

Subject: City Council Meeting Aug. 25th - Greenways - IN FAVOR

To: <[correspondence@cityofpasadena.net](mailto:correspondence@cityofpasadena.net)>

Hi City Council -

I'm a long time Pasadena resident and home owner.

I'm writing to you to express my support of the **Greenway initiative** that is being considered. I believe that Pasadena would benefit from being more of a walkable city, including making it safer for pedestrians, children, bikers, and motorists.

I wish we could go back in time to design the City of Pasadena similarly to that of many European cities that have open walking spaces. How lovely would it have been had Colorado/Green St. been designed as large, open air walking areas with trees, benches, etc. While I understand that is not the plan for the Greenway project

Iraheta, Alba

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**From:** Josh Becker m>  
**Sent:** Friday, August 22, 2025 10:35 AM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: I support safe greenways!

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My name is Josh Becker and I live and work on North El Molino between Villa and Orange Grove. El Molino is our street and it's full of families, people walking their dogs, and a handful of social services housing for disabled, retired, and mentally-challenged individuals.

This should be a pedestrian-friendly, walkable street. However, I feel like i'm putting my life in jeopardy when I ride my bike to the Playhouse distric because of the speeding cars flying up and down El Molino. North El Molino Ave is desperately in need of speed bumps, a bike lane, anything to reduce the speeding cars running the red lights at Villa or Orange Grove.

I saw 3 BAD accidents at the corner of Villa and North El Molino in the last few months. This is the same intersection with 2 retirement communities and elderly folks walking and getting their exercise.

Please do something to make North El Molino safer for the families, dogs, and elderly folks that call it home.

JB

Josh Becker

CEO | ONE TRIP STUDIOS

**From:** Patricia Bell <

**Sent:** Wednesday, August 20, 2025 8:29 AM

**To:** Cole, Rick <[rcole@cityofpasadena.net](mailto:rcole@cityofpasadena.net)>; Márquez, Miguel <[miguelmarquez@cityofpasadena.net](mailto:miguelmarquez@cityofpasadena.net)>; Gordo, Victor <[vgordo@cityofpasadena.net](mailto:vgordo@cityofpasadena.net)>

**Subject:** Proposed Changes to Craig Avenue

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To Whom it May Concern,

I have lived near the intersection of Dudley St. and Craig Ave for nineteen years and I strongly oppose the proposed changes to Craig Avenue for the following reasons:

- In my experience, Craig Ave is not a heavily travelled road and has its own traffic "calmers" by virtue of any of the parked cars that regularly line the street. 80% of the time I drive down Craig Ave, I pull over and allow a car to pass that is coming from the opposite direction. Monday and Tuesday have garbage cans curbside for collection which further impedes traffic flow.
- The newly installed traffic lights at Craig Ave and Orange Grove should suffice to reduce traffic speed on Orange Grove and thus those turning onto Craig Ave from Orange Grove.
- In 2017, I suffered severe injuries from a fall on Dudley St. due to an uneven sidewalk; these included three hair-line fractures, a broken tooth, facial lacerations and multiple bruising. It took almost six months for me to recover. I would prefer to see the money allocated for this proposal be spent instead on fixing sidewalks and some roads where real hazards exist for pedestrians.
- Furthermore, my early morning walks in my neighborhood are disturbed by thunderous traffic noise from the 210 Fwy. (not to mention the noise in my garden ). I have spoken with representatives canvassing at my door regarding this ongoing problem, but it seems that E.Pasadena and NE Pasadena are often overlooked when mitigation, via sound walls, is considered by the city.

Since moving from San Marino in 2006, I have particularly enjoyed living in the Brigder Ranch, NE Pasadena neighborhood and love living in Pasadena in general so I hope my opinion and feelings on this proposal will be well received.

Yours truly,

Patricia Bell

## Iraheta, Alba

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**From:** Sam Berndt  
**Sent:** Saturday, August 23, 2025 3:22 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: I support safe greenways!

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Pasadena Mayor & City Councilmembers,

I am a Pasadena Resident in District 5 & I want to see all ages and abilities greenways built to create safe neighborhood streets.

I am also a resident who lives on one of the streets planned as a Greenway -- El Molino -- and I would love to see my street turned into a greenway.

Please support this measure.

Thank you,  
Sam Berndt



Iraheta, Alba

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**From:** Casey Benkwitt  
**Sent:** Friday, August 22, 2025 11:57 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Greenways - Agenda Item 6 for August 25 Meeting

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Dear City Council,

I am a resident of Pasadena and a homeowner on N El Molino Ave. I am writing to voice my strong **support for the greenways. I want to see All Ages and Abilities greenways built to create safe neighborhood streets.**

All ages and abilities greenways will provide a huge benefit to residents by making these streets safer while still allowing access for cars and emergency vehicles. The four streets for greenways are already low traffic volume streets, so these greenways are also likely to help traffic flow by enabling more people to safely walk and bike. Personally, I bicycle rather than drive to Old Town whenever possible (typically down El Molino Ave.) but often feel unsafe doing so due to speeding cars and a lack of any dedicated bike lane. Crossing Washington Ave. on El Molino feels like an especially dangerous intersection on a bicycle, as there is no bicycle lane to enable southbound travel so you are forced to either ride on the heavily trafficked Washington, or dismount and walk across the crosswalk as a pedestrian. I love the new Union Street bicycle path, but in order for it to be effectively used there needs to be safe North/South connections to it. All ages and abilities greenways would go a long way to making Old Town and other areas of Pasadena more accessible on foot/bicycle, be a huge improvement for residents, and at the same time help Pasadena with its Climate Action Plan.

Thank you,  
Casey Benkwitt


08/25/2025  
ITEM 6

**Iraheta, Alba**

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**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



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



## McMillan, Acquanette (Netta)

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**From:** Hannah Brady  
**Sent:** Monday, August 25, 2025 12:40 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Item 6: I support safe greenways!

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Hello,

My name is Hannah and I've lived in Pasadena for about a year now and I support implementing the All Ages and Abilities greenway plan!

Pasadena is in the unique situation to be the poster child of a biking paradise. The weather permits biking year around and the size of the city is accommodating to biking to just about any destination. However, the biking infrastructure is lacking in a way that makes me feel less than safe, even as an experienced bike commuter. There are roads I simply can't go on responsibly (California) and the two roads that have great biking setups (Cordova and Union) run parallel to each other. We desperately need north/south roads that are safe for bicycles to connect the infrastructure. The greenways plan accomplishes this—my only qualm with the project is that it only addresses 4 roads—Pasadenans deserve more!

Bike commuting should not be an afterthought. We should embrace Pasadena's unique ability to let people see and traverse their city in the best way possible, on a bike, safely and with a sense of community.

I hope you all vote to approve the All Ages and Abilities greenways!

Best,  
Hannah Brady

## Iraheta, Alba

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**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



**From:** Sean Bruton  
**Sent:** Monday, August 25, 2025 10:33 AM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: I support safe greenways!

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Hello,

I support implementing the All Ages and Abilities greenway plan!

I moved to Pasadena from Minneapolis just over a year ago for work. The best thing about Minneapolis, in my opinion, was the phenomenal biking infrastructure that was interconnected and heavily used by bikers. This was counterweighted by the fact that you could only use them for ~7 months out of the year before heavy snow made them unusable.

Pasadena is in the unique situation to be the poster child of a biking paradise. The weather permits biking year around and the size of the city is accommodating to biking to just about any destination. However, the biking infrastructure is lacking in a way that makes me feel less than safe, even as an experienced bike commuter. There are roads I simply can't go on responsibly (California) and the two roads that have great biking setups (Cordova and Union) run parallel to each other. We desperately need north/south roads that are safe for bicycles to connect the infrastructure. The greenways plan accomplishes this—my only qualm with the project is that it only addresses 4 roads—Pasadenans deserve more!

Bike commuting should not be an afterthought. We should embrace Pasadena's unique ability to let people see and traverse their city in the best way possible, on a bike, safely and with a sense of community.

I hope you all vote to approve the All Ages and Abilities greenways!

Best,  
Sean Bruton



## Iraheta, Alba

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**From:** Diane Buchwalder  
**Sent:** Friday, August 22, 2025 1:59 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: I support safe greenways!

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Hello,

I just read that Pasadena is considering developing four N/S greenways and I wanted to voice my excitement and support! I have friends who are afraid to ride bikes because of cars and this would be an amazing way to get more people active and improve safe travel and infrastructure. To be quite honest I would love to see more than four and east/west integration as well, in the future! Protective physical infrastructure can't happen soon enough.

Thanks,  
Diane Buchwalder

## Gao, Beilei


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**From:** Gao, Beilei  
**Sent:** Wednesday, August 20, 2025 3:32 PM  
**To:** Gao, Beilei  
**Subject:** FW: CRAIG AVENUE BICYCLE GREENWAY

---

**From:** Russell Bukoff  
**Sent:** Friday, August 8, 2025 5:12:41 PM  
**To:** Gordo, Victor <[vgordo@cityofpasadena.net](mailto:vgordo@cityofpasadena.net)>  
**Cc:** Rivas, Jessica <[jerivas@cityofpasadena.net](mailto:jerivas@cityofpasadena.net)>; Cole, Rick <[rcole@cityofpasadena.net](mailto:rcole@cityofpasadena.net)>; Masuda, Gene <[gmasuda@cityofpasadena.net](mailto:gmasuda@cityofpasadena.net)>; Lyon, Jason <[jlyon@cityofpasadena.net](mailto:jlyon@cityofpasadena.net)>; Márquez, Miguel <[miguelmarquez@cityofpasadena.net](mailto:miguelmarquez@cityofpasadena.net)>; KeepPasadenaMoving; Hampton, Tyron <[thampton@cityofpasadena.net](mailto:thampton@cityofpasadena.net)>; Jones, Justin <[jjones@cityofpasadena.net](mailto:jjones@cityofpasadena.net)>; Madison, Steve <[smadison@cityofpasadena.net](mailto:smadison@cityofpasadena.net)>  
**Subject:** CRAIG AVENUE BICYCLE GREENWAY

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> Dear Mayor,

>

> I have recently been notified by Keep Pasadena Moving about the \$12 million dollar plan to institute road diets, bike lanes, concrete islands, etc., to Craig Avenue and other streets.

>

> I am opposed to disrupting the flow of traffic in our City by reducing traffic lanes to increase the number of bike lanes when the City is not serious about educating bicyclists on safety issues.

>

> I have talked to you about my concerns over the last few years, and now the Vice Mayor. My concerns seem to fall on deaf ears. In various transportation project proposals that the City has sent out for bid, I have read about educational programs that were part of the proposals. If these programs have been successful, I have not observed positive results from these programs on the street. I see bicyclists riding on sidewalks in busy areas, not observing traffic rules, and not using the new dedicated bicycling lanes when it would be safer for them. As a person who has been nearly run over by bicyclists in Old Town, I take this issue very seriously. If you don't believe me, all you need to do is go out on most any street on most any day and observe the behavior of bicyclists I am speaking of.

>

> I would be happy to support well-thought out transportation projects if the City could show me its educational efforts have had success. I would like to read the actual educational programs implemented, and the measurable results from these programs showing that the programs are working and the streets are safer. I would also like to see a study on how many people are using the new bicycle lanes as opposed to who are not.

>

> I am all for transportation projects for various travel modes, but I just want to see the implementation of bicycle lanes rolled out efficiently and effectively, not rolled out for the sake of rolling out -- and possibly just to get State or Federal funding.

>  
> Thank you for your consideration, and I would be happy to discuss this with you.  
>  
> Russell W. Bukoff  
  
> Pasadena, CA 91104  
>  
>

## McMillan, Acquanette (Netta)

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**From:** Alena Buinskaya  
**Sent:** Monday, August 25, 2025 1:12 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Item 6: I support safe greenways!

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Dear City Council Members,

I'm a Pasadena resident since 2019 and currently live at The Hallie on El Molino Ave. I prefer to walk places not just by choice, but because my anxiety and limited vision in one eye make it difficult to always drive as safely and confidently as I want. However, as a cyclist and a pedestrian who walks with my slow senior dog I'm often honked at, yelled at, tailgated and passed way too close by drivers. I meet many neighbors on my dog walks — some are senior, some have movement disabilities, some have little children, or like me, senior pets. All of them will benefit from All Ages and Abilities Greenways. The streets of Pasadena would be safer without people like me having to worry. My neighbors deserve to get their daily exercise in a calm, safe environment. I want to see All Ages and Abilities Greenways built as soon as possible to create safe neighborhood streets for our community.

Thank you,  
Alena Buinskaya


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**McMillan, Acquanette (Netta)**

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**From:** Victor Caballero  
**Sent:** Monday, August 25, 2025 3:46 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Council Agenda Item 6 August 25, 2025

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Dear Council Members,

I am writing to support responsible greenways.

With accountability and metrics to show that they work. All too often we are seeing projects that are done and then left to fall into disrepair and there's no time to keep them maintained and continue to improve and make it better for all the community benefit.

Council needs to request more data on existing projects like Union and Codova to show that they are working and how new projects will be different and improved. Learning from the mistakes.


Please approve greenways but hold DOT accountable.

Regards,  
Victor Caballero

**Iraheta, Alba**

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**From:** Victor Caballero  
**Sent:** Monday, August 25, 2025 3:46 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Council Agenda Item 6 August 25, 2025

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With accountability and metrics to show that they work. All too often we are seeing projects that are done and then left to fall into disrepair and there's no time to keep them maintained and continue to improve and make it better for all the community benefit.

Council needs to request more data on existing projects like Union and Codova to show that they are working and how new projects will be different and improved. Learning from the mistakes.

Please approve greenways but hold DOT accountable.

Regards,  
Victor Caballero

## McMillan, Acquanette (Netta)

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**From:** Michael Canavan  
**Sent:** Monday, August 25, 2025 12:26 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Public comment: August 25th City Council Meeting, Item 6

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Hi,

My name is Michael Canavan. I'm a resident of district 6 in Pasadena, and I'm writing to support the authorization of greenways on El Molino, Wilson, Sierra Bonita, and Craig.

Pasadena has made important investments in pedestrian and cyclist safety in past years, but our city is still far from a true bike network that would encourage younger and less experienced cyclists to ride. I'm one of the 60% of Pasadenans who would like to ride a bike in our city, but need safer streets on which to do so. And my five-year-old daughter, who's just beginning to bike, especially needs low traffic, low speed streets on which to practice and build confidence.

This project would also help residents of the affected streets, who can expect calmer, quieter, and safer streets outside their homes.

Thank you for the opportunity to support this.

Sincerely,  
Michael Canavan

**Iraheta, Alba**

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**From:** Law, Casey  
**Sent:** Saturday, August 23, 2025 1:10 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: I support safe greenways!

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**Honorable Mayor and Council Members,**

I work and visit Pasadena daily and am writing to express my strong support for the All Ages & Abilities Greenways project in Pasadena.

I commute daily to Caltech by bike and the greenways would help connect me to work and to city businesses on safe routes. Based on surveys, I know that I am one of the 10% of riders that feel comfortable enough to ride my routes today. By building All Ages & Abilities Greenways, you will unlock the routes to the as many as 60% of all residents and visitors.

The four streets selected for the Greenways – El Molino, Wilson, Sierra Bonita, and Craig – are the ideal candidates for this project. These are the four lowest-volume streets that cross the 210 freeway, making them a natural choice for safe walking and biking infrastructure. El Molino will connect me to my work and Wilson will connect my work to city destinations and businesses.

The Greenways will provide safe routes to schools and give students valuable transportation options. This is why the PUSD school system, along with PCC, Caltech, Polytechnic, and the Sequoyah school, all support the project. When children can safely and independently travel to school, they gain confidence, exercise, and life skills that serve them well beyond their school years.

The level of community backing for this project is remarkable. Over 1,000 residents have signed petitions of support and contributed more than 270 written comments. Additionally, 17 local organizations have formally endorsed the All Ages & Abilities Greenways, including respected institutions like 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.

The Greenways will make our streets safer while maintaining full access for cars and emergency vehicles. Simple traffic calming measures, such as speed cushions with emergency vehicle cut-throughs, effectively reduce dangerous speeding while ensuring that all users can navigate these streets safely. The Greenways cannot cause traffic problems because they currently carry only a tiny percentage of north-south travel – just a few percent of the total volume.

It's important to address the misinformation circulating about this project. City staff consistently plan for emergency vehicle access in all transportation projects, and the Greenways will maintain full residential



access for drivers reaching their homes. Claims that modest traffic calming on neighborhood streets will cause citywide congestion are simply not supported by evidence or traffic engineering principles.

Thank you for your time and consideration.

**Sincerely,**

Casey Law, PhD  
South Pasadena resident and Caltech employee

## McMillan, Acquanelle (Netta)

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**From:** KEVIN CASTAING  
**Sent:** Monday, August 25, 2025 2:51 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item 6: Greenways contract

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Dear Mayor and Councilmembers:

I oppose authorizing the contract for the Greenways project in its current form. The city is always in need of more money, yet projects like this one get funded. The taxpayers of Pasadena deserve proper scrutiny when spending our tax dollars.

The Greenways project is slated to spend upwards of \$12 million to "improve safety" on four quiet streets. Much like the Union Street boondoggle, there is NO data showing the need for these changes. The proposed changes will make navigating these streets more difficult for emergency vehicles and possibly remove parking in front of homes. This is a solution(an expensive one) in search of a problem to solve.

Pasadena and Altadena were faced with an emergency situation with the Eaton Fire in January. Intentionally impeding traffic flow on already small streets flies in the face of the "safety" argument. And again, where is the data showing the need for such projects? The streets proposed for these changes are not among the most dangerous streets in the city by any metric.

I urge the council to put the brakes on spending taxpayer money for these types of projects. Some will say "It doesn't cost anything, it's grant money".... Well, grant money IS taxpayer money--it doesn't grow on the money tree.

Sincerely,

Kevin C. Castaing

**From:** Doris Christy <>  
**Sent:** Thursday, August 14, 2025 4:29 PM  
**To:** Cole, Rick <[rcole@cityofpasadena.net](mailto:rcole@cityofpasadena.net)>; Masuda, Gene <[gmasuda@cityofpasadena.net](mailto:gmasuda@cityofpasadena.net)>; Lyon, Jason <[jlyon@cityofpasadena.net](mailto:jlyon@cityofpasadena.net)>; Márquez, Miguel <[miguelmarquez@cityofpasadena.net](mailto:miguelmarquez@cityofpasadena.net)>; Gordo, Victor <[vgordo@cityofpasadena.net](mailto:vgordo@cityofpasadena.net)>  
**Cc:**  
**Subject:** Proposed road changes on Craig Avenue

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Are the changes on Union and Cordova working? I travel those streets often and rarely see bikes and have almost been hit a few times by confused drivers. What an ugly, useless change to perfectly good streets. Have you seen the corner bumpouts on California? They have been hit by tires from unsuspecting cars so much that they all have black curbs.

I have lived on the corner of Craig Avenue for almost 50 years and never have I felt the need to make space for bikes. I might see two or three a day. Is that enough to spend \$12.6 million for?

How are the emergency vehicles going to safely travel north on Craig with all these changes?

Once again, the geniuses at City Hall plan to spend millions of taxpayer dollars on a "problem" that doesn't exist. Who, except the bicycle activists and left/liberal social engineers, could think this is a good idea? (Answer: the same ones who tried to ram through the "road diet" on Orange Grove.)

The predictable result: another traffic disaster like Union Street and Cordova.

Block southbound traffic onto Craig from Orange Grove? It will do nothing more than increase noise and traffic on residential streets like Oak, Martelo, and Lambert.

A Roundabout at Las Lunas? In what alternate universe do they expect to find increased space for that?

Bike lanes between Maple and Corson? So cyclists can enjoy the shade that's already there? At \$100,000 for each tenth of a mile. And back up traffic in both north and south directions into the single lane.

Block all southbound traffic below Colorado? More congestion onto the side streets for people who live around south Craig.

And, if nothing else, it would dangerously hinder emergency vehicles that use Craig on a daily basis.

This is no way to ensure that unionized street workers continue to live off Pasadena citizens' already exorbitant taxes. How about putting them to work on the potholes or sidewalks instead?

Or maybe ... just maybe ... don't spend the money at all. Ever heard of a surplus? Or refunds to overtaxed citizens?

Please convince your fellow Council members to rein in their progressive fantasies, display some (severely lacking) common sense, and OPPOSE THIS PLAN.

Doris Christy

**Iraheta, Alba**

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**From:** Katie Clark · com>  
**Sent:** Thursday, August 21, 2025 11:43 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: I support safe greenways!

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Hi,  
I work in Pasadena at Caltech and I am writing in favor of the much needed north south greenways in particularly El Molino and Wilson, which would help with bike commuting from South Pasadena, as well as further streets to the east, Bonita and Craig.

I am excited about finally having north-south options for Greenways in Pasadena.

Regards,

Katie Clark



Iraheta, Alba

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**From:** Jenna Cobb  
**Sent:** Friday, August 22, 2025 6:09 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item #6: I support safe, walkable neighborhood greenways!

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Dear Mayor and Council,

As a resident of District 2 and supporter of safer streets, I am writing to share my support for the City's efforts to develop a network of neighborhood 'greenways' in Pasadena.

I often walk and bike on Wilson when I am visiting businesses and friends in Pasadena or commuting to work. Crossing the 210 on Wilson is my least favorite part of that trip because of the speed of the cars on the road and the lack of plants and trees. I sometimes drive instead of using active transportation to travel on Wilson because of that.

The Greenways project would be a major step towards making Wilson and the other streets in the Greenway plans better for pedestrians and cyclists, and as such has been embraced by a broad cross section of the community.

Over 1,000 people have signed petitions in support of All Ages & Abilities Greenways for Pasadena, and over a dozen local organizations have endorsed the project, including the League of Women Voters Pasadena Area, Caltech, Pasadena City College, the NAACP, the Pasadena Unified School District board, and the Pasadena Accessibility and Disability, Environmental Advisory, and Transportation Advisory Commissions.

Please support a safer, greener, more accessible Pasadena!

Jenna Cobb  
District 2

08/25/2025  
ITEM 6

**Iraheta, Alba**

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**From:** Lilian Coral  
**Sent:** Saturday, August 23, 2025 10:03 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item #6: I support safe, walkable neighborhood greenways!

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Dear Mayor and Council,

As a local constituent and supporter of safer streets, I am writing to share my support for the City's efforts to develop a network of neighborhood 'greenways' in Pasadena.

Walking and bicycling are healthy, affordable, and sustainable ways to get around town. However these modes of transportation are only viable for the majority if they are also safe and accessible. The Greenways project would be a major step towards making that a reality, and as such has been embraced by a broad cross section of the community.

Over 1,000 people have signed petitions in support of All Ages & Abilities Greenways for Pasadena, and over a dozen local organizations have endorsed the project, including the League of Women Voters Pasadena Area, Caltech, Pasadena City College, the NAACP, the Pasadena Unified School District board, and the Pasadena Accessibility and Disability, Environmental Advisory, and Transportation Advisory Commissions.

Please support a safer, greener, more accessible Pasadena!

Sincerely,  
Lilian Coral

## Iraheta, Alba

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**From:** Hanah Leona Cota ·  
**Sent:** Friday, August 22, 2025 12:45 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: I support safe greenways!

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To the Pasadena City Council,

I am a Pasadena resident, parent, and business owner and I care deeply about the safety and livability of our neighborhoods. I am writing to urge you to move forward with building All Ages and Abilities Greenways.

These greenways will make our streets safer and more welcoming while still allowing access for cars and emergency vehicles. The four streets planned—El Molino, Wilson, Sierra Bonita, and Craig—are the lowest-volume streets that cross the 210 freeway. They are natural choices for walking and biking, and essential connections in Pasadena's bicycle network.

The support for this project is remarkable. Over 1,000 residents have signed petitions and more than 270 have submitted comments. Seventeen local organizations have endorsed the greenways, including the PUSD school board, PCC, Caltech, the League of Women Voters, the NAACP, the Accessibility and Disability Commission, the Environmental Advisory Commission, and the Transportation Advisory Commission. This level of broad community support is rare and speaks for itself.

Greenways calm traffic with simple, proven measures like speed cushions with emergency vehicle cut-throughs. These reduce dangerous speeding while keeping streets fully accessible. Every resident wants drivers to go slower in front of their home; greenways deliver exactly that.

Thousands of people already ride bikes in Pasadena, and surveys show about 60% of people would ride more often if they felt safer. Safe bike routes free up parking, ease congestion, and create a more vibrant city. This approach has worked in other cities, and it will work here.

The greenways also provide safe routes to schools. Students at PUSD, PCC, Caltech, Polytechnic, and Sequoyah will gain independence, exercise, and reliable options for getting to school. Families benefit when children can safely walk or bike.

Importantly, these projects will not disrupt traffic. Greenways carry only a tiny fraction of north-south travel. Pasadena has 12 major north-south streets crossing the 210 freeway that carry over 200,000 cars each day. Those streets will remain unchanged and continue to carry the city's traffic flow.



Opponents who suggest otherwise are spreading misinformation. City staff already plan for emergency access in every project, and residents will always be able to drive to and from their homes. Slowing traffic on a handful of low-volume neighborhood streets will not create citywide traffic problems.

I urge you to update Pasadena's speed hump policy to allow speed cushions on the greenways and to move forward with building them. These projects reflect Pasadena's values: safe, quiet streets, better routes for children and families, and a more connected and accessible city for all.

Thank you for your leadership and for prioritizing the safety and health of Pasadena residents.

Sincerely,

Hanah Leona Cota  
San Rafael Hills



Iraheta, Alba

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**From:** Jeff Cyrulewski <tcyrulewski@gmail.com>  
**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

August 25, 2025

Pasadena City Council Agenda Topic: Greenways contract

Add to the public record.

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**Mayor Gordo and Councilmembers, and the Department of Transportation,**

**As a Pasadena resident, I share the concerns raised about moving forward with additional Greenways infrastructure projects without real data on actual need.** Over the years, multi-million-dollar projects like Cordova, the Union Street cycle track, and nearly 80 miles of bikeways have been built, yet the public has received little to no information on how much these facilities are used. Meanwhile, vehicle counts are routinely tracked for roadway projects.

**Keep Pasadena Moving has received more than 50 emails opposing this project,** including some sent directly to councilmembers that KPM is aware of, and residents have shared over 100 emails with us directly. While we understand the City has received more than 30 letters in opposition, KPM may not have seen all of them. **That alone should give pause.**

We need to break the cycle of projects being approved, built, and expanded without evaluation. Bike usage data must guide future decisions. Without it, we risk carving up streets and spending millions without knowing whether there is meaningful demand.

**I want to be clear: I am not opposed to safety measures or cycling—after all, who could reasonably argue against either?** In fact, I support low-cost, sensible improvements—signage, sharrows, and bike detection at intersections—that make streets safer for all users. But before moving forward with disruptive changes such as traffic circles, lane removals, and one-way conversions, we need solid evidence of demand.

**This is about creating a transportation system that truly serves everyone—drivers, transit riders, cyclists, families, EMS, and caregivers.** Tonight is an opportunity to insist that DOT base decisions on real, verifiable usage data. KPM has carefully reviewed prior DOT consultant reports on the Greenways, and the results were questionable. We have shared our counterarguments to these findings, highlighting the need for accurate data before any further costly changes are made.

The City regularly cites budget shortfalls, yet projects like Greenways continue to be funded without proper scrutiny. Taxpayers deserve accountability when their dollars are spent. The Greenways project alone is slated to cost upwards of \$12 million to “improve safety” on four quiet residential streets. Much like the Union Street cycle track, there is no data demonstrating the need for these changes.

**Recent events highlight the risks of moving in the wrong direction.** In January, both Pasadena and Altadena faced **emergency evacuations during the Eaton Fire.** Intentionally **impeding traffic flow on already narrow streets undermines—not improves—public safety.**

Furthermore, the streets slated for redesign under this project are **not among Pasadena’s most dangerous corridors by any available safety metrics.**

#### **Broader Arguments Against Wasteful Spending**

- **Lack of Data / Evidence of Need**

Projects move forward without clear data on safety and bike usage. Vehicle counts are routinely tracked, but bicycle/pedestrian counts are not, making it impossible to measure return on investment.



- **Disproportionate Cost vs. Benefit**

Projects like the Greenways cost tens of millions yet serve very few riders. If fewer than 1% of road users benefit, the cost per rider is extraordinarily high.

- **Recommendation:** Reintroduce and enforce *proportionate* registration and accountability measures for cyclists—including e-bikes—similar to how motorists are regulated. This could include modest fees (scaled fairly against car registration), optional insurance for higher-risk use cases, and identifiers that help enforce safety rules. Recent local incidents, such as the Sierra Madre case where a cyclist injured a pedestrian and fled, underscore the gap in accountability. The intent is not to discourage cycling, but to ensure fairness, safety, and shared responsibility on public roads.

- **Equity Concerns**

Bike infrastructure often benefits a narrow segment of the population, while neglecting transit riders, families, elderly drivers, and essential workers who rely on cars. **Public funds should serve the broadest base of residents.**

- **Public Safety Trade-offs**

Road diets, traffic circles, and lane removals may slow emergency response and create bottlenecks during **disasters like the Eaton Fire**. Safety improvements should target corridors with a documented collision history, not quiet residential streets.

- **Ongoing Maintenance Costs & TIF Funding Risks**

Infrastructure like bollards, paint, and traffic circles require ongoing maintenance, which strains city budgets. To cover these hidden costs, cities often rely on Tax Increment Financing (TIF)—which doesn't raise taxes directly but diverts future tax revenues away from schools, parks, and public safety for decades, creating long-term fiscal pressure.

- **Opportunity Cost**

Every dollar spent on low-use bike projects is a dollar not spent on urgent needs: repaving roads, repairing sidewalks, improving traffic signals, or enhancing transit.

- **Lack of Accountability / Circular Logic**

DOTs often justify projects by saying "Council approved them," or a very small contingent of activists promote the narrative, but council approval is usually based on DOT recommendations. With no post-project evaluation, this becomes circular logic that erodes public trust.

**I strongly urge the Council to pause this project until clear usage data and credible safety justification are provided. It is not responsible to commit millions more of taxpayer dollars—your money and that of every Pasadena resident—without first demonstrating real need and measurable benefit.**

Thank you,  
Frank Duerr  
Keep Pasadena Moving

**Gao, Beilei**

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**From:** Keep PasadenaMoving  
**Sent:** Thursday, July 31, 2025 4:45 PM  
**To:** Gordo, Victor; Márquez, Miguel; Siques, Joaquin  
**Cc:** Lee Allen; Susan Buchanan; Kevin Castaing; Jeff Cyrulewski; Carol Fletcher; Jeanette Mann; Ken Perry; Keep PasadenaMoving  
**Subject:** Courtesy Notice: Partnering on Community Engagement for Greenways  
**Attachments:** Greenways\_KPM\_CraigAve-FINAL.pdf

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Good afternoon Mayor Gordo, Miguel, and Joaquin,

I wanted to extend a quick courtesy heads-up that KeepPasadenaMoving (KPM) will be sending a communication to our supporters regarding the Greenways project. Our goal is to raise awareness and foster greater community engagement around the proposed changes.

Informal polling suggests that many residents in the affected neighborhoods are still unaware of the project. We hope this outreach will help generate momentum and informed participation.

Thank you,  
Frank Duerr  
On behalf of the KeepPasadenaMoving Board.



**Iraheta, Alba**

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**From:** Corey Dunlap  
**Sent:** Saturday, August 23, 2025 6:20 PM  
**To:** PublicComment-AutoResponse; Cole, Rick  
**Subject:** AR #6 Support for Greenways

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Dear Mayor and Councilmembers,

I am writing in strong support of the All Ages and Abilities Greenways project, which will help create neighborhood streets where people can walk, bike, and drive safely.

As a District 2 resident and homeowner, I sold my car two years ago after the completion of the Union Street protected bike lane and began biking exclusively for all of my transportation needs in Pasadena. This shift has not only transformed the way I interact with the City, but it has also deepened my awareness of the importance of safe infrastructure for cyclists and pedestrians.

My home is located directly between several of the proposed north–south streets slated for improvements, and I am eager to see this project realized. While I understand that some motorists may be concerned about potential impacts to commute times or traffic, the proposed measures—such as speed cushions with emergency vehicle cut-throughs—are proven, low-cost tools for traffic calming and neighborhood safety.

I urge the City to allow these measures on the Greenways and to update Pasadena's speed hump policy to permit the use of speed cushions on these routes.

Thank you for your leadership and consideration,

**Corey Dunlap**

08/25/2025  
ITEM 6

## Gao, Beilei

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**From:** Gao, Beilei  
**Sent:** Wednesday, August 20, 2025 3:31 PM  
**To:** Gao, Beilei  
**Subject:** FW: NO ON THE CRAIG AVE GREENWAY AS PROPOSED

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**From:** Danielle Elliott  
**Sent:** Monday, August 4, 2025 1:21 PM  
**To:** Gordo, Victor <[vgordo@cityofpasadena.net](mailto:vgordo@cityofpasadena.net)>  
**Subject:** NO ON THE CRAIG AVE GREENWAY AS PROPOSED

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The proposal at hand renders our streets inaccessible for the entire community. It unfairly targets families. Craig is not a busy thoroughfare; it simply serves as a route for accessing our homes from major intersections.

It does not necessitate a Bike ONLY designation, as it is infrequently utilized. The notion that 'build it and they will come' lacks any factual foundation. There are no statistics to justify the spending or the restrictions imposed.

Blocking Orange Grove for southbound vehicle traffic and banning left turn lanes onto Craig is an outrageous overreach!

The Transportation Department has lost its way. Its role should be to facilitate driving, parking, and access to our properties, not complicate them. Catering to a small group of cyclists who often disregard traffic rules and are primarily weekend riders, based on a flawed transportation policy, is unacceptable. These are NOT SAFETY PROPOSALS. This is merely appeasing a minority while using SAFETY AS AN EXCUSE.

I advocate for sensible and effective traffic plans and the responsible allocation of public funds. These proposals do not meet those criteria, and PASADENA should not be implementing them.

Thank you,

D. Elliott

Pasadena resident, homeowner

**McMillan, Acquanette (Netta)**

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**From:** David E.  
**Sent:** Monday, August 25, 2025 11:33 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Item 6: I support safe greenways!

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To our Pasadena Council Members:

I am writing this email to express my opinion that item six on your agenda tonight is very important. I strongly believe Pasadena should soon take concrete steps to make our streets safer for pedestrians and cyclists. I frequently use my bicycle to travel around Pasadena and the corridors mentioned in Item 6 would make Pasadena safer, more beautiful, and cooler.

Thanks for your support of making these four corridors safe greenways.

David Erickson  
Pasadena District 3

**Iraheta, Alba**

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**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

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**From:** Julia CrowleyFarenga  
**Sent:** Monday, August 25, 2025 9:46 AM  
**To:** PublicComment-AutoResponse  
**Cc:** Lyon, Jason; Thyret, Pam  
**Subject:** I support Safe Greenways!

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Hello,

I am a Pasadena resident who enjoys walking and biking in our beautiful city. I want to see All Ages and Abilities greenways built to create safe neighborhood streets.

The four streets planned as Greenways – El Molino, Wilson, Sierra Bonita, and Craig – are the four lowest-volume streets that cross the 210 freeway. That makes them a natural choice for walking and biking and essential for our city's biking network. The Greenways have outstanding community support! Over 1000 people have signed petitions of support and written over 270 comments. Plus, 17 local organizations have endorsed All Ages & Abilities Greenways, 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.

Greenways make streets safer while allowing access for cars and emergency vehicles. Simple traffic calming, like speed bumps with emergency vehicle cut-throughs, reduce speeding while providing access for everyone. The Greenways will provide safe routes to schools, and give students transportation options. That's why the PUSD school system, as well as PCC, Caltech, Polytechnic, and the Seqoyah school all support All Ages and Abilities Greenways. Kids thrive when they have the independence, fun, and exercise of getting themselves to school.

More biking trips free up parking spaces for drivers, reduce traffic, and make our city more accessible and vibrant. This has worked in other cities, and it will work here too!

Thank you very much for your time,  
Julia CrowleyFarenga

--

Julia CrowleyFarenga  
Pronouns: She/Her/Hers

Iraheta, Alba

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**From:** Jessica Ferree >  
**Sent:** Friday, August 22, 2025 3:47 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item #6: I support safe, walkable neighborhood greenways!

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Dear Mayor and Council,

As a local constituent and supporter of safer streets, I am writing to share my support for the City's efforts to develop a network of neighborhood 'greenways' in Pasadena.

Walking and bicycling are healthy, affordable, and sustainable ways to get around town. However these modes of transportation are only viable for the majority if they are also safe and accessible. The Greenways project would be a major step towards making that a reality, and as such has been embraced by a broad cross section of the community.

Over 1,000 people have signed petitions in support of All Ages & Abilities Greenways for Pasadena, and over a dozen local organizations have endorsed the project, including the League of Women Voters Pasadena Area, Caltech, Pasadena City College, the NAACP, the Pasadena Unified School District board, and the Pasadena Accessibility and Disability, Environmental Advisory, and Transportation Advisory Commissions.

Please support a safer, greener, more accessible Pasadena!

The Ferree Family

Pasadena CA 91104



Iraheta, Alba

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**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



**Gao, Beilei**


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**From:** Gao, Beilei  
**Sent:** Wednesday, August 20, 2025 3:38 PM  
**To:** Gao, Beilei  
**Subject:** FW: Opposing Craig Ave Greenway

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**From:** Sabrina Figueroa  
**Sent:** Tuesday, August 12, 2025 8:34:02 PM  
**To:** Cole, Rick <[rcole@cityofpasadena.net](mailto:rcole@cityofpasadena.net)>; Masuda, Gene <[gmasuda@cityofpasadena.net](mailto:gmasuda@cityofpasadena.net)>; Lyon, Jason <[jlyon@cityofpasadena.net](mailto:jlyon@cityofpasadena.net)>; Márquez, Miguel <[miguelmarquez@cityofpasadena.net](mailto:miguelmarquez@cityofpasadena.net)>; Gordo, Victor <[vgordo@cityofpasadena.net](mailto:vgordo@cityofpasadena.net)>  
**Subject:** Opposing Craig Ave Greenway

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Hello! We've been made aware of the Craig ave bicycle greenway changes and do not support this project. These changes will clutter our roads and make traffic harder to flow. It's too much effort and funds could be used elsewhere, especially to support fire victims and impacted areas. We also have concerned with delays this could cause emergency vehicles and even those fleeing natural disaster. We rely on these roads to get us home. Without a huge set of statistics on needs for more bicyclists this is not suitable for Pasadena right now.

Thanks,  
Sabrina Figueroa  
Pasadena Resident

## McMillan, Acquanette (Netta)

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**From:** Laura Fleming  
**Sent:** Monday, August 25, 2025 12:32 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Support for Agenda item #6

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Dear Mayor Gordo and City Council Members:

As a District 7 resident who primarily bikes and walks to work, I write in support of today's Agenda item #6, approving the contract to design the four north/south "All Ages & Abilities" Greenways to make walking and biking safer in Pasadena.

Furthermore, I believe that the four streets proposed for Greenways are a wise choice given that they all cross the 210 freeway and have a low volume of traffic.

Thank you for your consideration.

Laura Fleming  
District 7 Resident

## McMillan, Acquanette (Netta)

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**From:** Foote, Logan M.  
**Sent:** Monday, August 25, 2025 1:39 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Supporting the greenways project

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Hello,

I am a Pasadena resident of 5+ years, and I would like to express my strong support for the greenways project. I am employed at Caltech and JPL, and I used to bike between the two. However, due to safety concerns, I had to purchase a car. Pasadena has had some strong movement on improving bike infrastructure, but there are still far too many gaps between protected bike lanes for it to be a safe method of transportation.

I would love to be able to bike, walk, and take the bus around the city. Instead, I am forced to drive, contributing to traffic and parking issues in the city. I hope you will pass the greenways project to keep up the good momentum and eventually turn Pasadena into a much nicer place to live!

Best,  
Logan Foote

## Iraheta, Alba

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**From:** Valeria Garcia  
**Sent:** Thursday, August 21, 2025 10:52 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: I support safe greenways!

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Dear Pasadena City Council members,

I am a Pasadena resident and want to see All Ages and Abilities greenways built to create safe neighborhood streets.

I am writing today in support of the four streets planned as Greenways (El Molino, Wilson, Sierra Bonita, and Craig). These are the four lowest-volume streets that cross the 210 freeway, which makes them a natural choice for walking and biking, and therefore, essential to our city's biking network. Greenways make streets safer and more accessible to everyone, reduce speeding, and allow access for cars and emergency vehicles.

Thousands of people ride bikes in Pasadena already and about 60% say they would like to ride a bike sometimes, but need safe spaces to do so. Pasadena's mostly flat and wide streets make it an ideal bike-friendly city. Pasadena has the potential to lead the way in being one of the most accessible, safe, and bike-friendly cities in LA County.

Speed cushions with emergency vehicle cut-throughs are a simple, low-cost traffic calming tool. They should be allowed on the Greenways. Please update the Pasadena speed hump policy to allow speed cushions on the Greenways.

Everyone wants to live on a safe, quiet street. Residents always want people to drive slowly in front of their homes. Building safe greenways will slow down drivers on four neighborhood streets, and so will be very popular with residents who live along those streets.

The Greenways will provide safe routes to schools, and give students transportation options. That's why the PUSD school system, as well as PCC, Caltech, Polytechnic, and the Sequoyah school all support All Ages and Abilities Greenways. Kids thrive when they get the independence, fun, and exercise of getting themselves to school.



We are not fooled by misinformation from anti-safety advocates. City staff always plan for emergency vehicle access in any project. The greenways will allow residents to drive on them, so people can easily reach their homes. And, It is nonsense to think that slowing traffic on a few neighborhood streets will somehow cause traffic problems.

Thank you for your consideration and for helping make Pasadena a safe city for families and children.

Best,  
Valeria Garcia

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Valeria Garcia




## Iraheta, Alba

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**From:** Katherine Grace  
**Sent:** Friday, August 22, 2025 1:31 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Gordo, Victor  
**Subject:** City Council Item 6: Decline Greenways

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Good afternoon,

As a resident of Wilson Avenue and a previous resident of El Molino, I am not in support of Greenways on these streets.

I walk daily around my neighborhood and have not once felt in harms way of the cars or traffic. While I can't speak for bike riders, I don't find the vehicle traffic to be an issue for pedestrians. As a matter of fact, the addition of stoplights on Union has created slower traffic and a backup of cars going north on Wilson Ave. I regularly have to wait 2-3 light cycles to simply pull out of my driveway because of the multitude of cars at a complete stop waiting for the light to turn green.

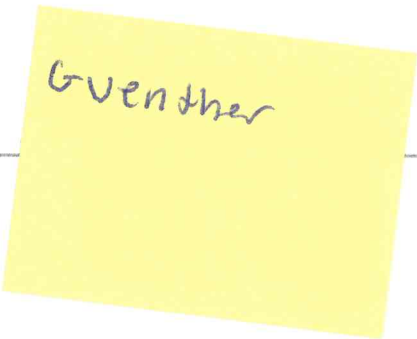
The bike lanes on Union and Cordova have been great, however I don't believe reducing the ability for cars to pass through our already-narrow two lane North South roads would be beneficial to our community. I disagree with the supporters' point that the four designated streets carry "a tiny amount of traffic". Wilson Ave, El Molino Ave, Sierra Bonita Ave, and Craig Ave are veins utilized by local community members to commute from our homes to our markets, schools, work, parks, and get to our freeways. Reduction of usage of these streets will lead to greater traffic jams on Lake, Hill, and other main boulevards in our community.

As a directly affected community member, please join me in opposing this initiative.

## Gao, Beilei

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**From:** Gao, Beilei  
**Sent:** Wednesday, August 20, 2025 3:39 PM  
**To:** Gao, Beilei  
**Subject:** FW: Craig Ave. Greenway



Greenway

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**From:** Kathy  
**Sent:** Friday, August 15, 2025 6:26:55 AM  
**To:**  
**Subject:** Craig Ave. Greenway

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[all recipients bcc:d]

Absolutely not! Union St. is awful since it was destroyed. There's now a traffic signal light at seemingly every street. (Smells like someone on the council and/or planning, zoning, etc. has a side business doing road work & traffic control). For what? A few folks who choose to ride a bike? The average person does *not* ride their bike to work, grocery store, theater, restaurant, etc.

The majority of Pasadena citizens probably don't even own a bike. The *majority* of people use their vehicles, rideshare, public transportation, walk, etc. to get around Pasadena.

Do not force the majority of people to drive on streets "redesigned" for a minority population.

Why not investigate taking abandoned buildings and turning them into affordable housing or housing for the unhoused? Hire more Parking Enforcement to enforce the current code. There's a LOT of markedly more useful projects the city could undertake.

Get your head out of where the sun don't shine. Please.

Iraheta, Alba

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**From:** Bob Gutzman  
**Sent:** Friday, August 22, 2025 4:11 PM  
**To:** PublicComment-AutoResponse  
**Cc:** Madison, Steve; Steve Madison; Chapman, Justin; Gordo, Victor  
**Subject:** Proposed Pasadena Greenways \$1,092,594 Contract (Transportation Dept.) - Comment

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Please add this comment to the record for the above-cited topic. Thanks very much.

It is my understanding that the City is considering awarding a nearly \$1,100,000 contract for developing four greenways (Craig, El Molino, Sierra Bonita, Wilson) on Monday, August 25. (The base contract for the initial phase is apparently around \$590,000.)

Several years ago, the City considered a road diet that would have been disastrous for Orange Grove. It would've caused many problems in terms of EMS delays, sending traffic into neighboring streets, traffic delays on the road in question (i.e., Orange Grove), etc. Rational discussion occurred, and it was decided that this was not the way forward, and that the negatives outweighed the positives.

From all the information that has been provided thus far, the negatives also outweigh the positives for the four greenways. I strongly encourage the City to shelve this topic, or at the very least take another look at it before moving forward. The majority of city residents are unaware of it, and of the ones who are aware of it, the majority are against it. That tells us something.

At this point, it is more important to spend our taxpayer dollars on repairing streets, sidewalks, and other infrastructure projects.

As a side note, I am a bicyclist, but before we add more bike lanes, we need to see the data as to how many bikes are using Union and Cordova. This should be relatively easy data to provide. I think everyone can agree, before we expand a program we want to see conclusively that these bike lanes are carrying significant bike traffic and do not have unintended negative side effects. My personal experience with both of these streets so far is that they are essentially unused by bikes.

Thank you.

Bob Gutzman



Iraheta, Alba

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**From:** Scott Habermehl  
**Sent:** Saturday, August 23, 2025 10:25 AM  
**To:** PublicComment-AutoResponse  
**Subject:** Comment: Support for Greenways, Agenda Item #6 for Aug. 25, 2025

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Dear city council,

I am a graduate student at Caltech and have been a resident of Pasadena district 7 for 6 years.

I am writing to express my **unqualified support for the Greenways project**, and I want to see them built following the All Ages and Abilities guidelines.

Firstly, as a current resident of Pasadena, I think everyone would benefit from improved cycling and pedestrian infrastructure. The Greenways project is a great start for this infrastructure and opens numerous pathways for people to safely get around by biking or walking without any significant interruptions to traffic and/or emergency services. Our current infrastructure is not designed for humans, it's designed for cars. This has to change. We all deserve to live on quiet and safe streets. And, let me add, if somehow the Greenways cause a huge traffic disaster, you can change it back. But, I think the data and happiness will speak for itself after a few years. We need to think creatively and be bold to improve our city, not just accept the status quo.

Secondly, as a young person who wants to have a family, I would love to live in a place where my kids can safely exist without the need for constant parental supervision. At this point in time, Pasadena is not that place. But, Pasadena can change for the better. Neighborhoods should be transformed into neighborhoods and highways and thoroughfares can stay as they are. While I am not a parent at the moment, I see our modern society writ large as being a very hostile environment for children. There is not much you can do about social media or the internet, but there is something you can do about our roads. Let's fix them. Let's put children above cars.

Thank you for your consideration.

Best regards,  
Scott Habermehl