



January 26, 2018

Pasadena City Council  
175 N. Garfield Ave.  
Pasadena, CA 91101

**Re: 710 North | Transportation Demand and Systems Management | Project Recommendations**

Dear Mayor Tornek and Pasadena City Council Members,

As a local community group dedicated to making our streets safer, friendlier, and more accessible for people of all ages and abilities, the Pasadena Complete Streets Coalition is submitting the following citizen requests, recommending projects to include in the City's 710-N funding "wish list."

We are proud to call Pasadena our home, particularly a city that, in its 2015 General Plan, *"envisions [Pasadena as] a more Livable City for the 21st Century... a community where people can circulate without cars."* However, we are *not* proud that Pasadena has consistently been ranked as one of the top five most dangerous cities in California to pedestrians and cyclists. We formed this Coalition to help our city leaders resolve this disconnect between their stated promises and our unsafe reality.

Local streets are one of our community's greatest, yet often overlooked, public assets. When designed well, city streets can support small businesses and larger economic development goals, improve air and water quality, encourage physical activity and public health, reduce the number and severity of traffic collisions, and increase the resiliency of a community against the impacts of climate change.

**The estimated \$1 BILLION in 710-N transportation alternative funds is a once-in-a-lifetime opportunity to advance the development of a healthier, more sustainable, and economically vibrant Pasadena. It also is a major opportunity to begin tackling Pasadena's biggest source of greenhouse gases (GHGs): the transportation sector, which is responsible for an estimated 52% of all emissions, according to the City's Draft Climate Action Plan (CAP).**

We, as a coalition of Pasadena residents, support the projects listed in Attachment A to the Staff Report. However, we ask you as a Council to strongly consider how the projects in Attachment A meet our goals for a healthier, more sustainable, and more economically vibrant Pasadena, and prioritize the projects accordingly. We respectfully submit the following list of projects as additions and enhancements to Attachment A:

### **Executive Summary of PCSC Citizen Requests**

- **Complete Streets and First-Last Mile Infrastructure** that will help the City meet its 2015 General Plan commitment of ensuring every Pasadena resident the ability to navigate their city without a car, while enhancing air and water quality
- **A robust, interconnected bike route network**, on which residents can actually feel safe on roads while navigating the City from east to west, north to south, to work, activities, and appointments
- **Safer, more visible crosswalks** to help lower Pasadena's unacceptably high pedestrian injury and casualty rate
- **Upgrade of Pasadena Transit Buses with zero-emission EV buses** to lessen our environmental footprint and reduce operating costs

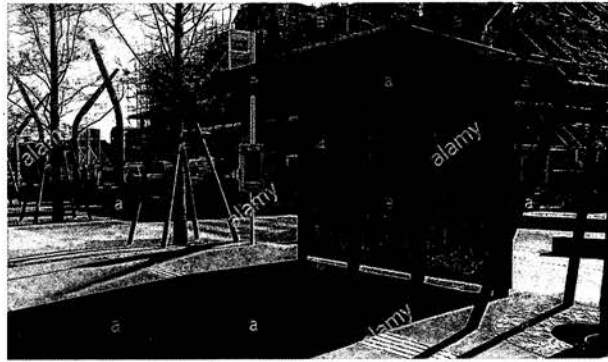
And as this process moves forward with Metro, our Coalition urges the City of Pasadena to ensure that funded projects align with city, county, and state climate and sustainability goals, including vehicle miles traveled (VMT) reduction targets, stormwater capture goals, and regional air quality improvement targets.

### **Detailed Summary of PCSC Citizen Requests**

#### **Complete Streets and First-Last Mile Infrastructure**

According to SCAG, 38% of car trips in Southern California are 3 miles or less. The City has a tremendous opportunity to replace additional short car trips with walking, biking and transit trips, if funding is directed to improving local conditions for these more sustainable, multi-modal options. Specific opportunities include the following.

- **Better Bus Stops | Shade** - The vast majority of Pasadena's bus stops lack a shade structure or nearby street trees to provide relief for public transit users on hot days. With the number of local extreme heat events and average temperatures on the rise, shade should be considered a basic amenity for any public transportation system in Southern California. Bus stop comfort and convenience is also a detail that is too often overlooked by transportation planners and decision-makers who do not regularly use buses or public transit, but is incredibly important to luring riders who have other options. Investing in Pasadena's bus stops would also provide an opportunity for partnership and collaboration with other City programs such as the City's Public Arts Program or local institutions such as Art Center College of Design. Inspiration could be drawn from successful, creative, and functional designs employed in cities around the world, examples of which can be found attached to this letter.



*Sample artistic shade structure*

- **Bicycle Racks** - Areas of downtown and central Pasadena suffer from a lack of bicycle parking, as demonstrated by the commonplace nature of bicycles locked to railings, trees, posts, and other street furniture. The City should request funding for bicycle racks to further facilitate the use of bicycles for short transportation trips within the City, and reduce automobile trips. In doing so, funding could allow for a local “art rack” program for neighborhoods and businesses, as cities such as Long Beach have successfully employed, which add visual street appeal and can boost neighborhood identity and pride. The Coalition has the project outlined and key contacts to make this happen.
- **Gold Line Access | Raymond Ave** - Only 1 of 6 Pasadena Gold Line stations is directly served by a City bikeway, despite Metro’s focus and support for first-last mile infrastructure within a 1-3 mile walk/bike-shed of stations. Improving station access for non-automobile modes provides a significant opportunity to reduce short car trips and encourage green mobility.

The latest draft of the Art Center Campus Master Plan envisions a vibrant, green, people-friendly makeover supporting the use of active and public transportation via the implementation of on-street bike lanes, stormwater capture/bioswales, expanded shuttle service to the hillside campus, an elevated campus bikeway, additional drought-tolerant trees and landscaping (see rendering below), car and bike share, and a goal to be traffic neutral or beneficial while adding on-campus housing for over 800 students. The 710 ‘wish list’ could begin realizing this vision by connecting three Gold Line stations along the corridor with Class II bike lanes, improved transit stops (shade, benches), and high visibility crosswalks.



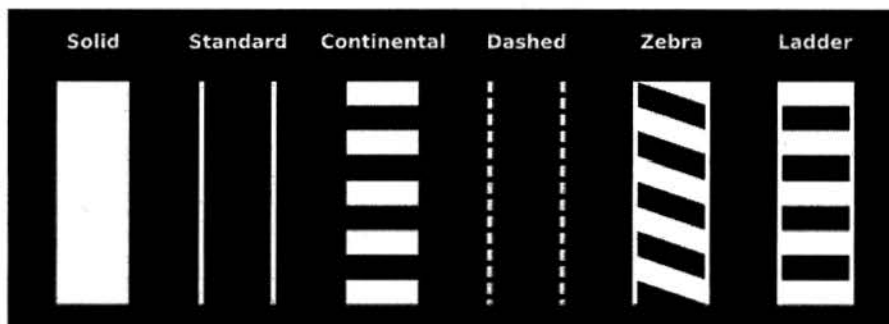
*Draft Rendering of a Multimodal Raymond (courtesy of Art Center Master Plan)*

### Realizing a Connected, Comfortable Network of Complete Streets

- **East-West Connections** - The biggest barrier to greater bike modal share in Pasadena is a lack of safe, cohesive infrastructure. Specific opportunities to fill in the gaps with safe bike and walkways include the following projects.
  - **Orange Grove** - SB-1 funding is currently slated to resurface the east-west section of Orange Grove in Spring 2018. Additional funding could be requested to implement additional Complete Streets improvements, including bulb outs, better bus stops, and lead-pedestrian timing for intersections frequented by pedestrians.
  - **Arroyo Link** - An opportunity to realize the vision of the California Cycleway over a 100 years after it was partly constructed, providing a safe bikeway connection from Downtown Pasadena to Downtown LA via the Arroyo Seco.
  - **Roseways Implementation (Bellefontaine, Filmore, Arroyo)** - Funding for the striping of on-street 'sharrows', wayfinding signage with key destinations and times, and other improvements called for in the City's 2014 Bicycle Master Plan.
  - **Create additional east-west Complete Streets corridors**

### Crosswalks

- **High-Visibility Crosswalks (e.g. Continental or Zebra)** - Many Pasadena intersections heavily used by people on foot lack best practices in crossing design. Improving crossing striping - especially at intersections with a demonstrated safety problem - will help improve the City's walkability and reduce serious and fatal injuries.



*Crosswalk Striping Options*

### **Zero-Emission Transit Vehicles**

Metro and Foothill Transit have both committed to transitioning their fleets of CNG buses to all-electric by 2030. Requesting funding to replace Pasadena Transit Buses with zero-emission EV buses that have greater carrying capacity, lower operating costs, and a smaller environmental footprint would improve local transit access and rider comfort. Priority should be placed on replacing Pasadena's oldest buses first, and improving service on Pasadena Transit lines which are most heavily used by the public.



*Protterra EV Bus*

### **Project Selection and Prioritization Recommendations**

As this process moves forward with Metro, the Pasadena Complete Streets Coalition strongly encourages City leadership and staff to vet eligible projects for potential environmental, health, and livability benefits before finalizing and implementing projects and programs. Project prioritization and implementation schedule should elevate projects that help the City achieve its sustainability and safety goals.

**Assess the Environmental Cost/Benefit of Metro-Vetted Projects** - Funded projects should align with and support City, County and State climate and sustainability goals, including vehicle miles traveled (VMT) reduction targets, stormwater capture goals, and regional air quality improvement targets. As the number of extreme heat days continues to rise in the coming years, it is also crucial that the City combat the urban heat island effect on local streets to protect public health and the environment. Wherever possible, the City should incorporate street trees, bioswales, and other multi-benefit green infrastructure elements to projects to provide economic, environmental, health (physical, mental), safety, and community benefits. Trees, biomass and innovative materials, such as surface coatings that reflect more solar radiation than standard asphalt, should be included in any major roadway redesign or project. **Projects that include roadway resurfacing should also pilot cool pavement coatings**, as recently implemented in the City of Los Angeles.

**Assess the Safety Benefits of Metro-Vetted Projects** - Too often major transportation projects fail to consider safety impacts for vulnerable road users, especially children, older adults, and mobility impaired individuals utilizing transportation alternatives. Any major infrastructure project funded through Measure R, M, or other public funding should improve the roadway's safety performance by employing best practices in safe design such as those endorsed by the National Association of City Transportation Officials (NACTO). In light of Pasadena's high rate of serious and fatal traffic collisions, selected should place a priority on improving the safety of all road users.

Thank you for your time and consideration,

Misch Anderson  
For the Pasadena Complete Streets Coalition

CC:

Terry Tornek, Mayor  
Tyrone Hampton, Councilmember District 1  
Margaret McAustin, Councilmember District 2  
Anthony Kennedy, Councilmember District 3  
Victor Gordo, Councilmember District 5  
Gene Masuda, Councilmember District 4  
Steve Madison, Councilmember District 6  
Andy Wilson, Councilmember District 7  
Mark Jomsky, City Clerk

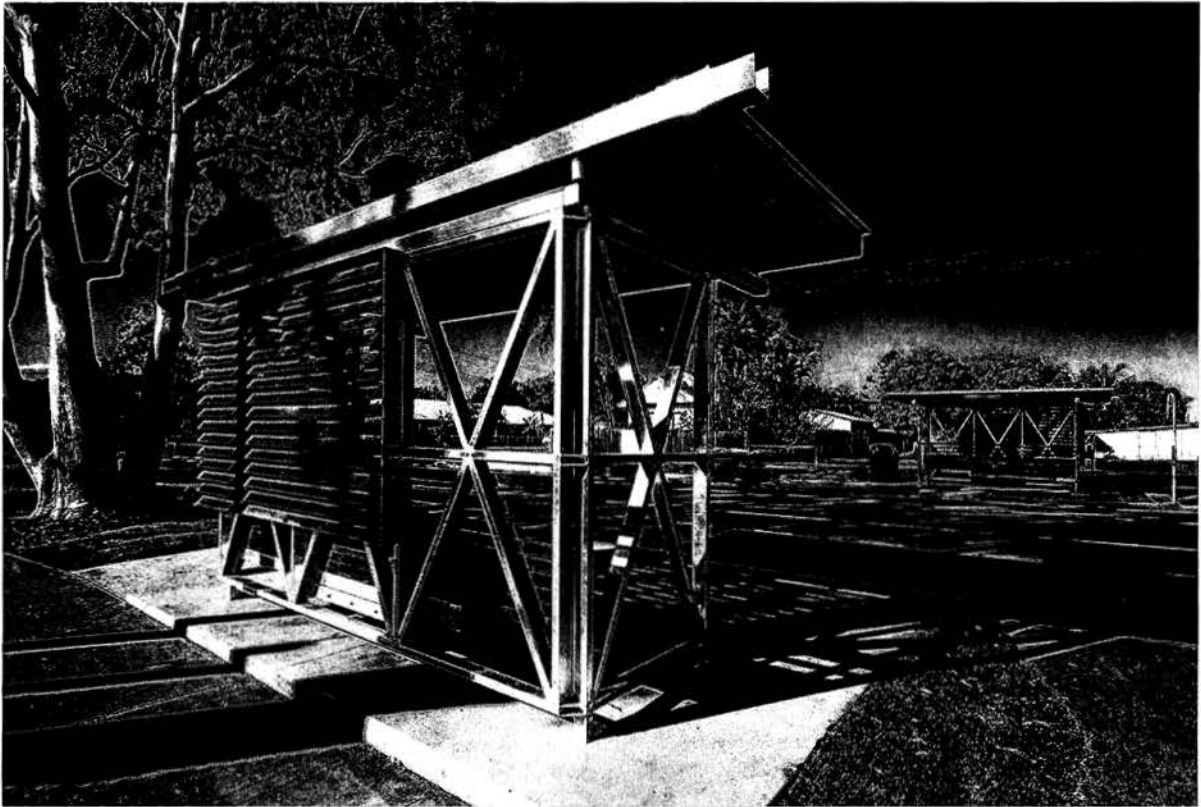


**Attachments**

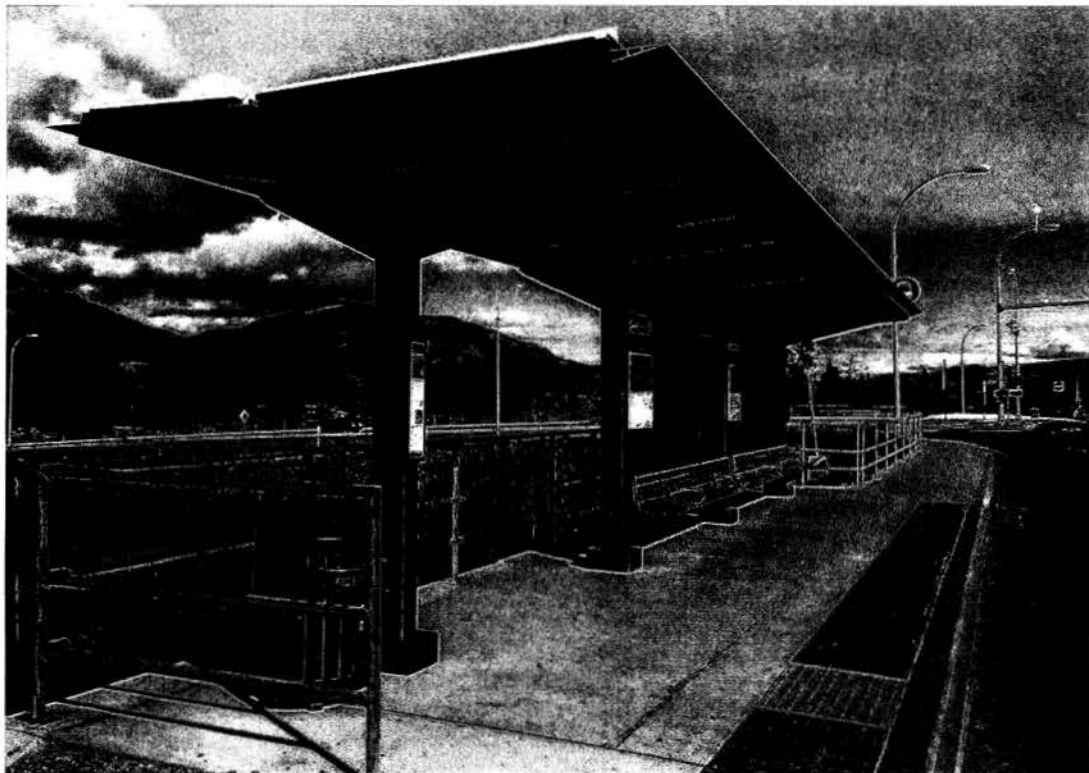
**Functional, Creative, Fun, Sleek, and/or Inviting Bus Stop Designs from Around the World**

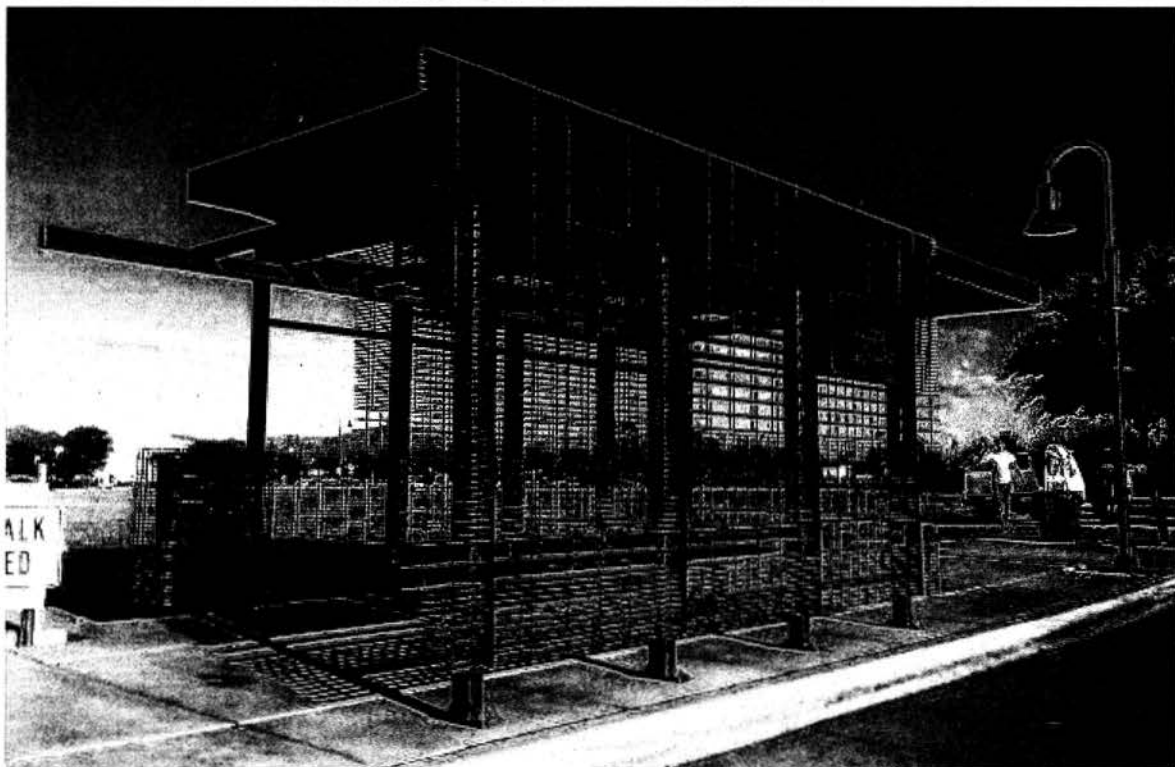


**Santa Monica, CA**

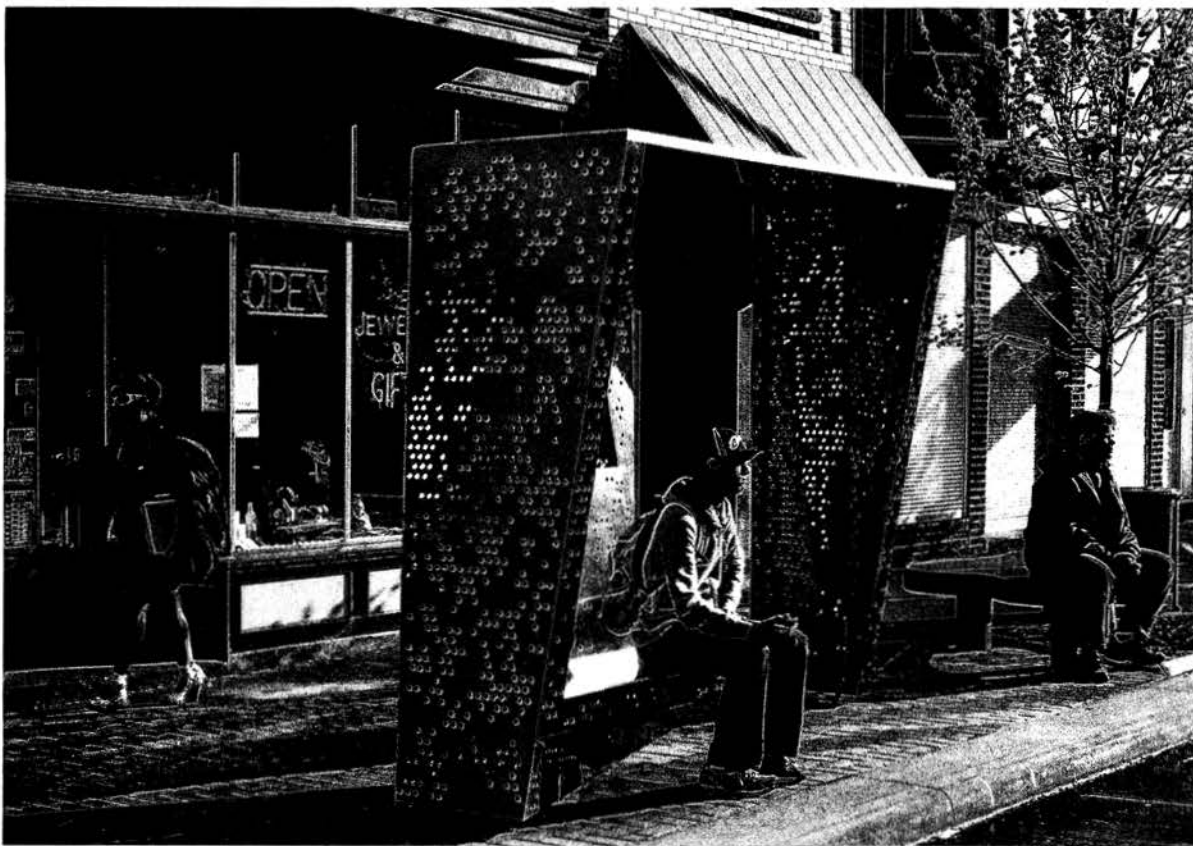








*University of Arizona*



**Jomsky, Mark**

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**From:** gwester44@gmail.com on behalf of G Wester <gwester@ieee.org>  
**Sent:** Monday, January 29, 2018 11:34 AM  
**To:** Tornek, Terry; Madison, Steve; Masuda, Gene; Kennedy, John; McAustin, Margaret; Wilson, Andy; Hampton, Tyron; Gordo, Victor; Jomsky, Mark  
**Cc:** Sullivan, Noreen; Dock, Fred; jmcintyre@cityofpasadena.net; Thyret, Pam; De La Cuba, Vannia; Bell, Cushon; Suzuki, Takako; Morales, Margo; Stone, Rhonda  
**Subject:** For Monday 1/29/18 City Council meeting, Re: Metro 710-N Funding

Dear Mayor Tornek, Council Members, and City staff:

As a Pasadena resident committed to active transportation, I support the letter submitted on January 26 by the Pasadena Complete Streets Coalition for your consideration regarding Metro 710-N funding, which I believe is Item #6 on Monday's Council agenda.

In addition, I am requesting specific improvements on Washington Blvd east of Lake Ave. The bulbouts there are a serious safety issue for people riding bicycles. Consequently, most people who ride bicycles on Washington either ride on the sidewalk or else weave in/out of traffic at each bulbout at the risk of being clipped by vehicles squeezing by or of running into opened doors of parked vehicles. As a fast experienced cyclist, I establish and keep a position toward the left side of the through lane, to be in the center of motorists line of vision and to preclude their attempts to squeeze by, because that is safer than weaving in and out of the lane. None of these options are comfortable and safe.

Please include Washington Blvd as a candidate project for some of the Metro 710-N funds. Perhaps Washington could be a pilot project for protected bike lanes between parked cars and the curb. That would also reduce exposure for people walking across the street, as an alternative to bulbouts. Washington might also be a candidate for traffic calming by removing a lane in each direction and adding a continuous center turn lane.

Thank you for considering my request. I look forward to the discussion on Monday, and hope Pasadena will use this unique opportunity to secure the required funding from Metro.

Respectfully yours,

Gene Wester, PhD

## **Jomsky, Mark**

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**From:** Bin Lee <bin@imaginebin.com>  
**Sent:** Sunday, January 28, 2018 7:43 PM  
**To:** Jomsky, Mark; Tornek, Terry; Dock, Fred; Hampton, Tyron  
**Subject:** City Council Meeting January 29th - I support Pasadena Complete Streets Coalition's position on Agenda #6

Dear Mayor Tornek and Councilmember Hampton and city officials,

As a homeowner in District 1 and a person who relies primarily on biking and Metro for transportation, I want to voice my support for Pasadena Complete Streets Coalition's Project Recommendations regarding the 710-N funding "wishlist".

I believe that when Pasadena streets are safer for pedestrians, children, elderly, handicapped, folks who take public transportation, and bicyclists, it's a win for everyone inside and outside a car. What Pasadena CSC's letter had outlined reflects ideas that I believe will make our city more inviting for residents and visitors.

In addition, I also heartily endorse any measures we can take to reduce any negative environmental impacts to us, our neighbors, and future generations.

Thanks for your time,  
Bin



18 JAN 29 02:34PM

CITY CLERK

January 29, 2018

Dear City Council Members,

I'm writing to ask the city to support the Arroyo Advisory Group's goal of enhancing, preserving, and revitalizing the Arroyo Seco.

I am actively involved in the run clubs in the area including the Pasadena Pacers and Dog Haus Running Club. We frequently use the trails for our runs and hikes, and I have seen many members utilize the various organizations that are around the Arroyo.

I have attended several of the hosted One Arroyo events to learn more about the vision and to provide feedback on what I would like to see. I learned about parts of the Arroyo that I did not know existed, and the idea of improving these areas is extremely appealing to me. Something like additional lighting around parts of the trail or signage to help those of us who want to use the trails find the trailheads would be helpful. I believe it is important to keep the integrity of the area but it is also important to make it accessible to more people.

Pasadena offers so many opportunities for residents, and having this great space would only elevate the city and get more people outside, ultimately contributing to a more active, healthy city.

I look forward to hearing your response at the City Council meeting and hope to see your support for the One Arroyo effort.

Thank you,



Katy Allamong

**Item 6**  
**01/29/2018**

## Jomsky, Mark

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**From:** Dan Huynh <bleuroses@gmail.com>  
**Sent:** Monday, January 29, 2018 3:00 PM  
**To:** Jomsky, Mark  
**Subject:** In Support: Measure R funding for projects that improve safety & lower GHGs

Dear Mr. Jomsky,

I am a resident at 570 N Los Robles Ave, CA 91101, and writing because I want to see the City request funding for transportation projects that will improve the safety of pedestrians and bicyclists and, reduce the #1 source of GHGs (greenhouse gas emissions) in Pasadena, the transportation sector, from Metro.

We know that cities with quality walking and biking infrastructure have lower miles of vehicle traveled per person. This can result in more physical activity and reduced vehicle emissions which negatively affect health and the environment. Please see this summary from the [U.S. Department of Transportation for more information.](#)

I urge you to speak in support of projects that improve both walking and biking, including:

1. First-Last mile infrastructure that bridges people's journey from their home, to transit, and to their destinations
2. An interconnected bike network with buffered bike lanes on high-traffic corridors, and
3. High-visibility crosswalks in areas that SWITRS and/or local City data has shown to be injury and fatality hotspots.

Thank you so much for your time,

Dan Huynh

MPH, Environmental Health Sciences  
UCLA Fielding School of Public Health

**Jomsky, Mark**

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**Subject:** FW: WWW COMMENT

Data from form "Contact Mayor Terry Tornek" was received on 1/29/2018 2:16:09 PM.

Send Comments

Field	Value
Your Name	Jeff Rose
Phone	310.663.8401
Email	<a href="mailto:jeffdrose@hotmail.com">jeffdrose@hotmail.com</a>
Comments	I just found out about the proposed closure of the 210 exit to Pasadena Ave./St. Johns. THIS MAKES NO SENSE. How do you HELP traffic by eliminating a major traffic artery??? Del Mar and Fair Oaks are already available options and are already OVERLOADED. Check out the comments on Pasadena Now about this issue. They are UNIVERSALLY negative. Please do not do this.

Email "WWW COMMENT" originally sent to [ttornek@cityofpasadena.net](mailto:ttornek@cityofpasadena.net) from [CityWeb-Server@cityofpasadena.net](mailto:CityWeb-Server@cityofpasadena.net) on 1/29/2018 2:16:09 PM.

**Jomsky, Mark**

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**From:** Molly Kennington <themoll@dslextreame.com>  
**Sent:** Monday, January 29, 2018 5:22 PM  
**To:** Jomsky, Mark  
**Subject:** Reconsideration of Elimination of California Blvd Exit on 710 Stub

Mayor Tornek and Council,

I became aware of the proposal to eliminate the California exit on the 710 stub this morning.

I strongly advise you to postpone your request that METRO fund this.

There is already a great deal of congestion on Del Mar Blvd. as it goes east from the Del Mar exit on the 710 stub.

Traffic on Fair Oaks south from the Del Mar intersection is also heavy as is traffic on Arroyo Parkway.

Diverting the volume of traffic coming south on the stub onto the Del Mar exit would overwhelm that area.

Overflow traffic onto South Orange Grove would also add to an already heavily-impacted corridor there.

A careful study should be completed before this quantity of traffic is rerouted into that area.

Please reconsider this closure and explore other options for improving the flow of traffic so that it does not clog Pasadena streets creating overwhelming traffic congestion and delays.

Sincerely,  
Molly Kennington  
355 South Los Robles Avenue

Mr. Jomsky, Please distribute this letter to all council members.

## Jomsky, Mark

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**From:** Wilson, Andy  
**Sent:** Monday, January 29, 2018 5:15 PM  
**To:** Jomsky, Mark  
**Subject:** Fwd: Viewpoints in Advance of City Council Meeting

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

**From:** James De Pietro <james@depietroholdings.com>  
**Date:** 1/29/18 2:42 PM (GMT-08:00)  
**To:** "Wilson, Andy" <awilson@cityofpasadena.net>  
**Cc:** "Tornek, Terry" <ttornek@cityofpasadena.net>  
**Subject:** RE: Viewpoints in Advance of City Council Meeting

Andy,

You can share my comments with the City Clerk and I appreciate your interest to make this part of the public record.

Best regards,

James De Pietro  
**De Pietro Holdings LLC**  
825 Colorado Boulevard, Suite 114 | Los Angeles, CA 90041  
T: 323-257-4253 | F: 323-257-4245  
[james@depietroholdings.com](mailto:james@depietroholdings.com)  
[www.depietroholdings.com](http://www.depietroholdings.com)



**DE PIETRO HOLDINGS LLC**

*Please consider the environment before printing this email.*

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**From:** Wilson, Andy [mailto:awilson@cityofpasadena.net]  
**Sent:** Monday, January 29, 2018 2:37 PM  
**To:** James De Pietro <james@depietroholdings.com>  
**Cc:** Tornek, Terry <ttornek@cityofpasadena.net>  
**Subject:** Re: Viewpoints in Advance of City Council Meeting

James —

As always, thanks for your input.

I'd like this to be part of the public record so will share with the City Clerk unless you refer not.



Andy

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Andy Wilson  
Councilmember  
City of Pasadena  
District 7  
[awilson@cityofpasadena.net](mailto:awilson@cityofpasadena.net)

On Jan 29, 2018, at 12:46 PM, James De Pietro <[james@depietroholdings.com](mailto:james@depietroholdings.com)> wrote:

Terry and Andy,

I hope that this email finds you both well as we close out the month of January.

In advance of your City Council Meeting this evening, I wanted to share my viewpoint on two issues that will be discussed.

The first is Item 6: Submittal of a Letter to Metro Regarding Early Action Projects. In lieu of the 710 Extension Tunnel Alternative, Metro will be funding area projects with remaining Measure R funds. The Department of Transportation has prepared a list that includes both existing projects already in development and newer concepts. Presenting Pasadena with a unique opportunity, I strongly recommend that you review and authorize sending a letter to Metro requesting these funds.

One of the new concepts included in this funding request is for the Arroyo Link, which TAC was briefed on last week. The Arroyo Link concept, championed by David Wolf, would connect the upcoming Union Cycle Track to the Arroyo Seco and provide cyclists with a safer traveling option along this East-West corridor.

The second is Item is Regarding the Proposed Sales Tax Increase. Like many business owners and residents, I share a concern about not only the impact that any increase in sales tax will have on our economy but also the impact on perception that such an increase will have on how business friendly our beloved City is viewed. While we cannot always control perception, we can control the financial solvency of our City. In order to ensure long term prosperity, we need to take actions to address future financial difficulties today. Accordingly, I would recommend that the City Council endorse the plan to increase the city sales tax.

Thank you both for your continued leadership in Pasadena and for your support of important transportation initiatives.

Best regards,

James De Pietro  
**De Pietro Holdings LLC**  
825 Colorado Boulevard, Suite 114 | Los Angeles, CA 90041  
T: 323-257-4253 | F: 323-257-4245  
[james@depietroholdings.com](mailto:james@depietroholdings.com)  
[www.depietroholdings.com](http://www.depietroholdings.com)  
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