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CITY CLERK
OF PASADENA

July 19, 2021

Honorable Mayor Victor Gordo
Members of the City Council
City of Pasadena
175 North Garfield Avenue
Pasadena, CA 91109

**RE-CONTRACT AWARD TO DBX, INC., FOR INSTALLATION OF NEW TRAFFIC SIGNAL
AT INTERSECTION OF FAIR OAKS AVENUE AND BELLEVUE DRIVE FOR AN AMOUNT
NOT-TO-EXCEED \$500,000**

The traffic discussion in Pasadena needs perfect transparency, public engagement, and engineering discipline so that we may grow our city without creating a hopeless mess of congestion. I am sorely disappointed to read this traffic signal is being installed for the sole purpose of pedestrian crossing. Important issues such as this need full community discussion and the public's ability to really understand what DOT is laying out here. According to the staff report, there is a volume of school children, elderly, and people with disabilities crossing at this location. What's troubling is that I have not seen any of the sort in the area, and I am certain we have a multitude of other locations in our city with a higher need of a signal for this purpose.

The only thing this light will create is more LOS F conditions for the already congested lights north and south of this new signal. This new traffic signal will create longer lines of congestion complete with idling cars, frustrated drivers, honking, risky u-turns, and aggressive last-minute merges. Areas suffering from LOS F conditions are loud, dangerous, and jammed up. Do you believe more F grades for our city intersections is acceptable? How many F grades should we tolerate? Make no mistake: with all of the new developments our city has approved, Pasadena is on a trajectory that will make LOS-F grades normal in almost every intersection in the Central District and this new intersection is a sure way to make that happen.

Prism Engineering has calculated that future development projects already in the works in the Central District will result in a 44% *increase* in traffic volumes on adjacent roads. In total, by adding these new projects, we could potentially have 16,730 *new daily trips* added to a road system within only one square mile (for reference, the city's total area is about 23 square miles). Can Pasadena streets really accommodate or withstand this additional density while at the same time slow cars down?

Once these developments are approved and built, every intersection will be a failing intersection within the Central Business District. Our roads will be basically gridlocked, air pollution will increase, and accidents will rise. It is obvious to anyone who drives through our city that it frequently takes more than one traffic signal cycle to get through an intersection (a tell-tale sign

of LOS F), that we already have overburdened streets, and that we do not need to invite additional traffic into our city and our lives.

If we want to preserve our quality of life, Pasadena's traffic analysis must be thoroughly considered and brought to current standards before leaders move forward with any more housing or commercial developments in existing urban neighborhoods or by adding additional pedestrian crossings. There are serious issues with the way the city evaluates projects, and residents deserve to know why the city continues to claim we have acceptable traffic while constantly courting developers and pushing for more density all while trying to make the city SLOW DOWN.

Forcing the experience of driving a car to become so dangerous, painful, or inefficient that walking becomes a better use of one's time is simply not acceptable. Most families cannot meet their myriad responsibilities and commitments by walking, riding bikes, or taking a bus to each and every job, errand, extra-curricular activity, and social function. We need our roads to be safe and efficient to travel on—property owners pay for this vital resource with our property taxes. I urge you to explore where in our city this money could be better spent and what the repercussions will be on traffic by adding this signal.

Thank you,

Erika Foy

Martinez, Ruben

From: Ken Perry <m>
Sent: Monday, July 19, 2021 10:14 AM
To: PublicComment-AutoResponse
Cc: Gordo, Victor; Masuda, Gene; Williams, Felicia; Erika Foy; Keep PasadenaMoving
Subject: Transportation Projects in the Consent Calendar - Where is the Public Input?

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It's the dog days of summer. People are thinking about their vacations and ways to cool off from the summer heat.

It seems like the perfect time to slide more transportation projects into the consent calendar without proper neighborhood and constituent input.

In tonight's agenda we are going to spend \$500k on a traffic light on Bellevue and Fair Oaks. There are people in the impacted neighborhood who oppose this light as it is not needed. Meanwhile, residents in East Pasadena have been calling for a traffic light on Sunnyslope and East Orange Grove for many, many years. Where is the money for that much wanted signal?

There are streets being reclassified. Maybe this is a good thing. Maybe it's a way for city staff and activists to put things on the streets that people oppose - like cement barriers, lane reductions and parking reductions. Transportation staff says that TAC supports this measure. The TAC is controlled by the activists. Why hasn't this been brought up in town halls and neighborhood meetings to get more input from the residents who live in Pasadena?

I urge the council to oppose these two items and direct city departments to get the proper input from the impacted residents. The Complete Streets Coalition may be full activists and have taxpayer funded offices inside the Department of Transportation - but they do not speak for the majority of Pasadena residents. City Council needs to listen to a broader spectrum of residents.

Here's what Pasadena residents want:

- * Traffic lights on dangerous intersections like Sunnyslope and East Orange Grove
- * More street lights in residential neighborhoods. There is a big discussion about this right now on Next Door. I have urged people concerned about the lack of street lights to contact the council and make their voices heard.
- * Fix our sidewalks and broken roads.

It would be wonderful if council would direct city departments to listen to the residents and get neighborhood support. It would be fantastic to have community meetings where things like these items are actually discussed. Sliding items into the consent calendar without resident input is not the way to go.

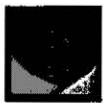
Martinez, Ruben

From: Masuda, Gene
Sent: Monday, July 19, 2021 11:13 AM
To: Ken Perry; PublicComment-AutoResponse
Cc: Gordo, Victor; Williams, Felicia; Erika Foy; Keep PasadenaMoving
Subject: Re: Transportation Projects in the Consent Calendar - Where is the Public Input?

Ken,

The City is working on signals at Orange Grove & Craig, Orange Grove & Sunny Slope, Sierra Madre Villa & Electronic, and Del Mar & Kinnoloa. There are many projects throughout Pasadena that are being addressed, but feel free to contact any department and ask questions.

Gene



Gene Masuda
Pasadena Councilmember, District 4
City of Pasadena
(626) 744-4740 gmasuda@cityofpasadena.net

From: Ken Perry <>
Sent: Monday, July 19, 2021 10:14 AM
To: PublicComment-AutoResponse <publiccomment@cityofpasadena.net>
Cc: Gordo, Victor <vgordo@cityofpasadena.net>; Masuda, Gene <gmasuda@cityofpasadena.net>; Williams, Felicia <fwilliams@cityofpasadena.net>; Erika Foy <foyffamily@sbcglobal.net>; Keep PasadenaMoving <contactkeeppasadenamoving@gmail.com>
Subject: Transportation Projects in the Consent Calendar - Where is the Public Input?

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Ken Perry
East Pasadena Resident
91104