

Iraheta, Alba

From: Andrew Mitchell
Sent: Sunday, August 24, 2025 5:46 PM
To: PublicComment-AutoResponse
Cc: Lyon, Jason; Thyret, Pam
Subject: Pasadena Family in Support of All Ages and Abilities Greenways

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Hello!

My name is Andrew Mitchell and my family and I are residents of this great city. My wife, Erin, and I have two kids, Jojo and Madison (ages 4 and 6) and live and work in Pasadena. Our family lives in a townhome just south of the playhouse district. Due to this we do not have access to safe roads or a bike friendly neighborhood for our kids. Instead we often ride in the area with constant fear and anxiety until we are able to find a side street to ride on. The proposed all ages and abilities greenways would allow our family to safely access the incredible shopping, entertainment and leisure that Pasadena provides without using our car or risking disaster while biking on the non greenway streets. These greenways would allow our kids to be more confident while riding bikes and not fearful of what could happen on a bad day on these streets. We hope you will approve this contract and make biking and non automotive travel safer for the citizens of Pasadena. Thank you for your time and consideration of this contract.

All the best, The Mitchell Family
Residents of

__ Pasadena, CA

Iraheta, Alba

From: Christy Moision
Sent: Saturday, August 23, 2025 6:53 PM
To: PublicComment-AutoResponse
Subject: Please Support All Ages and Abilities Greenways

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Dear Mayor Gordo and City Council Members,

I am a long-time Pasadena resident and I'm writing to express my strong support for All Ages and Abilities Greenways. I mostly walk and bike around town and I see there is a need for a safe network for biking. I'm a confident bicyclist and even so I often have to ride blocks out of my way to get to my destination because the more direct routes are dangerous and scary.

It's worth noting that building the Greenways properly will not restrict personal car or emergency vehicle access. What it will do is:

- Slow traffic on four neighborhood streets, making them safer and quieter (something residents already want as evidenced by the multitude of "slow down" signs all over town)
- Create slower streets that will be more comfortable for risk-averse potential bicyclists (about 60% of people say they would bike for some trips if they had a safe space to do so)
- Provide safe routes to schools, giving students an option to get to school on their own and avoid the dreaded car line

Please do not believe the misinformation that the Greenways will somehow cause traffic or make it so residents can't get to their homes. We cannot keep the status quo (Pasadena built for cars only) and expect traffic to somehow magically disappear. For congestion to be lessened, the true solution is to offer viable alternatives to driving.

Please support All Ages and Abilities Greenways!

Thank you,
Christy Moision
District 7

Iraheta, Alba

From: Jesus Molina
Sent: Thursday, August 21, 2025 9:47 PM
To: PublicComment-AutoResponse; Madison, Steve; Chapman, Justin
Subject: Agenda Item 6 - Greenways

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Hi, my name is Jesus Molina and I live in District 6 (91105). I am writing in support of the Greenways and the all ages and abilities initiative to create safe neighborhood streets for my wife and I. We also plan to have kids and would love the opportunity to take my kids to school or park by bike via the greenways. I understand there will be some concern about emergency vehicles, but at this stage in the project's course, city staff have already planned for emergency vehicle mitigation. Lastly, I've always seen Pasadena as a city of innovation, this project would be another mark in that direction.

Thank you for your time,


Jesus Molina

Gao, Beilei

From: Gao, Beilei
Sent: Wednesday, August 20, 2025 3:36 PM
To: Gao, Beilei
Subject: FW: Craig Avenue Greenway roadwork

From: daniel molitor
Sent: Tuesday, August 12, 2025 1:26:38 PM
To: Gordo, Victor <vgordo@cityofpasadena.net>; Márquez, Miguel <miguelmarquez@cityofpasadena.net>; Cole, Rick <rcole@cityofpasadena.net>
Cc:
Subject: Craig Avenue Greenway roadwork

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To those concerned:

I have just received notice of the planned "improvements" to Craig Avenue that are intended to add it to the city's growing "Bicycle Greenway."

I have serious concerns about this whole Greenway project and would like to add my name to those voicing opposition to it.

My complaints go beyond the usual cranky old man yelling at clouds variety and arise out of very specific issues related to how the Greenway has been planned and implemented. Specifically:

1) Who is this serving?

Everyone would like to reduce traffic and the associated environmental/safety issues associated with it. But who specifically is being served by these bikeways? Pasadena is not exactly the West Side of Los Angeles. While the recent growth of dense apartment developments has brought more traffic, and the city continues to face the fallout of the utterly dumb decision made decades ago to build the Gold Line train tracks at grade as they cross two of the city's busiest east/west commuter corridors, traffic in the city is still relatively light. Before it was mucked up by the Greenway project, Union Street carried three lanes of 1-way traffic very efficiently, with plenty of room for cars and cycles. Orange Grove Blvd is typically empty except during rush hour, and even then it still moves along rather speedily. With two lanes of traffic in either direction, there's always plenty of room for cyclists...not that you ever see any. And that's the point. Who is supposed to be using these Greenways? Other than the commercial interests that wish to promote rental bikes, where is the population of bike riders demanding these routes?

The fact is, I rarely see any bike traffic on the new Union Street bike path, and I can't recall ever seeing even a single bike using the Cordoba bike lane. A couple of scooters and a jogger or two, but never a single bicycle. Anecdotal evidence, I know, but that leads to point 2.

2) Review and Adjustment to the Plans

At a community meeting held by Councilmember Rick Cole several weeks ago, I asked if the city had any plans in place or in the works for reviewing the effectiveness of the recent Greenway projects. Were they being used? Were there negative impacts to traffic flow and safety? What have we learned? My question was met with a profound silence. Again, anecdotally, I do regular business at the Logix credit union on the corner of Lake Avenue and Cordoba and can say without a doubt the impact on Cordoba traffic has been awful. Going from two westbound lanes to one has resulted in back-ups sometimes extending well beyond the traffic signal at Mentor. Toss in the very busy driveways leading to and from public parking facilities to the north and south of Cordoba, as well as the colorful jumble of unfamiliar pavement markings and signs, and you've got a mess. So...again...has the city analyzed what has already been done? If so, what has been learned? If not, WHY? This seems like a perfectly reasonable thing to consider BEFORE moving ahead with further Greenway "improvements";

While the budget impact of the Craig Avenue work is relatively light, I'm much more concerned with the non-economic impacts of the whole Greenway project. Without sliding into slippery conspiracy territory, I can't help but think that we the lowly citizenry of Pasadena are not being told the whole story of why these developments are being pushed through so rapidly. Until I know WHO they are serving and HOW (or IF) they are working, I urge those in charge to reconsider.

Please STOP the Craig Avenue Greenway work now.


Thank you.

Daniel Molitor
Pasadena, CA

Gao, Beilei

From: Gao, Beilei
Sent: Wednesday, August 20, 2025 3:30 PM
To: Gao, Beilei
Subject: FW: No Road Changes on Craig

From: Will Morris
Sent: Sunday, August 3, 2025 9:01:13 PM
To: Gordo, Victor <vgordo@cityofpasadena.net>; Márquez, Miguel <miguelmarquez@cityofpasadena.net>
Cc: PasadenaMoving Keep ·
Subject: No Road Changes on Craig

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Dear Victor and Miguel -

I am a lifelong resident of Pasadena and while concerned about safety and traffic, am not in favor of the Craig Avenue and other streets proposed modifications.

I have seen too many people adversely affected by changes to streets which were neither wanted, nor warranted. I think the City planners and a few vocal proponents don't understand the day to day life of many Pasadenans.

Besides the negative consequences, costs must be considered.


Thank you for your time -

William Morris

Iraheta, Alba

From: Steven Morrow .. n>
Sent: Friday, August 22, 2025 2:02 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor
Subject: City Council Item 6: I support safe greenways!

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Hello,

I am writing in support of the greenways. I live just north of Washington off Hill and like to make use of the Union Bike lane. However, it is dangerous to use Hill to get to Union, the Cara go far above the speed limit and there is not much room on the sides.

Instead, I use Sierra Bonita to bike north/south. The streets are less busy and the cars are slower. The intersection at Orange grove is a little tough to navigate, but it is overall a much better experience

Thanks

Iraheta, Alba

From: Cala M n>
Sent: Friday, August 22, 2025 2:46 PM
To: PublicComment-AutoResponse
Subject: Public Comment for 8/25 City Council Meeting - Greenways

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Hello,

I'm a Pasadena resident who lives on Washington Blvd next to El Molino and I support All Ages and Abilities greenways. I walk my dog on El Molino everyday and it's a welcome respite from the volume of traffic on Washington Blvd.

Even though El Molino is a considerably quieter street than Washington, I still see people speeding on it every day. The most alarming thing I've seen cars do is completely blow the stop sign on El Molino/Claremont St in order to make the light on Washington, which I've seen multiple times. I feel that the street would be much safer, especially for pedestrians and cyclists with the simple traffic calming measures proposed by greenways.

A safe bike path on El Molino would also make me take up biking! I would love to bike as an alternate form of transportation but currently I don't feel that there are safe enough routes next to my apartment.

I sincerely hope that the proposed greenways plan can move forward.

Thank you,
Cala Murry

McMillan, Acquanette (Netta)

From: Bert Newton
Sent: Monday, August 25, 2025 12:31 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor
Subject: City Council Item 6: I support safe greenways!

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Dear Mayor and City Council,

Thank you for moving forward on the greenways! We are in a severe ecological crisis! We need to move quickly to more sustainable ways of living and more sustainable structures for our cities. While we can't do this all at once, and there is very legitimate need for many people to use cars at this point and for the foreseeable future, we need to move toward a more bikeable and walkable city as soon as we possible.

My wife and I have already, for many years now, used walking, biking and mass transit as our main modes of transportation, although we do keep a 1997 Toyota Rav for when we must use a car. Fortunately we live and work in Pasadena, and we live right off the Union Bike Lane, which we use everyday. (Contrary to those who say it is never used, I almost always see other users when I ride the that bike lane. Sometimes, however, I can ride for several blocks before I see any cars using Union, and I ride it at all times of day, including rush hours).

While some are complaining that we are spending too much for bike infrastructure, I think we spend too much for car infrastructure which squeezes out all other modes of transportation and makes our air dirty, air that we all have to breathe. While we will still need cars for the foreseeable future, we need to start transitioning away from them. They pollute the air. Even E.V.s put significant particulate pollution into the air from their tires and brakes.

Thank you for all your efforts to make this important transition!

--

Rev. Bert Newton
[Making Housing and Community Happen](#)
[My Podcast](#)

"Blessed are the poor, for they will inherit the land." Matthew 5:5 EWN Translation

Iraheta, Alba

From: Nielsen, Michele <
Sent: Friday, August 22, 2025 1:09 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor
Subject: City Council Item 6: I support safe greenways

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Hello,

I am a homeowner on Craig Avenue and I support changes to calm traffic on the street and increase safety. The current amount of traffic is high on my residential street, and people speed often on Craig Avenue despite the 25 mph zone my house is in. The greenway proposal will help to address those issues, and I am in support. Please vote yes.

Thanks,
Michele Nielsen

Michele C. Nielsen, Esq.

McMillan, Acquanette (Netta)

From: David Miess ·
Sent: Monday, August 25, 2025 12:28 PM
To: PublicComment-AutoResponse
Subject: Please build greenways so my kids and I can bike safely

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Hi there,

I'm David and a resident of Councilmember Gene Masuda's district. I have 3 young boys--5, 3, and 1--and am teaching the older ones how to bike. We live near Altadena Dr, close to Craig Ave, and would love to see that street built out as a greenway. Please build the All Ages and Abilities greenway that Pasadena CSC suggests.

Sincerely,
David

McMillan, Acquanette (Netta)

From: Márquez, Miguel
Sent: Monday, August 25, 2025 6:57 AM
To: Hawkesworth, Matthew; Harvey-Williams, Brenda; Siques, Joaquin
Subject: Fw: I do not support the Greenways proposal being considered for Craig, El Molino, Wilson, and Sierra Bonita.

FYSA

Miguel Márquez, City Manager

City of Pasadena

100 N. Garfield Ave. • Pasadena, CA 91101

(626) 744-4333

miguelmarquez@cityofpasadena.net

From: howie

Sent: Sunday, August 24, 2025 9:59 PM

To: Jones, Justin <justinjones@cityofpasadena.net>; Rivas, Jessica <jerivas@cityofpasadena.net>; Lyon, Jason <jlyon@cityofpasadena.net>; Márquez, Miguel <miguelmarquez@cityofpasadena.net>; Gordo, Victor <vgordo@cityofpasadena.net>; Keep PasadenaMoving <contactkeeppasadenamoving@gmail.com>

Subject: I do not support the Greenways proposal being considered for Craig, El Molino, Wilson, and Sierra Bonita.

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I do not support the Greenways proposal being considered for Craig, El Molino, Wilson, and Sierra Bonita. While the Complete Street Coalition activists have done a fine job in trying to get support for this kind of insanity the plain fact it no matter how much lipstick you put on this pig it cannot disguise the fundamental flaws in this proposal. FYI: More empty bike lanes, wider sidewalks that do not have pedestrians, narrower streets and less vehicle parking when already there is not enough.

I challenge any that wish to see this kind of insanity in action to visit the entrance to the Home Depo on Walnut Street. Wide empty sidewalks, one vehicle lane in and out plus when leaving the parking lot a light that does not allow a right on red. Making a right onto Walnut is a joke cause with the extended curb extensions the street is so narrow most everyone crosses into the east flowing traffic double yellow line in order to complete their turn.

Of course I have to mention money. The city line is "we don't have it, we need more" Apparently not as the projected cost is \$12.6 million. Coupled with the 10+ million spent on that Union Street boondoggle one could conclude money is no problem. Heck don't worry about those busted sidewalks that need redoing or trees that need trimming, and street that need repair cause they are not as important as making more bike lanes that won't get used. FYI: Mom should wash someone's mouth out with soap when they say, OH it's not our money, heck it came from a grant and everyone knows that grant organizations have a tree that grows money.

Do have to mention one more time that bikes do not have to be registered, they do not have to carry insurance, and of course with no license fees or gas tax they do not pay their own way.

Not sure you all are listening but do be assured we are.

Harald Zechner

McMillan, Acquanette (Netta)

From: Taylor Paez
Sent: Monday, August 25, 2025 12:28 PM
To: PublicComment-AutoResponse
Subject: Item 6: I support safe greenways!

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Dear City Council,

I am writing as a Pasadena resident to express my support for the proposed Greenways project contract. The enhancement of street safety represents a fundamental responsibility of municipal governance and directly impacts the welfare of all community members.

Traffic speed remains a significant contributing factor to safety incidents throughout our city. The Greenways initiative presents a methodical approach to this challenge by establishing a network of improved pedestrian and cyclist infrastructure along four strategically selected low-volume streets that traverse the 210 freeway. This framework would transform these corridors from primarily vehicular thoroughfares into multimodal spaces that accommodate the diverse transportation needs of residents.

I commend the city's deliberate approach to this project. The engagement of professional design consultants ensures that proposed modifications will be both technically sound and responsive to the specific needs of affected neighborhoods. This consultative process allows for the development of solutions that balance the interests of local residents with broader community mobility requirements.

The city has demonstrated considerable patience in advancing comprehensive street safety initiatives. The Greenways project represents tangible progress toward this goal, utilizing dedicated funding streams that have been specifically allocated for infrastructure improvements. These resources cannot be redirected to alternative purposes, making timely implementation both fiscally prudent and operationally necessary.

I urge the Council to authorize this contract and advance this important public safety initiative.

Thank you,

Taylor Paez

District 5

Gao, Beilei

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

From:
Sent: Thursday, August 14, 2025 10:40:15 AM
To: Márquez, Miguel <miguelmarquez@cityofpasadena.net>
Subject: Craig Avenue Greenway

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Manager Marquez:

I support the Pasadena DOT plan to modify Craig Avenue to improve bicycle access. As both a bicyclist and driver in Pasadena, I feel that this is a reasonable tradeoff between automobile speed and flexibility, and bicycling safety and accessibility. The location of the modifications is appropriate to the residential character and use of the surrounding area, and should not cause undue congestion on the many alternative streets. Any concern over emergency vehicle access is overblown and is an attempt to distract from the beneficial nature of the changes. Please do what you can to advance the recommendations of the Feasibility Study and the proposed modifications.

Christopher Paine

Pasadena resident

McMillan, Acquanette (Netta)

From: Richard Parsekian
Sent: Tuesday, August 26, 2025 9:07 AM
To: PublicComment-AutoResponse
Cc: Gordo, Victor
Subject: City Council Item 6: I support safe greenways!

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My name is Richard Parsekian I've lived on Orange Grove Blvd. Near Allen for 33 years, my wife and I raised our family here and I currently work at home.

1) I strongly support having a viable bike infrastructure in Pasadena and this proposal for north /south corridors is an important part of what is needed. I drive a car, I walk and I bicycle as much as I can to get around town, often getting where I need to go almost as fast as a car but not needing to look for and pay for parking.

2) Greenways are a win/win for the city.

A bikeable city is cleaner, more walkable, more community-friendly, and helps to mitigate against climate change. Bikers need safe pathways that are separated from traffic. Its better for the driver and better for the bikers –both are safer with them.

3) Pasadena, CA ranks toward the bottom of cities that have good bike infrastructure: We are #172 out of 305 cities in the state and within the US rank at 1,121. At least 15 cities of similar populations in California rank better than us.

4) One hears the comment –“I don't see and bikers on the bike lanes” Because bikers do not feel that safe. Sure we have some new bike lines but invariably they do not intersect and form a contiguous network of bikable streets. This plan starts to address that with North/South greenways.

5) Kids feeling safe biking to school would be a huge benefit to our city with all the traffic generated by parents driving their kids to school.

6) Many people in our city don't feel that safe biking on our streets it stands to reason that if they did there would be more biking and less autos. Even 5 to 10% would make a huge difference giving us the benefits mentioned.

6) Lastly I would like to suggest that the transportation department take the approach of in cases where it s possible to do a mock up with temporary methods to test an idea before committing to full on construction. It would help prove the concept to all users and allow adjustments before full blown construction.

Question:


How can you get a bike rack installed on a sidewalk by a business?

McMillan, Acquanette (Netta)

From: Adele Payman
Sent: Monday, August 25, 2025 6:24 PM
To: PublicComment-AutoResponse
Subject: Resident input on Pasadena Greenways Project

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Hello,

I am a Pasadena resident who lives on Craig Ave, so I would be impacted by the Greenways project. I am not a cyclist, but I am in full support of this project.

I know many people who have gotten into serious bike accidents in Pasadena due to careless drivers. In my view, a one or two minute delay driving down Craig is a worthy sacrifice if it means fewer cyclists get injured or killed.

In any case, Craig Ave is already a very slow street due to the number of stop signs - I avoid driving on it and take Marengo or Allen instead whenever I can. Adding a bike lane will not make a significant difference to the commute time for residents.

Regards,

Adele Payman Breer

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2025 AUG 25 AM 11: 54

CITY CLERK
CITY OF PASADENA

Aug. 25, 2025 Agenda Item #6

Honorable Mayor and City Council:

Tonight the Council will be considering spending millions of dollars (money that the state of California and the City of Pasadena could be spending on higher priority items) on a contract where the end result will be installing bollards and other permanent cement structures on quiet north south streets that are not needed.

These streets are already quiet places for bicyclists to ride their bikes and places for residents to enjoy walking in their neighborhoods.

Let me emphasize some of the reasons to not spend this money on this ill-conceived plan:

- Impacted residents near the project are just now starting to hear about the plans and they don't like what they are hearing. In some cases they will lose parking in front of their residences or have to navigate over bollards and other obstacles to get out of their house. Why push through the scheme now before residents have had a chance to learn about the details and provide feedback? That's not the Pasadena way.
- I hear the Transportation Department hasn't been up front about sharing traffic and other important data about these quiet neighborhood corridors. Why? What are they hiding? Are they advocating spending money on problems that don't actually exist? Or ignoring more serious traffic problems in other parts of town?
- A handful of bicyclists are advocating for the cement structures and other changes because "they don't feel safe." Why make a multi-million-dollar decision based on one small group's feelings? Shouldn't traffic studies and data like accidents and close calls play a role and not just people's feelings? Are permanent bollards and cement structures really needed? Or can you do less intrusive measures like painted bike lanes and still help bicyclists and pedestrians travel in corridors that are already relatively safe?
- When you look at accident rates involving bicyclists, autos and pedestrians one of the most dangerous places in Pasadena is the Rose Bowl area. What's the city doing

to help residents and visitors there? Is the crowded Old Pasadena area – once home to the most deadly intersections in Pasadena - as safe as it can be? Why not focus on parts of town where problems are occurring rather than on quiet neighborhood streets where very few problems exist?

- Pasadena and Altadena are still recovering from the most devastating fires in years. Do you really want to spend money to make it harder to evacuate during an emergency or block first responders from getting to the scene to help people? I don't think most people will be evacuating on bicycle when the next fires hit or when they need to get to a hospital. I also don't want the city installing permanent cement barriers that make it harder for the fire department to reach our homes during a raging fire.

Please don't vote to waste millions of dollars before more outreach has occurred, more questions have been answered, and more input has been collected. Don't abandon the Pasadena way and ram through this unneeded and sneaky plan.

Ken Perry

Pasadena, CA 91104

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2025 AUG 25 AM 11: 57

CITY CLERK
CITY OF PASADENA

Aug. 25, 2025 Agenda Item #6

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8/25/2025
Item 6

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Please don't vote to waste millions of dollars before more outreach has occurred, more questions have been answered, and more input has been collected. Don't abandon the Pasadena way and ram through this unneeded and sneaky plan.

Ken Perry

Pasadena, CA 91104

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

McMillan, Acquanette (Netta)

From: Quinn, Ethan
Sent: Monday, August 25, 2025 11:40 AM
To: PublicComment-AutoResponse
Subject: All-Ages & Abilities Greenways project

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Dear City Council Members,

I am writing in strong support of the Pasadena Greenways project, especially for the proposed Greenways on Wilson Ave and Craig Ave.

I am a Pasadena resident and a Caltech graduate student. As someone who does not own a car, I rely on my bike to get around for work and hobbies. I regularly use the bike lanes on Cordova and Union because I feel safer biking there than any other street.

However, these lanes are not enough to create comprehensive biking infrastructure in Pasadena, which would require North-South connectivity. Thus, I urge the City Council to prioritize bike lanes on Wilson Ave. and Craig Ave. Moreover, I strongly recommend building fully-protected bike lanes to ensure the safety of our community. People will not use bike lanes if they feel unsafe, and even on the existing bike lane on Cordova, I have experienced many near-misses that made me question my mode of transportation.

Finally, I know that there are many drivers in Pasadena who may be frustrated by bikers. I understand - when I drive on a busy road and I see a biker in a lane in front of me, I feel frustrated when I have to slow down, and nervous when I try to pass them. This is a dangerous situation for all parties, especially the biker. However, this situation has only been created because of a lack of proper bike infrastructure - with the addition of fully protected bike lanes going N/S/E/W, cyclists will not have to mix with motorists on high-speed roads, and both parties will be happier for it. Moreover, when biking becomes a viable alternative to driving, there will be less people driving on the roads and traffic will also be reduced. Thank you for your service to the city. I look forward to the next phase of the Greenways project.

Sincerely,

Ethan Quinn

Pasadena resident, District 6

Caltech postdoctoral scholar

Gao, Beilei

From: Priesen Reis, Elena R.
Sent: Monday, August 25, 2025 11:13 AM
To: PublicComment-AutoResponse
Subject: Support for All Ages & Abilities Greenways

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Dear Pasadena City Council Members,

My name is Elena, and I am a graduate student at Caltech, where I serve as the Graduate Student Council's Sustainability Chair and as a member of the Caltech Sustainability Advisory Council. I am writing this email because I am unable to make an in-person comment at today's meeting, though I will be listening via Zoom.

Through my work with students, staff, and faculty, I have explored safer and more sustainable transportation options for our community, including biking. Our surveys show very strong interest in using more sustainable transportation, but many people are deterred from biking because of safety concerns and the perception that Pasadena prioritizes cars over pedestrians and cyclists. This is especially striking given that about 20% of our community comes from international backgrounds where biking is common and safe—yet here many feel forced to rely on more polluting modes of transportation due to concerns over safety, convenience, and confidence.

The proposed All Ages & Abilities Greenways project would directly address these concerns by creating safer, slower, and more welcoming streets for everyone. The four selected corridors are natural choices for Pasadena's biking network, and this project already has strong community support from local organizations, schools, and residents. In addition to safety, the Greenways will improve accessibility, reduce emissions, and make Pasadena a more vibrant and connected city.

I urge you to approve the contract for the Greenways. These investments will give residents and commuters more choices for safe, sustainable, and healthy transportation while preserving access for emergency vehicles and local residents.

Thank you very much for your leadership on this important issue.

Sincerely,
Elena Priesen Reis
Graduate Student, California Institute of Technology
Graduate Student Council Sustainability Chair
Member, Caltech Sustainability Advisory Council

Iraheta, Alba

From: David Reitze
Sent: Saturday, August 23, 2025 1:13 PM
To: PublicComment-AutoResponse
Cc: Gordo, Victor
Subject: City Council Item 6: I support safe greenways!

Some people who received this message don't often get email from "David Reitze" <[redacted]>. [Learn why this is important](#)

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Esteemed Officials,

I am writing to you as a resident of Pasadena. I also work in Pasadena, and use my bicycle to commute to work.

I am eager to see Greenways constructed on El Molino, Wilson, Sierra Bonita, and Craig to help protect cyclists and pedestrians. As someone who has twice been involved in collisions with automobiles on Sierra Bonita in the past three years while commuting to work (fortunately with no serious injuries), I know that had I been on a greenway, both accidents (the fault of the automobile drivers) would have been avoided.

This project has strong support from the Pasadena community. It will enable more Pasadena residents to ride their bikes safely and I believe it will save lives and prevent serious injuries from occurring. The proposed All Ages and Abilities Greenways will be located on north-south routes that carry a small amount of traffic relative to other Pasadena surface streets, so will not negatively impact traffic in any serious way.

I am strongly in support of the All Ages and Abilities Greenways project and hope the Pasadena City Council will vote to move forward with this important and life-saving project.

Thank you for your consideration.

Sincerely,

David Reitze

Pasadena, CA 91104

Iraheta, Alba

From: Wesley Reutimann >
Sent: Friday, August 22, 2025 1:17 PM
To: PublicComment-AutoResponse
Cc: Kristin Reutimann
Subject: I support safe, walkable neighborhood greenways!

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Dear Pasadena City Council Members,

As Pasadena residents and PUSD parents who care deeply about the safety of our streets, especially safe access to local schools, we are writing to share our support for [neighborhood 'greenways'](#) in Pasadena.

Walking and bicycling are healthy, affordable, and sustainable ways to get around town. Yet these modes of transportation are only truly viable if they are safe and accessible for people of all ages and abilities. Neighborhood greenways have the potential to make our community healthier, safer, and more vibrant by providing safer routes for people to walk, bike, skate, scoot, and drive along.

Please support the implementation of Pasadena's first neighborhood greenways!

The Reutimann Family
Pasadena 91103

08/25/2025
ITEM 6

McMillan, Acquanette (Netta)

From: Pilar Reynaldo
Sent: Monday, August 25, 2025 11:26 AM
To: PublicComment-AutoResponse
Subject: Agenda item #6

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Members of City Council,

I live 12' outside of the City of Pasadena, I work, walk, bike, and dine in Pasadena almost daily. I believe the city should be working to create safer streets. The dangerous roads affect everyone - drivers, passengers, and people who are not in cars.

Greenways will be streets where cars, bikes and pedestrians will share the road (no bike lanes, except for the blocks that cross the freeway.) The Greenways are planned for the four lowest-volume streets that run North/South across the 210 freeway. This will create a network of safer, lower-stress streets especially for pedestrians and cyclists.

I have experienced greenways in Washington State, Oregon, Maine and in many European countries. When people feel safe they are more apt to get out and walk or ride rather than get in their cars. After experiencing greenways in so many other places in the country and the world I can honestly say walking and cycling are a completely different experience, far less stressful, really enjoyable and great deal safer for everyone.

NO design decisions have been made regarding any specific tool to slow traffic on any specific street. Indeed, the entire point of hiring a design firm is to come up with proposals that make sense both for the people who live on the street AND for the people who will use the street.

As more and more neighboring communities install greenways and other traffic calming measures it is high time Pasadena follow their lead. The funds have already been identified, the money is not coming from the General Fund dollars and could not be reallocated for another use.

I urge you to approve this contract.

Thank you,

Pilar Reynaldo

Gao, Beilei

From: Gao, Beilei
Sent: Wednesday, August 20, 2025 3:31 PM
To: Gao, Beilei
Subject: FW: Proposed changes to Craig Avenue - A Really Bad Idea

From:
Sent: Wednesday, August 6, 2025 1:53:07 PM
To: Márquez, Miguel <miguelmarquez@cityofpasadena.net>
Cc:
Subject: RE: Proposed changes to Craig Avenue - A Really Bad Idea

You don't often get email from [miguelmarquez@cityofpasadena.net](#) [Learn why this is important](#)

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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.

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 instead?

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

Mr. Marquez, this folly is a really bad idea. Please convince your fellow City "leaders" to rein in their progressive fantasies, display some (severely lacking) common sense, and DROP THIS PLAN.

Roger Rittner
Homeowner on a corner of Craig Avenue
Pasadena taxpayer and resident for 50 years

cc: KeepPasadenaMoving

Iraheta, Alba

From: Kristin Roberts ·
Sent: Saturday, August 23, 2025 5:33 PM
To: PublicComment-AutoResponse
Subject: Support for Greenways in Pasadena

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I am a Pasadena resident, living on Catalina Ave. in Bungalow Heaven (District 2). I support All Ages and Abilities Greenways, because they will help create safe neighborhoods.

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.

Thousands of people ride bikes in Pasadena already. But, most people - about 60% - say they would like to ride a bike sometimes, but need safe spaces to do so. More biking trips frees up parking spaces for drivers, reduces traffic, and makes our city more accessible and vibrant. This has worked in other cities, and it will work here too!

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.

The Greenways can't cause traffic problems in the city, because they carry a tiny amount of traffic - just a few percent of north/south travel. Besides the greenways, Pasadena has 12 high-volume north/south streets that carry over 200,000 cars per day across the 210 freeway. Building the greenways will not change any of these 12 high volume streets and so traffic will still flow freely.

We should not be 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 problem.

Sincerely,
Kristin Roberts

Iraheta, Alba

From: Lissette Rodriguez
Sent: Sunday, August 24, 2025 6:47 PM
To: PublicComment-AutoResponse
Subject: Please vote in support of Pasadena Greenways

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To The Members of City Council,

I'm writing in support of All Ages and Abilities greenways in Pasadena. I have lived in Pasadena for nearly 15 years, and I often walk and bike around the city. Building the proposed greenways will be a step in the right direction for making Pasadena a safer city for pedestrians, cyclists and drivers. I use El Molino often to walk or bike from my home to places like Vromans, the Pasadena Playhouse, and the Landmark, so it will be wonderful to feel safer and less stressed when I use that street, since car speeds will be down. I also know that as a result of lower car speeds I will feel more comfortable using El Molino as a way to connect with other streets like Cordova and Union.

The Safe Greenways proposal would make these routes safer for everyone, including drivers! Please vote yes!

Lissette Rodriguez
Pasadena, 91106

From: Julian Romero
Sent: Monday, August 25, 2025 10:51 AM
To: Thyret, Pam; PublicComment-AutoResponse
Subject: City Council Item 6: I support safe greenways!

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Dear City Council,

I am writing to express my strong support for Item #6: the Pasadena Greenways project.

I live and work in Pasadena with my wife and two children. Both my children currently go to school in PUSD (kindergarten and 3rd grade), and my children ride their bikes to and from school most days (three miles each way). My children also participate in sports leagues in and around Pasadena, and we regularly bike to practices and games in and around Pasadena.

The current biking network in Pasadena has significant gaps. When my family is choosing routes, we are often forced to go far out of the way so that we can stay on streets that are relatively safe for biking. At times, we have no choice but to use unsafe streets (for example, crossing the 210 freeway) which is stressful and dangerous, especially with children. I support efforts that continue to fill in the missing pieces of this network.

Providing more transportation options makes the city safer and easier for everyone to navigate. I often talk to other parents who are interested in biking, but understandably don't feel safe on the roads as they are now. Even a modest increase in people biking instead of driving would reduce traffic congestion and parking demand, benefiting everyone, including drivers. I support efforts that give residents transportation options.

Therefore, I am strongly in support of the north/south Greenways project which takes a big step in filling in the bike network and providing safe transportation options. Thank you for making Pasadena a safer and more accessible city for all residents.

Sincerely,
Julian Romero
Resident, District 7

McMillan, Acquanette (Netta)

From: Wylie Rosenthal
Sent: Monday, August 25, 2025 5:07 PM
To: PublicComment-AutoResponse; Madison, Steve
Subject: I Support Safe Streets

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Councilmember Madison and City Council,

I am a resident of Pasadena and I believe we should be working together to create safer streets. I live in an amazing part of Pasadena where I can walk or ride my bike to fulfill all my regular needs. I regularly use cordova and union to travel around Pasadena. We need to continue to improve the bike network and increase the safety for all forms of transportation. Our dangerous road design affects everyone - drivers, passengers, and people who are not in cars.

Speed is a major factor in Pasadena's poor safety record. The Greenways will be streets where cars and bikes and pedestrians will share the road (no bike lanes, except for the blocks that cross the freeway.) The Greenways are planned for the four lowest-volume streets that cross the 210 freeway. This will create a network of safer, lower-stress streets especially for pedestrians and cyclists.

NO design decisions have been made regarding any specific tool to slow traffic on any specific street. Indeed, the entire point of hiring a design firm is to come up with proposals that make sense both for the people who live on the street AND for the people who will use the street.

We have been waiting for years for street safety improvements in Pasadena, and for the Greenways in particular. The funds have already been identified. They are not General Fund dollars and could not just be switched to use for something else.

I urge you to approve this contract.

Thank you,

Wylie Rosenthal

District 6

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
- Seqoyah 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:

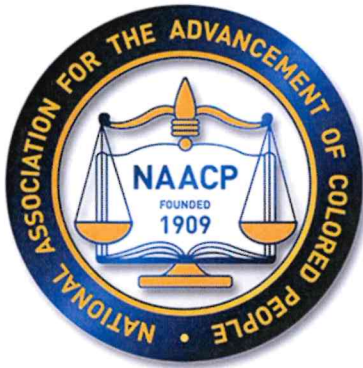
"The All Ages & Abilities criteria is a national and international best practice that should be adopted for all bicycle facility design"

We, the undersigned, believe that the Pasadena Greenways 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.

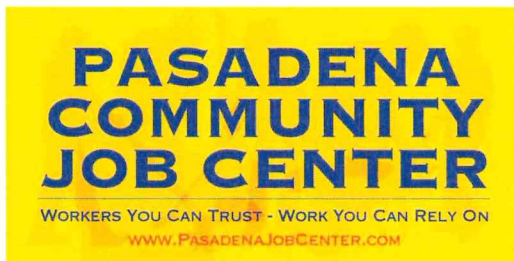
Recognizing these benefits, the PUSD School Board, Pasadena City College Board of Trustees, the Pasadena Environmental Advisory Commission, and the Pasadena Accessibility & Disability Commission have all called on the City of Pasadena to apply the All Ages and Abilities Guidelines in Greenways design. 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

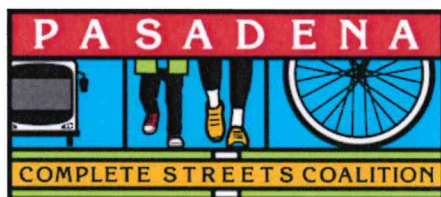


Christy Zamani, Executive Director
Day One





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

**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.