

October 23, 2020

Members of the Pasadena City Council  
City of Pasadena  
100 N. Garfield Avenue  
Pasadena, CA 91101

Re: St John Ave/California Blvd, Pasadena Ave/California Blvd Project

Dear Councilmembers,

Sequoyah School met with the Pasadena Department of Transportation following the May 27<sup>th</sup> Planning Commission Meeting. We expressed our continued concern for the safety of pedestrians surrounding our campus and they were amenable to incorporating them into the planning process.

We discussed the following safety features we hoped they would implement:

- Installation of two red/yellow/green turn arrows in the traffic light to stop cars from turning when pedestrians are in the crosswalks; especially at dual turn lanes
- Installation of additional signage which alerts drivers to a SCHOOL ZONE - 25 MPH, and enforcement
- Installation of flashing, lighted crosswalks to alert drivers to the presence of pedestrians in the crosswalks across Pasadena Avenue and St. John Avenue
- And a change of timing to allow for leading pedestrian interval at all crosswalks

These conditions were discussed as pending when the left turn arrow from eastbound California Boulevard onto northbound Pasadena Avenue was installed. Additional pedestrian safety improvements we discussed were:

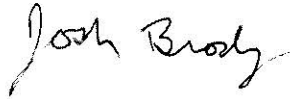
- A curb extension on the northwest corner of California Boulevard and Pasadena Avenue (where there is currently roadway striping and not a drive lane) to shorten the crosswalk crossing time. This would also allow for consolidation of the light and electric poles that block the pedestrian right of way
- Widening of the substandard sidewalk along California Boulevard between St. John and Pasadena Avenues.

They clarified that certain requests, such as lighted crosswalks at an intersection with a traffic signal, are not permitted, but were open to the others that promoted pedestrian safety.

With the demise of the 710 freeway extension, it is our hope these roadways are no longer treated as freeway access points. There is no need for freeway-to-freeway interchanges in order to remove the stubs. We call for imminent remediation of freeway-to-local traffic impacts with long-range planning rather than short-term fixes that promote vehicle throughput. The need to mitigate traffic in the interim

is something we understand and can support as long as this "temporary fix" does not delay the removal of the 710 freeway stubs or become a permanent solution.

Sincerely,

A handwritten signature in black ink that reads "Josh Brody". The signature is written in a cursive style with a horizontal line at the end.

Josh Brody  
Head of School  
Sequoyah School