COLORADO BOULEVARD VISION PLAN

CITY OF LOS ANGELES
FOUNDED 1781

TAKE BACK the BOULEVARD

EAGLE ROCK, CA • JUNE 2013

COLORADO BOULEVARD VISION PLAN

Eagle Rock, CA • June 2013

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JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

Dear Neighbor:

Over the past year and a half, a collaboration of community leaders has championed the **Take Back the Boulevard** initiative. With the support of my office, this effort has sought to re-imagine Colorado Boulevard as a thriving boulevard and destination spot for locals and visitors alike.

The **Take Back the Boulevard** initiative advocates for a safer, greener, and more prosperous Colorado Boulevard. As the home of some of Eagle Rock's most treasured businesses, schools, and places of worship, Colorado Boulevard is a unique corridor with the potential to become the heart of the greater Eagle Rock community. However, due to the current street design, Colorado Boulevard is mostly utilized as a thoroughfare, rather than embraced as a place to gather, socialize and shop.

In the fall of 2011, **Take Back the Boulevard** began holding community meetings throughout Eagle Rock to come up with a long-range plan for improving Colorado Boulevard. These meetings have been thoughtful and collaborative, drawing ideas from residents, business owners, stakeholders, as well as urban and environmental policy professionals who live and work in Eagle Rock. The projects crafted in these meetings are the basis for all design efforts. As a Councilmember, I wholly embrace the "Complete Streets" approach to urban design where we emphasize people over cars, encourage more pedestrian and bicycle use and reclaim our neighborhoods as places to live, work, shop and socialize. I am very excited that we're moving forward with the current project: the addition of a bike lane on Colorado Boulevard.

It has been a pleasure to work with the **Take Back the Boulevard** initiative and to see its ideas develop. Eagle Rock is a special community that has thrived for more than a century because of thoughtful residents who take pride in their community. I look forward to continue working with all our stakeholders so that Eagle Rock can truly "**Take Back the Boulevard**!"

Sincerely,

José Huizar
Councilmember, Council District 14

EAGLE ROCK: A COMMUNITY IN ACTION

An important quality that defines Eagle Rock is an unusually strong sense of community and community activism. The evolution of **Take Back the Boulevard** provides an excellent example of this activism. Early in the history of this initiative, Councilmember José Huizar made the following comments: "Colorado Boulevard is in the heart of Eagle Rock and supporting it is very important to me. **Take Back the Boulevard** offers us a chance to make this great street an even better place for residents and businesses. Public input is vital and I encourage one and all to come out and have your voices heard on what improvements you would like to see on Colorado Boulevard." **TBTB** has responded to the critical need for community involvement with a series of community meetings and communication as documented in this document.

Councilmember Huizar has also often commented on the strong community activism found in Eagle Rock. An early example of the passion of the Eagle Rock community was demonstrated in the 1950's when community leaders successfully crusaded against routing the 134 freeway through the middle of Eagle Rock. However, an unintended consequence was that Colorado Boulevard ended up being configured as six lane freeway bypass, encouraging vehicular speeds inappropriate in our "downtown". In January, 2011 the board of TERA / The Eagle Rock Association, a community activist organization for over 25 years, voted to support an initiative to improve the way in which Colorado serves the community. Feeling that the greatest potential for success would be an effort led by a broad coalition of Eagle Rock leadership, TERA conducted community meetings to identify community leaders who would take a leadership role as the **TBTB** Steering Committee.

Take Back the Boulevard hopes to improve the quality of life in Eagle Rock by emulating the cultural shifts currently sweeping the nation. Community after community welcomes a lifestyle that includes a more equitable sharing of the public streetscape, embraces the value of multiple modes of transportation, and supports a renewed appreciation for the advantages of a more active lifestyle. In fall 2013 we celebrate the initial phase of the rebirth of Colorado Boulevard with bike lanes, reduced traffic lanes, new crosswalks and more. Please join us as we continue to work to make our primary commercial corridor, Colorado Boulevard, a more vibrant boulevard, stimulating economic growth, improving public safety and enhancing community pride and wellness.

Bob Gotham
Chair, **Take Back the Boulevard** Steering Committee

Take Back the Boulevard Steering Committee, May 2013. From left to right, Bob Arranaga, Chloé Renée Ziegler, Jeff Jacobberger, Bob Gotham, Allen Compton, Mark Vallianatos, Matt Harrington and Brian Cawley.

STEERING COMMITTEE

Following is a list of those (current and past) who have served on the **Take Back the Boulevard** Steering Committee. The contributions of these dedicated Eagle Rockers are greatly appreciated:

Bob Gotham (Chair)*	The Eagle Rock Association (TERA)
Bob Arranaga*	Eagle Rock Community Preservation and Revitalization Corporation
Brian Cawley	Eagle Rock Neighborhood Council
Allen Compton*	SALT Landscape Architects
Robert DePietro	Eagle Rock Chamber of Commerce
Matt Harrington*	Eagle Rock Neighborhood Council
Nate Hayward*	Council District 14
Jeff Jacobberger*	Civic Enterprise
Zenay Loera	Council District 14
Kai Newkirk	Council District 14
Kevin Ocubillo*	Council District 14
Mott Smith*	Civic Enterprise
Michael Tharp	The Eagle Rock Association (TERRA)
Mark Vallianatos*	Occidental College
Chloé Renée Ziegler*	Collaborative Eagle Rock Beautiful

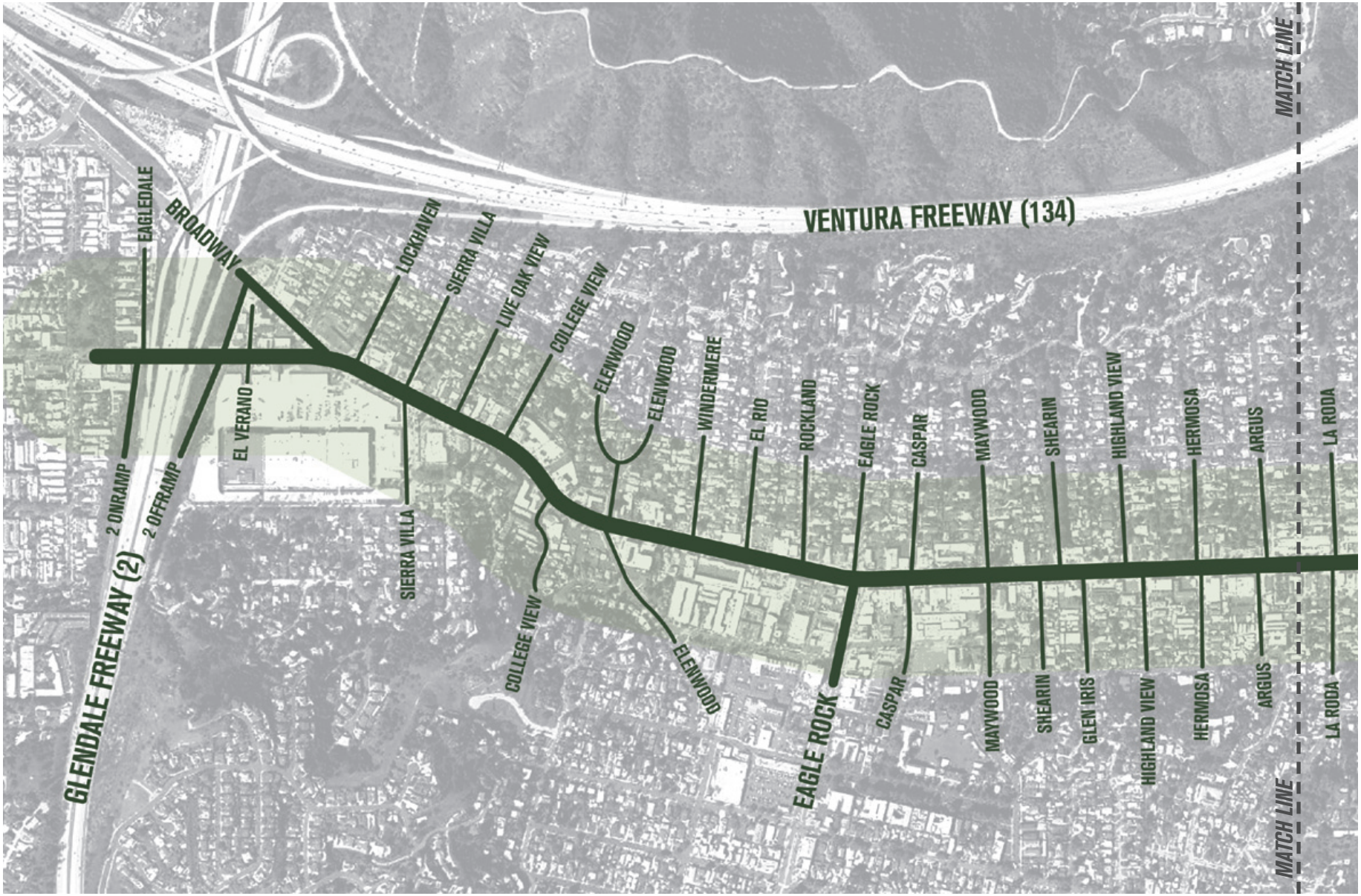
* Indicates current Steering Committee Member

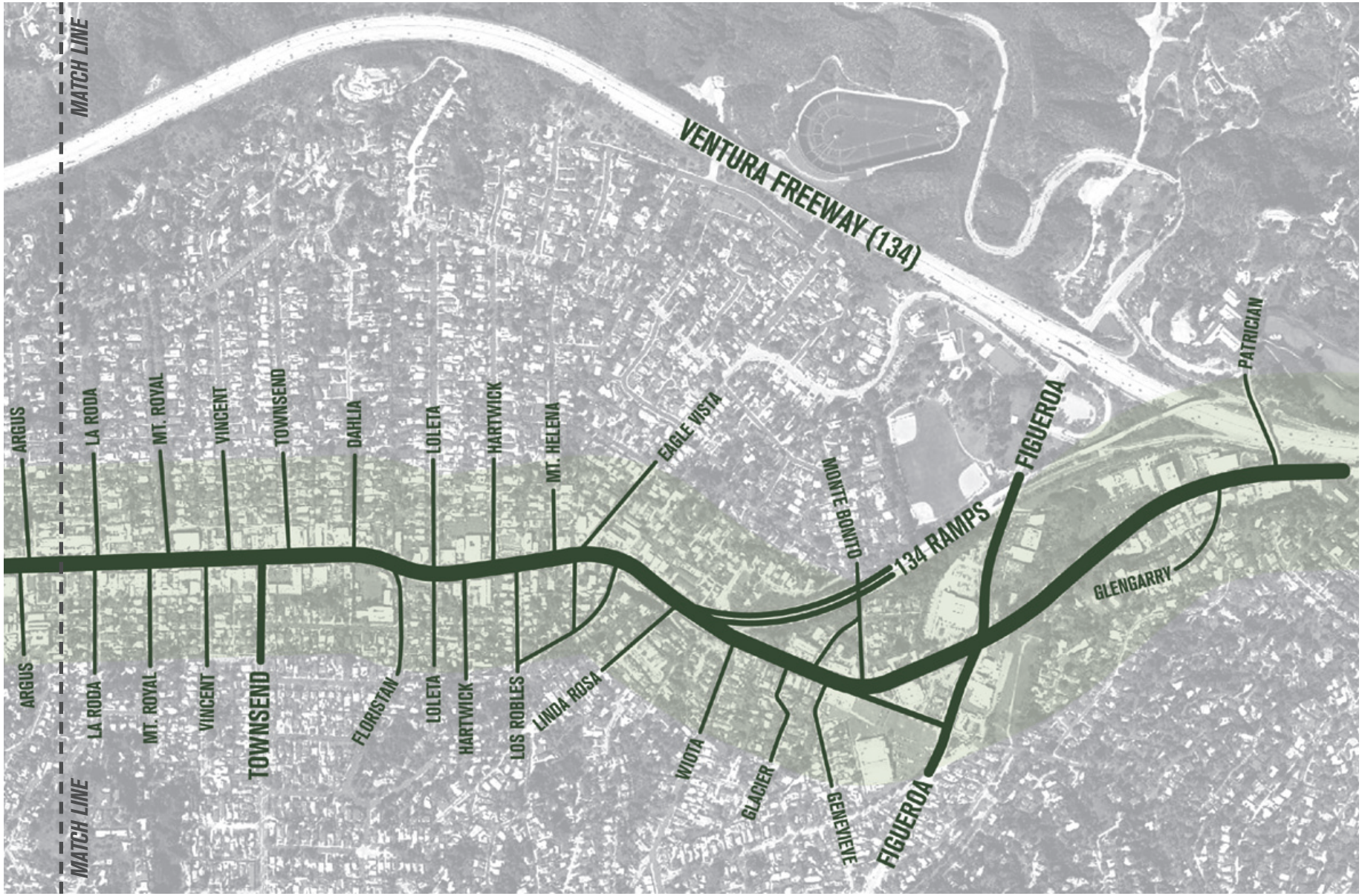
SUPPORTING ORGANIZATIONS

In addition to the many contributions of those who have served on the Steering Committee, there is great appreciation for the many community organizations that expressed support for the effort early in the process:

- Center for the Arts, Eagle Rock
- Collaborative Eagle Rock Beautiful
- Council District 14 – José Huizar Councilmember
- The Eagle Rock Association (TERA)
- Eagle Rock Chamber of Commerce
- Eagle Rock Community Preservation & Revitalization Corporation
- Eagle Rock Neighborhood Council
- Eagle Rock Valley Historical Society
- Greater Los Angeles Agency on Deafness (GLAD)
- Solheim Lutheran Home
- Urban & Environmental Policy Institute, Occidental College
- The Women's Twentieth Century Club of Eagle Rock

Eagle Rock City Hall serves as a field office for the 14th District City Council Member and meeting place for the Eagle Rock Neighborhood Council.


GLENDALE FREEWAY (2)
2 ONRAMP
EAGLEDALE
2 OFFRAMP
BROADWAY
EL VERANO
SIERRA VILLA
LOCKHAVEN
SIERRA VILLA
LIVE OAK VIEW
COLLEGE VIEW
COLLEGE VIEW
ELENWOOD
ELENWOOD
ELENWOOD
WINDERMERE
EL RIO
ROCKLAND
EAGLE ROCK
EAGLE ROCK
CASPAR
CASPAR
MAYWOOD
MAYWOOD
SHEARIN
SHEARIN
GLEN IRIS
HIGHLAND VIEW
HIGHLAND VIEW
HERMOSA
HERMOSA
ARGUS
ARGUS
LA RODA
LA RODA
VENTURA FREEWAY (134)
MATCH LINE
MATCH LINE


MATCH LINE
ARGUS
LA RODA
MT. ROYAL
VINCENT
TOWNSEND
DAHLIA
LOLETA
HARTWICK
MT. HELENA
EAGLE VISTA
MONTE BONITO
134 RAMPS
FIGUEROA
PATRICIAN
VENTURA FREEWAY (134)
ARGUS
LA RODA
MT. ROYAL
VINCENT
TOWNSEND
FLORISTAN
LOLETA
HARTWICK
LOS ROBLES
LINDA ROSA
WIOTA
GLACIER
GENEVIEVE
FIGUEROA
GLENGARRY
MATCH LINE

SECTION ONE: A VISION FOR COLORADO BOULEVARD

IMAGE 1.1: Streetcar at Colorado Boulevard and Eagle Rock Boulevard, 1955 (*Alan Weeks*)

VISION PLAN GOALS

Take Back the Boulevard (TBTB) seeks to enhance Colorado Boulevard's role as Eagle Rock's "main street." We propose a variety of changes—some modest and some large—to the property that the public owns and controls: our streets, sidewalks, medians and parkways. While Colorado Boulevard will remain an important automobile corridor, this plan seeks to:

1. **Expand Eagle Rock's transportation options** by making the street safer for all travel modes (including driving, walking, bicycling and transit) and for all road users (including seniors, children and disabled persons).

2. **Help Colorado Boulevard's local businesses thrive** by making our streets and sidewalks better places to walk, shop, dine, wander and linger.

3. **Increase community health** by encouraging active forms of transportation and reducing polluting automobile travel.

4. **Improve environmental quality** by sustainably increasing landscaping in Colorado Boulevard's medians and parkways.

5. **Enhance the entire length of Colorado Boulevard** as a source of pride for our community, and let all who pass through appreciate the special place that is Eagle Rock.

IMAGE 1.2: Bicycle lanes and safe pedestrian crossings promote community health

IMAGE 1.3: Active sidewalks help local businesses prosper and communities thrive

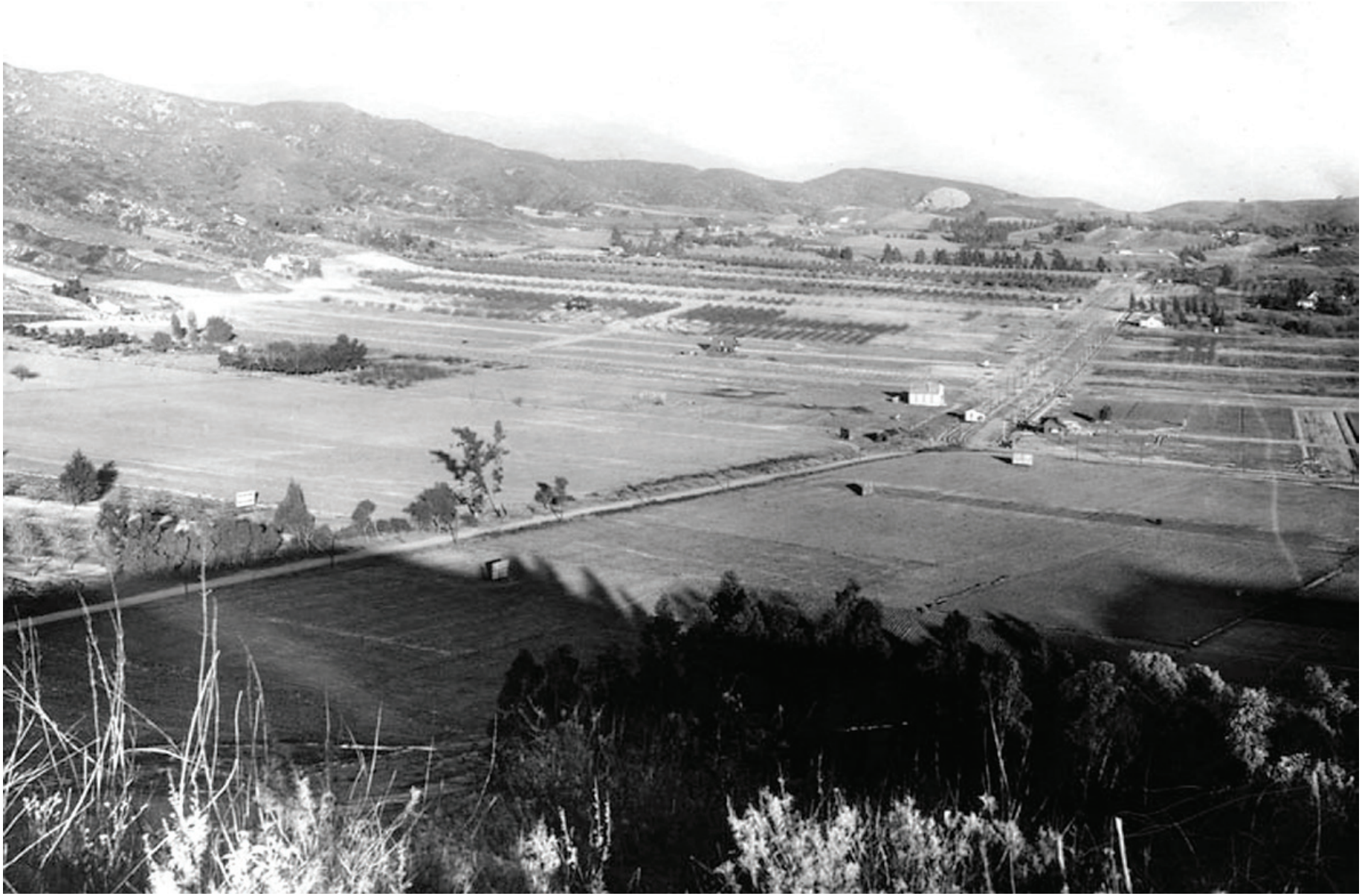


IMAGE 1.4: A view of the Colorado Boulevard corridor in Eagle Rock, 1906 (*Los Angeles Public Library Images*)

EAGLE ROCK: YESTERDAY, TODAY AND TOMORROW

In 1911, Eagle Rock was incorporated as an independent city and one of Los Angeles' earliest suburbs. Annexed into Los Angeles in 1923, Eagle Rock has retained a distinctive and cherished community identity and sense of pride. As Eagle Rock looks back and celebrates its centennial, **TBTB** looks back to gain inspiration too, but looks forward as well to reshape Colorado Boulevard as a street for the next century.

From Eagle Rock's earliest years, Colorado Boulevard has functioned as the center of community life. Eagle Rock was first developed before Los Angeles was dominated by the automobile. During the first half of the 20th century, streetcar tracks ran down Colorado Boulevard, connecting Eagle Rock to Downtown Los Angeles, Glendale and beyond, in an era when Los Angeles had the nation's most extensive streetcar network. Storefronts along Colorado Boulevard were oriented toward pedestrians, with primary entrances on the sidewalk. Eagle Rock's important institutions—City Hall, the Carnegie Library (now home to the Eagle Rock Center for the Arts), the Twentieth Century Women's Club, Eagle Rock Elementary School and others—were all clustered along Colorado.

By the 1950s, Colorado Boulevard began to be dominated by the automobile. Part of iconic Route 66, the street has long been an important automobile corridor. But after the demise of the streetcars, it became almost entirely devoted to moving cars. From 1955 to 1971, the Colorado Freeway (now the Ventura/134 Freeway) ended at what is now the 134 off ramp east of Eagle Vista Drive, dumping large numbers of cars onto Colorado Boulevard, which served as the main highway connecting Glendale, Burbank and the San Fernando Valley to Pasadena and the San Gabriel Valley. When the 134 Freeway was built, Eagle Rockers fought successfully against a proposed route along Colorado Boulevard, which would have physically divided the community.

From Eagle Rock's earliest years, Colorado Boulevard has functioned as the center of community life.

After the Ventura Freeway was completed through Eagle Rock in the early 1970s, much of the traffic that had clogged Colorado Boulevard moved to the freeway. But Colorado Boulevard's physical and functional design remained largely unchanged, with a continued focus on moving cars as quickly as possible through Eagle Rock. This approach largely ignored other users of the Boulevard.

Today, **TBTB** seeks to return Colorado Boulevard to its roots, and restore a balance among all users of the street. Colorado Boulevard can and should accommodate everyone: motorists, pedestrians, bicyclists and transit users. In addition to serving as a transportation corridor, it should be a destination in and of itself. Our streets and sidewalks should be inviting places for customers of local businesses. Colorado Boulevard should be a community gathering place, not only for major events like the Eagle Rock Music Festival, but for everyday encounters among residents enjoying their neighborhood.

Eagle Rock began as a small town, and **TBTB** seeks to reinforce the small-town feel, in the heart of the vast Los Angeles region, that is valued by Eagle Rock residents.

IMAGE 1.5: Colorado Boulevard at El Rio Avenue (existing)

IMAGE 1.6: Colorado Boulevard at El Rio Avenue (proposed)

IMAGE 1.7: Colorado Boulevard at Shearin Avenue (existing)

IMAGE 1.8: Colorado Boulevard at Shearin Avenue (proposed)

SECTION TWO: DEVELOPMENT OF THE VISION PLAN

IMAGE 2.1: Community Meeting #1, September 2011

This plan was developed through a community-driven planning process which included extensive participation and involvement by hundreds of Eagle Rockers. The process has been led by a steering committee whose members represent an array of Eagle Rock organizations and institutions, but the plan itself and the priorities have been determined by the entire community.

STEERING COMMITTEE

Take Back the Boulevard (TBTB) is a collaboration of numerous Eagle Rock organizations and institutions. The planning process has been guided by a volunteer steering committee that has included representatives from the following organizations:

- Collaborative Eagle Rock Beautiful
- The Eagle Rock Association (TERA)
- Eagle Rock Chamber of Commerce
- Eagle Rock Community Preservation & Revitalization Corporation
- Eagle Rock Neighborhood Council
- Urban & Environmental Policy Institute, Occidental College

The initiative has also benefitted from a strong partnership with 14th District Councilmember José Huizar, whose office has provided financial and staff support to the planning process.

COMMUNITY MEETING DATES

September 2011 — Community Meeting #1

September 2011 — Business Owner Meeting

January 2012 — Community Meeting #2

February - May 2012 — Small Community Group Presentations

June 2012 — Community Meeting #3

IMAGE 2.2: Business Owner Meeting, September 2011

IMAGE 2.3: View from audience at Community Meeting #1

IMAGE 2.4: Obtaining feedback at Community Meeting #1

PROCESS

TBTB developed this plan through a comprehensive community planning process that extended from May 2011 through December 2012. We sought and obtained valuable input and feedback from a broad spectrum of Eagle Rock stakeholders, and used a wide range of tools designed to give all stakeholders an opportunity to participate. We have held three community-wide meetings, as well as smaller meetings with Eagle Rock organizations and institutions focused on their particular needs and desires. We conducted extensive outreach through local media with the cooperation of the Boulevard Sentinel and Eagle Rock Patch, e-mail distribution lists, mailings and flyers. We provided additional opportunities for stakeholders to provide input and feedback through an on-line survey.

There were four basic phases to our planning process:

PHASE #1:	Goal Setting and Data Collection
PHASE #2:	Planning Workshops: Identify Key Locations and Preferred Planning Tools
PHASE #3:	Development of Draft Proposals and Community Response
PHASE #4:	Development of Final Vision Plan

Goal Setting and Data Collection

The first phase involved seeking input about issues and concerns that Eagle Rockers want this plan to address, and gathering data about existing conditions along Colorado Boulevard. In September 2011, **TBTB** introduced itself to Eagle Rock at our first community-wide meeting, which was attended by more than 100 stakeholders. **TBTB** presented its vision for making Colorado Boulevard more of a "main street" for Eagle Rock, which included the goals outlined in **Section Four** (and in the margin to the right). To ensure the plan meets the needs of local businesses, in September 2011, **TBTB** held a separate meeting focused on their concerns; about 25 owners and managers of Colorado Boulevard businesses participated in that meeting.

For those who could not attend either meeting, **TBTB** conducted a survey—publicized and distributed through local media and various organizations' e-mail lists—that generated about 275 responses (see **Figure 2.1** for survey results). **TBTB** also met individually with schools located along Colorado Boulevard to understand their specific issues and concerns. This outreach demonstrated overwhelming support for **TBTB**'s vision and goals of making Colorado Boulevard less automobile-centric, and for making the street more pedestrian-, bicycle-, and transit-friendly.

The first phase also involved collecting data about existing conditions on Colorado Boulevard. This included physical measurements of streets and sidewalks, traffic counts, bicycle counts, safety and collision data, and Census data. Our surveys collected information about the transportation modes used by Eagle Rockers. **TBTB** also conducted extensive field observations to gain a deeper understanding of the issues and challenges facing Colorado Boulevard, and to identify issues that are not always revealed in dry statistical data. Several urban planning students at Occidental College, under the supervision of Mark Vallianatos, conducted much of this fieldwork. **Section Three** sets forth key data regarding existing conditions on Colorado Boulevard. **TBTB** also consulted with the Los Angeles Planning Department, the Department of Transportation, and Metro regarding existing and future plans for Colorado Boulevard.

VISION PLAN GOALS

GOAL #1: Expand Eagle Rock's transportation options

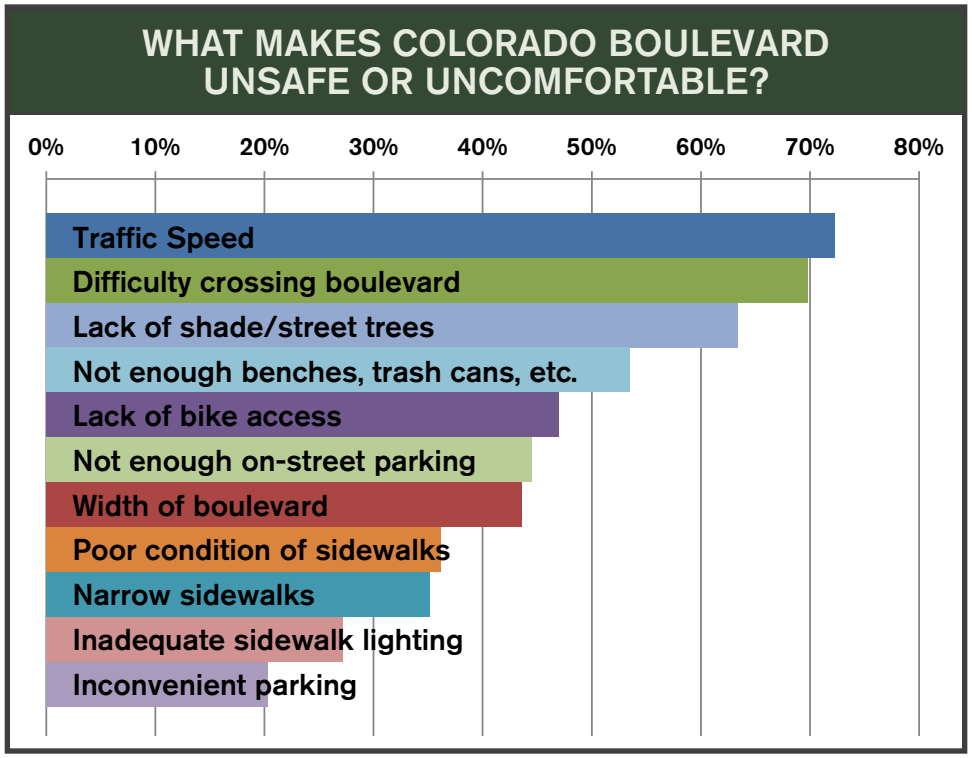
GOAL #2: Help Colorado Boulevard's local businesses thrive

GOAL #3: Increase community health

GOAL #4: Improve environmental quality

GOAL #5: Enhance the entire length of Colorado Boulevard as a source of pride for our community

STAKEHOLDER SURVEY RESULTS: FALL 2011	
RESPONDENTS WERE ASKED	% AFFIRMATIVE
WHO LIVES IN EAGLE ROCK?	82%
WHO WORKS IN EAGLE ROCK?	29%
WHO SHOPS AND DINES AT COLORADO BOULEVARD BUSINESSES?	85%



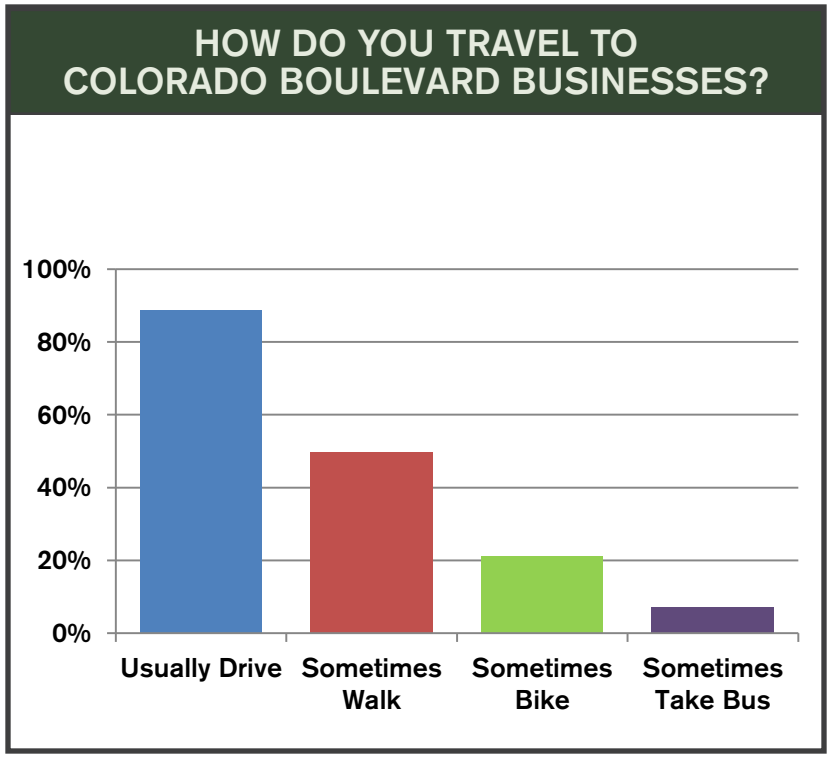


FIGURE 2.1: Online survey results

Planning Workshop: Identifying Key Locations and Preferred Planning Tools

In January 2012, **TBTB** held a second community-wide meeting. This meeting was a hands-on planning workshop attended by approximately 50 stakeholders. We summarized the results of our outreach, and presented the following broad planning objectives that the community had identified in Phase 1:

1. **Calm traffic and reduce speeding** on Colorado Boulevard
2. **Support and encourage walking** by:
   - Making it safer and easier to cross Colorado Boulevard and
   - Improving the pedestrian environment along Colorado
3. **Support and encourage bicycling** by adding bicycle facilities (particularly bicycle lanes)
4. **Support and encourage transit use**, primarily by improving transit stops
5. **Use on-street and other public parking more productively** to support local businesses
6. **Preserve and enhance medians, parkways, street trees** and other landscaping[1]
7. **Strengthen Colorado Boulevard as a source of community identity** through signage, public art, etc.

The Eagle Rock community strongly supported these objectives. **TBTB** also summarized the data we had gathered, and introduced potential strategies and planning tools that could be used to achieve these objectives. Because Colorado Boulevard extends nearly 3 miles through Eagle Rock, workshop participants focused on shorter segments of the Boulevard to identify specific concerns at particular locations and indicate preferences for particular strategies and planning tools.

IMAGE 2.5: Community Meeting #2, January 2012

[1] Concurrently with **TBTB**'s planning process, the Office of Councilmember Huizar established a Median Advisory Committee to make recommendations for more low-water and low maintenance median plantings.

Development of Draft Proposals and Community Response

TBTB developed draft proposals for improvements to Colorado Boulevard based on the planning objectives and preferred tools and strategies identified by hundreds of Eagle Rock stakeholders. Our proposals took into account the data we collected and other planning policies and efforts, including Los Angeles' 2010 Bicycle Plan and new bike plans adopted by the cities of Pasadena and Glendale. **TBTB** then sought community feedback regarding these draft proposals.

As detailed below, the most significant recommendation was to remove one automobile travel lane in each direction along those portions of Colorado Boulevard with three travel lanes in each direction, and installation of bicycle lanes along Colorado Boulevard. **TBTB** also developed other recommendations aimed at making it easier and safer for pedestrians to cross Colorado Boulevard, changes to use public on-street and off-street parking more effectively, and various improvements to sidewalks and crosswalks.

TBTB presented the draft proposals at meetings of a wide range of Eagle Rock organizations and institutions, including:

- **The Eagle Rock Association (TERA)**
- **Eagle Rock Neighborhood Council**
- **Eagle Rock Community & Preservation Corporation (ERCPR)**
- **Collaborative Eagle Rock Beautiful**
- **Eagle Rock Valley Historical Society**
- **Twentieth Century Women's Club**
- **Urban & Environmental Policy Institute, Occidental College**

Eagle Rock stakeholders strongly supported the proposed changes, including reduction of automobile travel lanes and installation of bicycle lanes.

With the cooperation and assistance of the Eagle Rock Chamber of Commerce, **TBTB** held a second meeting for business and commercial property owners. The Chamber mailed invitations to all commercial property owners, and hand-delivered flyers to all Colorado Boulevard businesses. In response to the comments and concerns raised at these small group meetings, **TBTB** modified its initial recommendations.

Then, in June 2012, **TBTB** presented its draft recommendations and proposals at a third community meeting. That meeting was extensively advertised through local media, various e-mail distribution lists, and through the Office of Councilmember Huizar. More than 50 people attended that meeting and provided substantial input.

At these meetings, Eagle Rock stakeholders again strongly supported the proposed changes, including reduction of automobile travel lanes and installation of bicycle lanes. Understandably, local businesses expressed their interest in ensuring that proposed changes did not make it more difficult for their customers who arrive by car. Some businesses that rely on on-street parking (particularly between Eagle Rock Boulevard and Townsend) are concerned about potential loss of on-street parking. As long as these concerns are addressed, most business leaders support efforts to make Colorado Boulevard more pedestrian- and bicycle-friendly.

These changes recognize the continued importance of the automobile, but incorporate Eagle Rock's desire for a street that works better for pedestrians of all ages and abilities, bicyclists, and transit users.

At several of these meetings, some concern was expressed about the cost of potential improvements to Colorado Boulevard, and whether recommendations would actually be implemented.

Development of Final Vision Plan

Based on all of the community input received and information collected, **TBTB** has developed this final Vision Plan. This Vision Plan presents a comprehensive vision for changes that will make Colorado Boulevard a vital main street for one of Los Angeles' oldest and most iconic neighborhoods. These changes recognize the continued importance of the automobile, but incorporate Eagle Rock's desire for a street that works better for pedestrians of all ages and abilities, bicyclists, and transit users.

The Vision Plan proposes a range of improvements, with a wide range of costs. It emphasizes those changes that can be achieved in the short- and medium-term because they are relatively low-cost and align with citywide programs and objectives, public investments that are programmed and funded, and funding opportunities.

IMAGE 2.6: Community Meeting #2, Planning Workshop, January 2012

SECTION THREE: EXISTING CONDITIONS

IMAGE 3.1: Colorado Boulevard at Eagle Rock Boulevard

Take Back the Boulevard's (TBTB) overarching goals are to restore balance and make Colorado Boulevard work well for all users—motorists, pedestrians, bicyclists and transit users; to improve safety and to enhance the local business environment. As part of the planning process, **TBTB** gathered extensive information about existing conditions along Colorado Boulevard, both to document the conditions that Eagle Rockers seek to change, and to fully understand the opportunities for changes and improvements. This includes measurements of streets and sidewalks, traffic counts, bicycle counts, safety and collision data, Census data, information from surveys, and field observations.

EXISTING ROADWAY CONFIGURATION

TBTB's plan focuses on the public right of way, which includes:

- STREETS (including travel lanes, turn lanes and on-street parking)
- MEDIANS [1]
- SIDEWALKS (including parkways)

Colorado Boulevard extends for nearly three miles through Eagle Rock, from the Glendale city limit just west of the Glendale Freeway (Highway 2) on the west, to the Pasadena city limit near Avenue 64 on the east. Along that length, there are many different configurations of street and sidewalk widths, numbers of traffic lanes, and other elements.[2] Like many Los Angeles streets that formerly carried streetcars, most of Colorado Boulevard is quite wide. This width has been a source of problems, including excessive speeding, serious collisions, and making it difficult for pedestrians to cross the street. On the other hand, Colorado's width creates opportunities and makes it easier to accommodate the needs of all road users.

IMAGE 3.2: The streetscape at Sierra Villa Drive is dominated by motor vehicles

[1] Concurrently with **TBTB**'s planning process, the Office of Councilmember Huizar established a Median Advisory Committee to make recommendations for more low-water and low maintenance median plantings.

[2] In Eagle Rock, the right of way along Colorado Boulevard has at least 26 different configurations. These configurations are shown in the **Appendix** pages **A-2** through **A-6**.

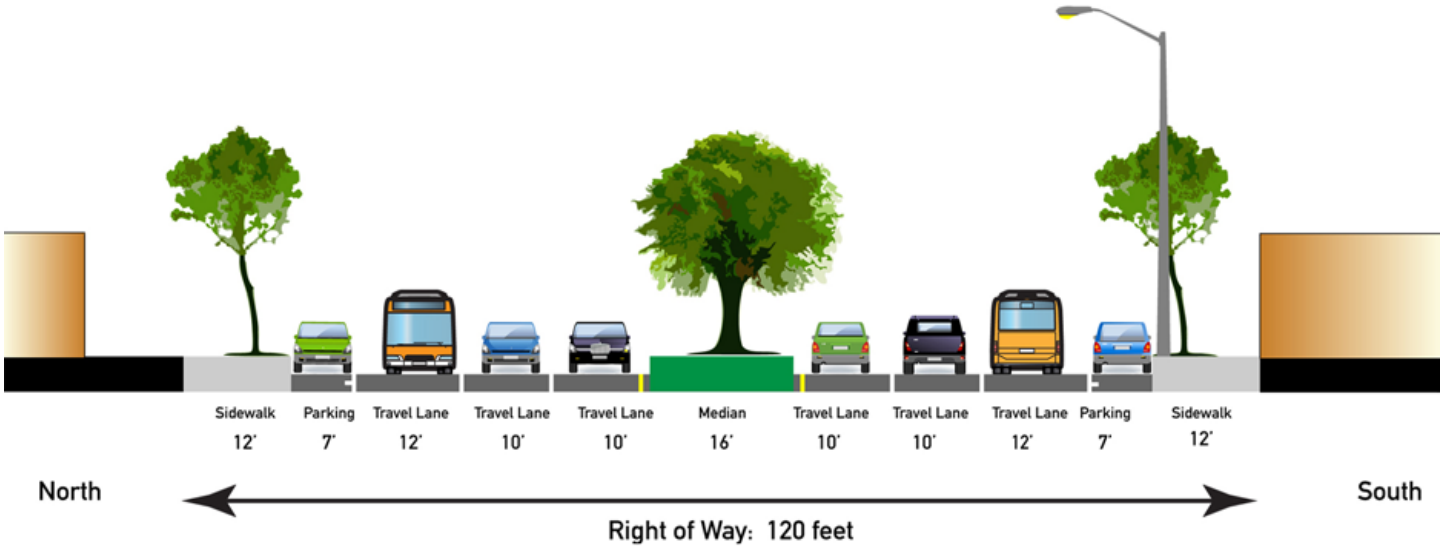


FIGURE 3.1: Existing Colorado Boulevard cross-section between Eagle Rock Boulevard and Townsend Avenue

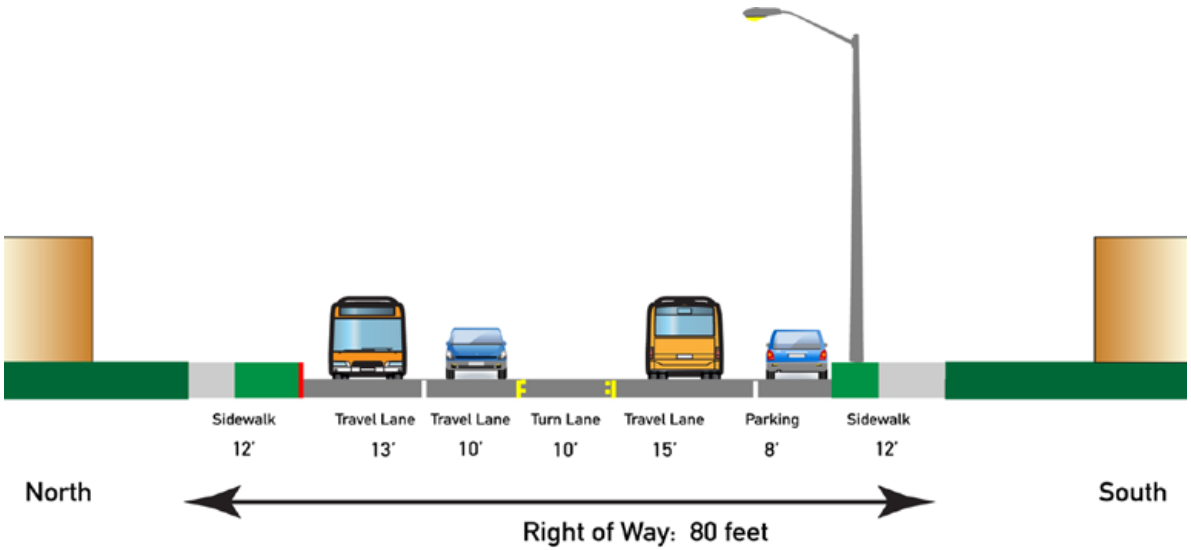


FIGURE 3.2: Existing Colorado Boulevard cross-section east of Wiota Street towards Figueroa.

Through the heart of Eagle Rock from Broadway to Dahlia, Colorado Boulevard's right of way is 120' wide. The roadway itself is 96-100 feet wide, with three travel lanes in each direction. Between Eagle Rock Boulevard and Townsend Avenue, the street has a 16'-wide landscaped median. The remainder of this section has a center turn lane. This section generally has curb parking. The sidewalks are 10-12 feet wide; some sidewalks include a landscaped parkway. This section is the focus of most of the changes included in this Vision Plan. The width of the right of way readily accommodates the roadway changes we recommend. A sample cross-section is shown in **Figure 3.1**.

Most of the rest of Colorado Boulevard has a right of way that is 100' or more, with two travel lanes in each direction and a center turn lane and/or median. These segments include (1) the far western section from the Glendale Freeway ramps to Broadway; (2) from Dahlia to the 134 Ventura Freeway ramps; and (3) most of the eastern section from Figueroa to Patrician Way. These segments generally have curb parking. All of these segments have sidewalks; some sidewalks include a landscaped parkway. The width of the right of way readily accommodates the roadway changes we recommend.

Some portions of Colorado Boulevard have a significantly narrower right of way. For example, a 300-yard stretch between the 134 Freeway ramp and Monte Bonito Drive/La Loma Road is about 80 feet wide; and the right of way is 55 feet wide at the Pasadena city limit. On these portions, accommodating all stakeholder demands--for automobile lanes, bike lanes and curb parking—may not be possible. A sample cross-section is shown in **Figure 3.2**.

By way of comparison, Colorado Boulevard through Glendale has two (2) travel lanes in each direction (See **Image 3.3**). Through much of Pasadena (including Old Pasadena), Colorado Boulevard also has two (2) travel lanes in each direction (See **Image 3.4**).

IMAGE 3.3: Colorado Boulevard at Fischer Street in Glendale

IMAGE 3.4: Colorado Boulevard at De Lacey Avenue in Pasadena

COLORADO BOULEVARD TRAFFIC COUNTS						
LOCATION	DATE	PEAK HOUR				TOTAL VEHICLES
		WESTBOUND		EASTBOUND		
		Vehicles	Time	Vehicles	Time	
east of on-ramp Glendale Fwy	7/2/07	1,235	5 pm	736	5 pm	25,457
at Sierra Villa	10/12/06	N/A	N/A	N/A	N/A	40,823
at College View	7/2/07	N/A	N/A	N/A	N/A	37,488
at Eagle Rock Boulevard	7/11/07	1,324	8 am	1,513	5 pm	33,004
at Eagle Rock Boulevard	1/14/09	1,328	8 am	1,567	5 pm	34,055
at Maywood	1/15/09	1,291	8 am	1,415	5 pm	32,524
at Vincent Av	1/15/09	1,620	5 pm	1,391	5 pm	34,326
west of Linda Rosa Av	5/20/10	1,240	5 pm	1,187	5 pm	29,962
west of Linda Rosa Av	5/4/08	1,231	5 pm	1,152	5 pm	27,889
at Monte Bonito	1/15/09	690	5 pm	662	5 pm	15,081
at Figueroa St	1/15/09	483	5 pm	356	1 pm	9,637

FIGURE 3.3: Colorado Boulevard traffic counts (LADOT)

AUTOMOBILE TRAFFIC AND CONGESTION

TBTB carefully considered data regarding volumes of automobile traffic and levels of traffic congestion. Colorado Boulevard is and will remain an important automobile corridor, particularly because it provides access to the Glendale and Ventura Freeways. Some Eagle Rockers have raised the question of whether Colorado Boulevard can continue to function well for cars if some of the right-of-way is repurposed to serve other travel modes. All available data indicates that it can.

LADOT regularly conducts traffic counts on Los Angeles streets. On Colorado Boulevard, the busiest segment is the block between Broadway and Sierra Villa (adjacent to Eagle Rock Plaza), with a total volume of approximately 41,000 vehicles per day. The traffic volumes drop off considerably just east of Sierra Villa, indicating that Eagle Rock Plaza is a significant destination. East of the 134 freeway access ramp, traffic volumes are far lower than on other portions of Colorado Boulevard. Historically, LADOT's mission has been to minimize traffic congestion, and focus on "peak hour" traffic volumes. According to available data, the peak traffic hours along Colorado Boulevard are 8am to 9am, and 5pm to 6pm. The peak hour volumes are approximately 1,600 vehicles. LADOT traffic counts along Colorado Boulevard are summarized in **Figure 3.3**.

For motorists, the precise number of cars is less important than traffic congestion, real or perceived. In all of our extensive outreach, traffic congestion was never raised as a significant existing problem on Colorado Boulevard. At nearly all of our meetings, we asked participants "how often do you have to wait at a traffic signal for more than one light cycle?" The consistent answer was "never," except that some people reported that, at peak commute times, they occasionally have to wait more than one light cycle at Broadway or Sierra Villa. They also reported congestion when incidents on the 2 Glendale Freeway or 134 Ventura Freeway divert motorists onto Colorado Boulevard. During holiday shopping periods, there is congestion at Eagle Rock Plaza.

Through all of our outreach, no one opposed any of **TBTB**'s proposals on the ground that Eagle Rock's streets currently are too congested. **TBTB** believes that Colorado Boulevard should be designed to accommodate all users, and not solely peak hour motorists.

NUMBER OF PEDESTRIANS AND BICYCLISTS

Walking, bicycling and transit are important transportation modes in Eagle Rock and on Colorado Boulevard. Although LADOT's traffic counts typically ignore pedestrians and bicyclists, other sources of data exist. In 2011, the Los Angeles County Bicycle Coalition (LACBC) counted bicyclists and pedestrians at various intersections throughout Los Angeles, including at Colorado Boulevard and Eagle Rock Boulevard. They conducted their count on a weekday morning from 7am to 9am, a weekday evening from 4pm to 6pm, and a Saturday from 11am to 1pm. During this period, LACBC counted 138 bicyclists and 984 pedestrians (see **Figure 3.4**). This data can be combined with LADOT data regarding automobile traffic to provide approximate mode shares for bicycling and walking. Approximately 1% of traffic on Colorado Boulevard is bicyclists, and slightly more than 7% is pedestrians. This data is consistent with national data regarding levels of bicycling and walking. The 2009 National Household Travel Survey (NHTS)[3] estimates that approximately 11% of all trips are walking trips, and approximately 1% of all trips are made by bicycle. **TBTB** seeks to increase these numbers by improving conditions for pedestrians and bicyclists.

TRANSIT USAGE

Transit is also an important transportation mode in Eagle Rock. Eagle Rock is served by Metro bus lines that provide direct connections to Downtown Los Angeles, Hollywood, Glendale and Pasadena, among other destinations. According to the US Census Bureau's American Community Survey (ACS), approximate 4% of Eagle Rock residents use transit as their "principal mode of transportation" to work.

BICYCLIST AND PEDESTRIAN COUNTS AT COLORADO BLVD/EAGLE ROCK BLVD

DAY AND TIME	BICYCLISTS	PEDESTRIANS
Weekday Morning (7am-9am)	34	310
Weekday Evening (4pm-6pm)	51	289
Weekend Midday (11am-1pm)	53	385
TOTAL	138	984

Source: 2011 Los Angeles Bicycle and Pedestrian Count Report (LACBC 2012)

FIGURE 3.4: LACBC bicyclist and pedestrian count data

[3] The NHTS is conducted periodically by the US government, and is considered to be one of the best available sources of data regarding levels of walking and bicycling.

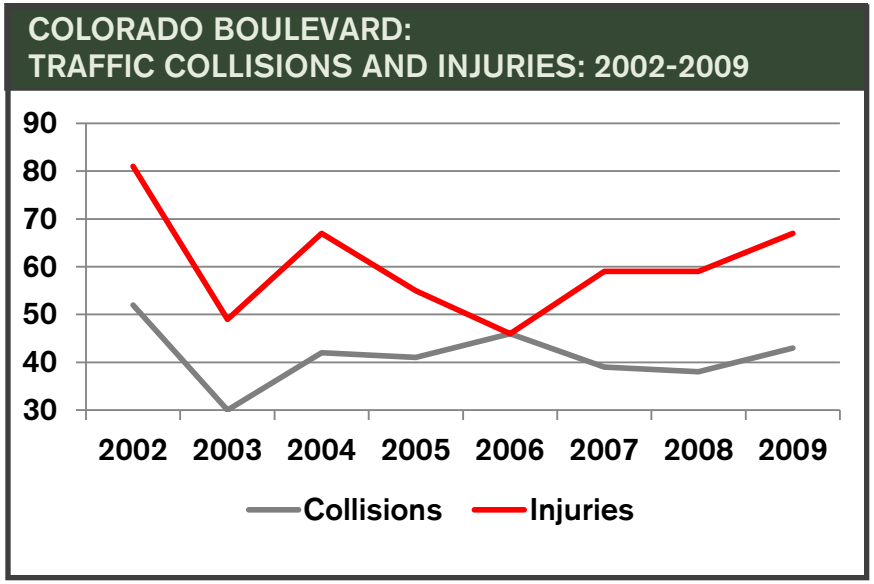


FIGURE 3.5: Colorado Boulevard traffic collision data (Source: SWITRS)

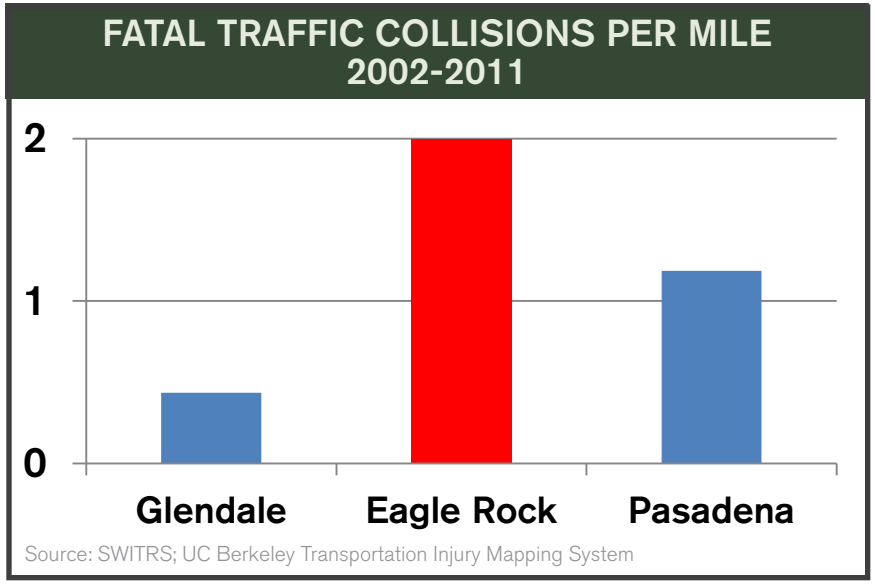


FIGURE 3.7: Traffic fatality rates along Colorado Boulevard

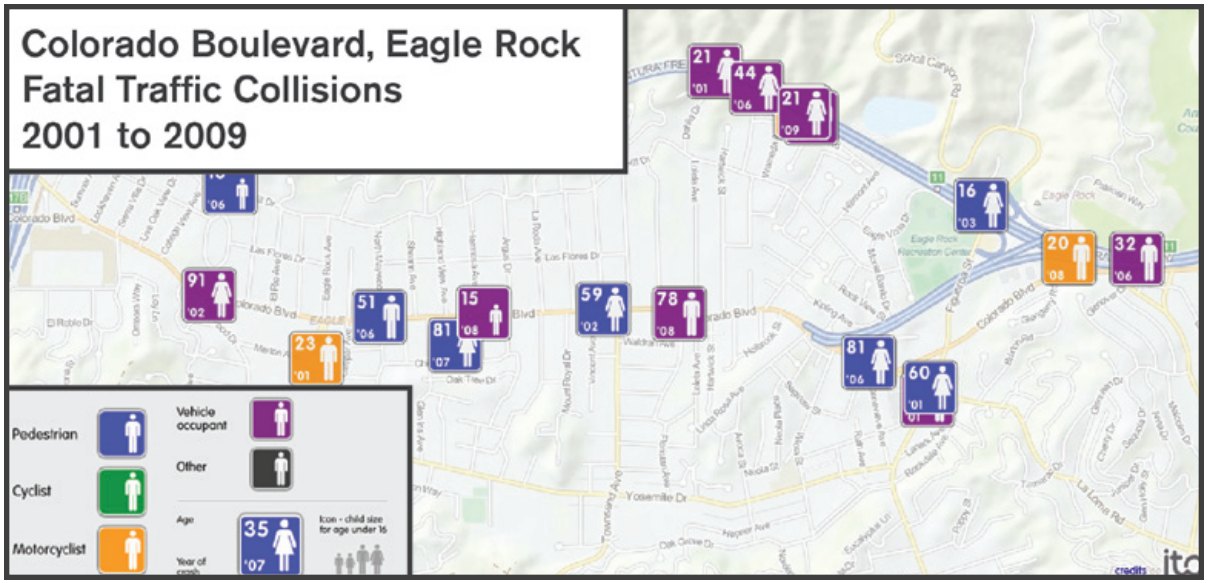


FIGURE 3.6: Traffic fatalities along Colorado Boulevard (ITO World Map)

TRAFFIC COLLISION AND SAFETY DATA

Eagle Rockers expressed significant concern about the number and severity of traffic accidents along Colorado Boulevard. **TBTB** compiled data from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database regarding traffic collisions along Colorado Boulevard from 2002 through 2009. This database includes collisions for which the Los Angeles Police Department (LAPD) prepared an accident report. This data substantially understates the actual number of traffic collisions, because LAPD typically does not respond to or prepare reports arising from minor "fender bender" collisions involving minor property damage. **Figure 3.5**, derived from SWITRS data, shows the number of serious traffic collisions, and resulting injuries, along Colorado Boulevard from 2002 through 2009.

Traffic fatalities are all too common along Colorado Boulevard. Between 2001 and 2009, there were ten (10) traffic fatalities on Colorado Boulevard in Eagle Rock, plus another 5 traffic fatalities within a block of Colorado Boulevard (see **Figure 3.6**). Counting only the fatal collisions on Colorado Boulevard, that amounts to two (2) fatal collisions (and more than 3 deaths) per mile of roadway. Over the same period of time, Colorado Boulevard through the City of Glendale had a rate of 0.4 fatal collisions/mile; and through the City of Pasadena had a rate of 1.2 fatal collisions/mile (see **Figure 3.7**).

Pedestrians and bicyclists are often referred to as "vulnerable" road users for the simple reason that, when they are involved in a traffic collision, they are much more likely to be killed or injured. The data shows that Colorado Boulevard today is dangerous for pedestrians and bicyclists. From 2001 to 2009, the percentage of all traffic-related deaths and injuries sustained by pedestrian and bicyclists increased sharply from 7% to more than 15%--or one out of six. While accurate data about the numbers of pedestrians and bicyclists is difficult to obtain, they make up significantly less than 15% of all road users. In short, Colorado Boulevard today is far more dangerous for pedestrians and bicyclists than it is for motorists.

Traffic collision data shows that Colorado Boulevard today is dangerous for pedestrians and bicyclists.

Forty percent (40%) of the traffic fatalities on or near Colorado Boulevard between 2001 and 2009 were pedestrians. Colorado Boulevard is particularly dangerous for younger and older Eagle Rockers, as all but two of the pedestrians killed were either under the age of 18 or over the age of 60.

The SWITRS data collected by **TBTB** does not include any deaths of bicyclists along Colorado Boulevard. However, in September 2011, Alan Deane, a bicyclist who participated in **TBTB**'s first public meeting, was struck and killed on Colorado Boulevard just east of Eagle Rock in the City of Pasadena.

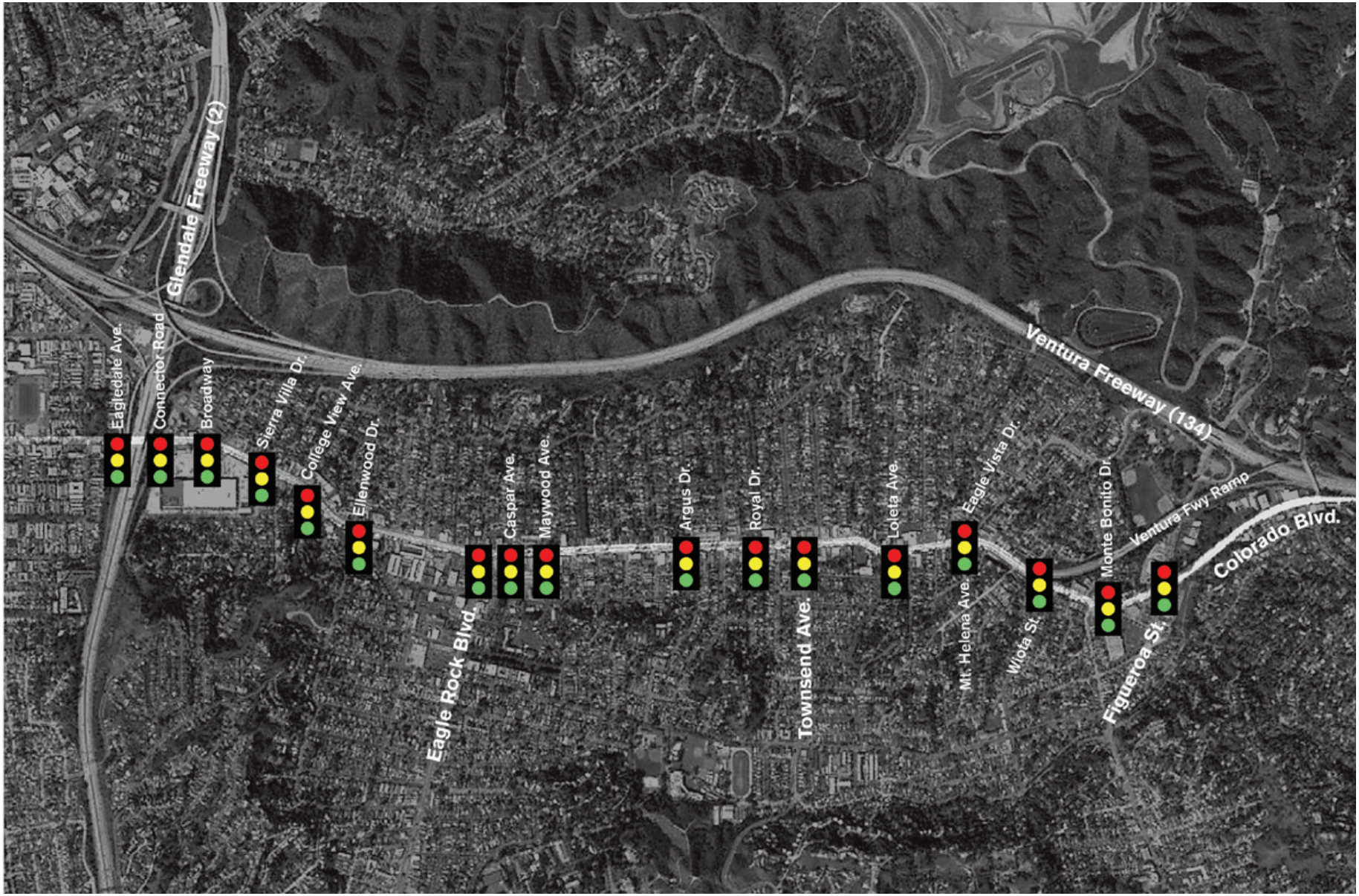


FIGURE 3.8: Signalized intersection map of Colorado Boulevard in Eagle Rock

CONDITIONS FOR PEDESTRIANS

Colorado Boulevard has basic pedestrian infrastructure, but there is much room for improvement. With very limited exceptions, paved sidewalks extend along both sides of Colorado Boulevard. In areas without a parkway, including most of the core pedestrian-oriented area between Windermere and Townsend, sidewalks are 10-12' wide. Where there is a parkway, sidewalks are 5-7' wide. Signalized intersections are spaced every 3-4 blocks providing some opportunities for pedestrians to cross Colorado Boulevard (see **Figure 3.8**). However, **TBTB**'s field observations and community feedback indicate that the existing pedestrian infrastructure on Colorado Boulevard is deficient in several respects.

The sheer width of Colorado Boulevard's roadway makes crossing the street a daunting proposition. Most signalized intersections along Colorado Boulevard are timed to give pedestrians 30 seconds to cross the street. At an average walking speed of 3.5 feet per second, it takes the full 30 seconds to cross the 100 feet of existing roadway. People who walk more slowly—children, elderly persons, persons with disabilities, those carrying groceries or other items—are not given adequate time to cross the street. This was the most frequent observation noted by Occidental College students who recorded conditions on Colorado Boulevard, and was a significant complaint from survey respondents. At unsignalized intersections, the situation is even worse for pedestrians, as they must negotiate as many as six lanes of automobile traffic, much of which moves faster than the 35 mph posted speed limit. To determine whether it is safe to cross at an unsignalized intersection, a pedestrian must judge the distances and speeds of cars as much as ¼ mile away in each of six lanes of traffic. Needless to say, many people are unwilling to cross Colorado Boulevard at unsignalized intersections.

This issue is particularly acute where signalized crossings are more than ¼ mile apart: (1) between Ellenwood and Eagle Rock (.27 mile); and (2) between Maywood and Argus (.30 mile). Pedestrians unwilling to cross at

IMAGE 3.5: Difficult pedestrian crossing at Eagle Rock Boulevard

IMAGE 3.6: Narrow sidewalk and unkempt parkway near College View Avenue

IMAGE 3.7: Cyclists currently share space with fast-moving vehicles

IMAGE 3.8: Some cyclists feel safer sharing sidewalks with pedestrians

unsignalized intersections must detour 5 minutes or more to reach their destinations. This is a significant deterrent to walking in Eagle Rock. It also contributes to the perception of a parking shortage, because parking that is literally across the street from a local business is effectively inaccessible for their customers. To put this in context, for cars driving 35mph down Colorado Boulevard, a 5 minute detour would add 3 miles to their trip. We never ask motorists to drive miles out of their way to reach a local business, and we should make local businesses as accessible by foot as by car.

People who walk more slowly—children, elderly persons, persons with disabilities, those carrying groceries or other items—are not given adequate time to cross the street.

CONDITIONS FOR BICYCLISTS

Colorado Boulevard lacks any meaningful bicycle infrastructure. Although the street is designated as a Class III bicycle route, this means nothing more than posting "Bike Route" signs along Colorado Boulevard. Bicyclists are forced either to share a lane with fast-moving cars, buses and trucks, or ride on sidewalks (see **Image 3.7** and **Image 3.8**).

Two general indicators of whether a street is perceived as safe for bicycling are the percentage of (1) female bicyclists and (2) sidewalk bicyclists. When bicycling is perceived to be safe, there will be a higher percentage of female bicyclists, and a lower percentage of sidewalk bicycling. During the LACBC's 2011 Bicycle Survey, 14% of bicyclists at Colorado and Eagle Rock were

female. That compares to 17% at all locations surveyed and 38% (the highest observed percentage) at a location near the USC campus. At Colorado and Eagle Rock, 44% of bicyclists were observed riding on the sidewalk.

CONDITIONS FOR TRANSIT USERS

Colorado Boulevard is served by numerous bus lines operated by Metro and LADOT. During **TBTB**'s outreach, the community indicated that the lack of shade at transit stops was a significant disincentive to using transit. Although some bus stops have bus shelters, many stops do not, including the significant transfer location at Colorado and Eagle Rock Boulevards. Field observations and community input indicate that conditions are particularly poor at bus stops on the north side of Colorado Boulevard, where neither bus shelters nor buildings provide shade for waiting passengers, and there are few shade-providing trees.

PARKING ALONG COLORADO BOULEVARD

There is large supply of parking along Colorado Boulevard, and that parking is largely underutilized, though some blocks experience congestion. In 2005, the City conducted a parking inventory and occupancy survey in Eagle Rock, including on-street and off-street parking along Colorado Boulevard between College View and Loleta Avenues, and on Eagle Rock Boulevard between Colorado Boulevard and Yosemite Drive. The parking inventory counted 2,452 parking spaces (see **Figure 3.7**). The occupancy survey showed that, at the busiest times, approximately 45% of these parking spaces are vacant. In short, in this area, there are always at least 1000 empty parking spaces. This count did not include the large parking structure at Eagle Rock Plaza shopping center. Making it easier to cross the street will let patrons of businesses on crowded blocks use existing vacant parking spaces just across Colorado—something they cannot easily do today.

IMAGE 3.9: Existing transit stop on Colorado Blvd. at Eagle Rock Blvd.

IMAGE 3.10: Off-street private parking lot at Townsend Avenue

PARKING IN EAGLE ROCK		
TYPE OF PARKING	# SPACES	% OF TOTAL
Private Parking Lots	2,136	87%
On-Street Parking	245	10%
City-Owned Lots	71	3%
TOTAL	2,452	100%

FIGURE 3.7: Parking distribution along Colorado Boulevard in Eagle Rock

IMAGE 3.11: Metered parking along Colorado Boulevard

Making it easier to cross the street will let patrons of businesses on crowded blocks use existing vacant parking spaces just across Colorado—something they cannot easily do today.

Despite the large supply of parking, many Eagle Rock stakeholders perceive that there is a parking shortage along Colorado Boulevard. The data and field observations suggest at least four elements that contribute to this perception:

1. **There are several parking "hot spots."** We heard complaints about congestion around the blocks between Mt. Royal and Townsend. This includes several high-demand businesses including Casa Bianca Pizza. A visitor to a business on these blocks, or a resident nearby, will experience much more parking congestion than they would just a block or two away.

2. **Poor pedestrian connections make "hot spots" worse.** There is broad availability of on-street parking, particularly on the north side of Colorado. But Colorado's width combined with high traffic speeds makes crossing the street daunting, if not dangerous. As a result, parking spaces available literally across the street from high-demand destinations frequently go unused. In some places, an absence of pedestrian lighting, shade and lower levels of pedestrian activity makes people reluctant to walk longer distances from available parking.

3. **Many parking lots do not serve the broader neighborhood.** Parking in strip malls and single-purpose destinations on Colorado is generally restricted just to visitors to those specific properties. If this parking were made available to others, it could help create more of a "park once" environment that encourages visitors to patronize multiple destinations in a single trip. Outreach and field observations indicate that there are some formal and informal shared parking arrangements along Colorado Boulevard. For example, worshippers at the Christian Assembly Foursquare Church park at Eagle Rock Plaza, and then walk or take shuttles to the church. When the Bank of America closes, the parking lot is used by patrons of the Center for the Arts or customers of the mini-shopping center across Colorado Boulevard.

4. **There are few municipal public parking lots.** The public lot south of Colorado Boulevard off Caspar Avenue, the public library, and Eagle Rock City Hall provide a small number of municipal spaces, as compared to some other neighborhoods with numerous public lots. The public parking lot can be difficult to find, and the library parking lot is chained off when the library is not open.

Improving the pedestrian environment along Colorado Boulevard will help to use the existing parking more efficiently.

SECTION FOUR: MISSION, GOALS AND OBJECTIVES

IMAGE 4.1: A well designed streetscape supports a vibrant mix of urban activities

Take Back the Boulevard's mission is to utilize broad community feedback and involvement to make Colorado Boulevard through Eagle Rock a safe, sustainable and vibrant street in order to stimulate economic growth, increase public safety and enhance community pride and wellness.

Through our outreach, the Eagle Rock community identified five major goals for **Take Back the Boulevard**, and several objectives that set forth how we plan to achieve those goals. The planning process also identified two dozen potential changes that might be implemented to achieve these goals. This section describes those goals and objectives. Many available strategies and planning tools serve multiple goals and objectives. **Appendix** pages **A-7** and **A-8** identify each of our plan objectives, and identify which strategies and planning tools serve to meet those objectives.

In developing goals and recommending strategies and implementation tools, **TBTB** has kept in mind that resources for improvements to Colorado Boulevard are not unlimited. The Vision Plan focuses on tools that are achievable.

VISION PLAN GOALS

GOAL #1: Expand Eagle Rock's transportation options and make Colorado Boulevard safer for all users

GOAL #2: Help Colorado Boulevard's local businesses thrive

GOAL #3: Increase community health

GOAL #4: Improve environmental quality

GOAL #5: Enhance the entire length of Colorado Boulevard as a source of pride for our community

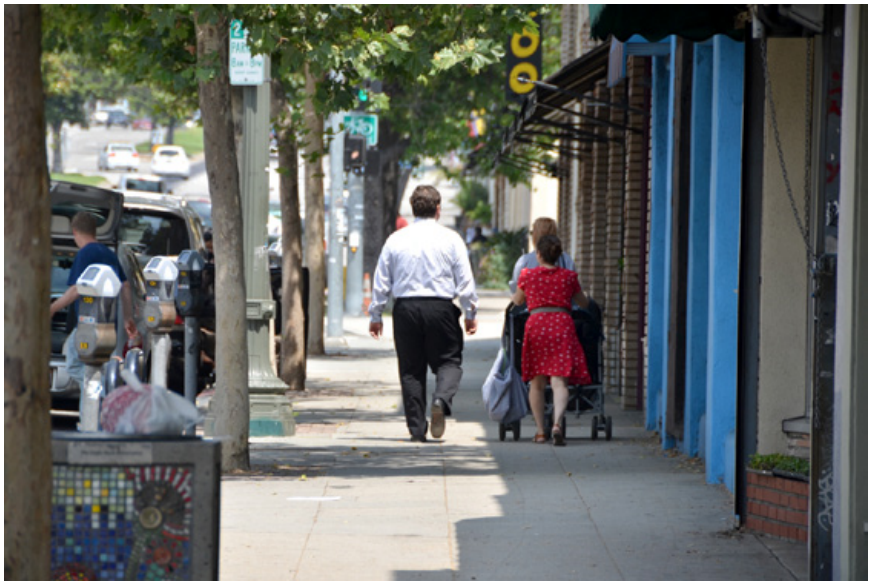


IMAGE 4.2: A generous sidewalk with shade trees invites walking

GOAL #1: EXPAND TRANSPORTATION OPTIONS AND MAKE COLORADO BOULEVARD SAFER FOR ALL USERS

Our first goal is to expand Eagle Rock's transportation options by making the street safer for all modes of transportation (including driving, walking, bicycling and transit) and for all road users (including seniors, children and disabled persons).

Calm Traffic and Reduce Speed on Colorado Boulevard

Challenges and Opportunities:

The most important objective for Colorado Boulevard is to calm traffic and reduce speeding on Colorado Boulevard. The traffic speeds that prevail on

Colorado Boulevard today creates many adverse effects. First, excessive speeds make the street unsafe for everyone. From 2001-2010, Eagle Rock's stretch of Colorado Boulevard suffered a traffic fatality rate that was much higher than for similar portions of Colorado Boulevard in Glendale and Pasadena. In addition to actual safety hazards, speeding creates a perception that Colorado Boulevard is unsafe. That perception discourages bicyclists and pedestrians, particularly those who wish to cross Colorado Boulevard. Vehicle speeds make some sidewalks noisy and uncomfortable, which adversely affects local businesses.

Strategies and Planning Tools:
There are two major strategies to calm traffic and reduce speeding. First, we can make physical changes to the roadway that change how motorists can drive on the street. These tools include reducing the number of travel lanes to accommodate actual travel volumes, rather than Colorado Boulevard's former role as a primary highway; and adding traffic signals on the handful of long stretches without traffic control devices.

Second, we can make changes that affect motorists' perception of the roadway and appropriate speeds. For example, some portions of Colorado Boulevard without medians are an expanse of 100 feet of asphalt, which tells motorists that the street is designed for high speeds. Without affecting travel lanes themselves, the street can be visually narrowed by curb extensions, medians and islands, and street trees.

Support and Encourage Walking

Every neighborhood "main street" should be designed to support and encourage pedestrian activity. Throughout our community planning process, Eagle Rockers consistently supported walking as a critical goal. Fifty-seven percent of respondents to **TBTB**'s stakeholder survey report that they sometimes walk to Colorado Boulevard. Our objective is to make physical changes to Colorado Boulevard that encourage these people to walk to Colorado Boulevard more often, and stimulate others to begin walking to the boulevard. On Colorado Boulevard, encouraging more pedestrian activity involves two primary elements: (1) making it safer and easier to cross Colorado Boulevard; and (2) enhancing the experience of walking along Colorado Boulevard.

Challenges and Opportunities:
Crossing Colorado Boulevard by foot presents a significant challenge. At unsignalized intersections, the 100 foot roadway width and high traffic speeds make traversing a Colorado Boulevard a hair-raising adventure rather than a pleasant experience. This discourages Eagle Rock residents from walking to businesses on Colorado Boulevard, and makes it difficult for customers of local businesses to use parking that is on the opposite side of Colorado from their destination. Even at signalized intersections, crossing Colorado can be difficult, especially for elderly, children and the disabled. Pedestrians are allocated the minimum crossing time, which can make it difficult for people who walk slowly to cross in the allotted time.

Strategies and Planning Tools:
This plan includes several tools that will make it easier and safer to cross Colorado Boulevard. We plan to reduce the crossing distance by adding curb extensions and islands/medians. We plan to add marked crosswalks and otherwise improve motorists' ability to see when pedestrians are using existing crosswalks, and yield to them. We plan to make additional changes to meeting the needs of slower walkers.

Challenges and Opportunities:
Eagle Rockers expressed a strong desire to make Colorado Boulevard's sidewalks a more pleasant and safer place to walk. In much of Eagle Rock, the sidewalks are too hot during the day and too dark at night. There are two types of "safety" that must be addressed to make sidewalks a truly welcoming place for pedestrians. The first is traffic safety, with a focus on protecting pedestrians against injuries from motorists. The second is safety from crime. For both the sidewalks must actually be safe and, equally important, be perceived as safe.

Strategies and Planning Tools:

We propose a number of strategies to make Colorado Boulevard a better place to walk[4]. Some of these include planting more trees, adding pedestrian lighting, and enhancing crosswalks. We propose strategies and tools designed to encourage people to use the sidewalks for things other than walking, such as sidewalk dining and other places for people to sit. By adding "eyes on the street," we can enhance safety.

Support and Encourage Bicycling

Challenges and Opportunities:

Eagle Rockers expressed a strong desire to make Colorado Boulevard a better place to bicycle. Twenty-two percent (22%) of survey respondents state that they sometimes bike to Colorado Boulevard. Better conditions for bicyclists along Colorado Boulevard will provide a variety of benefits. First, it makes businesses on Colorado Boulevard accessible to a larger number of people who either do not drive or wish not to drive. Occidental College is beyond walking distance for most people, but a manageable biking distance for most. Second, it simply reflects the reality that bicycling is increasing throughout Los Angeles and should be accommodated.

Strategies and Planning Tools:

We proposed adding bike lanes along Colorado Boulevard, in accordance with the 2010 Bicycle Plan. We did so primarily because **TBTB** supports bicycling. We also did so because bike lanes are achievable in the short term, and present the greatest immediate opportunity to transform the character of Colorado Boulevard by removing car travel lanes along the widest portion of Colorado Boulevard. **TBTB** is pleased that the City will install bike lanes that generally correspond with our specific proposals. We also propose adding bicycle parking to encourage people to bike to local businesses.

IMAGE 4.3: Designated bicycle lanes provide for a safer cycling experience

[4] Some Eagle Rockers also expressed a desire to make Colorado Boulevard more accommodating to skateboarders. Skateboarding is used as a mode of transportation by many people, especially young men. The tools that accommodate skateboarding also serve other objectives, and for that reason improving skateboarding is not listed as a separate major objective. It is, however, worthy of noting.

IMAGE 4.4: Transit riders board a bus on Colorado Blvd. at Eagle Rock Blvd.

IMAGE 4.5: Other than walking, sidewalks provide a place for outdoor dining

Support and Encourage Transit Use

Challenges and Opportunities:

Although a minority of Eagle Rockers are regular transit users, strong support was expressed for improving transit stops. As noted above, many transit stops either provide no place to sit and/or fail to provide protection from the elements, including hot sun and rain. Nearly all transit users are pedestrians or bicyclists at the beginning and end of their bus trip, and thus transit users face the same challenges as pedestrians and bicyclists. On at least one end of their trip, most transit riders must walk across Colorado Boulevard.

Strategies and Planning Tools:

Many of the tools that improve conditions for pedestrians, such as safer crossings, will benefit transit users. Bus shelters should be installed where possible, particularly at heavily used transit stops. These locations include Colorado and Eagle Rock Boulevards, and stops at local schools. Shade trees should be planted at stops to provide additional shade, particularly on the north side of Colorado Boulevard.

GOAL #2: HELP COLORADO BOULEVARD'S LOCAL BUSINESSES THRIVE BY MAKING OUR STREETS AND SIDEWALKS BETTER PLACES TO WALK, SHOP, DINE, WANDER AND LINGER

A healthy and vibrant business environment is critical to any community center, including Colorado Boulevard. Improving conditions for Eagle Rock's local businesses is a key goal of the **Take Back the Boulevard** initiative. Several studies demonstrate that walkable and bikeable streets are good for small businesses. For this reason, many of the strategies and tools aimed at promoting walking and bicycling are also intended to help our local businesses thrive. In particular, Occidental College students, many of whom do not have cars, provide a potential customer base for local businesses. Colorado Boulevard is farther than most people are willing to walk from the Occidental campus, but is a comfortable biking distance.

Use Parking More Efficiently

Challenges and Opportunities:

Throughout the planning process, Eagle Rockers stressed the importance of on-street parking for local businesses. Many Colorado businesses occupy buildings that date from the streetcar era, and have little or no on-site parking. The parking occupancy survey conducted in connection with the adoption of the Specific Plan's parking credits program revealed that, even at the busiest times, nearly half of the on-street parking spaces in Colorado Boulevard's commercial core are vacant. There is, however, a perception of a parking problem. Our field observations and public input suggest that part of the problem arises from the fact that Colorado Boulevard is difficult for pedestrians to cross, which limits the on-street parking that is functionally available for patrons. In addition, because some stretches of Colorado are not attractive places to walk, people are unwilling to walk from available parking.

Strategies and Planning Tools:

For a number of reasons—not the least of which is cost—we do not propose to add to the parking supply on Colorado Boulevard. However, we propose several tools to use on-street parking more efficiently to support local businesses. This includes adjusting parking restrictions so that as much street parking as possible is available for customers of local businesses. There is some public off-street parking at the library and Eagle Rock City Hall, but some of this parking is not made available for general public parking when the facilities close, and additionally its availability is not well-publicized. We propose using this parking more productively. In addition, many of the tools to improve pedestrian crossings on Colorado Boulevard also will improve the parking situation.

Create Room on Sidewalks for Things Other than Walking

Challenges and Opportunities:

TBTB seeks to make our sidewalks more active in a way that supports local businesses. Currently, several restaurants offer sidewalk dining, but their ability to do so is limited by sidewalk width and the requirement to maintain access for persons using wheelchairs and strollers. Moreover, the noise and speed of traffic can make sitting on the sidewalk somewhat unpleasant. The lack of shade can make it uncomfortable to walk longer distances, such as between Eagle Rock Plaza and Eagle Rock Boulevard.

Strategies and Planning Tools:

We propose tools such as sidewalk extensions at intersections, or mid-block street porches or parklets, to expand the size of the sidewalks to enhance business activity. Removal of a travel lane and addition of bike lanes will create an additional buffer between the sidewalk and automobile traffic.

IMAGE 4.6: Cycling, jogging and walking foster healthy communities

GOAL #3: INCREASE COMMUNITY HEALTH

Making Colorado Boulevard more pedestrian- and bicycle-friendly will provide important public health benefits for the Eagle Rock community. In the United States, levels of obesity are rising dramatically, along with chronic illnesses such as Type II diabetes. While the causes are complex, one component is that most people do not get recommended levels of exercise. People who take a brisk 30-minute walk each day live more than 3 years longer than those with sedentary lifestyles. Other studies have shown that an hour spent bicycling adds more than an hour to one's life. Those who engage in active transportation—walking and bicycling—as part of their everyday travel to work, shopping, dining, etc., are much more likely to get recommended levels of physical activity than others. The pedestrian and bicycle improvements we propose will make it easier and more enticing for Eagle Rockers to get recommended levels of exercise, and thus increase community health for Eagle Rock.

Challenges and Opportunities:

Many of **TBTB**'s proposals are focused on Eagle Rock's traditional commercial core. Focusing on the health benefits of regular exercise highlights the importance of ensuring that the entire length of Colorado Boulevard is designed to accommodate pedestrians and bicyclists. Today, many Eagle Rockers walk along Colorado for exercise. Making the street a safer and more interesting place to walk will encourage even more people to do so. The Eagle Rock Recreation Center is a valued community asset, but it is largely surrounded by freeways and not as accessible by walking or biking as it could be. There are many schools on or near Colorado Boulevard, but as long as the street is perceived by parents to be unsafe for children, most children will be driven to school. Improvements that are focused near schools can help instill healthy behavior—walking and biking—that can last a lifetime.

Strategies and Planning Tools:

The strategies and tools for increasing community health are the same for encouraging walking and bicycling generally.

GOAL #4: IMPROVE ENVIRONMENTAL QUALITY BY SUSTAINABLY INCREASING LANDSCAPING IN COLORADO BOULEVARD'S MEDIANS AND PARKWAYS

Sustainably Landscape Existing Medians and Parkways

Challenges and Opportunities:
Colorado Boulevard provides opportunities to improve environmental quality through sustainable landscaping. Colorado Boulevard includes 16-foot wide landscaped medians between Eagle Rock Boulevard and Townsend Avenue, many of its sidewalks include parkways, and some portions of Colorado Boulevard have healthy, shade-providing street trees. There are opportunities to manage the existing landscaping in a more sustainable manner, and to add sustainable landscaping along Colorado Boulevard.

The community expressed a strong desire to preserve and improve the existing medians east of Eagle Rock Boulevard. Because the Office of Councilmember Jose Huizar had established a Median Advisory Committee to make recommendations regarding landscaping on those medians, **TBTB**'s own planning process did not focus on them. **TBTB** now incorporates the Median Advisory Committee's recommendations into this plan.

Strategies and Planning Tools:
TBTB proposes to plant additional street trees, and to establish standard species for trees on sidewalks and in the medians, to create a more consistent identity along the length of Colorado Boulevard. Street trees can help to calm traffic by visually narrowing drivers' field of vision without adversely affecting safety. As noted above, street trees can provide shade for pedestrians and transit users. Street trees can also serve as an identifying element for a community. All of the proposed landscaping is low-maintenance and drought-tolerant.

IMAGE 4.7: A landscaped median on South Lake Avenue in Pasadena

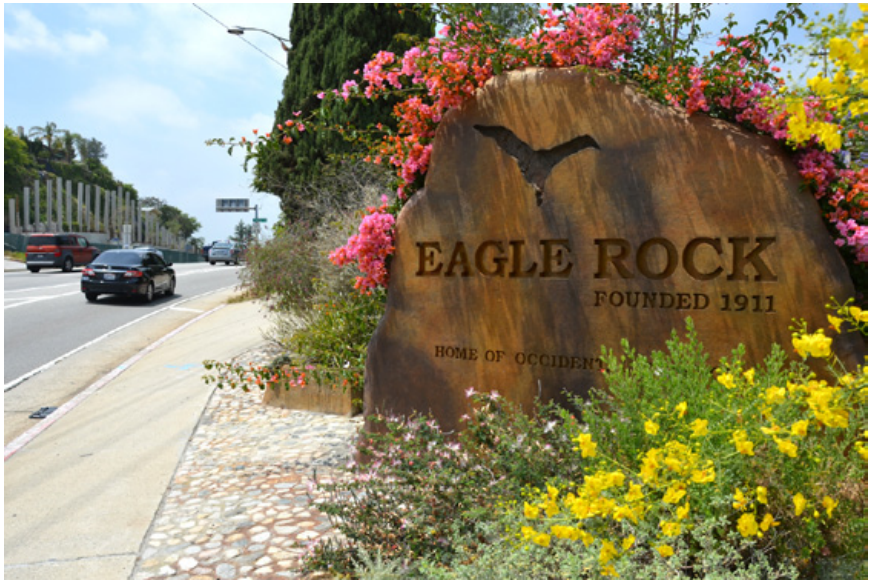


IMAGE 4.8: A gateway sign celebrates the community identity of Eagle Rock

Because the community strongly supports preserving and enhancing the medians, **TBTB** does not propose removing or narrowing them to add on-street parking. Instead, we propose adding medians and refuge islands at selected locations. However, this element can be costly, and we propose other, more modest tools that are more achievable in the short and medium term.

GOAL #5: ENHANCE THE ENTIRE LENGTH OF COLORADO BOULEVARD AS A SOURCE OF PRIDE FOR OUR COMMUNITY, AND LET ALL WHO PASS THROUGH APPRECIATE THE SPECIAL PLACE THAT IS EAGLE ROCK

Challenges and Opportunities:

The appearance of a Main Street can create a sense of place and community identity. Eagle Rock expressed a strong desire to add elements to Colorado Boulevard to achieve this goal. Signaling to motorists that they are driving through a vibrant neighborhood, and not simply traveling a freeway alternative, establishes a strong neighborhood identification. It also causes drivers to adjust their behavior accordingly.

Strategies and Planning Tools:

Eagle Rock has long had a vibrant community of artists, and our plan includes a significant public art component to help create a sense of community identity. This includes additional community markers akin to the one that exists at the 134 off-ramp. It also includes elements such as the unique trash receptacles designed by local artists as part of an earlier improvement project.

IMAGE 4.9: In addition to providing a route for transportation, the street serves as a place for conversation, shopping, dining and other vital community activities.

SECTION FIVE: IMPLEMENTATION STRATEGIES AND TOOLS

IMAGE 5.1: Proposed streetscape at Colorado Boulevard and Shearin Avenue

RECONFIGURE COLORADO BOULEVARD TO BETTER ACCOMMODATE ALL ROAD USERS

Proposal

Take Back the Boulevard seeks to modify the roadway configuration along Colorado Boulevard so that it generally has two (2) through travel lanes in each direction. We support removing a through travel lane in each direction between Sierra Villa Drive and Dahlia Drive, and eliminating or significantly reducing the length of the westbound merge lane at the 134 Freeway ramp.

Benefits

Today, the roadway on Colorado Boulevard is devoted almost entirely to the automobile. Our vision seeks to restore balance by allocating excess road capacity to bicyclists, pedestrians, transit users and patrons of local businesses. Removing an unneeded travel lane serves this purpose. We do not denigrate the car, which will likely remain the dominant mode of travel. Instead, we seek to provide additional transportation options, so that Eagle Rockers find it safer and more inviting to walk, bicycle and use transit.

For most of its length, including through the heart of Eagle Rock, Colorado Boulevard has nine lanes devoted to the automobile: three travel lanes in each direction, a center turn lane, and two parking lanes. Along much of Colorado Boulevard, these nine lanes occupy nearly 100 feet of unobstructed pavement. This broad asphalt river encourages excessive speeding, and is daunting to pedestrians and bicyclists.

Excessive speeding on Colorado Boulevard, traffic safety and challenges for pedestrians crossing Colorado Boulevard were among the top concerns identified by Eagle Rock stakeholders who participated in **TBTB**'s community planning process. Removing a travel lane from the widest parts of the roadway would reduce speeding, which can reduce the number and severity of collisions.

IMPLEMENTATION STRATEGIES

1. Reconfigure Colorado Boulevard to Better Accommodate All Road Users
2. Add Bicycle Lanes
3. Preserve and Sustainably Landscape Existing Medians
4. Add Landscaped Medians and/or Traffic Islands
5. Add and Improve Marked Crosswalks
6. Add Pedestrian Refuge Areas
7. Add Sidewalk Extensions
8. Paint Crosswalks to Improve Visibility and Safety
9. Increase Pedestrian Crossing Times
10. Provide Separate Curb Ramps for Each Crosswalk
11. Add Shade Trees
12. Use On-Street Parking More Efficiently
13. Modify Street Cleaning Hours
14. Create Pedestrian Areas Along Sidewalks
15. Install Street Porches/Parklets at Key Locations
16. Add Pedestrian Lighting
17. Improve Landscaping in Parkways
18. Add Transit Shelters
19. Add Benches, Bike Racks and Other Street Furniture
20. Increase Usage of Public Parking Facilities

Today, the roadway on Colorado Boulevard is devoted almost entirely to the automobile. Our vision seeks to restore balance by allocating excess road capacity to bicyclists, pedestrians, transit users and patrons of local businesses.

Reducing the number of travel lanes that pedestrians must traverse makes it easier to cross Colorado Boulevard, which encourages walking. Transit users and patrons of local businesses who use on-street parking are also pedestrians for part of their trips, and would benefit as well.

The City of Los Angeles has studied potential traffic congestion impacts that might result from removing a travel lane on Colorado Boulevard. **TBTB** emphasizes that, during our outreach process, no one complained about traffic congestion along Colorado Boulevard (except near Eagle Rock Plaza and then only at peak periods). Except during these brief rush hour periods at that specific location, there is no traffic congestion on Colorado Boulevard. Colorado Boulevard should not be designed solely to avoid potential traffic congestion at rush hour; it should be designed more holistically to meet the needs and desires of all of Eagle Rock, at all times of day and days of the week. In our planning process, most Eagle Rockers expressed a willingness to accept a modest increase from very low existing levels of traffic congestion to accomplish the goal of improving conditions for bicyclists, pedestrians and transit users.

TBTB's proposed configuration would make Colorado Boulevard in Eagle Rock similar in design to the portions of the street in Glendale and Old Pasadena (see **Image 5.2** and **Image 5.3**)

The automobile travel lanes on Colorado Boulevard are typically 10 or 11 feet wide. Removing unneeded automobile lanes would free up 20-22 feet of roadway width to be allocated to currently underserved modes of travel, including pedestrians, bicyclists, and transit users. This proposal also preserves existing on-street parking, which is important for local businesses.

Challenges and Problem Areas

The short segment of westbound Colorado Boulevard between Sierra Villa Drive and Broadway has four travel lanes. Two lanes bear right onto Broadway, and two lanes bear left to continue on Colorado Boulevard. This is the primary location where stakeholder input and field observation suggest that, due to traffic volumes and turning movements, removal of a travel lane might create problematic levels of automobile congestion. **TBTB** takes no position on the appropriate configuration of this segment, pending review and evaluation of the City's traffic analysis and designs proposed by LADOT traffic engineers.

Action Plan

MODIFY STREET CLASSIFICATION IN NORTHEAST LOS ANGELES COMMUNITY PLAN, GENERAL PLAN MOBILITY ELEMENT AND OTHER PLANNING DOCUMENTS.

The City of Los Angeles currently designates Colorado Boulevard as a "Major Highway Class II" roadway. Under Los Angeles' existing street standards, that

means that Colorado Boulevard should be designed to carry up to 50,000 vehicle per day, and up to 2,400 vehicles during the peak hour, which greatly exceeds existing actual traffic volumes. It also means that the street should be expected to have 3 travel lanes in each direction. **TBTB** should seek to have Colorado Boulevard's classification changed to meet the desired configuration. This could mean designating Colorado with a "modified" designation that matches our preferred roadway configuration. Los Angeles currently is developing a new Mobility Element for its General Plan (which will replace the existing Transportation Element). **TBTB** should monitor this process to ensure that Colorado Boulevard is designated in accordance with this Vision Plan.

Costs and Funding

Removing a travel lane involves the relatively small costs of restriping the existing pavement. If this is done in connection with installing bicycle lanes (see next item), funding is available and programmed through the City to implement this proposal.

IMAGE 5.2: Colorado Boulevard in Glendale

IMAGE 5.3: Colorado Boulevard in Old Pasadena

ADD BICYCLE LANES

Proposal

Bicycle lanes will be installed along nearly all of Colorado Boulevard from the Glendale city limit on the west to Patrician Way on the east, as called for in the City of Los Angeles' 2010 Bicycle Plan. Where roadway width permits, the bike lanes will include a painted buffer.

Benefits

Colorado Boulevard currently is designated as a Class III bike route, which means only that signs are posted designating the street as bike route. Because of the 35mph posted speed limit—which is routinely exceeded—and occasionally high volumes of traffic, Colorado Boulevard is daunting for bicyclists.

The 2010 Bicycle Plan designates Colorado Boulevard as part of the "Backbone Network" and proposes Class II bike lanes along its length. The City of Los Angeles conducted a traffic and safety analysis to analyze potential impacts on traffic and street parking; the draft analysis was completed in early 2013. The City held a series of meetings, after which the City announced its decision to install bike lanes. The City's goal is to install bike lanes during the late summer or fall of 2013.

Bike lanes on Colorado Boulevard are an important part of the city and regional bicycle networks.

Bike lanes on Colorado Boulevard are an important part of the city and regional bicycle networks. The City's 2010 Bike Plan includes extending existing bike lanes on Eagle Rock Boulevard to the intersection with Colorado Boulevard and adding bike lanes on North Figueroa Street to Colorado Boulevard.

The City of Pasadena's bike plan calls for bike lanes on most of Colorado east of Eagle Rock. The City of Glendale's bike plan calls for bike routes on Broadway and local streets that parallel Colorado.

The Los Angeles Bike Plan did not specify whether Colorado Boulevard bike lanes should be buffered. The City has decided to include a painted buffer between the bike lane and motor vehicle lanes, where roadway width permits (generally between Sierra Villa Drive and Townsend Avenue). A buffer provides multiple benefits. First, as a practical matter, the automobile travel lane that will be removed is 10-11 feet wide. Bike lanes typically are 5-6 wide, leaving about 5 feet of roadway in each direction. Making the automobile lanes wider would simply encourage speeding. Making the bike lane itself 10 feet wide would make it resemble a car lane and encourage people (wittingly or unwittingly) to drive in it.

For bicyclists, a buffer provides important safety benefits. Colorado Boulevard carries volumes of fast-moving vehicles, and a buffer provides additional separation between vehicles and bicyclists (particularly wide vehicles such as Metro buses). Buffers also allow bicyclists to avoid the "door zone" of parked cars.

The buffer also makes it possible for two bicyclists to ride side by side. Two passengers in a car typically sit next to each other so that they can engage in conversation. Giving bicyclists the same ability encourages bicycling.

Buffered bike lanes offer benefits to pedestrians as well. By increasing the distance between pedestrians and motorized vehicles, sidewalks become improved pedestrian environments. Buffered bike lanes reduce the crossing distance across Colorado Boulevard where pedestrians are exposed to automobile traffic.

Challenges and Problem Areas

There are three areas where high traffic volumes, turning movements, or comparatively narrow roadway widths present challenges for installing bike lanes. These areas are (1) the north (westbound) side of Colorado Boulevard between Sierra Villa Drive and Broadway; (2) the south (eastbound) side of Colorado Boulevard at Sierra Villa Drive and Eagle Rock Boulevard; and (3) between the 134 freeway ramp and Figueroa Street.

TBTB suggests that the City consider the following approaches in these areas:

1. WESTBOUND COLORADO BOULEVARD BETWEEN SIERRA VILLA DRIVE AND WEST BROADWAY

If bike lanes are deemed infeasible due to traffic congestion in this short segment, the City should nevertheless accommodate bicyclists by installing (a) sharrows on any portion without a bike lane; and (b) a marked waiting area or "bicycle box" for bicyclists continuing westbound on Colorado Boulevard.

"Sharrows" are shared lane markings intended to remind motorists that bicyclists have a right to use the travel lane. The City of Los Angeles has received approval from Caltrans for an experimental study of "enhanced" sharrows in Westwood; if that experiment is successful, enhanced sharrows should be installed on this segment of Colorado.

Bike facilities along this portion of Colorado Boulevard should accommodate bicyclists who wish to proceed westbound on Colorado Boulevard. While experienced bicyclists might be comfortable crossing the two right-turn lanes in moving traffic, **TBTB**'s plan seeks to accommodate bicyclists at all skill and comfort levels. One possible approach is through a modified version of the "Copenhagen left". Bicyclists stay to the right and begin the turn from Colorado onto Broadway, and then cross Broadway parallel to the existing pedestrian crosswalk when pedestrians have a crossing signal. A painted and curb-protected refuge area should be installed to provide a waiting area for bicyclists, because some motorists currently do not respect the painted lane markings.

IMAGE 5.4: Colorado Blvd. between Broadway and Sierra Villa Dr.

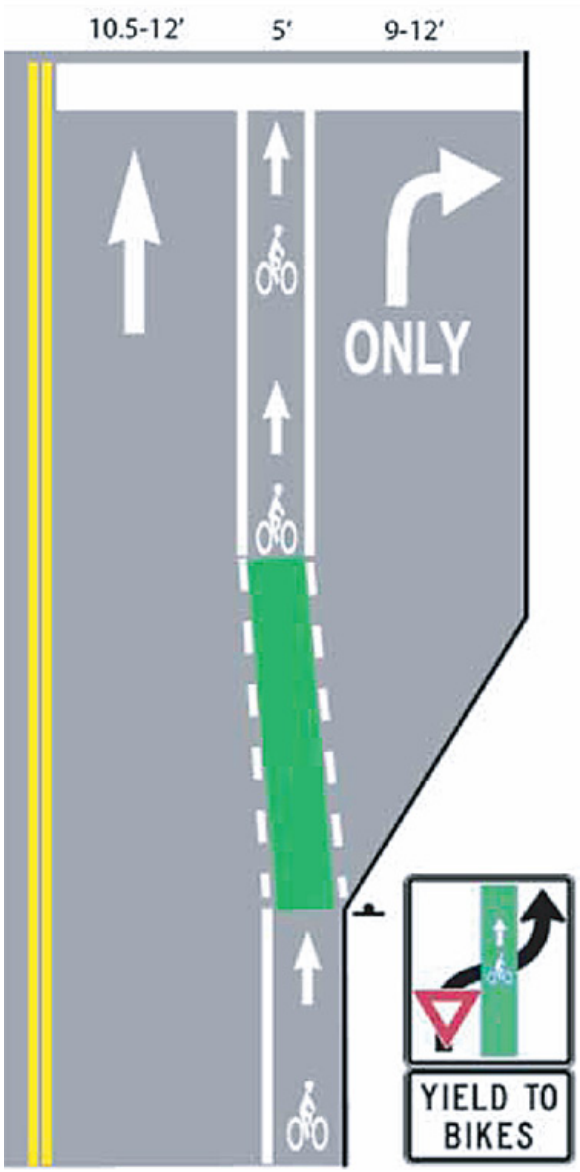


FIGURE 5.1: Colored bike lanes in conflict zone
(Source: *L.A. Bicycle Plan Technical Design Handbook*)

2. EASTBOUND COLORADO BOULEVARD AT SIERRA VILLA DRIVE AND EAGLE ROCK BOULEVARD

Because of the volume of right-turn movements from eastbound Colorado Boulevard onto Sierra Villa Drive (at Eagle Rock Plaza), and eastbound Colorado Boulevard onto southbound Eagle Rock Boulevard, the City has installed right turn lanes at these two intersections. The right turn lanes create potential conflicts between bicyclists proceeding along Colorado Boulevard and right-turning motorists. The City should install colored lanes in these conflict areas, as described in Item 9.6 of the *L.A. Bicycle Plan's Technical Design Handbook* (see **Figure 5.1**). Such treatments have received interim approval by the Federal Highway Administration and Caltrans for use on bikeways in California.

3. SEGMENT BETWEEN VENTURA FREEWAY (134) RAMP AND FIGUEROA STREET

Between the Ventura Freeway (134) ramp and Figueroa Street, Colorado Boulevard is comparatively narrow, which makes it more challenging to accommodate all road users. Traffic volumes on this portion of Colorado Boulevard are fairly low, so removal of a vehicle lane might be feasible.

As **Figure 5.2** illustrates, bicycle lanes could be added between the 134 Freeway ramps and Monte Bonito Drive/La Loma Road ***without*** removing a travel lane or existing curb parking. Some of the resulting bike lanes are the minimum width of 5', and some travel lanes are as narrow as 10'. In addition, the center turn lane must be eliminated near Glacier Drive.

IMAGE 5.5: Colorado Blvd. between Eagle Rock Blvd. and Sierra Villa Dr.

IMAGE 5.6: Colorado Blvd. between Ventura Freeway ramp and Figueroa St.

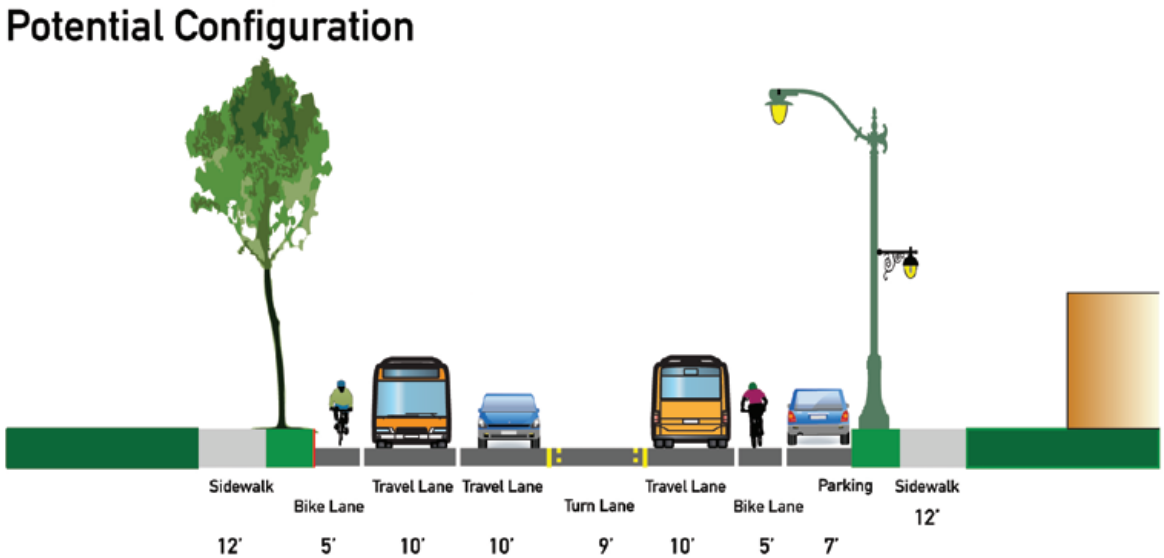


FIGURE 5.2: Colorado Boulevard cross-section looking east between 134 Freeway ramp and Monte Bonito Drive

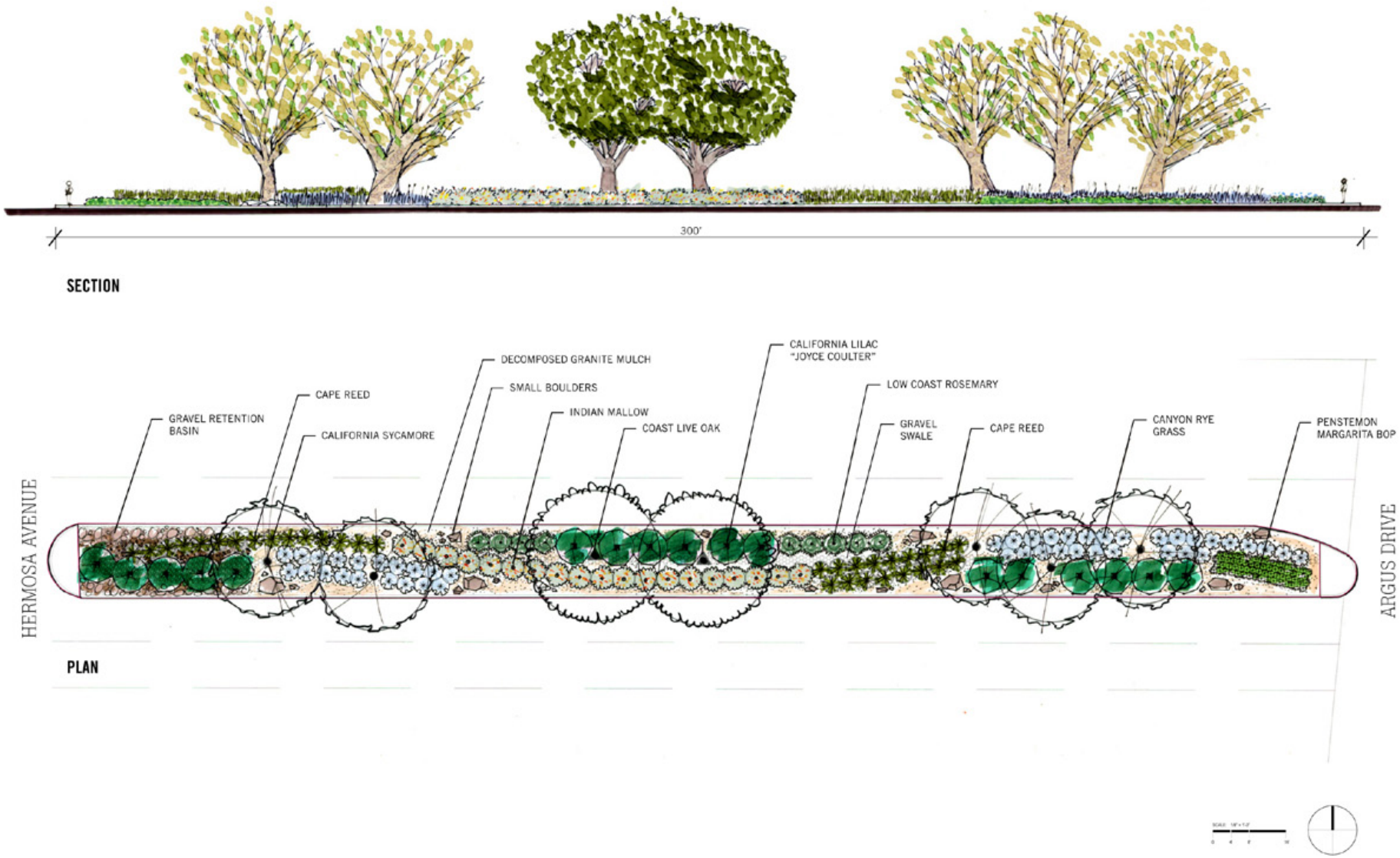


FIGURE 5.3: Proposed Median Planting Plan, Colorado Boulevard at Argus Drive (*Median Advisory Committee*)

Even if it is deemed infeasible to add bike lanes on both sides of Colorado Boulevard, an uphill climbing lane should be installed on the north side of the Boulevard between Monte Bonito Drive/La Loma Road and Wiota Avenue. This treatment is more fully described in Section 3.6 of the *L.A. Bicycle Plan Technical Design Handbook*.

Between Monte Bonito Drive/La Loma Road and Figueroa Street, Colorado Boulevard has two travel lanes in each direction, with a center turn lane but no curb parking. Bike lanes will be accommodated by removing a travel lane or the center turn lane. Because many bicyclists ride on La Loma Road between Colorado Boulevard and Figueroa Street, **TBTB** recommends considering bike lanes here. On this block, the commercial uses have ample off-street parking, and the on-street parking could be converted to bike lanes without any adverse impacts.

Action Plan

Approvals:
The *L.A. Bicycle Plan* designates Colorado Boulevard for bike lanes, and no changes to planning documents would be required to install bike lanes. In addition, nearly all of the treatments **TBTB** proposed, including buffered bike lanes and colored lanes in conflict areas, are approved for use in the City of Los Angeles. The City has conducted the required environmental review for these bike lanes. **TBTB** advocated for the bike lanes at the noticed public hearings and other stages of the approval process, and advocated for the bike lanes with the Office of Councilmember Jose Huizar. The City has approved the bike lanes.

On short segments of Colorado Boulevard where bike lanes are deemed infeasible, **TBTB** should advocate for “enhanced” sharrows similar to those being studied in Westwood. **TBTB** should monitor that study to determine if and when this becomes a standard treatment and/or advocate for adding this portion of Colorado Boulevard as an experiment in the Caltrans study.

Costs and Funding:
The *L.A. Bicycle Plan* estimates that bike lanes cost $28,000-$50,000 per mile (*L.A. Bicycle Plan*, p. 5-113). Colorado Boulevard extends approximately 3 miles through Eagle Rock, for an estimated cost of up to $150,000. LADOT has programmed funds for completing the traffic and safety assessment and, if approved, installing bike lanes on Colorado Boulevard.

PRESERVE AND SUSTAINABLY LANDSCAPE EXISTING MEDIANS

Proposal

The existing medians along Colorado Boulevard should be preserved and, as funds become available, the existing grass should be replaced with more sustainable, low-water landscaping in accordance with the plans developed by the Median Advisory Committee.

Benefits

The existing medians are a source of community identity and pride, and **TBTB**’s outreach process revealed strong support for preserving the medians and improving the landscaping. In a parallel planning process, the Office of Councilmember Huizar convened a Median Advisory Committee to develop landscaping plans for the medians. **TBTB** adopts those proposals as part of this Strategic Plan. (See **Figure 5.3**)

The medians offer important safety benefits for Colorado Boulevard. They make it safer to cross Colorado Boulevard by providing a resting area and refuge for pedestrians crossing the street, which is particularly important at unsignalized intersections. The medians (especially the trees) have a traffic-calming effect, and help to slow traffic and reduce crashes.

IMAGE 5.7: Existing median at Sierra Villa Drive

IMAGE 5.8: Existing median at Eagle Vista Drive

Landscaping and trees offer important environmental benefits. Landscaped areas allow percolation of rainwater, reducing stormwater runoff. Trees help clean the air and reduce pollution. The medians also provide locations for community markers and public art, which beautify Colorado Boulevard and add to the sense of community. In short, preserving and enhancing the medians are integral to making Colorado Boulevard more of a "main street."

Action Plan

Approvals

Median landscaping requires a "B" permit from the Department of Public Works Bureau of Engineering. Requirements for obtaining a "B" permit may be found at **http://eng.lacity.org/techdocs/permits/index.htm**. The City of Los Angeles generally requires an Adopt-a-Median agreement, in which a third party agrees to maintain the landscaping and repair or replace any damage to the improvements.

Costs and Funding

Costs of landscaping the existing medians can vary widely, based on such factors as the type and extent of planting; whether existing irrigation and/or power sources are adequate, or must be replaced or repaired; and the amount of volunteer or paid labor used to accomplish the improvements. Costs can range from $10,000 to $100,000 per median. The Office of Councilmember Huizar is actively seeking to fund improvements to one median on Colorado Boulevard, and that project will provide greater specificity about projected costs for other similar improvements.

Funding is potentially available from the Council District Street Furniture Fund; the Office of Community Beautification, or Proposition 84 funds. Developers might agree to landscape medians as a community benefit in connection with future projects. In many cases, improving medians adds value to their project.

ADD LANDSCAPED MEDIANS AND/OR TRAFFIC ISLANDS ON COLORADO BOULEVARD

Proposal

1. Construct new mid-block medians along Colorado Boulevard between Sierra Villa Drive and Eagle Rock Boulevard (See **Figure 5.4**), and between Townsend Avenue and Eagle Vista Drive.
2. Add a traffic island or median west of Dahlia Drive, at the Trader Joe's, to reduce vehicle turning conflicts, and prohibit left turns from the Trader Joe's parking lot. (See **Figure 5.5**)
3. Expand and landscape existing medians and islands (1) at Sierra Villa Drive, (2) between Eagle Vista Drive and Wiota Street, and (3) east of Figueroa Street. (See **Image 5.7** through **Image 5.10**)

Benefits

New medians, if properly designed, would provide the same benefits as the existing medians, discussed above. Although they do not actually affect lane width, medians can create a perception of a narrower roadway for drivers (particularly if they include trees), which can cause motorists to drive more slowly. As discussed in connection with refuge islands, medians can provide a safe mid-street refuge area for pedestrians. Landscaping provides environmental benefits. Medians provide opportunities for community markers and public art. Widening and/or adding landscaping to existing concrete-filled medians can improve provide similar benefits.

FIGURE 5.4: Possible new median locations along Colorado Boulevard

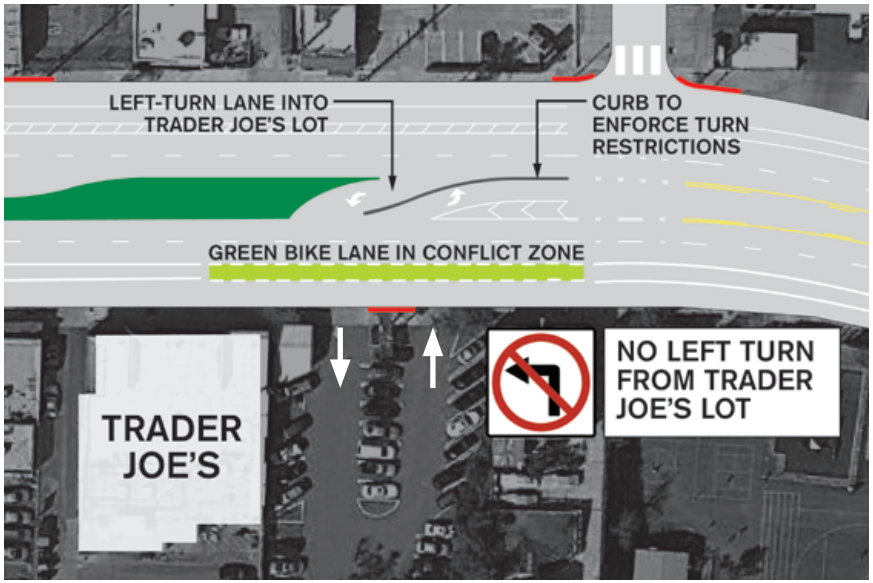


FIGURE 5.5: Proposed traffic median at Dahlia Drive near Trader Joe's

IMAGE 5.9: Existing median at Wiota Street

IMAGE 5.10: Existing median east of Figueroa Street

New medians must be properly designed. When medians prohibit too many left turning movements, either at intersections or into driveways and parking lots, they can create a freeway-like effect that increases speeds. Also, replacing a center turn lane with a median effectively prohibits mid-block turns into driveways and parking lots, and requires more U-turns at intersections. To minimize impacts on local businesses, medians should not be installed to unduly prohibit turns.

Challenges and Problem Areas

During **TBTB**'s outreach, many Eagle Rock stakeholders expressed frustration with congestion and unsafe driving by vehicles entering and exiting the Trader Joe's parking lot. It is beyond the scope of this project to determine how much parking Trader Joe's should provide, but we do propose turn restrictions and physical measures to enforce them.

First, prohibit left turns from the Traders Joe's parking lot onto westbound Colorado Boulevard. There is widespread agreement that this is a serious problem. Because vehicles are often queued to turn into the parking lot, drivers have difficulty determining whether it is safe to make a left turn into the lot. In a self-perpetuating pattern, this adds to the congestion inside the parking lot, which increases the queueing on Colorado, and further reduces motorists' ability to determine whether it is safe to turn.

Second, create a left-turn pocket from westbound Colorado Boulevard into the Trader Joe's parking lot. Because the existing center turn-lane is 16 feet wide, vehicles waiting to turn are often positioned at angles that make it difficult for other drivers to anticipate their behavior. Creating a standard-width turn pocket should reduce confusion.

Action Plan

Approvals

Constructing new medians or expanding existing medians requires a "B" permit from the Department of Public Works Bureau of Engineering. Because new medians will potentially affect traffic flow, the Department of Transportation also must approve these changes. If changes at the Trader Joes' parking lot do not involve actual construction, but rather installation of traffic control devices such as bollards or flexposts, only LADOT approval should be required.

Costs and Funding

Medians and islands are the most expensive items included in **TBTB**'s proposals. Costs vary widely depending on size and design, and whether they include lighting and/or landscaping. Typical costs can be $100,000 to $300,000 each. Given the magnitude of these costs, funding likely would have to obtained from special grants or funding programs. Property owners, particularly those seeking to develop their properties, are a potential source of funds. With respect to Trader Joe's parking lot, **TBTB** should approach Trader Joe's to determine whether they are willing to contribute to a solution to the traffic problem at their store. The community will have the greatest leverage if and when Trader Joe's seeks land use approvals, such as renewal of their conditional use permit to sell alcohol.

IMAGE 5.11: "Continental" crosswalk with "Shark's Teeth" yield lines

ADD AND IMPROVE MARKED CROSSWALKS FOR CROSSING COLORADO BOULEVARD

Proposal

TBTB proposes adding two marked crosswalks to make it easier and safer to cross Colorado Boulevard: (1) at El Rio Avenue and (2) near Shearin Avenue or Glen Iris Avenue. At a minimum, the crosswalks should be higher-visibility "Continental" or "Zebra" crosswalks with "shark's teeth" advanced yield lines (see **Image 5.11**). Preferably, these crosswalks should include pedestrian-activated signals. The existing marked, unsignalized crosswalk at Hermosa Avenue should be upgraded to include pedestrian-activated signals.[6]

[5] The City must comply with the California Environmental Quality Act (CEQA), which requires an analysis of the potential environmental impacts of various discretionary actions that might increase traffic congestion. A new California statute that took effect on January 1, 2013, modified the requirements for bike lane projects. Instead of a formal Environmental Impact Report (EIR), the City now must "prepare an assessment of any traffic and safety impacts of the [bike lane] project and include measures in the project to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts," and "hold noticed public hearings."

[6] The City already has installed an advanced yield line (or "shark's teeth") at the Hermosa crosswalk. This is now standard practice for crosswalks that are not at signalized intersections.

IMAGE 5.12: Traditional crosswalk marked with parallel lines

IMAGE 5.13: "Continental" or "Zebra" crosswalk

Benefits

To make Colorado Boulevard a "main street," pedestrians must feel safe and comfortable crossing the street. Today, due to the street width, traffic volumes and speeds, most pedestrians do not feel safe crossing Colorado Boulevard at unsignalized intersections without marked crosswalks. Although these are technically "unmarked crosswalks," and motorists are required to yield to pedestrians, motorists routinely ignore this law. Difficulty crossing Colorado Boulevard makes people less willing to walk to local businesses, or use transit stops at intersections without marked crosswalks.

There are several schools on or near Colorado Boulevard. New and improved crosswalks that improve safety will encourage parents to allow their children to walk, bike or take the bus to school. Decreasing the number of students who are driven to school also reduces congestion near schools.

Along most of Colorado Boulevard between the Glendale Freeway and Figueroa Street, traffic signals generally are spaced every 2-3 blocks and are not more than 800 feet apart. However, there are two critical segments where traffic signals are more than ¼ mile apart: (1) between Ellenwood Drive and Eagle Rock Boulevard (.27 miles); and (2) between Maywood Avenue and Argus Drive (.30 miles). These segments of Colorado Boulevard are in the heart of the commercial district, and include many popular institutions and businesses.

This portion of Colorado Boulevard is straight and relatively level, which tends to encourage speeding. Pedestrians must estimate the speeds of cars in six lanes of traffic to determine whether it is safe to cross. This problem is especially acute at El Rio Avenue, where there is no median.

Pedestrians who are unwilling to cross at an unmarked crosswalk must detour as much as 5 minutes to reach their destination. For a car driving at the posted speed limit of 35 mph, this would be equivalent to a 3-mile detour. We wouldn't ask motorists to make a 3-mile detour to cross a street or patronize a local business, and we should not ask pedestrians to make an equivalent detour.

Even for those who drive to Eagle Rock's local businesses, the absence of safe pedestrian crossings at these key locations creates problems. On-street parking on the opposite side of Colorado from a store or restaurant is not viewed as convenient or accessible. This hurts local businesses. This is particularly true at El Rio, where the parking lot at the Bank of America could serve as parking for the strip shopping center across the street during evening hours.

Types of Crosswalks

Traditionally, the standard marked crosswalk has been a pair of parallel lanes (see **Image 5.12**). LADOT recently announced that all crosswalks in Los Angeles will be converted to Continental or Zebra crosswalks, with a set-back stop line (see **Image 5.13**). This treatment is more visible for motorists, and can change perceptions about the importance of pedestrians.

Crosswalks can include many different types of lights and signals, ranging from flashing signs that alert motorists to the presence of pedestrians to fully signalized crosswalks that require motorists to stop (see **Image 5.14** and **Image 5.15**). The cost of improvements generally increases with the level of protection that they provide. **TBTB** supports the greatest level of protection that can be accomplished within available funding. At a minimum, pedestrian-activated warning signals should be installed.

While Eagle Rock stakeholders expressed a desire for in-pavement flashers, these are relatively expensive to install, and can have substantial on-going maintenance and repair costs. Because Los Angeles does not have a particularly good track record of maintaining infrastructure, **TBTB** does not recommend this treatment.

Action Plan

Approvals

LADOT will install new crosswalks only if the proposed location meets the requirements set forth in its "*Guidelines for Marked Crosswalks Across Uncontrolled Intersections*". These requirements are often referred to as "warrants." At **TBTB**'s proposed locations, the most critical requirement is the pedestrian volume. LADOT's minimum requirement for

IMAGE 5.14: Crosswalk with a flashing sign on Eagle Rock Boulevard

IMAGE 5.15: A fully signalized crosswalk on York Boulevard in Highland Park

Pedestrians who are unwilling to cross at an unmarked crosswalk must detour as much as 5 minutes to reach their destination.

crosswalks is 20 "pedestrian units" during any hour. Children who appear to be 12 or younger, adults who appear to be 65 or over, adults with strollers, and persons in wheelchairs count as two "units." Because there is a bus stop at El Rio Avenue, these minimum requirements should apply. At Shearin Avenue or Glen Iris Avenue, LADOT might require higher pedestrian counts, unless they are persuaded that the crosswalk "will result in substantial improvements to pedestrian safety." If the crosswalks are approved, they should be added to LADOT's striping plans for Colorado Boulevard, which are used when the Bureau of Street Services resurfaces streets. **TBTB** should confirm that these changes are included in striping plans.

Costs and Funding

LADOT estimates that Continental crosswalks will cost an average of $2,500; due to Colorado's width, the cost might be somewhat higher. Pedestrian-activated signals can vary widely in cost, depending on the type. Self-contained solar-powered units, which do not require connection to an electric source, can cost approximately $10,00 per crosswalk. Fully signalized crossings can cost $100,000 or more.

Given the magnitude of these costs, funding likely would have to be obtained from special grants or funding programs. Property owners, particularly those seeking to develop their properties, are a potential source of funds. Because unsignalized crosswalks are inexpensive, new crosswalks at El Rio Avenue and Shearin Avenue should be funded through the City's regular work program. Pedestrian-activated signals are more expensive, and could be funded through Metro's Call for Projects.

ADD PEDESTRIAN REFUGE AREAS

Proposal

Raised pedestrian refuge areas should be added at selected intersections along Colorado Boulevard where medians/islands do not currently exist. At Colorado Boulevard's numerous "T" intersections, these islands could be added without interfering with left-turn movements. The highest priority intersections are College View and El Rio, with existing or proposed marked crosswalks. Additional refuge areas should be added at unmarked crosswalks at Live Oak View, Windermere, Rockland, Dahlia, and Hartwick.

Benefits

Raised pedestrian refuge areas provide a safe place for pedestrians to stop while crossing Colorado Boulevard. This makes it safer to cross at both signalized and unsignalized intersections, particularly for seniors, young children, and persons with disabilities. Refuge areas also calm traffic by visually narrowing the roadway. (see **Image 5.16**)

Today, crossing Colorado Boulevard can be difficult, particularly where there is no median. At unsignalized intersections, pedestrians must cross up to 100 feet of pavement with six lanes of through traffic and turn lanes. Even at signalized intersections, signals are generally timed to give pedestrians no more than 30 seconds to cross Colorado Boulevard, which is insufficient for those who move slowly. At unsignalized intersections, refuge areas allow pedestrians to cross one direction of traffic, wait in a safe location, and then cross the other direction of traffic. Crossing two or three lanes moving in the same direction is much easier than crossing 6 or more lanes of traffic moving in multiple directions. (see **Image 5.17**)

Even if the number of vehicle lanes is reduced due to the installation of bike lanes, Colorado Boulevard will continue to carry significant volumes of traffic

moving at relatively high speeds. Thus, pedestrian refuge islands and other crosswalk improvements would continue to provide significant benefits.

At signalized intersections, refuge islands provide a resting place for slower pedestrians who cannot make it across Colorado Boulevard in the time allotted. Marked crosswalks with pedestrian-activated signals should include such signals in the refuge area. Like medians, refuge islands also calm traffic. Today, Colorado Boulevard's roadway width is as much as 100 feet of unobstructed asphalt. This broad expanse of roadway sends visual cues to drivers that high speeds are appropriate. By visually "choking" the roadway, raised pedestrian refuges can calm traffic even though actual lane widths are unchanged. Traffic calming benefits can be enhanced if the islands include landscaping.

Action Plan

Approvals

Both LADOT and the Bureau of Engineering may raise concerns about refuge islands' impact on motor vehicle traffic. Colorado Boulevard has many "T" or offset intersections where no left turn movement is possible. At these locations, the center turn lane does not accommodate vehicle movements. Installing refuge islands at these locations would have a minimal effect on traffic. Pedestrian refuge islands must be designed and constructed in accordance with standards adopted by the Department of Public Works Bureau of Engineering, the Americans with Disability Act (ADA), and other requirements. It is beyond the scope of this Vision Plan to design specific islands.

Costs and Funding

Raised refuge areas are among the most expensive items included in **TBTB**'s proposals. The cost varies widely. While the width of the island is largely determined by the width of the center turn lane, the length of the island can vary widely. Lighting and landscaping increases costs, because utilities would have to be brought to the center of the street. A simple refuge area will cost approximately $25,000; larger islands with additional design elements can exceed $100,000.

IMAGE 5.16: Pedestrian refuge on South Lake Avenue in Pasadena

IMAGE 5.17: Pedestrian refuge on Brand Boulevard in Glendale

IMAGE 5.18: Sidewalk extension utilizing bollards and paint

IMAGE 5.19: Sunset Triangle Plaza in Silver Lake (*Rios Clementi Hale Studios*)

ADD SIDEWALK EXTENSIONS

Proposal

Install sidewalk extensions at key intersections to reduce the pedestrian crossing distance across Colorado Boulevard, to allow pedestrians and motorists to see each other better, and to increase the size of sidewalks in areas with active street life. Priority locations include:

1. MARKED, UNSIGNALIZED CROSSWALKS ACROSS COLORADO BOULEVARD.
2. INTERSECTIONS ALONG COLORADO BOULEVARD WHERE EAGLE ROCKERS REPORT PEDESTRIAN-MOTORIST CONFLICTS, INCLUDING AT ARGUS DRIVE, EAGLE ROCK BOULEVARD, AND TOWNSEND AVENUE.
3. AREAS WITH HIGH LEVELS OF SIDEWALK-ORIENTED BUSINESS ACTIVITY (GENERALLY BETWEEN EAGLE ROCK BOULEVARD AND GLEN IRIS AVENUE AND NEAR TOWNSEND AVENUE).

Benefits

Sidewalk extensions at intersections, sometimes referred to as “bumpouts” or “bulbouts,” are important elements to giving Colorado Boulevard more of a “main street” feel , particularly by improving the pedestrian experience. They offer multiple benefits. Existing 100-foot crossing distances can be shortened considerably, which is important given the length of time it can take for slower pedestrians to cross the street. They provide a safe area where pedestrians can step out from behind parked cars before starting to cross the street, which allows motorists and pedestrians to see each other better. This is particularly important at unsignalized crossings. Curb extensions reduce the turning radius

at intersections, encouraging right-turning cars to be driven at safer speeds. Depending on their size, sidewalk extensions provide room for amenities such as benches, landscaping, sidewalk dining, bicycle parking, etc. In most cases, sidewalk extensions do not require the loss of on-street parking. Sidewalk extensions should be designed to accommodate all travel modes, including bicyclists and skateboarders.

There are several schools on or near Colorado Boulevard, including Eagle Rock Elementary, Dahlia Heights Elementary, Saint Dominic's, Renaissance Arts Academy (RenArts), and the Montessori School. Many students cross Colorado Boulevard as they walk or take transit to school, or even after they are dropped off by a parent. Because children are shorter, it can be especially difficult for motorists and students to see each other at crosswalks. For this reason, curb extensions near schools provide a significant additional benefit for encouraging walking and biking to school.

Challenges and Problem Areas

There are three basic construction methods for sidewalk extensions, which vary considerably in cost, appearance, and the protection they provide to pedestrians. The lowest-cost approach is to delineate sidewalk extensions with paint and flexible bollards or posts, and to prevent parking vehicles from entering the area with simple curb stops. The bollards serve primarily as a visual cue to motorists, but would not provide a substantial barrier to a moving vehicle. For this reason, this approach could work well where the intention is to reduce crossing distance or reduce the turning radius, but is not suitable where the expanded sidewalk is intended for seating or similar uses. Because it is low-cost and easily-reversible, this type of treatment can be used as a pilot, or to test configurations before more permanent changes are made (see **Image 5.18**).

A moderate-cost approach is to delineate the sidewalk extensions with more substantial barriers, such as planters, and more elaborate paint treatments. This approach is similar to Silver Lake's pedestrian plaza at Sunset Boulevard (see **Image 5.19**), but smaller in scale. The level of protection allows for seating and similar uses. Planters and landscaping help to beautify the street, but must be placed so that they do not obstruct motorists' and pedestrians' ability to see each other. The highest-cost approach is to rebuild the curb and sidewalk at intersections, which can involve new gutters and relocating storm drains. This approach provides the greatest protection for pedestrians and provides the greatest area for other amenities such as benches, public art and bicycle parking.

Action Plan

Costs and Funding

As discussed above, the cost of sidewalk extensions can vary widely, depending on size and construction type. Smaller, bollard-type extension can cost as little as $1,000 dollars each. Rebuilding curbs and sidewalks can cost $25,000 to $100,000 per intersection.

PAINT CROSSWALKS TO IMPROVE VISIBILITY AND SAFETY

Proposal

Repaint all existing marked crosswalks as "Continental" or "Zebra" crosswalks, in accordance with the City's new policy. At unsignalized intersections along Colorado Boulevard, mark the crosswalks that cross side streets along Colorado Boulevard as "Continental" or "Zebra" crosswalks.

Benefits

In November 2011, the City of Los Angeles announced that it will convert all existing marked crosswalks to Continental / Zebra crosswalks, with a stop line set back five feet from the crosswalk (see **Image 5.20**). All crosswalks that cross side streets along Colorado Boulevard should be painted and "marked."

IMAGE 5.20: Aerial view of a "Continental" or "Zebra" crosswalk

Unless a sign is posted prohibiting pedestrians, all intersections without painted crosswalks are considered "unmarked" crosswalks, and the Vehicle Code requires motorists both to stop behind the limit line, and to yield to pedestrians. In Eagle Rock, as in the rest of Los Angeles, motorists frequently ignore these rules. To advance **TBTB**'s goal of encouraging walking, all of these crosswalks should receive Continental crosswalks.

Other local cities have installed these crosswalk treatments along their major commercial corridors, including Sunset Boulevard, Santa Monica Boulevard, and Melrose Avenue in the City of West Hollywood; as well as Wilshire Boulevard, Santa Monica Boulevard, Main Street and Montana Avenue in the City of Santa Monica.

Action Plan

Approvals

Because Continental crosswalks are now a standard treatment, LADOT approval should be a formality at existing crosswalks. At currently unmarked crosswalks, LADOT likely will enforce the warrant requirements discussed above. At many locations in the heart of Colorado Boulevard's commercial core, it should not be difficult to meet this requirement, as there are fairly large numbers of pedestrians who walk along Colorado Boulevard.

Costs and Funding

LADOT estimates that each Continental crosswalk costs approximately $2500 per crosswalk, or $10,000 per intersection. The costs would be somewhat higher at intersections with longer crosswalks, such as at Colorado and Eagle Rock Boulevards. The costs should be somewhat lower for shorter crosswalks across narrow side streets. The City has announced that it will use Measure R local return money to upgrade crosswalks. The City has also announced that, if bike lanes are installed, existing marked crosswalks will be converted to Continental crosswalks when the street is restriped.

INCREASE PEDESTRIAN CROSSING TIMES AT EAGLE ROCK BOULEVARD AND OTHER KEY INTERSECTIONS

Proposal

Pedestrian crossing times should be increased by a relatively modest amount, particularly at key intersections, such as those near major transit stops, schools, libraries, and concentrations of business activity. The intersections include the following:

1. SIERRA VILLA DRIVE (EAGLE ROCK PLAZA)
2. EAGLE ROCK BOULEVARD
3. CASPAR AVENUE
4. MAYWOOD AVENUE
5. ARGUS DRIVE
6. TOWNSEND AVENUE

Benefits

At signalized intersections, pedestrians crossing Colorado Boulevard are allotted about 30 seconds to cross, which is barely sufficient for able-bodied persons walking at average speeds. The time is insufficient for many seniors, disabled and young persons. This makes it less safe to cross Colorado Boulevard. Failure to provide pedestrians with a comfortable crossing time creates a perception that pedestrians are second-class users of Colorado Boulevard and are not as important as motorists. Because many businesses rely on curb parking on both sides of Colorado, this negatively impacts the business environment.

At signalized intersections, pedestrians crossing Colorado Boulevard are allotted about 30 seconds to cross, which is barely sufficient for able-bodied persons walking at average speeds.

Challenges and Problem Areas

Increasing the pedestrian crossing time across Colorado would increase the length of the red phase for vehicles driving along Colorado Boulevard, and thus has the potential to marginally increase traffic congestion. However, if the crossing distance is reduced, such as through curb extensions or refuge islands, it might not be necessary to increase the crossing time. The City could experiment with increasing crossing times; if unacceptable levels of congestion or traffic delay results, the City could simply revert to the original timing.

Action Plan

Approvals

Changes to signal timing must be approved by LADOT. Minor alterations to existing traffic signals are categorically exempt under CEQA and do not require environmental review.

Costs and Funding

Minimal staff time to adjust traffic signal timing. No additional funding should be required.

IMAGE 5.21: An example of separate curb ramps for each crosswalk

IMAGE 5.22: Single ramp at street corner

PROVIDE SEPARATE CURB RAMPS FOR EACH CROSSWALK

Proposal

At intersections along Colorado Boulevard, install two sidewalk curb ramps per corner that are aligned with each crosswalk. Replace existing single sidewalk curb ramps. Priority locations include intersections at or near major transit stops, schools and other public buildings, shopping centers, and parks.

Benefits

Curb ramps are essential to make sidewalks usable by a person using a wheelchair or with a mobility impairment that makes it difficult or impossible to step up or down curbs. Curb ramps are also convenient for people pushing strollers, using handcarts (such as for groceries or laundry), bicyclists and skateboarders. They are an important element of a pedestrian-, bicycle- and transit-friendly street.

Separate curb ramps aligned with each crosswalk (see **Image 5.21**) allow people using the ramps to continue in a straight line of travel through the crosswalk, while single ramps at corners (see **Image 5.22**) can force sidewalk users out of crosswalks and into travel lanes. Single curb ramps can make it more difficult for motorists to determine which direction a pedestrian intends to cross.

Action Plan

Approvals

Unless performed by the City, construction of curb ramps requires approval of an "A" permit from the Department of Public Works Bureau of Engineering. There are standard designs for curb ramps.

Costs and Funding

Each curb ramp costs approximately $3,000, or $24,000 per intersection. To reduce costs, the City typically installs single curb cuts. At intersections with existing single curb ramps, the City is unlikely to fund additional curb ramps from its regular funding programs. When curb ramps are installed, either at intersections without curb cuts or reconstruction of existing sidewalks, **TBTB** should advocate for installation of double curb ramps, particularly at priority locations. Funding could be sought through Metro's Call for Projects or other programs for pedestrian improvements. Occasionally, sidewalks are repaired or replaced in connection with private development; many such projects require discretionary land use approvals. **TBTB** should advocate for imposition of conditions requiring double curb ramps in connection with these projects.

ADD SHADE TREES

Proposal

Plant shade-providing street trees along Colorado Boulevard. **TBTB** recommends modifying the Specific Plan to specify particular species, including London Plane trees, or *Platanus acerifolia*, which are the predominant species along Colorado near Eagle Rock Boulevard. Priority locations include transit stops, particularly on the north side of Colorado Boulevard; and locations where shade is desired to accommodate sidewalk seating or dining.

Benefits

Street trees can provide multiple benefits for Colorado Boulevard. By providing shade in Los Angeles' warm climate, trees encourage walking. When planted near transit stops, they shade waiting passengers; improving the comfort and attractiveness of taking transit has been shown to encourage transit usage. Shaded streets also stimulate business activity, by making it more comfortable for people to stroll and window-shop, and to sit at sidewalk tables and cafes.

IMAGE 5.23: Existing shade trees along Colorado Boulevard

IMAGE 5.24: Trees create a comfortable microclimate along Colorado Blvd.

Mature street trees help calm and slow traffic by visually narrowing motorists' field of vision without affecting their ability to view the roadway itself.
Street trees provide important environmental benefits, including cleaning air pollution especially along heavily-travelled streets like Colorado Boulevard. Depending on how tree wells are designed, they can provide places for stormwater infiltration, reducing runoff. Many species of trees can survive on rainfall alone after a few seasons.

Challenges and Problem Areas

It is important to select appropriate species of street trees that do not:

1. HAVE ROOT SYSTEMS THAT TEND TO DAMAGE SIDEWALKS
2. HAVE OVERLY DENSE CANOPIES THAT BLOCK STREET LIGHTS AND OBSCURE BUSINESS SIGNS
3. REQUIRE A GREAT DEAL OF SHAPING OR PRUNING
4. SHED SHARP BURRS OR OTHER MATTER THAT CAN DAMAGE BICYCLE TIRES

While many businesses have expressed concerns over trees obscuring business signage, outreach to local business owners should emphasize how the right selection of tree will allow the canopy to be trimmed high enough to provide clear sight lines. Deciduous trees are also advantageous, as they allow more sun and warmth in the winter months and provide greater lines of site to the adjacent buildings for a portion of the year.

Action Plan

Approvals

Section 11 of the existing Colorado Boulevard Specific Plan requires new projects to provide 24-inch box trees at 25-foot intervals along street frontages, subject to approval of the Street Tree Division. The Specific Plan does not specify that trees should be shade-providing or require particular species. The Street Tree Division generally requires some entity to commit to watering new trees until they are established.

Costs and Funding

The cost of planting new street trees can vary. It generally costs no more than a few hundred dollars to purchase and plant each tree. However, costs can be significantly higher if existing trees must be removed or new tree wells must be excavated into the sidewalk. These costs would be reduced along portions of Colorado with parkways.

TBTB could seek outside funding for a comprehensive tree planting program through Metro's Call for Projects or Proposition 84 programs. On an incremental basis, **TBTB**, the Specific Plan Design Review Board and/or the Eagle Rock Neighborhood Council should ensure that appropriate street trees are included in new projects, or that tree planting is required as a condition of approval in discretionary land use actions.

USE ON-STREET PARKING MORE EFFICIENTLY

Proposal

Establish a consistent 2-hour time limit for on-street parking in Eagle Rock's commercial district. Provide short-term parking (green curb) near businesses with rapid turnover of customers, such as coffeehouses, cleaners, liquor stores, florists, etc. Evaluate commercial and passenger loading zones on a regular basis to ensure that parking restrictions are necessary.

Benefits

During **TBTB**'s outreach, many stakeholders expressed a desire for 2-hour parking limits along Colorado Boulevard. Currently, there is a mix of 1-hour and 2-hour limits. This inconsistency can confuse customers and make them reluctant to use on-street parking. One-hour limits often do not provide sufficient time for people to enjoy a relaxing meal and stop in local stores on their way to or from their car. Time limits should be sufficient to allow people to linger along Colorado, and not race in and out. However, there are some businesses that rely on short-term parking because they have a rapid turnover of customers. These include coffeehouses, cleaners, liquor or convenience stores, florists and others. If such businesses indicate that their customers are unable to find convenient parking, short-term parking (green curb) should be provided. Examples of existing short-term parking include spaces on Colorado Boulevard near Starbuck's, and on Shearin Avenue at the Coffee Table. Advances in parking meter technology allow the City to establish different parking restrictions at different times of day. For example, portions of Colorado Boulevard could have one-hour limits during daytime, when people are shopping or eating lunch, but two-hour limits when people are eating dinner or attending events at the Center for the Arts, etc. There does not appear to be a current demand for such differential treatment, but if implemented in the future, thoughtful implementation is necessary in order to prevent the sort of confusion over inconsistent parking restrictions that exists now.

Action Plan

Approvals

Adjacent business owners on a block can work with the local council district office to petition the Department of Transportation to modify the parking restrictions on that block.

Costs and Funding

The costs of modifying time restrictions are minimal and can be funded through LADOT's regular work program and budget.

MODIFY STREET CLEANING HOURS TO ELIMINATE CONFLICT WITH PEAK BUSINESS HOURS

Proposal

Modify the street cleaning schedule so that on-street parking is not restricted during mid-day periods of peak demand. Instead of sweeping streets between 11am and 1pm, sweep streets earlier in the morning, such as from 8am to 10am.

Benefits

Many customers of Colorado Boulevard businesses use on-street parking on side streets. Much of this parking is adjacent to commercial uses and not in front of residences. Surveys have shown that usage of on-street parking is highest on weekdays after noon. However, street cleaning restrictions mean that parking on side streets is typically prohibited between 11am and 1pm one day per week. Many local businesses have expressed concern about the amount of on-street parking. A simple change to the cleaning schedule would significantly increase the effective parking supply.

Action Plan

Approvals

Street sweeping schedules are determined by the Bureau of Street Services, Street Maintenance Division. There is no formal process for requesting a change in street sweeping hours, and changing the hours along Colorado Boulevard would require a corresponding change somewhere else. This is likely to be challenging to get changed, but would bring a much desired increase in parking supply at peak periods.

Costs and Funding

The total cost of modifying or replacing parking restriction signs would depend on the size of the areas where changes are made.

IMAGE 5.25: Curb extensions decrease crossing distances and calm traffic

CREATE PEDESTRIAN AREAS ALONG SIDEWALKS THROUGH CURB EXTENSIONS, INCLUDING SMALL STREET PLAZAS/PEDESTRIAN PLAZAS

Proposal

Create pedestrian areas along Colorado Boulevard by reclaiming unused or underutilized roadway space, including expanses where parking is prohibited at "T" or off-set intersections. Priority locations include:

1. NORTH SIDE OF COLORADO BOULEVARD WHERE TOWNSEND AVENUE CREATES "T" INTERSECTION AT EAGLE ROCK BOULEVARD
2. NORTH SIDE OF COLORADO BOULEVARD, EAST OF HERMOSA AVENUE (COLOMBO'S RESTAURANT).
3. NORTH SIDE OF COLORADO BOULEVARD, WEST OF MAYWOOD AVENUE
4. EAST SIDE OF EAGLE ROCK BOULEVARD, SOUTH OF INTERSECTION WITH COLORADO BOULEVARD (ADJACENT TO SWORK)
5. NORTH SIDE OF COLORADO BOULEVARD, EAST OF ROCKLAND (CENTER FOR THE ARTS)

Benefits

When curbside roadway space is not needed for motor vehicles, it can be converted for use by pedestrians and patrons of local businesses. Reclaiming space for people offers multiple benefits to help make Colorado Boulevard more of a main street for Eagle Rock.

First, curb extensions allow sidewalks to be used for more than just walking. While the sidewalks along Colorado Boulevard generally are wide enough for people to walk comfortably, they do not always provide room for other uses. The ADA requires that sidewalks be kept clear for use by disabled persons, which can limit the amount of sidewalk that can be used for sidewalk dining, landscaping, public seating, public art, bike parking, etc. Curb extensions provide opportunities to accommodate these other activities.

Second, by providing additional places for people to sit or gather, curb extensions can improve safety from crime by adding "eyes on the street." The more people that are actively using the sidewalks and other public spaces, the less welcoming those spaces are for people who intend to cause trouble or harm to others.

Third, on a wide street like Colorado Boulevard, curb extensions visually narrow motorists' perception of the street. This can cause more drivers to respect posted speed limits.

Fourth, curb extensions provide opportunities to beautify Colorado Boulevard and increase community identity. (see **Image 5.26**)

In recent years, curb extensions have become increasingly common in cities throughout the United States. They are often installed where roadway space is unneeded or unused by vehicles, such as where streets intersect at oblique angles. In Los Angeles, the pedestrian plaza at Sunset Boulevard and Griffith Park Boulevard is a noteworthy example. Because Colorado Boulevard has many "T" or offset intersections, there are several locations where parking is prohibited along relatively long stretches, and curb extensions could be installed.

Curb extensions work best where there is already a concentration of activity. By themselves, they do not necessarily stimulate commercial or pedestrian activity, but they increase the size of the public realm in areas where existing sidewalk widths limit such activity. They won't create a restaurant, but can provide a place for takeout customers to enjoy a meal. Near theaters, gyms, exercise studios, they provide spaces for people to congregate that can make those types of businesses more successful.

Action Plan

Approvals

The City of Los Angeles Pedestrian Coordinator program, housed in the Department of Transportation, provides a clearinghouse and coordinating function for the various approvals that are required for such projects, including from the Department of Public Works and LADOT. The program is developing standard treatments, such as paint colors and materials, that are pre-approved for use in Los Angeles.

The City of Los Angeles requires an outside entity, such as a nearby business, business association or non-profit, to assume responsibility for cleaning and maintaining the pedestrian plaza. To the extent that the curb extension has movable elements such as tables, chairs or umbrellas, the local sponsor must also accept responsibility for storing these items, putting them out in the morning, and bringing them in at night. For this reason, finding a local sponsor is at least as important as obtaining formal approval from the City.

Costs and Funding

The cost of curb extensions can vary widely, depending on size and materials. Typical costs range from $15,000 to $50,000. Because the potential locations along Colorado Boulevard are relatively small, costs should be at the lower end of this range. In some areas, local businesses fund these improvements. In Los Angeles, businesses may not restrict access and reserve them for exclusive use. However, businesses such as restaurants with takeout business may be willing to sponsor a location. Because these treatments are still new in Los Angeles, local architects or landscape architects might donate design services, and businesses might donate materials for construction/installation.

IMAGE 5.26: A street porch extends the sidewalk and provides shaded seating

IMAGE 5.27: A "parklet" on York Boulevard in Highland Park

INSTALL STREET PORCHES/PARKLETS AT KEY LOCATIONS

Proposal

Consider replacing a limited number of on-street parking spaces with street porches or parklets. Street porches/parklets generally are platforms mounted on the street surface that are level with the adjacent sidewalk. Priority locations include:

1. SOUTH SIDE OF COLORADO BOULEVARD BETWEEN SHEARIN AVENUE AND GLEN IRIS AVENUE
2. SOUTH SIDE OF COLORADO BOULEVARD BETWEEN CASPAR AVENUE AND MAYWOOD AVENUE
3. SOUTH SIDE OF COLORADO BOULEVARD BETWEEN EAGLE ROCK BOULEVARD AND CASPAR AVENUE

Benefits

Street porches/parklets provide similar benefits as pedestrian plazas, discussed in the previous section. The key difference is in construction materials and appearance. Street porches/parklets typically are rectangular; for that reason they are placed mid-block rather than at intersections where turning vehicles require rounded corners. They also typically have more substantial barriers between travel lanes to prevent pedestrians from stepping into the street.

Action Plan

Approvals

The City of Los Angeles has recently installed its first parklets as part of a pilot program. The City Council has directed City Planning and LADOT to prepare a report and recommendations to establish a citywide approval process and standards for design and construction.

These elements also require a local sponsor for cleaning, maintenance and repair. If parking removal is required, as a practical matter, the support of nearby businesses is required.

Costs and Funding

Street porches/parklets typically cost approximately $20,000. Funding sources are similar to that for pedestrian plazas and other curb extensions.

ADD PEDESTRIAN LIGHTING

Proposal

Add pedestrian lighting along Colorado Boulevard's sidewalks, particularly between Eagle Rock Plaza and Eagle Rock Boulevard.

Benefits

During our outreach process, many Eagle Rockers complained that they feel unsafe walking at night because the sidewalks are dark. Most streetlights hang over the street and primarily illuminate the roadway; pedestrian lights are positioned to illuminate the sidewalk. Sidewalk lighting can improve pedestrian safety by making pedestrians more visible. Importantly, when people feel safer walking at night, more people do so. More "eyes on the street" provide public safety benefits.

Pedestrian lighting also allows people to use sidewalks at nighttime for activities other than walking. People will sit at a well-lit bench to enjoy a beverage or pastry, but will not sit in the dark.

Action Plan

Approvals

In Los Angeles, pedestrian lighting generally will be provided only when property owners along a street agree to create a lighting assessment district and assess themselves for the cost of the lights. The assessments are added to the property tax bill, in the same manner that Los Angeles property owners pay for street lighting today. The Bureau of Street Lighting has standard procedures for requesting and creating these districts.

Pedestrian lights can be mounted on existing street light poles. However, because sidewalk lights benefit from being more closely spaced than street lights, they are often also installed on separate light standards.

The Bureau of Street Lighting will determine the cost of a pedestrian lighting program, and then allocate that cost among property owners based on factors such as lot size, length of street frontage, and type of use. Property owners representing a majority of the assessments must agree to the assessment. Balloting is done by mail; to ensure success, advance outreach to affected property owners is critical.

Costs and Funding

Although the cost of a pedestrian lighting program can be substantial, the cost to individual property owners is relatively small. The annual assessment for a typical storefront would be about $100. Large properties, such as Eagle Rock Plaza or block-long strip malls, would pay higher amounts. More information about funding for pedestrian lighting can be found on **page 6-10** under the section titled ***Proposition 218 Assessment Districts.***

IMPROVE LANDSCAPING IN PARKWAYS

Proposal

Improve the appearance of Colorado Boulevard by sustainably landscaping existing parkways.

Benefits

Most of Colorado Boulevard has parkways between the street and the sidewalk. Attractively landscaped parkways both beautify the street and establish a buffer between the sidewalks and the street, which encourages walking. A consistent landscaping scheme can also enhance community pride and provide a distinctive identity for Eagle Rock.
Because parkways are not paved, they allow infiltration of stormwater and reduce pollution-laden urban runoff.

Challenges and Problem Areas

Currently, most of Colorado Boulevard's parkways are devoid of any landscaping other than trees and plants that manage to survive without care or maintenance. There are many challenges to improving landscaping along Colorado Boulevard's parkways. First, in the absence of a business improvement district or other district-wide funding program, each individual property owner is responsible for installing and maintaining landscaping. Such a piecemeal approach makes consistency difficult to achieve. Where curb parking exists, landscaping must be designed to allow people to enter and exit cars. Special attention must be given to needs of disabled persons, parents with strollers, etc. Parkways should be landscaped sustainably. That means using plants that are drought-tolerant. It also means plantings that require minimal amounts of upkeep and maintenance, and that are hardy enough to withstand the rigors of an urban street.

Action Plan

Approvals
Where there are existing parkways, no special approval is required from the City to landscape the parkway. Because maintenance of the parkway is generally the responsibility of the adjacent property owner, their approval is required. In other neighborhoods, the City has adopted formal streetscape plans to ensure consistency in parkway plantings.

Costs and Funding
The cost of landscaping medians can vary widely, depending on such factors as the extent of plantings, whether irrigation must be installed, and the amount of maintenance required.

In the City of Los Angeles, parkway landscaping is often funded through collective efforts of property owners, such as creation of a business improvement district. Otherwise, individual property owners must agree to provide landscaping.

Often, new development or a significant change to private property involves a request for "discretionary" land use decisions by the City. In such cases, Eagle Rock stakeholders, acting independently or through organizations such as the Neighborhood Council, have an opportunity to request that the property owner provide parkway landscaping as a condition of project approval. In many cases, property owners are willing to make such improvements because their project will benefit directly from an improved streetscape.

ADD TRANSIT SHELTERS

Proposal

Install transit shelters at bus stops, particularly those near significant transfer points, schools and other important destinations for transit users.

Benefits

The quality of one's wait for the bus is an important factor in whether people will use transit. Today, at many bus stops along Colorado Boulevard, transit users are exposed to the elements: hot sun in the summer, cold, wind and rain in the winter. Adding bus shelters will make it more comfortable to wait for the bus, thereby encouraging transit use. Although a relatively small number of Eagle Rockers use transit, the importance of this element was repeatedly raised during our outreach process.

Because most bus shelters have seating, they provide a resting place for people walking along Colorado Boulevard. Also, because bus shelters typically have trash cans, they help to keep streets and sidewalks clean by providing pedestrians a place to dispose of refuse.

Under the City's bus shelter contract, each Council District receives a share of revenue from advertising on the shelters. This provides a source of funding for other improvements.

Action Plan

Approvals

The City of Los Angeles has a multi-year contract for bus shelters. The contractor, CBS Decaux, installs and maintains bus shelters in exchange for selling advertising on the shelters. Typically, the contractor requests locations, which the City may approve or deny. Under the contract, the City may request a limited number of "non-revenue" shelters at other locations. However, due to the recent economic downturn and resistance to shelter advertising (particularly in more affluent, less transit-dependent neighborhoods), the contract has not performed according to initial expectations. Thus, in the short term, the ability to request and obtain new shelters may be limited. Locations for bus shelters also can be limited by factors such as sidewalk width, concerns about visibility at intersections, and other factors.

Costs and Funding

As discussed, if issues with the bus shelter contract are resolved, shelters should be available at no cost.

ADD BENCHES, BIKE RACKS AND OTHER STREET FURNITURE

Proposal

Install benches and other seating, bicycle parking and trash cans to make Colorado Boulevard's sidewalks more active, and to encourage walking and bicycling.

Benefits

"Street furniture" is a term used to refer to benches, trash cans, bike racks and similar functional items that are installed on sidewalks. When installed appropriately, they enhance the business environment and encourage walking and bicycling. Colorado Boulevard has many establishments that provide takeaway food, including coffeehouses, informal or fast food restaurants, and convenience stores. Providing a place for patrons to sit and enjoy their purchases, especially where sidewalk dining is not provided, benefits local businesses. By providing a place for customers to dispose of waste after consuming their purchases, trash cans can help keep the street and sidewalks clean.

Some businesses, such as Peekaboo Playland, yoga studios, exercise studios and martial arts studios offer classes or other scheduled activities. Providing benches or comfortable places for patrons can benefit not only these businesses, but also others nearby by encouraging people to arrive early or stay late. The many churches along Colorado Boulevard benefit from places for their congregants to socialize before or after services.

Colorado Boulevard is a long street, and commercial development is not nearly as intensive as in districts such as Old Pasadena. That means that people walking to destinations on Colorado Boulevard might have to walk somewhat further than they would in other neighborhoods. For that reason, it is important to provide people with places to sit and rest, particularly senior citizens and young children.

Bicyclists who ride to local businesses need places to lock their bikes. In the absence of bike racks, bicyclists will lock their bikes to parking meters, trees, etc. Sidewalk bike racks not only provide a necessary service for bicyclists, but help improve the appearance of the sidewalk.

Challenges and Problem Areas

The biggest challenge for adding street furniture is simply that Colorado Boulevard's sidewalks limit opportunities to do so. Along most of Colorado Boulevard, sidewalks are not particularly wide, and there are many competing demands for use of that sidewalk. Most importantly, sufficient sidewalk width must be maintained to allow wheelchair users to navigate sidewalks. Parking meters, street and traffic lights, and utility poles occupy space. **TBTB**'s plans for additional street trees, bus shelters and other elements take up street space, as does sidewalk dining. These problems are most acute in core commercial areas east of Eagle Rock Boulevard and near Townsend Avenue.

Colorado Boulevard's three-mile length presents challenges to establishing a comprehensive, cohesive plan and design for street furniture.

Action Plan

Approvals

The City of Los Angeles requires a revocable permit to install street furniture. As a practical matter, approval of the adjoining property owner is typically required.

Although not necessary, the City could adopt a streetscape plan for Colorado Boulevard. Such a plan might help shape individual or piecemeal improvements funded by individual property owners.

Costs and Funding

The cost of street furniture can vary widely. The City will install standard bike racks at no cost; while utilitarian, they are not particularly attractive. Funding for a comprehensive street furniture program could be sought through Metro's Call for Projects. Individual property owners could pay for and install individual elements.

INCREASE USAGE OF PUBLIC PARKING FACILITIES

Proposal

Make off-street parking at City of Los Angeles facilities available for general public parking after business hours.

Benefits

If parking at City facilities on or near Colorado Boulevard, including the Eagle Rock Library and City Hall, were opened to the public after hours, local businesses would benefit. These lots are located in areas where the parking shortage is perceived to be most acute.

Action Plan

Approvals

At the Eagle Rock Library, the entrance to the parking lot is chained after the library closes. The library could simply stop this practice. There is no reason why parking that is owned by the public cannot be used by the public after library hours.

Costs and Funding

There is no cost to this change.

SECTION SIX: FUNDING AND IMPLEMENTATION STRATEGIES

IMAGE 6.1: Proposed streetscape at Colorado Boulevard and El Rio Avenue

INCLUDE TBTB PROPOSALS IN CITY OF LOS ANGELES PLANNING DOCUMENTS

The City of Los Angeles has adopted numerous plans that affect Colorado Boulevard. If **TBTB**'s proposals are incorporated in these plans, some will be implemented as these plans are applied by the City. Also, Colorado Boulevard's eligibility for and competitiveness under various funding programs could be affected by how Colorado Boulevard is treated in these plans. These plans include:

1. LADOT STRIPING PLANS
2. COLORADO BOULEVARD SPECIFIC PLAN
3. NORTHEAST LOS ANGELES COMMUNITY PLAN
4. GENERAL PLAN MOBILITY ELEMENT

LADOT Striping Plans

Many of **TBTB**'s proposals involve simple pavement markings, particularly crosswalk markings. The City of Los Angeles periodically resurfaces and restripes its streets. When a street is repaved, the Bureau of Street Services restripes the street in accordance with the LADOT striping plan for that street segment. Thus, **TBTB** should ensure that LADOT's street striping plans for Colorado Boulevard contain its recommendations for:

1. "ZEBRA" OR "CONTINENTAL" CROSSWALKS
2. "SHARK'S TEETH" ADVANCE STOP LINE FOR UNSIGNALIZED CROSSWALKS
3. CLASS II BICYCLE LANES WITH BUFFER
4. PAINTED CURB EXTENSIONS
5. PAINTED ISLANDS

Colorado Boulevard Specific Plan

The Colorado Boulevard Specific Plan establishes standards for development along Colorado Boulevard between the Glendale city limit to the west and Eagle Vista Drive/Holbrook Street to the east. In general, the Specific Plan requires that new development be pedestrian-oriented, especially in Subarea 2 between Windermere Avenue to the west and Dahlia Drive/Loleta Avenue to the east. Some of **TBTB**'s proposals, particularly those involving "streetscape" or the pedestrian experience, could be included as development standards in the Specific Plan. When new development occurs, improvements would be made as part of the project.

In Los Angeles, people's willingness to walk is affected by the heat and sun, and shade is important to create a more comfortable walking experience. The Specific Plan could be modified to focus on this issue. The Specific Plan currently requires the planting of street trees, but does not specify tree type[7]; it could be modified to designate particular species, or a list of acceptable species, for individual street segments. At a minimum, the Specific Plan should specify that required street trees must be shade-providing and may not be palm trees, which require a great deal of maintenance and do not provide much shade to pedestrians walking under them.

The Specific Plan permits, but does not require, awnings in Subarea 2 (the only area with design review). The Specific Plan might be amended to include provisions that encourage awnings or other elements aimed at providing shade to sidewalks. This is particularly important on the north side of Colorado Boulevard, where building shadows do not fall on the sidewalk.

[7] The Specific Plan states: "Twenty-four inch box trees shall be planted at 25 foot intervals along the street frontage of lots on which Projects are located. However, the planting of trees shall not obstruct driveways or interfere with utilities. Existing street trees may be used to satisfy this provision."

Northeast Los Angeles Community Plan

The Northeast Los Angeles Community Plan was adopted in 1999. In Los Angeles, the community plans comprise the Land Use element of the General Plan, and generally regulate development in the community. Community plans also include transportation-related provisions. California law does not establish a term or lifespan for any portion of a general plan, including community plans. However, they are updated periodically. When the Northeast Los Angeles Community Plan is updated, it is important to include policies that support **TBTB**'s goals, and for the language in the community plan to be as specific as possible.

The current Northeast Los Angeles Community Plan includes provisions that are contrary to the goals of **TBTB**. Most importantly, the Community Plan designates Colorado Boulevard as a "Major Highway Class II." Under Los Angeles' street standards, that means that the street should be designed to carry 30,000 to 50,000 vehicles per day, and 2,400 vehicles per hour in the peak hours; and should have 4 full-time through lanes (and 3 travel lanes in each direction during peak hours). These standards conflict with many of **TBTB**'s proposals, most notably the proposal to reduce Colorado Boulevard to 2 through lanes of traffic. In fact, except for the short stretch between Sierra Villa and Broadway, the busiest portions of Colorado Boulevard carry about 35,000 vehicles per day (the eastern portion has even lower volumes), with a peak hour volume of approximately 1,600 vehicles per day (2/3 of the performance standard). Los Angeles currently has no street standards that include bicycle lanes or curb extensions.

Many Los Angeles streets have "modified" designations, to reflect that they have rights of way or other design characteristics that do not match Los Angeles' limited menu of street standards. **TBTB** should work with the Council office and LADOT to ensure that Colorado Boulevard's designation in the Community Plan accommodates its proposals. However, the Community Plan also includes provisions that parallel many of **TBTB**'s proposals to make Colorado Boulevard more of a main street for Eagle Rock. These include:

1. Entry/gateway points at Colorado/Eagle Rock and Colorado/Figueroa (NELA Community Plan, Page V-3)
2. Sidewalks/Crosswalks should be enhanced in principal commercial districts such as Colorado Boulevard, Figueroa Street, and Broadway. Brick pavers, concrete, or other safe, non-slip materials should be used to create distinctive sidewalks and crosswalks. These will visually and physically differentiate them from vehicle travel lanes and promote continuity of pedestrian pathways. (NELA Community Plan, Page V-5)
3. Sidewalk "pull-outs" can be installed at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the width of crosswalks. (NELA Community Plan, Page V-5)
4. Street furniture should be installed that encourages and complements pedestrian activity or physical and visual access to buildings and which is consistent in design with characteristic neighborhood features, functional, and comfortable. Street furniture includes such elements as kiosks, bus and pedestrian benches, bus shelters, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to providing street furniture in pedestrian-oriented areas and Business Improvement Districts. (NELA Community Plan, Page V-5)
5. Street lighting should be installed in commercial districts to enhance pedestrian use by being attractive, compatible in design with facades and other street furniture, and which provides adequate visibility, security, and a festive night-time environment. (NELA Community Plan, Page V-5)

Mobility Element, Los Angeles General Plan

In California, local governments are required to adopt long-range "general plans" to guide and shape their future; they must address transportation issues. Under California law, the portion of the general plan is formally known as the "circulation element," although it is often given other names. Beginning in 2011, when cities update their circulation element, they must comply with the Complete Streets Act, and "provide plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel." "'users of streets, roads, and highways' means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

The City of Los Angeles Departments of City Planning and Transportation are in the process of updating the circulation element, which will be known as the "Mobility Element." It will contain policies and programs that will guide the development and modification of our transportation system, including streets like Colorado Boulevard.

TBTB should monitor and participate in the planning process to ensure that the new Mobility Element is consistent with **TBTB**'s goals for Colorado Boulevard. Planning and LADOT have established a website, **http://la2b.org/**, to provide information and opportunities for stakeholder input.

FUNDING OPPORTUNITIES

Nearly all of **TBTB**'s proposals will cost money to implement. This section identifies several potential funding sources for future improvements to Colorado Boulevard, which fall into three (3) general categories:

1. EXISTING AND POTENTIAL FUNDING FROM CITY OF LOS ANGELES
2. GRANTS AND FUNDING FROM OTHER LEVELS OF GOVERNMENT
3. FUNDS GENERATED BY LOCAL BUSINESSES AND/OR PROPERTY OWNERS

City of Los Angeles Funding Sources

Parking Credits Fees

The Colorado Boulevard Specific Plan includes a parking credits program, under which some businesses may lease parking credits in lieu of providing on-site parking. There is an annual fee for parking credits. Parking Credits fees are placed in a Special Fund to be used for parking, transit or pedestrian amenities along Colorado Boulevard. While the amount of funding is relatively small (currently approximately $18.000), these fees could be leveraged if used as matching funds for other funding programs. To ensure the availability of funds, **TBTB** should ensure that all fees are collected and accounted for.

FUNDING OPPORTUNITIES

1. PARKING CREDIT FEES
2. STREET FURNITURE REVENUE FUND
3. METRO CALL FOR PROJECTS
4. SAFE ROUTES TO SCHOOLS
5. SAFE ROUTES FOR NON-DRIVERS/CONGESTION MITIGATION AND AIR QUALITY
6. CITY OF L.A. FUNDING PROGRAMS
7. PROPOSITION 218 ASSESSMENT DISTRICTS
8. BUSINESS IMPROVEMENT DISTRICTS
9. PARKING DISTRICT
10. COMMUNITY BEAUTIFICATION GRANTS
11. PROPOSITION 84

Street Furniture Revenue Fund

In 2000, the City entered into a "street furniture" contract with CBS/JC Decaux (JC Decaux). Under that contract, JC Decaux installs and maintains bus shelters, kiosks and other furniture in the public right of way, in exchange for the right to sell advertising. Colorado Boulevard currently contains some bus shelters that were installed under this contract.

Under the street furniture contract, the City receives revenue, which is split between the General Fund and the Street Furniture Revenue Fund, the latter of which is divided evenly among the 15 council districts. Under the Administrative Code, council districts may use these funds for expenses related to transit services and equipment, beautification projects, and sidewalk curb improvements to improve conditions for public transit patrons. Thus, the 14th Council District funds are available for **TBTB**'s proposed improvements.

When the City entered into the street furniture contract, it anticipated receiving $150 million over the 20-year life of the contract, which would have meant $5 million for the 14th District. However, due to a variety of factors (primarily City delay in approving locations and the economic downtown depressing ad revenue), revenue has been much lower than anticipated. During the first 10 years, each council district has received just over $1 million.

TBTB should work with the Council Office to ensure that Eagle Rock receives its "fair share" of the Street Furniture funds. These funds could be used as some or all of the local match under other funding programs.

Measure R Local Return

A portion of revenue generated by Measure R, the half-cent Los Angeles County transportation sales tax, is returned to local jurisdictions such as the City of Los Angeles. Los Angeles has adopted a policy of spending at least 10% of this "local return" on bicycle and pedestrian projects. This is not a segregated fund, but provides a stream of funding for implementation of the Los Angeles Bike Plan and, if developed, a Pedestrian Plan.

Parking Meter Revenue

In Los Angeles, parking meters are included in designated parking meter zones, but parking meter revenue (as well as revenue from municipal lots) is centrally collected and managed. Conversely, in Old Pasadena, parking meter revenue is retained by the business district and used to pay for streetscape improvements, such as street trees, sidewalk maintenance and repair, etc. Obviously, the amount of money generated from parking in Old Pasadena dwarfs the amount generated in Eagle Rock, but the City's revenue from Eagle Rock parking meters is not insignificant.

Los Angeles uses parking meter revenue to guarantee payment under bonds issued to construct various parking structures, and thus in the short term could not simply turn over meter revenue to local control. Over the longer term, however, **TBTB** could advocate for a share of parking revenue to be used for local improvements. Again, these funds could be leveraged if applied as matching funds under other programs.

Community Beautification Grants

From 1998 to 2009, the Los Angeles Department of Public Works annually awarded Community Beautification Grants of up to $10,000 each to local organizations. In recent years, the program has been suspended due to the City's on-going budget problems. As the economy improves, the program may be restored. Historically, this program has required matching funds, but this requirement can be met through the value of volunteer labor. The existing mosaic trash receptacles along Colorado Boulevard were partially funded through a Public Works community beautification grants, and thus provides an example of the sort of small scale improvement that could be funded in this manner.

Proposed Street Repair Bond Measure

The City of Los Angeles has a backlog of deferred street and sidewalk maintenance and repair that is estimated at $3-4 billion. Councilmembers Englander and Buscaino are exploring potential avenues for funding a 10-year street repair program. Funding likely would involve some combination of property taxes and/or sales taxes, which must be adopted by Los Angeles voters. There is discussion about placing revenue proposals on the ballot in 2014.

The City has made no decisions about what would be funded, including whether it would be limited to streets or whether it might include pedestrian and bicycle infrastructure such as sidewalk repairs, curb extensions, etc. **TBTB** should monitor development of this proposal, and could advocate for a "complete streets" approach that might provide funding for the improvements included in this Vision Plan.

Funding from Other Levels of Government

Metro Call for Projects

Every two years, the Los Angeles County Metropolitan Transit Authority (Metro) issues a Transportation Improvement Program "Call for Projects," which provides an opportunity for obtaining funds for local projects. In 2011, Metro approved projects totaling $211 million, in 8 categories. Approximately $30 million was awarded in the categories for which **TBTB**'s proposals would be eligible.

Applications must be submitted by the City of Los Angeles, but the City often submits applications in partnership with or on behalf of local non-governmental organizations. This can be a significant source of funds. Most funding for the Call for Projects is provided by the federal government and subject to restrictions established by federal transportation funding programs. Thus, the types of projects that are eligible for funding will change over time.

Historically, the following types of projects have been eligible for Call for Projects funding:

1. **Bikeways Improvements:** Regionally significant projects that provide access and mobility through bike-to-transit improvements, gap closures in the inter-jurisdictional bikeway network, and bicycle parking.

2. **Pedestrian Improvements:** Pedestrian improvements that promote walking as a viable form of utilitarian travel, pedestrian safety, and an integral link within the overall transportation system.

3. **Transportation Enhancements:** 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 Call for Projects typically requires a local "hard" match of at least 20%; but projects with a greater match generally are more likely to received funding. In 2011, nearly all of the funding for pedestrian improvements went to projects at or near Metro rail projects.

Safe Routes to School

Safe Routes to School programs provide funding for projects that enhance pedestrian and bicyclist safety near K-12 schools, and that encourage walking and bicycling to school. In California, there are two programs, one that received dedicated federal funding ("SRTS"), and a separate state-funded program ("SR2S"). Both programs are administered by Caltrans. However, the current federal transportation authorization legislation (MAP 21) eliminated dedicated federal funding for the SRTS program, and reduces the total amount of federal funding for "transportation alternatives". It is unclear how California will allocate its federal transportation funds or what will happen to the federal SRTS program here.

The California SR2S program provides funding to local jurisdictions such as the City of Los Angeles. The maximum grant amount is $450,000, and there must be at least a 10% local match. There is no dedicated funding for the California SR2S program, and the amount of available funding varies in each project cycle, although in recent years funding has been fairly consistent at about $24 million per year.

The application deadline for the most recent funding cycle was March 2012. In June 2012, 139 projects worth $48.5 million were funded out of 336 project applications submitted. It should be noted that this cycle included funding for two fiscal years. The SR2S program applications and awards have not followed a set schedule. In the most recent round, the scoring criteria were: 20% for an inclusive planning process; 5% for identification of routes; 30% for demonstrated need, including collision history; 30% for potential for reducing injuries to children; 10% for the potential to increase student walking and bicycling; and up to 5% for including low-income schools. The federal SRTS program has the advantage of not requiring any local matching funds. The most recent California cycle awarded more than $66 million for various projects. The criteria for the most recent round of SRTS projects include 20% for the planning process; 30% for project need, including a documented history of collisions and/or injuries; and 50% for project effectiveness.

Both programs require applications to be approved and submitted through the Los Angeles City Council. In the most recent round, the top-scoring proposal from each council district was submitted. Thus, projects on Colorado Boulevard are, in essence, competing against other projects in CD14. There are some challenges for **TBTB** to qualify for Safe Routes to School funding. First, funding would be available only for portions of the project that can be identified and tied with specific schools. Second, none of the LAUSD schools along Colorado Boulevard qualify as "low income" schools, which makes them somewhat less competitive.

Highway Safety Improvement Program (HSIP)

Caltrans periodically awards federal funds to local governments for transportation safety projects under the Highway Safety Improvement Program (HSIP). Caltrans recently announced Cycle 6 Call for Projects, which will award approximately $150 million statewide. The City of Los Angeles must submit applications by July 26, 2013.

The HSIP program funds infrastructure improvements at locations that have a demonstrated history of traffic collisions. Applications must meet a benefit/cost ratio; the "benefit" is the projected reduction in collisions and injuries. Unlike many other funding programs, HSIP does not require a local match.

HSIP can fund installation of traffic control devices and/or pedestrian improvements, such as refuge islands, curb extensions at crosswalks, and traffic calming measures. Funds cannot be used for "beautification" such as planting of street trees, despite their proven safety benefits. Additional information is available at **http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm**.

TBTB should work with the 14th Council District office and the Department of Transportation to have the City apply for funding to implement proposals included in this Vision Plan.

Safe Routes for Non-Drivers/Congestion Mitigation and Air Quality

The recent federal transportation bill ("MAP-21") will affect funding for projects such as **TBTB**. In general, it reduces funding for "Transportation Alternatives," which includes SRTS and other programs. It also restricts availability of federal funds for things such as beautification. However, it also includes new programs and modifications to eligibility requirements that could make more funding available for bicycle and pedestrian improvements.

MAP-21 includes a new program entitled "Safe Routes for Non-Drivers." Eligibility for federal funding for **TBTB**'s projects is somewhat complex, as there are several categories of funding, and as of yet, there is very little guidance about what this program will entail or what amount of funding will be provided. It appears that this program can be funded with Surface Transportation funds (which typically are used for roadway projects). MAP-21 also makes programs that shift trips to alternate modes eligible for Congestion Mitigation and Air Quality (CMAQ) funding. On paper, this could increase funding available for bicycle and pedestrian programs.

Funds Generated from Local Businesses and/or Property Owners

Proposition 218 Assessment Districts

Under the California Constitution, Los Angeles may create special assessment districts to require property owners to pay the actual costs for special benefits those properties receive. These assessment districts require approval of affected property owners under specific balloting procedures. These are referred to as Proposition 218 districts, after the ballot measure that added this requirement. For general information, see **http://bsl.lacity.org/prop218.htm**.

Los Angeles property owners pay for street lighting pursuant to Proposition 218 special assessment districts, as a supplemental amount added to their property tax bill. The amount that each property is assessed depends on the size of the lot and the use. The base assessment unit is a single-family home on a lot between 0.1 and 0.2 acres (or 4356 to 8712SF). For FY2011-12, the base assessment was $95.69 per year. Property owners along Colorado Boulevard pay for the existing street lighting. The Bureau of Street Lighting will provide pedestrian lighting if approved by owners in an assessment district. In general, the additional charge per base unit is $62.73/year for pedestrian lighting that is attached to existing electroliers, and $104.00/year for pedestrian lighting on stand-along electroliers. This is the most straightforward method of paying for pedestrian street lighting, but would require a campaign to build support among property owners.

Proposition 218 assessment districts can be created for any set of special benefits, including landscaping, sidewalks, street furniture and other amenities. This is not common in Los Angeles. In the Miracle Mile, property owners created an assessment district that provides sidewalk cleaning, graffiti removal, landscaping, trash removal, etc.

Business Improvement District (BID)

In the City of Los Angeles, many commercial districts have formed Business Improvement Districts (BIDs), in which commercial property owners and/or business owners agree to pay annual assessments to pay for programs that benefit the district. The most common programs are such services as security, supplemental cleaning and maintenance, graffiti removal, etc. However. Some BIDs undertake infrastructure projects and streetscape improvements such as those proposed in this Vision Plan.

BIDs may be formed only with the consent of property owners and/or businesses in the proposed district, with some weighting of votes depending on the size and type of the property. The BID members decide on the work program, a budget, and an assessment method to raise funding. In Los Angeles, BID programs are administered by the City Clerk, and additional information is available at **http://cityclerk.lacity.org/bids/**. **TBTB** has no position on whether a BID should be established in Eagle Rock. This section is included only because, if business owners along Colorado Boulevard were to establish a BID, it could provide funding for some improvements.

APPENDIX

IMAGE A.1: Existing sidewalk dining along Colorado Boulevard

COLORADO BOULEVARD EXISTING ROADWAY CONFIGURATIONS

	STREET SECTION	RIGHT OF WAY WIDTH	STREET							SIDEWALK	
			PAVE-MENT WIDTH	AUTO TRAVEL LANES			MEDIAN		ON-STREET PARK-ING	SIDE-WALK WIDTH	PARKWAY WIDTH
				NUMBER OF EAST-BOUND LANES	NUMBER OF WEST-BOUND LANES	CENTER TURN LANE?	LAND-SCAPED/ PAVED/ PAINT	CUT-OUTS FOR LEFT-TURN POCK-ETS?			
1	City Limit to Ea-gledale/ Glendale Fwy S/B on-ramp	86-95’	66-75’	2	2	Yes	No	-	No	8’	No
2	Eagledale to Connector Rd. / Glendale Fwy N/B off-ramp	100’	84’	2	2	Left-turn pockets	No	-	No	8’	No
3	Connector Rd. / Glendale Fwy N/B off-ramp to El Verano	100’	84’	2	2	Yes	No	-	No	8’	No
4	El Verano to Broadway	90'	68	2	2	Yes	No	-	North side only	12' North 10' South	No
5	Broadway to Sierra Villa	120'	94'	3	4	Left turn pockets	No	-	No	13'	Parts of north side only- 8'
6	Sierra Villa to Windermere	120'	94'	3	3	Yes	No	-	Yes	13'	Yes (8')

COLORADO BOULEVARD EXISTING ROADWAY CONFIGURATIONS

STREET SECTION		RIGHT OF WAY WIDTH	STREET							SIDEWALK	
			PAVE-MENT WIDTH	AUTO TRAVEL LANES			MEDIAN		ON-STREET PARK-ING	SIDE-WALK WIDTH	PARKWAY WIDTH
				NUMBER OF EAST-BOUND LANES	NUMBER OF WEST-BOUND LANES	CENTER TURN LANE?	LAND-SCAPED/ PAVED/ PAINT	CUT-OUTS FOR LEFT-TURN POCKETS?			
7	Windermere to Eagle Rock Blvd	120'	94'	3 plus right-turn pocket 120' west of Eagle Rock Blvd	3	Yes	No	-	Yes	13'	No
8	Eagle Rock Blvd to Caspar	120'	96'	3	5 (3 + 2 left turn pockets)	Left Turn Pockets	No	-	Yes	12'	No
9	Caspar to Townsend	120'	80'	3	3	No	Landscaped-16'	at Caspar, Maywood, Highland View	Yes	12'	Short sec-tions on north side only 6'
10	Townsend to Townsend	120'	100'	4 (3 + left turn pocket)	4 (3 + left turn pocket)	Left Turn Pockets	No	-	Yes	10'	No
11	Townsend to Dahlia	120'	100'	3	3	Yes	No	-		10'	No
12	Dahlia to Floristan	~120'	80-97'	2	2	Yes	No	-	North side only	Varies North: 13-24' South: 10-16.5'	North side only-8-19"

COLORADO BOULEVARD EXISTING ROADWAY CONFIGURATIONS

STREET SECTION		RIGHT OF WAY WIDTH	STREET							SIDEWALK	
				AUTO TRAVEL LANES			MEDIAN				
			PAVE-MENT WIDTH	NUMBER OF EAST-BOUND LANES	NUMBER OF WEST-BOUND LANES	CENTER TURN LANE?	LAND-SCAPED/ PAVED/ PAINT	CUT-OUTS FOR LEFT-TURN POCK-ETS?	ON-STREET PARK-ING	SIDE-WALK WIDTH	PARK-WAY WIDTH
13	Floristan to Loleta	~112'	80'	2	2	Yes	No	-	North side only	North: 22' South: 10'	Yes-5'
14	Loleta to Los Robles	~102'	80'	2	2	Yes	No	-	Yes	North: 10' South: 12'	Yes-5'
15	Los Robles to Eagle Vista	100'	80'	2	3	Yes	No	-	Yes	North: 10' South: 12'	South side only-7'
16	Eagle Vista to 134 off-ramp	Varies: ~100'	~86'2	2	3	No	Raised-4' w/ Paint-14'	Left turn pocket ~400' east of 134	Yes	North: 12'+ South 10'	Yes: North 7'+ South: 5'
17	Near 134 off-ramp	Varies	Varies	2	2	No; Left turn lane onto 134	Raised-width varies	Left turn pocket at 134	No	North: varies South 10'	Yes: North: 7' South: 5'

COLORADO BOULEVARD EXISTING ROADWAY CONFIGURATIONS

STREET SECTION		RIGHT OF WAY WIDTH	STREET							SIDEWALK	
			PAVE-MENT WIDTH	AUTO TRAVEL LANES			MEDIAN		ON-STREET PARK-ING	SIDE-WALK WIDTH	PARKWAY WIDTH
				NUMBER OF EAST-BOUND LANES	NUMBER OF WEST-BOUND LANES	CENTER TURN LANE?	LAND-SCAPED/ PAVED/ PAINT	CUT-OUTS FOR LEFT-TURN POCK-ETS?			
18	134 off-ramp to approx. 150 ft e. of Wiota	Varies: ~85'	Varies: ~73'	2	2	Part	Part	-	No	North: 12'+ South 10'	Yes: North 7'+ South: 5'
19	Approx. 150 ft east of Wiota to Glacier	80	56	2	2	Yes	No	-	No	North: 11-12' South 10'	Yes: North 6-7' South: 5'
20	Glacier to Monte Bonito/La Loma	80	56	1	2	Yes	No	-	No	North: 11' South 12'	Yes: North 6' South: 7'
21	Monte Bonito/La Loma to Figueroa	80	56	2	2	Yes	No	-	No	12'	North Side only: 7'
22	Figueroa to ap-prox. 220 ft west of Glengarry	110	88	2	2	NO	Raised: ~3.5' Paint: ~24.5'	Yes; in painted median	Yes	North: 10' (none under power lines) South 12'	South Side Only: 7'
23	Approx. 220 ft. west of Glengarry to approx. 170 ft. e. of Glengarry	116		2	2	No	Raised: ~3.5' Paint: ~24.5'	Yes; in painted median	Yes	North: 10' South 12'	South Side Only: 7'

COLORADO BOULEVARD EXISTING ROADWAY CONFIGURATIONS

STREET SECTION		RIGHT OF WAY WIDTH	STREET							SIDEWALK	
			PAVE-MENT WIDTH	AUTO TRAVEL LANES			MEDIAN		ON-STREET PARK-ING	SIDE-WALK WIDTH	PARKWAY WIDTH
				NUMBER OF EAST-BOUND LANES	NUMBER OF WEST-BOUND LANES	CENTER TURN LANE?	LAND-SCAPED/ PAVED/ PAINT	CUT-OUTS FOR LEFT-TURN POCK-ETS?			
24	Approx. 170 ft. east of Glengarry to Patrician	Varies	Varies	2	2	No	Raised: ~3.5' Paint: ~24.5'	Yes; in painted median	Yes	North: 10' South 12'	South Side Only: 7'
25	immed. west of Patrician	~87'	70'	2	2	No	Raised: ~4'	South side	Yes	North: 5' South 12'	South Side Only: 7'
26	Patrician to City Limit (Ave 64)	varies; 55 feet near Ave 64	43'	1	2	No	No	-	No	South Side Only: 12'	South Side Only: 7'

OBJECTIVES	STRATEGIES	TOOLS																					
		ROADWAY DESIGN				PEDESTRIAN CROSSINGS							SIDEWALKS						PARKING			COMMUNITY IDENTITY	
		MODIFY ROAD CONFIGURATION	ADD BIKE LANES	PRESERVE AND ENHANCE MEDIANS	ADD LANDSCAPED MEDIANS	ADD NEW MARKED CROSSWALKS	ADD PEDESTRIAN SIGNALS AT UNSIGNALIZED CROSSWALKS	ADD PEDESTRIAN REFUGE AREAS	CONTINENTAL CROSSWALKS	SIDEWALK AND CURB EXTENSIONS	INCREASE PEDESTRIAN CROSSING TIME	DUAL CURB CUTS	STREET TREES	PEDESTRIAN LIGHTING	STREET PORCHES AND PARKLETS	LANDSCAPING ON SIDEWALKS/PARKWAYS	TRANSIT SHELTERS	BENCHES & OTHER STREET FURNITURE	ADJUST STREET SWEEPING DAYS/TIMES	ADJUST METER TIMES	MAKE PUBLIC LOTS AVAILABLE AFTER BUSINESS HOURS	COMMUNITY MARKERS	PUBLIC ART
CALM TRAFFIC AND REDUCE SPEEDING	Share excess road capacity with non-motorists	X	X		X			X		X					X		X					X	X
	Influence driver perception of street character and appropriate speed	X	X	X	X	X	X	X	X	X			X		X	X						X	
SUPPORT AND ENCOURAGE WALKING	Make it easier and safer to cross Colorado Boulevard	X	X		X	X	X	X	X	X	X	X											
	Make it safer to walk along Colorado Boulevard					X	X		X	X		X		X				X					
	Make it more pleasant to walk in Eagle Rock	X	X	X			X	X	X	X	X	X	X	X	X	X		X				X	X
	Improve conditions for children, elderly & disabled persons	X	X			X	X	X	X	X	X	X	X	X			X	X					
SUPPORT AND ENCOURAGE BICYCLING	Make it safer to bicycle	X	X			X	X	X		X		X		X									
	Add bicycle parking																	X					
SUPPORT AND ENCOURAGE TRANSIT	Improve transit stops and walking conditions for transit users					X	X	X	X	X	X	X	X	X			X	X					

OBJECTIVES	STRATEGIES	TOOLS																					
		ROADWAY DESIGN				PEDESTRIAN CROSSINGS							SIDEWALKS						PARKING			COMMUNITY IDENTITY	
		MODIFY ROAD CONFIGURATION	ADD BIKE LANES	PRESERVE AND ENHANCE MEDIANS	ADD LANDSCAPED MEDIANS	ADD NEW MARKED CROSSWALKS	ADD PEDESTRIAN SIGNALS AT UNSIGNALIZED CROSSWALKS	ADD PEDESTRIAN REFUGE AREAS	CONTINENTAL CROSSWALKS	SIDEWALK AND CURB EXTENSIONS	INCREASE PEDESTRIAN CROSSING TIME	DUAL CURB CUTS	STREET TREES	PEDESTRIAN LIGHTING	STREET PORCHES AND PARKLETS	LANDSCAPING ON SIDEWALKS/PARKWAYS	TRANSIT SHELTERS	BENCHES & OTHER STREET FURNITURE	ADJUST STREET SWEEPING DAYS/TIMES	ADJUST METER TIMES	MAKE PUBLIC LOTS AVAILABLE AFTER BUSINESS HOURS	COMMUNITY MARKERS	PUBLIC ART
ACCOMMODATE SKATEBOARDING			X				X	X	X			X											
USE PARKING MORE EFFICIENTLY	Use street parking effectively	X			X	X	X	X	X	X	X			X				X	X	X			
	Use public parking lots efficiently													X							X		
CREATE ROOM ON SIDEWALKS FOR THINGS OTHER THAN WALKING			X							X					X								
INCREASE COMMUNITY HEALTH		X	X	X	X								X			X		X					
IMPROVE ENVIRONMENTAL QUALITY			X	X	X								X			X							
ENHANCE EAGLE ROCK COMMUNITY IDENTITY				X	X			X		X			X		X	X		X				X	X