

Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 7:51 PM
To: Jomsky, Mark
Subject: Ease Traffic Concerns

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Re: Ease Traffic Concerns

Dear Mr. Jomsky,

I urge the members of Pasadena City Council to ensure the list of potential projects will impact the most affected areas of Pasadena and will make a real difference in easing the problems we face with increase in density and failing intersections. We ask you to examine the data for each specific project to determine the best and most impactful use of the funds. We need to make sure the money will be effective in providing for our needs and benefit the greatest number of residents.

Sincerely,
Ms. Danielle Moskowitz

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 7:46 PM
To: Jomsky, Mark
Subject: Metro R Dollars

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Re: Metro R Dollars

Dear Mr. Jomsky,

Many of the projects listed do not impact areas of our city that need immediate attention, nor do they work to ensure that Pasadena remains a city where residents can move freely and walk more easily. We need to work to shape Pasadena into a high quality, multi- modal transportation city in our most dense areas. How will we know these projects will achieve this? What metrics will be required to ensure we are headed in the right direction?

Sincerely,
Mr. John Hoffman

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 6:52 PM
To: Jomsky, Mark
Subject: Pasadena Traffic and Measure R

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Re: Pasadena Traffic and Measure R

Dear Mr. Jomsky,

The measure R projects identified by the Department of Transportation may or may not be good projects for Pasadena. How will we know they are going to make a mobility difference as our city drastically grows the next 10 years? For the most part, citizens are unaware of any of these proposed projects. Was the process to choose these projects done in such a way to garner a large perspective of Pasadena needs? Pasadena residents, for the most part, will have no direct say on any of the proposals and we need city council to look closely at each project to ensure money will be allocated to the areas with the most intense growth and current mobility concerns. I believe that the city should be looking at incoming projects, such as the proposed Affinity planned development, and looking for ways to mitigate the dramatic impact projects will have on the already congested streets with this money. Perhaps a place to start with all of this mobility money is to have more public meetings. I prefer for DOT to tell the honest story about what is actually happening on city streets and in neighborhoods and have them listen to my experiences. I want to know if these projects will cause traffic to divert to quiet neighborhoods? Will traffic actually improve on main corridors with these projects? Will accidents go down with all the traffic calming? How is all of this being measured and evaluated? Right now, it seems our city is planning to spend millions of dollars of public money with no accountability and no focus on traffic congestion or safety in areas where it is a problem like in the area around the 110 freeway access. I would like to see accountability with these taxpayer dollars.

Sincerely,
Mrs. Andrea Brandon

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Sincerely,
Mr. Richard Rose

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 6:25 PM
To: Jomsky, Mark
Subject: Traffic Congestion and Measure R Dollars

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Re: Traffic Congestion and Measure R Dollars

Dear Mr. Jomsky,

The measure R projects identified by the Department of Transportation may or may not be good projects for Pasadena. How will we know they are going to make a mobility difference when putting to work the \$230,000,000? Does the city have a plan to evaluate and review its effectiveness? For the most part, citizens are unaware of any of these proposed projects, as the Department of Transportation needed to do a better job gathering variety of public input to develop and implement its projects. Pasadena, for the most part, will have no direct say on any of the proposals and we need city council to look closely at each project to ensure money will be allocated to the areas with the most intense growth and current mobility concerns. I believe that the city should be looking at incoming projects, such as the proposed Affinity planned development, and looking for ways to mitigate the dramatic impact projects will have on the already congested streets with this money. Perhaps a place to start with all of this mobility money is to have more public meetings. I prefer for DOT to tell the honest story about what is actually happening on city streets and in neighborhoods and have them listen to my experiences. I want to know if these projects will cause traffic to divert to quiet local streets? Will traffic improve on main corridors with these projects? Will accidents actually go down with all the traffic calming? How is all of this being measured and evaluated? Right now, it seems our city is planning to ask for millions of dollars of public money with no accountability and no focus on traffic congestion or safety in areas where it is a problem like around the 110 freeway access. I would like to see accountability with these taxpayer dollars.

Sincerely,
Ms. Denise Hornick

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 6:23 PM
To: Jomsky, Mark
Subject: Tax Dollars and Traffic

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Re: Tax Dollars and Traffic

Dear Mr. Jomsky,

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Sincerely,
Mr. David Krikorian

1

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 6:04 PM
To: Jomsky, Mark
Subject: Traffic Congestion and Measure R Dollars

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Re: Traffic Congestion and Measure R Dollars

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Sincerely,
Mrs. Alyson Pernecky

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 5:52 PM
To: Jomsky, Mark
Subject: Traffic Congestion and Measure R Dollars

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Sincerely,
Ms. Melissa Eaves

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 5:42 PM
To: Jomsky, Mark
Subject: Increased Density and Traffic Impacts

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Re: Increased Density and Traffic Impacts

Dear Mr. Jomsky,

I urge the members of Pasadena City Council to ensure the list of potential projects will impact the most affected areas of Pasadena and will make a real difference in easing the problems we face with increase in density and failing intersections. We ask you to examine the data for each specific project to determine the best and most impactful use of the funds. We need to make sure the money will be effective and put to the best use.

Sincerely,
Mrs. Belen Marie Kaminski

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 5:37 PM
To: Jomsky, Mark
Subject: Ease Traffic Concerns

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Re: Ease Traffic Concerns

Dear Mr. Jomsky,

I urge the members of Pasadena City Council to ensure the list of potential projects will impact the most affected areas of Pasadena and will make a real difference in easing the problems we face with increase in density and failing intersections. We ask you to examine the data for each specific project to determine the best and most impactful use of the funds. We need to make sure the money will be effective in providing for our needs and benefit the greatest number of residents.

Sincerely,
Ms. Marian Dorsett-Leos

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 5:37 PM
To: Jomsky, Mark
Subject: Tax Dollars and Traffic

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Re: Tax Dollars and Traffic

Dear Mr. Jomsky,

The measure R projects identified by the Department of Transportation may or may not be good projects for Pasadena. How will we know they are going to make a mobility difference if the city is not collecting data to show the effectiveness? For the most part, citizens are unaware of any of these proposed projects, as the Department of Transportation hasn't done a good job gathering variety of public input to develop and implement its projects. Pasadena, for the most part, will have no direct say on any of the proposals and we need city council to look closely at each project to ensure money will be allocated to the areas with the most intense growth and current mobility concerns. I believe that the city should be looking at incoming projects, such as the proposed Affinity planned development, and looking for ways to mitigate the dramatic impact projects will have on the already congested streets with this money. Perhaps a place to start with all of this mobility money is to have more public meetings. I prefer for DOT to tell the honest story about what is actually happening on city streets and in neighborhoods and have them listen to my experiences. I want to know if these projects will cause traffic to divert to quiet local streets? Will traffic improve on main corridors with these projects? Will accidents actually go down with all the traffic calming? How is all of this being measured and evaluated? Right now, it seems our city is planning to spend millions of dollars of public money with no accountability and no focus on traffic congestion or safety in areas where it is a problem like the Arroyo/California intersection. I would like to see accountability and priority of the biggest need with these taxpayer dollars.

Sincerely,
Mr. Aleta Hancock

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 5:20 PM
To: Jomsky, Mark
Subject: Mobility and Pasadena

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Re: Mobility and Pasadena

Dear Mr. Jomsky,

The measure R projects identified by the Department of Transportation may or may not be good projects for Pasadena. How will we know they are going to make a mobility difference? What will these dollars do for me as a Pasadena resident who is frustrated by traffic? For the most part, citizens are unaware of any of these proposed projects, as the Department of Transportation hasn't done a good job gathering variety of public input to develop and implement its projects. Pasadena, for the most part, will have no direct say on any of the proposals and we need city council to look closely at each project to ensure money will be allocated to the areas with the most intense growth and current mobility concerns. I believe that the city should be looking at incoming projects, such as the proposed Affinity planned development, and looking for ways to mitigate the dramatic impact projects will have on the already congested streets with this money. Perhaps a place to start with all of this mobility money is to have more public meetings. I prefer for DOT to tell the honest story about what is actually happening on city streets and in neighborhoods and have them listen to my experiences. I want to know if these projects will cause traffic to divert to quiet local streets? Will traffic improve on main corridors with these projects? Will accidents actually go down with all the traffic calming? Will our city become more walkable? How is all of this being measured and evaluated? Right now, it seems our city is planning to spend millions of dollars of public money with no accountability and no priority on actual traffic congestion or safety in areas where it is a problem like in the central area of Pasadena. I would like to see accountability with these taxpayer dollars.

Sincerely,
Mr. Ken Perry

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 5:16 PM
To: Jomsky, Mark
Subject: Increased Density and Traffic Impacts

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Re: Increased Density and Traffic Impacts

Dear Mr. Jomsky,

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Sincerely,
Mr. Robert Nickens

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 5:02 PM
To: Jomsky, Mark
Subject: Pasadena and Measure R Funds

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Re: Pasadena and Measure R Funds

Dear Mr. Jomsky,

It's no secret that Pasadena has horrible traffic congestion problems – especially in the center of the city around the train. The original plan to do a grade separation where California crosses the L Line remains one of the worst places to drive, walk or try to ride a bicycle. Instead prioritizing potential solutions to this problem like enhancing local walking and upgrading at-grade signals first and foremost, the Department of Transportation (DOT) has given precedence to a variety of expensive projects for bikes and buses which appear to not alleviate severe traffic situation in central Pasadena. Hardly anyone in Pasadena is aware that these projects are even being considered as little to no outreach was done by DOT. DOT says it wants to make it easier for Pasadena residents to be able to choose multiple forms of transportation and make it safer to ride a bike or to take a walk. If this is the case, it is imperative selected projects be need based and provide relief for the most residents as possible. We must focus on serving the area of Pasadena where most residents choose to drive, walk or ride their bikes, not outlying areas where this is not occurring. It is also unfortunate millions of dollars will potentially be used with minimal public input and with no cost-benefit analysis. The city process of selecting these projects was rushed and not properly publicized through community organizations. I urge the city council to require studies to the effectiveness and usefulness of these projects going forward and to prioritize the projects which will produce the best outcomes. We also need to ensure the action on this wish list only occurs with getting more public input and from a variety of residents, not just a small sample of like minded people. I also would like council to address the most critical areas for traffic congestion and to fix the bicycle and pedestrian safety issues where there is the most critical need and where growth is poised to be the most substantial. The list of projects appears to fall desperately short of those goals, but we will only really know the outcome if DOT is required to provide actual traffic analysis and effectiveness for each project. I urge city council to keep DOT accountable and need based when pursuing all transportation projects to ensure all mobility concerns and overall safety is properly addressed.

Sincerely,
Ms. Mona ManosPratte

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 5:01 PM
To: Jomsky, Mark
Subject: Ease Traffic Concerns

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Re: Ease Traffic Concerns

Dear Mr. Jomsky,

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Sincerely,
Mr. William Morris

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 4:37 PM
To: Jomsky, Mark
Subject: Ease Traffic Concerns

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Re: Ease Traffic Concerns

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Sincerely,
Mr. Todd Brewer

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Jomsky, Mark

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Sent: Sunday, September 18, 2022 4:20 PM
To: Jomsky, Mark
Subject: Pasadena and Measure R Funds

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Re: Pasadena and Measure R Funds

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Sincerely,
Mr. Rebecca Reed

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 3:15 PM
To: Jomsky, Mark
Subject: Tax Dollars and Traffic

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Re: Tax Dollars and Traffic

Dear Mr. Jomsky,

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Sincerely,
Mr. Frank Duerr

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 8:40 AM
To: Jomsky, Mark
Subject: Ease Traffic Concerns

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Sincerely,
Dr. Jeanette Mann

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 8:22 AM
To: Jomsky, Mark
Subject: Pasadena Transportation

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Re: Pasadena Transportation

Dear Mr. Jomsky,

Many of the projects listed do not impact areas of our city that need immediate attention, nor do they work to ensure that Pasadena remains a city where residents can move freely. We need to work to shape Pasadena into a high quality, multi-modal transportation city. How will we know these projects will achieve this? What metrics will be required to ensure we are headed in the right direction? Can we please work on walkability and beautification in dense, urban areas.

Sincerely,
Mr. Jeff Rupp

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Sunday, September 18, 2022 7:55 AM
To: Jomsky, Mark
Subject: Metro R Dollars

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Re: Metro R Dollars

Dear Mr. Jomsky,

Many of the projects listed do not impact areas of our city that need immediate attention, nor do they work to ensure that Pasadena remains a city where residents can move freely and walk more easily. We need to work to shape Pasadena into a high quality, multi-modal transportation city in our most dense areas. How will we know these projects will achieve this? What metrics will be required to ensure we are headed in the right direction?

Sincerely,
Ms. KIM SANTELL

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Jomsky, Mark

From: myvoice@oneclickpolitics.com
Sent: Saturday, September 17, 2022 6:06 PM
To: Jomsky, Mark
Subject: Please Prioritize Measure R Money for the Most Effectiveness

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Re: Please Prioritize Measure R Money for the Most Effectiveness

Dear Mr. Jomsky,

It's no secret that Pasadena has horrible traffic congestion problems – especially in the center of the city around the train. The original plan to do a grade separation where California crosses the L Line remains one of the worst places to drive, walk or try to ride a bicycle. Instead prioritizing potential solutions to this problem like enhancing local walking and upgrading at-grade signals first and foremost, the Department of Transportation (DOT) has given precedence to a variety of expensive projects for bikes and buses which may not alleviate severe traffic situation in central Pasadena. Hardly anyone in Pasadena is aware that these projects are even being considered as little to no outreach was done by DOT. DOT says it wants to make it easier for Pasadena residents to be able to choose multiple forms of transportation and make it safer to ride a bike or to take a walk. If this is the case, it is imperative selected projects be need based and provide relief for the most residents as possible. We must focus on serving the area of Pasadena where most residents choose to drive, walk or ride their bikes, not outlying areas where this is not occurring. It is also unfortunate millions of dollars will potentially be used with minimal public input and with no cost-benefit analysis. The city process of selecting these projects was rushed and not properly publicized through community organizations. I urge the city council to require studies to the effectiveness and usefulness of these projects going forward and to prioritize the projects which will produce the best outcomes. We also need to ensure the action on this wish list only occurs with getting more public input and from a variety of residents, not just a small sample of like minded people. I also would like council to address the most critical areas for traffic congestion and to fix the bicycle and pedestrian safety issues where there is the most critical need and where growth is poised to be the most substantial. The list of projects appears to fall desperately short of those goals, but we will only really know the outcome if DOT is required to provide actual traffic analysis and effectiveness for each project. I urge city council to keep DOT accountable and need based when pursuing all transportation projects to ensure all mobility concerns and overall safety is properly addressed.

Sincerely,
Ms. Marion White

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Jomsky, Mark

From: Erika Foy
Sent: Sunday, September 18, 2022 3:59 PM
To: Jomsky, Mark
Cc: Gordo, Victor; Wilson, Andy; Hampton, Tyron; Williams, Felicia; Rivas, Jessica; Madison, Steve; Masuda, Gene
Subject: Public Comment Metro R dollars

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Dear Mayor and Council,

As a resident who has lived near the intersection of Arroyo and California for 25 years, I have had the opportunity to see first hand the issues our city faces with growth and traffic. It has been an ongoing concern of mine that our city is not doing enough to prevent our streets from becoming similar to the west side; jammed, unpleasant to walk and just miserable to deal with when traffic is at its worst. I have a few concerns and thoughts I hope you will consider as you discuss the approval of the Measure R project list.

- 1) Why was there minimal public input on this item as well as the approval seeming to be rushed through?
- 2) Can the list of projects be reprioritized? For instance, can you exchange the priority of #1 and #6? We are looking at projects that are substantially different in cost and I would argue that the Gold Line At Grade Crossing Enhancements will provide a bigger bang for the buck when it comes to adding needed infrastructure.
- 3) Can you ask what DOT means by "there continue to be opportunities to better address queuing during key travel time and motorist delay associated with the Metro L Line train operations?" What would those opportunities be? Do you agree when they state that the "crossing operates efficiently?" Do you think your constituents agree with this statement? Does adding Affinity Project change this sentiment or concern?
- 4) Did DOT ever consider creating a beautiful walking path along Pasadena Ave and St John versus a bike network? Has the city explored all opportunities to expand walkability? Are we losing an opportunity to create a greenway where both pedestrians and bikes can use this idea like we see in New York City with the Hudson River Greenway? Did DOT consider promenade like investment for the 710 stub where future residents and businesses can walk from California Blvd to Old Town in a peaceful, art filled path like we see with New York's High Line? Is there potential money here that could be used to bring tourist and business to an entire new area in a fun and creative way? I challenge you to think of us as a world class city and what would mobility look like within that lens? Could we combine our arts and technology background along with a "tree city" concept within these projects?

I personally think DOT could have done a better job thinking more in line with what is truly needed in the area and the consideration of business opportunities that could have been created these dollars. I am disappointed money that was supposed to solve one issue (Arroyo Parkway/California Blvd intersection), is now being used for another. Our city is poised to grow in ways we never imagined and I am not sure money is being spent directly in the areas it is needed or in ways keeps our city livable. I personally would like to see the the city ensure our urban intersections are prioritized to have the most updated technology when possible and also work to create a more walkable environment to get people out of their cars. I personally see more pedestrians in our central district than I see bikes, so I would think walkability would be a higher priority. In all honesty, I really never see people riding bikes even along Marengo where we put in a green lane. I also think we need to consider how the Metro bike program was not fruitful or continued.

We need to ensure public tax dollars are being used to help a substantial number of people and being used in the areas where we see the biggest impact. In my opinion, this list falls short of that. I am sorry I did not have a chance to participate in any of the meetings due to no notification.

I appreciate your thoughts on my comments, Erika Foy

network, adjacent to the SR 710, the list below prioritizes the top ten projects in order of importance.

- ① Pasadena Avenue and St John Avenue Roadway Network (Walnut Street to Columbia St)
2. Transportation Operations and Maintenance Facility
3. Columbia St (from Orange Grove Boulevard to Fair Oaks Avenue)
4. Orange Grove Boulevard at Colorado Boulevard and Orange Grove Boulevard Holly St
5. San Rafael Avenue (between Linda Vista Avenue and Colorado Boulevard)
- ⑥ Gold Line At-Grade Crossing Enhancements
7. Continental Crosswalks
8. Orange Grove Mobility Improvement Program
9. Greenways (Bike Boulevards)
10. SR 710/SR 134/I-210 Ramp Modifications

between Fair Oaks Avenue and Marengo Avenue now operate utilizing adaptive traffic control, which provides real time traffic signal timing adjustments in response to traffic conditions and L Line train activity. The adaptive traffic control system also extends north and south from Cordova Street on the north to Glenarm Street on the south along Fair Oaks Avenue, Raymond Avenue, Arroyo Parkway and Marengo Ave. In addition, an extension to the adaptive traffic control system is currently in construction and will be completed this year, to extend the adaptive system on California Boulevard from to Lake Avenue, further reducing delay along this corridor. While there continue to be opportunities to better address queuing during key travel times and motorist delay associated with Metro L Line train operations, the intersections on California Boulevard, adjacent to the at-grade crossing operates efficiently and do not demonstrate any safety concerns.

Based on staff evaluation of the Metro and Construction Authority analysis, as well as staff's assessment of the corridor mobility needs and challenges, staff has determined that other transportation solutions could more effectively address mobility needs, reduce intersection delay and address multimodal safety along the SR 710 North corridor and identified parallel streets, as well as cross streets such as California Boulevard providing links to the I-210 freeway.

SR 710 MEASURE R MOBILITY IMPROVEMENT PROJECT FUNDING ESTIMATES

Project	Preliminary Cost Estimate
Multi Modal Mobility Improvements	
Pasadena Ave and St John Ave Roadway Network (Walnut St to Columbia St)	\$75.1M
Columbia St (from Orange Grove Blvd to Fair Oaks Ave)	\$9.9M
Orange Grove Mobility Improvement Program	\$5.4M
San Rafael Ave (between Linda Vista Ave and Colorado Blvd)	\$4.8M
Avenue 64 Complete Street Program	\$1.5M
Continental Crosswalks	\$6.8M
Traffic Signals and Intelligent Transportation System Projects	
Orange Grove Blvd at Colorado Blvd and Orange Grove Blvd at Holly St	\$4.5M
Metro L Line At-Grade Crossing Enhancements	\$2.5M
Holly St, from Fair Oaks Ave to Marengo Ave	\$1.4M
Pedestrian and Bicyclist Automated Data Collection	\$2.5M
High-Resolution Traffic Signal Data	\$12.5M
I-210 Connected Corridors Expansion	\$5M
Pasadena Transit System Expansion for the SR 710 Corridor	
Transit Operations and Maintenance Facility	\$62.4M
Zero Emission Buses (11) and Charging Infrastructure	\$12M
Bus Stop Enhancements	\$3.6M
Bicycle Transportation Action Plan Projects	
Greenways (Bike Boulevards)	\$12M
Arroyo Link	\$45-65M
SR 710/SR 134/I-210 Ramp Modifications	\$150M +
Mobility Hubs	\$24M