

Hello City Council members,

I am Dashiell Stephens, a freshman from Sequoyah School, and part of the 710 youth fellowship. I also live in the Lower Arroyo district, and go to school at Sequoyah School, so I am excited to learn what will happen to the stub.

I am making a request for a designated walkway for access into Old Town from the transit hub proposed in the Vision Plan. If we do not have a designated, simple and fast walkway from the transit hub to Old Town, people will be much less inclined to take public transit to Old Town. People are designed for walking, and as there are a lot of parking meters in Old Town, it gets expensive to drive there, at least more than walking is. Currently, walking from the area near the proposed transit hub to Old Town is not enjoyable, as there is little shade, only a couple trees, and right next to a fast one way street. But if we made a nice walkway, with shade and away from fast traffic, it would be an enjoyable experience to walk to old town.

A question I have for you is how you think the traffic will disperse after the 710 Stub is closed down. While Orange Grove Boulevard will take some of the traffic, a lot will still go to Old Town, an area which could do with less traffic already. A walkway could help with this, as if there is a nice easy and safe way to get into old town, people will prefer it to driving. Another question I have for you is how you get to Old town.

The vision plan organizing concept of Economic Vitality connects to this request, as adding extra ways to access Old Town will result in more business and people, leading to extra money in taxes for the city. Another vision plan organizing concept that this will brush on is Community Cohesion, as adding an extra way for people to get into the heart of Pasadena will bring the city closer and more integrated with transportation and the communities surrounding Pasadena.

Picture 1 shows a public walkway above a freeway/main road, freeing the need of a cross walk, and letting pedestrian and car traffic flow more easily. Picture 2 shows a walkway next to a main road, but is buffered by trees and a few feet of grass, providing a walk that feels

more safe and relaxed. Picture 3 shows a tram hub in Bern, Switzerland, which people use to access a shopping district, similar to ours, which is a good example of what ours hopefully will become.

Overall, I want to see the 710 Stub as a place where walking is a viable option. My hope for the stub is for it to decrease traffic, instead of increasing it, like a lot of people are worried about. Walking is better for us as humans, and a walkway will help us distance ourselves from the car-centralized society we don't want to be.

Thank you for your time, Dashiell

