

Flores, Alejandra

From: James De Pietro <james@depietroholdings.com>
Sent: Thursday, April 28, 2022 9:39 AM
To: Flores, Alejandra
Subject: Transportation Advisory Commission Meeting - Public Comment for Agenda Item 5(B).
Importance: High

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Chair Lim, Vice-Chair Camhi, and members of the Transportation Advisory Commission,

I am writing to the Commission to express my support of the Department of Transportation ("DOT") Staff recommendation that the Transportation Advisory Commission ("TAC") act to establish a Roadside Memorial Sign Program ("Program") as outlined in the DOT Memorandum dated April 28, 2022, and presented as Agenda Item 5(B).

The Program's primary purpose is to elevate traffic safety awareness to reduce the number and severity of traffic collisions in Pasadena. It is also a way to honor the victims of fatal accidents in our community so that their memory will live on and inspire us to work harder to make our streets a safe place for all users.

As TAC considers this Program, I recommend that the minimum period that must pass after a fatal accident be reduced from six months to three. In addition, I recommend that, as part of the Program, DOT coordinate with the Pasadena Public Health Department's Social & Mental Health Division to offer critical mental health services to the victim's families and friends.

This Program is an important step in memorializing victims in our community, but is a reactive measure. DOT and TAC need to take more action to address the safety conditions of our streets.

In response to the recent pedestrian fatality at the intersection of South Allen Avenue and San Pasqual Street, DOT and TAC need to be more proactive in evaluating high-risk areas and pursuing calming traffic measures. In the instance of South Allen Avenue and San Pasqual Street, this intersection is well known to have speeding issues, and attempts to install a calming traffic circle years ago were thwarted by neighborhood groups that now bare some responsibility for the dangerous conditions that caused this accident.

We, the public, DOT, and TAC need to act now to ensure that such accidents do not occur in Pasadena so that we do not have to use the Roadside Memorial Sign Program in the future.

Thank you all for your hard work serving our community.

Sincerely,

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Flores, Alejandra

From: Claire Zeng <claire.k.zeng@gmail.com>
Sent: Thursday, April 28, 2022 5:21 PM
To: Flores, Alejandra
Subject: Public comment on 5b + items not on agenda

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Hi Alex,

I would like to make some written comments:

On 5B: again, I appreciate the commission's support for public memorials. In my experience putting up ghost bikes and ad-hoc memorials, temporary memorials are dismantled after unpredictable short periods of time, which often feels disheartening and disrespectful. I appreciate more permanent installations. I also believe we can walk and chew gum - memorials and public awareness increases public support for road safety measures. **In my experience, residents are unaware of how high the injury and death count really is in Pasadena and we need to raise awareness.**

I believe it is an important use of resources and not a wasteful diversion, as was argued by Commissioner Litwin. I am dismayed by the strawman arguments from Commissioners Litwin and Lim about Chinese people apparently not discussing death, being worried about people feeling uncomfortable about seeing reminders of crashes, and the supposed squabbling and that these memorials will never be done correctly. As stated, these memorials are commonly and frequently done, and **the people whose feelings are most impacted by a crash are the family requesting the memorial. I am particularly frustrated by this misrepresentation and weaponization of Chinese identity.** My Chinese community and family would rather be aware of deaths and know people are making changes than being unaware and in danger of cars. **And my community and I will hold Commissioners Litwin and Lim as well as others accountable to their promise to vote for solutions, which include road safety improvements, bike lanes, safer crosswalks, and traffic calming mechanisms.**

On items not on the agenda: I would like to emphasize the importance of expediting the north-south routes being studied in the Greenways. Crossing the 210 remains extremely dangerous for cyclists and pedestrians. Many Pasadena residents including me use these routes and we need safe networks. Near these crossings the roads widen, and drivers often move at fast, unsafe speeds. **Strong traffic calming (e.g., speed tables, raised crosswalks, neckdowns) should be added near the dangerous freeway crossings to manage existing issues with unsafe speeding. This protects both cyclists/pedestrians and vehicle drivers as crashes frequently happen at these freeway crossings.**

I would also like to emphasize the importance of reducing cut-through traffic in neighborhoods. **Cut-through traffic puts residents in danger of drivers disrespectfully using a neighborhood as a pseudo-freeway. The use of traffic diverters or partial closures is critical to making the neighborhood Greenways comfortable, quiet, and safe.** Traffic diverters and partial closures allow residents to drive to and from their homes and preserve parking, but limit "cut-through" traffic in neighborhoods. The City's 2015 Plan included them on all four Greenways, and they have been successfully deployed on other streets in the City, including El Molino and Marengo.

Regards,
Claire Zeng
Pasadena resident