



March 24, 2022

City of Pasadena Transportation Advisory Committee  
221 E Walnut St # 199  
Pasadena, CA 91101

Chair Lim and Commissioners,

Thank you for the opportunity to comment on Item #5A, "Recommend FY 2023 – 2027 Capital Improvement Program (CIP)".

Our organization is excited about many of the projects on this list, and we hope that implementation will happen quickly. We also hope that in the near future, more projects are added to the list that will facilitate the safe use of Pasadena's City Streets by all users. Opportunities to move around safely without cars will support public health, economic viability and environmental sustainability, as well as make living in Pasadena more affordable.

Specifically, we request that the City update its Roseways networks to make it more usable, and to correct deficiencies in signage and mapping, per our January 2020 letter to the Department of Transportation. We also request that the Greenway implementation is fast tracked. It is exciting that the Union Street Protected Bike Lane will be beginning construction, but that is the first project that has begun from the list of projects in the 2015 Bicycle Transportation Action Plan. Pasadena needs to pick up the pace on these projects.

With regard to the CIP, the remainder of our comments are in the form of questions.

- 1) What is the basis for the anticipated start of construction on or before June 30, 2023? By what date does the City have to issue the bid documents for contractors in order for this project to begin construction by June 30, 2023? What is the status of the bidding process? Is the project being managed by DOT or Public Works? Do the departments have enough staff to manage these projects in order to meet the anticipated construction timelines?**

We ask that TAC ask these questions with regard to the following CIP items:

- Active Transportation #2, Citywide Complete Streets Program
- Active Transportation #6, Cordova Bike Lanes
- Active Transportation #8, Avenue 64
- Active Transportation #10, South Lake to Station
- Active Transportation #14, Leading Pedestrian Interval
- Traffic Operations etc. #27 - ITS Phase I

- Traffic Operations etc. #36 – Traffic Signal at Orange Grove and Sunnyslope
- 2) **Which grants or other funding sources are anticipated to fund these projects? When are the applications due? How competitive will this project be? Who will write the grant application? Does DOT have sufficient staff time to oversee the grant application process? Can DOT add capacity to make Pasadena more competitive for these grants?**

We ask that TAC ask these questions with regard to the following CIP items:

- Streets and Streetscapes #10, Fair Oaks / Orange Grove Specific Plan
  - Active Transportation #7, Lake Avenue Traffic and Pedestrian Safety Enhancements
  - Active Transportation #11, Mountain Street at Sierra Bonita and Sinaloa
  - Active Transportation #13, Rosemont Avenue from Seco to Orange Grove
  - Active Transportation #15, North Fair Oaks. Also, how is this related to Streets and Streetscapes #10?
  - Active Transportation #16, Continental Crosswalks
  - Active Transportation #18, Colorado Blvd. Playhouse Village
  - Traffic Operations etc. #20 - Civic Center Safety Enhancements
  - Traffic Operations etc. #30, #34, #38, #39
- 3) For Active Transportation #1, Bicycle Action Plan - **What specific improvements were the FY22 funds spent on? What will the FY23 funds be spent on?**
- 4) For Active Transportation #9, N. Hill Avenue - **Will the Metro Measure M MSP grant enable Pasadena to finish the project?**
- 5) For Active Transportation #12, Allen Station Enhancements - **What is the cost of the quick build vs. the rest of the project? Total cost is \$2,367,500, of which \$1,867,500 is now funded. Does it still make sense financially to do the quick build, or should the City just find the remainder of the money for the project?**
- 6) For Active Transportation #17, Pedestrian Plan - **What is the Commercial Development Fee? Is it an annual revenue source?**

We hope that the answers to these questions will enhance our local opportunities for funding active transportation, so that Pasadena can do its part in combatting climate change. Recent news reports about our climate catastrophe should be concerning to everyone. Greenhouse gas emissions are a major contributing factor to climate change. In Pasadena and California, transportation is a major contributor to these emissions. For this reason, we respectfully request that the Commission encourage the City Council to prioritize active transportation projects in the CIP.

Sincerely,



Blair Miller  
On Behalf of the Pasadena Complete Streets Coalition

**Flores, Alejandra**

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**From:** Jonah Kanner <jbkanner@gmail.com>  
**Sent:** Thursday, March 24, 2022 10:58 AM  
**To:** Flores, Alejandra  
**Subject:** Comments for tonights TAC meeting

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Hi Alex,

Here are some comments for tonight's TAC meeting, regarding agenda time 5A on the CIP budget. I would appreciate if you could circulate to the TAC.

Thank you for your help!

Best,  
jonah

Dear Transportation Advisory Commission,

My name is Jonah Kanner. I ride a bike daily in Pasadena as my preferred form of transportation, often with my 10 year old son. I am concerned that our streets are not currently safe for vulnerable road users, including anyone walking, biking, scooting, or skating to get around town.

I find it alarming that, so far, the city has made very slow progress implementing its own Bicycle Transportation Action Plan (BTAP). The BTAP was approved by the city council in 2015, and identifies 10 "high priority" projects to improve street safety in the city. In the 7 years since the plan was written, zero of the ten high priority projects have been completed. At this rate of progress, it will take 70 years to implement the BTAP.

One project, a protected bike lane on Union Street, was recently awarded a contract by city council, and is expected to be complete next year. This is great news, and I want to thank the city council and staff for the long effort to bring this project to completion; I am sure it wasn't easy.

DOT staff have now turned their attention to four north/south corridors in the BTAP, known as Greenways. These are simple, common sense solutions for making neighborhood streets quieter and safer, and they preserve parking and driver access for all residents. Currently, there is no public information for when or how the Greenways will be completed. The projects lack both target completion dates and sources of funding. While I am sure DOT staff are well intentioned, it appears we are on track to have to wait another prolonged period before seeing any real progress. This is not acceptable. Traffic violence in Pasadena cost our city 8 lives last year, as well as dozens of injuries and millions of dollars worth of property damage. The safety of our streets should be a high priority issue, and waiting decades to implement an action plan is no longer an option.

For this reason, Pasadena Complete Streets Coalition has begun circulating a petition in support of Greenways that are designed using best practices in safety, and that get funded and built as soon as possible. The petition is collecting more signatures each day, and currently 158 residents and stake-holders have signed on. The petition is available online at: <https://www.pasadenacsc.org/greenways-petition>

I am writing tonight on behalf of the 158 concerned residents who have already signed the petition. We are asking that TAC advocate for funding to design and build the Greenways on a well defined timeline. Street safety should be a high priority for funding within Pasadena, and we believe that real change should begin now.

Thank you for everything you are doing for our city.

Jonah Kanner  
March 24, 2022

## Flores, Alejandra

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**From:** Marjorie Lindbeck <margiel@pacbell.net>  
**Sent:** Wednesday, March 23, 2022 3:29 PM  
**To:** Flores, Alejandra  
**Cc:** Brian  
**Subject:** TAC Meeting

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Dear Members of the Transportation Advisory Commission:

As a resident of Playhouse Village and Chairman of the Board of Playhouse Village Association, I am writing to urge your endorsement of three priority projects for Playhouse Village for the proposed FY 23 Capital Improvement Program: Streetscape projects on Colorado, Lake and Mentor (projects No. 18, 20 and 39) — all within Playhouse Village.

Further, I respectfully request including funding for the feasibility studies for these projects, projects that will make a monumental difference to our city, our village, and are currently being undertaken around the country to revitalize downtown urban centers and create walkable, friendly streetscapes that encourage commerce, culture and community.

The funding decision should be easy, and it is essential that you are aware of the following:

- Playhouse Village development activity has generated traffic impact fees of over \$2 million since 2006 and is projected to generate an additional \$7.6 million over the next several years
- These funds need to be earmarked and "returned to source" to fund the streetscape projects' feasibility studies as part of the FY23 CIP budget
- Metro Measure M and overlap with Pedestrian Plan Priority Corridor for Lake Avenue are other identified opportunities to secure funding for these streetscapes

We have waited too long for this portion of our wonderful City to be addressed. The time is now! This downtown urban center will be a showcase for what can be done to make a huge difference when everyone works together to vision what is possible.

Thank you,

Marjorie

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Marjorie Lindbeck  
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