

**REGULAR MEETING  
TRANSPORTATION ADVISORY COMMISSION**

**SPECIAL LOCATION**

Rose Bowl Visitor Locker Room  
1001 Rose Bowl Drive, Pasadena, CA 91103

**Thursday, January 28, 2016  
4:00 P.M.**

**MINUTES**

**1. CALL TO ORDER: 4:03 p.m.**

**2. ROLL CALL**

**Members Present:** Manoochehr Adhami, Neil Kleinman, Paul Backstrom, Mary Cifuentes, James De Pietro, Greg Gunther and Blair Miller

**Member Excused:** Jonathan Edwards

**City Staff Present:** Bahman Janka, Mike Bagheri, Alejandra Flores, David Reyes, David Sinclair, and John Bellas

**Guests:** John Muggridge (Fehr and Peers), and Addi Farrell (ESA)

**3. COMMENT AND PRESENTATION BY STAFF**

David Sanchez informed the Commission that the purpose of the meeting is to hold a public hearing and receive and provide public comments on the potential impacts related to transportation/mobility/parking as identified in the Draft Environmental Impact Report (DEIR) for the Arroyo Seco Music and Arts Festival. Mrs. Farrell presented the project description and findings in the draft EIR. John Muggridge presented the findings of the traffic study portion of the draft EIR in more detail.

**4. GENERAL QUESTIONS BY COMMISSIONERS ON PRESENTATION MATERIALS**

Staff and consultants responded to the following general questions raised by the commissioners:

Chair Adhami:

What is the difference in how we manage traffic for this event vs. other displacement events?

Vice Chair Miller:

Did you look at soccer events as opposed to music events at rose bowl? More comparable size?

Did you look at the wait time for shuttles?

Commissioner De Pietro:

What lessons were learned from the 3 days of One Direction concerts?

Commissioner Gunther:

What is the change between this plan and what normally occurs?

Commissioner Kleinman:

What happens when exiting concert after headliner? and from the festival?

## **5. OPEN PUBLIC HEARING AND RECEIVE PUBLIC COMMENTS**

Elizabeth Boar with ETI Corral 2 group presented the following comments:

The project description does not provide an adequate description of how the equestrian trail will be rerouted during the festival.

The route, as described in the project description, does not work. Road crossing doesn't work. Street riding may be necessary, which could result in potential traffic impacts.

When exiting Hahamonga Park, the trail exits on the east side since the other trail is closed due to the steam restoration project. So equestrians travel down along the golf course and go on Rosemont. On event days equestrians need to take Washington to west drive. Need wayfinding at Seco and West drive because there are 3 options there.

For this event the rerouted trail needs to be clearly marked.

Enter on eastside down Rosemont. Then cross at Washington. 8-foot alley, path must be clearly identified. Can't come down on west side, have to cross.

Nina Chomsky with Linda Visa – Annandale Association presented the following comments:

All plans should not go to just RBOC but the City as well. CEQA: mitigation is what we get out of an EIR. Mitigation needs to be feasible and enforceable.

Don't see much of anything in mitigation. Planning to plan in the future – this is not acceptable. RBOC should not be the approval body of future plans. It should also be presented to TAC and other commissions.

Mitigations are minimal and general and don't get to the heart of what was sold to the community. In section 2.4.5 offsite parking locations, the offsite parking system needs to be included as mitigation.

Mitigations need to be feasible and implementable.

Shuttles will enter through north and east – need to be creative and use north access points.

The measures included on pages 2-9 of the project description must be specifically provided as mitigation. Project description isn't enough, needs to be implementable through mitigation measures.

What keeps AEG from changing parking locations in the future?

Dan Beal with WPRA presented the following comments:

Key is neighborhood protection.

Traffic management plan needs to be more detailed and mitigation measures need to be enforceable.

Mitigation is a series of bullets to be included in a plan, not a plan. There is no way to comment on a plan. Measures need to be much more enforceable than that.

This is a much different event than others – multi-day and extended hours. More detail is necessary on how this will be handled.

Flaw that there is no loss of where impacts would be worst. Pasadena no longer conducts LOS analysis – people in other cities will know their traffic impacts but at ground zero we won't know the traffic impacts. There has to be some way to understand what is going to happen at Pasadena intersections with lack of LOS analysis.

Should explore permanent improvements to the traffic system.

The 300 trip/day threshold for set up – there is no way to limit to that level.

Most of the transit trips – the last mile will be in a vehicle. 2 shuttle trips – one in one out.

EIR says no permanent physical improvements because only 3-day event. But with other events and the annual nature there may be a need for physical improvements.

Reduced capacity alternative would still have the same amount of parking in the bowl area.

## **6. CLOSE PUBLIC HEARING**

## **7. COMMISSIONER COMMENTS**

Commissioner Cifuentes:

Would like more information on how parking is secured.

Commissioner Backstrom:

Shares some of the public's concerns regarding lack of detail in operations plans; EIR may not be the place to get into this.

Just offering subsidized passes won't move the needle much. Need real incentives.

Parking being sold up front may be a deterrent.

Lack of detail in mitigation.

Vice Chair Miller:

Concerned by lack of focus on sustainability in DEIR. Sees 3 areas for improvement: waste management, energy, and transportation. Regarding Waste management and energy, will follow in writing. Focusing on transportation:

Last mile/mile-and-a-half issue: Public transit only gets you to Parsons. Patrons need incentives to use non-motorized travel from Parsons to the Festival site.

With reasonable improvements (lighting, signage, etc.) it can be a good walk.

Bike access: What hinders bike access is safety and security. More than just bike parking is needed; people would want to know their bike is safe during the festival. Bike valet could help solve that problem.

These are comments on the festival plan, not the EIR, but these could help the assessment of environmental impacts.

LOS: We are not going to base our EIR decision on whether to have the festival on LOS, but the LOS information that the public want can be provided.

Commissioner De Pietro:

Should include Community Liaison in mitigation – encourage community to be part of that discussion.

Accountability for mitigation – suggests that TAC review the Transportation Report Card.

Suspects that the Festival would develop and collect a vast amount of data, which should be available. Once data is in, there should be a goal of reducing vehicle traffic in future years.

Commissioner Gunther:

Shuttle vehicles should be mandated as clean.

Pedestrian and cyclist counts should be part of report card.

Less onsite parking.

Wristband allows access to rose bowl.

Parking presold and many attendees are being shuttled in from offsite.

Commissioner Kleinman:

There will be a lot of shuttle traffic. Daily trips ~2,800. At shut down this could be a source of chaos. Will need a lot of thinking of how to make this work.

Transit use estimated at only 5%, which might be a little too conservative.

Chair Adhami:

Anticipating that some folks will stay in hotels overnight; how nice would it be if there was a bike-sharing facility near those hotels.

Many people do not stay for the entire event.

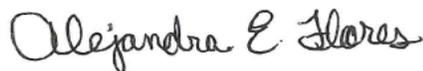
## **8. ADJOURNMENT: 5:09 p.m.**

### **MOTION:**

Commissioner De Pietro made a motion to adjourn the meeting, Commissioner Gunther seconded and the motion passed unanimously.

The next meeting of the TAC will be a Regular meeting held on Thursday, February 25, 2016 at 4:00 p.m. in the 210 Conference Room at 221 East Walnut Street, Pasadena.

Respectfully Submitted,



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Alejandra E. Flores, Recording Secretary