

From: Progressive Bodyworks
Sent: Sunday, August 24, 2025 8:35 PM
To: PublicComment-AutoResponse
Subject: Support for Greenways

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My name is Kathy Braidhill – longtime homeowner, longtime business owner and longtime **public health** volunteer for the city.

I support the Greenways. Speeding and running stop signs and red lights citywide make this essential on all streets.

My fitness business has shifted to post-rehab and physical therapy – mostly seniors with mobility impairment from arthritis, stroke, MS, Parkinson's and neurological and neuro-degenerative issues.

However, the clientele is increasingly skewing younger. It is not unusual now to see CHILDREN with mobility and orthopedic issues.

Unfortunately, this is largely due to inactive lifestyles. ***Like my senior clients.***

If this doesn't alarm you – you need to ***wake up.***

Car-centric lifestyle, speeding and aggressive driving make the streets unsafe, and thus unavailable to children and seniors:

- Do your children walk or ride bikes to school, visit friends, or to after-school lessons? If not, why not?
- Children getting driven everywhere – to protect them from speeding and aggressive driving – don't get the muscle development and joint movement required for proper growth or to prepare them for sports.
- ***Children*** are presenting with postural and orthopedic issues from lack of normal, daily, periodic movement throughout the day – often with issues ***previously seen in geriatric and senior clients.***
- Long periods of inactivity (sitting in class all day) followed by high-intensity activity (like soccer practice) is more likely to lead to injuries, since inactive children don't develop the necessary muscles, coordination, balance or joint mobility.
- Inactive children become inactive adults more prone to injuries and lifestyle issues, like depression and eating disorders.
- Seniors and those with mobility dysfunction and blue placards don't WANT those blue placards and WANT to get out and move, but the streets are too dangerous for them to cross the street. So instead of walking to the store or to see friends, they drive – and then have to walk circles in a parking lot or up and down their driveways for exercise.

This is a public safety issue directly leading to a public health crisis.

Our children and seniors deserve better.

The dangerous conditions on the city's streets have brought us to this point.

The city's policies are not pro-child, not pro-senior and not progressive. Your most vulnerable residents feel trapped and scared to go anywhere because the streets are so unsafe.

While the city has outlawed sparklers and plastic bags, people regularly scream down residential streets at high speeds with children and seniors suffering the repercussions.

Your DOT's dependence on paint, signs and blinkie lights is outdated and tragically ineffectual, while cities nationwide have changed street design to protect their most vulnerable residents.

The city's collision rate reveals the ugly truth: 1,600 annual collisions, which translates to **3,200 people**, and likely more than if there are more people in each of the vehicles.

Paint, signs, red lights and blinkie lights at stop signs are consistently ignored, and offer zero protection for children and seniors.

Neighboring Burbank has lowered the school zone speed limit to 15 mph to allow children to walk or bike to school.

And Pasadena --?

Doesn't Council believe schoolchildren deserve protection? Is there debate about this?

After another car collision on our street (Catalina / Del Mar) the gathering of neighbors spoke about how frustrated they were about complaints to the DOT about speeding on Catalina, witnessing multiple close calls, multiple collisions, and the DOT issuing its standard nonsense response – and nothing happens. So your constituents don't bother complaining anymore.

Wouldn't it be amazing if the city lived up to the DOT mission statement to “. . . to maintain a livable community in which cars are not necessary to travel within the city.”

And wouldn't it be more amazing that the city would spend as much time, attention and finances on making its network of streets safe for its most vulnerable constituents, instead of defending itself against wrongful death lawsuits?

On behalf of my senior clients, my young little clients, and in memory of Phillip Jordan O'Neill, Aiden Tam, Alan Charles Deane, Anna Pollerana, Yang Yang Lieu and others who have perished on your streets and suffered traffic violence, please make **all** of our streets safe for everyone.

Thank you,


Kathy Braidhill

*** If you have any questions about what I have written or would like to have a longer conversation about the health of our seniors and young constituents, I am happy to help

Iraheta, Alba

From: Christopher Matthes
Sent: Sunday, August 24, 2025 9:05 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Cole, Rick; DerBoghossian, Megheti
Subject: City Council Item 6: I support safe greenways!

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Hello,

I'm a district 2 resident, JPL employee, PUSD parent, and father of 3 kids here in Pasadena, and want to provide a comment on my fervent support for the construction of greenways throughout the city of Pasadena, especially the four planned along selected 210 crossing streets. Pasadena is a unique community, but similar to the rest of LA, suffers from over reliance on motor vehicles to get around. I think we all yearn for a Pasadena that has fewer cars and more people walking and biking around the city. These greenways are an excellent step toward contributing to better transportation options throughout the city.

I am in the process of purchasing a cargo bike to be able to cycle my kids around town. In order for this to be a viable option, I need safe routes to ride with the kids. Greenways offer safety to those who choose to not drive, thereby encouraging others to do the same and promoting a quieter, greener community.


I hope you agree that greenways are an excellent investment in ourselves and our children. I implore you to support the contract approval to begin construction of this valuable community asset.

Best regards,
Christopher Matthes

Iraheta, Alba

From: Jenny Blenko
Sent: Sunday, August 24, 2025 9:09 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor
Subject: City Council Item 6: I support safe greenways!

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Hello,

My name is Jennifer Matthes and I am a resident of Pasadena. I am writing to voice my support of safe greenways. There are so many benefits to having safe greenways in our city and I would love for my husband and I to be able to bike around safely with our three small children. I hope that Pasadena continues to invest in safe greenways.

Best,
Jennifer Matthes

Iraheta, Alba

From: Jonathan Eyer <
Sent: Sunday, August 24, 2025 9:51 PM
To: PublicComment-AutoResponse
Cc: Cole, Rick; DerBoghossian, Megheti
Subject: supporting local greenways

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Hello,

I am writing to support the contract to design north/south greenways.

I have three young children -- the oldest has recently learned to bike and the middle is well on her way to learning. I am also in the process of buying an e-cargo bike through the SGV rebate program so that I can easily transport the kids to school. Biking in Pasadena is much more stressful than biking in other places that I've lived and the creation of conduit greenways will help reduce that difficulty and allow myself and others to more comfortably traverse the city. In the absence of these pathways, I will be less likely to put my children on a bike.

Beyond the direct transportation benefits, I'd like to highlight that bike infrastructure has consistently been shown to have a positive return on investment for cities that install this infrastructure. It is also important given Pasadena's goals of reducing emissions to support alternative infrastructure pathways that will allow people to walk or bike safely in lieu of taking a car trip. Calming traffic along these pathways will also benefit local residents immediately around the greenways, allowing people to safely walk and play outside, as well as reducing noise and air pollution.

Thank you for your consideration.

-Jonathan Eyer

Iraheta, Alba

From: Melissa Lee
Sent: Sunday, August 24, 2025 9:54 PM
To: PublicComment-AutoResponse
Cc: Sullivan, Noreen
Subject: Support for All Ages & Abilities Greenways in Pasadena

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Dear Councilmembers,

My name is Melissa Lee and I am a native Pasadena resident. I am writing to express my strong support for the All Ages & Abilities Greenways and to encourage you to advance this important project.

The proposed Greenways—El Molino, Wilson, Sierra Bonita, and Craig—are the four lowest-volume streets that cross the 210 freeway. They are a natural choice for safe walking and biking connections and are essential to completing Pasadena's biking network.

This initiative already has outstanding community support: more than 1,000 residents have signed petitions, over 270 comments have been submitted, and 17 local organizations have endorsed the Greenways, including the PUSD school board, the NAACP, the League of Women Voters, the Accessibility and Disability Commission, and both the Environmental and Transportation Advisory Commissions.

Greenways will make our neighborhood streets safer for everyone while still allowing access for cars and emergency vehicles. Simple, low-cost measures such as speed cushions with emergency vehicle cut-throughs can reduce speeding and improve safety while maintaining access for all. I urge you to update Pasadena's speed hump policy to allow these proven traffic-calming tools on the Greenways.

Thousands of people already bike in Pasadena, and many more—about 60%—say they would if safe spaces were available. More biking means fewer cars competing for parking, reduced traffic, and a more vibrant, accessible city. The Greenways will also provide safe routes to schools, giving students independence, exercise, and sustainable transportation options. That is why PUSD, PCC, Caltech, Polytechnic, and Sequoyah all support this project.

Importantly, the Greenways will not cause traffic issues. They carry only a small fraction of north-south trips, while Pasadena's 12 high-volume streets across the 210 freeway will remain unchanged and continue to carry over 200,000 cars daily. Claims to the contrary are misinformation. City staff already account for emergency vehicle access in every project, and residents will still be able to reach their homes.

Everyone deserves safe, quiet neighborhood streets. Building these Greenways will deliver exactly that—slower traffic, safer walking and biking, and stronger, healthier communities. I strongly urge you to support the All Ages & Abilities Greenways and update the speed hump policy so this vision can be realized.

Thank you for your leadership and for prioritizing the safety and vibrancy of Pasadena's neighborhoods.

Sincerely,
Melissa Lee

"One positive thought produces millions of positive vibrations." – John Coltrane

Iraheta, Alba

From: Mana Salami
Sent: Sunday, August 24, 2025 10:19 PM
To: PublicComment-AutoResponse
Cc: Madison, Steve; Chapman, Justin
Subject: I Support Safe Greenways

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Hello Pasadena City Council,

My name is Mana Salami and I have called Pasadena home for the past 12 years after moving here from South Pasadena. Over the years, I have been glad to see improvements to biking opportunities in the city; however, I believe more can be done to build safe greenways for all age and ability groups.

Reasons for supporting agenda 6 on the 8/25 meeting:

- The four streets proposed to become greenways are 4 of the lowest traffic streets that also cross the 210 freeway. They are great candidates for a safe biking space without disrupting traffic. I spent the first of my 10 years living right by Wilson and think it would be a great greenway. Now I live in San Rafael Hills (hence why council member Madison is copied).
- Many of my Pasadena resident friends and I own bikes, but to be honest, we are often afraid of riding them for commuting in the city. There are simply not enough safe streets for bikers. Given the connectability of the 4 streets, they would be great for commuting to neighborhoods/businesses across the 210 freeway.
- Allowing more residents to ride their bikes, alleviates the congestion that is being caused by too many cars on our major streets as people will opt to ride bikes over cars
- All 4 streets have enough room to be a greenway, while accommodating emergency vehicles as needed.

Thank you for reading my comments and look forward to seeing more improvements in the city for bikers,


Regards,

Mana

Iraheta, Alba

From: Annmarie Thomas
Sent: Sunday, August 24, 2025 11:22 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor
Subject: City Council Item 6: I support safe greenways!

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Hello,
I live in Pasadena on the corner of Whitefield Road and Sierra Bonita. I'm writing to express my support for the safe Greenways.

I am personally most concerned about the speeding and reckless driving on Sierra Bonita.

Speed bumps would help with the speeding, or some other way to slow down drivers. Something should be done before there is a tragic traffic accident on Sierra Bonita.

I also want roads that are safer for cyclists and pedestrians and encourage more non-auto trips in our city.

Thank you,
Annmarie and Mitchell Thomas

Sent from my iPhone

Iraheta, Alba

From: K Pulungan
Sent: Monday, August 25, 2025 1:37 AM
To: PublicComment-AutoResponse
Subject: Greenways

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Hello,

I am writing in support of Greenways in Pasadena. As someone who has spent the past 4 years of his life in Pasadena attending Caltech, and biking, walking, taking transit, or driving during that time, I cheer on any improvement made to walking or taking transit in Pasadena. It will greatly improve the experience and safety of everyone getting around Pasadena, whether it's by driving, walking, biking, or taking transit. It will fill critical gaps in the bicycle network for those traveling north or south through Pasadena. It is also a cheap way to bring down traffic deaths in dramatic accidents, like we've seen in the past year in Pasadena.

Thank you,

K

Iraheta, Alba

From: Jeff Cyrulewski <tcyrulew@pasadenacalifornia.gov>
Sent: Monday, August 25, 2025 8:18 AM
To: PublicComment-AutoResponse
Subject: 8/25/25 City Council meeting Agenda Item 6 (Bicycle Greenways)

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Dear Mayor Gordo and Councilmembers,

My name is Jeff Cyrulewski, I'm a Pasadena resident, a board member of Keep Pasadena Moving and a former TAC commissioner. First off, I agree with many of the sentiments in the numerous e-mails you received that are skeptical of the project, namely, why are we looking to carve up our streets when we don't know what the actual demand in the city for bicycle infrastructure is?

Bike infrastructure projects end up being a vicious circle. The Department of Transportation has said that they're implementing these projects, such as the Greenways, because you voted for them, back in 2015 as part of the Mobility Element. But you voted for them based on DOT suggesting that you vote for them. Then once these projects are completed, you (and the public) have received no data from DOT on how many cyclists are using these projects. But, still, more projects get implemented, and when the public asks, where's the data to support more of these projects, the answer from DOT is, Council voted for these projects, we're implementing them. And the circle just keeps going around and around, understandably frustrating residents. Tonight, you have an opportunity to break that circle.

We need to start seeing bike usage data on implemented bike infrastructure projects and use that data to determine the scope of possible new bike infrastructure projects. There have been a number of bike projects implemented in the city over the last 15 years. One half of Cordova was road-dieted in order to add bike lanes in 2010, the other half in 2023. 48.5 miles of bicycle roseways were put in place from 2015-2020. In just over two weeks, the Union bike track will have been available for two years. These are multi-million dollar projects. Yet, none of us have received any data about bike usage on any of these projects, as well as other smaller ones (the bike lane on Holly, for example). On the other hand, daily vehicle counts are regularly part of the analysis for new projects that DOT pursues.

Now, there has been some bike data compiled over the years. For example, there was on the Allen quick build project (which involved removing on-street parking for bike lanes). When looking at the road usage numbers post-quick build, it turns out the percentage of road users that were cyclists was 0.7%. 2.3% were pedestrians, and 97% were in vehicles, whether those were cars or buses. To be fair, that's one segment of one street in the city. But more data like this is needed.

Bike usage data can help us all determine what possible future bike infrastructure should look like. The board of Keep Pasadena Moving wrote an op-ed in January of 2024 endorsing promoting cycling on the four Greenway streets. To me, adding signage, painting some sharrows, adding some bike detection cameras at intersections – those all sound like good ideas and work for everybody. But traffic circles, concrete islands that block lanes and intersections (but with carve-outs that cyclists can ride through), conversion of some streets suddenly to one way streets for vehicles (but the streets would still be two-way for cyclists) – is there the demand for all these things? How much time, effort and money are we going to spend to change streets for cyclists when we have no idea what the demand for cycling is? And I'm not bagging on cyclists, I'm thinking about public transit users and drivers who can't work from home but have to go to work, pick up kids, are taking care of aging parents, etc. We need to think about them. We need to put in the effort not only in terms of how to make their commutes less problematic, but also in how to make their commutes better.

We have an opportunity here. An opportunity, through demanding that bike usage data start being compiled, to start designing a transportation system that really reflects how all road users in our city want to travel, and create a system that is safe and efficient for all road users. And that can start tonight.

Thank you,
Jeff Cyrulewski

Iraheta, Alba

From: Leora Juster
Sent: Monday, August 25, 2025 8:29 AM
To: PublicComment-AutoResponse
Subject: Safer greenways

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To the city,

Yesterday my neighbor across the street and myself had our usual greeting, I yell and she yells back in excitement. We say "it's not my birthday not today!!!" without fail, and sometimes, as a THREE year old, she starts running across the street. We yell "stop!" and usually she responds by stopping. Usually. A car forced to go even 5mph slower makes a difference.

LCJ
www.leorajuster.wordpress.com

Iraheta, Alba

From: Joel Ferree <jferree@pasadena.gov>
Sent: Monday, August 25, 2025 8:59 AM
To: PublicComment-AutoResponse
Subject: In Support of All Ages & Abilities Greenways

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Dear Mayor and Councilmembers,

I am a Pasadena resident and parent of a PUSD student, and I am writing to strongly support the development of All Ages and Abilities Greenways. These Greenways are a vital step toward creating safe, welcoming neighborhood streets for people of all ages, whether they walk, bike, roll, or drive.

The four streets planned for Greenways—El Molino, Wilson, Sierra Bonita, and Craig—are the lowest-volume streets crossing the 210 freeway. This makes them the natural choice for safe walking and biking connections, and they will form an essential part of our city's biking network.

The Greenways already have remarkable community support. More than 1,000 residents have signed petitions, over 270 public comments have been submitted, and 17 local organizations—including the PUSD school board, the League of Women Voters, the NAACP, the Accessibility and Disability Commission, the Environmental Advisory Commission, and the Transportation Advisory Commission—have formally endorsed them.

Greenways make streets safer while preserving access for cars and emergency vehicles. Simple traffic calming measures, like speed cushions with emergency vehicle cut-throughs, effectively reduce speeding without blocking access. I urge you to update Pasadena's speed hump policy to allow for speed cushions on Greenways so this proven, low-cost solution can be used.

Thousands of people already bike in Pasadena, and surveys show about 60% of residents would ride more often if they had safer spaces. This shift benefits everyone: more biking means fewer cars competing for parking, less congestion, cleaner air, and healthier residents. Other cities have shown this works—Pasadena can too.

Safe Greenways will also provide secure routes to schools, giving students options to walk or bike independently. That is why so many educational institutions—including PUSD, PCC, Caltech, Polytechnic, and Sequoyah School—have voiced support. These routes will help kids thrive through exercise, independence, and safe access to education.

Concerns about traffic impacts are unfounded. The Greenways carry only a tiny fraction of north/south traffic. Pasadena's 12 major north/south corridors across the 210 freeway already carry over 200,000 cars daily, and those streets will remain unchanged. Traffic will continue to flow freely, while Greenways make neighborhood streets calmer and safer.

Finally, I urge the Council not to be swayed by misinformation from anti-safety voices. Greenways will maintain full resident access and emergency vehicle passage, while slowing speeding traffic on just four neighborhood streets. Residents consistently want slower, safer traffic in front of their homes—this is a win for safety, livability, and community well-being.

Please move forward with All Ages and Abilities Greenways. Pasadena deserves streets that are safe, quiet, and accessible for everyone.

Thank you for your leadership on this important issue.

Sincerely,

Joel Ferree

Pasadena, CA 91104

Petition data and comments in support of safe Greenways

Updated: August 20, 2025

[Overview](#)

[All Petitions \(1022 Signatures\)](#)

[Safe Greenways Petition \(445 Signatures\)](#)

[Petition Text](#)

[All Ages & Abilities Greenways \(337 Signatures\)](#)

[Petition Text](#)

[Wilson For All Petition \(240 Signatures\)](#)

[Petition Text](#)

[Comments from petition signers \(271 Comments\)](#)

RECEIVED
2025 AUG 25 AM 9:06
CITY CLERK
CITY OF PASADENA

Overview

Over the past several years, at least three separate petitions were circulated in support of safe greenways in Pasadena. This document shares the signatures of support on those three petitions. In addition, this document includes over 250 comments from petition signers describing why they support All Ages & Abilities Greenways.

All Petitions (1022 Signatures)

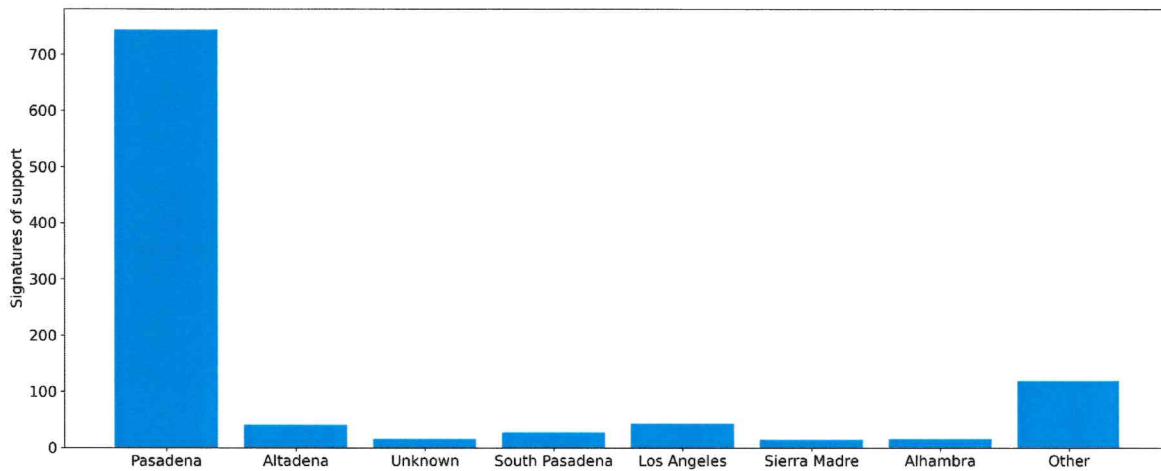
To present an overview, we collected the data from all three petitions, and then removed duplicate names, resulting in a total of 1022 unique names. The petitions ask for a zip code, so we are able to sort the signatures based on location. To do this, we identify the city associated with each zip code using the `zipcodes` python package available through pypi. The Caltech petition does not include a zip code field, so we assigned anyone identified with the Caltech community to Pasadena. The vast majority of signatures (744 signatures) are from Pasadena area zip codes. This is shown in the included bar chart. Nearly all of the other signatures are also from local stake-holders, as they come from nearby areas such as Altadena, South Pasadena, and Los Angeles. The complete list of names is available on request.

These data were updated in August of 2025 to capture recent additions. We removed duplicates based only on the name, across all petitions, and prioritized signatures on the "All Ages and

08/25/2025

Item 6

Abilities" petition where applicable. This resulted in a lower count on the "Safe Greenways" petitions compared with past analysis due to the more aggressive removal of duplicate names.



Safe Greenways Petition (445 Signatures)

Petition Text

Create safe neighborhoods with Pasadena Greenways

The city of Pasadena, CA is currently discussing [plans](#) to add safety enhancements along four North/South residential streets and designate them as "Greenways". The Greenways will support all forms of mobility, including both driving and active transportation like walking and biking, by adding safety features to El Molino Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue.

No one wants dangerous, high speed traffic in front of their home! The Greenways are a simple, common-sense approach to traffic management that will benefit all road users, and will keep our neighborhoods safe and help beautify our city. The Greenways will:

- * Preserve driving access and parking for neighborhood residents
- * Reduce cut-through traffic on neighborhood streets, keeping residential areas safe and quiet.
- * Create options for safe, active transportation, including walking, biking, scooters, and skateboards.
- * Protect our most vulnerable street users, including children and people with disabilities.
- * Provide safe routes to schools, including PUSD schools, Caltech, and PCC.

* Support a biking network to attract customers to local businesses

These routes were first adopted by the city as part of the 2015 Pasadena Bicycle Transportation Action Plan. They have now been studied for feasibility, and are ready to move forward. After 6 years of waiting, now is the time for action! We ask city government to design, fund, and complete these important updates, using the best practices in safe street design.

In addition, we ask city council and staff to make the Greenways as safe as possible for all road users. Through outreach events, Pasadena CSC volunteers collected [eight recommendations for improving the design](#). We ask that that city staff include these safety enhancements, and complete the Greenways as soon as possible.

All Ages & Abilities Greenways (337 Signatures)

Petition Text

I believe streets should be safe for everyone! I stand with the Pasadena Complete Streets Coalition in calling for Pasadena to implement an All Ages and Abilities safety standard for the four North-South Greenways on El Molino, Wilson, Sierra Bonita, and Craig as described in the national design standards manual “Designing for All Ages and Abilities.”

Wilson For All Petition (240 Signatures)

Petition Text

As a member of the Caltech Community, I support the Wilson for All Plan. I want to see a Wilson Avenue designed for students and the campus community! I urge the Caltech Administration and the City of Pasadena both to support the Wilson for All design, and to support completing the Wilson Avenue Greenway as soon as possible.

Comments from petition signers (271 Comments)

The All Ages & Abilities Greenways petition included an optional field that asked, "Why is this important to you". We collected over 270 comments in this field. These comments are shared below.

-- 1 --

I believe everyone should be able to enjoy safe streets.

-- 2 --

As a mom, a teacher, and the spouse of an avid cyclist, it is important to me that all transportation projects in Pasadena are safe for people of all ages and abilities.

-- 3 --

my own children could use this street to bike to their middle school, thereby reducing the need to use the family car with all the benefits to the family and community associated with the reduction of car traffic especially in the morning hours.

-- 4 --

Bikes are better than cars.

-- 5 --

Safe bike routes for me and my kids.

-- 6 --

I love cycling but the roadways are terrifying. As a driver, it's really difficult to share the roads with cyclists.

-- 7 --

I ride my bike in Pasadena several days per week, am a highly experienced "older rider" and I feel that many of Pasadena's streets are not set up for the safety of ANYONE much less pedestrians and cyclists. I was nearly broadsided by an SUV who ran a red light (crossing California). The list goes on. Many things need to improve in order to change.

-- 8 --

Bicycle is my preferred method of transportation for the environment, my fitness, and my enjoyment of the city. Increasing road safety for cyclists (particularly by providing dedicated bike paths, and visibility locations in intersections) would encourage better use of our shared roadways.

-- 9 --

I would like to be able to see children safely going to school and to activities on their own rather than be chauffeured everywhere by adults in their family. I am annoyed that there is no better solution at this time, but to be in a car, waiting in line, wasting gas and time to collect children to and from school.

-- 10 --

I try and take public transportation and ride around Pasadena. One of the biggest obstacles to riding for people is how scary the streets are.

-- 11 --

I never drive a car and I use my bike exclusively in the streets of Pasadena.

-- 12 --

I want my family, friends, and me to be safe when we walk and bike around Pasadena.

-- 13 --

Pasadena streets are currently not safe for bike riders. Our streets should be safe for bike riders of all ages and abilities. My family would love to ride our bikes together, but right now it is simply not safe, especially for children.

-- 14 --

We should have a more equitable, safe environment for cyclists in Pasadena. A great start is to implement the All Ages and Abilities safety standard on the existing N/S greenways. For streets abutting college campuses such as Wilson and Sierra Bonita, a large percentage of students primarily ride their bikes to campus using these greenways. Not only that, but many families and visitors also access campus through human-powered transportation. All of this conflicts with vehicular traffic. All of these greenways connect people to both recreation and resources, and the proposed All Ages and Abilities safety standard would additionally decrease vehicular traffic through providing a safe, friendly transportation alternative.

-- 15 --

Human-powered transit makes cities healthier and safer, why wouldn't we want a city that promotes our immediate and future well-being? I've been car-free since I moved to Pasadena and it's clear that cars are a lot less necessary than we think so why not build a city that encourages this wonderful lifestyle instead of promoting the status-quo of forcing everyone to pay for the dubious right to ride around in 2-ton death machines?

-- 16 --

My husband loves biking around Pasadena, but I am terrified every time he goes he will get hit by a car. I want safety standards for his sake, but also, for anyone else in our city that want to ride a bike on our streets.

-- 17 --

I bike for most as my main form of transportation. Also, we need to reduce reliance on fossil fuels to address climate change.

-- 18 --

I worry about bike and pedestrian safety on our streets.

-- 19 --

Elderly and children are especially vulnerable in the road. We should try to protect them.

-- 20 --

I would like all to be safe especially beginner cyclists

-- 21 --

Hello,

I would like there to be far more bike lanes.

Cars are dirty, smelly, loud, cause vast amounts of pollution, regularly kill and injure people and destroy property.

It is unfortunately pretty frightening riding a bike or even walking near many of the current monstrous vehicles trying to dominate our streets.

<https://www.consumerreports.org/car-safety/suv-and-pickup-truck-drivers-more-likely-to-hit-pedestrians-a7444108492/>

Large high performance electric cars do reduce several kinds of combustion pollution but increase plastic and particulate pollution from tire and roadway wear.

There's also the problem that gas powered vehicles are 40% of California's greenhouse gas emissions and we need to rapidly and permanently reduce emissions. Bicycles and walking are probably the cheapest route to achieving steep emission reductions.

Thank you,
Diane Trout

-- 22 --

Biking is good for body and soul. Now, it just needs to be safe.

-- 23 --

I ride along one of the proposed Greenway routes and it is scary sharing that space with so many motor vehicles. Greenways should be designed to make cyclists feel safe, so everyone is comfortable riding there.

-- 24 --

I and my family have been bicycle riders and commuters for up to 50 years. It is more important than ever for safe bicycling in our area for climate and congestion and the joy of getting around by bike.

-- 25 --

Beating climate change requires getting around on foot and by bicycle more often. Bikeways that are safe for all are a key step in this direction.

-- 26 --

I love riding my bike to complete my daily local shopping needs. The lack of safe bike routes through Pasadena's old narrow streets makes it much less desirable to risk with the increasingly aggressive automobile traffic we've been experiencing.

-- 27 --

This IS the future.

-- 28 --

Being able to bike safely for people of all ages makes our lives better and our city more vibrant, accessible, and raises our standard of living. It reduces traffic and provides a greater quality of life to Pasadena citizens and "shows off" for our visitors. It shows Pasadena cares and that active transportation and vehicle traffic reduction is important to our sense of community.

-- 29 --

Cities that attract businesses and residents, that remain relevant decade after decade find ways to be more livable. Biking, parks, quiet streets, walking and trees are for the future.

-- 30 --

Hyper-focus on car-centric infrastructure has trashed the climate and is detrimental to our physical and mental health. Greenways demonstrate that there IS a better way to get around that doesn't involve strapping oneself into a multi-ton metal box to pick up groceries two miles away.

-- 31 --

Our public ways should be streets that are accessible and safe for everyone, on human power!

-- 32 --

Because Pasadena residents use bikes to get around and the current network of roads is insufficient to keep people safe while they move throughout the city.

-- 33 --

I like to ride my bike and walk in the area, and I would like to get home safely after.

-- 34 --

Because I am an avid runner, cyclist, walker & resident of this area and have had many near misses with cars almost hitting me due to speed, lack of cross walks/stop signs ect.

-- 35 --

drivers don't pay attention anymore. only on a protected bike lane do I feel safe from cars.

-- 36 --

We really need to get more people out of their cars to address the climate emergency and the crisis of traffic violence. I personally know people who would drive a very short distance instead of walking or biking because they don't feel safe. It's important to have a network safe for active

transport, and having these 4 north-south greenways will help Pasadena to build such a network.

-- 37 --

Safe streets means more pedestrian, bike, and non car traffic as people will be more willing to use non-car transportation.

-- 38 --

Ensuring safe greenways for alternative transportation, walking, and biking enhances our community and supports a more healthy, united city.

-- 39 --

I bicycle around town for all my daily errands. I'd like myself and others to be safe and comfortable as possible while biking around town.

-- 40 --

Streets are public spaces for all, not just cars. This is a step toward realizing that reality.

-- 41 --

Pasadena residents and visitors would benefit greatly - more climate-friendly, exercise-friendly and safer for all.

-- 42 --

I'm a Caltech employee and sometimes commute by bike. As a 64-year old rider, safe and accessible bike greenways are important to me.

-- 43 --

I am a cyclist, a bike commuter, a walker, a runner, and a taxpayer. This is a great step towards the safety of all residents in the area.

-- 44 --

As an avid cyclist and someone who rides the streets of Pasadena on a regular basis, having a cycling infrastructure which caters to cyclists of all abilities is critically important for a variety of reasons. Including the safety of vulnerable road users, cleaner air, less noise pollution from motor vehicles along with increasing the health of active road users. Thank you!

-- 45 --

Although I don't reside in Pasadena, I live in Eagle Rock and frequently cycle on Pasadena streets. My son lives on El Molino Avenue, and I often ride on it and other streets in Pasadena to visit him and for recreation. Bike lanes are critically needed throughout Pasadena. I am an avid 68 year old cyclist who would like to ride in a safer environment.

-- 46 --

green transportation, safer streets, and getting more people to exercise!

-- 47 --

I try to commute by bicycle. Others do so too. Many don't ride because of safety issues. People are hit by cars often and even more often have near misses. Build it and they will come - make some safe riding streets and traffic and pollution will decrease. No brainer.

-- 48 --

We need safer & designated routes for all cyclists

-- 49 --

Pasadena should be a cycling paradise! Instead it's a traffic nightmare. This is a start!

-- 50 --

We desperately need to reduce car usage in our cities for our health and climate goals. I love biking around Pasadena given the great atmosphere and weather, but even as an experienced, cautious urban cyclist I've had too many close calls with vehicles. Many friends would love to try biking (or they even biked frequently during the low-traffic pandemic months), but are terrified by the thought of biking for transportation while fighting cars for space on the roads. The north-south corridor is especially precarious, given the chaotic 210 crossings with no good pedestrian/bike access protection. This also makes it difficult to reach existing transport lines, like the Gold Line stations. Let's make our city accessible for everyone and promote better, safer transportation methods.

-- 51 --

I am a life-long cyclist who wants to see more safe, smart bike lanes in Pasadena. The people who already cycle deserve more options to travel safely, and it is the best way to incentivize more people to leave their cars at home and go green.

-- 52 --

I commute in Altadena and Pasadena via bicycle as well as enjoy recreational cycling throughout San Gabriel and San Fernando Valley's. I cycled over 8000 miles in 2022. Please make bike lanes and bike paths in these valley's which will make it safer for all cyclists. Thank you.

-- 53 --

I love walking and biking in Pasadena and I want it to be a safe option for all!!

-- 54 --

I took up cycling for exercise late in life and would like to see safer cycling areas for anyone who rides a bike, for transportation to work, shopping or just for fitness reasons. I've seen some close calls between cars and cyclists (and pedestrians!) and feel that there are many improvements and changes the city could make to it's road infrastructure to make it safer and encourage people to leave their cars at home and ride a bike to get coffee, etc. instead. This would improve traffic flow and has clean air and climate benefits also.

-- 55 --

I bicycle frequently and want to feel safe riding on Pasadena streets

-- 56 --

I live 3 blocks from the Pasadena border in Sierra Madre, and I rely on Pasadena bike lanes and Metro to get where I need to go. I'm a mom who traded in my car for a pedal assist bike a year ago. We need safe bike lanes to protect my child when he rides with me, and to protect me, as a biker with hearing loss. We live in a world where 1 in 5 drivers has online shopped while driving. We need infrastructure that shields us from their inattention and dangerous sense entitlement.

I can volunteer with web and graphic design- I am excellent at getting Wordpress sites to the top of Google and I can draw anything. I can write a little.

-- 57 --

Reducing the the amount of cars on the road would result in less pollution, and more people being able to safely opt to ride their bicycles.

-- 58 --

I want other kids to know the joy and independence that my kids felt when they started biking to school on their own when they were in 5th and 3rd grades (in another, more bike-friendly city). I

can't, in good conscience, encourage families with elementary school age children to ride to school alone on our current streets. Building the greenways to the AAA standards would be a huge step toward a great bike network in Pasadena, making biking much more accessible to all.

-- 59 --

My kid bikes to school and work.

-- 60 --

Reducing car emissions is one of the most important things we can do to reduce GHG.

-- 61 --

It is urgent that we reduce our GHG emissions immediately. And that we do so in a safe way. The Pasadena Complete Streets Coalition is supporting safe, GHG reducing multi-faceted transportation. I commend you and support you and thank you for your work!

-- 62 --

Safe biking infrastructure, especially north-south and connecting with the union cycle track would be amazing and really be the start of a great cycling network here in Pasadena!

-- 63 --

We need to make our streets safer and more efficient. Take lanes away from cars and give them back to the people of this city.

-- 64 --

I love biking

-- 65 --

My family and I live in Pasadena and bike often in Pasadena and surrounding areas. I want safer streets. We can have a healthier and happier city if we implement these changes and more! I want Pasadena to lead the way - Complete streets, Safe streets, sustainable and healthier city, please!

-- 66 --

I enjoy living in an area that provides alternatives to cars.

-- 67 --

All people deserve a safer and cleaner way to get around the city. Protected biking saves lives, saves money, and promotes a cleaner/healthier city.

-- 68 --

Because it allows everyone to have a safe and healthy life

-- 69 --

Wilson is my commute! To make it safe for biking, needs to be one-way one lane of auto traffic south (with Catalina in other direction). Wilson is too narrow for safe biking and two lanes of autos.

-- 70 --

So I could safely get outside and explore the city in a safe way with my family

-- 71 --

We think everybody should be safe

-- 72 --

I feel unsafe biking in Pasadena, because the volume and speed of car traffic is potentially deadly. A network of safe and enjoyable cycle paths is necessary for bike commuting, recreational biking, and other forms of accessible non-car transportation. High quality protected bike lanes as part of a walkable, bikeable, and transit oriented city design are the only way forward for Pasadena transportation to be safe, accessible, environmentally friendly, enjoyable, and fiscally sound.

-- 73 --

I love riding my bike, and I want to be safe and bike with my family protected!

-- 74 --

I ride my bike often.

I need children to be safe and sound riding to and from school.

I lived in Amsterdam, one of the bike riding capitals in the world, and it rocks!

-- 75 --

It is important because bikers could get hurt yelled at or honked at just because they are trying to bike and if we install bike lanes on streets it will solve the problems I listed and many more.

-- 76 --

I think safe streets and urbanism is crucially important for us to reduce car-dependency, lower global emissions, and make our cities more equitable and liveable.

-- 77 --

I love walking in Pasadena and often use a bike to commute across town. I would love to have greenways and more walkable streets, especially around and connecting to old town!

-- 78 --

I just got an e bike and I realized how many streets aren't bicycle friendly let alone easy to maneuver for myself then it made me think of people who are in wheelchairs and I don't think the streets are as accessible as they could be. There are raised edges or no edge that's low to smoothly cross a cross walk. Down villa st going towards n lake Ave is bumpy and doesn't have smoother edges to cross or it's difficult to see where the lowered edge is located

-- 79 --

Good for the environment and I also value the safety of everybody, so the model shown from Portland, Oregon was impressive.

-- 80 --

I am a senior citizen and carless. I go everywhere on foot, on my bicycle, or by mass transit. I live in an area with people of different ages and abilities and I want everyone to be able to get around safely.

-- 81 --

Since I moved to Pasadena in 2011, my experience (living in the Central District) has always been that the streets favor *cars* rather than *people/pedestrians*. (Try crossing California St. by foot.) Please implement the All Ages and Abilities safety standard for the four planned North-South Greenways (and also focus on SHADE trees and overall city cooling).

-- 82 --

Every time I walk in my neighborhood I feel as though I am risking my life. A pedestrian was run over and killed by a vehicle last year on the corner closest to my house. And in the previous two years, two automobile passengers and one motorcyclist were also killed in collisions due to

extremely high vehicular speeds in the same block. Thus, I fully support efforts like Greenways that are designed to slow motor vehicle speeds and thus improve safety for pedestrians and bicyclists.

-- 83 --

It will encourage new ridership because not everyone is strong enough to operate a self-propelled bicycle for longer periods of time (e.g., older people) and will reduce emissions from motorized bicycles at the micro level which affects pedestrian in particular.

-- 84 --

Safety

-- 85 --

Safer streets

-- 86 --

Me and my loved ones ride our bikes to run errands and commute. I want to make streets safer for everyone.

-- 87 --

A dearth of mobility options is an implicit tax on anyone who cannot drive... while also worsening climate change!

-- 88 --

I love to walk and am too afraid to bike in Pasadena.

-- 89 --

I am tired of feeling unsafe in a car and outside of it. I am tired of the climate getting worse but our dependency on cars doesn't change. We need walkable neighborhoods.

-- 90 --

I want to give a healthy planet with clean air to my son.

-- 91 --

I think Pasadena should strive to think holistically about transportation. We are so blessed to live in an area that has historically experienced fairly dry, warm weather (this last Spring notwithstanding). At present, I would say most people don't want to walk/ride because it's so unsafe trying to navigate around cars. I say this as someone who walks 3 miles to and from work every day and tries to utilize the bus and Metro on weekends. The more people are able to walk and ride without cars being able to easily hit you, the more you'd see this city become re-born.

-- 92 --

Because I love the idea of getting around without a car and getting exercise at the same time. We need safer ways to do that!

-- 93 --

My husband has been hit by driver twice while riding his bike. We're expecting our first child and I want him to be able to enjoy safe streets.

-- 94 --

Making it safer for all to bike is extremely important and HEALTHY..

-- 95 --

I want to see Pasadena set the standard for a car free walkable city in Los Angeles and help shape the way for the future.

-- 96 --

I care about our future, improving public health, and reducing the impact on global warming. I ride my bike frequently and my father passed away in a cycling accident. Safe streets for cyclists and pedestrians are important for me to feel safe while living my values.

-- 97 --

Safety and accessibility for all.

-- 98 --

As a cyclist, I would love to see Pasadena have more infrastructure for non motor vehicles.

-- 99 --

This is important to me because I care about people. Streets should be safe for everyone!

-- 100 --

We deserve a walkable city. We should be able to exercise without fear.

-- 101 --

As a new cyclist I want to be able to run all my errands and enjoy Pasadena on my bike without the fear of aggressive drivers trying to end my life. I've never come to love Pasadena more than experiencing it from my bike but as a new cyclist drivers still spook me (countless close calls) and safer infrastructure would make me feel at ease.

-- 102 --

We need to get people out of cars and encourage walking and cycling. It's good for the environment, for health, and for safety, and it makes Pasadena more attractive as a destination. Let's make Pasadena the Amsterdam of California!

-- 103 --

I want safer streets so my children can walk to school.

-- 104 --

I like to ride my bicycle

-- 105 --

I have trained commuted and taught my kids to ride in Pasadena for over 30 years and I think we should be prioritizing safe alternatives to car centric infrastructure to make our city even more beautiful and safe than it already is.

-- 106 --

I have a new bike but am hesitant to ride it because it's so rough out there. I am looking forward to that Union St. project to be completed. That poor bike is sitting there, waiting...

-- 107 --

I ride my e-bike all over town and having safer pathways benefits both drivers and riders.

-- 108 --

I have been riding regularly in the City since we moved here in 2011. I am deeply disappointed at the lack of progress in providing safe facilities when there are abundant opportunities for improvements. I don't need wayfinding, I need safe facilities for myself and my family who also rides with me regularly.

-- 109 --

Safe mobility for all.

-- 110 --

I've been a cyclist in Pasadena for nearly 20 years. While Pasadena is a relatively bike-friendly city relative to others in the LA Metro region, safe and continuous north-south bike route have been a consistently weak link in the city's bike infrastructure. I'm encouraged to see these greenways are in the plan, but they need to serve the broadest range of riders possible to encourage adoption of cycling in the city more generally.

-- 111 --

I believe that street design is central to street safety. The design promoted by Pasadena Complete Streets Coalition can improve street safety for everyone, especially bikers and pedestrians.

-- 112 --

Redesign of our city's streets to create a network of low-traffic, low-speed streets is essential for improving the quality of life in our residential neighborhoods, ensuring safety for pedestrians and bicyclists, and making Pasadena a city where it is increasingly possible for people to circulate without cars.

-- 113 --

I believe that ALL people should be able to navigate our streets safely and efficiently. Our streets, in their current state, are deathtraps for anyone not driving a car and the statistics for pedestrian deaths in Pasadena are horrible.

-- 114 --

Pasadena has a tradition of embracing progressive acts that are beneficial to all its residents. This safety standard would be a continuation of that tradition.

-- 115 --

I commute daily through parts of Pasadena and in fact ride on El Molino. We need better infrastructure to keep riders like me safe and to encourage others to participate.

-- 116 --

My partner was hit by a car in Pasadena, snapping her collarbone in half. Most everyone I know is afraid to bike here. But this could be a wonderful place to be a bicyclist if the city government makes the right decisions.

-- 117 --

My husband bikes to work at Caltech, and we both bike for fun in the areas proposed for greenways.

-- 118 --

We are a young family with a toddler that enjoys commuting around Pasadena on our ebikes together. As a long time Pasadena resident and biker I've had way too many "close calls" with motorists while biking in Pasadena streets. It goes without saying we need better and more biking friendly infrastructure in Pasadena. The streets are for more than just cars!

-- 119 --

My primary mode of transportation to and from work is with a bicycle, and I believe it should be the same for more people in our county

-- 120 --

I ride my bike a lot and would like my family to feel safe hiking with me on our trips around town.

-- 121 --

I walk everywhere in Pasadena, and have had so many near misses with drivers who speed, ignore crosswalks and even "walking" light signals. The more we can do to insure safety for pedestrians (and bikers), the better!

-- 122 --

Pasadena streets should be so bikable and safe but sadly they aren't.

-- 123 --

As a Pasadena resident who occasionally commutes by bicycle, I understand the stresses of cycling on our roadways. I still believe that cycling is one of the best ways to enjoy our beautiful

city and would like to see Pasadena set an example for other cities with safer and more expensive bicycle infrastructure.

-- 124 --

I ride and want the safety for myself and others

-- 125 --

I would use my bike much more for errands, visits, etc. if I felt safe and comfortable.

-- 126 --

Pasadena needs more safe streets to bike on. Riding through these main thoroughfares doesn't need to be as dangerous as it currently is. It feels like Mad Max for cyclists out there. Cars constantly pass me within inches and not feet.

This city should also aspire to be green and even more walkable.

Reduce car lanes and think about closing streets in old town — even if just on weekends.

-- 127 --

We need to move away from car dependency. It's damaged our cities and health, it's the most dangerous method of transport, it pollutes our air. We need multimodal transportation. It's the future of cities and Pasadena should be a leader in this space.

-- 128 --

I frequently take my daughter by bike from South Pasadena to art classes, parks, and other activities in Pasadena, and with the coming opening of the Union St protected bike lane, I'll feel even more comfortable doing so. However, all the north-south options, particularly El Molino to get down to San Marino and into South Pas, get used as short-cuts by impatient drivers. Having a network of north-south All Ages and Abilities greenways would give us the confidence to explore Pasadena even more.

-- 129 --

I grew up in South Pasadena, cycled to school and to shopping in Pasadena. I know exactly how dangerous these streets can be and they don't have to be that way. We need to make our infrastructure safer for cyclists, pedestrians, and mobility aid users.

-- 130 --

I bike to work everyday from South Pasadena to Pasadena. I want safer bike lanes so I can return safely to my family after my workday

-- 131 --

I'm 72 and bike every day

-- 132 --

more cyclists and less cars is better for everything

-- 133 --

Biking is good for health and environment and community

-- 134 --

Kids go to school by walking or biking. Hope they feel safe doing it.

-- 135 --

I really like biking around Pasadena and would love it to be safer, especially for my kids!

-- 136 --

I see Biking as a more affordable and healthy way for me to get around. The only problem is it isn't safe or enjoyable to bike in most places in the area

-- 137 --

I live in neighboring South Pasadena and would absolutely love the ability to safely visit the shops, parks, and cultural attractions Pasadena has to offer by bike.

-- 138 --

Biking

-- 139 --

I would like to see safe streets in Pasadena! I was previously a committed bike commuter, in all sorts of weather, when living in other cities. Cycle commuting and walking can and should be much safer for everyone than it currently is in Pasadena and developing these proposed greenways would make me a safer bike commuter again.

-- 140 --

It would make commuting to my office via bike safer

-- 141 --

In Pasadena, I ride my bike with a rear child seat for my 2-year-old toddler instead of driving the car. I would love safer street to get around.

-- 142 --

I bike to work and i love to see other bikers on the road

-- 143 --

We need safer cycling streets

-- 144 --

My family bikes regularly. We try to commute by bike for all of the positive attributes: climate change and reducing emissions, health and quality of life, and building community. Pasadena has been improving bike safety, but more needs to be done! Especially to have biking routes around schools that are safe for all ages. The 4 north-south routes is a wonderful start.

-- 145 --

Cars are the worst.

-- 146 --

I live in Pasadena and commute via bicycle. We need more routes safe for bikes. There are plenty of options for cars already.

-- 147 --

As a father , a pedestrian, and a bus and bike commuter, safe streets are important to me. No one's life or well being should be compromised in order to prioritize speed over safety. Everyone should have access to safe streets regardless of the mode of transportation chosen., or even more so those unable to drive. Speed kills and divides communities.

-- 148 --

I work in Pasadena and my partner lives in Pasadena. I have friends who bike to work and I know several others, including myself who would start biking to work if the streets were safer for pedestrians.

-- 149 --

A car shouldn't be required to enjoy our city. Let's create a safe alternative that everyone can enjoy.

-- 150 --

I believe in the importance of safe, climate resilient streets for building strong, diverse communities. Biking should be an activity for all to enjoy.

-- 151 --

Greenways are just as important to the economy as the environment. Much like a train system. It is important that they are accessible to all of us. Not only so everyone can enjoy them, but so everyone can make an impact economically, environmentally and recreationally.

-- 152 --

I love biking around pasadena, but have also had some dangerous encounters.

-- 153 --

Safe access to biking on the road is so important for everyone who shares the road. Cars need to feel confident in passing bikers, and bikers need to feel confident and safe riding on the roads. Bike lane accessibility/safety is currently subpar in pasadena, and with the Complete Streets Coalition/Greenway project, the lanes will be much improved for all who use the streets. Thank you for your support in this matter.

-- 154 --

After moving to Pasadena I stopped biking to work, mostly because of the inadequate infrastructure. This is an opportunity to remedy the situation and make biking safe and more comfortable!

-- 155 --

Safe streets are important to connect with the community. When cars are speeding and not paying attention, the neighborhood becomes dangerous. I have seen drivers that are turning right at red lights onto one way streets only looking in one direction - the direction of oncoming traffic, and not looking the other way where a pedestrian may be crossing the street.

-- 156 --

I believe everyone should have access to safe ways to get around, and I do not agree with the current car centric model we live in.

-- 157 --

I really want a safe, decent, north/south route from Altadena to Caltech.

-- 158 --

I bike all the time. Even though I have a car, I choose to bike as my primary form of transportation within Pasadena. I am incredibly passionate about biking for: physical health, mental health, the environment, and budget. There is only good to be created by encouraging more people to bike!

Drivers do not treat bikers with respect. I always feel incredibly unsafe using main roadways. In fact, I've been rudely tailgated, driven out of the road, and honked at for just being where I'm allowed to be. I want protected lanes for myself and for others.

-- 159 --

I believe that our streets are not designed for people's SAFETY, and more for CARS. Our communities need safer streets and I believe this project is a step towards them.

-- 160 --

I bike from North Pasadena to Caltech and want safer transit.

-- 161 --

Bike friendly and safety

-- 162 --

Clean Air

-- 163 --

People should be able to ride and walk safely.

-- 164 --

Improving transportation alternatives to cars is one of my biggest passions because it makes people safer, healthier, and reduces our impact on the environment.

-- 165 --

I frequently bike commute, and am constantly in danger of being hit by aggressive drivers. I recently had a car come within a foot of running me over, all while accelerating well above the 35mph speed limit of the street. Pasadena residents deserve to have healthy and safe alternative commuting (and recreation!) options. We currently have next to none. It is embarrassing that our city has done so poorly in this regard, and the only solution is to make major changes to the way our streets are used.

-- 166 --

I want a safer, more sustainable future for my community and believe protected bike lanes and slow zone are an important first step toward this.

-- 167 --

Pasadena is a vibrant, diverse and special place. I am retired and walk almost everywhere I go in the city. It seems there are more and more people discovering the pleasure of walking Pasadena every year. No one should be excluded because of their age or ability. This city belongs to all of us and all should be able to enjoy it equally.

-- 168 --

I walk to work everyday. I feel unsafe crossing roads

-- 169 --

As a nearby resident right off of Wilson Ave who works at Caltech, this safety standard will make a huge difference in the livability of this area as we need more safe ways to walk and bike to home and work. (Right now, I feel unsafe doing either as Wilson is basically a freeway with cars often racing during the day.) I fully support this effort and encourage you to implement as many low-speed shared streets as possible.

-- 170 --

Cycling is a fun way to exercise, get where you're going, and help the environment. Any opportunity to make cycling safer in our city is a win in my book.

-- 171 --

My husband and I both like riding our bikes in Pasadena

-- 172 --

As a JPL researcher, I often commute by bike between JPL, Caltech, and my home near Target/Ralphs. I would appreciate safer ways to commute within Pasadena -- and ideally to/within Altadena too. But as a first step, we need north-south bike ways (on Lake especially) and more east-west bike ways too.

-- 173 --

I would love to have more walking activities, trails and bike routes in Pasadena.

-- 174 --

I want to reduce carbon emissions and stop global warming. Everything towards that goal counts.

-- 175 --

I walk and use public transportation daily. There is not a day when I am not almost struck by a car.

-- 176 --

I would like something similar in my area. It can feel uncomfortable crossing wide and busy streets. Would love this on south Marengo

-- 177 --

As a mountain biker who also enjoys and uses streets. I feel like it is much more risky than riding on the streets the riding down the mountain next to a cliff!

-- 178 --

I've seen kids from the school next to me (McKinley School) on S El Molino Ave nearly get hit by cars going considerably above the speed limit, and I myself have had a close call. El Molino is often used by aggressive drivers trying to beat rush hour, and the burden has been on its residents - especially children - who have been put in unsafe conditions.

-- 179 --

I want to be able to safely ride my bike to work and around town!

-- 180 --

I would use my car as little as possible if I felt safer biking to and from places in the area.

-- 181 --

It's important for Pasadena to be an example of how to create safe streets and, minimally, adhering to the standards set by government oversight bodies should be a must. In actuality, Pasadena should want to surpass government recommendations to prove it has a plan to integrate safe cycling for all ages.

-- 182 --

I'm concerned with safe, walkable streets & biking options.

-- 183 --

Complete streets help everyone with stresses of modern life. This is a public health issue, even for people not riding bikes themselves. This is for cleaner air, more peace and quiet, healthier people, less people haunted by accidents. This is for our whole future starting from today.

-- 184 --

Highway 210 has split Pasadena, hindering its potential to be a walkable city. Personally, I bike to work daily, crossing either El Molino or Wilson Street, and constantly feel vulnerable due to the heavy traffic and lack of protected bikeways. To transform Pasadena into a pedestrian-friendly and bike-friendly city, it is crucial to establish enhanced north-south connections through the implementation of greenways, which can help mend the division caused by the highway and promote a safer and more interconnected Pasadena.

-- 185 --

I work in Pasadena and often ride my bike there. I am a senior citizen.

-- 186 --

My family rides bikes in SGV and we want our eight year old daughter, and all families in the area to have access to safe streets for walking, biking and living!

-- 187 --

I can't tell you how many times I have nearly been hit by a car in Pasadena. But I would like to add that Fair Oaks (on which I live) is especially egregious, as the speeding is out of control, and a road like this, designed mostly as a freeway bypass for people who live in Altadena, has no place in a residential community. I dare anyone to pull up a lawn chair and sit near one of the radar speed meters on a Friday afternoon. The speeds you will see will be ridiculous, the noise will be loud, and the cops will do literally nothing about it.

-- 188 --

I like to bike but often find that the route to the places I want to go feel unsafe. Especially because I often bring my young daughter with me, I need to feel safe so I can bike. Thanks!

-- 189 --

Driving is a privilege, bicycling and walking are rights. It should be easier to walk , ride a bike, and take public transportation than to drive a car.

-- 190 --

I want everyone to enjoy biking and walking in Pasadena

-- 191 --

Safe streets ilncrease property value and human life

-- 192 --

American transportation design has gone down a blind alley, creating cities that are economically challenged, dangerous and inconvenient. Pasadena is better than most, but European cities are far ahead of us in designing cities that work for the ppl who live there. These standards should be applied to EVERY street, not just a few scattered refuges. Every kid should be able to walk or bike to school safely. Every citizen should be able to walk or bike safely and conveniently to grocery shopping and other local tasks.

The intro to the NACTO guidance says it well. Building bicycle infrastructure that meets this criteria is an essential strategy for cities seeking to improve traffic safety, reduce congestion, improve air quality and public health, provide better and more equitable access to jobs and opportunities, and bolster local economies....

The All Ages & Abilities criteria is a national and international best practice that should be adopted for all bicycle

facility design and network implementation; lesser accommodation should require additional justification. Along

with a problem-solving approach to street design, the All Ages & Abilities benchmark should be applied across a

city's entire bicycle network to grow bicycling as a safe, equitable mode for the majority of people.

-- 193 --

Pasadena is very challenging to navigate without a car, which must change, and ease of cycling is a key part of the solution.

-- 194 --

When I ride my bicycle from home and through Pasadena, my north / south route include a long section of Wilson Ave. I'm always contending with and competing for lane space while I ride and there is car traffic on the street.

-- 195 --

I do a lot of biking in the Pasadena area and I'm all for improving biker and pedestrian safety.

-- 196 --

A few of my friends are running a project that heavily relates to this and I want to support them in their efforts towards safe streets in LA. Also, I walk and bike around quite a bit so some extra safety would be great.

-- 197 --

I want more accesible bike lanes and believe bikers should be able to bike safely

-- 198 --

its very important to me

-- 199 --

I think safe and reliable non car based transportation is vital for creating equity in our community and building a city that is less damaging to our environment.

-- 200 --

I need to bike home from school, and these lanes would make my route safer.

-- 201 --

I use El Molino all the time when I'm going home so it's be great to have a safer street when I use it.

-- 202 --

I am an often user of public transportation, and I think that introducing more bike lanes in LA will allow for higher safety, sustainability, and overall health.

-- 203 --

bc sav told me to sign it for free candy

-- 204 --

bike safety is so important!

-- 205 --

I want this to happen because I am about to drive soon and I want bikers to be safer on the road since there ar not. a lot of space for them to bike and this risks both the driver's safety and the biker's safety.

-- 206 --

general safety

-- 207 --

I love biking and I believe it would greatly improve our community

-- 208 --

I ride my bike to work, and commute between Sequoyah School's two campuses. I have had a few close calls and many moments where I think to myself, "Huh, why does the bike land end/begin here?" Thanks!

-- 209 --

I work in Pasadena and would like the streets to be safe for everyone.

-- 210 --

I think safe bike lanes are incredibly important especially in a busy area with lots of cars and freeways like pasadena

-- 211 --

because sav said so

-- 212 --

I want to be able to bike around Pasadena more often, as getting around the city can be difficult on foot.

-- 213 --

Biking is a super important part of my commute to work as well as makes me feel good and makes our community healthier (while lowering the use of fossil fuels). This impacts me personally!

-- 214 --

My son bikes to school every day and I would feel much safer if he were in a bike lane!

-- 215 --

This is important because there are so many bikers and walkers in Pasadena of all ages, and I want everyone to be safe and feel comfortable to ride their bikes.

-- 216 --

Because I biked to school for years and found the existing bikeways quite dangerous.

-- 217 --

i bike in the area lot and would like to see routes open up so i can get home faster

-- 218 --

Because I bike home from school and bike lanes would make it feel safer

-- 219 --

I feel unable and uncomfortable biking or walking in the Pasadena area because of my concerns with traffic safety. I want my whole community to be able to use green transportation in a fun way that is safe and equitable for all.

-- 220 --

I like to bike and I want to do so safer

-- 221 --

I bike a lot around Pasadena and would feel so much safer with more bike lanes

-- 222 --

I love to ride my bike, but I can never do it in LA because I'm worried I'll get run over. Having more designated bike lanes would really enrich the experience of living here and probably cut local carbon footprints as well.

-- 223 --

Do 99% of travel on bicycle. There should be 90% bicycle infrastructure in Pasadena, CA, 90% car elimination from all streets. Four greenways is not going to cut it.

-- 224 --

It's important that everyone feels safe enough to bike. Cars are bad for the environment, expensive, and bad for people's mental health.

-- 225 --

Not every person owns a car, plus there are young people who can't yet drive, and adults who may not be able to drive anymore for whatever reason. Yet, we all have somewhere to go. And our streets ought to be safe for every person to travel to travel on. People need to think beyond themselves, because at one point or another, we will all get to a point where transportation may not be as easy for us as it was in our younger years.

-- 226 --

I recently moved to Pasadena from Minneapolis. Minneapolis is incredibly friendly to biking as far as infrastructure goes, but the weather is less cooperative. Pasadena has the opportunity to be a biker's paradise given its year-round climate, we just need to build out the infrastructure! I love biking around my city and I think with more and higher quality bike lanes, everyone, regardless of ability or age, will as well.

-- 227 --

I live on East Washington Blvd near El Molina and the traffic speeds in the area are a big problem. I support prioritizing pedestrian safety over convenience for drivers.

-- 228 --

Because I would like to ride my bicycle more frequently when I'm not commuting to work

-- 229 --

As a resident of Pasadena I want to ensure we maintain this city in better shape than what we found when we arrived.

-- 230 --

Safe public cycling is one of the most sustainable and progress improvements to be made to our community. This cause directly aligns with the goals and missions of Pasadena, and we should strive to accomplish this safety standard to help reach these goals and promote sustainable transportation in our community.

-- 231 --

I recently moved to Pasadena and am surprised at how not bike-friendly the city is. I strongly believe that we should make the streets more safe for bikers and ultimately reduce the amount of cars on the road.

-- 232 --

Being able to take active transportation safely and comfortably is better for people's health, mental well-being, and the environment

-- 233 --

I believe everyone should have safe and healthy ways to get around town to work and elsewhere

-- 234 --

I live on Craig and bike or scooter to work on Craig every single day. As a pregnant woman, I try to be the safest I can possibly be while doing so, but that is impossible when a massive truck decides to zoom past me with < 2 feet of buffer. There is also an elementary school on Craig, and the chaos of all the drivers around the school is insane. It is such a dangerous situation for all the children there, and I can say with confidence the most aggressive drivers I encounter are usually people driving to or from that school. Also, the stoplights on Craig do not detect bicycles or scooters, so I have to go up on the sidewalk to press the cross button to get the light to change. This is bad because riding electric scooters on the sidewalk is illegal, and having to have the walking symbol go up takes more time for everyone because it is longer than the usual light duration.

-- 235 --

I commute between the top of Fair Oaks and Caltech on a bike. The N/S corridor between Mountain and Cordova not only feels very unsafe, but is unsafe. I was involved in a bike vs. car accident on Wilson Ave north of Cordova just last year.

-- 236 --

I was car doored on Villa. Union street is awesome and we need more well thought out bike infrastructure like that. No more jamming us next to parked cars :(. We need more bike infrastructure that covers all the basis to make bike commuting a real option, especially now that e-bikes are commonplace. I myself dont use e-bikes, but I bike commute around Pasadena and I bike for fun and exercise and bike infrastructure makes Pasadena a friendlier place to be and protects cyclists away from diverting onto busier streets.

-- 237 --

I work in Pasadena at Caltech. It is important to have safe North South streets for cyclists.

-- 238 --

As someone who commutes by biking, having safe streets to ride on is really important to me and would promote the overall accessibility and ambiance of the neighborhood.

-- 239 --

I don't want to die

-- 240 --

My friends bike and I want them to be as safe as possible

-- 241 --

I bike around all corners of Pasadena everyday by myself, and with my young kids (4 and 7). There are plenty of streets for cars to drive on but not many great options for bikes. I (as well as others) find great value in low traffic options which are much safer and would hopefully let others bike as well.

-- 242 --

I'm a Pasadena resident with two elementary-aged children and I would love to be able to ride with them around the city via bicycle rather than car. At this time, most of Pasadena's streets feel unsafe for them to be riding on, even the so-called "greenways". The only place I would feel comfortable taking them is the Union Street protected bike lane - thank you for that! Unfortunately, there's no direct connection to that path from where we live. If El Molino was safe to bike on it would open up much more of the city for us.

-- 243 --

Having previously lived in the Northeast, it was disappointing to see how car dependent Pasadena is. Biking here has felt very unsafe with the lack of protected bike lanes.

-- 244 --

Pasadena could be a one of the best cities in the nation for cyclists and pedestrians if we were committed to safety and accessibility for all. I have epilepsy and am unable to drive. I try and bike and walk to run my errands, but I often don't feel safe. Everyone deserves to be able get around Pasadena safely, regardless of the mode of transportation you're taking. The All Ages and Abilities guidelines moves us closer to ensuring that Pasadena is a great and safe place for children, families, and people with disabilities.

-- 245 --

I think it's a good idea to diversify the ways people move around the city.

-- 246 --

I'm a cyclist and it's unsafe to ride here. I'm also an urban planner by education and I'd like to help push the city to add cycling infrastructureZ

-- 247 --

I don't want to die when I ride my bike.

-- 248 --

I want to be able to access Pasadena from Altadena via my bike safely. I currently don't feel like that is an option.

-- 249 --

The Sierra Bonita Greenway proposal in particular provides a direct and easy route for my child to go from my house to the Jefferson library branch.

I use my bike as much as possible for errands, both for my health and for the environment, and we should facilitate the other benefits of large scale adoption of active transportation for our community.

-- 250 --

Pasadena feels like a town that should be bike friendly. It is such a cute town and a great community! The streets are begging to be full of bicycles instead of cars. Bicycling makes people happy. Bicycling makes people more neighborly. Bicycling builds community resilience! I want to feel safer getting around Pasadena by bike so I can spend my weekends completely car-free.

-- 251 --

I often walk and cycle in Pasadena. Safe streets are of utmost importance to me and my family.

-- 252 --

It is important to me because I love to bike and I have kids that like to bike. I recently bought a cargo bike to take the little ones around and my wife only wants us to be safe. It's also better for the environment.

-- 253 --

For a couple of years I worked at Caltech while living on Los Robles Ave. I commuted by bike, which meant that my partner and I could survive with just one car (a second would have been unaffordable). I noticed a huge improvement in my quality of life when Cordova got its dedicated bike lane; before that, using the road was much more stressing and scary (I still did it, but always fearing for my safety). Unfortunately my ability to commute by bike more largely in our city is limited by the scarce number of truly bike friendly roads in the north-south direction. This initiative would definitely address my concerns and interact very nicely with the east-west corridors on Union st and Cordova st

-- 254 --

The air quality of Pasadena needs help. Our "City of Roses" requires its citizens and residents to consider changing their commuting habits, similar to how Parisians did over the last decade - see the article 🙌🌹

<https://www.washingtonpost.com/climate-solutions/2025/04/12/air-pollution-paris-health-cars>

This post on WP's Instagram page is also related to the same article:

<https://www.instagram.com/p/DIckPTsRHT6/?igsh=MzRIODBiNWFIZA==>

-- 255 --

It's important to me as a cyclist who would like to have safer bike lanes, and also as a Pasadena resident who love to have safer, more pleasant streets with less car traffic.

-- 256 --

A greenway in Pasadena is important because it gives people a safe, scenic way to walk, bike, and commute without cars. It connects neighborhoods, parks, and schools, promotes healthier lifestyles, and helps reduce traffic and pollution. Plus, it brings more green space to the city, which is great for the environment and mental well-being.

-- 257 --

Bike Lanes free of cars

-- 258 --

I'm a nearly 20 year Pasadena resident and I would like to be able to walk with my kids without fear of having them or myself run over!

-- 259 --

Everyone's safety is important!

-- 260 --

I want a stronger and safer pedestrian community. One that has more green space and community engagement.

-- 261 --

Pasadena has so much potential to truly be an inclusive city to bicyclists and walkers (two groups more likely to stop at local stores than those driving cars), with the beautiful nature and generally flat city. All that is missing is some simple infrastructure to truly make Pasadena more family-friendly, bike-friendly, and human-friendly. I'd love to be able to bike anywhere I want to go in Pasadena, which is healthier for me, better for the Pasadena city economy, and better for the overall air quality of the city.

-- 262 --

I bike to work several times a week - a 15 minute bike ride along Catalina, San Pasqual and North Altadena drive. I would not feel safe biking to work without San Pasqual, with its common bike commuters, many stop signs, wide streets, and low traffic density. Even then, walking my dog on San Pasqual I almost got hit by a car, so it's definitely not perfect, but it feels a lot better than my short stretch on Altadena drive where I just put 100% faith in cars to not hit me. I honestly feel like biking regularly on US streets, you're just accepting that you'll probably get hit by a car one day. I know 2 regular bikers in their 20s (one commuter, one for exercise) and both have already been hit by a car. One of them was hospitalized for several days but survived. The other was hit IN PASADENA at slow speeds by a car moving up quickly to peer into the intersection at a blind turn (view blocked by parked cars).

I am a Caltech alum who also studied abroad in Denmark, so I know that life doesn't have to be this way! I never felt in danger while biking there! It was amazing! A different world! I could bike for hours at a time- between cities- along special "bike highways" totally separated from the

main roads. In lower car traffic volume areas, you'd bike along the sides of the roads and it still felt safe because of the active biking culture in Denmark (cars knew to be aware of bikers). Most of the bike paths were also raised to sidewalk level (think an extra wide sidewalk, with the bike part colored) so you just couldn't be casually sideswiped by a vehicle. It would be amazing to make Pasadena more bike friendly.

-- 263 --

I have young children and am saddened at our inability to bicycle safely in our own community. I have seen better elsewhere - let's make it happen here!

-- 264 --

I think it's important for everyone to have safety as they're on the street. Thank you!

-- 265 --

Biking for fitness and to reduce my footprint is incredibly important to me. Since moving to Pasadena I haven't felt very comfortable riding on the streets, until I found Roseways and Greenway maps. Even then, they are not long or completely connected. Would love to see this expanded and more legit bike lanes in place.

-- 266 --

I would like to bike to work but don't currently feel experienced enough to ride on busy Pasadena streets. Pasadena is a perfect city for year-round biking and enjoying the beauty of our surroundings. I'd love to see fewer cars and more bikes.

-- 267 --

Seniors, people with disabilities, and low income communities are usually the most affected by the lack of safe streets/corridors where they can ride safely, or be introduced to cycling.

-- 268 --

Active transportation in Pasadena needs to be safer!!!

-- 269 --

I want to feel safe walking and biking with my children around our neighborhood.

-- 270 --

Living in Pasadena is great but getting around without a car is a major hassle. We deserve a better way for pedestrians and bicyclists to get around.

-- 271 --

My wife was hit twice by a car as a pedestrian. Both times on El Molino. The Pasadena CSC advocated successfully to make El Molino a Greenway street back in 2015, funds have been approved, but the City has procrastinated until this day. Had the City moved forward in 2015, my wife would have saved 4 broken bones and losing 8 teeth, plus all the psychological trauma of experiencing a nearly fatal accident.

Endorsements for All Ages & Abilities Greenways

Seventeen local organizations have written endorsements for All Ages & Abilities Greenways. This might make them the best supported transportation project in Pasadena's history. Supporting organizations include:

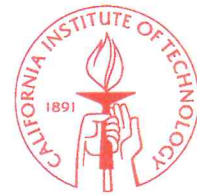
- Pasadena Unified School District
- Caltech
- Sequoyah School
- Polytechnic School
- Pasadena City College (PCC)
- League of Women Voters, Pasadena Area
- Pasadena Accessibility and Disability Commission
- Pasadena Environmental Advisory Commission
- Pasadena Transportation Advisory Commission
- NAACP Pasadena Branch
- Abundant Housing LA
- Pasadena Community Job Center
- Making Housing and Community Happen
- Active SGV
- Day One
- EDEN All Saints Church Environmental Ministry
- Pasadena Complete Streets Coalition

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Below, we include their endorsements. The boards of both PCC and PUSD both wrote and approved motions of support. The other organizations wrote letters of support. One sign-on letter was signed by eight different organizations.

California Institute of Technology
Pasadena, CA 91125 | tfr@caltech.edu | (626) 395-6301

Thomas F. Rosenbaum, *President*
Sonja and William Davidow Presidential Chair and Professor of Physics



April 29, 2024

Mr. Joaquin Siques
Director, Pasadena Department of Transportation
221 East Walnut Street Suite 210
Pasadena, CA 91101

Dear Mr. Siques,

Congratulations on your appointment as Pasadena's Director of the Transportation Department. I hope you find this important and challenging role fulfilling.

I am writing to express my concerns regarding the safety of the daily commute for Caltech students, staff, and faculty to our campus. Over 40 percent of Caltech community members either bike or walk to their studies or work every day. I bring this matter to your attention because at least one of our community members has been involved in a vehicle-pedestrian collision within a crosswalk, and several others have reported near misses. Without proactive measures, I fear that more serious accidents are inevitable. Given this context, it is imperative that the streets bordering the Caltech campus be enhanced to ensure a safe environment for pedestrians and cyclists alike.

I respectfully request that all streets connecting the Caltech campus to adjacent neighborhoods be analyzed for safety issues and receive any recommended safety enhancements. A specific concern is Wilson Avenue, as Caltech owns properties on both sides of this thoroughfare, and students, faculty, and staff frequently need to cross it. The substantial pedestrian traffic necessitates improved safety measures on Wilson Avenue to moderate vehicular speed and facilitate safer crossings.

Finally, I am pleased to learn that Wilson Avenue, situated on the western side of our campus, will be developed as a Greenway bike route as part of the Pasadena Greenways Project. Wilson Avenue serves as a crucial cycling artery, granting our community members access to existing east-west cycling routes along Cordova Street, Union Street, and Arden Road. It is paramount that the Wilson Avenue bike lanes are designed with the highest safety standards in mind. Caltech wholeheartedly supports this project and advocates for adherence to the NACTO All Ages and Abilities guidelines.

For the well-being of the Caltech community, it is critical to establish a network of safe streets that accommodate all users. I wholeheartedly support the city's ongoing efforts to improve traffic safety throughout Pasadena and remain hopeful that additional safety measures will be implemented around the Caltech campus in the near future.

As always, Caltech stands ready to collaborate with city officials as committed partners in our shared goal of creating safer street designs that prioritize the welfare of our community.

Thank you for your attention to this matter.

Sincerely,

Thomas F. Rosenbaum

cc: Mayor Victor Gordo
Councilmember Jason Lyon
Mr. Miguel Marquez

Dear Pasadena City Council and Staff,

The city of Pasadena has been awarded funding from the Metro Board to construct four “Greenways” - streets that will prioritize safe walking and biking - on El Molino Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue.

The National Association of City Transportation Officials (NACTO) has published guidelines for Greenways that are safe and comfortable for people of “All Ages and Abilities.” NACTO describes the guidelines in this way:

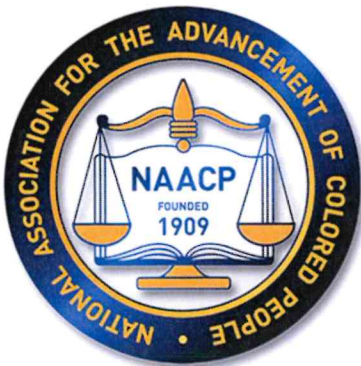
“The All Ages & Abilities criteria is a national and international best practice that should be adopted for all bicycle facility design”

We, the undersigned, believe that the Pasadena Greeways should follow this “international best practice.” The City of Pasadena's own planning documents promote replacing some car trips with walking, biking and other forms of sustainable mobility. Routes that are safe and comfortable for everyone are needed to meet this goal, and weak design simply won't work.

Reasons to choose an All Ages & Abilities design criteria on the Greenways include:

- **Safety:** Meeting the design criteria will reduce the rate of collisions and injuries for all road users, including pedestrians, drivers, and cyclists.
- **Reduced Traffic:** Safer routes will lead to higher levels of walking and biking. For example, in Palo Alto, CA, implementing a city-wide Greenways network has led to 48% of students riding bikes to school. This represents a significant reduction in traffic and VMT, which is badly needed here if Pasadena will meet its Climate Action goals.
- **Equity:** Research shows that women, children, and people of color are disproportionately less likely to bike when roadways are less safe. If we are not designing for All Ages and Abilities, then we are excluding a significant portion of our community.

Recognizing these benefits, the PUSD School Board, Pasadena City College Board of Trustees, the Pasadena Environmental Advisory Commission, and the Pasadena Accessibility & Disability Commission have all called on the City of Pasadena to apply the All Ages and Abilities Guidelines in Greenways design. Our organizations stand with these groups in calling for Pasadena to apply NACTO's All Ages and Abilities Guidelines in the design of the Greenways.



Allen Edson, President
NAACP Pasadena Branch



Christy Zamani, Executive Director
Day One





Tom Brady
Chair, EDEN, All Saints Church Environmental Ministry



Pasadena Complete Streets Coalition



David Diaz,
Executive Director
Active San Gabriel Valley

Dear Mayor and City Council,

The Accessibility and Disability Commission wishes to lend our support for the implementation of All Ages and Abilities Safety Standards on the four designated North-South Greenways, as presented to Council.

We find these standards to be inclusive, progressive, and necessary for supporting accessibility in transportation in the City of Pasadena. The Commission urges Council to pass a resolution in support of these design standards, along with follow up to ensure the standards are implemented in the design.

The most recent design plan for the proposed Greenways (2021 Greenways Feasibility Study) does not fully address our concerns around access, equity, and safety, as it pertains to the disability community. Directing staff to implement the National Association of City Transportation Officials (NACTO) All Ages and Abilities Design Criteria on the four designated North-South Greenways promotes and protects safe, comfortable, and equitable access to streets for all residents and visitors of Pasadena for generations to come.

We fully support the use of the All Ages and Abilities Design Criteria as a way of creating a more inclusive community for everyone to get around Pasadena safely and sustainably.

Please consider the disability community in your decisions on the design standards and implementation of these projects.

Sincerely,
Accessibility and Disability Commission



May 13, 2024

Mr. Joaquin Siques
Director
Pasadena Department of Transportation
211 East Walnut Street, Suite 210
Pasadena, CA 91101

Dear Mr. Siques:

I am writing on behalf of the Polytechnic School community to express our appreciation for the efforts to enhance commuter safety in Pasadena and to discuss how these initiatives directly impact our students, families, faculty, and staff.

Many of our school community members reside within walking or biking distance and regularly commute to school. However, securing a safe and accessible route remains a significant concern, particularly for our younger students and their families. Enhanced safety measures would greatly improve their daily commute and encourage a healthier, more sustainable approach to school transportation.

We are particularly encouraged by the Pasadena Greenways project and its potential impact on our school's accessibility. Given that Wilson Avenue—the primary access and student drop-off and pick-up, including use of the curbside for Poly—is one of the four North/South Greenways selected, this development promises substantial benefits. It aligns with our goals for safer commuter routes and would encourage an increase in the number of community members who choose to walk or bike to school.

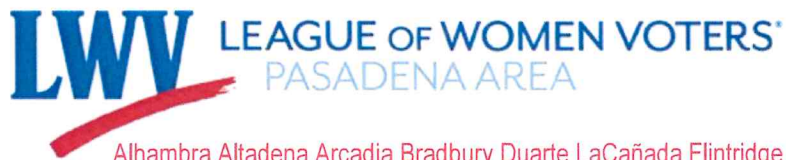
In light of this, we urge that the design of these Greenways adhere to the National Association of City Transportation Officials (NACTO) guidelines for All Ages and Abilities. This will ensure that the routes are optimally safe and functional for every commuter, regardless of age or ability.

Thank you for your dedication to this crucial issue. We look forward to seeing the positive outcomes of your work.

Sincerely,

John Bracker

cc: Mayor Victor Gordo
Councilmember Jason Lyon
Mr. Miguel Marquez



Alhambra Altadena Arcadia Bradbury Duarte LaCañada Flintridge Monrovia Monterey Park
Pasadena San Gabriel San Marino Sierra Madre South Pasadena

August 2, 2023

Pasadena City Council
City Hall
100 N. Garfield Avenue
Pasadena, California 91109

ALL AGES AND ABILITIES STANDARD FOR THE GREENWAYS

Dear Mayor, Vice Mayor and Councilmembers:

As president of the League of Women Voters Pasadena Area, I am writing to express our support for the All Ages and Abilities standard of the National Association of City Transportation Officials (NACTO) for the Greenways Program.

The League of Women Voters United States and our League have recommended that the 13 cities in the Pasadena service area adopt the "Ten Actions that City Governments Can Take to Reduce Greenhouse Gas Emissions" model to aggressively combat climate destruction. Action #10 is reducing vehicular traffic and supporting active transportation. In California, the use of fossil fuel vehicles is the leading source of the dangerous greenhouse gas emissions that have caused the climate crisis we now face. By taking action to encourage residents to use active transportation, city governments can have a significant climate mitigation impact.

We commend the city for the Greenways Program! Making bicycle transportation safe for Pasadena residents of all ages and abilities is critical to get the maximum benefit from the program. We ask that the city adopt the All Ages and Abilities standard to make this program a success.

Best regards,

A handwritten signature in blue ink, appearing to read "Martha Zavala".

Martha Zavala
President
League of Women Voters Pasadena Area

**Pasadena Unified School District
Board of Education**

RESOLUTION No. 2711

SUPPORT FOR SAFE TRANSPORTATION TO SCHOOLS

WHEREAS, Pasadena Unified School District, as an open enrollment district, supports neighborhood schools and schools of choice; and

WHEREAS, district families use a variety of methods to get to school, from walking and biking to car and bus transport; and

WHEREAS, street congestion due to school transportation can have negative impacts, such as increased neighborhood traffic, long pick-up/drop-off lines, as well as pollution and carbon emissions; and

WHEREAS, enabling more students to walk or ride bikes to school can mitigate these negative impacts, while also providing moderate exercise that is essential for student health; and

WHEREAS, some parents are unable to drive students to or from school due to conflicting work schedules, financial limitations, or other barriers to driving, resulting in biking or walking as only method for students to get to school; and

WHEREAS, the Pasadena bicycle plan identifies four North/South “Greenways” on neighborhood streets, also known as “Bicycle Boulevards,” on El Molino Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue as the main North/South route; and

WHEREAS, on these Greenways, people using active transportation, such as bikes, scooters, and electric mobility devices will share the roadway with motor vehicle traffic; and

WHEREAS, the National Association of City Transportation Officials (NACTO) has established design criteria for All Ages and Abilities Greenways, including vehicle speeds of under 25 mph, which are designed to meet the needs of all people using the roadway, including children, seniors, and people with disabilities; and

WHEREAS, NACTO states: “The All Ages & Abilities criteria is a national and international best practice that should be adopted for all bicycle facility design and network implementation;”

NOW, THEREFORE, BE IT RESOLVED, by the Governing Board of the Pasadena Unified School District that:

1. The Pasadena Unified Board of Education recognizes that safe transportation to schools is essential for school operations and supports all options for accessing schools, including driving, walking, biking, and public transportation.
2. The Pasadena Unified Board of Education supports children walking and biking in Pasadena, and so requests that the four North/South Greenways planned along El Molino

Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue follow NACTO design criteria for All Ages and Abilities Greenways, so that these routes may be safely used by children walking and riding bikes to school.

3. The Pasadena Unified Board of Education requests that city officials make every effort to complete the Greenways in a timely manner.

PASSED, APPROVED, AND ADOPTED this 27th day of April, 2023, at a regular meeting of the Pasadena Unified School District Board of Education, Los Angeles County, California.

Michelle Richardson Bailey, President

Kimberly Kenne, Vice President

Jennifer Hall Lee, Clerk

Patrick Cahalan, Member

Patrice Marshall McKenzie, Member

Tina Fredericks, Member

Dr. Yarma Velázquez, Member

**RESOLUTION NO. 777
PASADENA AREA COMMUNITY COLLEGE DISTRICT
PASADENA CITY COLLEGE**

SUPPORT FOR SAFE TRANSPORTATION ALTERNATIVES IN OUR AREA

WHEREAS, families within the Pasadena Area Community College District use a variety of methods to get to school, from walking and biking to car an bus transport; and

WHEREAS, street congestion due to college transportation can have negative impacts, such as increased neighborhood traffic, pick-up and drop-off congestion, and pollution and carbon emissions; and

WHEREAS, enabling more students to walk or ride bikes to school can mitigate these negative impacts, while also providing moderate exercise that is essential for health; and

WHEREAS, many PCC students do not have access to personal vehicles to take them to or from school, resulting in biking, walking, or bus transportation being the only method for these students to get to school; and

WHEREAS, the City of Pasadena bicycle plan identifies four North/South “Greenways” on neighborhood streets, also known as “Bicycle Boulevards,” on El Molino Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue as the main North/South route; and

WHEREAS, on these Greenways, people using active transportation, such as bikes, scooters, and electric mobility devices will share the roadway with motor vehicle traffic; and

WHEREAS, the National Association of City Transportation Officials (NACTO) has established design criteria for All Ages and Abilities Greenways, including vehicle speeds of under 25 mph, which are designed to meet the needs of all people using the roadway, including children, seniors, and people with disabilities; and

WHEREAS, NACTO states: “The All Ages & Abilities criteria is a national and international best practice that should be adopted for all bicycle facility design and network implementation;”

NOW, THEREFORE, BE IT RESOLVED that the Board of Trustees of the Pasadena Area Community College District hereby recognizes that safe transportation to schools is essential for college operations and supports all options for accessing the college, including driving, walking, biking, and public transportation; and

BE IT FURTHER RESOLVED that the Board and the District supports students and residents walking and biking in Pasadena, and so requests that the four North/South Greenways planned along El Molino Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue follow NACTO design criteria for All Ages and Abilities Greenways, so that these routes may be safely used by children walking and riding bikes to school; and

BE IT FURTHER RESOLVED that the Board and the District request that City of Pasadena officials make every effort to complete the Greenways in a timely manner.

Passed and adopted this June 21, 2023.

Aye:	<u>7</u>
No:	<u>0</u>
Abstain:	<u>0</u>
Absent:	<u>0</u>
Student Trustee	<u>Aye</u>



Sandra Chen Lau
President, Board of Trustees
Pasadena Area Community College District



Laura Ramirez, Ed.D.
Secretary to the Board of Trustees
Pasadena Area Community College District, and
Superintendent/President, Pasadena City College

To: The Pasadena City Council
From: The Transportation Advisory Commission

Re: Design of the Greenways project (four north-south bike boulevards)

We write to express our support of the Department of Transportation's commitment to improving safety and comfort along the Greenways, including the use of NACTO (National Association of City Transportation Officials) guidelines for "All Ages and Abilities design" where appropriate and plausible with community support, and as budget permits.

The All Ages and Abilities design guidelines were developed as a national and international best practice that, according to NACTO, should be adopted for all bicycle facility design and network implementation, to make bike facilities safer, more comfortable, and more equitable. TAC has received substantial public comment in support of NACTO guidelines for the Greenways project.

Since the additional Metro Measure R Mobility Improvement Program funding gives the City more flexibility than when the Greenways Feasibility Report was completed in 2021, more options are fortunately available for the City to further develop improvements on these four bicycle boulevards. We support DOT's efforts to expand their toolbox to improve safety and comfort along these corridors to meet broadly held best practices.

Respectfully,

Glenn Camhi
Chair

Jeffery "Joe" Fenstermaker
Vice Chair

On behalf of the Transportation Advisory Commission, which voted to approve this letter on ____.

MEMORANDUM

To: Pasadena City Council
From: Pasadena Environmental Advisory Commission
Date: May 9, 2023
Re: Complete Streets Coalition Greenways Resolution

The Environmental Advisory Commission recommends that the City Council adopt the resolution drafted by the Pasadena Complete Streets Coalition, which directs City staff to implement an “All Ages and Abilities” standard on four north-south “Greenways” in Pasadena. The EAC determines that the resolution would shift more trips within the City to biking and walking and improve the safety of those trips. This would help the City meet its Climate Action Plan goals.

Background

The City’s Plans for “Greenways”

Pasadena’s Bicycle Transportation Action Plan (“BTAP”), adopted in 2015 as part of the Mobility Element of Pasadena’s General Plan, set forth goals for creating an environment (1) where people circulate without a car; (2) that significantly increases the number of people who commute by bike; (3) that increases the number of people who use a bike for utilitarian trips, fitness and recreation; and (4) that provides business and economic benefits for the City. Pursuant to these goals, the BTAP designated nine dedicated bicycle facilities along with several “Roseways.”¹ In 2021, to assist the City with the development of the BTAP, a feasibility study was conducted to outline proposed improvements on four north-south “Greenways” (El Molino Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue).² The study presented analysis of local traffic data that showed that the Greenways could be constructed while still allowing car traffic to move freely in the city, and it presented conceptual designs for each of the four Greenways.³

As of September 2022, the proposed Greenways have full funding allocated for their development. The estimated \$12 million cost would be covered by funding from LA Metro for

¹ See City of Pasadena, Bicycle Transportation Action Plan (Aug. 17, 2015), available at <https://www.cityofpasadena.net/transportation/wp-content/uploads/sites/20/Pasadena-Bike-Action-Plan-08-17-2015.pdf>.

² See City of Pasadena, Greenways Feasibility Study 2021, available at <https://www.cityofpasadena.net/transportation/community-mobility/greenways/>.

³ *Id.*

Mobility Improvement Projects (MIP) from Measure R, which was freed up after the 710 Freeway expansion was cancelled in 2017.⁴

The “All Ages and Abilities” Criteria

The National Association of City Transportation Officials (NACTO) provides guidance that aims to create safe, comfortable, and low-stress bicycle and pedestrian networks that are accessible to people of all ages and abilities.⁵ NACTO has set forth “All Ages and Abilities” criteria for selecting and implementing bike facilities. These criteria, which are detailed on NACTO’s website (with extensive guidance on bikeway design for planners), are designed to ensure that bikeway designs meet the needs of a broad set of potential bicyclists, including children, seniors, and people with disabilities.

According to the Pasadena Complete Streets Coalition’s analysis of the proposed Greenway designs in the 2021 feasibility study, those designs would not meet the “All Ages and Abilities” criteria promulgated by NACTO.⁶ In order to meet the NACTO criteria, according to the Complete Streets Coalition, a number of changes to the designs would be needed, including:

- Reducing car speed by adding traffic calming features, including speed cushions;
- Reducing cut-through car traffic using design elements, including traffic diverters;
- Reducing speed limits to 20 miles per hour or lower on all routes; and
- Reducing the number of cars passing cyclists, including through the use of signage.

The Pasadena Complete Streets Coalition Resolution

The Complete Streets Coalition has drafted a resolution that directs City staff to design and construct the four proposed north-south “Greenways” following NACTO’s “All Ages and Abilities” criteria for greenways, including criteria for limiting vehicle speeds and volumes. The resolution also directs the City Manager to set a timeline for construction of the four north-south Greenways, with a completion date before the end of 2028.

Adopting the Resolution Would Further the Goals of the Climate Action Plan

The EAC recommends that the Council adopt the resolution on Greenways drafted by the Complete Streets Coalition. Adopting the Complete Streets Coalition’s resolution will further the goals of the City’s Climate Action Plan.

The Climate Action Plan sets specific targets for reducing emissions by encouraging more trips by bike and walking.⁷ Measure T-1 of the CAP (“Walking and Bicycling”) focuses directly on lowering greenhouse gas emissions from transportation fuel consumption by reducing

⁴ See Keith Calayag, “City Council Approves 19 Proposed Projects To Replace \$230.5 Million Gold Line Grade Separation Project at California Boulevard,” *Pasadena Now*, Sep. 20, 2022, available at <https://www.pasadenanow.com/main/city-council-approves-19-proposed-projects-to-replace-230-5-million-gold-line-grade-separation-project-at-california-boulevard>.

⁵ See National Association of City Transportation Officials, *Urban Bikeway Design Guide: Designing for All Ages and Abilities*, available at <https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/>.

⁶ See Pasadena Complete Streets Coalition, “Pasadena Greenways” report (April 19, 2023), at 8.

⁷ See City of Pasadena, Climate Action Plan (Mar. 5, 2018) at 34, available at https://www.cityofpasadena.net/planning/wp-content/uploads/sites/30/Final-Pasadena-Climate-Action-Plan_3.5.2018.pdf?v=1683005763900.

vehicle miles traveled and improving traffic flow.⁸ This in turn requires reducing automobile dependence by promoting walking, bicycling, and public transit as viable travel options. Pursuant to these goals, the CAP's Measure T-1 has three sub-measures that the CAP estimates could collectively reduce greenhouse gas emissions by 523 metric tons of CO₂ equivalent by 2035, compared to a 2009 baseline:⁹

- Measure T-1.1 calls for expanding Pasadena's bicycle and pedestrian network, including by implementing the BTAP and incorporating bikeway projects into new development.
- Measure T-1.2 calls for improving bicycle and pedestrian safety, including by making safety improvements as outlined in the BTAP and implementing traffic calming features to slow vehicle traffic and improve bicycle safety.
- Measure T-1.3 calls for encouraging bicycle and pedestrian travel, including by publicizing new bicycle and pedestrian facilities and network improvement projects.

Designing and constructing the proposed Greenways following the NACTO criteria will support these measures in the CAP.

First, following the NACTO criteria would support the goals of Measure T-1.1, which calls for expanding Pasadena's bicycle and pedestrian network by (among other things) implementing the BTAP. The BTAP sets forth several concrete objectives related to increasing the number of bicycle trips in Pasadena and the safety of those trips. Among other things, the BTAP calls for increasing the proportion of commute trips by bicycle in Pasadena to five percent, increasing the proportion of utilitarian trips by bicycle (to schools, stores, parks, and other destinations) to five percent, and reducing the bicycle-involved crash rate by 25 percent.¹⁰ Designing and constructing the City's proposed north-south Greenways following the NACTO criteria would support these objectives by making those Greenways more accessible to a wider range of the City's residents and workers, allowing more residents and workers to choose bicycling or walking as modes of transportation.

Second, following the NACTO criteria would support the goals of Measure T-1.2, which calls for improving bicycle and pedestrian safety. Following the NACTO criteria would involve, among other things, implementing traffic calming features, reducing cut-through traffic using design elements, reducing speed limits, and reducing the number of cars passing cyclists. These features would make the four proposed Greenways safer for cyclists and pedestrians as compared to designing and constructing the Greenways without these features.

Finally, following the NACTO criteria would support Measure T-1.3, which calls for encouraging more bicycle and pedestrian travel. Designing the four proposed north-south Greenways in comportment with NACTO's "All Ages and Abilities" criteria will, by improving safety and reducing the speed and amount of car traffic, encourage more biking and walking trips by the broadest possible set of people, including children, seniors, and people with disabilities.

In short, following the NACTO criteria would—by improving the safety of bicyclists and pedestrians and by shifting more trips from motor vehicles to bicycles and walking—support the CAP's measures relating to sustainable transportation. In supporting these measures, following

⁸ *Id.* at 45.

⁹ *Id.* at 46.

¹⁰ See City of Pasadena, Bicycle Transportation Action Plan, *supra* n. 1, at 4-5.

the NACTO criteria would help the City achieve the significant greenhouse gas emissions reductions described in the CAP.

The EAC recognizes that, in determining whether to adopt the Complete Streets Coalition's resolution, the Council must consider several other issues beyond the scope of this memorandum. These issues include whether or not the costs of following the NACTO criteria for the Greenways would exceed the allotted funding for the projects or would unreasonably delay completion of the projects. The EAC recommends that the Council undertake due consideration of these issues, but that, given the alignment between the NACTO criteria and the CAP's objectives, the Council prioritize following those criteria to the extent feasible within budgetary and timeline constraints.