



Pasadena Greenways

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Section 1: History and Context

What are the Pasadena Greenways?

The “Pasadena Greenways” refers to a plan to make physical changes to four north-south streets so they are Greenways, also known as Bicycle Boulevards, intended to be safe and comfortable for people traveling on foot or by bicycle, scooter, or skateboard, and also for people driving their cars to and from their homes. The four streets planned as Greenways are El Molino Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue.

Are these bike lanes?

No, Greenways don’t necessarily include bike lanes, they are “bicycle boulevards”. On a bicycle boulevard, car traffic is slowed so that the roadway may be safely shared with cyclists and other people who aren’t in cars. Bike lanes may be included in some segments, but on most of the route, cars and bikes share the road.

Networks of bicycle boulevards have been successfully implemented in a number of U.S. cities, including Palo Alto, Berkeley, and Portland, OR, where they have been seen to dramatically increase safety and the use of bicycles and other human-powered vehicles (like scooters and skateboards) generally known as “micro-mobility devices.”

References

- What is a neighborhood Greenway?
 - <https://youtu.be/6SWLvbv0yWM>
- Biking in Palo Alto
 - <https://youtu.be/XB2yYuW-tKk>
- Portland’s Bike Boulevards
 - <https://vimeo.com/16552771>

What is the history of the Pasadena Greenways?

In 2015, City of Pasadena staff created (and the City Council approved) the “Bicycle Transportation Action Plan” (BTAP), with the goal to create a network for people using bicycles (and other micro-mobility devices) to travel throughout Pasadena. The BTAP was developed as part of the Mobility Element of the city’s General Plan.

The 2015 BTAP identifies 10 “high priority” bicycle routes for construction. The plan includes six east/west bicycle routes and four north/south routes. The four north/south routes in the BTAP are the four routes called the “Greenways” or “Pasadena Greenways” in this document.

Of the ten routes planned in the 2015 BTAP, none have been completed to date. Two routes - a bicycle lane along Cordova and a protected bicycle lane along Union Avenue - are under construction as of April 2023.

In 2021, DOT staff commissioned and received a report from the engineering contractor KOA titled "Greenways Feasibility Study". The study presents an analysis of local traffic data that shows that the Greenways can be constructed while still allowing car traffic to move freely in the city. The study also presents conceptual designs for each of the four Greenways.

Following the publication of this report, at meetings and through emails and other communications, members of the Pasadena community have demonstrated broad support for safe Greenways, as described in Section 7.

References

- Pasadena Bicycle Transportation Action Plan (2015)
 - <https://www.cityofpasadena.net/transportation/wp-content/uploads/sites/20/Pasadena-Bike-Action-Plan-08-17-2015.pdf>
- Greenways Feasibility Study (2021)
 - <https://www.cityofpasadena.net/transportation/community-mobility/greenways/>

How will the Greenways be funded?

The Greenways are now fully funded. The main source is a \$12M appropriation from LA Metro. This funding is a small part of a \$230M allocation originally set aside for the completion of the 710 freeway, now reallocated to other projects. No additional funding from the Pasadena city budget is required to complete the Greenways project, although the projects will require the time of DOT staff to manage any construction. If additional funds are needed, though, there are additional funds from LA Metro that are set aside for Pasadena projects.

Does Pasadena have any Greenways already?

Yes, there is a short stretch of Greenway already in Pasadena. Marengo Avenue already includes a short Greenway from Orange Grove Blvd to Washington Blvd. This was created by placing a traffic diverter at Orange Grove and Marengo on the south end and Washington Blvd and Marengo on the north end, reducing cut-through traffic on Marengo. Automobile traffic is one-way going out of the neighborhood and only bicycles are allowed to travel into the neighborhood using a special "contra-flow" bike lane. The City's bike map indicates that Wilson, Sierra Bonita, and Craig are also Greenways, but the designation doesn't mean that those streets are truly safe for all road users until safety features have been added.

Other traffic calming elements already exist throughout the city in other places, including traffic diverters at El Molino Avenue and Washington Blvd, San Pasqual and Mentor Avenue, and on Boylston between Mentor and Lake. Numerous streets throughout the city, including some

blocks of Wilson Avenue and Sierra Bonita Avenue, have speed humps or speed cushions that slow down drivers and make it safer to share the road.

As best we can tell, these traffic calming elements have been in place for years, creating safer streets without interfering with any road user's ability to get around the city.

Why are safe streets important?

Safe streets are important for three reasons.

The first is that people who live, work and visit Pasadena should be able to move around safely. Pasadena's streets are demonstrably less safe than comparable cities in California; we often rank at or near the top as the LEAST safe city for pedestrians and bicyclists compared to other California cities of a similar size. The people who have been injured and killed on Pasadena's streets did not deserve to die, and as their families continue to mourn them, we should be motivated to create a safer environment to prevent future injuries and deaths.

The second reason is that we are in a climate crisis. Transportation is the sector identified in Pasadena's Climate Action Plan as producing the most greenhouse gasses. Giving people a safe way to get around without driving will decrease auto trips, which generate greenhouse gasses, which contribute to climate change.

The third reason is equity and accessibility. We have designed most, if not all, of our streets with the goal of moving people in cars as quickly as possible. But what about the people who aren't in cars? People who are too young to drive, too old to drive, have a disability that prevents them from driving, or cannot afford a car also deserve streets that are safe for their travel, however they get around.

References

- Pasadena Climate Action Plan
 - <https://www.cityofpasadena.net/planning/planning-division/community-planning/climate-action-plan/>
- Office of Traffic Safety Rankings
 - https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv_view_count=1327&wpv-wpcf-year=2020&wpv-wpcf-city_county=Pasadena&wpv_filter_submit=Submit

Section 2: Design Concepts for the Pasadena Greenways

What designs for the Greenways have been put forward so far?

So far, two different design concepts for the Greenways have been described and may be considered by the city's decisionmakers.

The 2015 BTAP includes a design concept for each of the four Greenways. Suggested elements include traffic diverters, traffic circles, pedestrian refuge islands, and other design strategies that can result in "traffic calming," essentially a street where drivers are encouraged to go more slowly because of the physical aspects of the road. The design also includes short stretches of bike lanes along some segments, including all four 210 freeway crossings.

A second set of design concepts is included in the 2021 Greenways Feasibility Study (the report by engineering firm KOA). Like the 2015 design, these concepts include some traffic calming measures, including chicanes and traffic circles. The 2021 Feasibility Study designs also include short stretches of bike lanes across the 210 freeway.

References

- Pasadena Bicycle Transportation Action Plan (2015)
 - <https://www.cityofpasadena.net/transportation/wp-content/uploads/sites/20/Pasadena-Bike-Action-Plan-08-17-2015.pdf>
- Greenways Feasibility Study (2021)
 - <https://www.cityofpasadena.net/transportation/community-mobility/greenways/>

What are the shortcomings of the most recent design concept?

In several key ways, the 2021 design is *weaker and less comfortable for cyclists and other micro-mobility users* than the 2015 concept. For example, the 2015 BTAP designs include eleven traffic diverters, while the 2021 design includes NO traffic diverters. Traffic diverters are design elements that reduce cut-through traffic by diverting automobile traffic off of a neighborhood street, and onto a more major road.

Unlike the 2015 design, the 2021 design includes the addition of two traffic signals - one at Sierra Bonita and Orange Grove, and one at Craig and Orange Grove. Given the high speeds of cross traffic along Orange Grove, these traffic signals seem a sensible addition, and will make it easier for cyclists and pedestrians to cross Orange Grove Boulevard. However, the addition of the traffic signals will ALSO make it easier for drivers traveling on the Greenways to cross Orange Grove Boulevard if through traffic is allowed at those intersections, and so could encourage the use of these streets as cut-through streets for drivers. Given both the removal of

the eleven traffic diverters from the design, and the addition of the traffic signals, members of the Pasadena Complete Streets Coalition are alarmed that the construction of the Greenways as shown in the 2021 design could actually increase traffic volumes along some segments of the routes, which would be in direct conflict with the design goals of a bicycle boulevard.

We strongly doubt that the 2021 concept design would slow traffic to the speeds where cyclists and drivers can comfortably share the road. For example, large segments of the current design include no traffic calming, especially in some of the most heavily traveled stretches. And the addition of traffic signals can lead drivers to **speed up** to make the light. This design is not sufficient to make most people feel safe riding their bikes or scooters on those roads, and will not accomplish the goals of the project.

Section 3: All Ages and Abilities Design

What is an All Ages and Abilities Design?

The National Association of City Transportation Officials (NACTO) has identified guidelines for designing a Greenway to be comfortable for riders of All Ages and Abilities. Among other things, this means designing a roadway so that it is safe enough for children to use. The standard includes specific targets for traffic speeds and volumes:

- Car speeds of less than 20 MPH with volumes under 2000 vehicles per day, OR
- Car speeds of less than 25 MPH with volumes under 1500 vehicles per day

While the All Ages & Abilities design criteria sets these design goals for a Greenway, the criteria is very flexible in how to achieve this result. Achieving this All Ages & Abilities design criteria could be achieved with a wide range of different design solutions.

References

- NACTO All Ages and Abilities Design Guide
 - <https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/>
 - https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

When should the All Ages and Abilities Standard be applied?

NACTO is clear that the All Ages and Abilities criteria should apply to **ALL** bicycle projects.

“The All Ages & Abilities criteria is a national and international best practice that should be adopted for all bicycle facility design and network implementation; lesser accommodation should require additional justification.” - NACTO

Pasadena is a member of NACTO, and so this is the appropriate source of guidance for our streetway design. It is not acceptable to ignore NACTO guidelines when creating street design for Pasadena.

At the state level, CalTrans has also endorsed an All Ages & Abilities design approach. The CalTrans “Toward an Active California” vision statement says:

“By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.”
-CalTrans

Why is following an All Ages and Abilities Standard important?

There are three key reasons to choose an All Ages and Abilities design standard:

- **Safety:** Meeting the design standard will reduce the rate of collisions and injuries for all road users, including pedestrians, drivers, and cyclists.
- **Ridership Levels:** A safer route will lead to higher levels of bike ridership. For example, in Palo Alto, CA, implementing bicycle boulevards led to 48% of students riding bikes to school.
- **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 really designing for adult, white men.

Making streets safer has a real impact on how people move around a city. From the NACTO design guide “Designing for All Ages and Abilities”:

“More people will bicycle when they have safe places to ride, and more riders mean safer streets. Among seven NACTO cities that grew the lane mileage of their bikeway networks 50%

between 2007–2014, ridership more than doubled while risk of death and serious injury to people biking was halved.” When we build safe streets, people are more likely to choose walking, biking, and micro-mobility. And, when there are more people on bicycles on the roads, drivers become accustomed to seeing them, looking for them, and slowing down to maintain the safety of all road users.

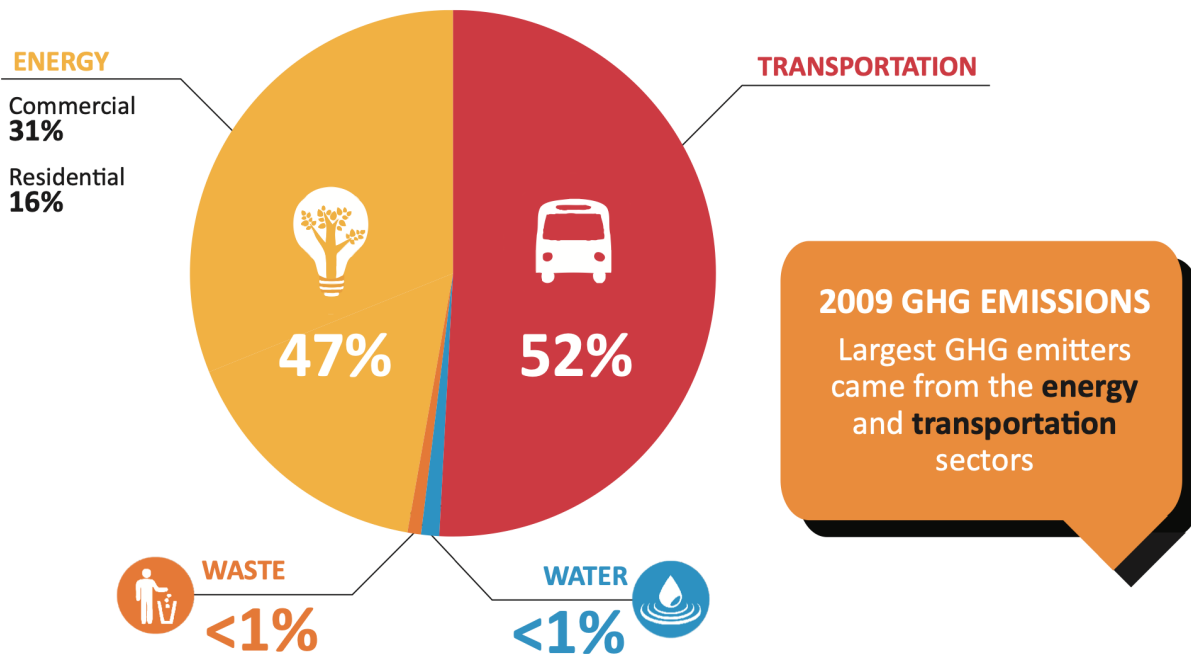
What kinds of changes are needed?

To be compliant with the All Ages and Abilities design criteria, the following kinds of changes are needed.

- **Reduce speed:** The current design includes multiple stretches of two or more blocks along all four streets with no traffic calming features. The design should be updated to slow traffic along the entire length of all four streets, not just at certain places. Adding speed-cushions with emergency vehicle cut-throughs is one possible strategy for this, and/or many other types of traffic calming elements could be used. For maximum design flexibility, DOT staff could amend the city’s speed hump policy to include an exemption that allows speed humps on Greenways.
- **Reduce cut-through traffic:** The 2015 design includes eleven traffic diverters to reduce cut-through traffic, while the 2021 design includes zero. An All Ages and Abilities Standard would add design elements to reduce cut-through traffic.
- **Reduce speed limits:** Posted speed limits along all the routes should be reduced to 20 MPH or less. Keeping drivers under 20 MPH on Greenways is a critical design goal of the All Ages and Abilities standard. The passage of [AB43](#) in 2022 allows the city to legally adjust the speed limits to comply with the NACTO guidelines.
- **Reduce passing:** NACTO identifies the rate of drivers passing cyclists as an important metric in determining the comfort of a bicycle boulevard. In addition to reducing speed and volume, signage such as “Bike May Use Full Lane” can guide drivers to reduce passing events.

Section 4: Greenhouse Gas Emissions

The Pasadena Climate Action Plan lists transportation as the largest source of greenhouse gas emissions in Pasadena, with the majority of this sector's emissions coming from passenger cars.



Research shows that building safe bike routes reduces greenhouse gas emissions, by encouraging people to replace car trips with bike trips. Pro-car advocates sometimes claim or imply that it is impossible to reduce the number of car trips in a city. However, this is false. Across the United States and Europe, cities that build safe biking infrastructure significantly reduce the number of car trips. In many cities in the United States, around 10% of trips are made by bicycle, and European cities with more extensive biking infrastructure routinely see 20%-40% of trips taken by bike. Even in cities as close as Palo Alto, CA, installing safe bike routes allows 48% of students to bike to school.

Encouraging more trips by walking and biking is part of the Pasadena Climate Action Plan (CAP). The Climate Action Plan sets specific targets for building bike routes in Pasadena, under Measure T-1 “Walking and Biking”.

Measure T-1	Walking and Bicycling
T-1.1	Continue to expand Pasadena’s bicycle and pedestrian network
T-1.2	Continue to improve bicycle and pedestrian safety
T-1.3	Continue to encourage bicycle and pedestrian travel

The implementation plan includes a number of points that are consistent with the Greenways, including creating 18 miles of new bike lanes, improving safety on streets, implementing a Safe Routes to Schools program, and updating the city's bicycle network.



Image: 48% of students bike to school in Palo Alto, CA, after the city implemented Greenways throughout the city. In this image, **hundreds** of bikes are parked at Palo Alto high school.

Photo by Adam Pardee in Palo Alto Online

References

- Pasadena Climate Action Plan
 - <https://www.cityofpasadena.net/planning/planning-division/community-planning/cli-mate-action-plan/>
- U.S. and European Cycling rates
 - <https://www.pasadenacsc.org/blog/the-case-for-biking-in-pasadena>
 - https://bikeleague.org/sites/default/files/Where_We_Ride_2017_KM_0.pdf
 - <https://www.government.nl/documents/reports/2018/04/01/cycling-facts-2018>
- 48% of students bike to school in Palo Alto, CA, using bike boulevards
 - <https://paloaltoonline.com/news/2023/04/26/palo-altos-school-biking-program-hits-speed-bump>
 - <https://youtu.be/XB2yYuW-tKk>

Section 5: Other Benefits of Safe Walking & Biking

Of course, streets that are safe for walking, biking, and using other micro-mobility devices provide many benefits to people who choose to make some trips by bike:

- Save money - Driving a car is very expensive!
- Have fun - Many people enjoy walking and biking.

- Save time - Busy parents save time when kids ride their bikes to school or to other nearby destinations.
- Save more time - For trips within Pasadena, traveling by bike is fast and flexible, with typical trip times of 10-15 minutes.
- Be healthier - Research shows that regular, moderate exercise is important and helpful for physical and mental wellness.

In addition, shifting more trips to biking and walking provides many benefits to everyone, whether they choose to use a bike or not:

- Safety - Everyone benefits from safe streets.
- Reduced traffic - More trips by bike means fewer total trips by car, and more room on the roads for drivers.
- More parking - Fewer trips by car means more available parking spaces for drivers.
- Quiet neighborhoods - The Greenways will make neighborhoods quieter and safer.
- Clean air - Less driving in Pasadena will improve the air quality.
- More business - Research consistently shows that businesses make more money when cities add safe bike routes. People on bikes shop and eat at restaurants!

References

- Cycling Facts 2018:
<https://www.government.nl/documents/reports/2018/04/01/cycling-facts-2018>
- See references at the bottom of:
<https://www.pasadenacsc.org/aaa-greenways>
- A large collection of research is available at:
<https://www.peopleforbikes.org/research>

Section 6: Traffic Analysis

Bike Traffic

The Greenways will be the only north-south options for cyclists through most of Pasadena. Below, we include an image of the city's official bike map. As an example, imagine a cyclist trying to travel north or south to reach Colorado Blvd. There are no bike routes crossing Colorado Blvd. across most of the city. The future Greenways will be cyclists' only options for most trips.



Caption: Map showing existing bike routes in Pasadena, as blue, red, or green lines. Currently, no bike routes intersect Colorado Blvd through much of the city. The proposed Greenways will be the only options for cyclists in most cases. Figure adopted from the Pasadena city bike map.

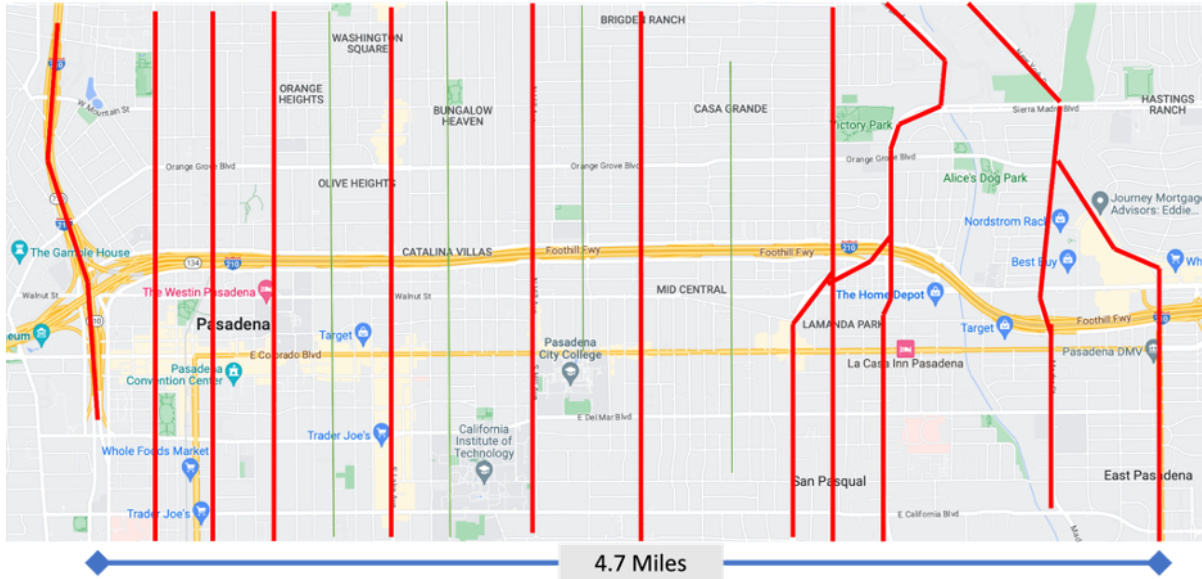
Car Traffic

We can use the same map to count the number of options for drivers seeking to reach Colorado Blvd by traveling North or South. The shown portion of the map includes 46 N/S car routes intersecting Colorado Blvd.

These routes include 16 high volume streets:

- St. Johns Avenue, Pasadena Avenue, the 210 / 710 Freeways, Fair Oaks Avenue, Raymond Avenue, Arroyo Parkway, Marengo Avenue, Los Robles, Lake Avenue, Hill Avenue, Allen Avenue, Sierra Madre Blvd., Altadena Drive, San Gabriel Blvd., Madre Street / Sierra Madre Blvd., Rosemead Blvd.

Given that drivers have 16 high-volume streets to choose from when traveling north/south in Pasadena (12 of which cross the freeway), car traffic can clearly move freely throughout the city without needing to travel at high speeds along the Greenways. For example, El Molino is currently the most heavily trafficked future Greenway. The traffic along this route, along with potential alternatives, was studied in the 2021 Feasibility Study.



Caption: Map showing the 12 high-volume streets that cross the 210 freeway (red), along with the 4 proposed Greenways (green). The 12 high-volume streets carry 221,000 cars per day, compared with just 13,500 cars carried by the four proposed Greenways.



Caption: Current traffic volumes on Los Robles, El Molino, and Lake, measured in average vehicles per day. Figure adopted from 2021 Greenways Feasibility Study.

The above figure shows current traffic volumes along El Molino, Los Robles, and Lake Avenue. El Molino carries around 6,500 cars per day on this segment. But Lake Avenue and Los Robles alone carry a combined 37,000 cars per day on this segment, over five times the volume on El Molino. Drivers who wish to travel quickly in a north/south direction can use these higher

volume streets as alternatives to El Molino, as well as the other high-volume roads listed above, such as Arroyo Parkway or Fair Oaks. Cyclists, on the other hand, will have no other options, and so their safety and comfort should receive priority in designing the Greenways.

The same conclusion applies if we look at north/south traffic city-wide. There are 12 high-volume, north/south streets that cross the 210 freeway, without drivers needing to travel on the Greenways. Based on city traffic data, these 12 high-volume streets currently carry an average 221,000 cars per day. By comparison, applying the All Ages and Abilities Guidelines to the Greenways would only increase this total by around 6,000 cars per day, for a 2.7% change in the traffic volume on the high-volume streets. Moreover, this tiny change is likely to be further reduced or even entirely offset by the Greenways shifting some car trips to walking and biking. **We conclude that the designing high quality Greenways will have no significant impacts on traffic flow in Pasadena.**

For details, see the linked [traffic study](#).

References

- Pasadena Bike Map: <https://apps.mycitybikes.org/CA-Pasadena/map/map.html>
- Greenways Traffic Study: <https://www.pasadenacsc.org/s/Greenways-Traffic-Study-Results-7-19.pdf>
- Greenways Feasibility Study (2021)
 - <https://www.cityofpasadena.net/transportation/community-mobility/greenways/>

Section 7: Community Support

Supporting Organizations

At this time, 15 local organizations have endorsed high safety standards on the Pasadena Greenways, the vast majority specifically requesting All Ages & Abilities design. The full text of all of these endorsements are available online at <https://pasadenacsc.org/aaa-greenways>

- Pasadena Accessibility and Disability Commission
- Pasadena Transportation Advisory Commission
- Pasadena Environmental Advisory Commission
- PUSD School Board
- Caltech
- Pasadena City College
- Pasadena Area League of Women Voters
- Pasadena Chapter of the NAACP
- Pasadena Community Job Center
- Making Housing and Community Happen
- Abundant Housing LA
- Active SGV

- Day One
- EDEN, All Saints Church Environmental Ministry
- Pasadena Complete Streets Coalition

In addition, several petitions have circulated in favor of safe Greenways, acquiring a total of over 700 signatures.

References

- <https://pasadenacsc.org/aaa-greenways>

PUSD School Board Endorsement

The Pasadena Unified School District endorses applying the All Ages and Abilities standard to the four Greenways. On April 27, 2023, the PUSD School Board passed a resolution in support of the All Ages and Abilities standard on the Greenways, that includes this language:

“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.”

Reference

- [PUSD Resolution No 2711](#), Approved April 27, 2023

Environmental Advisory Commission Endorsement

On May 9, 2023, the Pasadena Environmental Advisory Commission voted to endorse the All Ages and Abilities standard. The Environmental Advisory Commission drafted a memo to City Council on this topic, that includes this language:

“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.”

Reference

- [Memo by the Pasadena Environmental Advisory Commission](#), May 9, 2023

Accessibility and Disabilities Commission

On May 23, 2023 the Pasadena Accessibility and Disabilities Commission voted to write a letter of support in favor of applying the All Ages and Abilities guidelines to the Greenways. The letter includes the text, “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.”

Transportation Advisory Commission

On July 27, 2023 the Pasadena Transportation Advisory Commission voted to approve a letter of support for All Ages and Abilities Greenways. The letter includes, “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.”

Pasadena City College Board of Trustees

The PCC Board of trustees adopted resolution 777 in support for safe Greenways on June 21, 2023. The resolution includes 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;”

Caltech Support with 200 Signatures

Members of the Caltech community created the “Wilson for All” initiative (<https://wilson4all.org>), to ask city officials to strengthen the design of the Wilson Avenue Greenway, which runs adjacent to the Caltech campus. About 230 people - mostly Caltech graduate students - signed the petition and completed a survey about their experiences walking and biking on Wilson Avenue. In the survey results - linked below - many students report dangerous or stressful experiences riding along Wilson Avenue.

Following this study, the Caltech administration sent a letter in support of construction of the Wilson Avenue Greenway and requested that DOT staff adopt elements of the Wilson for All proposal into the final design.

Reference

- Wilson for All:
 - <https://www.wilson4all.org/>
- Wilson For All list of supporters and survey results

- https://docs.google.com/presentation/d/1-2l5H-WsBP12n47mSfETfYppzTjc1QrvcOhC10tcatc/edit#slide=id.g1499f0c29d5_0_4

Greenways Petition with 490 Signatures

Starting in 2022, Pasadena Complete Street Coalition circulated a petition in support of strong, safe Greenways. At this time, nearly 500 people - mainly Pasadena residents - have signed on in support.

References

- <https://www.pasadenacsc.org/s/Greenways-Petition-Signatures.pdf>

100 Reasons for All Ages & Abilities Greenways

A petition in support of Safe Greenways with language asking for All Ages and Abilities design criteria was circulated starting in 2023, and so far has over 150 signatures. This petition includes a comment box, asking signers “Why is this important to you?” Over 100 responses from people who live in or near Pasadena are [now available](#) on the CSC website.

References

- <https://www.pasadenacsc.org/blog/100-reasons-for-greenways>
- [Supplemental Documents](#)

Meetings-on-wheels

Pasadena Complete Streets Coalition has led six community bike rides along the Greenways, including two events that were advertised broadly, and four events advertised to regular volunteers. At each of these rides, participants discussed the proposed 2021 design and made suggestions for how to improve the design. The initial set of recommendations has been available on the Pasadena Complete Streets Coalition website since 2021, and more detailed recommendations have been submitted to Pasadena DOT staff.

The main outcome of these meetings-on-wheels is the recommendation to design the Greenways following the NACTO All Ages and Abilities standard.



Reference

- Pasadena CSC Blog post with initial recommendations
 - <https://www.pasadenacsc.org/blog/safe-neighborhood-greenways>
- Pasadena CSC recommendation for All Ages and Abilities Greenways
 - <https://www.pasadenacsc.org/aaa-greenways>

200 letters of support at City Council Meetings

Funding for the Greenways is provided by Metro through Measure R Mobility Improvement Projects. Support for that requested funding was discussed at Municipal Services Committee and City Council meetings in Fall of 2022. At those meetings, over 200 letters of support, along with dozens of in-person comments, were received, nearly all in favor of funding the Greenways and other cycle and pedestrian projects.

References

- Correspondence from the September 13, 2022 Municipal Services Committee meeting, including over 100 letters of support for funding the Greenways:
 - <https://www.cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Meeting-Correspondence-Item-2.6.pdf?v=1681428539134>
 - <https://www.cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Meeting-Correspondence-Item-2.5.pdf?v=1681428539134>

- <https://www.cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Meeting-Correspondence-Item-2.4.pdf?v=1681428539134>
- <https://www.cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Meeting-Correspondence-Item-2.3.pdf?v=1681428539134>
- <https://www.cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Meeting-Correspondence-Item-2.2.pdf?v=1681428539134>
- <https://www.cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Meeting-Correspondence-Item-2.1.pdf?v=1681428539134>
- Correspondence from the September 19, 2022 City Council Meeting:
 - [CORRESPONDENCE](#)
 - [CORRESPONDENCE PART 2](#)
 - [CORRESPONDENCE PART 3](#)
 - [CORRESPONDENCE PART 4](#)
 - [CORRESPONDENCE PART 5](#)
 - [CORRESPONDENCE PART 6](#)
 - [CORRESPONDENCE PART 7](#)
 - [CORRESPONDENCE PART 8](#)

Summary

The Pasadena Greenways are a well studied project, with a history dating back to 2015. They were proposed by DOT staff and then approved by the City Council in the 2015 BTAP, and have been further studied in the 2021 Greenways Feasibility Study. As demonstrated at MSC and City Council meetings in late 2022, these projects have broad public support, with hundreds of letters requesting their completion. In addition, more than 800 people have signed petitions supporting safe Greenways.

Building safe bike routes is essential for the safety, environment, health, and equity of our city. The All Ages and Abilities design guidelines are a national standard for building safe biking routes that will be comfortable for a wide range of people wishing to use active transportation. NACTO recommends that all bike routes be built following this standard. As modern Greeways intended for use by ALL residents of and visitors to Pasadena, the Pasadena Greenways should follow this standard.

Supplemental Documents

100 Reasons for All Ages & Abilities Greenways

This material also available at <https://www.pasadenacsc.org/blog/100-reasons-for-greenways>

Pasadena residents have shown overwhelming support for safe Greenways.

[14 organizations](#) have endorsed Greenways designed for All Ages & Abilities
Over [500 People](#) have signed petitions of support for Safe Greenways

On one petition, we asked people to tell us why All Ages and Abilities Greenways are important. We got back well over 100 inspiring answers! **Below, we list 100 reasons, all from people who list a Pasadena area zip code as their home.**

The answers reveal a broad set of reasons people in Pasadena want safe streets: **for families, for affordable transportation, and for a livable city.** For the most part, these are not “activists”, but every-day residents hoping our city will be a more comfortable place to live, work, and shop. We hope you will find their words inspiring.

Petition Text:

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

Why are safe greenways important to you?

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

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

Safe bike routes for me and my kids. -Mark S.

I ride my bike in pasadena several days per week, am a highly experienced “older rider” and i feel that many of pasadena's streets are not set up for the safety of anyone much less pedestrians and cyclists. i was nearly broadsided by an suv who ran a red light (crossing california). the list goes on. many things need to improve in order to change. -Joanne L.

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

I try and take public transportation and ride around pasadena. one of the biggest obstacles to riding for people is how scary the streets are. -William D.

I want my family, friends, and me to be safe when we walk and bike around pasadena. -Candace S.

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

We should have a more equitable, safe environment for cyclists in pasadena. a great start is to implement the all ages and abilities safety standard on the existing n/s greenways. for streets abutting college campuses such as wilson and sierra bonita, a large percentage of students primarily ride their bikes to campus using these greenways. not only that, but many families and visitors also access campus through human-powered transportation. all of this conflicts with vehicular traffic. all of these greenways connect people to both recreation and resources, and the proposed all ages and abilities safety standard would additionally decrease vehicular traffic through providing a safe, friendly transportation alternative. -Sujung L.

Human-powered transit makes cities healthier and safer, why wouldn't we want a city that promotes our immediate and future well-being? I've been car-free since I moved to Pasadena and it's clear that cars are a lot less necessary than we think so why not build a city that encourages this wonderful lifestyle instead of promoting the

status-quo of forcing everyone to pay for the dubious right to ride around in 2-ton death machines? -Melissa A.

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

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

I worry about bike and pedestrian safety on our streets. -Amanda S.

Elderly and children are especially vulnerable in the road. we should try to protect them. -David E.

I would like all to be safe especially beginner cyclists -Allan S.

I would like there to be far more bike lanes. cars are dirty, smelly, loud, cause vast amounts of pollution, regularly kill and injure people and destroy property. It is unfortunately pretty frightening riding a bike or even walking near many of the current monstrous vehicles trying to dominate our streets. Large high performance electric cars do reduce several kinds of combustion pollution but increase plastic and particulate pollution from tire and roadway wear. There's also the problem that gas powered vehicles are 40% of california's greenhouse gas emissions and we need to rapidly and permanently reduce emissions. bicycles and walking are probably the cheapest route to achieving steep emission reductions. -Diane T.

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

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

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

This is the future. -Lorali M.

Being able to bike safely for people of all ages makes our lives better and our city more vibrant, accessible, and raises our standard of living. it reduces traffic and provides a greater quality of life to pasadena citizens and “shows off” for our visitors.

it shows pasadena cares and that active transportation and vehicle traffic reduction is important to our sense of community. -Gary T.

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

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

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

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

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

Drivers don't pay attention anymore. only on a protected bike lane do i feel safe from cars.-Michael L.

I ride my bicycle all over Pasadena as my only mode of transportation. The public ways are car-dominated, and I believe that making these spaces more accessible and safe for human-powered traffic will have the additional effect of creating more community space in our city. Community is the heart of things: sharing ideas, making change that benefits everyone, public discourse, and just plain not being lonely! I think getting these greenways right is an important step in the right direction. -Krishanu S.

We really need to get more people out of their cars to address the climate emergency and the crisis of traffic violence. i personally know people who would drive a very short distance instead of walking or biking because they don't feel safe. it's important to have a network safe for active transport, and having these 4 north-south greenways will help pasadena to build such a network. -Lambda M.

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

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

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

Streets are public spaces for all, not just cars. this is a step toward realizing that reality. -Sean M.

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

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

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

Green transportation, safer streets, and getting more people to exercise! -Chi A.

We need safer & designated routes for all cyclists -Manuel C.

Pasadena should be a cycling paradise! instead it's a traffic nightmare. this is a start! -Rob N.

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

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

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

**I love walking and biking in pasadena and i want it to be a safe option for all!!
-Marianne W.**

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

I bicycle frequently and want to feel safe riding on pasadena streets -Randolph H.

I want other kids to know the joy and independence that my kids felt when they started biking to school on their own when they were in 5th and 3rd grades (in another, more bike-friendly city). i can't, in good conscience, encourage families with elementary school age children to ride to school alone on our current streets. building the greenways to the aaa standards would be a huge step toward a great bike network in pasadena, making biking much more accessible to all. -Christy M.

My kid bikes to school and work. -Kathryn M.

**Reducing car emissions is one of the most important things we can do to reduce ghg.
-Tera L.**

It is urgent that we reduce our ghg emissions immediately. and that we do so in a safe way. the pasadena complete streets coalition is supporting safe, ghg reducing multi-faceted transportation. i commend you and support you and thank you for your work! -Kathy B.

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

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

We need to increase the safety of our streets and reduce car dependency. -Philip T.

Exercise, social, history -*David E.*

I love biking -*Anthony M.*

My family and i live in pasadena and bike often in pasadena and surrounding areas. i want safer streets. we can have a healthier and happier city if we implement these changes and more! i want pasadena to lead the way - complete streets, safe streets, sustainable and healthier city, please! -*Susan L.*

I enjoy living in an area that provides alternatives to cars. -*ruth L.*

Because it allows everyone to have a safe and healthy life -*Nury A.*

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

So I could safely get outside and explore the city in a safe way with my family -*Keith L.*

We think everybody should be safe -*Mirna R.*

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

I believe in the importance of safe and pleasant routes for people of all ages and abilities to get where they need to go. It's good for people and the planet! -*Jenna C.*

I love riding my bike, and i want to be safe and bike with my family protected! -*Andrew C.*

I ride my bike often. i need children to be safe and sound riding to and from school. i lived in amsterdam, one of the bike riding capitals in the world, and it rocks! -*kathleen d.*

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

I love walking in pasadena and often use a bike to commute across town. i would love to have greenways and more walkable streets, especially around and connecting to old town!-*Nandagopal M.*

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

As a daily bike/bus commuter to caltech, i cannot wait for the greenways (especially along wilson ave.) to be constructed. the greenways must be constructed in a way that is *safe* for bikers and pedestrians and limits the speed of cars on the road. -*Christopher Y.*

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

Since i moved to pasadena in 2011, my experience (living in the central district) has always been that the streets favor *cars* rather than *people/pedestrians*. (try crossing california st. by foot.) please implement the all ages and abilities safety standard for the four planned north-south greenways (and also focus on shade trees and overall city cooling). -*Amy B.*

Every time i walk in my neighborhood i feel as though i am risking my life. a pedestrian was run over and killed by a vehicle last year on the corner closest to my house. and in the previous two years, two automobile passengers and one motorcyclist were also killed in collisions due to extremely high vehicular speeds in the same block. thus, i fully support efforts like greenways that are designed to slow motor vehicle speeds and thus improve safety for pedestrians and bicyclists. -*Brian B.*

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

Safety -*Vladimir K.*

Safer streets -*Maria C.*

Me and my loved ones ride our bikes to run errands and commute. i want to make streets safer for everyone. -Vanessa M.

I love to walk and am too afraid to bike in pasadena. -Cruz S.

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

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

So that i could safely explore the neighborhood and interact with neighbors. it's also what a world class neighborhood should have. -Keith L.

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

Making it safer for all to bike is extremely important and healthy. -Flavio A.

I want to see pasadena set the standard for a car free walkable city in los angeles and help shape the way for the future. -Matthew L.

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

Safety and accessibility for all. -Sarah D.

As a cyclist, I would love to see pasadena have more infrastructure for non motor vehicles.-Theodore H.

Biking is my main form of transportation. we need to get away from fossil fuels as much as possible. -Bert N.

We deserve a walkable city. we should be able to exercise without fear. -Xuan N.

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

We need to get people out of cars and encourage walking and cycling. it's good for the environment, for health, and for safety, and it makes pasadena more attractive as a destination. let's make pasadena the amsterdam of california! -Colleen B.

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

I like to ride my bicycle -Sven K.

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

I have a new bike but am hesitant to ride it because it's so rough out there. i am looking forward to that union st. project to be completed. that poor bike is sitting there, waiting... -Tina J.

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

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

Safe mobility for all. -Pete C.

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

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

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

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

Pasadena has a tradition of embracing progressive acts that are beneficial to all its residents. this safety standard would be a continuation of that tradition. -*Jill S.*

My partner was hit by a car in pasadena, snapping her collarbone in half. most everyone i know is afraid to bike here. but this could be a wonderful place to be a bicyclist if the city government makes the right decisions. -*Sam D.*

My husband bikes to work at caltech, and we both bike for fun in the areas proposed for greenways. -*Jane V.*

We are a young family with a toddler that enjoys commuting around pasadena on our ebikes together. as a long time pasadena resident and biker i've had way too many "close calls" with motorists while biking in pasadena streets. it goes without saying we need better and more biking friendly infrastructure in pasadena. the streets are for more than just cars!-*Mike R.*

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

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

Pasadena streets should be so bikable and safe but sadly they aren't. -*Michael T.*

As a pasadena resident who occasionally commutes by bicycle, i understand the stresses of cycling on our roadways. i still believe that cycling is one of the best ways to enjoy our beautiful city and would like to see pasadena set an example for other cities with safer and more expensive bicycle infrastructure. -*Justin G.*

I ride and want the safety for myself and others -*Barbara W.*

I would use my bike much more for errands, visits, etc. if i felt safe and comfortable. -*Rachel W.*

Pasadena needs more safe streets to bike on. riding through these main thoroughfares doesn't need to be as dangerous as it currently is. it feels like mad max for cyclists out there. cars constantly pass me within inches and not feet. this city should also aspire to be green and even more walkable. reduce car lanes and think about closing streets in old town — even if just on weekends. -Adam C.

I am a bicyclist and walker and have a background in planning and transportation. This type urban enhancement is long overdue -Susan P.