

December 18, 2017

TO: Members of the Public Safety Committee:
Councilmember John J. Kennedy, Chair
Councilmember Tyron Hampton
Councilmember Steve Madison
Mayor Terry Tornek

CC: Councilmember Margaret McAustin
Councilmember Gene Masuda
Councilmember Victor Gordo
Councilmember Andy Wilson
City Manager Steve Mermell
Director of Transportation Fred Dock
Direct of Public Works Ara Maloyan

Chair Kennedy:

At the Transportation Advisory Commission meeting on Thursday, December 7th, staff presented an information item regarding the proposed Rose Bowl Loop safety enhancements. The Commission has comments that we hope will be viewed as adding value to the conversation.

The Rose Bowl Loop is a wonderful benefit to the City of Pasadena and the greater region. It provides a free opportunity for friends and families to exercise together to improve their health. It attracts an incredible diversity of people. The Loop provides a park-like setting without requiring the same type of park resources as would be required if the area were closed to traffic.

The Commission believes that any enhancements should be made in service of the following goals for the Rose Bowl Loop:

- 1) Preserve access to the Loop for all users;
- 2) Enhance safety for all users;
- 3) Increase capacity and safety for a potential increase in future users; and
- 4) Manage the City's liability.

We see the current issue as one of liability vs. usability. Liability in the form of insurance costs and settlements is an obligation on all citizens of Pasadena, so the Commission shares the City staff's concerns that were raised in the presentation.

We encourage the City to explore alternatives to enhance safety while preserving usability.

Here are some suggestions:

- 1) Require groups of three or more riders whose speeds exceed 20 MPH to be organized and permitted events.**

Any vehicle traveling at a speed where the operator cannot quickly and safely stop is a danger to all users. Pasadena taxpayers should not have to bear the cost of the liability. Drivers carry insurance. Groups of fast riders should obtain City permits, pay for liability insurance, and be subject to City safety regulations.

- 2) Review data for collision locations and address those specific locations.**

The entrances to Lot K on West Street are potential conflict points. Consider limiting car access to the Seco entrance of Lot K. Shrubs that limit sight lines should be trimmed. Additional cones along the pedestrian path could be added to enhance visibility of the separation.

Separately from the issue of the Rose Bowl Loop, the members of TAC would like to make the following additional recommendations regarding transportation and recreation in the Rose Bowl and larger Arroyo area:

- A) Review and report back on the process to delete roadway from the Federal Highway Classification Map.** What would be the benefits and the drawbacks to the City?
- B) Schedule an update to the Central Arroyo Master Plan to coincide with the conclusion of the Arroyo Advisory Group.** Such a Plan update may include an evaluation of turning the West and Rosemont segments one-way.

We appreciate your consideration of our comments.

Sincerely,

Greg B. Gunther, Chair
On Behalf of the Transportation Advisory Commission