

Martinez, Ruben

Subject: FW: hi

From: Kim santell <kimbeagle@sbcglobal.net>
Date: October 12, 2018 at 4:17:03 PM PDT
To: Mark Jomsky <mjomsky@cityofpasadena.net>
Subject: hi
Reply-To: Kim santell <kimbeagle@sbcglobal.net>

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Hi,
I can't be at the meeting Monday. Please count my NO
vote for road diets.

Thanks,
Kim Santell

Martinez, Ruben

Subject:

FW: Contact Form from Website

Name : Virginia Reynolds

Phone:

Email: forginnie@yahoo.com

Message:

I agree with the City Manager recommendation to cancel the "road diet" project on Orange Grove. Any project of this type is a horrible idea, for the following reasons:

- This proposal is an insult to our intelligence.
- It will have unintended consequences
- The primary beneficiaries of this project are some bicyclists.
- It is a misuse of our tax money

1. Insult to our intelligence. A "Complete Streets" project is actually a euphemistic platitude for converting a complete street to a half-street. Creators of projects behave like they think we do not know how to take care of ourselves – and that by making it harder to drive, somehow, we'll park our cars take the bus to work. I work in Los Angeles. I tried the Gold Line. It took longer, and my stop dropped me next to a homeless encampment.

2. It will have unintended consequence of traffic relocation and making overall driving more difficult. For example, you did this on Sierra Madre Villa, north of Foothill. The street changed from 4 lanes, that easily conveyed traffic, to a confusing array of lanes, where we now have to merge right after the traffic signal. Any time you force a merge, you increase the odds of creating an accident. Further, the traffic that your road diet will "calm" away from Orange Grove will end up on neighboring streets. Like water, traffic seeks its fastest route. If you do this project, the residential streets north and south of Orange Grove will stop being quiet residential streets. We do not need more of this, we need less.

3. It does not serve the majority of the population. It looks like it meets the needs of bicyclists, a small group. Don't forget the needs of the majority of your citizens, many of whom drive to work every day on City streets, and who pay for the street use via gas taxes.

4. Misuse of our tax money. The City Manager report cites funding sources:

SB 1 is the recently adopted gas tax which adds hundreds of dollars a year to each car owner's costs. I would like to point out that the source of funds for SB 1 is from motor vehicles. Where is the cash contribution from bicyclists? People who think this recently enacted vehicle tax is unfair should vote "yes" on Proposition 6.

The City Manager report also mentions the "pending influx of additional funds for street maintenance". I wonder why I or my fellow citizens here should vote "yes" on Measure I, if our tax funds will be used for others of this kind of Complete Streets (i.e. Half Streets) project.

In conclusion, I urge that, as recommended by the City Manager, each of you vote to permanently remove Compete Streets - Orange Grove Boulevard Project from the CIP.

Submitted from: 66.215.239.234

User Information

IP Address: 66.215.239.234

User-Agent (Browser/OS): Mozilla Firefox 62.0 / Windows

Referrer: <https://ww5.cityofpasadena.net/city-clerk/contact/>



October 15, 2018

To: Mayor Terry Tornek
Vice Mayor John J. Kennedy
Council Members Tyron Hampton, Margaret McAustin, Gene Masuda,
Victor Gordo, Andy Wilson, Steve Madison

CC: Steve Mermell, City Manager
Fred Dock, Department of Transportation
Ara Maloyan, Department of Public Works
Mark Jomsky, City Clerk

Mayor Tornek and Council Members,

This letter is about the proposed removal of the Orange Grove Boulevard Complete Streets Project from the Future Projects section of the Capital Improvement Program (October 15, 2018 City Council Meeting, Agenda Item #14). We disagree with this recommendation for the following reasons:

1) *Respect for Process*

Citizens of Pasadena, led by staff and elected officials, spent many years and thousands of hours working together to create a thoughtful, civic-minded General Plan. The General Plan clearly states that Pasadena will be "[a] livable and economically strong city where people can circulate without cars." This goal was included because residents do not feel safe walking, biking, or even driving in Pasadena, and because we collectively agreed that the lack of safety on our streets is unacceptable.

The Mobility Element describes a six-year process of outreach, discussion, and review "at every milestone or benchmark" that led to the selection of Orange Grove Boulevard for accessibility improvements. See *Adopted Mobility Element 2015-08-18, §§2.7 and 4.5*.

We support the rights of community members to be involved and to be heard. However, we disagree with the community members who are saying "We were not consulted." This is demonstrably false. By neglecting to correct this record and engage the community in restorative dialogue, the city sets a bad precedent for achieving community "buy-in and consensus" in any future projects.

We also disagree with removing a project that is in the Mobility Element and the Capital Improvement Program (CIP) with a special Council Action on one specific project. Each project in the CIP was placed there after hours of staff research and multiple public hearings. Changes to the CIP should happen through the annual CIP process.

2) *Moving In The Wrong Direction*

It is urgent that Pasadena, Southern California, and the world move away from a default of "Use automobiles for all trips" and "Move as fast as possible" to "Safety and mobility for all road users" and "Reduction in use of fossil fuels."

We must have mobility options that use little or no fossil fuels. The Intergovernmental Panel on Climate Change released a report this month that said that climate change related risks are present now, that they are on track to get much worse, and that their impact may be felt more widely and sooner than previously assumed.

The transportation sector is the largest contributor to greenhouse gas emissions in California, and even a relatively small shift in mode share for the roughly 50% of car trips under 3 miles would have a big impact reducing CO2 emissions.

Opponents of lane reductions name "Quality of Life" as a key reason. Climate change will rapidly degrade that quality unless we all make changes now.

This project is only one example of the many steps that need to be taken before we reach the point of no return on climate. History will not look kindly upon those who failed to act.

Active transportation provides demonstrated health benefits. Reducing the number of trips taken by combustion engines reduces air pollution, and active transportation such as biking and walking can provide benefits to health.

Slower traffic provides demonstrated safety benefits. A pedestrian's rate of survival in a collision with a car is about 80% at 20 mph and about 20% at 40 mph. Road reconfigurations like the one proposed for Orange Grove represent the best practices for the reduction of injuries and deaths on the roadways. These practices are supported by data from across the country and the world.

3) Liability

Council Members should also consider that their deliberate rejection of this plan places the city in a position of being potentially liable for deaths and injuries on Orange Grove if no corrective action is taken, given the known prevalence of speeding on that street. Of particular note is *Turturro v. City of New York (N.Y., 2016, No. 196)*, in which the City of New York was held liable in the severe injury of a 12-year-old by a driver going 24 miles over the speed limit, because the city neglected to adequately study and implement traffic calming measures after "numerous complaints of speeding". The parallels between Gerritsen Avenue in *Turturro* and Orange Grove Boulevard are clear. Even if the City of Pasadena is not held liable in a future crash, the costs of litigation and the potential for damage to the reputation of the City and the Council should be cause for real concern.

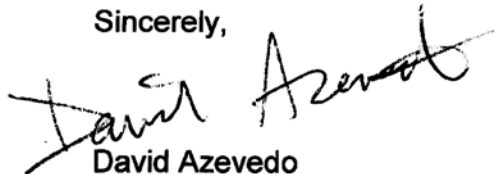
Going Forward

If Pasadena is going to remove the opportunity for a full east-west bicycle connection across the entire City, then Council must make a serious commitment of staff time and funds to rapidly implement the Greenways and to improve the Roseways. Pasadena must also re-commit to the plans for Cordova and Union Street. This city needs to look at every step it can take to make moving around without autos easier and safer, beyond this one lane reduction proposal.

If scooters or dockless bike share are going to be allowed in Pasadena, then taking these steps becomes even more urgent.

The people who oppose Orange Grove safety improvements have stated in public meetings and been quoted in the press as saying that they want to have a positive impact on the safety of neighborhood streets. We welcome them to join forces with the Complete Streets Coalition to identify solutions that meet the City's stated goal of safety for all road users.

Sincerely,



David Azevedo
On Behalf of the Complete Streets Coalition

Jomsky, Mark

From: Christopher Tran <ctt217@gmail.com>
Sent: Monday, October 15, 2018 10:38 AM
To: Wilson, Andy
Cc: Jomsky, Mark; Thyret, Pam
Subject: safe streets for all road users

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Dear Mr. Andy Wilson,

My young family and I recently moved to Pasadena from San Francisco a year and half ago. We could live anywhere in the Southern California but chose Pasadena for its tree-lined streets, custom homes, downtown, its many amenities, and family-oriented environment.

Both my wife and I grew up in an era where we walk and bike everywhere because streets were safe. I would walk 2 miles to a gym crossing multiple streets to play basketball at the age of 9. And at the age of 10, I biked to the corner stores with my best friend and sometimes we got carried away and explored for hours on our bikes. I want the same for my son who is 2 years and 10 months old. We want to enroll him at Polytechnic School and he be able to bike safely to it.

I know these days, streets are over-dominated by autos and the consensus is streets are made for cars only. That can't be true because we still can make it safe by having wider sidewalks, corner bulb-outs, speed limit reduction and bike infrastructure. And these can go hand in hand with automobiles as seen in many larger cities in Europe.

When I heard Orange Grove Blvd is going to have a road diet with bike infrastructure, we were ecstatic because it could set a great precedence for more bike lanes and get drivers to be more aware when they drive in Pasadena. At the moment, there is no West to East route for bikes to ride safely and this project will help.

Please don't let a project like this pass us by. We need to let other road users use streets as much as drivers, and it will benefit all members of society and the environment.

Sincerely,

Christopher Tran
Concerned Resident in District 7

Martinez, Ruben

Subject: FW: City Council Meeting - Agenda 14 - Orange Grove

From: Bin Lee <bin@imaginebin.com>
Date: October 15, 2018 at 2:36:04 PM PDT
To: Tyron Hampton <thampton@cityofpasadena.net>, Cushon Bell <cbell@cityofpasadena.net>, mjomsky@cityofpasadena.net
Subject: City Council Meeting - Agenda 14 - Orange Grove

CAUTION: This email was delivered from the Internet. Do not click links or open attachments unless you know the content is safe.

Hi Tyron,

Sorry for the late email, but I will not be attending tonight's city council meeting, and want to voice my opposition to Agenda 14 to remove the Complete Streets Project on Orange Grove.

You already know I'm a small but growing group of residents in Pasadena who rely primarily on foot, bike, and public transit to get around. And I'll be quite disappointed if the council decides to back out on the city's commitment to our bike/transportation plans.

Please correct me if I'm wrong, but my understanding is that Public Works hasn't even begun work on Orange Grove to upgrade the pipes and repave. And that this is a year long project, in which re-striping is one of the very last steps. So I'm confused and frustrated that the city isn't going to use time it our advantage to listen to both sides of the traffic calming aspect, and come up with solutions or compromises.

Based on the Agenda report, it appears we're already on our way to forming a group to bring everyone to the table. What's the rush to back out?

You know that there are a lot of underserved residents who need safer East-West options north of the freeway beyond just Villa. If the council decides tonight to strike down Orange Grove, then I hope the city seriously seeks other safe street options and not just settle for the status quo of enabling speeding that endangers everyone inside and outside their cars.

Probably goes without saying, but I hope you vote No to Agenda #14. Thanks for your time,

--
Bin Lee