

## Martinez, Ruben

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**From:** Ken Perry <n>  
**Sent:** Sunday, October 24, 2021 6:26 PM  
**To:** PublicComment-AutoResponse  
**Subject:** Agenda Item #8 - We Need Solutions to Traffic Gridlock in the California/Arroyo Parkway Corridor

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Honorable Mayor and City Council:

We have a huge traffic congestion problem along Del Mar and California especially near Arroyo Parkway.

I am reading with shock and disappointment on tonight's agenda that the grade separation project near California and Arroyo Parkway will probably be canceled.

We cannot do nothing to address the gridlock that is only getting worse as we add more and more development in this corridor.

Please demand DOT to come up with alternative projects that address this problem. I find it ironic that Metro came up with cost estimates as they have a miserable track record when it comes to managing costs. If you want to run a public transportation system with low ridership numbers and overcharge taxpayers for the service - then hire LA Metro.

The bottom line: Traffic in this corridor must continue to move. Don't completely shut off the spigot - our "pipes" are already about to burst.

Thank you.

Ken Perry  
Pasadena Resident  
91104

Sent from my iPad



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CITY CLERK  
CITY OF PASADENA

October 25, 2021

**Pasadena City Council**

c/o Mark Jomsky  
City Clerk  
100 North Garfield Ave.  
Pasadena, CA 91101

**Re: California Boulevard Grade Separation Project**

Dear Mayor Gordo and City Council Members:

Livable Pasadena is pleased to see that city staff recommends the city does not proceed with the proposed grade separation project at California Boulevard. As clearly described in the staff report, the project was incredibly costly, has new realities that now make it unworkable, and would result in years and years of construction impacts. We also believe that our city does not need this type of project to address the traffic impacts being felt throughout Pasadena.

We look forward to the city's suggestions on ways in which the current traffic situation at these intersections, and as a collateral effect, the impact on all surrounding streets, can be improved. We applaud the city's renewed focus on ways to improve traffic, particularly through a more realistic analysis of traffic impacts being felt throughout Pasadena. It is our hope that possible solutions are viewed with an eye towards the entirety of development projects in the pipeline, the additional housing the city currently is required to zone for, and the impact of all of this on our aging infrastructure. Those impacts will be very real and substantial.

We believe that General Plan revisions (including Design Standard revisions) and Specific Plan revisions should guide our options. We have an opportunity to ensure that we are growing Pasadena in a way that enhances all the things we love about our city. We do not believe that we need to spend a lot of money on one project to accomplish this. For example, the proposed Affinity project seeks to add 850 parking spaces to the area. We cannot see how that would work with the current traffic on all the surrounding streets. If parking for all developments in the transit districts were limited, through the General Plan and Specific Plans, it would alleviate some of the impacts of the developments on traffic and would be a step in the direction of the goals in our General Plan to be a pedestrian oriented city. This is just one example of ways that we can meet the needs of our growing city, through our General and Specific Plans, in a way that serves all Pasadena citizens currently living here.

Thank you,  
Megan Foker,  
On behalf of Livable Pasadena

10/25/2021  
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