



November 1, 2016

Mayor Terry Tornek and Pasadena City Council
100 North Garfield Avenue
Pasadena, CA 91109
VIA EMAIL
Re: Union Street Cycle Track

Dear Mayor Tornek and Pasadena City Council Members,

The Legislative Committee of the Pasadena Chamber of Commerce had a presentation by Pasadena Transportation Department staff and a discussion with Chamber member stakeholders related to the proposed Cycle Track on Union Street between Hill Avenue and Marengo Avenue.

Richard Dilluvio of the Department of Transportation did an excellent job explaining the proposed bikeway, the timeline and rationale for the project. We also heard from Chamber member stakeholders who have concerns about the impact of the Cycle Way on their businesses should it be placed on the south side of Union Street.

The Legislative Committee did express some reservations about placing a two-way, signalized cycle track along a one-way street. However, they were assured by Mr. Delluvio's presentation that safety concerns could be adequately addressed.

The committee was very sympathetic to the business owners along the south side of Union Street related to visibility and safety concerns. Business and residential complex owners are very worried that there is not adequate visibility around corners, because of the curve of the street a resulting from trees blocking visibility from driveways on the south side of Union Street. These concerns seem genuine and real.

The committee did hear very clearly that business are concerned about liability if an automobile driver leaving one of their driveways accidentally comes into contact with a cyclist. Business owners are concerned the cyclist could initiate litigation because of perceived unsafe conditions and impaired sight lines. We all know that, in California, almost anyone can file suit against a business for almost any reason, even conditions created by public installations.

As result of these very real and logical concerns the Legislative Committee of the Pasadena Chamber of Commerce recommends that any installation occur on the north side of Union Street. We are all familiar with Union Street and have observed that the sight lines along the north side of the street are much better than those on the south. Also, there are far fewer ingress and egress points along the north side of Union Street. We did hear from City staff their rationale for putting the Cycle Track on the south side of Union Street, but did not think that was outweighed by better visibility and fewer driveways along the north side.

The Pasadena Chamber of Commerce, through its Legislative Committee, strongly recommends the City Council approve the Union Street Cycle Track for the north side of the street.

Thank you for considering our position as you consider this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul Little". The signature is stylized and somewhat cursive.

Paul Little
President and Chief Executive Officer

Cc: S. Mermell, F. Dock, R. Dilluvio

Iraheta, Alba

Subject:

FW: Please Support 2-Way Bicycle Lanes on Union Street

From: Greg Gunther <ggunther@frogkick.com>

Date: November 5, 2016 at 7:00:07 AM PDT

To: Andy Wilson <AWilson@cityofpasadena.net>, Gene Masuda <gmasuda@cityofpasadena.net>, John Kennedy <jjkennedy411@att.net>, "Margaret McAustin" <mmcaustin@cityofpasadena.net>, Steve Madison <smadison@cityofpasadena.net>, Terry Tornek <ttornek@cityofpasadena.net>, Tyron Hampton <THampton@cityofpasadena.net>, Victor Gordo <vgordo@cityofpasadena.net>

Cc: Mark Jomsky <mjomsky@cityofpasadena.net>, Steve Mermell <smermell@cityofpasadena.net>, Fred Dock <fdock@cityofpasadena.net>

Subject: Please Support 2-Way Bicycle Lanes on Union Street

Dear Mayor Tornek and City Councilmembers -

My name is Greg Gunther and I am:

- A resident in the Playhouse District
- A Pasadena property owner
- And the District 3 representative on the Transportation Advisory Commission (TAC)

I am writing this message as an individual.

I regret that I am travelling and unable to attend Monday night's City Council meeting to more actively support the proposed 2-way bike lanes on Union Street.

I have been very interested in this project since the inception, as I am one of the many people who would LIKE to travel by bicycle in my hometown, but will NOT ride on the street because of the inherent dangers in our current infrastructure.

Overall, I am pleased to see the forward movement on the City's Bike Plan (although I will also say that the progress seems painfully slow).

I am also well aware of some strong criticism of the project that has come from my neighborhood and I hope that we can all take a "long view" of the process.

In reality, these projects always present inherent "chicken-and-egg" challenges

- Final design details are unclear
- But design can't be finalized until funding is in place

Let's not let that natural evolution prevent us from moving ahead here!

With full recognition that there are many additional details to work out, please support Staff's Recommendation and move this item forward.

It would be a shame if we had another situation like "Community Arms" where we lost much needed and generous grant funding.

Bicycle Transportation Action Plan
Public Process Timeline

November 2013 - DOT Staff formed a Bicycle Transportation Action Plan (BTAP) Working Group. Invitations to join the BTAP Working Group were made available to the general public, cycling community, Old Pasadena Management District, Playhouse District, South Lake Business Association, Chamber of Commerce, and Neighborhood Associations.

August 2014 - BTAP Working Group Meeting

August 2014 - BTAP Community Meeting

October 2014 - BTAP Community Meeting

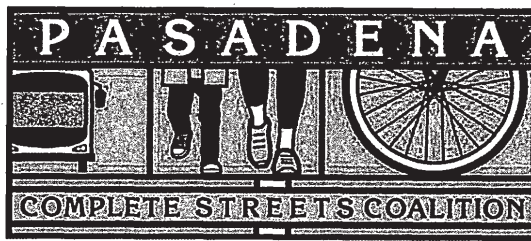
June 2015 – BTAP Community Meeting

September 2014 – Incorporated the Draft BTAP and its priority recommendations into the Draft Mobility Element of the General Plan.

- Additional public outreach was conducted as part of the General Plan Update

United States (0-202-452-1000)
of the U.S. Coast Guard

700 E. Union Street #301
Pensacola, FL 32501



November 7, 2016

Mayor Terry Tornek
Pasadena City Council Members
100 North Garfield Avenue
Pasadena, CA 91101

Dear Mayor Tornek and Pasadena City Council Members,

The Pasadena Complete Streets Coalition supports the proposed Union Street protected bicycle lane from Hill Street to Arroyo Parkway. The protected bicycle lane is the type of bike infrastructure necessary to encourage less frequent cyclists to use bikes for short trips. Cities across the U.S. are building or planning for similar bike lanes because it is widely recognized among transportation professionals that bicycling is a key component of a multimodal transportation system, and protected bike lanes are an important part of encouraging people of all ages and cycling abilities to ride bicycles. This project is consistent with the goals of projects that would be funded by Measure M, which we thank you for endorsing.

In addition to our support for this project, we would like the Council to consider the following:

1. Increase funding for bike and pedestrian projects - especially those that promote increased physical activity and slower vehicle speeds, such as the Roseways project.
2. Direct DOT and Public Works to implement this project and other pilot projects as quickly as possible, in phases if need be. The 2022 completion date for Union Street is much too long to wait for this project. Paint, temporary curbs and flex posts are all quick and relatively inexpensive ways to achieve a similar result much faster than 9 years.
3. Direct DOT and Public Works to coordinate on the schedule for road maintenance that will speed up the implementation of bike lanes on street segments that have been approved for bike lanes and to ensure a connected bike network within Pasadena as well as with neighboring communities.
4. Direct DOT and Public Works to coordinate on implementation of green streets projects, such as storm water bio swales.
5. Adopt Vision Zero as an official policy for the City of Pasadena. Let's not wait until the next fatality to take a systematic, organized approach to the safety of all road users in Pasadena.

We also request that staff to do a better job including bicycle riders in the process of designing and implementing the bike plan. The Pasadena Complete Streets Coalition was not consulted on the decision to apply for the original grant for Union Street. We might have suggested other priorities for a \$6 million investment in infrastructure.

We hope Council recognizes that bicycling and projects like the Union Street bike lane would contribute to the economic vitality of Pasadena without incurring increased traffic congestion or the cost of public parking for motor vehicles. We know that Metro's Bike Share is slated to come to Pasadena in 2017 and we welcome it as Santa Monica, Long Beach, and Downtown Los Angeles already have. Bike share, when combined with the growth of the Gold Line and of Metro's rail network in general, could be an easy way for even more visitors to arrive by transit and patronize Pasadena businesses. But we need a complete bicycle network in Pasadena for the combination of the Gold Line and Bike Share to really work. We also need the network for residents and employees to make it easy and safe to commute and shop locally without needing a car to do it.

Those who might oppose this project or the implementation of bicycle projects in general need only to look at the success of bicycle and pedestrian projects in Long Beach or Santa Monica where implementation has been aggressive. Projections of doom were presented in those communities and have proven to be unfounded. When we look at our neighbors, we can see how successful Pasadena could be if it invests in a healthy, active lifestyle and the quality of life improvements that come with prioritizing people over vehicular level of service in our city.

Sincerely,

Colin Bogart
On behalf of the Pasadena Complete Streets Coalition

cc: Fred Dock, Director of Transportation
Richard Dilluvio, Department of Transportation