

CORRESPONDENCE

From: Jet Lindsay
To: Gao, Beilei
Subject: Traffic on Del Mar & California
Date: Monday, October 13, 2025 1:15:02 PM

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Dear Committee Members,

We live on Madison Avenue between California & Del Mar and like many of our neighbors, we love our neighborhood & walk whenever possible. We have children on our block, families, the elderly & a lot of dog walkers. Over the years the traffic has increased significantly on both Del Mar & California to the point that it is dangerous for pedestrians. I have almost been hit several times trying to cross the road & more than once have been stuck in the middle of the street while an angry driver guns their engine, narrowly missing me.

I know I am not alone. It is only a matter of time before someone is hit and killed. Yes. It is that bad.

If the city could have a painted crosswalk (We have seen a big difference on Cordova since this occurred) or flashing lights for pedestrians crossing, or planted dividers ... I'm not sure what would work, but we need to do something. Please address this issue BEFORE we have a deadly accident.

Thank you for your time & attention to this concern,

Jeannette Lindsay
Madison Heights Resident

From: [Ed Fisher](#)
To: [cityclerk](#)
Subject: public comment re: traffic management in the city's central district -- October 14 Municipal Services Committee meeting 4:00 pm
Date: Monday, October 13, 2025 2:24:44 PM

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As a resident of California Boulevard between El Molino and Madison Avenues, I am extremely concerned about excessive speeding on California Boulevard, especially westbound from Lake Avenue. The radar-driven speed display sign on the North side of California Boulevard near Oakland Avenue is largely ignored. I have seen vehicles speeding well in excess of 50 mph in this 30 mph zone.

I strongly urge the city to expand the ticketing operations in which police officers equipped with radar or lidar technology are deployed at strategic locations to ticket speeding drivers, especially during morning and evening rush hours.

Thank you.

Edward Fisher
[REDACTED]

From: [theresa.doran](#)
To: [cityclerk](#)
Subject: Central District Traffic Management
Date: Monday, October 13, 2025 4:35:41 PM

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Hello!

Luckily, I was forwarded tomorrow night's agenda. I wasn't aware of opportunities to share thoughts, but I will now as traffic in my pocket of Pasadena is a nightmare! It's congested and chaotic--a daily ordeal. I reside at [REDACTED]

Theresa Doran

Specifically, in no particular order:

*It takes too long, and is often unsafe, to turn on to or go across Glenarm Boulevard from Euclid Avenue

Mark off clear space to allow north/south vehicles to "break through" the long lines--checkout Los Robles at Old Mill Road in San Marino

*Going north on Marengo, you can be the second car and it can still take *at least* two signal changes to cross Glenarm or turn left if the car in front is turning left (almost always without using their turn signal) and/or pedestrians (often students) are crossing. Drivers are going around on the right and it's dangerous

A left turn only arrow should be added at Glenarm/Marengo, a lane for cars going straight should be created--there's space--and make two left lanes to access the 110 Freeway south from Glenarm

*When signals have changed, cars are jammed up out into the intersections at Marengo cross streets, including Glenarm, California and Del Mar--unsafe for all, especially pedestrians. Also, when jammed up, drivers move into the center left/right turning lane, speed along, then cut off someone to get back in

Consider removing prohibited mid-to-late-afternoon left hand turns from California *and* left hand turns from Glenarm between Marengo and El Molino...spread traffic out a bit

*Drivers wanting to access the nearby charging station who come off the 110 Freeway, cross Arroyo Boulevard at Glenarm, or come south on Arroyo then west on Glenarm are making sudden, illegal turns near the Metro tracks and Art Center's parking entrance: Eek

From: Elizabeth Brady
To: cityclerk
Subject: Traffic concerns from a citizen of Pasadena
Date: Monday, October 13, 2025 5:24:17 PM

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I'm a long time resident of the South Lake Oak Knoll area of District 7. The two areas of problem traffic are California Blvd all the way along from the 710 Fwy on the west to Sierra Madre Blvd in the east. Mostly, the congestion is during rush hour but that is most of the day. Glenarm gets crowded at rush hour also. The roundabouts were originally meant to discourage drivers from taking that route to the 110. Not sure how well that worked. The other difficult area is South Lake below the 210 Fwy. People try to grab street parking up and down the avenue and stop the flow of cars constantly. It's maddening. There is a lot of parking behind the buildings. Perhaps stopping to park shouldn't be allowed?

Yours truly,
Elizabeth Brady Woods
[REDACTED]
Pasadena, CA 91106

Sent from my iPad

From: Deborah Dunlop
To: Gao, Beilei
Subject: Comment for Item #1 of Agenda for 10/14/25 Meeting
Date: Tuesday, October 14, 2025 1:00:22 PM

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Good afternoon,

I am a tenant residing in District 7 on S. Los Robles Avenue between Del Mar Blvd. and California St. I want to add my voice to the chorus of frustrated residents who face extremely difficult traffic patterns on our North-South avenue most of the day. The traffic is literally bumper-to-bumper much of the day, most importantly at the start and end of the workday.

Yesterday at 4:00pm, traffic extended from Del Mar, south almost to the intersection at California. It is an extremely long light pattern as well, which forces traffic to queue up the length of the street. Tempers flare and nosing into that traffic stream can be very challenging without the kindness of a driver who opts to let us out of our driveway. Yesterday that took almost 4 minutes (I timed it).

I am a member of The Pasadena Rental Housing Board and we arrive at 5:30pm to City Hall. It can take me an additional 10 minutes to enter onto my own street and finally get through the light at Del Mar & S. Los Robles en route to City Hall, barely 5 minutes away. I have also walked to meetings at the Pasadena Rent Stabilization Dept. located at the corner of Cordova & S. Los Robles. Crossing at Del Mar & S. Los Robles, despite the light, is extremely dangerous. The East-West traffic on Del Mar travels at a very high speed because there are no slow downs. Meanwhile, the traffic turning right onto Del Mar are so frustrated with the long wait that they often turn just as a pedestrian steps out to cross with the "Walk" signal. I have almost been hit numerous times attempting to cross. The bust stop is at that same corner in front of the Unitarian Church and many people walk there to catch their bus for work or school. The dangerous crossing stems back to the issue with the horrendous delays going up any of our North-South streets, but especially the single-lane S. Los Robles and Marengo in District 7.

Please address the inequities of the North-South traffic pattern v.s. the East-West traffic pattern. There must be some way in this newly proposed plan that this situation can be eased for residents.

Thank you,
Deborah Dunlop
S. Los Robles Avenue
District 7

Gao, Beilei

From: Thyret, Pam
Sent: Tuesday, October 14, 2025 1:12 PM
To: cityclerk
Subject: FW: Traffic lights,
Attachments: Dear City Traffic Department.docx

For MSC Public Comment 10/14.

Pam Thyret
District 7 Liaison for Councilmember Jason Lyon

From: Maria Ugarte
Sent: Tuesday, October 14, 2025 10:45 AM
To: Thyret, Pam <pthyret@cityofpasadena.net>
Subject: Traffic lights,

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Good Morning Pam,

I am unable to attend the traffic department meeting today, is there a way for me to email someone regarding my issues?

I have attached a Letter regarding my daily experience.

Thank you,

Maria Ugarte

Beven and Brock

Dear City Traffic Department,

I am writing to express my concern regarding **pedestrian safety** at the intersections of **Lake Avenue & Cordova Street** and **Lake Avenue & Del Mar Boulevard**. As a pedestrian who regularly crosses these intersections, I have found it increasingly unsafe due to the absence of **dedicated right-turn arrows**. When the light is green for pedestrians, vehicles attempting to turn right are often in direct conflict with those crossing the street, creating a hazardous situation that feels unsafe and stressful for anyone on foot.

Implementing **dedicated right-turn signals** or adjusted signal timing could greatly improve safety for pedestrians while maintaining traffic efficiency.

Additionally, I would like to note that the intersection at **Lake Avenue and Cordova Street** appears to have an unusually long red light cycle, which results in significant congestion and traffic buildup in front of my building at **1000 E. Cordova Street**. This congestion adds to the safety risks for both pedestrians and drivers in the area.

I respectfully ask that the department review these intersections with a focus on improving pedestrian safety and overall traffic flow.

Thank you for your time and consideration.

Maria Ugarte

Pasadena,

From: C.G.
To: cityclerk; Lyon, Jason; Carol Gorenberg
Subject: Traffic concerns - District 7
Date: Tuesday, October 14, 2025 2:30:33 PM

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I live in District 7, near the Pasadena Playhouse. I am very concerned about vehicle traffic in my neighborhood.

City Council should allocate resources needed to improve district 7 traffic flow and pedestrian safety.

- * east-west traffic drives too fast, particularly on Walnut, Del Mar and California streets;
- * north-south traffic signals are mistimed. Pedestrians (and vehicles) need to wait many minutes before being able to cross the street.
- * cars turning right on a red-light frequently threaten pedestrians in the crosswalk. On 3 occasions I have actually feared for my life while crossing the street on a pedestrian right-of-way, in my own neighborhood !

Sincerely,

Carol Gorenberg

Gao, Beilei

From: Thomas Priestley
Sent: Tuesday, October 14, 2025 2:44 PM
To: cityclerk
Subject: Comments on October 14 MSC Agenda Item #1
Attachments: Comments on Agenda Item 1 - Thomas Priestley.docx

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Attached is a file with my comments on Agenda Item #1

Please post and make available to the members of the committee.

Thank you,
Thomas Priestley

**Comments on Agenda Item 1
Local Roadway Safety Action Plan
Pasadena Municipal Services Committee
Tuesday, October 14, 2025**

Thomas Priestley, PhD., AICP

Background

I am a Pasadena resident who walks to many of my destinations. Also, because of my professional training and experience, I have had long-term exposure to research and planning efforts to redesign streets to improve pedestrian, bicyclist, and resident safety and quality of life. Given my experience as a pedestrian in Pasadena and my specialized knowledge of measures to make streets more livable for non-automobile users, I have been closely tracking the development of the Local Roadway Safety Action Plan (LRSAP) since the start. I was happy to be recruited to serve on the advisory committee created to help develop the plan. As a member of that committee, I expressed my concerns about the analyses being done and offered suggestions for projects that I and members of the Complete Streets Coalition believed should be included in the plan. I also attended the public involvement sessions that took place during the plan's development to stay informed about their structure and to share my preferences.

Let's Just Approve this Plan

Although I have quibbles with the process for preparing the plan, the planning effort's public outreach program, the methodology for scoring the projects evaluated, and the final selection of projects included in the plan, I advocate that this committee and the full City Council adopt the plan and also the associated resolution establishing a City goal for zero traffic fatalities and a reduction in serious injuries resulting from traffic collisions by 2035.

Although the plan is not perfect, given the changed circumstances, my assessment is that it is not worth spending a lot of time and resources revising this document. As you know, the goal of the LRSAP was to identify and prioritize traffic safety projects that could be used as a basis for applying for and obtaining grants from the Federal Safe Streets for All (SS4A) program, which made \$5 billion available for street safety improvements. Preparing and adopting a plan like the LRSAP was a prerequisite for securing those funds. Now that the current national administration has gutted the SS4A program, the LRSAP will play a different role than initially anticipated. Given the now significantly reduced importance of the LRSAP, the pragmatic approach would be to adopt the document as is and to provide the Department of Transportation with clear direction for its next steps to make Pasadena's streets safer for all.

Develop a Strategic Action Plan for Implementation of the LRSAP

I recommend that, in addition to approving the LRSAP as it is, the City Council direct DOT to develop a strategic action plan for implementing the LRSAP to the best of its ability in the absence of the SS4A funds, which were expected to cover most of the projects it identifies. This plan should specifically identify elements of the plan that can deliver significant safety improvements with relatively small investments, using funds from the city's Capital Improvement Program or any regional or state programs that become available. This might entail breaking larger, more comprehensive projects into smaller ones, focusing on specific areas or types of treatments that can be funded with readily available resources. The strategic plan should emphasize nimbleness to take advantage of opportunities to piggyback on other planned infrastructure or urban design initiatives where safety enhancements can be added with a small incremental investment. Additionally, the strategic action plan should emphasize the use of quick-build approaches that can stretch limited available resources to achieve the maximum safety impact. Very importantly, the strategic action plan needs to designate a DOT staff member to take responsibility for implementing the plan and to pursue its aggressive execution.

Shift the Focus to the Active Transportation Plan and Ensure that it is Done Right

I also recommend that the City Council provide guidance to the Department of Transportation on its upcoming effort to develop an Active Transportation Plan, ensuring that the resulting plan addresses and compensates for the shortcomings of the LRSAP. A key part of that guidance will relate to the public involvement process. I am aware of and agree with Councilmember Lyon's concerns about how public involvement was handled during the LRSAP planning process and the fact that issues affecting his district could have received more attention. Councilmember Lyon's concerns about the LRSAP's public involvement align with those of Councilmember Cole, who raised them during last week's council meeting while discussing funding for public involvement in the greenways project and two other street safety initiatives. Because he is dissatisfied with the inefficient and sometimes ineffective way public involvement is conducted in Pasadena, he has called for developing in-house capabilities to manage this work. As plans are made for the development of the Active Transportation Plan, there is an opportunity for the City Council to direct the City Manager and the Department of Transportation to work together to develop a new model for public involvement that includes establishing in-house capabilities and an approach that more effectively engages Pasadena's citizens. With more effective public participation and attention to locations and issues not addressed in the LRSAP, the Active Transportation Plan has the potential to serve as the blueprint Pasadena needs for a more comprehensive and integrated approach to making the city's streets safer and more enjoyable for all its residents.

Gao, Beilei

From: Diane Ricard
Sent: Tuesday, October 14, 2025 2:48 PM
To: cityclerk
Cc: Diane Ricard; Lyon, Jason
Subject: Letter to Municipal Services Committee Regarding the Local Roadway Safety Action Plan

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To the Members of the Municipal Services Committee:

I live in District 7, and I walk for exercise, enjoyment, and to complete errands such as shopping and going to the post office. I feel very lucky to be within walking distance of the Playhouse District, South Lake Avenue and Old Pasadena. But while walking, I have had many experiences where I have felt unsafe crossing the street because motorists are not stopping for pedestrians at crosswalks, both signalized and unsignalized.

I respect and appreciate the quality work that went into the Pasadena Local Roadway Safety Action Plan, and I look forward to safer streets. I understand that data collected and analyzed needs to be available at the time a study is conducted, but I believe that because of the lower traffic volumes during the pandemic, drivers increased risky traffic behaviors, such as left-hand turns on busy streets at intersections without a traffic light. I have observed that some drivers continue these risky behaviors, even though many of these roads do not have low traffic volumes. This suggests the safety rankings may be different if data were analyzed from the years 2022 through 2024 (and 2021 if considered relevant).

Please consider updating the collision analysis with more recent data before this report is adopted.

Thank you for considering this request.

Respectfully,

Diane M. Ricard

Resident of District 7

From: [Glenn Camhi](#)
To: [Gao, Beilei](#)
Subject: Re Agenda Item 1 - LOCAL ROADWAY SAFETY ACTION PLAN
Date: Tuesday, October 14, 2025 3:32:59 PM

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Dear Honorable Members of the Municipal Services Committee,

Even though I recently studied and supported the proposed Local Roadway Safety Action Plan in my role on the Transportation Advisory Commission and also its Complete Streets Subcommittee, I am not writing here in that capacity, nor in my capacity as Secretary of the Madison Heights Neighborhood Association, but merely as an individual resident of Pasadena in District 7.

I applaud the hard work that both DOT staff and consultant Fehr & Peers put into this plan, which has been designed to give us the best shot at obtaining grant funding that was set up by the Federal Bipartisan Infrastructure Law of 2022, for various transportation safety projects throughout the city.

I was particularly impressed by the level of clearly-presented detail in the report, and the level of community input that was requested, received, and taken into account during the process.

It's always a challenge to get citizens participate in such endeavors, but DOT worked hard to spread the word and make it convenient for people to get involved. The calls for input were citywide, all seven districts were alerted about and invited to all outreach events and the multi-month online outreach, via district liaisons (and district newsletters by some Councilmembers), City social media, press releases published by Pasadena Now, etc. Moreover, the Citizen Advisory Committee that DOT formed to help refine the project priority list also represented various areas and interest groups around the city. I appreciate that even though District 7 had notable representation on this committee, the public input was representative of the entire city.

I was glad to see that additional corridors, intersections and projects all over the city (including within my district) were proposed via public input, and carefully reviewed by staff according to clear criteria relevant to the Infrastructure Law's discretionary grant program (called "Safe Streets and Roads for All"). Given the details outlined in the report, I appreciate why several proposals in my district did not score high enough among these criteria to make the final cut.

I hope and trust that other efforts to acquire funding for these projects and develop new safety projects along these corridors (notably

California Blvd, Del Mar Blvd, Glenarm St and Los Robles Ave in District 7) will continue.

I think the final list is solid, and that the process to develop this plan was thorough, fair and transparent.

I strongly support the adoption of the Local Roadway Safety Action Plan as presented.

Thank you very much.
Glenn Camhi
Pasadena, District 7