

**Subject:** FW: MHNA and Metro Money for Grade Separation

2022 SEP 16 PM 5:10

**From:** Glenn Camhi

**Sent:** Thursday, September 15, 2022 10:52 AM

**To:** Erika Foy; John Latta; Kristin Harrison; Ronald Manzke; Anthony Cannizzo; Andrew Oksner; Lon Bender; Suzie Boyer; Sal Howl; Billy Doll; Andrew Smith

**Cc:** Thyret, Pam; Wilson, Andy; Gordo, Victor; De La Cuba, Vannia; Cornejo, Laura; Reyes, David

**Subject:** Re: MHNA and Metro Money for Grade Separation

CITY CLERK  
CITY OF PASADENA

Good morning, everyone,

*Please note that I have added Transportation Director Laura Cornejo and Acting Assistant City Manager David Reyes to the cc list.*

I'm replying as an individual resident and member of MHNA. Since I also serve as Chair of the Transportation Advisory Committee and have studied this subject closely, I can help answer questions and clarify some misconceptions.

It's essential to understand the background, history and scope of the Measure R Mobility Improvement Projects List. I won't delve into the background here, but I've attached the staff report that Erika linked to, so you can easily read it without having to search the larger meeting document. It really is important to understand what the purview is here. Everything was made clear at last night's Municipal Services Committee meeting.

TAC unanimously approved the "top 11" priorities list last month, after carefully reviewing all of the proposed Measure R Mobility Improvement Projects. The list also received strong community support (though many also wanted to include a scaled-back stage of the "Arroyo Link" project).

This list stems from the Measure R SR 710 Early Action Project list, which was previously approved by City Council. If this refined list is approved by Council, it will go to Metro for review. Metro may approve or reject funding, or require changes in scope or scale, for each proposal.

After reading the prior email, here are some clarifications I hope you'll all find helpful:

**1. The list must meet Metro Board guidelines for eligible projects**

These guidelines were clarified by Metro in February of this year: to alleviate traffic congestion while also enhancing the multimodal network through targeted improvements aimed at increasing pedestrian and bicycle connectivity, enhancing pedestrian and bicyclist safety, providing accessibility for all users, and improving the bus infrastructure.

**2. The geographic area for these projects is around the 710 stub corridor. The Madison Heights neighborhood does not fall directly within the purview.**

That said, projects can be a bit farther afield if they show a nexus that links to the regional transportation system serving the north-south connection along the 710, or a link to Metro (as in the case of the Greenways). Moreover, another major consideration from Metro is project readiness (meaning, it's gone through design,

gotten some community support, etc.). This is why, for example, the Ave 64 project is on the list. That one is also in dire need of supplemental funding because supply chain issues have increased costs each time it goes to bid... so it's a ready-to-go mobility/safety improvement project in need of a little more funding ASAP, that ties in.

Even though the Continental Crosswalks project extends across the whole City, only those improving walkability near the 710 corridor are being included here.

**3. Note that some projects that do directly impact Madison Heights have already been funded or implemented, and thus were not included in this list.**

This includes projects to reduce traffic delays and enhance safety along California Blvd *all the way through Madison Heights*, and beyond to the west. Signal enhancements, including "adaptive traffic control," should be completed later this year.

**4. The reasons for there being some emphasis on pedestrian and bike safety and mobility, as well as buses, are simple:**

In addition to explicitly falling within Metro's guidelines as noted above, the main reason is that there is *little to no pedestrian or bike infrastructure in the area currently*. Simple as that. It's a freeway stub. We desperately need new or improved ped mobility / sidewalks, bike lanes, etc. Area schools, businesses and residents have been demanding these for years. Obviously we have to direct funding to that which does not currently exist but is supposed to. We also have to maintain and improve bus service, which requires a new operations and maintenance facility (which can also charge zero emission buses). The current facility is insufficient and at capacity, and its lease will expire in three years. The designated spot in the 710 stub area is an ideal location in the city, one which we would *own*.

The additional good news is that these projects would help improve multimodal transportation and safety *without reducing vehicle capacity*. Instead, through included technologies, vehicle traffic should operate more efficiently and safely in the area.

Any argument for *fewer* bike lanes, in a Southern California climate city that has so few, would fly in direct contradiction to both our General Plan and consistent community demand. (It's true that not everyone can bike. Not everyone can drive, either. This is neither a logical nor relevant argument.)

**5. The outreach/feedback meetings DoT held so far were for those close to the 710 corridor and thus most directly affected, naturally.**

These included 4 area schools, West Pasadena Residents Association, Arlington Garden, Huntington Hospital, and area residents. FWIW, I attended the last one, in my capacity as TAC Chair. I asked questions about improvements to intersections and routes around Arroyo & California as well as Arroyo & Del Mar, among many other things.

**6. There's an important aspect of the history of this area that we must keep in mind, which we're trying to address and repair:**

Minority communities once lived along the 710 corridor, but these neighborhoods were completely destroyed in order to make way for a freeway that was never actually built. Many of the proposed priority projects would start to reconnect Northwest Pasadena with the rest of the city, and provide severely lacking multimodal infrastructure so that all Pasadenans can feel safe and comfortable traveling along the corridor, regardless of which mode they choose to use.

**7. Re: "not only does this money not fix a problem, it lack ingenuity for the future and our city." The opposite is the case.**

Given the scope and criteria from Metro for these funds, the priority projects list is a carefully considered and prudent set of proposals that, if ultimately approved and funded, would help alleviate a number of major transportation problems and deficiencies in the area, and proactively address future issues — particularly as plans for the 710 stub corridor take shape over the coming decade.

Most of these projects are forward thinking and would make the city run more efficiently and safely for more people. There are other projects I wish could have been included, as is always the case when we have to limit a list. But the logic for this list seems sound.

There is always room for honest, informed, and respectful disagreement on various matters. Rather than demean the efforts of city staff, I congratulate them for their hard work. They followed the guidelines, developed a robust set of priorities, welcomed and listened to feedback, and reviewed everything clearly both with TAC and the Municipal Services Committee, and will surely do so again for City Council.

Sincerely,  
Glenn

On 9/14/22 12:15 PM, Erika Foy wrote:

Hello all in MHNA (Andy, Pam and Victor are also cc'd)- I hope you are doing well. I have had a bit of a shock the last day or so when it comes to neighborhood issues and I wanted to share with you what is going on. I became notified that the Municipal Services Committee was going to hear about the spending of Metro dollars in the area in lieu of the train separation money. (<https://www.pasadenanow.com/main/backed-by-230-5-million-in-metro-money-city-committee-reviews-19-possible-new-transit-projects-for-pasadena>)

My ears were perked up as to what the money was going to considering we have so much density coming to Arroyo Parkway including the Affinity Project. Let's just say, I am still trying to pick myself up from the floor after having participated in the meeting, reading the staff documents and coming to the realization MHNA will be a total loser when it comes to this concern.

Here are just a few highlights from last night

- 1) You will see the chart below of the different projects being considered. I hope you take close notice of how all the traffic calming is going everywhere BUT MHNA.
- 2) You will also see they seem to of had a meeting for this issue with everyone BUT us.
- 3) Lastly, you will see most money is going to bike lanes and buses.

Not sure about you, but I don't think this is good for MHNA at all. These projects will be going to council to be approved in the next week to two. I am sad MHNA was not made aware or able to participate in this action.

I am not sure anything can be done, but I thought you should be keenly aware of what's happening. I personally am devastated by this because not only does this money not fix a problem, it lack ingenuity for the future and our city. I truly am heartbroken. That's how much I care.

If you would like to read the staff report in total, it is item #2 <https://www.cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663168243453>

They have listed a total of 19 projects and 11 of them are supposedly a replacement for the metro grade separation. I encourage you to look closely and determine which of these projects will make a positive impact for MHNA other than a signal up grade at the California /Arroyo Parkway intersection. What we really need is more walkability and less focus on bike lanes. Not everyone can take bikes and I am shocked the city is of the mindset this will work to keep mobility going.

Thanks for listening and I hope this can reach some of you as to the importance of what has happened. If you ask me, Los Robles will forever turn into a freeway and MHNA residents will be unable to leave their boundaries because of the massive backups.

With all seriousness, Erika

## McMillan, Acquanette (Netta)

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**From:** Ken Perry  
**Sent:** Friday, September 16, 2022 7:21 PM  
**To:** PublicComment-AutoResponse  
**Cc:** KeepPasadenaMoving; Gordo, Victor; Williams, Felicia  
**Subject:** Ramming Measure R Projects Through Without Proper Vetting or Resident Input Is a Travesty!

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Tonight, we are seeing the worst of what government can be.

You will be approving hundreds of millions of dollars for projects with questionable benefits. Meanwhile, traffic congestion in the city is not being addressed. Projects promoting bicycle and pedestrian safety is not being spent where the most accidents are happening or where most Pasadena residents choose to bicycle and walk. The list was developed in back rooms with a narrow group of activists and ideologues without a sincere effort to get real input from the public.

I'm sure most of you on the council have no idea what exactly you are voting to do. You think you are spending money on bike lanes and that everyone will be skipping down the street happy as a clam. You think traffic congestion will magically be solved. But the real beneficiary will be the same list of consultants and contractors who gorge on public funding and produce projects that no one uses.

How many of these folks donated to your campaigns? How many socialize with Department of Transportation employees? How many Department of Transportation employees are looking for their next job at one of the consultants and want to grease the process so their favorite future employer gets the work? How many have gotten rich off of pouring a little cement in the street to create structures to block traffic while too many of our streets and sidewalks are in disrepair?

There are still too many streets with no street lights in Pasadena - many in disadvantaged areas - even as crime is increasing. Do any of these neighborhoods finally get some streetlights? The answer is no.

I guess the city really doesn't like people who bicycle and walk and run at the Rosebowl - even though that is where most people go to enjoy those activities. In the last five years, the most bicycle accidents happened at or near the Rosebowl.

How much of the hundreds of millions of dollars being spent tonight is going toward making it safer to walk or bicycle at the Rose Bowl? The answer is zero.

So go ahead and spend hundreds of millions of dollars tonight and pop the champagne and light the cigars. There is no cost benefit analysis of what you are approving. You have no idea how many people are bicycling or even worse how many of those bicyclists are actually replacing a car trip. So go ahead and create more ghost bicycle lanes that no one will use, and put people on empty buses going to North Hollywood or some other god forsaken place that no one wants to go to.

We could have spent at least some of the \$200 plus million dollars something that people in Pasadena actually want.

Maybe the next MTA boondoggle we will get something that can benefit more people.

09/19/2022  
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Ken Perry  
East Pasadena Resident

## McMillan, Acquanette (Netta)

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**From:** Therese Brummel  
**Sent:** Saturday, September 17, 2022 5:07 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Item #18 - I Support the Arroyo Link + Multi-modal, 21st Century Mobility Investments

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Dear Mayor Gordo and Members of the Pasadena City Council,

As a constituent who cares deeply about the safety and sustainability of our community, I am writing on behalf of myself and my grandchildren, also Pasadenans.

I support the request of the Friends of the Arroyo Link that the City Council direct Staff to repackage the Arroyo Link project as a \$10 million design and build project.

I also support the Top 11 Project status of the following Measure R Mobility Improvement Projects:

- 1) North/South Greenways to reduce high speed, cut-through traffic on neighborhood streets, making residential areas safer and quieter. My street, Mar Vista has become a cut-through speedway.
- 2) High Visibility Continental Crosswalks to enhance pedestrian safety at more than 100 intersections in the City. Please lose the ugly stencils.
- 3) Avenue 64 Complete Streets Program to install long-overdue safety improvements on a dangerous road.
- 4) Traffic Calming and Complete Streets Program for Pasadena and St. John Avenues to repair two corridors damaged by Caltrans decades ago.
- 5) 11 Zero Emission Transit Buses and charging facilities to move our aging bus fleet into the 21st century.

Together, these changes will improve mobility, safety, public health, and sustainability across the entire city.

Sincerely,  
Therese Brummel

Sent from my iPhone

09/19/2022  
Item 18

## McMillan, Acquanette (Netta)

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**From:** Kitty Kroger  
**Sent:** Saturday, September 17, 2022 7:52 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Item #18 - I Support the Arroyo Link + Multi-modal, 21st Century Mobility Investments

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Dear Mayor Gordo and Members of the Pasadena City Council,

As a constituent who cares deeply about the safety and sustainability of our community, I am writing to support the request of the Friends of the Arroyo Link that the City Council direct Staff to repackage the Arroyo Link project as a \$10 million design and build project.

I am also writing to support the Top 11 Project status of the following Measure R Mobility Improvement Projects:

- 1) North/South Greenways to reduce high speed, cut-through traffic on neighborhood streets, making residential areas safer and quieter.
- 2) Continental Crosswalks to enhance pedestrian safety at more than 100 intersections in the City.
- 3) Avenue 64 Complete Streets Program to install long-overdue safety improvements on a dangerous road.
- 4) Traffic Calming and Complete Streets Program for Pasadena and St. John Avenues to repair two corridors damaged by Caltrans decades ago.
- 5) 11 Zero Emission Transit Buses and charging facilities to move our aging bus fleet into the 21st century.

Together, these changes will improve mobility, safety, public health, and sustainability across the entire city.

Sincerely,

Kathryn Kroger

09/19/2022  
Item 18



## McMillan, Acquanette (Netta)

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**From:** Shelly Martin  
**Sent:** Saturday, September 17, 2022 11:46 AM  
**To:** PublicComment-AutoResponse; Gordo, Victor; Madison, Steve; Wilson, Andy; Hampton, Tyron; Kurtz, Cynthia; Cornejo, Laura  
**Subject:** Fund the Arroyo Link!

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Dear Councilmembers,

As a local resident who cares about the health and safety of our streets, I strongly support the realization of the Arroyo Link and urge the City to request at least \$9.5 million from the \$230+ million in available Measure R funding to design and build the project before the 2028 Summer Olympic Games come to Pasadena.

The Arroyo Link will provide permanent access to the Arroyo and the Rose Bowl, crown jewels in the Pasadena park system that are not easily accessible to people walking or biking.

The Arroyo Link will build upon the Union Street Protected Bikeway by creating a safe, off-street route to west Pasadena.

The Arroyo Link will contribute to the City's goal of Pasadena being a place where people can safely circulate without a car, as well as support the implementation of the City's adopted Climate Action Plan.

This is a once-in-a-generation opportunity to realize meaningful mobility improvements for the City of Pasadena. Please request at least \$9.5 million from Metro to design and build this wonderful community project.

Thank you for your consideration and service to the community.

Shelly Martin

Sent from my iPhone

09/19/2022

Item 18

**McMillan, Acquanette (Netta)**

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**From:** Wesley Reutimann  
**Sent:** Saturday, September 17, 2022 4:35 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Item #18 - We Support the Arroyo Link and 21st Century Mobility Investments

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Dear Mayor Gordo and Members of the Pasadena City Council,

As constituents who care deeply about the safety and sustainability of our community, and a *Friend of the Arroyo Link*, we are writing to urge the City Council to:

- 1) Direct Staff to repackage the Arroyo Link project as a \$10 million design and build project; and
- 2) Support the following Top 11 Measure R Mobility Improvement Projects:
  1. **Traffic Calming and Complete Streets Program for Pasadena and St. John Avenues** to repair two corridors damaged by Caltrans decades ago and install sorely-needed pedestrian and bicycle safety improvements.
  2. **Greenways** to create a network of active transportation friendly streets and reduce high speed, cut-through traffic on neighborhood streets.
  3. **Continental Crosswalks** to enhance pedestrian safety at more than 100 intersections in the City.
  4. **Avenue 64 Complete Streets Program** to install long-overdue safety improvements on a dangerous road.
  5. **11 Zero Emission Transit Buses** to improve service and update an aging fleet for the 21st century.

As a whole, these projects will improve mobility, safety, public health, and air quality across the entire city.

Thank you,

The Reutimann Family  
Pasadena 91103

09/19/2022  
Item 18

## McMillan, Acquanette (Netta)

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**From:** Deborah Spector  
**Sent:** Saturday, September 17, 2022 6:22 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Dear City Council Members and Staff,

As a constituent who cares deeply about the safety and sustainability of our community, I am writing to support the Top 11 Project status of the following Measure R Mobility Improvement Projects:

- 1) North/South Greenways to reduce high speed, cut-through traffic on neighborhood streets, making residential areas quieter and safer.
- 2) Continental Crosswalks to enhance pedestrian safety at more than 100 intersections.
- 3) Avenue 64 Complete Streets Program to install long-overdue safety improvements on a dangerous road.
- 4) Traffic Calming and Complete Streets Program for Pasadena and St. John Avenues, with the enhancements detailed in the letter from the Pasadena Complete Streets Coalition, to repair two corridors damaged by Caltrans decades ago.

I also support the request of the Friends of the Arroyo Link that the City Council direct Staff to repackaging the Arroyo Link project as a \$10 million design and build project. I recognize that an alternative route may be identified and selected as part of the design process.

Please approve the top 11 priorities approved by the Municipal Services Committee and DOT staff. Together, these changes will improve mobility, safety, public health, and sustainability across the entire city.

Thank you!

09/19/2022  
Item 18

## McMillan, Acquanette (Netta)

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**From:** Brian Chiu  
**Sent:** Saturday, September 17, 2022 6:23 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Dear City Council Members and Staff,

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I also support the request of the Friends of the Arroyo Link that the City Council direct Staff to repackage the Arroyo Link project as a \$10 million design and build project. I recognize that an alternative route may be identified and selected as part of the design process.

Please approve the top 11 priorities approved by the Municipal Services Committee and DOT staff. Together, these changes will improve mobility, safety, public health, and sustainability across the entire city.

Thank you!

W. Brian Chiu, Ph.D.

## McMillan, Acquanette (Netta)

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**From:** Alexis Caballero  
**Sent:** Saturday, September 17, 2022 6:28 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Please approve the top 11 priorities approved by the Municipal Services Committee and DOT staff. Together, these changes will improve mobility, safety, public health, and sustainability across the entire city.

Thank you!

Sent from my iPhone

09/19/2022  
Item 18

## McMillan, Acquanette (Netta)

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**From:** Jackson F  
**Sent:** Saturday, September 17, 2022 6:29 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding!

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Dear City Council Members and Staff,

As a long time constituent who cares deeply about the safety and sustainability of our community, I am writing to support the Top 11 Project status of the following Measure R Mobility Improvement Projects:

- 1) North/South Greenways to reduce high speed, cut-through traffic on neighborhood streets, making residential areas quieter and safer.
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Please approve the top 11 priorities approved by the Municipal Services Committee and DOT staff. Together, these changes will improve mobility, safety, public health, and sustainability across the entire city.

Thank you!

09/19/2022  
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## McMillan, Acquanette (Netta)

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**From:** Caila Bueno  
**Sent:** Saturday, September 17, 2022 6:30 PM  
**To:** PublicComment-AutoResponse  
**Subject:** MIP Funding - Agenda Item No. 18

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Dear Pasadena City Council Members and Staff,

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Please approve the top 11 priorities approved by the Municipal Services Committee and DOT staff. Together, these changes will improve mobility, safety, public health, and sustainability across the entire city.

Thank you!  
Caila Bueno

09/19/2022  
Item 18

## McMillan, Acquanette (Netta)

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**From:** Sina Booeshaghi  
**Sent:** Saturday, September 17, 2022 6:32 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Thank you!



## McMillan, Acquanette (Netta)

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**From:** Michael Bouchard  
**Sent:** Saturday, September 17, 2022 6:37 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Please approve the top 11 priorities approved by the Municipal Services Committee and DOT staff. Together, these changes will improve mobility, safety, public health, and sustainability across the entire city.

Thank you!  
Michael Bouchard

09/19/2022  
Item 18

**McMillan, Acquanette (Netta)**

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**From:** Kevin Mendizabal  
**Sent:** Saturday, September 17, 2022 6:38 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Dear City Council Members and Staff,

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Thank you!

Sent from my iPhone

## McMillan, Acquanette (Netta)

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**From:** Sasha  
**Sent:** Saturday, September 17, 2022 6:40 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Sasha M

## McMillan, Acquanette (Netta)

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**From:** Rocio Naranjo  
**Sent:** Saturday, September 17, 2022 6:42 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Thank you!

Sent from my iPhone

09/19/2022  
Item 18

## McMillan, Acquanette (Netta)

---

**From:** Rich Ross  
**Sent:** Saturday, September 17, 2022 6:42 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Thank you!

Rich Ross | Service Manager | Pasadena Cyclery |

Sent from ProtonMail mobile

**McMillan, Acquanette (Netta)**

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**From:** jair garcia >  
**Sent:** Saturday, September 17, 2022 6:42 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Thank you!

Sent from my iPhone

09/19/2022  
Item 18

## McMillan, Acquanette (Netta)

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**From:** Ashley Downs >  
**Sent:** Saturday, September 17, 2022 6:43 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Thank you!

Ashley Downs

09/19/2022  
Item 18

## McMillan, Acquanette (Netta)

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**From:** Jessica Perez  
**Sent:** Saturday, September 17, 2022 6:46 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Protect and support bike lanes

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Thank you!



## McMillan, Acquanette (Netta)

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**From:** Tiffany Gardner  
**Sent:** Saturday, September 17, 2022 7:00 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 18 - MIP Funding

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Tiffany