

## McMillan, Acquanette (Netta)

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**From:** Wesley Reutimann  
**Sent:** Friday, March 11, 2022 4:45 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Public Comment - Agenda Item #1 - I Support the Union Street Protected Bikeway

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Dear Mayor and members of the Pasadena City Council,

**As a long-time Pasadena resident who has been encouraging the City to invest in a network of safe, protected bikeways for over a decade now, I urge you to approve the Union Street protected bikeway.**

Downtown Pasadena lacks safe infrastructure for people on bikes, scooters, and other micro mobility devices. As a result people who wish to embrace a healthier, more sustainable lifestyle by using a bicycle or scooter for local trips have to choose between riding on streets not designed to accommodate them or the sidewalk, where they can come into conflict with pedestrians. A dedicated cross town bikeway will finally provide some safe space for these user groups.

After so many years of hard work by staff, City Commissioners, and the public to advance this project, I hope the Council will finally make it a reality in 2022.

Thank you for your time and consideration,

Wes Reutimann  
Pasadena 91103

## McMillan, Acquanette (Netta)

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**From:** Jonathan Lang  
**Sent:** Friday, March 11, 2022 6:28 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Jonathan Lang  
**Subject:** Consent Calendar Item #1, Cycle Track - Council Meeting March 14th

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- City Council,
- 
- As a brother of a wheelchair-bound sister, I am writing in **support of the Union Street Cycle Track.**
- 
- I understand there are concerns regarding Paratransit vehicles & street crossings but the design is far less dangerous for disabled than most Pasadena roads (for example, imagine trying to cross Orange Grove as a disabled person!)
- 
- Why are we focusing on the THIS street? Years after the design was already reviewed & approved?!!! It's all part of a movement to block the use of anything but cars as transportation. That's it, plain and simple.
- 
- Bottom line: the overall safety of streets in Pasadena will be improved with the Cycle Track. Also, it was designed with many ADA considerations in mind. The City's Accessibility and Disability Commission supports the project. Any opponents on the basis of ADA concerns are outliers.
- 

Please do not cancel this project or send it back for redesign. That would not only kill the project but would make our streets even more deadly than they already are.

Thank you,

Jon Lang  
Pasadena, CA 91104

## McMillan, Acquanette (Netta)

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**From:** Claire Zeng  
**Sent:** Friday, March 11, 2022 8:19 PM  
**To:** PublicComment-AutoResponse  
**Cc:** PasadenaCompleteStreets@gmail.com  
**Subject:** March 14th City Council Agenda Item #1

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I support the construction and completion of the long promised Union St protected bike lane.

As a Pasadena resident and avid cyclist, I strongly support improved Pasadena cycling infrastructure like protected bike lanes. Simply put, they make life better and safer for Pasadena residents like me.

According to traffic data provided by the city, Union Street has recorded 654 collisions over a 12 year period, or about 1 collision every week. The cost of this traffic violence includes millions of dollars of damage, hundreds of injuries, and at least one death. Research consistently shows that protected bike lanes reduce collisions and injuries for all road users, including drivers, by 30-50%. This means that installing a protected bike lane on this corridor will save millions of dollars and prevent dozens of injuries over the next 10 years.

Research consistently shows that adding protected bike lanes increases sales in businesses along the street, especially for restaurants. Installing the Union Street Protected Bike Lane and other protected bike lanes in Pasadena will help support a thriving retail and restaurant business in Old Pasadena.

Protected bike lanes help all road users, including the elderly and people with disabilities, by making the street safer for walking and easier to cross. A protected bike lane on Union Street will make it easier for downtown residents to walk safely around their neighborhood.

ADA compliant protected bike lanes are being built all over the country, every year. In fact, several cities have published guides for building ADA compliant bike lanes. The Union Street Protected Bike Lane was designed with many ADA considerations in mind. The City's Accessibility and Disability Commission supports the project. Any opponents on the basis of ADA concerns are outliers.

Please make sure this Union Street protected bike lane is constructed as promised, and continue to add more protected bike lane infrastructure.

Regards,  
Claire Zeng  
Pasadena District 7 resident

## McMillan, Acquanette (Netta)

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**From:** Gabriela Gómez  
**Sent:** Friday, March 11, 2022 8:45 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Bike Lanes on Union Street

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Greetings Pasadena City Council,

This email is in support of creating protected bike lanes on Union Street. Bicycles and scooters are revolutionary tools to build stronger, healthier communities and safely connect both residents and commuters who travel through Pasadena.

During the pandemic, people realized the value of the bicycle as an inherently socially distanced mode of transportation for both commuters and recreational riders. The current gas crisis and inflation are leading more people to seek and rely on alternate modes of transportation, specifically bicycles and scooters. For that reason, cities must provide the infrastructure that will allow people to travel safely along city streets.

Bike lanes make streets safe for all, reduce our dependency on oil, promote and support healthy, sustainable transportation options and build stronger communities!

Thank you,

Gabriela Gomez



**Jonathan  
Edwards**

**HOME**

Madison Ave Pasadena,  
CA 91101

MEMO: Union Street Protected Bikeway

RECEIVED

2022 MAR 14 AM 7: 55

CITY CLERK  
CITY OF PASADENA

Friday, March 11, 2022

Please approve the City's first protected bikeway project.

We need more protected bike lanes: safe options to move around the city without a car.

This is especially critical in the City's downtown district which lacks any safe bikeways.

Sincerely yours,

*Jonathan Edwards*  
Jonathan Edwards



**Brent Toderian** ✓ @BrentToderian · 15h

Never forget, a 13-year study of a dozen cities found that **protected bike-lanes** led to a drastic decline in fatalities for ALL ROAD USERS. And painted **bike-lanes**? No safety improvement at all. As for sharrows, it's safer to NOT have them. V/ @StreetsblogUSA



[usa.streetsblog.org](http://usa.streetsblog.org)

**Separated Bike Lanes Means Safer Streets, Study Says**

Cities that build protected lanes for cyclists end up with safer roads for people on bikes and people in cars and on foot, a new study of 12 larg...



## MEMO: Union Street Protected Bikeway

### STREETSBLOG USA

Bicycling / Walking / Transit / Car Culture / Micromobility / Mobility Justice / COVID-19

Cities that build protected lanes for cyclists end up with safer roads for people on bikes *and* people in cars and on foot, [a new study](#) of 12 large metropolises revealed Wednesday.

Researchers at the University of Colorado Denver and the University of New Mexico discovered cities with protected and separated bike lanes had 44 percent fewer deaths than the average city.

“Protected separated bike facilities was one of our biggest factors associated with lower fatalities and lower injuries for all road users,” study co-author Wesley Marshall, a University of Colorado Denver engineering professor, told Streetsblog. “If you’re going out of your way to make your city safe for a broader range of cyclists ... we’re finding that it ends up being a safer city for everyone.”

Marshall and his team of researchers analyzed 17,000 fatalities and 77,000 severe injuries in cities including Denver, Portland, Dallas, Seattle, San Francisco, Kansas City and Chicago between 2000 and 2012. All had experienced an increase in cycling as they built more infrastructure. (Update: All of those cities also have varying rates of gentrification, which needed to be factored into the results, specifically because of “the safety disparities associated with gentrification.” Researchers said safety improvements in largely gentrified areas “suggest equity issues and the need for future research.”)

Researchers assumed that having more cyclists on the street was spurring drivers to slow down — a relic of a [2017 study](#) that found that cities with high cycling rates had fewer traffic crashes. But it turned out that wasn’t the case.

Instead, researchers found that bike infrastructure, particularly physical barriers that separate bikes from speeding cars as opposed to shared or painted lanes, significantly lowered fatalities in cities that installed them.

## MEMO: Union Street Protected Bikeway

After analyzing traffic crash data over a 13-year period in areas with separated bike lanes on city streets, researchers estimated that having a protected bike facility in a city would result in 44 percent fewer deaths and 50 percent fewer serious injuries than an average city.

In Portland, where the population of bike commuters increased from 1.2 to 7 percent between 1990 and 2015, fatality rates fell 75 percent in the same period. Fatal crash rates dropped 60.6 percent in Seattle, 49.3 percent in San Francisco, 40.3 percent in Denver, and 38.2 percent in Chicago over the same period as cities added more protected and separated lanes as part of their Vision Zero plans.

“Bike facilities end up slowing cars down, even when a driver hits another driver, it’s less likely to be a fatality because it’s happening at a slower speed,” Marshall said.

Perhaps even more important: Researchers found that painted bike lanes provided no improvement on road safety. And their review [earlier this year](#) of shared roadways — where bike symbols are painted in the middle of a lane — revealed that it was actually safer to have no bike markings at all.

“We found they’re worse than nothing. You’re better off doing nothing,” Marshall said. “It gives people a false sense of security that’s a bike lane. It’s just a sign telling cyclists it might just be there.”

Not all protected bike lanes provide the same level of security for cyclists and drivers. In Denver, for instance, some protected lanes have plastic bollards that are interspersed along the roadway, allowing cars and trucks to park in the bike path and forcing cyclists to swerve into the street.

“When you have them designed like that, even if it’s a protected lane, that might create a more dangerous situation because cyclists are merging in and out of the road versus places with foot-wide concrete planters,” Marshall added.

New York was not included in this longitudinal study because the high number of cyclists and lanes would have overwhelmed their models, but will be a focus of a future study, Marshall said. New York’s Department of Transportation consistently touts how its



## **MEMO: Union Street Protected Bikeway**

protected bike lanes improve safety for all road users — but [often denies neighborhoods the full protection of such infrastructure](#) when some car owners complain of lost parking.

Sometimes, it's not always "safety first."

### **REFERENCE:**

<https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/>

Filed Under: Bicycle Infrastructure, Bicycle Safety, Bicycling, Bike Lanes, Bike/Ped, Chicago, Dallas, Denver, Kansas City, Pedestrian safety, Portland, Protected Bike Lanes, San Francisco, Seattle, Promoted



## McMillan, Acquanette (Netta)

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**From:** Robert Nelson  
**Sent:** Saturday, March 12, 2022 6:45 AM  
**To:** PublicComment-AutoResponse  
**Subject:** March 14th City Council Agenda Item #1

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Hello,

I am writing in favor of the Union Street protected bike lane. One of the requirements for Pasadena to fulfill its Climate Action Plan is to increase bicycling infrastructure. What better way to start this process than to complete this bike lane, which has already been approved and funded? Oil prices are insane right now and more people than ever use their bike on a daily basis and want safe corridors through which to travel! This is an important first step to show that Pasadena is serious about addressing climate change.

Thank you,  
-Rob Nelson

Dr. Robert R. Nelson  
Algorithm Scientist | Jet Propulsion Laboratory

## McMillan, Acquanette (Netta)

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**From:** Blair Miller  
**Sent:** Sunday, March 13, 2022 7:42 AM  
**To:** PublicComment-AutoResponse  
**Subject:** March 14th Agenda Item #1

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Mayor and Council Members:

I am writing to recommend that you approve the contract to build the Union Street Protected Bike Lane, Agenda Item #1 on the Council Agenda on Monday, for the following reasons:

- Now more than ever, people need safe alternatives to move around the city without a car.
- Pasadena's streets are unsafe for everyone, but especially for those who are trying to move around on foot or on bicycle.
- This will be the first priority route that will be constructed, of the ten priority routes identified in the City's Mobility Plan, which was approved in 2015.

I understand that there have been concerns raised about access for people who are visually or mobility challenged, but the Pasadena Accessibility and Disability Commission supports the project, and numerous changes have already been incorporated into the design to support and protect the disabled.

I look forward to seeing you all at the ground breaking for this project later this year!

Thank you,

Blair Miller

## McMillan, Acquanette (Netta)

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**From:** Progressive Bodyworks  
**Sent:** Sunday, March 13, 2022 4:54 PM  
**To:** PublicComment-AutoResponse  
**Subject:** March 14th City Council Agenda Item #1

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Hello!

My name is Kathy Braidhill.

I am a longtime homeowner in Pasadena and a public health volunteer with the City of Pasadena Dept. of Public Health's Tobacco Control Coalition for nearly 15 years.

I am your new Coalition Chair.

The City Council has long prided itself on support of public health with its response to the COVID epidemic, protecting youth with the recent ban on flavored tobacco products and the recent limit on gas-powered lawn equipment.

From a public health perspective, nothing speaks more clearly to the City Council's credentials as environmental stewards than these recent initiatives to protect public health and improve air quality.

And from a public health perspective, the City Council members actions today to create protected mobility lanes for those who choose not to burn fossil fuels for transportation speaks volumes toward the Council members' commitment to public health in each member's role as environmental stewards.

I am also a longtime business owner in Pasadena, working to rehabilitate and restore movement and function in post-surgical or post-injury rehab clients. I serve a clientele of mobility-impaired and disabled clients, who would love to travel to work, run errands and take their youngsters to school and be protected from high-volume traffic, and reckless, speeding motorists.

Copious research shows that active transportation promotes greater joint mobility, reduced pain, reduced stress from driving and improved quality of life, among other benefits.

Active transportation improves air quality for **everyone** and research proves the fact that protected mobility lanes **increase safety for all, particularly motorists themselves.**

Between the high price of gas, the public health and public safety benefits and commitment to improving air quality and quality of life for everyone in Pasadena, creating Pasadena's first protected mobility lane is the responsible choice.

Thank you!

Kathy Braidhill

## McMillan, Acquanette (Netta)

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**From:** John Lloyd  
**Sent:** Monday, March 14, 2022 7:48 AM  
**To:** PublicComment-AutoResponse  
**Cc:** Pasadena CSC  
**Subject:** City Council Agenda Item #1

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Honorable Mayor and Council Members,

I am writing to ask you to support the contract award for the Union Street Protected Bike Lanes without further delay. This project has been in the works for over 7 years and there has been a thorough process of consultation with members of the community and meets ADA requirements.

Studies show that protected bike lanes make the road safer for ALL road users, and this improved safety results in more people biking for local trips. We need these protected bike lanes (and more) if we are to have a reasonable chance of addressing issues as diverse as climate change, safety, transportation equity, and community health.

One final point: I am the father of an adult child with a disability. He is unable to drive, but he can use his bike to get to his job and school if it's safe enough. The Union Street protected bike lanes will provide more people with safe, healthy, sustainable, affordable mobility options. This includes many people with disabilities.

I strongly urge you to approve this project without further delay.

Sincerely,  
John Lloyd



## McMillan, Acquanette (Netta)

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**From:** Bin Lee  
**Sent:** Monday, March 14, 2022 9:06 AM  
**To:** PublicComment-AutoResponse  
**Subject:** March 14th City Council Agenda Item #1

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Dear City Council,

My name is Bin Lee, and I'm a homeowner in District 1. I just want to voice my SUPPORT for the Union Street Protected Bike Lane.

As a temporarily able-bodied person who relies on my bike to get to work and use Metro, I look forward to a safer, more inviting way to commute east and west of our city.

I trust in the designers/engineers to make it ADA compliant, just like how many other similar-sized cities have achieved.

I look forward to Union Street to help encourage residents to fight climate change, reduce deadly car crashes, improve local businesses, and provide equitable transportation options for those who cannot/don't travel by car.

Thanks,

--

Bin Lee

Pronouns: he | him | his

- [Delegates](#) the comic book is now available in print (via [Artithmeric](#)) and digitally (via [comiXology Unlimited](#))!
- [Office Ninja](#) the movie is now on [Amazon](#), [YouTube](#), [Google Play](#), and [TubiTV](#)!
- [ImagineBin.com](#)

## McMillan, Acquanette (Netta)

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**From:** Brigham Yen  
**Sent:** Monday, March 14, 2022 11:02 AM  
**To:** PublicComment-AutoResponse  
**Cc:** PasadenaCompleteStreets@gmail.com  
**Subject:** Please Approve Union Street Cycle Track!

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To the City of Pasadena:

As gas prices continue to escalate with no end in sight, it is ever more important to support other modes of transit. The peaking of oil production globally is on the distant horizon and we shouldn't always wait until prices are unaffordable before providing alternatives. Then it's already too late.

We must plan for the future.

Cycle tracks are critical to a usable bike infrastructure because it allows even those who are not avid bicyclists to feel safe enough to ride on the streets.

This encourages people to get out of their cars and help the environment.

It is time that Pasadena adopts progressive urban planning principles that are now seen in many other parts of LA County if not the world, including Long Beach, Santa Monica, Culver City and DTLA. In fact, even nearby Temple City has cycle tracks down Rosemead Blvd, which should be lauded given how suburban the city is.

Please approve the Union St cycle track and encourage bike use.

Brigham Yen  
*Founder, Editor, Realtor*  
**DTLA Rising**  
Downtown Los Angeles, CA  
[www.dtlarising.com](http://www.dtlarising.com)

Facebook: <https://www.facebook.com/dtlarising>  
Instagram: <https://www.instagram.com/brighamyen>  
Twitter: <https://twitter.com/brigham>



## McMillan, Acquanette (Netta)

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**From:** William Denman  
**Sent:** Monday, March 14, 2022 11:36 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Union Street cycle track

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I am writing in to express my support for the Union Street Cycle track. This plan has been in the works since 2015 and so far the city has done no work on it. Since approving the Bicycle Transportation Action Plan in 2015, Pasadena has completed 0 of the 10 high priority routes in the plan. 0 progress in 7 years is far too slow, and further delays are not acceptable. As some one who commutes mostly by bicycle, not having a safe way to go from the east side of town to the west is a large factor for me avoiding old town. Both Del Mar and California are dangerous and I have been told by drivers to 'get off the road' on both of those streets. Cordova posses an unprotected bike lane but I have observed cars both driving in it and failing to give way to cyclists while turning. Cordova also dead ends in arroyo parkway, which has no shoulder and is vulnerable for cyclists. I pose the question of where would you ride with your child if they wanted to ride their bike? Would you allow them on California, Del Mar or Arroyo parkway? Would you feel comfortable subjecting them to roads with no shoulders and on streets that average more than one accident per week each? The protected Union Street Cycle track would give all members of the community a safe and efficient way to come and go from Old Town.

Pasadena posses many on and off street parking spots and multiple studies have shown that bike lanes, especially protected ones, increase business at shops along those streets. A protected bike lane also increases safety for vulnerable road users who aren't cyclists. Pasadena for too long has been car centric and needs to adapted.

William Denman

## McMillan, Acquanette (Netta)

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**From:** Colin Bogart  
**Sent:** Monday, March 14, 2022 11:55 AM  
**To:** PublicComment-AutoResponse  
**Cc:** Hampton, Tyron; Bell, Cushon  
**Subject:** March 14 2022 City Council - Consent Calendar Item #1 Union Street Protected Bike Lane

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Dear Mayor Gordo and City Council Members,

As a resident of Pasadena and as the Active Transportation Director at Day One, I strongly support the construction of the Union Street Protected Bike Lane. Protected bike lanes (PBLs) are the safest and the best type of bicycle infrastructure that can be placed on city streets. Students and youth who are not yet able to drive a car can safely use protected bike lanes to travel by bicycle. Essential workers, many of whom rely on bicycles to go to work, will be able to use the Union Street PBL as a route to get to Old Pasadena or the Playhouse Village.

The Union Street PBL will provide a viable bike connection between the Memorial Park L Line Station and Old Pasadena, the Playhouse Village and PCC, enabling visitors and students to patronize businesses or go to class without the use of a car. This helps to achieve DOT's goal "to maintain a livable community in which cars are not necessary to travel within the city." This last point is especially important given the current climate crisis and the need to provide transportation options that include transit and bicycling.

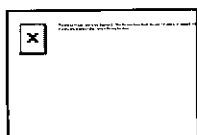
I know this project has been in the works for a long time and I look forward to its completion. Please move this project forward. Thank you.

Sincerely,

Colin Bogart  
District 1 resident

**Pasadena Safe Routes to School - <https://www.godayone.org/activetransportation>**

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**Colin Bogart | Active Transportation Director**  
**LCI #2240**

**Pronouns:** He, Him, His  
a: 175 N Euclid Ave, Pasadena, CA 91101  
p: 626-229-9750 c: 626-657-8744  
e: [colin@godayone.org](mailto:colin@godayone.org)

Day One builds vibrant, healthy cities by advancing  
public health, empowering youth, and igniting change  
**DO Stay Home DO Stay Healthy DO Stay Connected**

03/14/2022  
Item 1



## McMillan, Acquanette (Netta)

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**From:** Richard Parsekian  
**Sent:** Monday, March 14, 2022 11:56 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Union St Protected Bike Lane

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As a resident of District 2 I would like to urge you to vote **YES -in favor of the the Union St. Protected Bike Lane.**

As a bike rider, car driver, pedestrian and elderly person I believe The business district and city as a whole would greatly benefit from a better bike and ADA compliant cycle infrastructure.

It's a win-win for all citizens for the following reasons:

- 1) Having lanes for bike helps traffic flow better and encourages alternate means of getting around everywhere but around shops and restaurants in the central part of our city.
- 2) It makes mobility safer for cars AND bikes AND pedestrians.
- 3) The results will be lower carbon emissions in our city--and we need this now as a good way to fight climate change.
- 4) Let's allow our city to be forward thinking on transportation and join the smart cities around the country already seeing the benefits of smartly designed bike infrastructure.
- 5) The plan is a good one and addresses the important ADA concerns as well.
- 6) This can be a great step toward encouraging kids to bike to their local school and would encourage a program already started by the Pasadena Unified School District!

Please vote YES to implement this long overdue plan!

Richard Parsekian

## McMillan, Acquanette (Netta)

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**From:** Jonah Kanner  
**Sent:** Monday, March 14, 2022 11:59 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Comments for City Council March 14 Agenda, Item #1

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Good afternoon Mayor and Council Members,

My name is Jonah Kanner. I live on the Pasadena city border, and ride my bike four days a week to my job at Caltech.

I am writing today in support of the Union Street Protected Bike Lanes. Research consistently shows that adding protected bike lanes on a street improves safety for all road users, including pedestrians and drivers. Data in cities around the country show that adding a protected bike lane on a street reduces collisions and injuries by 30-50% for everyone. On Union Street, that's a big deal. City data documents over 650 collisions on Union Street in a 12 year period, or about 1 collision every week. So, we can expect that adding protected bike lanes on Union Street will prevent 1 or 2 collisions each month. Over the next 10 years, this will save millions of dollars of property damage, will prevent dozens of injuries, and will very likely save at least one life.

In addition, experience consistently shows that protected bike lanes boost retail sales and can be ADA compliant. I've noted these facts, along with over 20 supporting references, videos, and photos on a blog post, available at:

<https://www.pasadenacsc.org/blog/facts-about-protected-bike-lanes>

Please vote to approve the Union Street Protected bike lane. When you do, know that you are voting for a safer, more liveable Pasadena.

Thank you for your time, and for everything you do for our city.

Best,  
Jonah Kanner

## McMillan, Acquanette (Netta)

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**From:** Dan Huynh  
**Sent:** Monday, March 14, 2022 12:52 PM  
**To:** PublicComment-AutoResponse  
**Cc:** pasadenacompletestreets@gmail.com  
**Subject:** March 14th City Council Agenda Item #1 Union Street Protected Bike Lane

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Dear Pasadena City Council,

I am a district 3 resident who frequents the Playhouse District and Old Pasadena on my bike commute from work. Over the last five years, I've been anticipating the construction of the Union Street Protected Bike Lane with so much excitement. Not only will the corridor connect me to many popular restaurants, it will also be one of the safest east-to-west routes in the city because of the physical protections and human-centered designs it provides to people on foot and wheel.

I strongly urge you to continue the momentum for this project. After years of community workshops and input from various commissions including the Accessibility and Disability Commission which supports the project, Pasadena deserves world-class infrastructure that will support the travel needs of more people.

Thank you,  
Dan Huynh

## McMillan, Acquanette (Netta)

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**From:** Topher Mathers  
**Sent:** Monday, March 14, 2022 2:27 PM  
**To:** PublicComment-AutoResponse; Rivas, Jessica; Gordo, Victor  
**Cc:** PasadenaCompleteStreets@gmail.com; Wilson, Andy  
**Subject:** March 14 City Council Agenda Item #1 (Union St Protected Bike Lanes)

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To the Pasadena City Council,

I'm glad that the Union St protected bike lanes will begin construction this year and hopefully construction will be completed soon. With fully separated and protected bike lanes Union St. will accommodate riders of all ages and abilities and once the redesign of Union St. is completed, Union St. will be the safest street in the City's street network.

**However.**

It will have taken 7 years from the adoption of the Bicycle Transportation Action Plan (BTAP) for construction on the Union St protected bike lanes to begin, mind you that the community has been advocating for a bike network since 2013, after several people riding bikes in the City were killed by drivers.

Union St. will be the first project identified in the 2015 BTAP to begin construction and it is the only protected bike lane in the BTAP. The BTAP will not be updated until 2025. If another protected bike lane is included in the 2025 BTAP and if history is a guide, it won't be until 2032 that construction on another protected bike lane will begin.

For numerous reasons that's simply unacceptable. The city of Santa Monica and its Bike Action Plan adopted in 2011 has completed **"nearly all of the 5-year plan and half of the 20-year vision has been completed. The City has installed over 100 miles of bike facilities, 19 miles of green lanes"**

**As of this email Pasadena has completed 0% of its BTAP.**

For safety and environmental concerns we can not wait another decade!

The City has an opportunity to include protected bike lanes on Lake Ave with the Playhouse Village Streetscape Project, connecting Union St. to the Lake Ave Goldline Station is a no-brainer and extending them north of the 210 by directing staff to be proactive and finding design solutions that will accommodate the inclusion of bike infrastructure into the North Lake Improvement project.



Topher Mahers (District 5)