



**CITY OF SOUTH PASADENA
MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION
REGULAR MEETING AGENDA**

**TUESDAY SEPTEMBER 17, 2024 at 6:30 p.m.
CITY COUNCIL CHAMBERS
1424 MISSION STREET, SOUTH PASADENA, CA 91030**

South Pasadena Commission Statement of Civility

As your appointed governing board, we will treat each other, members of the public, and city employees with patience, civility and courtesy as a model of the same behavior we wish to reflect in South Pasadena for the conduct of all city business and community participation. The decisions made today will be for the benefit of the South Pasadena community and not for personal gain.

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

The South Pasadena Mobility and Transportation Infrastructure Commission Meeting will be conducted in-person from the Council Chambers, Amedee O. “Dick” Richards, Jr., located at 1424 Mission Street, South Pasadena.

The meeting will be available:

- In Person – City Council Chambers, 1424 Mission Street, South Pasadena, CA 91030
- Via Zoom – **Webinar ID: 837 1462 5859**

To maximize public safety while still maintaining transparency and public access, members of the public can observe the meeting via Zoom in one of the three methods below.

1. Go to the Zoom website, <https://zoom.us/join> and enter the Zoom Meeting information; **or**
2. Click on the following unique Zoom meeting link: <https://us06web.zoom.us/j/83714625859>
3. You may listen to the meeting by calling: +1-669-900-6833 and entering the Zoom Meeting ID (837-1462-5859)

CALL TO ORDER:

Chair Hughes

ROLL CALL:

Chair Hughes
Commissioner Fisher
Commissioner Dunlap
Commissioner Hammond
Commissioner Abelson

CITY COUNCIL LIAISON:

Mayor Evelyn Zneimer

STAFF PRESENT:

Ted Gerber, Public Works Director (“PWD”) and,
Phillip Tran, Management Analyst (“PWMA”)

PLEDGE OF ALLEGIANCE:

Commissioner Dunlap

PUBLIC COMMENT AND SUGGESTIONS (Public Comments are limited to 3 minutes) The MTIC welcomes public input. If you would like to comment on this agenda item, members of the public may participate by means of one of the following options:

Option 1: Participants will be able to “raise their hand” using the Zoom icon during the meeting, and they will have their microphone un-muted during the comment portion of the agenda to speak for up to 3 minutes; or

Option 2: Email public comment(s) to: mticpubliccomments@southpasadenaca.gov. **Public Comments received in writing will not be read aloud at the meeting but will be part of the meeting record.** Written Public Comments will be uploaded online for public viewing under Additional Documents. There is no word limit on emailed Public Comment(s).

Please make sure to indicate:

- 1) your name (optional)
- 2) what agenda item you are submitting public comment on, and/or
- 3) Submit by no later than 12:00 pm., on the day of the Commission meeting.

NOTE: Pursuant to State law, the Commission may not discuss or take action on issues not on the meeting agenda, except that members of the Commission or staff may briefly respond to statements made or questions posed by persons exercising public testimony rights (Government Code Section 54954.2). Staff may be asked to follow up on such items.

PUBLIC COMMENT

1. PUBLIC COMMENT – GENERAL

PRESENTATION

2. MARENGO ELEMENTARY ACTIVE TRANSPORTATION PROGRAM

3. PROJECT STATUS UPDATE

ACTION/DISCUSSION

4. REVIEW OF NORTH - SOUTH CORRIDOR (FAIR OAKS) ITS DEPLOYMENT PROJECT

Recommendation

It is recommended that the Commission review and provide feedback on the design progress of the North-South Corridor (Fair Oaks) ITS Deployment Project.

5. APPROVAL OF MINUTES OF REGULAR MTIC MEETING ON AUGUST 20, 2024

Recommendation

It is recommended that the Commission review and consider approval of the August 20, 2024 Regular MTIC Meeting Minutes.

COMMUNICATIONS

6. CITY COUNCIL LIAISON COMMUNICATIONS

7. COMMISSIONER COMMUNICATIONS

8. STAFF LIAISON COMMUNICATIONS

ADJOURNMENT

FOR YOUR INFORMATION

FUTURE MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETINGS

October 15, 2024	Council Chamber	6:30 P.M.
November 19, 2024	Council Chamber	6:30 P.M.
December 17, 2024	Council Chamber	6:30 P.M.

PUBLIC ACCESS TO AGENDA DOCUMENTS AND BROADCASTING OF MEETINGS

Commission Meeting agenda packets are available online at the City website:

<https://www.southpasadenaca.gov/government/boards-commissions/mobility-and-transportation-infrastructure-commission>

ACCOMMODATIONS



The City of South Pasadena wishes to make all of its public meetings accessible to the public. If special assistance is needed to participate in this meeting, please contact the City Clerk's Division at (626) 403-7230. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Notification at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting (28 CFR 35.102-35.104 ADA Title II).

I declare under penalty of perjury that I posted this notice of agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena, CA 91030, and on the City website as required by law.

09/12/2024 /s/

Date Phillip Tran, Public Works Management Analyst

ITEM 2

Marengo Elementary Active Transportation Program



MARENGO
ELEMENTARY

**ACTIVE
TRANSPORTATION
PROGRAM**

2024 - 2025

WHAT IS ACTIVE TRANSPORTATION?

Active transportation is human-powered mobility, such as biking or walking.

WHY IS IT IMPORTANT?

Walking and biking to school provides a whole host of advantages for children and the community, from reducing congestion and air pollution around schools, to improved mental and physical health for children, improved test scores, sleep, attentiveness, independence, resourcefulness, resilience and social skills.

The CA PTA officially recognizes the importance of Active Transportation via the Safe Routes to School Partnership



50 years ago,
half of all children walked
or cycled to school.
Today it is only 11% and declining.


WHY MARENGO?

Marengo is uniquely situated where a majority of its student population lives within one mile of campus, a distance very suitable for elementary-aged children to walk and bike.

Walking and bicycling are good for children, yet surveys show that active transportation has become less prevalent. With this decline, students of this generation are missing the opportunity to explore the world through diverse means and build up those needed skill sets.

We should be encouraging more daily physical activity for our children. Walking to school is one of the simplest, most effective, and most affordable strategies for kids AND adults to build physical activity into their lives. One mile of walking translates to 2/3rds of the recommended physical activity each day.

We can promote this behavior shift through a series of small initiatives designed to make active transportation fun.



“Walking is one of the most powerful tools we have to increase physical activity and emotional well-being for kids,” – former U.S. Surgeon General Dr. Vivek Murthy



PROGRAMS

BIKE BUS / CLINICS

Every Tuesday morning, parents lead a safety-in-numbers bike ride to school from the North and South of Marengo. Participants can ride from the beginning of the route or join at any point along the way.

Marengo Elementary will also host a series of bike clinics designed to provide a safe environment for children to learn how to ride a bicycle.

WALK TO SCHOOL

Every Friday, parents/teachers lead a walking group to school from two locations.

Activity Zones with giveaways and special appearances will be set up on random days along the way to school.

BIKE BUS / BIKE CLINICS



2023-2024 Bike Bus Ridership = 1,421



Marengo has two routes:

- South = Maple/LaFrance
- North = Hope/Stratford



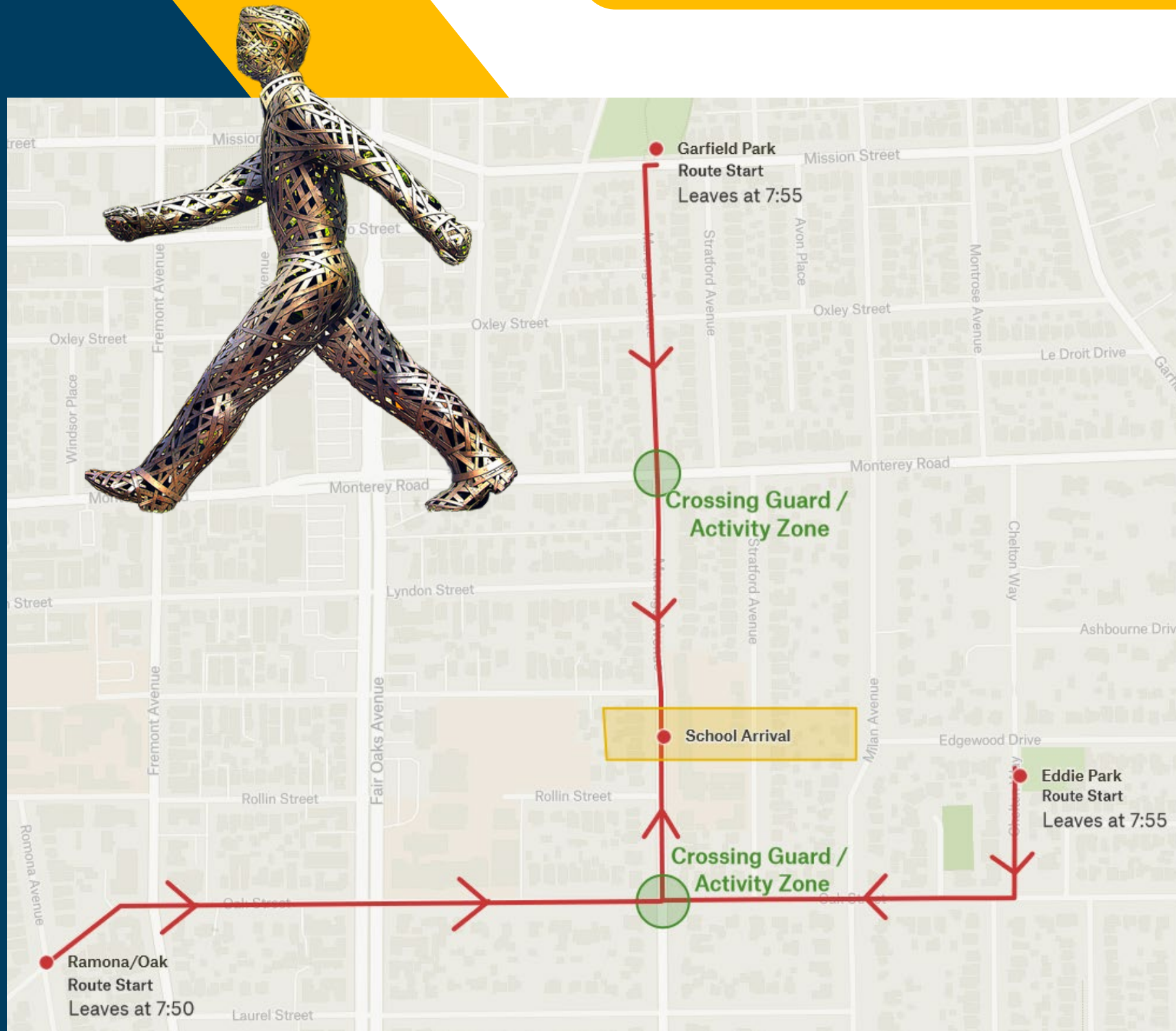
Bike Clinics: October and April



Teach and grow skills for independence.



WALK TO SCHOOL PROGRAM HOW IT WORKS - HIGH LEVEL



EVERY FRIDAY

Gather at 7:45 - 7:50
Leave at 7:50 - 7:55
Arrive at School at 8:05

Routes from:

- 1) Garfield Park
- 2) Eddie Park
- 3) Ramona/Oak

Teachers, Staff and Parents join the walk each week. On select Fridays, volunteers at activity zones hand out prizes



WALK TO SCHOOL PROGRAM HOW IT WORKS

1

SCHEDULE

Unknown to the children, one random day during Walking Bus days, volunteers will be posted with 2 separate crossing guards to cheer on walkers and handout giveaways

2

ENTICEMENTS

Beyond giveaways, entertainment will be provided or special guests will be on-hand.

3

EXCITEMENT

Creating excitement in children and their parents is key to success, building each week on word of mouth.

School Communications/Media, Teachers and more will remind children of the program and highlight the fun being had each week.

4

INVOLVEMENT

The success of the program cannot happen without the full community. Teachers, school admin, parents, local non-profits, and city employees will need to play a part.

INVOLVEMENT OUR ASK TO YOU



INFRASTRUCTURE

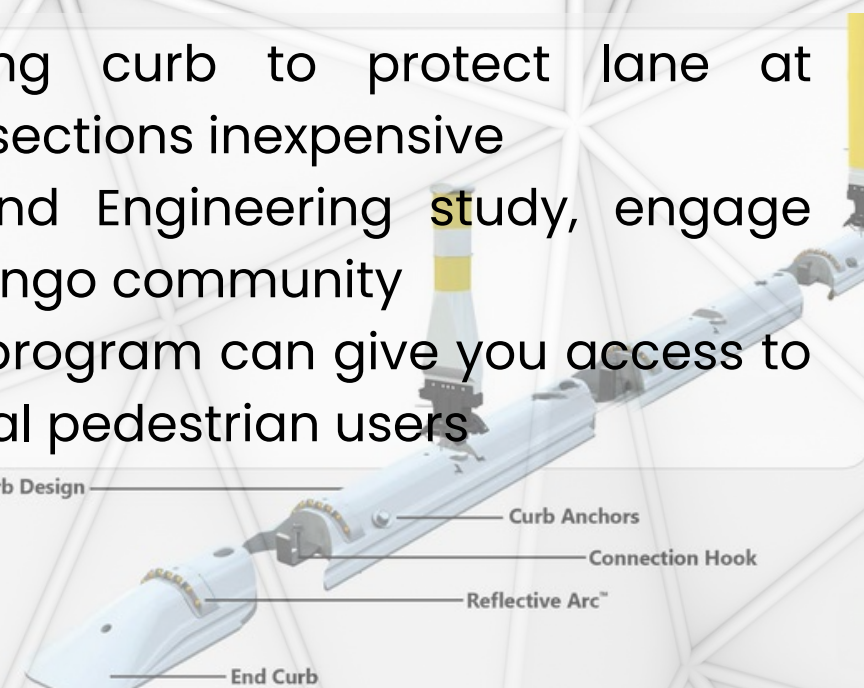
- Better protection for our most vulnerable road users
- Red curbs for AB413 (Daylighting) CA law, focusing on high ped traffic
 - 50% of traffic injuries occur near intersections
- Shift of Measure R funds to projects highlighting active transportation



MARENGO MAINTENANCE PROJECT

- Adding curb to protect lane at intersections inexpensive
- Beyond Engineering study, engage Marengo community
- Our program can give you access to actual pedestrian users

Two-Tiered Curb Design



SAFE ROUTE TO SCHOOL FUNDING

- Multiple sources
 - SCAG, SS4A, ATP, Metro
- 5 E's:
 - Education
 - Encouragement
 - Enforcement
 - Engineering
 - Evaluation

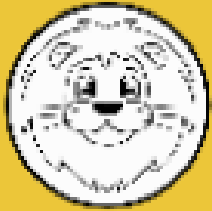
1st Walking Bus - August 30, 2024





**MARENGO
ELEMENTARY**

Active Transportation Program



WALKING BUS

Dedicated meeting spots to walk to school with teachers and staff



ENTERTAINMENT AND PRIZES

Pop-ups with giveaways and special appearances happen at least once a month. In addition, prizes for class participation happen throughout year.



BIKE BUS / BIKE CLINIC

Every Tuesday morning, parents lead a safety-in-numbers bike ride to school. Bike clinics are also offered to teach riding skills.



COMMUNITY INVOLVEMENT

Teachers, parents and community non-profits partner each week to celebrate our walkers and bikers.

The Active Transportation Program is designed to get our kids to build healthy, active habits by increasing walking or biking to school.

While healthy kids are our goal, active transportation also leads to better attentiveness, test scores, air quality, reduces traffic risks near campus, and many more positive outcomes.

THANK YOU!

activetransportation@marengopta.org

ITEM 3

Project Status Update



Mobility and Transportation Infrastructure Commission Agenda Report

ITEM NO. 3

DATE: September 17, 2024
FROM: H. Ted Gerber, Director of Public Works
SUBJECT: **Project Status Update**

Recommendation

It is recommended that the Commission receive and file an update on the status of projects related to the City’s mobility and transportation infrastructure.

Information

Public Works projects are generally divided into two areas: (1) Capital Improvement Program (CIP) projects and (2) routine or special Operations & Maintenance (O&M) projects. Ongoing or planned projects related to mobility and transportation infrastructure in both of these areas, along with their recent status, are listed in the tables below.

Capital Improvement Program (CIP) Projects	Project Status
<p>Mission and Fremont Rectangular Rapid Flashing Beacons</p> <p><i>Budget: Highway Safety Improvement Program (HSIP) \$238,465, Measure M Local Return \$26,497</i></p>	<p><i>Staff working to preserve federal funding and facilitate remaining plan and specification updates.</i></p> <p>This project installs Rectangular Rapid Flashing Beacons (RRFBs) at Fremont Avenue and Lyndon Street, Mission Street and Diamond Avenue, and Mission Street and Fairview Avenue.</p> <p>Staff are facilitating the final updates to the project plans and specifications. There is an issue with the federal funding source component, which staff is diligently working to resolve. The project is expected to bid in September with construction commencing as soon the equipment is received.</p>

Capital Improvement Program (CIP) Projects	Project Status
<p>Street Improvements</p> <p><i>Budget: General Fund \$2,298,445, Proposition C \$300,000, Gas Tax \$200,000, Measure R Local Return \$300,000, Measure M Local Return \$177,565, SB1 \$585,093, Bike & Pedestrian \$25,000</i></p> <p><i>Total \$3,886,103</i></p>	<p>Updated Status</p> <p><i>1st Project completed. 2nd Project Design is 95% complete. 3rd Project Bid Package is 95% complete. 4th Project funding agreement is being submitted to Metro via the Measure M MSP Program.</i></p> <p>Staff presented a comprehensive street improvement program to MTIC and City Council in June 2024. Surface treatment projects (e.g. slurry seal) and reconstruction projects were discussed. The 2nd reconstruction project is expected to commence construction by February 2025. The 3rd slurry seal project is expected to commence construction by September 2024. The U.S. Department of Transportation contacted staff to resolve minor technical issues with the City's Safe Streets for All (SS4A) Planning Grant application – and Staff are awaiting updates on the status of awards. A second round of SS4A grants were awarded, and South Pasadena was not included, however, we could be considered for the third round.</p>
<p>Measure M Project Funding Requests</p>	<p><i>New projects approved by City Council and being submitted to Metro.</i></p> <p>Staff submitted Multi-Subregional Program proposed projects for consideration and approval to the City Council. The two MSP projects were approved/modified. The consultant is currently putting together the MSP plan (the programming request) for approval at the next AVCJPA Board meeting.</p>
<p>Grevelia Street and Fair Oaks Avenue - Measure M Project</p> <p><i>Budget: Measure M MSP \$200,000</i></p>	<p><i>Staff is working with Metro to finalize the Funding Agreement. Staff is working with an on-call consultant to finalize a task order which will require Council approval.</i></p> <p>Staff submitted the Scope of Work and Funding Expenditure to Metro to execute a funding agreement (MM5506.06), and some adjustments are needed. The on-call consultant's scope of work for the analysis of Fair Oaks/Grevelia will include data collection and review, conceptual alternatives, operational evaluation, technical memo, and staff meetings tasks.</p>

Capital Improvement Program (CIP) Projects	Project Status
<p>Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Park</p> <p><i>Budget: Measure M MSP \$500,000</i></p>	<p><i>Staff submitted a second round of comments to the on-call consultant regarding the scope of work Orange Grove Project. Staff is working on a Master Service Agreement.</i></p> <p>Staff are working with a Metro representative to file the documents necessary to execute a funding agreement (MM5506.08). Upon approving the funding submittal, City Council directed staff to explore the feasibility of alternatives to the widening. Staff will also look at a traffic safety assessment for Orange Grove as part of the consultant's scope to then develop a task order. Staff received draft scope of work which will include 1) Data collection and review 2) Neighborhood Stakeholder Meetings/Work Sessions 3) Conceptual alternatives and recommendations 4) Meetings/Work Sessions and Administrative Support.</p>
<p>Pedestrian Crossing Devices</p> <p><i>Budget: Measure M MSP \$322,624</i></p>	<p><u>Updated Status</u> <i>Funding Agreement is being routed internally for signatures. Proposal received for design work.</i></p> <p>Staff is working with a Metro representative to file the documents necessary in order to execute a funding agreement (MM4101.11). Staff made edits to Metro's feedback and submitted a final scope of work to Metro to initiate Funding Agreement terms. MTIC recommended crossing locations and will prioritize three intersections Meridian and Bank, Grevelia and Park, and Fair Oaks/Spruce. The pedestrian crossing devices area meant to assist pedestrians mid-block intersections or higher-speed roadways and uncontrolled intersections. A design proposal was received for the Meridian and Bank locations. The Fair Oaks location may be incorporated into the Rogan North-South Corridor project.</p>
<p>Columbia Street Striping & Signal Improvements</p> <p><i>Budget: Measure M MSP \$300,000</i></p>	<p><i>\$9.9M in Measure R Mobility Improvement Project (MIP) Funds were approved by Metro and Pasadena City Council included the project in their City CIP.</i></p> <p>The City of Pasadena is working with Metro to execute a funding agreement for the \$9.9M in Measure R MIP funds by Summer 2024. Staff are working with a Metro representative to file the documents necessary in order to execute South Pasadena's Measure M MSP funding agreement (MM5506.07). City staff discussed this project with the City of Pasadena and discussed potential short-term changes to Columbia Street like edge striping or other minor modifications before more comprehensive striping and signal improvements begin. Pasadena staff will look at the corridor and check to see what is feasible.</p>

Capital Improvement Program (CIP) Projects	Project Status
<p>Garfield Avenue and Monterey Road Traffic Signal</p>	<p><u>Updated Status</u> <i>Staff is working with the AVCJPA TAC consultant to submit the project for funding with Metro. Staff is working on the Master Service Agreement and Task Order to execute a contract with on-call consultant.</i></p> <p>Staff submitted this Multi-Subregional Program proposed project for consideration to the City Council – which was approved. The consultant is currently putting together the MSP plan programming request for approval at the next AVCJPA Board meeting. Simultaneously, staff are moving forward with the warrant analysis and will then have a follow-up discussion with the City of San Marino.</p>
<p>Fremont/Huntington Mobility Active Transportation & Mobility Improvement Projects</p> <p><i>Budget: Measure M MAT \$6M, Measure M MIP \$10M</i></p>	<p><i>Staff received the latest revision of the consolidated design charrette memos and is reviewing for finalization.</i></p> <p>Staff plans to present the final draft memo to MTIC at a future meeting. Fremont Avenue restriping was completed.</p>
<p>City of Pasadena ‘Stub’ Relinquishment / Transitional Project Development & City of Alhambra I-10 Modifications</p>	<p><i>Discussion with Alhambra and Pasadena.</i></p> <p>South Pasadena, Pasadena, and Alhambra staff held an initial discussion, and are scheduling follow up meetings. The City of Alhambra approved a Measure R funding agreement with Metro for the Fremont Ramp and Interchange Improvements. Staff provided an update to Council on the status of the Pasadena re-visioning process and the ‘Advancing Alhambra’ projects. Pasadena Council considered a contract for strategic planning and project management services for the relinquished 710 stub area. City Manager team also made a presentation to Council regarding the status of the project. City staff discussed this project with the City of Pasadena, the City of Alhambra, and the Fremont/Huntington/Fair Oaks planning consultant as it related to neighboring City projects and their impact on South Pasadena planning effort.</p>

Capital Improvement Program (CIP) Projects	Project Status
<p>Sidewalks Replacement & ADA Ramps Upgrades</p> <p><i>Budget: \$564,663</i></p>	<p><u>Updated Status</u> <i>Staff received feedback on the 90% bid package that was submitted to Los Angeles County Development Authority (LACDA) for review as required under the Community Development Block Grant (CDBG) Program.</i></p> <p>100% design plans are being completed based on the preliminary LACDA review, once the final plans are submitted and a final review is conducted, the project can be bid. Sidewalk ramp widths will need to be expanded at Lyndon, Rollin, and Wolford Lane (bulbouts) to be ADA compliant. Braewood Court will need to be removed from this round of construction as survey results show the proposed new ramps encroach onto private property. Ramps at Pine and Maple will be addressed as needed during a separate street improvement project.</p>
<p>North-South Corridor Intelligent Transportation Systems (ITS) Deployment Project</p> <p><i>Budget: \$9M Rogan Funds, \$1.4 General Fund</i></p>	<p><u>Updated Status</u> <i>Staff is working with the consultant, consultant project manager, and Caltrans through the environmental review process.</i></p> <p>Consultant is incorporating 30% design comments into the 60% design submittal. Additional information related to environmental air quality is needed and will be submitted to Caltrans. Staff is presenting the 30% plans to the Commission this evening to discuss proposed work.</p>
<p>Farmer's Market Bollard System</p>	<p><i>Potential grant funding opportunity identified.</i></p> <p>This future proposed project is listed in the 5-Year Capital Improvement Program (CIP) in a future year.</p>
<p>Fair Oaks SR-110 Interchange Loop/Hook On-Ramp</p> <p><i>Budget: Measure M MIP \$70 Million</i></p>	<p><i>Staff submitted a scope of work to Metro which covers the Project Approval and Environmental Document (PA/ED) Phase only and is pending Metro and City Council approval.</i></p> <p>Staff and HNTB continue to work together with Metro to draft a Funding Agreement (FA) to submit to Metro that will cover the Project Approval/Environmental Document Phase of the project. Once this is complete, the draft FA will be sent to Metro for further review. Work on the item can commence with Council approval.</p>

Capital Improvement Program (CIP) Projects	Project Status
<p>Fair Oaks SR-110 Interchange Loop/Hook Grevelia Off-Ramp</p> <p><i>Budget: See above</i></p>	<p><i>Alternative study scope being developed.</i></p> <p>See above "Fair Oaks SR-110 Interchange Loop/Hook On-Ramp" status.</p>
<p>Federal Transportation Improvement Plan (FTIP)</p>	<p><i>Staff updated five (5) FTIP projects with Metro.</i></p> <p><i>FTIP is a federally mandated list of transportation projects that are funded with federal, state, or local funds. It also includes projects regionally significant for transit, highway, local roadway, bridge, freight, bicycle, and pedestrian.</i></p> <p><i>Staff has been working with Metro staff, and discussed projects with Caltrans and FHWA to update all projects and remove projects that were deobligated. Staff also reconciled duplicate projects and projects that were deprioritized by the City several years ago. The system is updated every two years by staff and requires City staff to provide changes to the FTIP system. Future projects will be added to the FTIP pending formal review by Metro's FTIP team based on funding source and significance.</i></p>
<p>Highway Safety Improvement Program (HSIP) Cycle 11 Projects</p> <p><i>Budget: \$540,760 HSIP with \$88,840 City match</i></p>	<p><i>Recently awarded grant funding.</i></p> <p>In 2023, South Pasadena was awarded over \$500,000 in HSIP funding for four (4) projects submitted in Fall 2022 related to street lighting, bike lanes, and pedestrian crossing improvements at multiple locations:</p> <p>The intersection of Monterey Road and Fremont Avenue and the intersection of Fair Oaks Avenue and Grevelia Street south of the 110 Freeway on and off-ramps to improve traffic signal timing and hardware, add intersection lighting (\$32,350).</p> <p>The intersection of Fremont Avenue and Huntington Drive for the addition of bike lanes, installation of pedestrian countdown signals, and addition of lighting (\$50,040).</p> <p>Fremont Avenue from Columbia Street to Monterey Road to add street lighting, install flashing beacons at stop-controlled intersection, install curve advance warning signs (\$277,110).</p> <p>Huntington Drive from Leman Street to Maple Street to install bike lanes, and add street lighting (\$181,260).</p> <p>These HSIP projects will be coordinated with the Fremont/Huntington Mobility Active Transportation & Mobility Improvement Projects.</p>

Operations & Maintenance (O&M) Projects	Project Status
<p>2023-2024 Slow Streets & Open Streets Program</p> <p><i>Budget: General Fund \$150,000 Measure M \$105,570 SGVCOG Grant: \$45,000</i></p>	<p><i>Alternatives for Mission Street have been modeled by Consultant and will be presented at a future MTIC meeting.</i></p> <p>The project consultant modeled three scenarios considering feedback from MTIC related to the Fremont Avenue and Fair Oaks intersections. The conclusions will be summarized and presented to MTIC.</p>
<p>Neighborhood Traffic Management Program (NTMP) Implementation</p>	<p><i>Software workflow development underway. Scope of work and fee are being discussed.</i></p> <p>Staff are working with the contracted software system designer to implement the NTMP online processing forms. The initial work is being completed at a staff level – as Public Works and Community Development test the software system to work out issues making the interface publicly accessible with existing applications before adding the NTMP workflow. While the implementation is underway, staff continue to receive and process requests from the community related to neighborhood traffic management.</p>
<p>Ramona Avenue, Oak Street, Rollin Street, & Fremont Avenue Traffic Management</p>	<p><i>Staff met with Ramona residents to discuss ongoing traffic impacts around the neighborhood.</i></p> <p>Staff is still working with Holy Family on an amendment to their specific plan to address related traffic and circulation issues. Staff is developing a task order for stop sign warrant analysis at four different locations at Ramona/Rollin, Ramona/Spruce, Ramona/Pine, and Diamond/Lyndon.</p>

Operations & Maintenance (O&M) Projects	Project Status
<p>Meridian Avenue Traffic Management & Safety Measures</p>	<p><i>Pending task order issuance.</i></p> <p>Staff have evaluated the site conditions and traffic data to discuss potential improvements to Meridian Avenue. This information was presented at a previous MTIC meeting, and the Commission provided feedback. A study will be conducted, including a speed survey, which will be coordinated with local stakeholders. A task order will be issued to a professional services on-call consultant for this work. The pedestrian crossing at Meridian and Bank has been refreshed with new paint and a new sign.</p>
<p>Timing Improvements at the Metro Gold Line Mission & Meridian</p>	<p><i>Task order being executed.</i></p> <p>Staff previously met with MTIC's Chair to review recommendations regarding the timing of signal lights and railway crossing gates at Mission and Meridian. Metro has provided a contact for timing issues to work with the City, however, Metro requires more information on the matter to troubleshoot the solution. If necessary, a task order to update the timing sheets for this location will be issued to a professional services on-call consultant. The task order work would also reconcile the City's previously requested preemption changes with the known timing issues.</p>
<p>Fremont Avenue Southbound Left Turn Pocket South of Huntington Drive Intersection</p>	<p><i>Project consolidated into Fremont/Huntington.</i></p> <p>City staff discussed this project with the Fremont/Huntington/Fair Oaks planning consultant as it related to proposed Fremont/Huntington intersection improvements. The project will be consolidated into the Fremont/Huntington Mobility Active Transportation & Mobility Improvement Projects.</p>
<p>Traffic & Parking Impacts along Glendon Way between El Centro Street and Meridian Avenue</p>	<p><i>Future priority.</i></p> <p>City Council recently approved a new five-year agreement with the Chamber of Commerce that contains updated language to facilitate review of the Farmer's Market event Parking Management Plan. Public Works will work with the Chamber of Commerce with the goal of improving traffic and parking impacts along Glendon Way, and met with the Chamber of Commerce and several residents on location.</p>

Operations & Maintenance (O&M) Projects	Project Status
Replacement of Missing Orange Grove Street Lamps	<p><i>Pending staffing.</i></p> <p>With available staffing, a a cost estimate will be developed to replace the Orange Grove Street Lamps, and relocate the lamps away from the street where possible.</p>
Early Action Projects (EAP) List	<p>Measure R Mobility Improvement Projects (MIP) were discussed at the November 2022 MTIC Meeting, where some elements of the “SR 710 Early Action Projects (EAP)” are planned to be addressed in the North-South Corridor Intelligent Transportation Systems Project, and the current Measure R programmed projects include the Fair Oaks SR-110 Interchange Loop/Hook On-Ramp and Off-Ramp projects and the Fremont/Huntington Mobility Active Transportation Project (see above items). “Early Action Projects (EAP) List”. EAPs do not have committed funding and will be kept on this list for future tracking.</p>
Installation of City Limit Signs at Various Locations	<p><i>Future priority.</i></p> <p>When resources/budget are available, A task order to develop a conceptual plan for this project will be issued in the future to a professional services on-call consultant. Potential signage along Fremont & Huntington will be incorporated into those projects.</p>
Preferential Parking Policy	<p><i>Pending General Plan Update.</i></p> <p>When resources/budget are available, Public Works staff will work with Community Development in this area, as a City Council Strategic Plan goal, considering recommendations provided by MTIC. The scope and priority of parking evaluation efforts are being considered in the Council’s revised Strategic Plan.</p>
Traffic Impact Analyses	<p><i>Proposed development traffic study to be completed.</i></p> <p>Staff are working with a developer for a proposed update to the design and traffic study at 815 Fremont. No other development projects have submitted traffic impact analyses for review recently.</p>
<p>Marengo Avenue Traffic Safety Assessment</p> <p><i>Budget: Measure M Local Return \$39,030</i></p>	<p><u>Updated Status</u></p> <p><i>Staff pursuing further actions based on MTIC recommendations.</i></p> <p>Staff presented the Marengo Safety Assessment study findings at the August 20, 2024 MTIC meeting, including results on the traffic counts and collision analysis, stop compliance analysis, speed analysis, intersection with Alhambra. A further discussion with Alhambra is scheduled and staff continue to work with the residents on forming a plan for the roadway.</p>

Operations & Maintenance (O&M) Projects	Project Status
Huntington Drive 2000 Block Review	<p><i>The purchased vehicle feedback radar signs were delivered to the City for installation.</i></p> <p>Four (4) vehicle feedback signs were ordered and delivered to the City. Staff completed training on the configuration of the signs' operating system. Field staff will install them at different locations to address speeding concerns. Staff is working on finalizing the purchase order for the edge line installation. Once this is complete, the edge line will be installed along Huntington Drive east between Dos Robles to Olive Street.</p>
Diamond Avenue Improvements	<p><i>Review of community suggestions and enforcement.</i></p> <p>Staff are reviewing improvements suggested by community members along Diamond Avenue between Mission Street and El Centro. The Police Department has been enforcing parking restrictions and Public Works refreshed the existing red curb paint along the roadway.</p>
Citywide Engineering Study	<p><u><i>Staff is currently reviewing a scope of work prepared by a consultant to update the Citywide Engineering Study.</i></u></p> <p>The 2014 Citywide Engineering Study was prepared by Minagar & Associates, Inc. on October 22, 2014. On January 21, 2015, City Council by Ordinance adopted the Citywide Engineering Study which established and renewed valid posted speed limits for various street segments within the city. On July 29, 2021, the Citywide Engineering Study was extended another three years until 2024 for a total of ten years. The Engineering and Traffic Survey does not specify an expiration date. However, based on the latest CA MUTCD 2014 Edition: Revision 8 (January 11, 2024), "cities and local agencies should conduct engineering studies, including speed surveys, at least once every 5, 7, or 14 years". In the newly initiated effort to update the study, prevailing speeds, collision records, and other factors will be considered.</p>

ITEM 4

North – South Corridor (Fair Oaks) ITS Deployment
Project



Mobility and Transportation Infrastructure Commission Agenda Report

ITEM NO. 5

DATE: September 17, 2024

FROM: H. Ted Gerber, Director of Public Works

SUBJECT **Review of the North-South Corridor (Fair Oaks) Intelligent Transportation Systems (ITS) Deployment Project**

Recommendation

It is recommended that the Mobility and Transportation Infrastructure Commission (MTIC) review the draft/in-progress (30%) design plans for the North-South Corridor (Fair Oaks) Intelligent Transportation Systems (ITS) Deployment Project and provide general recommendations and advisement related to staff's project direction.

Background & Discussion

The objectives of the North-South Corridor (Fair Oaks) Intelligent Transportation Systems (ITS) Deployment Project are to utilize the Rogan Funds (Bill No. HR 5394) to improve traffic flow and reduce vehicle congestion along the Fair Oaks Avenue in the City of South Pasadena. The Project includes two major components.

The first is to upgrade traffic signals to deploy an advanced adaptive traffic management system along Fair Oaks Avenue and along the adjacent Fremont corridor from the north City limit to Huntington Drive. The traffic signal systems require full scale upgrades, which include new mast arm poles, new signal heads, pedestrian push buttons, illuminated LEDs street name signs, and new upgraded cabinet and controllers. Almost all mast arms need to be upgraded to meet current design standards. The pedestrian push buttons will also be upgraded to the Accessible Pedestrian Signal (APS) system. These upgrades and improvements are necessary to accommodate intelligent transportation systems (ITS) technologies, such as an advanced adaptive traffic management system, travel time and delay monitoring system, queue detection system, infrared bike, pedestrian and vehicle detection, an adaptive pedestrian warning system, a dilemma zone detection system, emergency vehicle detection, transportation system priority, and update of the traffic systems and controllers to accommodate the ITS components.

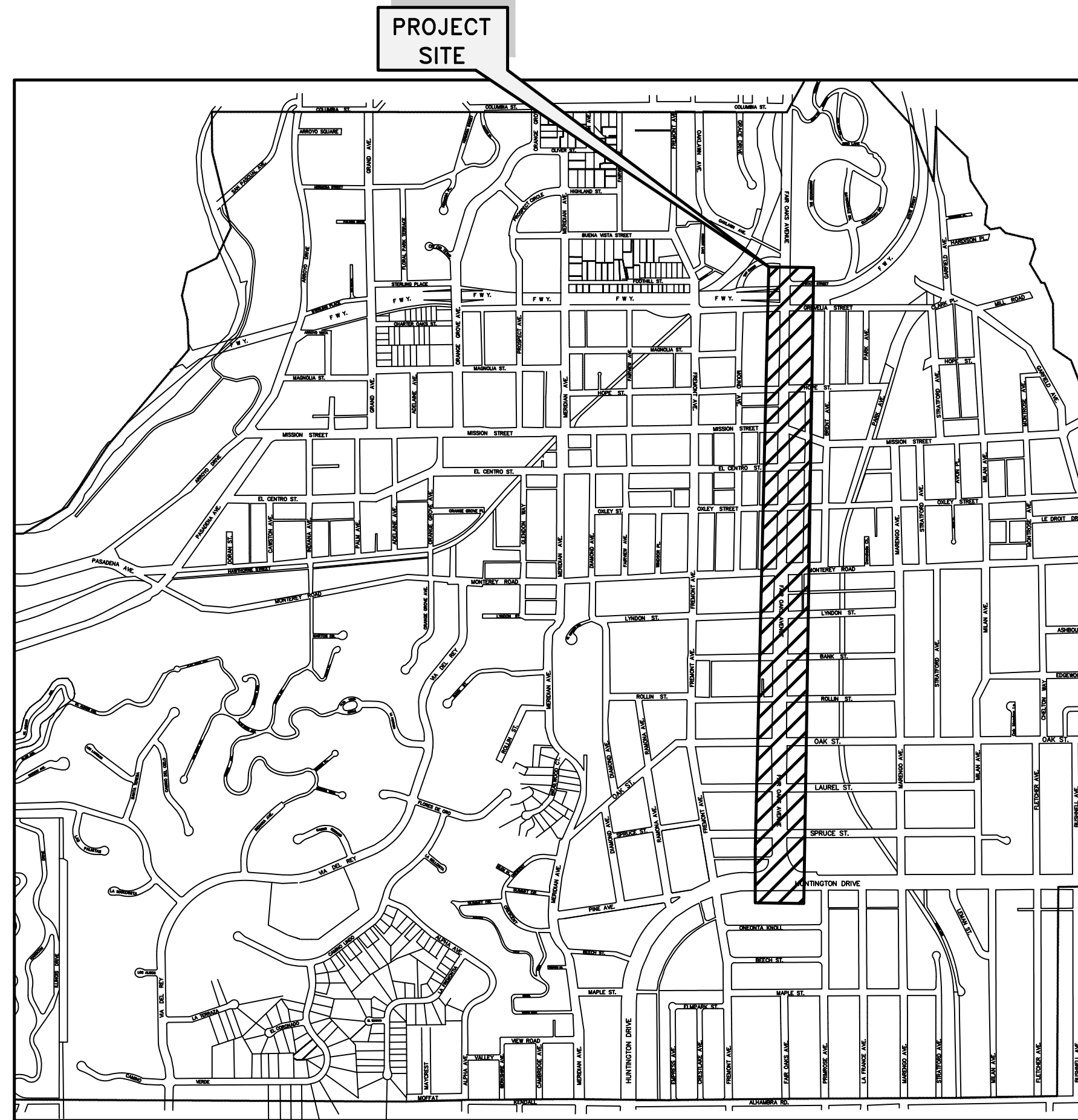
The second objective includes Americans with Disabilities Act (ADA) improvements at intersections along Fair Oaks Avenue that need curb ramp upgrades to satisfy compliance requirements, as well as median nose reconstruction. In addition to curb ramps, sidewalk and crosswalk improvements may be needed to increase pedestrian safety at the interchange.

An original third component of the project, which has been deprioritized with the support of Caltrans and the Federal Highway Administration, was the proposed installation of changeable message signs (CMS) to provide real time information, wayfinding, and alternative route directions for drivers, as this technology/approach is no longer consistent with the project's goals.

During the presentation of this item, staff will review the draft/in-progress plans (Attachment) with the Commission, discuss proposed updates, ideas, and gather feedback from the Commissioners.

Attachments

1. North-South Corridor (Fair Oaks) Intelligent Transportation Systems (ITS) Deployment Project Draft/In-Progress (30%) Design Plans



VICINITY MAP
NOT TO SCALE

CITY OF SOUTH PASADENA

FAIR OAKS AVENUE (COLUMBIA STREET TO HUNTINGTON DRIVE) INTELLIGENT TRANSPORTATION SYSTEM DEPLOYMENT PROJECT



CITY PROJECT NO. 2020-02
FEDERAL-AID PROJECT NO. 01-5071(024)
FTIP NO. LA9918928

SHT NO.	TITLE
1	TITLE SHEET
2	GENERAL NOTES TRAFFIC SIGNAL MODIFICATION PLANS
3	FAIR OAKS AVENUE AND HUNTINGTON DRIVE
4	FAIR OAKS AVENUE AND OAK STREET
5	FAIR OAKS AVENUE AND ROLLIN STREET
6	FAIR OAKS AVENUE AND BANK STREET
7	FAIR OAKS AVENUE AND MONTEREY ROAD
8	FAIR OAKS AVENUE AND OXLEY STREET
9	FAIR OAKS AVENUE AND EL CENTRO STREET
10	FAIR OAKS AVENUE AND MISSION STREET
11	FAIR OAKS AVENUE AND HOPE STREET
12	FAIR OAKS AVENUE AND GREVELIA STREET AND STATE STREET
13	FAIR OAKS AVENUE AND COLUMBIA STREET

PUBLIC UTILITY AUTHORIZATION FOR OPERATION

CABLE: Spectrum
1041 E Route 66
Glendora, CA 91740
818-407-3152

ELECTRIC: So-Cal Edison
PO Box 11982
Santa Ana, CA 92711
714-796-9932

TELEPHONE: AT&T
Right of Way Department
100 N Stoneman Ave.
Alhambra, CA 91801

GAS: So-Cal Gas Co.
1919 S State College Blvd
Anaheim, CA 92806-6114
714-634-3079

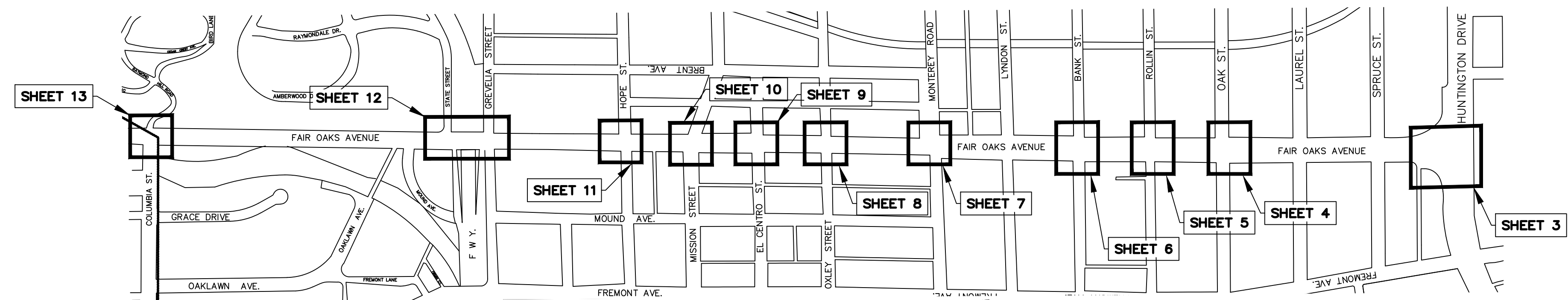
SEWAGE DISPOSAL: Public Works Department
City of South Pasadena
825 Mission Street
South Pasadena, CA 91030
626-403-7370

WATER: Public Works Department
City of South Pasadena
825 Mission Street
South Pasadena, CA 91030
626-441-4024 (PRODUCTION)
626-403-7377 (DISTRIBUTION)

SOLID WASTE: Athens Services
14048 E. Valley Blvd.
City of Industry, CA 91746
888-336-6100

UNDERGROUND STRUCTURES

THE EXISTENCE OR LOCATION OF ANY UNDERGROUND UTILITIES, PIPES, STRUCTURES, ETC. WHICH WERE NOT VISIBLE FOR FIELD VERIFICATION AND ARE SHOWN ON THIS PLAN SET, WERE SHOWN FROM INFORMATION PROVIDED BY OTHERS NOT CONNECTED WITH KOA CORPORATION. THE UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATION PURPOSES ONLY AND DO NOT REPRESENT PRECISE LOCATIONS OR DEPTHS. ANY CONSTRUCTION RELATIVE TO UNDERGROUND UTILITIES MUST REQUIRE THE CONTRACTOR OR OTHERS TO ASCERTAIN THE EXISTENCE OR THE TRUE LOCATION AND DEPTH OF ANY UNDERGROUND UTILITIES. VERIFICATION OF LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NONCOMPLIANCE OF VERIFICATION HOLDS KOA CORPORATION HARMLESS FROM ANY DAMAGES OR LOSSES INCURRED.



WORK AREA MAP
NOT TO SCALE

30% SUBMITTAL

<p>Underground Service Alert Call: TOLL FREE 8-1-1 TWO WORKING DAYS BEFORE YOU DIG</p>	REVISIONS		
	NO.	DESCRIPTION	APP. DATE

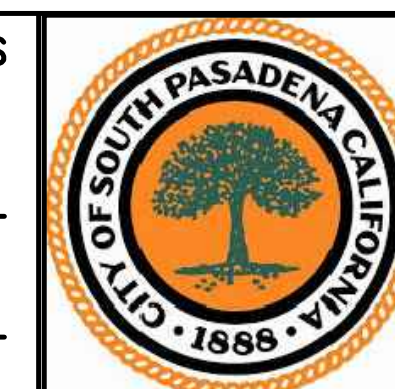
PLANS REVIEWED BY:

KOA
A LOCHNER COMPANY
5095 Murphy Canyon Rd, Suite 330
San Diego, California 92123
Tel: (619) 683-2933 Fax: (619) 683-7982

REVIEWED IN ACCORDANCE WITH CITY'S
POLICY CONDITIONS OF APPROVAL BY:

TED GERBER

R.C.E. NO.



CITY OF SOUTH PASADENA	
FAIR OAKS AVENUE ITS IMPROVEMENT PROJECT	
TITLE SHEET	
PROJECT NO. 2020-02	SHEET NO. 1

STREET IMPROVEMENT GENERAL NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE APWA STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK), 2021 EDITION, AND ALL SUBSEQUENT SUPPLEMENTS, CITY OF SOUTH PASADENA STANDARDS, CONTRACT DOCUMENTS, 2023 CALTRANS STANDARD PLANS (CURB RAMPS) AND THE LATEST REVISIONS THEREOF.
- THE LOCATION AND EXISTENCE OF UTILITIES AND IMPROVEMENTS SHOWN ON THE PLANS ARE APPROXIMATE AND TAKEN FROM AVAILABLE RECORDS; THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING IMPROVEMENTS, AND SHALL TAKE ALL PRECAUTIONS TO PROTECT THEM WHETHER SHOWN OR NOT. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AT (1-800-227-2600) 48 HOURS BEFORE ANY EXCAVATION.
- INSPECTION BY THE CITY OF THE WORK CALLED FOR ON THE PLANS SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF THEIR OBLIGATION TO PERFORM WORK IN COMPLIANCE WITH THE PLANS AND SPECIFICATIONS.
- IF ANY EXISTING RAISED PAVEMENT MARKERS ARE WITHIN THE TRENCH AREA, THEN CONTRACTOR SHALL REMOVE PRIOR TO CONSTRUCTION AND REPLACE THEM UPON THE FINISHED SURFACE. CONTRACTOR SHALL PLACE AND MAINTAIN TEMPORARY MARKERS UNTIL PERMANENT MARKERS HAVE BEEN INSTALLED.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TRAFFIC CONTROL DEVICES AT ALL TIMES IN ACCORDANCE WITH THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2014 EDITION, REV. 7), WATCH MANUAL AND AS DIRECTED BY THE ENGINEER. ARROW BOARDS ARE REQUIRED FOR ALL LANE CLOSURES. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS STAMPED BY A TRAFFIC ENGINEER TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF THE NOTICE TO PROCEED.
- STOCKPILING OF EXCESS MATERIAL SHALL NOT BE ALLOWED IN PUBLIC RIGHT OF WAY.
- ALL WATER VALVES, SEWER CLEAN OUTS AND SEWER MANHOLES SHALL REMAIN ACCESSIBLE AND FREE OF DEBRIS THROUGHOUT ALL PHASES OF THE PROJECT.
- INSTALL MINIMUM 1/2" STEEL PLATE BRIDGING OVER ALL SEWER MANHOLES WITHIN THE CONSTRUCTION AREA TO PREVENT DEBRIS FROM ENTERING INTO THE SEWER SYSTEM.
- ACCESS TO ALL DRIVEWAYS SHALL BE MAINTAINED DURING CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN UP AND DUST CONTROL AT ALL TIMES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE AND OPERATE A SELF-LOADING MOTOR SWEEPER WITH SPRAY NOZZLES EVERY DAY, BEGINNING 1/2 HOUR PRIOR TO THE END OF CONSTRUCTION ACTIVITIES.

EROSION CONTROL NOTES

- IN CASE OF EMERGENCY CALL THE DEPARTMENT OF PUBLIC WORKS AT (626) 403-7240.
- CONTRACTOR SHALL HAVE LABOR, MATERIALS AND EQUIPMENT AVAILABLE TO RESPOND TO A RAIN EVENT IN ACCORDANCE WITH THE SPECIFICATIONS.
- EROSION CONTROL DEVICES SHALL NOT BE REMOVED OR MODIFIED WITHOUT THE APPROVAL OF THE CITY INSPECTOR.
- ALL REMOVABLE EROSION PROTECTIVE DEVICES SHALL BE IN PLACE AT THE END OF EACH WORKING DAY WHEN THE 5-DAY PROBABILITY FORECAST EXCEEDS 50%.
- AFTER RAINSTORM ALL SILT AND DEBRIS SHALL BE REMOVED FROM STREETS, BERMS AND BASINS.
- CONTRACTOR SHALL BE RESPONSIBLE AND SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT PUBLIC TRESPASS ONTO AREA WHERE IMPOUNDED WATER CREATES A HAZARDOUS CONDITION.
- ALL LOOSE SOIL AND DEBRIS WHICH MAY CREATE A POTENTIAL HAZARD TO OFFSITE PROPERTY SHALL BE REMOVED FROM THE SITE AS DIRECTED BY THE CITY INSPECTOR.
- EROSION CONTROL DEVICES WILL BE MODIFIED AS NEEDED AS THE PROJECT PROGRESSES AND PLANS OF THESE CHANGES SUBMITTED FOR APPROVAL AS REQUIRED.
- EROSION CONTROL MEASURES (BMP'S) SHALL BE MAINTAINED AND CLEAN AT ALL TIMES. CONTRACTOR SHALL SUBMIT THE WEEKLY SWPPP REPORTS TO THE ENGINEER.

NOTICE TO CONTRACTORS AND SUBCONTRACTORS


- THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY, AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH PERFORMANCE OF WORK ON THIS PROJECT.
- THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PLANS, SPECIFICATIONS, SOILS AND/OR GEOLOGY REPORTS, AND THE SITE CONDITIONS PRIOR TO COMMENCING WORK.
- SHOULD CONFLICTING INFORMATION BE FOUND ON THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL NOTIFY THE CITY BEFORE PROCEEDING WITH THE WORK IN QUESTION.

STORMWATER POLLUTANT PLAN NOTE

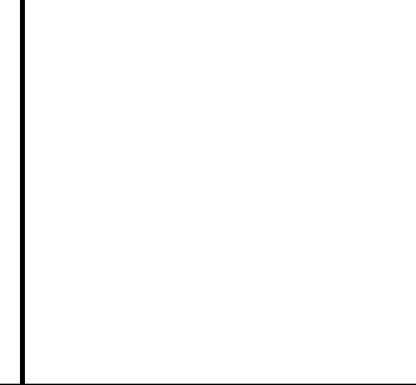
- ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA, DRAINS NATURAL DRAINAGE COURSES OR WIND.
- STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY FORCES OF WINDS AND WATER.
- FUELS, OILS, SOLVENTS AND OTHER MATERIAL MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATER. ALL APPROVED STORAGE CONTAINERS ARE TO BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATER. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER, SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO DRAINAGE SYSTEM.
- EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO PUBLIC WAY OR ANY OTHER DRAINAGE STRUCTURES. PROVISION SHALL BE MADE TO RETAIN CONCRETE WASTE ON SITE UNTIL THEY CAN BE DEPOSITED OF AS SOLID WASTE.
- TRASH AND CONSTRUCTION RELATED SOLID WASTE MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION OF RAINWATER AND DISPERSAL BY WIND.
- SEDIMENTS AND OTHER MATERIAL MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO PUBLIC RIGHT OF WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEEPED UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
- ANY SLOPES WITH DISTRIBUTED SOILS OR DENUDED VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY RAIN OR WATER.
- CONTRACTOR TO INCORPORATE APPROPRIATE STORMWATER BEST MANAGEMENT PRACTICES (BMP) FOR RELEVANT TYPES OF DEMOLITION AND CONSTRUCTION ACTIVITIES. ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY CITY INSPECTOR. COVER ALL CATCH BASINS DURING CONSTRUCTION.

NOTES FOR TRAFFIC STRIPING

- ALL WORK AND MATERIALS SHALL CONFORM TO THE LATEST CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS (2023 EDITION), THE SPECIAL PROVISIONS FOR THIS PROJECT, UNLESS OTHERWISE SPECIFIED.
- PAVEMENT LEGENDS AND MARKINGS SHALL CONFORM TO THE LATEST CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS (2023 EDITION).
- NEW STRIPING SHALL MATCH EXISTING AT EACH END OF THE PROJECT OR AS DIRECTED BY THE ENGINEER.
- ALL CONFLICTING STRIPING AND PAVEMENT MARKINGS SHALL BE REMOVED BY WET SANDBLASTING.
- ALL STRIPING SHALL BE THERMOPLASTIC.
- CONTRACTOR IS RESPONSIBLE FOR REINSTALLING EXISTING STRIPING AND PAVEMENT MARKINGS DAMAGED DURING CONSTRUCTION.
- ALL CURVED PORTIONS OF MARKOUT SHALL BE LAID OUT WITH A ROPE.
- NO PERMANENT STRIPING PRIOR TO APPROVAL OF CAT TRACKING.

Underground Service Alert

 Call: TOLL FREE
 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS			
NO.	DESCRIPTION	APP.	DATE



PLANS REVIEWED BY:

 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982

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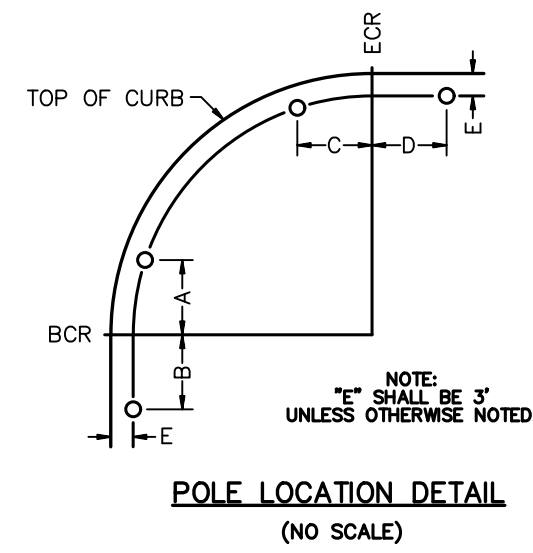
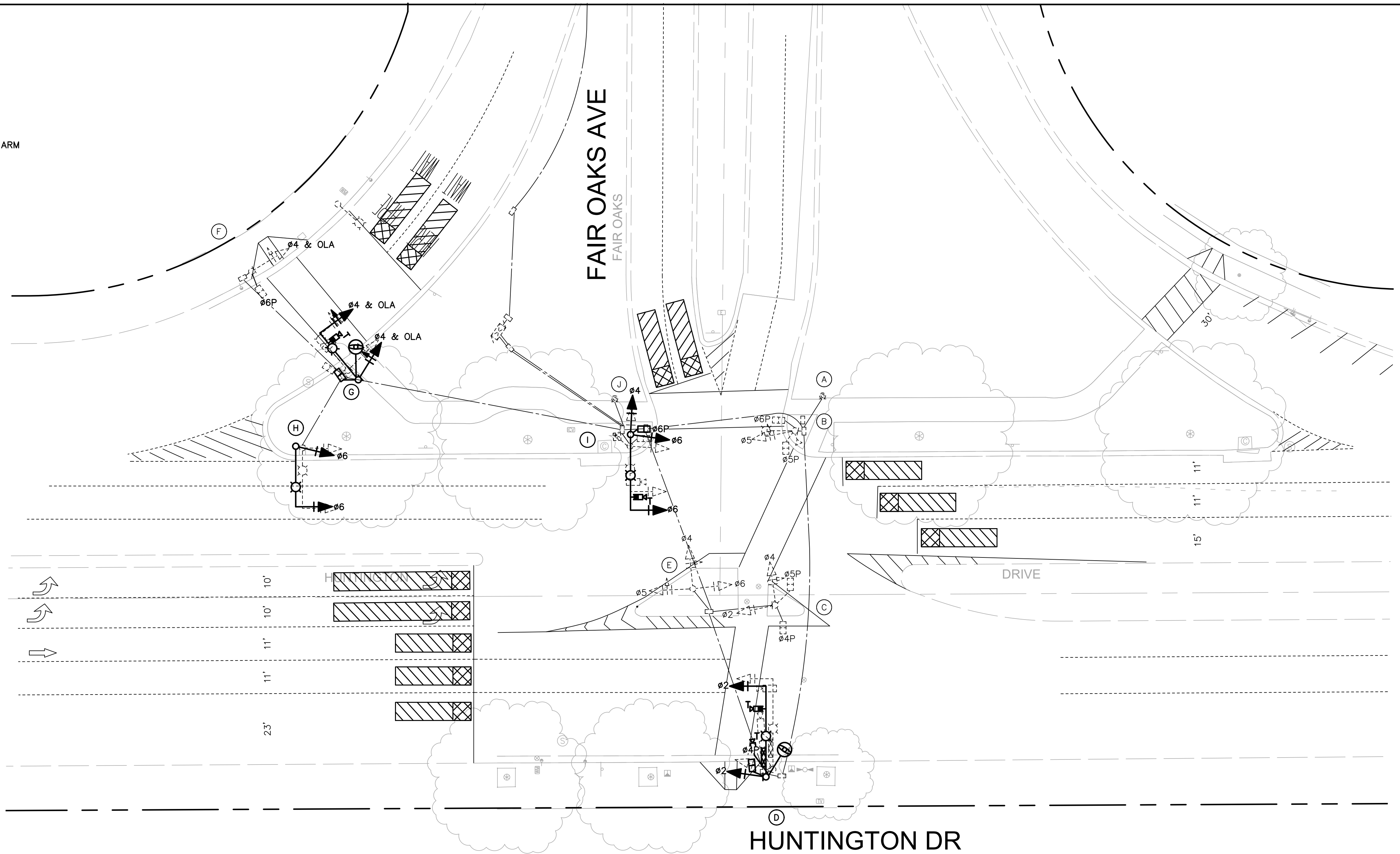
 R.C.E. NO.



CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT

 GENERAL NOTES
 PROJECT NO. 2020-02
 SHEET NO. 2

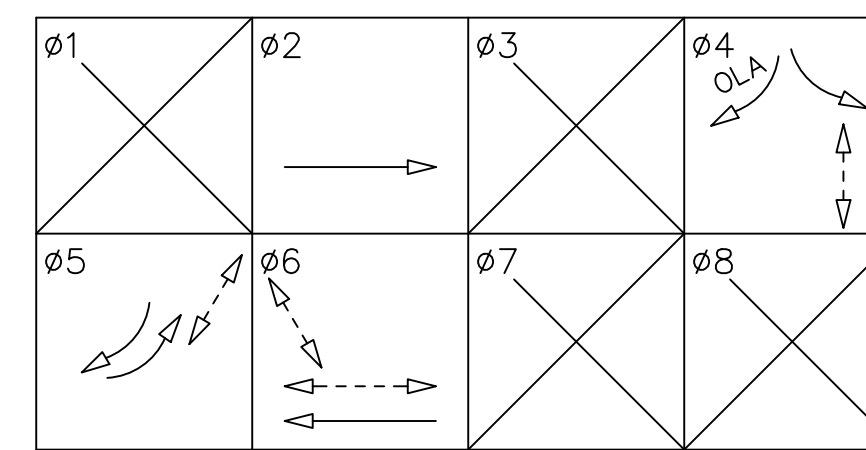
- LEGEND:**
- BICYCLE DETECTION ZONE (6'X6' TYP.)
 - ADJUSTED VIDEO DETECTION (AS SHOWN)
 - EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
 - EXISTING THERMAL DETECTION SENSOR TO BE RELOCATED TO NEW MAST ARM
 - PROPOSED CCTV CAMERA



STANDARD		LUMINAIRE				VEHICLE SIGNAL MOUNTING			PPB (N)	POLE LOCATION					I.I.S.N.S. LEGEND	REMARKS		
NO.	TYPE	HGT.	SIG.	M.A.	LUM.	M.A.	M.A.	PED.	φ	QUAD	A	B	C	D	E			
A	PPB POST	4'	-	-	-	-	-	-	φ4	S(N)	-	-	-	-	-	Ⓞ Monterey (N)		
B	15TS	30'	-	6'	200(N)	-	SV-1-T	SP-2-T(N)	φ6	W(N)	EXISTING					-		
C	1-A	10'	-	-	-	-	TV-2-T	SP-2-T(N)	φ6	W(N)	EXISTING					-		
D	19-2-100(N)	30'(N)	30'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	φ6	W(N)	AS SHOWN ON PLAN					Ⓞ Fair Oaks (N)		
E	1-A(N)	10'(N)	-	-	-	-	TV-1-T	SP-1-T	φ8	N(N)	-	-	-	-	-	-	-	
F									φ8	N(N)	-	-	-	-	-	Ⓞ Monterey (N)		
G	17-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	φ2	E(N)	AS SHOWN ON PLAN					-		
H	17-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	φ2	E(N)	AS SHOWN ON PLAN					-		
I	19-2-100(N)	30'(N)	25'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	φ2	E(N)	AS SHOWN ON PLAN					Ⓞ Fair Oaks (N)		
J	PPB POST	4'	-	-	-	-	-	-	φ4	S(N)	-	-	-	-	-	-	-	

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 Ⓞ - INDICATES CITY OF SOUTH PASADENA LOGO

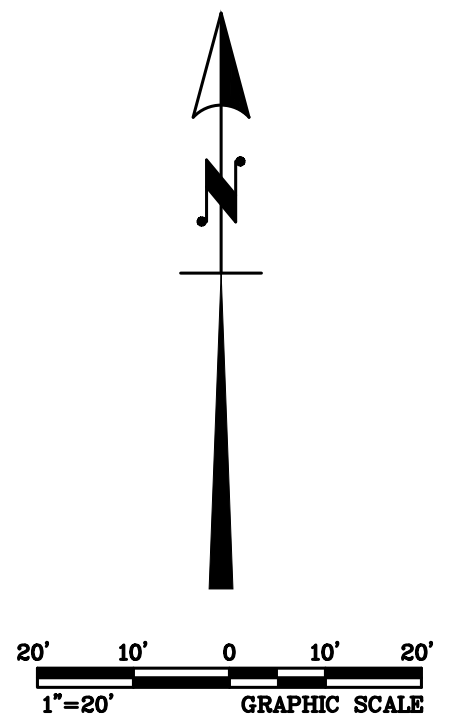
EXISTING PHASE DIAGRAM



NOTES: OLA = φ4 + φ5

CONCEPTUAL DESIGN:

1. UPGRADE POLE STANDARDS FOR POLES Ⓞ Ⓞ Ⓞ Ⓞ.
2. INSTALL NEW HYBRID VIDEO/RADAR DETECTORS. PROVIDE THE INTENDED DETECTION ZONES AS SHOWN.
3. UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
4. INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
5. INSTALL TWO CCTV CAMERAS.
6. INSTALL SYSTEM TO PROVIDE THE INTENDED DETECTION ZONES.
7. REFRESH STRIPING.
8. INSTALL ONE BLUETOOTH/WIFI/TPMS DETECTION SYSTEM. MOUNT ON SENSOR ON SIGNAL STANDARD.
9. UPGRADE EXISTING TYPE 170 CONTROLLER TO 2070 LDX.



Underground Service Alert
 Call: TOLL FREE 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:

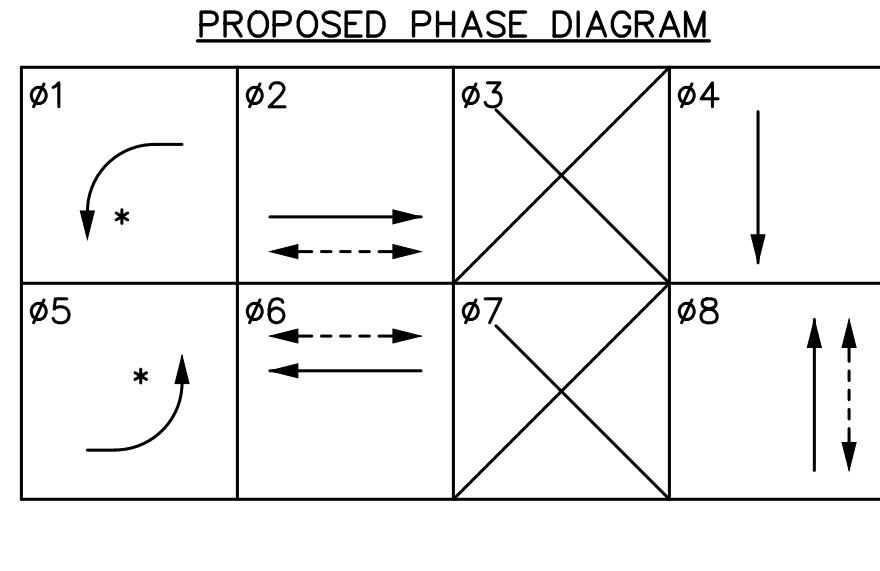
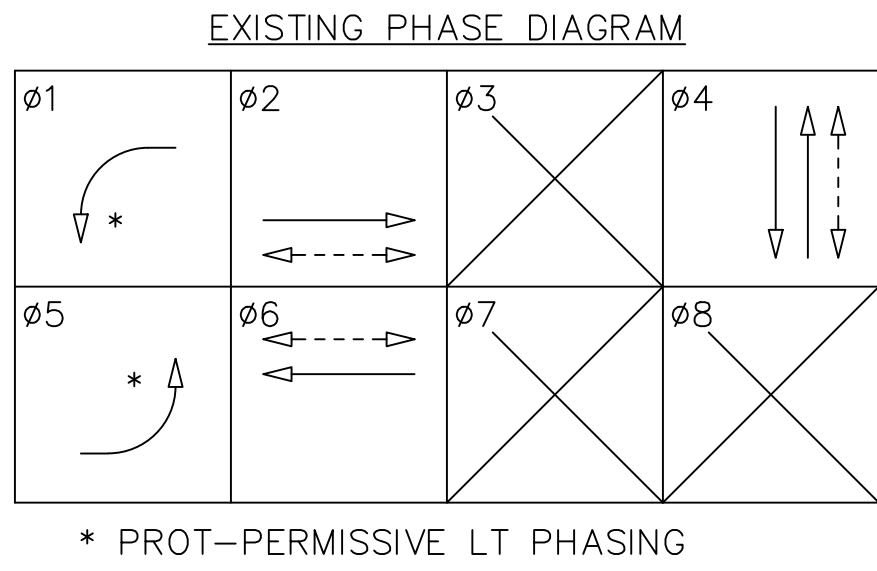
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REVIEWED IN ACCORDANCE WITH CITY'S POLICY CONDITIONS OF APPROVAL BY:

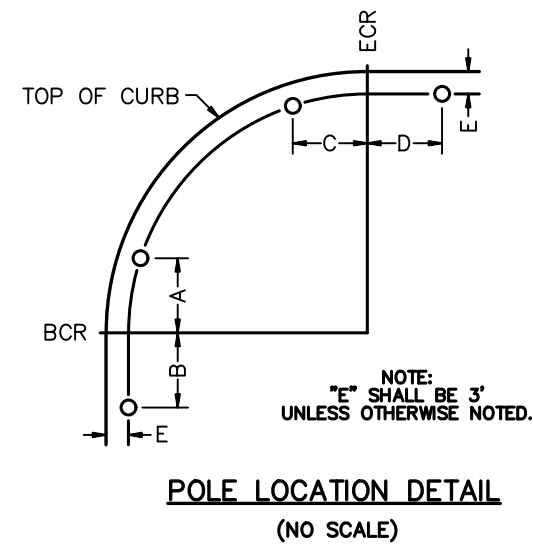
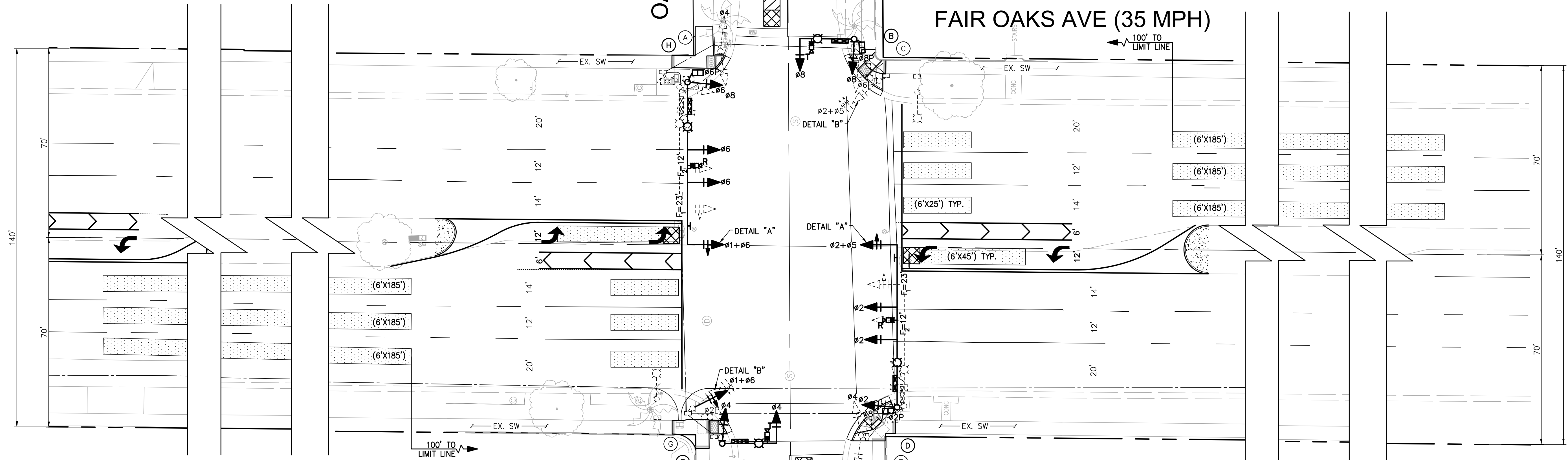
 TED GERBER
 R.C.E. NO. _____



CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
FAIR OAKS AVENUE & HUNTINGTON DRIVE
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 3



* PROT-PERMISSIVE LT PHASING



STANDARD		LUMINAIRE				VEHICLE SIGNAL MOUNTING				POLE LOCATION					I.I.S.N.S.	REMARKS
NO.	TYPE	HGT.	SIG. M.A.	LUM. M.A.	M.A.	POLE	PED. ^	ø	QUAD	A	B	C	D	E	LEGEND	
(A)	1-A	10'	-	-	-	-	SV-2-TA	-	ø6	W(N)	-	-	-	-	-	EXISTING
(B)	17-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø6	W(N)	-	3.4'	-	3'	⊙ Fair Oaks ^{AVE} (N)	
(C)	1-A	10'	-	-	-	-	SV-1-T	SP-1-T	ø8	N(N)	-	-	7.3'	-	3'	⊙ Oak ST (N)
(D)	60-5-100(N)	30'(N)	60'(N)	15'(N)	200(N)	3-MAS(N)	SV-1-T(N)	SP-1-T(N)	ø8	N(N)	-	-	7.3'	-	3'	⊙ Oak ST (N)
(E)	1-A	10'	-	-	-	-	TV-2-T	SP-1-T	ø2	E(N)	-	-	-	-	-	EXISTING
(F)	17-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	-	ø2	E(N)	-	6'	-	3'	⊙ Fair Oaks ^{AVE} (N)	
(G)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	-	-	-	-	-	-	-	EXISTING
(H)	60-5-100(N)	30'(N)	60'(N)	15'(N)	200(N)	3-MAS(N)	SV-1-T(N)	SP-1-T(N)	-	-	-	-	9'	-	3'	⊙ Oak ST (N)

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 ⊙ - INDICATES CITY OF SOUTH PASADENA LOGO

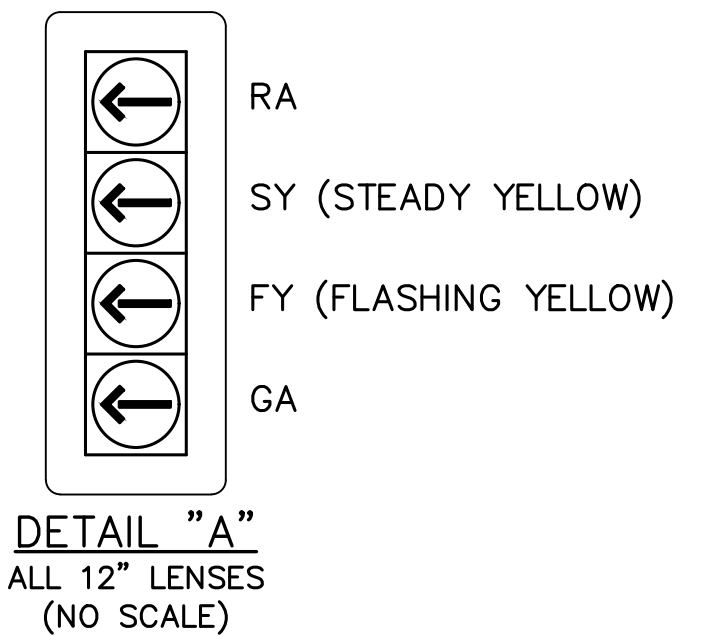
LEGEND:

- BICYCLE DETECTION ZONE (6'x6' TYP.)
- ADJUSTED HYBRID VIDEO/RADAR DETECTION (AS SHOWN)
- ADJUSTED VIDEO DETECTION (AS SHOWN)
- EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
- EXISTING VIDEO/RADAR DETECTION CAMERA TO BE RELOCATED TO NEW MAST ARM
- EXISTING THERMAL DETECTION SENSOR TO BE RELOCATED TO NEW MAST ARM
- PROPOSED CCTV CAMERA

PROPOSED SIGN LEGEND



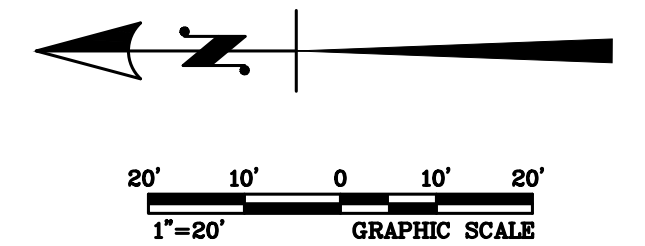
R10-12a



DETAIL "A"
ALL 12" LENSES
(NO SCALE)

CONCEPTUAL DESIGN:

- UPGRADE POLE STANDARDS FOR POLES (A)(D)(F)(H).
- UPGRADE NW, NE, SW, AND SE CORNER CURB RAMPS.
- RELOCATE EXISTING VIDEO/RADAR OR VIDEO/THERMAL DETECTORS FROM POLES BEING REPLACED AND ADJUST DETECTION ZONES AS NEEDED.
- UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
- INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
- INSTALL CCTV CAMERA.
- TRIM EXISTING MEDIAN ON SOUTH LEG TO PROVIDE POSITIVE OFFSET FOR LEFT TURN MOVEMENT.
- INSTALL FLASHING YELLOW LEFT TURN ARROW SIGNAL HEADS.
- REFRESH STRIPING.
- INSTALL ONE BLUETOOTH/WIFI/TPMS DETECTION SYSTEM. MOUNT SENSOR ON SIGNAL STANDARD.



Underground Service Alert

 Call: TOLL FREE
 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:

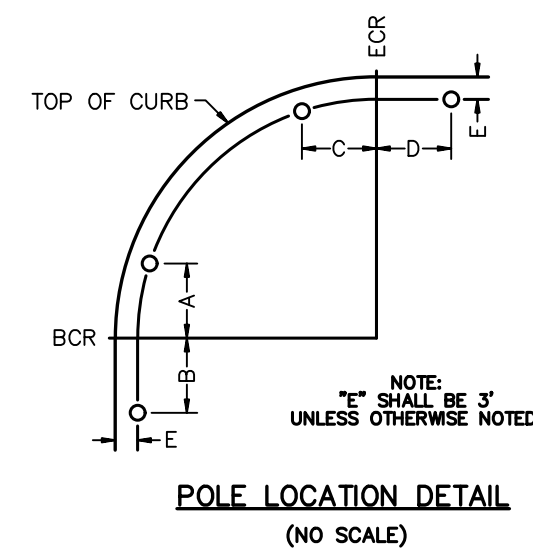
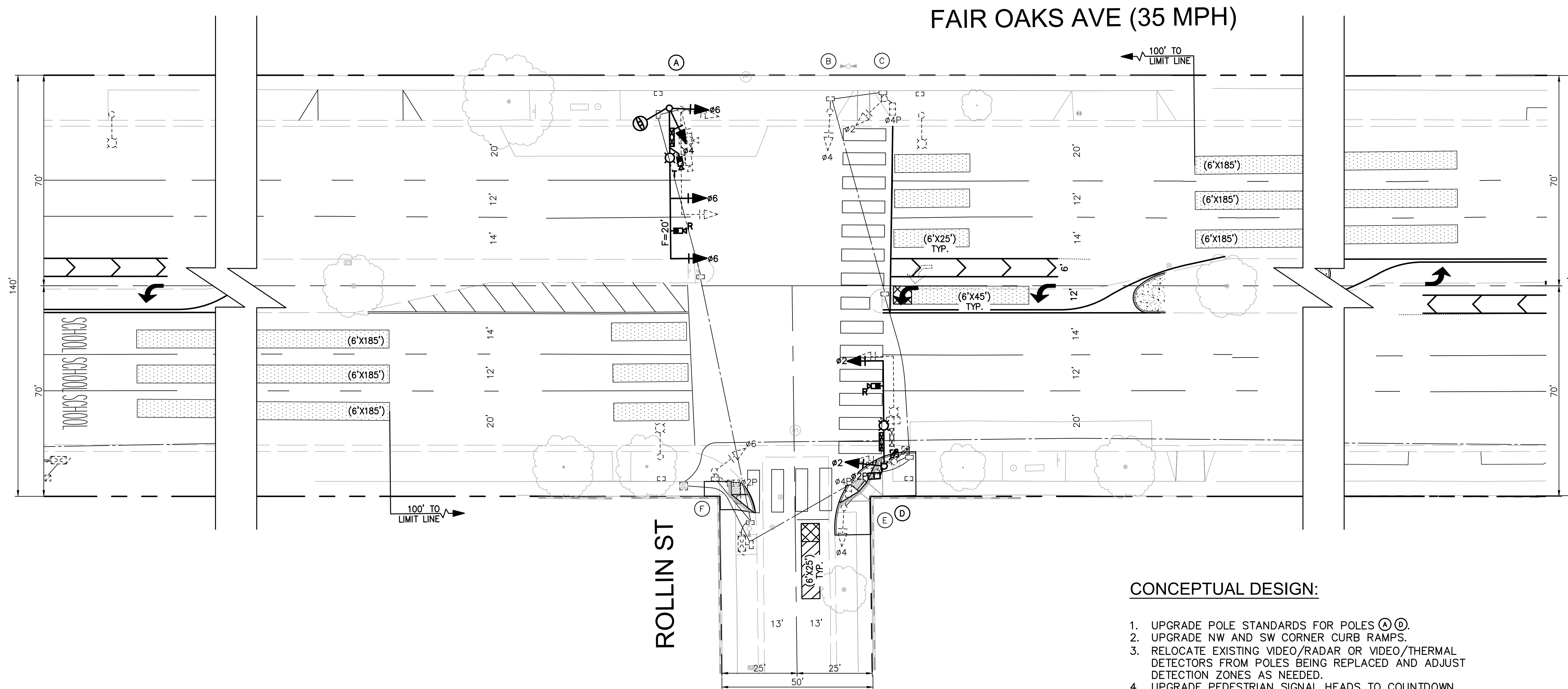
 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982

REVIEWED IN ACCORDANCE WITH CITY'S
 POLICY CONDITIONS OF APPROVAL BY:

 TED GERBER
 R.C.E. NO. _____



CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
 FAIR OAKS AVENUE & OAK STREET
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 4

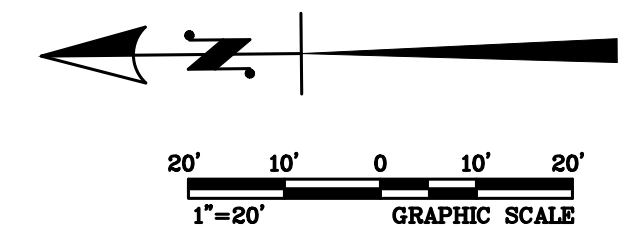
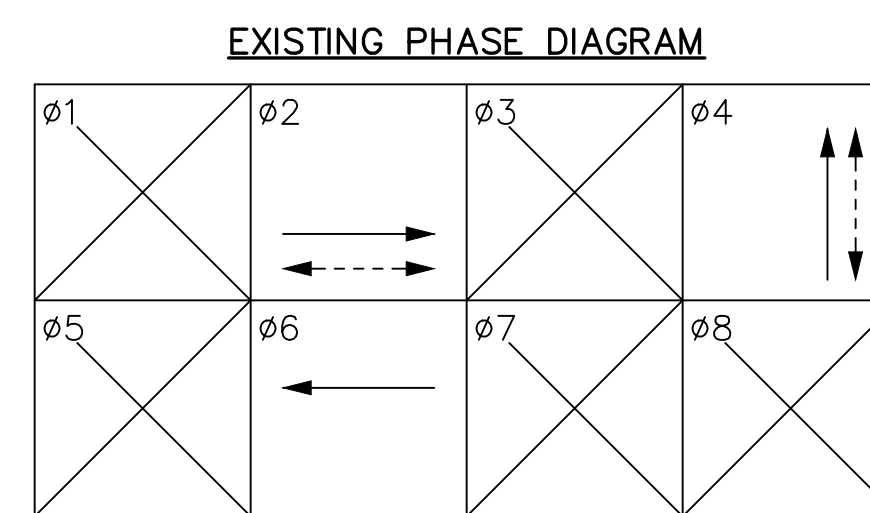


CONCEPTUAL DESIGN:

1. UPGRADE POLE STANDARDS FOR POLES (A) (D).
2. UPGRADE NW AND SW CORNER CURB RAMPS.
3. RELOCATE EXISTING VIDEO/RADAR OR VIDEO/THERMAL DETECTORS FROM POLES BEING REPLACED AND ADJUST DETECTION ZONES AS NEEDED.
4. UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
5. INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
6. INSTALL CCTV CAMERA.
7. TRIM EXISTING MEDIAN ON SOUTH LEG TO PROVIDE POSITIVE OFFSET FOR LEFT TURN MOVEMENT.
8. REFRESH STRIPING.

LEGEND:

- BICYCLE DETECTION ZONE (6'x6' TYP.)
- ADJUSTED HYBRID VIDEO/RADAR DETECTION (AS SHOWN)
- ADJUSTED VIDEO DETECTION (AS SHOWN)
- EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
- EXISTING VIDEO/RADAR DETECTION CAMERA TO BE RELOCATED TO NEW MAST ARM
- EXISTING THERMAL DETECTION SENSOR TO BE RELOCATED TO NEW MAST ARM
- PROPOSED CCTV CAMERA



POLE SCHEDULE																	
NO.	STANDARD TYPE	HGT.	SIG. M.A.	LUM. M.A.	LUMINAIRE LED (WATTS)	VEHICLE SIGNAL MOUNTING			PPB (N)	POLE LOCATION					I.I.S.N.S. LEGEND	REMARKS	
						M.A.	POLE	PED. ^		A	B	C	D	E			
(A)	29-5-100(N)	30'(N)	50'(N)	15'(N)	200(N)	2-MAS(N)	SV-2-TA(N)	SP-1-T(N)	ø2	E(N)	AS SHOWN ON PLAN					-	
(B)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	-	-	EXISTING					⊙ Rollin ST (N)	
(C)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø4	N(N)	EXISTING					-	
(D)	24-3-100(N)	30'(N)	35'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø8	S(N)	-	-	8.5'	-	3'	⊙ Rollin ST (N)	
(E)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	-	-	EXISTING					-	
(F)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	-	-	EXISTING					-	

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 ⊙ - INDICATES CITY OF SOUTH PASADENA LOGO

Underground Service Alert

 Call: TOLL FREE 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:

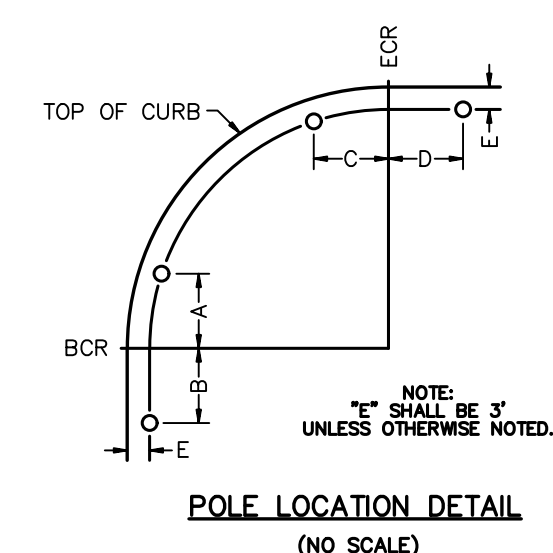
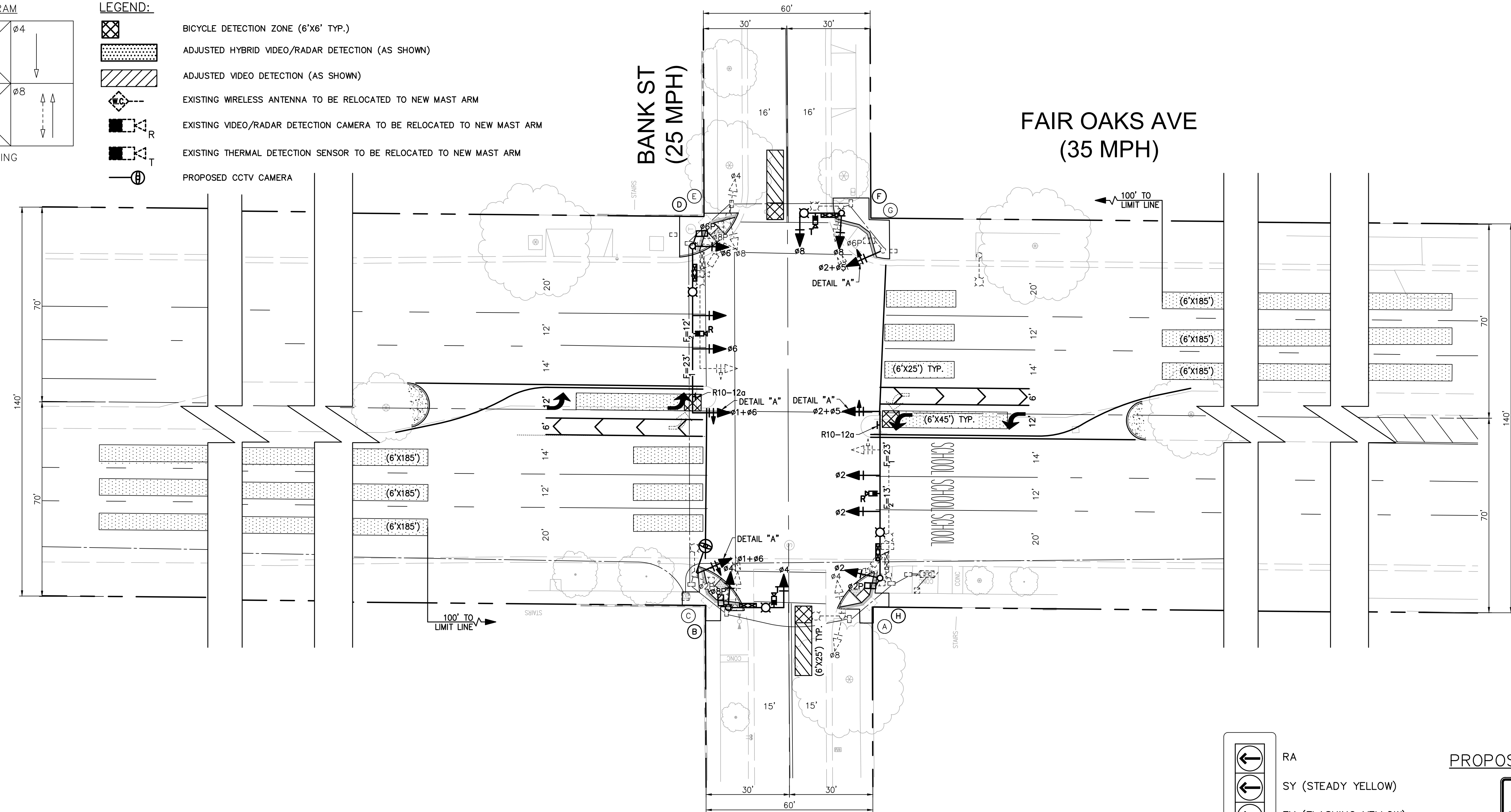
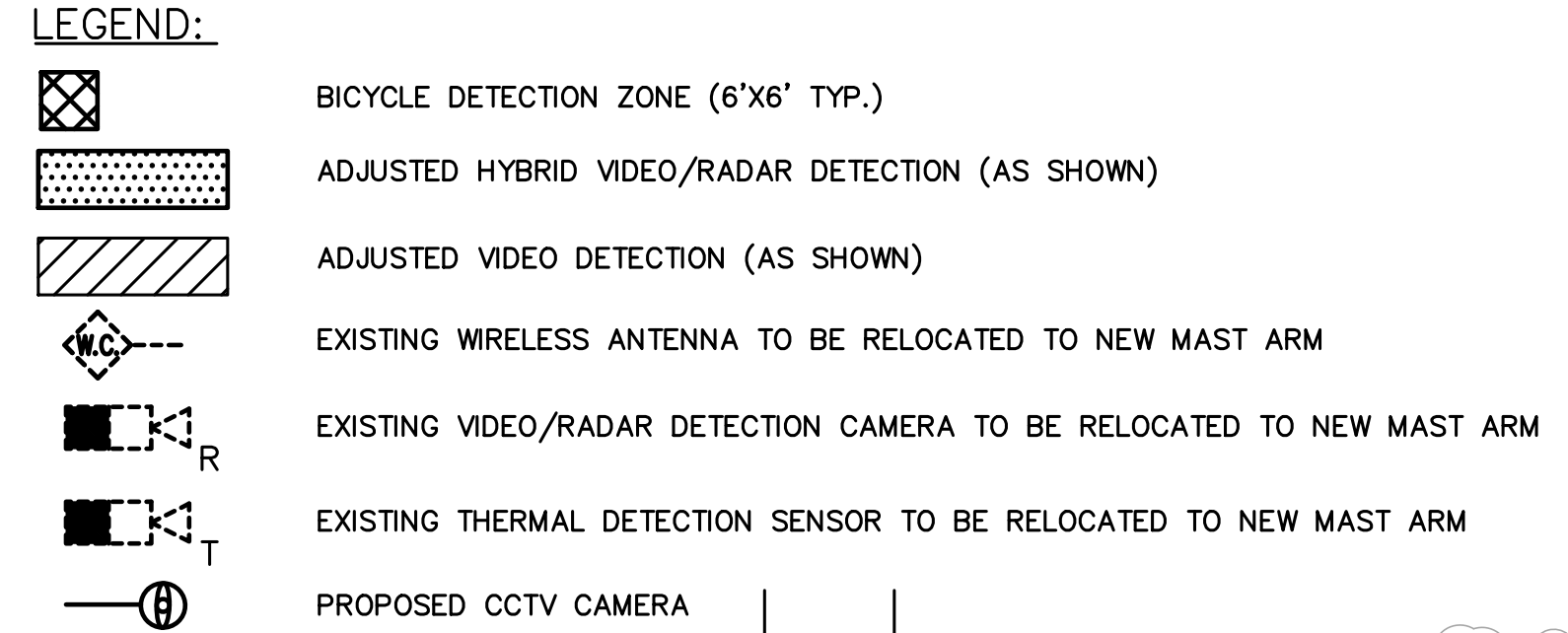
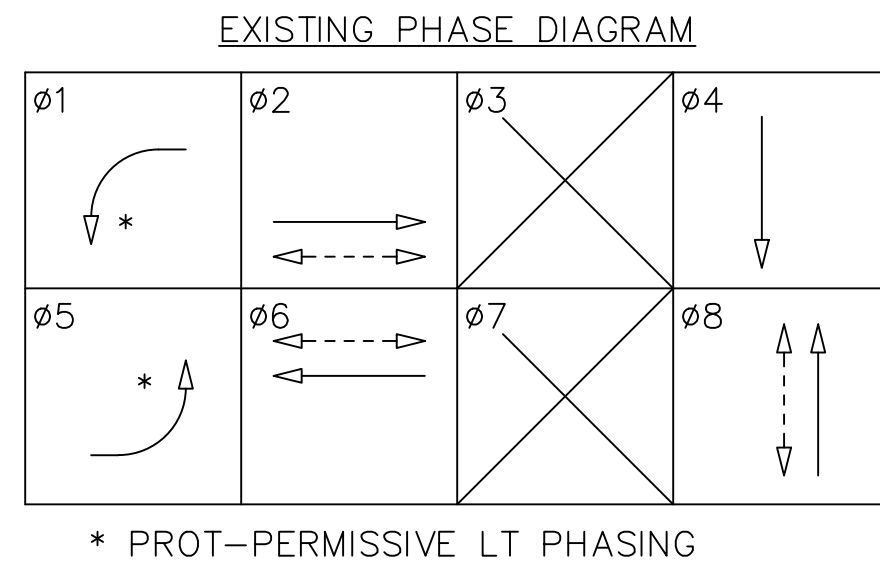
 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982

REVIEWED IN ACCORDANCE WITH CITY'S POLICY CONDITIONS OF APPROVAL BY:

 TED GERBER
 R.C.E. NO. _____



CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
FAIR OAKS AVENUE & ROLLIN STREET
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 5

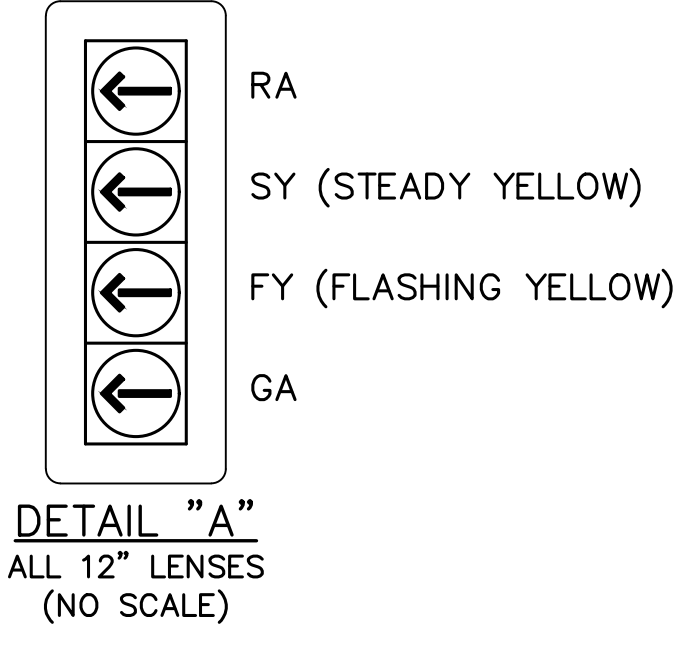


POLE SCHEDULE																	
NO.	TYPE	HGT.	SIG.	M.A.	LUM. M.A.	LUMINAIRE LED (WATTS)	VEHICLE SIGNAL MOUNTING			PPB (N)	POLE LOCATION					I.I.S.N.S. LEGEND	REMARKS
							M.A.	POLE	PED. ^		Ø	QUAD	A	B	C		
(A)	15TS	30'	-	12'	200(N)	-	SV-2-TA	-	Ø2	E(N)	EXISTING					-	
(B)	17-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø2	E(N)	-	-	9.2'	-	5'	⊙ Fair Oaks ^{AV} (N) XXXX	
(C)	15TS	30'	-	12'	200(N)	-	SV-1-T(N)	SP-1-T	Ø8	S(N)	EXISTING					-	
(D)	60-5-100(N)	30'(N)	60'(N)	15'(N)	200(N)	3-MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø8	S(N)	-	-	7'	-	3'	⊙ Bank ST (N) XXXX	
(E)	1-A	10'	-	-	-	-	TV-2-T	SP-1-T	Ø6	W(N)	EXISTING					-	
(F)	17-2-100(N)	30'(N)	15'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	-	Ø6	W(N)	-	-	5.4'	-	3'	⊙ Fair Oaks ^{AV} (N) XXXX	
(G)	1-A	10'	-	-	-	-	TV-1-T(N)	SP-1-T	-	-	EXISTING					-	
(H)	60-5-100(N)	30'(N)	60'(N)	15'(N)	200(N)	3-MAS(N)	SV-1-T(N)	SP-1-T(N)	-	-	-	-	7.3'	-	3'	⊙ Bank ST (N) XXXX	

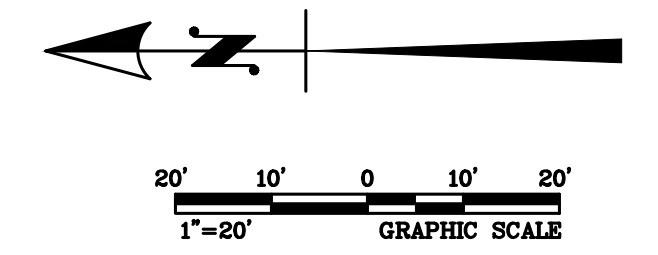
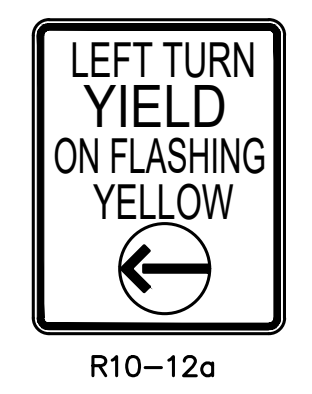
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 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 ⊙ - INDICATES CITY OF SOUTH PASADENA LOGO

CONCEPTUAL DESIGN:

- UPGRADE POLE STANDARDS FOR POLES (B) (D) (F) (H).
- UPGRADE NW, NE, AND SW CORNER CURB RAMP AND SE CORNER SIDEWALK.
- RELOCATE EXISTING VIDEO/RADAR OR VIDEO/THERMAL DETECTORS FROM POLES BEING REPLACED AND ADJUST DETECTION ZONES AS NEEDED.
- UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
- INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
- INSTALL CCTV CAMERA.
- TRIM EXISTING MEDIANS ON NORTH AND SOUTH LEG TO PROVIDE POSITIVE OFFSET FOR LEFT TURN MOVEMENT.
- INSTALL FLASHING YELLOW LEFT TURN ARROW SIGNAL HEAD.
- REFRESH STRIPING.



PROPOSED SIGN LEGEND



Underground Service Alert

 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS		
NO.	DESCRIPTION	APP. DATE

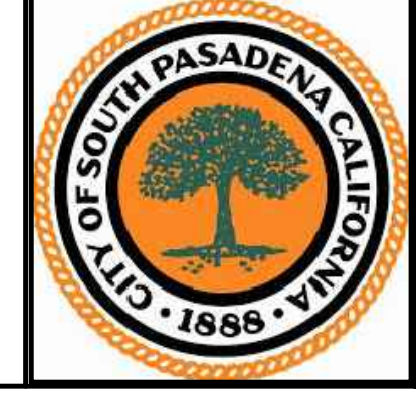
PLANS REVIEWED BY:

 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982

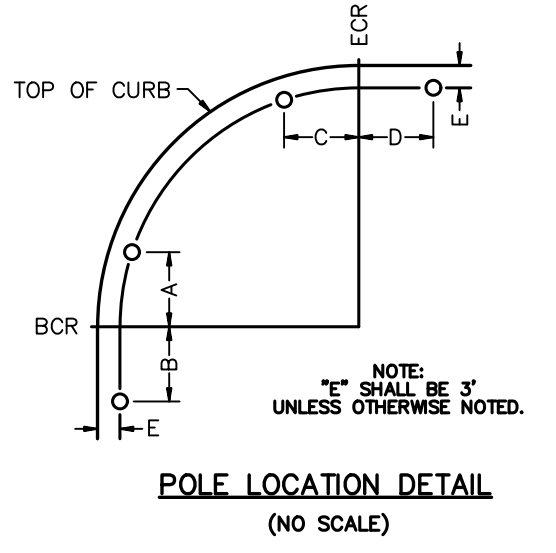
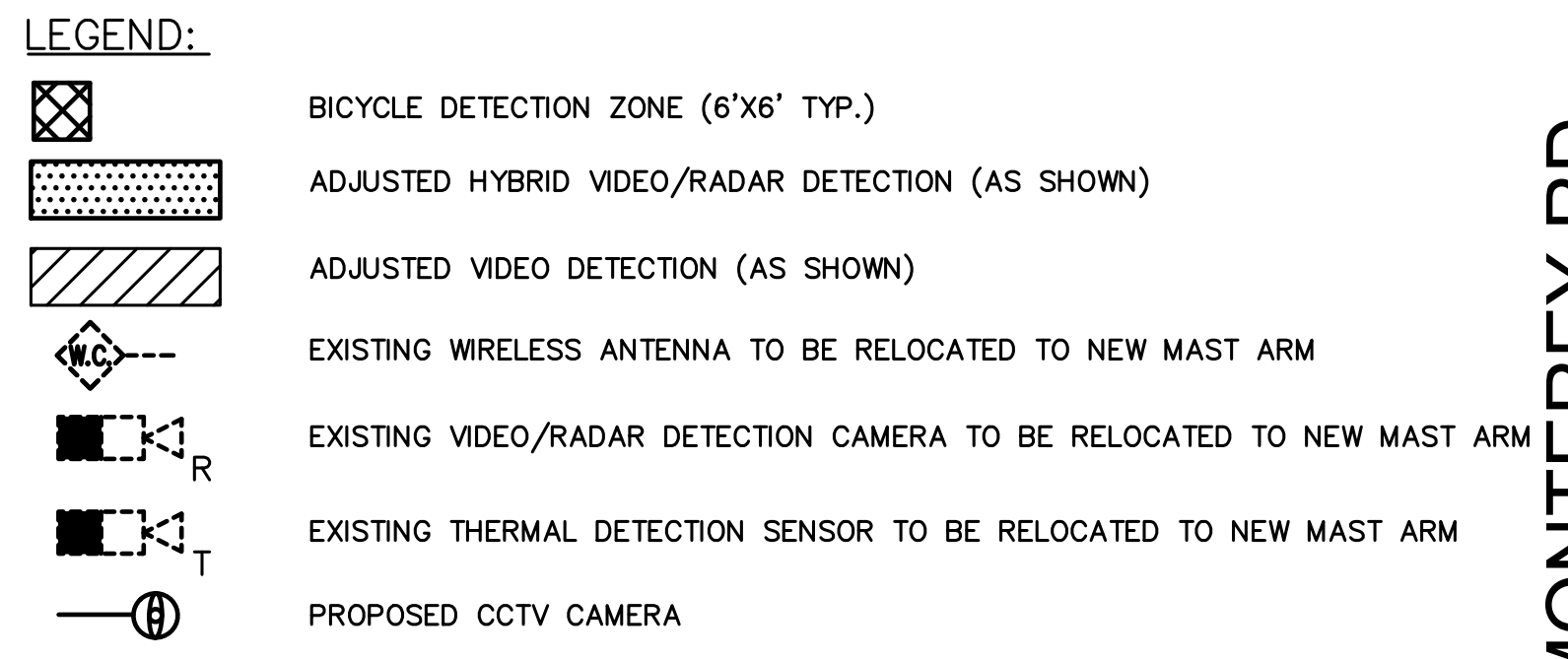
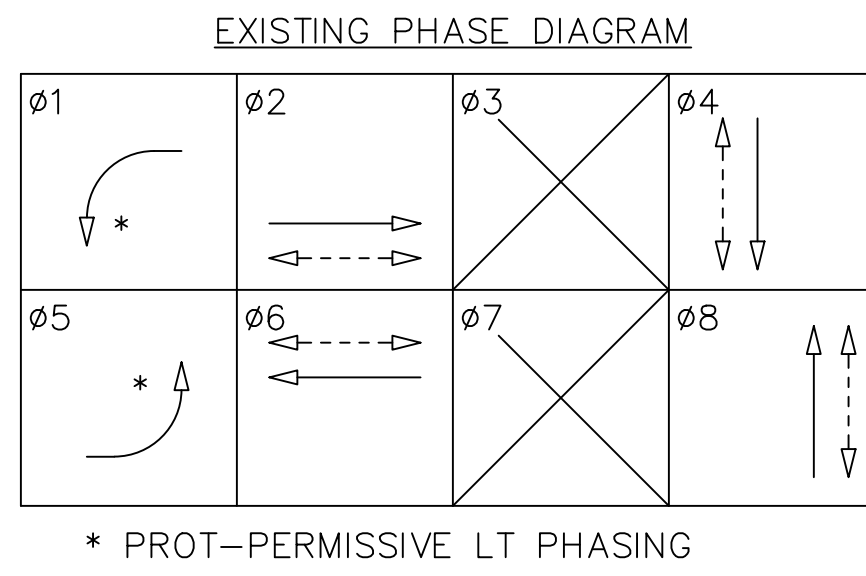
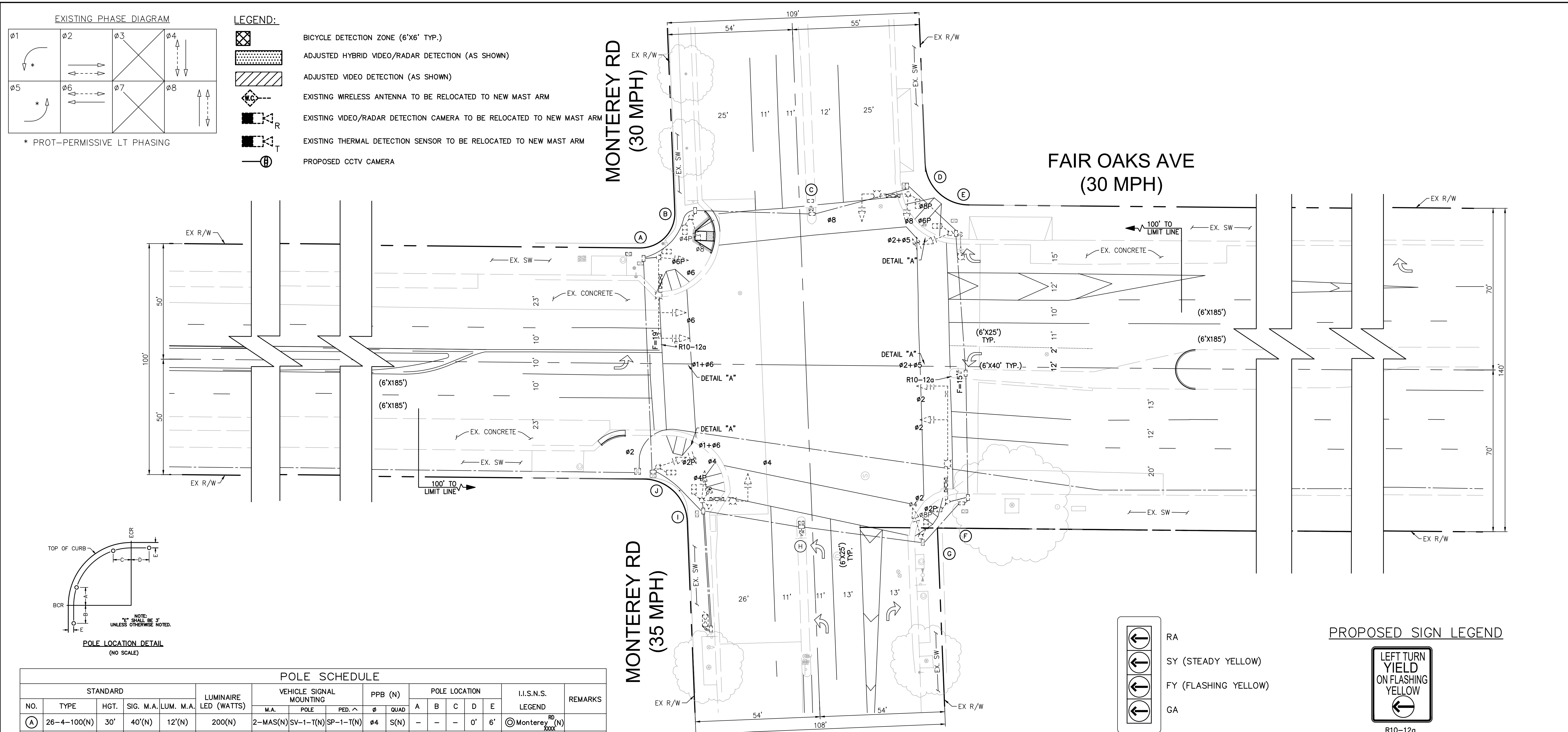
REVIEWED IN ACCORDANCE WITH CITY'S POLICY CONDITIONS OF APPROVAL BY:

 TED GERBER

 R.C.E. NO.

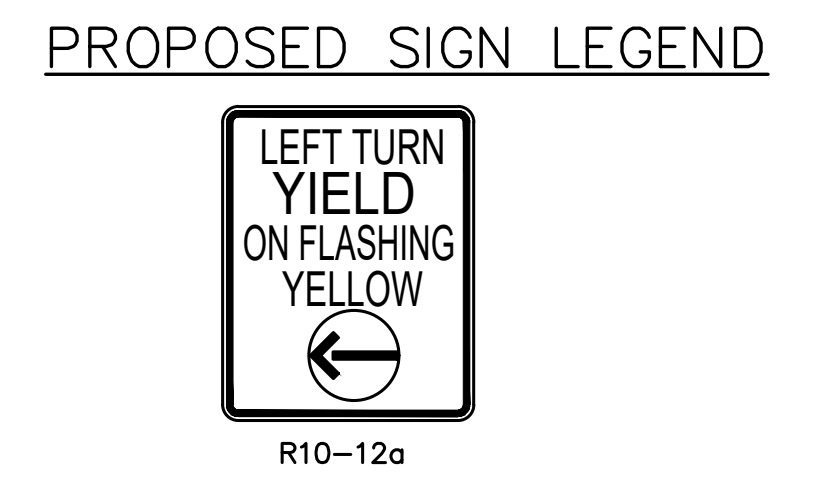
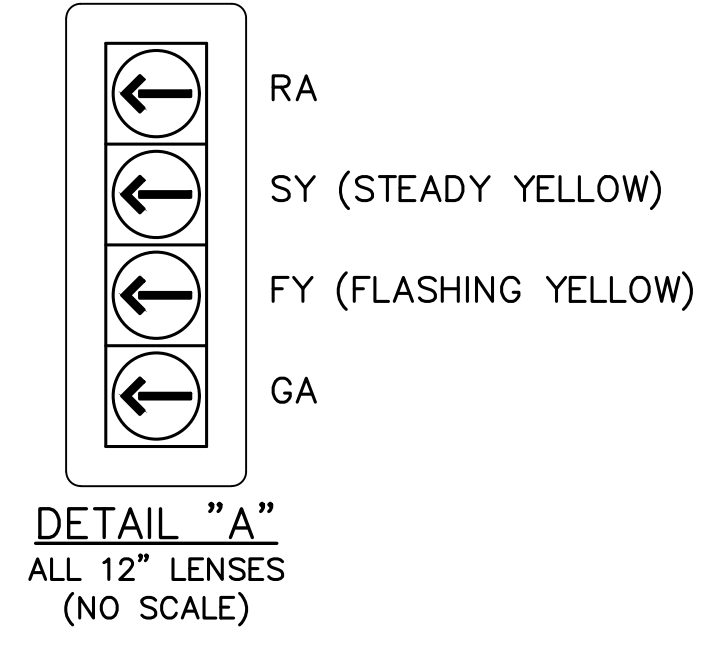


CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
 FAIR OAKS AVENUE & BANK STREET
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 6

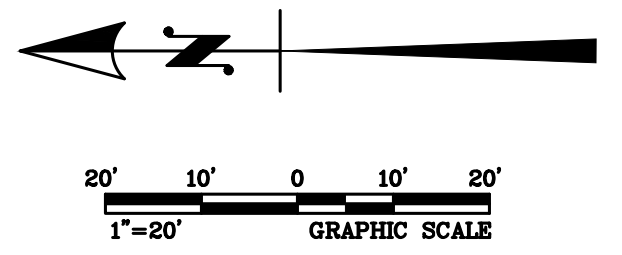


POLE SCHEDULE																	
NO.	STANDARD TYPE	HGT.	SIG. M.A.	LUM. M.A.	LUMINAIRE LED (WATTS)	VEHICLE SIGNAL MOUNTING			PPB (N)	POLE LOCATION					I.I.S.N.S. LEGEND	REMARKS	
						M.A.	POLE	PED. ^		Ø	QUAD	A	B	C			D
A	26-4-100(N)	30'	40'(N)	12'(N)	200(N)	2-MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø4	S(N)	-	-	-	0'	6'	© Monterey RD XXXX (N)	
B	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø6	W(N)	EXISTING					-	
C	PPB POST	4'	-	-	-	-	-	-	Ø6	W(N)	EXISTING					-	
D	26-3-100(N)	30'(N)	35'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø6	W(N)	-	-	6.7'	-	5'	© Fair Oaks AVE XXXX (N)	
E	1-A(N)	10'(N)	-	-	-	-	TV-1-T	SP-1-T	Ø8	N(N)	4.2'	-	-	-	5'	-	
F	60-5-100(N)	30'	60'(N)	15'(N)	200 (N)	2-MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø8	N(N)	-	-	-	-	4'	© Monterey RD 1300 (N)	
G	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø2	E(N)	EXISTING					-	
H	PPB POST	4'	-	-	-	-	-	-	Ø2	E(N)	EXISTING					-	
I	26-3-100(N)	30'(N)	25'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø2	E(N)	-	-	-	2.7'	4'	© Fair Oaks AVE 1100 (N)	
J	1-A(R)	10'(R)	-	-	-	-	TV-1-T(R) TV-1-T(N)	SP-1-T(N)	Ø4	S(N)	-	0.5'	-	-	8'	-	

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 © - INDICATES CITY OF SOUTH PASADENA LOGO



- CONCEPTUAL DESIGN:**
- UPGRADE POLE STANDARDS FOR POLES (A)(B)(E)(F)(I)(J).
 - UPGRADE NE CORNER CURB RAMP.
 - RELOCATE EXISTING EMERGENCY VEHICLE PREEMPTION AND GPS RADIO ANTENNA EQUIPMENT TO NEW SIGNAL POLE.
 - UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
 - INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
 - INSTALL CCTV CAMERA.
 - RELOCATE EXISTING VIDEO/RADAR OR VIDEO/THERMAL DETECTORS FROM POLES BEING REPLACED AND ADJUST DETECTION ZONES AS NEEDED.
 - TRIM EXISTING MEDIAN ON SOUTH LEG TO PROVIDE POSITIVE OFFSET FOR LEFT TURN MOVEMENT.
 - INSTALL FLASHING YELLOW LEFT TURN ARROW SIGNAL HEAD.
 - REFRESH STRIPING.
 - INSTALL ONE BLUETOOTH/WIFI/TPMS DETECTION SYSTEM. MOUNT SENSOR AND SIGNAL STANDARD.



Underground Service Alert
 Call: TOLL FREE 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

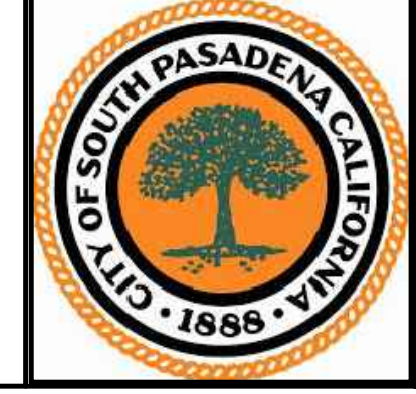
REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:

 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2993 Fax: (619) 683-7982



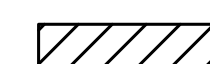




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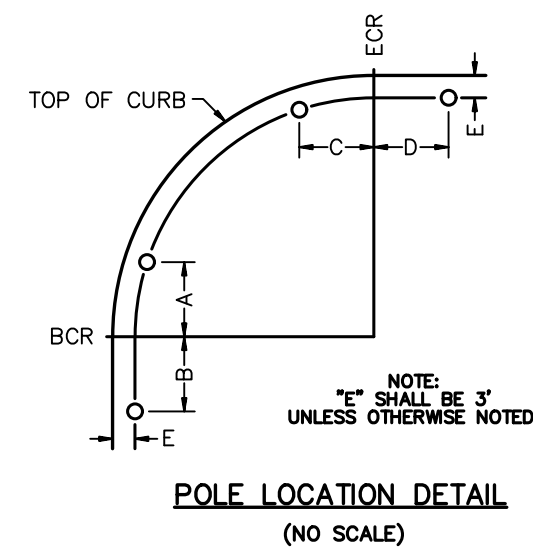
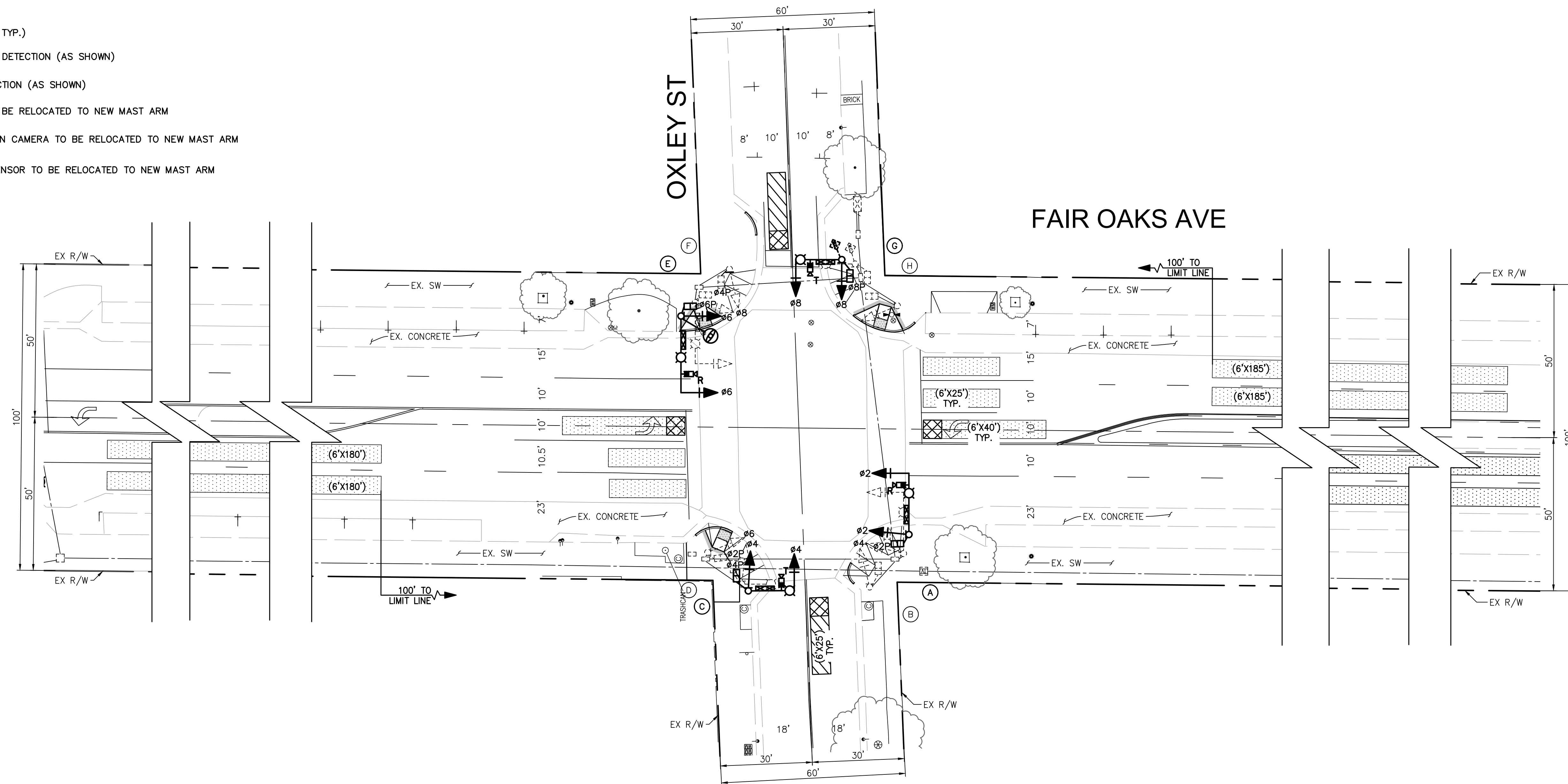
 TED GERBER
 R.C.E. NO. _____



CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
FAIR OAKS AVENUE & MONTEREY ROAD
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 7

LEGEND:

-  BICYCLE DETECTION ZONE (6'x6' TYP.)
-  ADJUSTED HYBRID VIDEO/RADAR DETECTION (AS SHOWN)
-  ADJUSTED THERMAL VIDEO DETECTION (AS SHOWN)
-  EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
-  EXISTING VIDEO/RADAR DETECTION CAMERA TO BE RELOCATED TO NEW MAST ARM
-  EXISTING THERMAL DETECTION SENSOR TO BE RELOCATED TO NEW MAST ARM
-  PROPOSED CCTV CAMERA

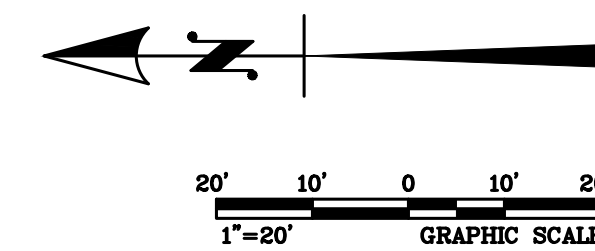
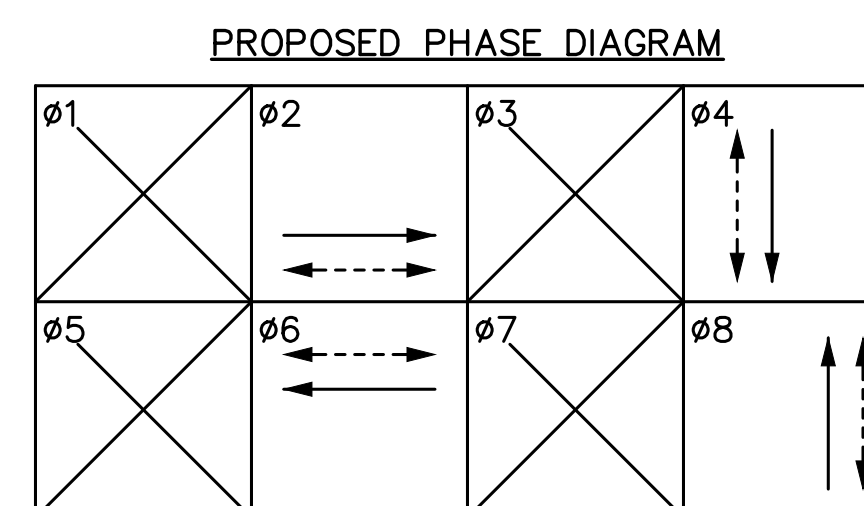
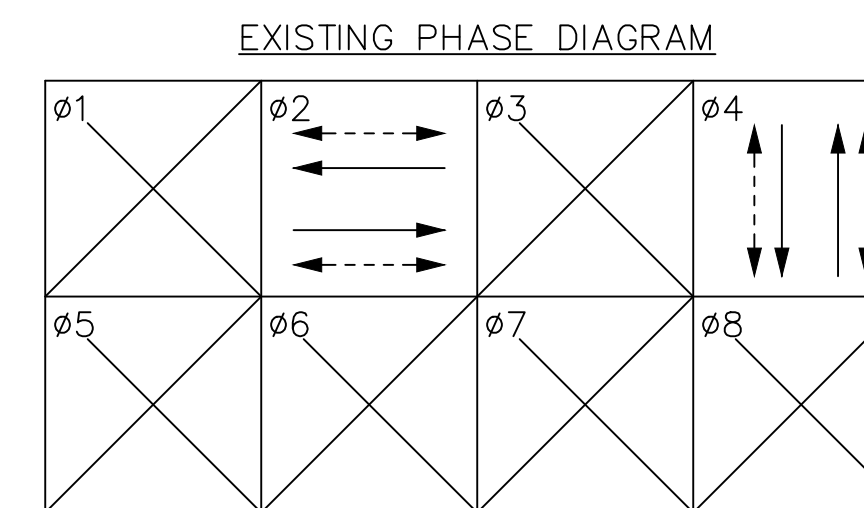



POLE SCHEDULE																	
NO.	STANDARD				LUMINAIRE LED (EQUIV. WATTS)	VEHICLE SIGNAL MOUNTING			PPB (N)		POLE LOCATION					I.I.S.N.S. LEGEND	REMARKS
	TYPE	HGT.	SIG. M.A.	LUM. M.A.		M.A.	POLE	PED. ^	Ø	QUAD	A	B	C	D	E		
A	19-3-100(N)	30'	25'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø4	N(N)	-	-	3'	-	3'	⊙ Oxley ST XXXX	(N)
B	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø6	E(N)	EXISTING					-	-
C	17-3-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø6	E(N)	-	-	-	3.6'	3'	⊙ Fair Oaks ST XXXX	(N)
D	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø8	S(N)	EXISTING					-	-
E	19-3-100(N)	30'	25'(N)	12'(N)	200 (N)	2-MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø8	S(N)	-	-	0.6'	-	5'	⊙ Oxley ST XXXX	(N)
F	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø2	W(N)	EXISTING					-	-
G	17-3-100(N)	30'(N)	15'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø2	W(N)	-	-	5'	-	5'	⊙ Fair Oaks ST XXXX	(N)
H	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø4	N(N)	EXISTING					-	-

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 ⊙ - INDICATES CITY OF SOUTH PASADENA LOGO


CONCEPTUAL DESIGN:

1. UPGRADE POLE STANDARDS FOR POLES A, C, E, G.
2. UPGRADE CURB RAMPS.
3. RELOCATE EXISTING VIDEO/RADAR OR VIDEO/THERMAL DETECTORS FROM POLES BEING REPLACED AND ADJUST DETECTION ZONES AS NEEDED.
4. SMOOTH BULB-OUT CURB ANGLES ON THE APPROACH MOVEMENTS.
5. UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
6. INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
7. INSTALL CCTV CAMERA.
8. REFRESH STRIPING.



Underground Service Alert

 Call: TOLL FREE 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:

 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982



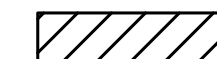




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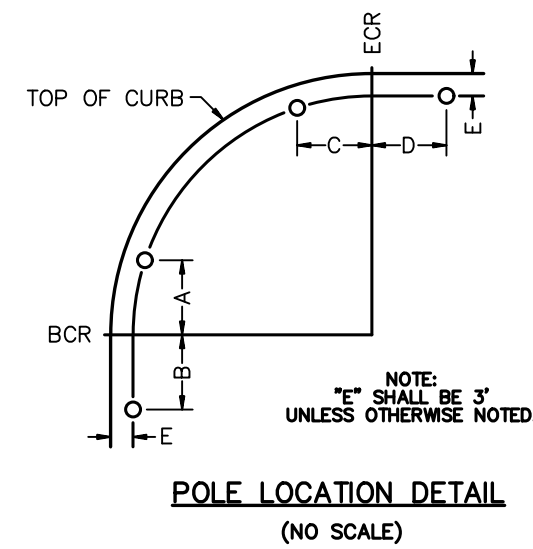
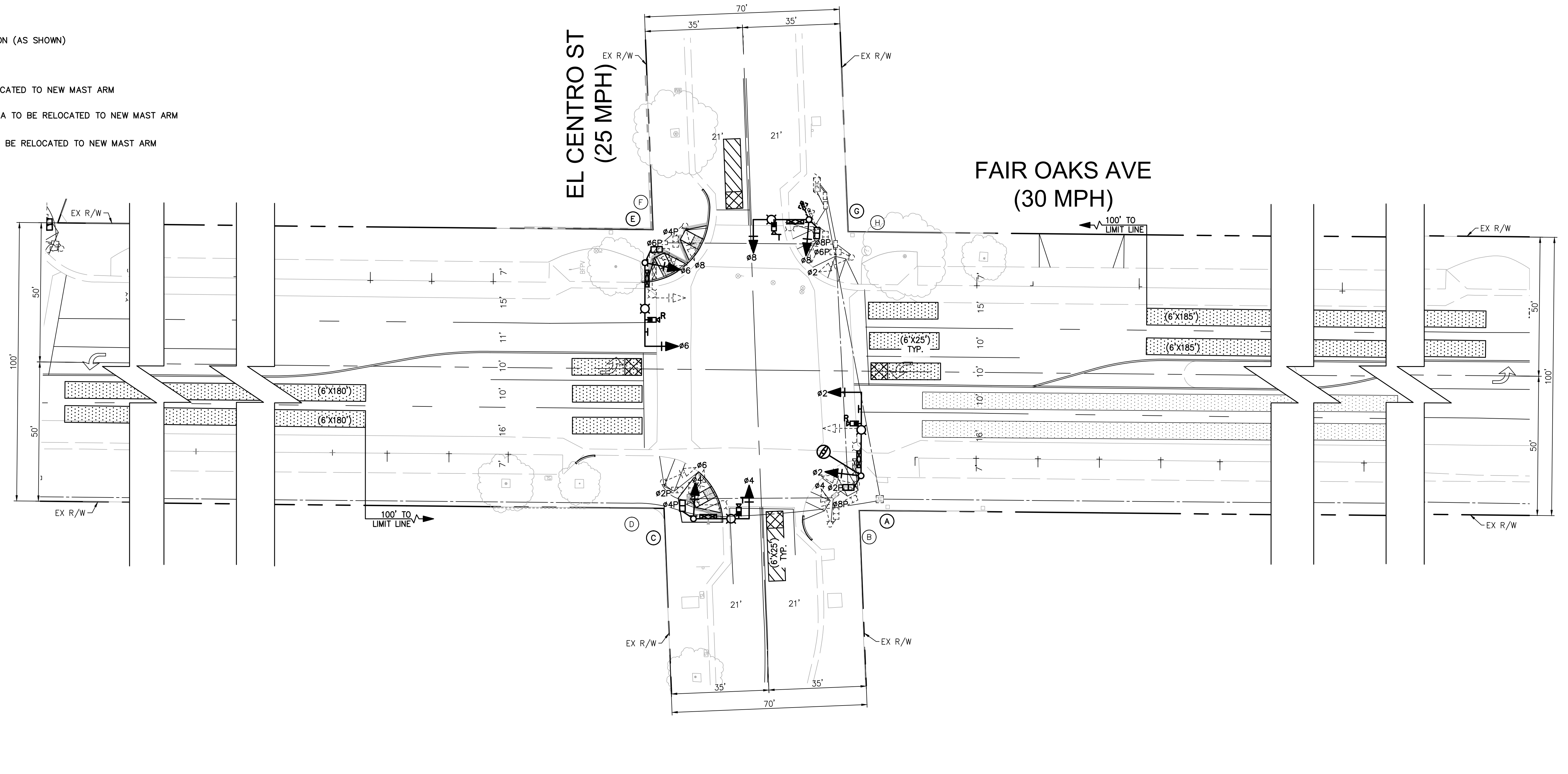
 TED GERBER
 R.C.E. NO. _____



CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
 FAIR OAKS AVENUE & OXLEY STREET
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 8

LEGEND:

-  BICYCLE DETECTION ZONE (6'x6' TYP.)
-  ADJUSTED HYBRID VIDEO/RADAR DETECTION (AS SHOWN)
-  ADJUSTED VIDEO DETECTION (AS SHOWN)
-  EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
-  EXISTING VIDEO/RADAR DETECTION CAMERA TO BE RELOCATED TO NEW MAST ARM
-  EXISTING THERMAL DETECTION SENSOR TO BE RELOCATED TO NEW MAST ARM
-  PROPOSED CCTV CAMERA

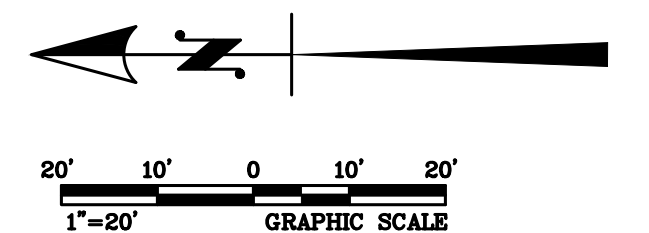
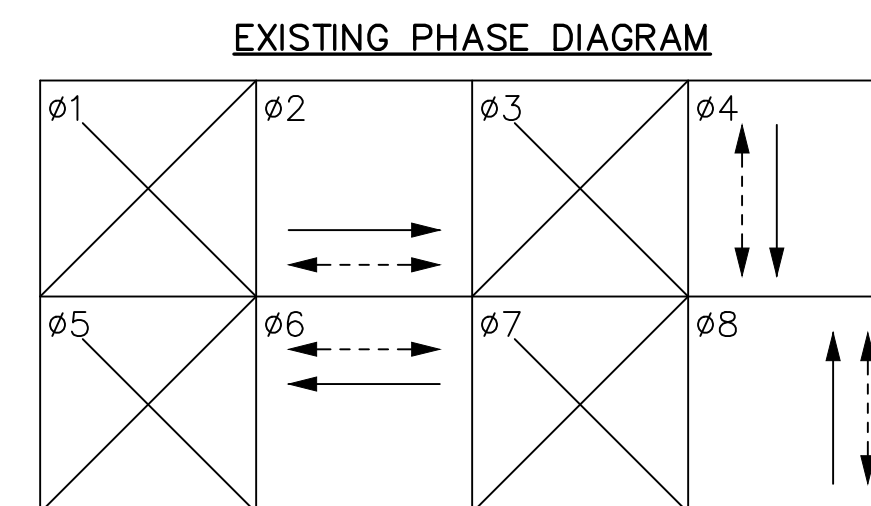


STANDARD		LUMINAIRE LED (EQUIV. WATTS)				VEHICLE SIGNAL MOUNTING				POLE LOCATION					I.I.S.N.S. LEGEND	REMARKS
NO.	TYPE	HGT.	SIG. M.A.	LUM. M.A.	M.A.	POLE	PED. ^	Ø	QUAD	A	B	C	D	E		
(A)	24A-4-100(N)	35'	30'(N)	15'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø8	N(N)	-	-	0.2'	5.6'	⊙ El Centro ST _{XXXX'} (N)	
(B)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø2	E(N)	EXISTING					-
(C)	17-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø2	E(N)	-	-	1.5'	10.5'	⊙ Fair Oaks ^{ANE} _{XXXX'} (N)	
(D)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø4	S(N)	EXISTING					-
(E)	24A-4-100(N)	35'	30'(N)	15'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø4	S(N)	-	-	1.3'	7'	⊙ El Centro ST _{XXXX'} (N)	
(F)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø6	W(N)	EXISTING					-
(G)	17-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø6	W(N)	-	-	1.3'	0' 7'	⊙ Fair Oaks ^{ANE} _{XXXX'} (N)	
(H)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø8	N(N)	EXISTING					-

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 ⊙ - INDICATES CITY OF SOUTH PASADENA LOGO

CONCEPTUAL DESIGN:

1. UPGRADE POLE STANDARDS FOR POLES (A) (C) (E) (G).
2. UPGRADE CURB RAMPS.
3. RELOCATE EXISTING VIDEO/RADAR OR VIDEO/THERMAL DETECTORS FROM POLES BEING REPLACED AND ADJUST DETECTION ZONES AS NEEDED.
4. UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
5. SMOOTH BULB-OUT CURB ANGLES ON THE APPROACH MOVEMENTS.
6. INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
7. REFRESH STRIPING.



Underground Service Alert
 Call: TOLL FREE 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:

 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982

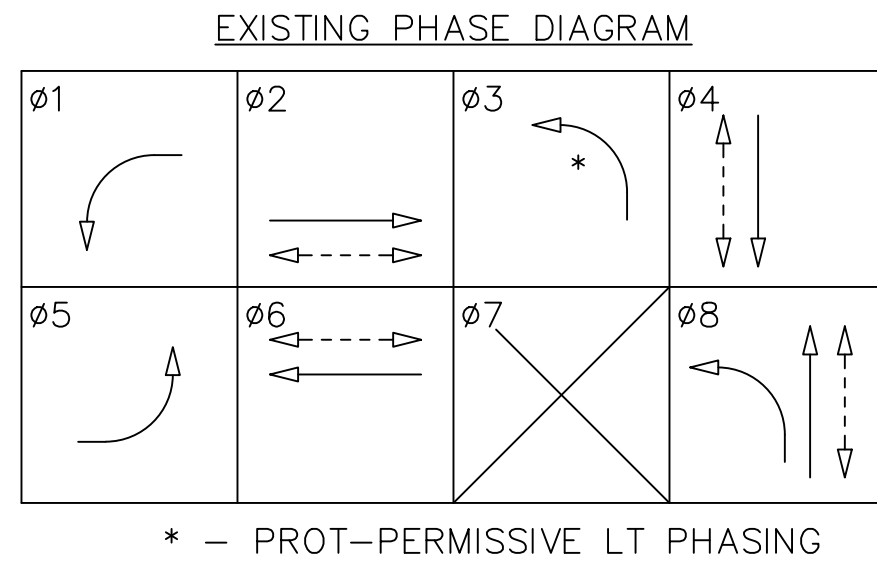
REVIEWED IN ACCORDANCE WITH CITY'S POLICY CONDITIONS OF APPROVAL BY:

 TED GERBER

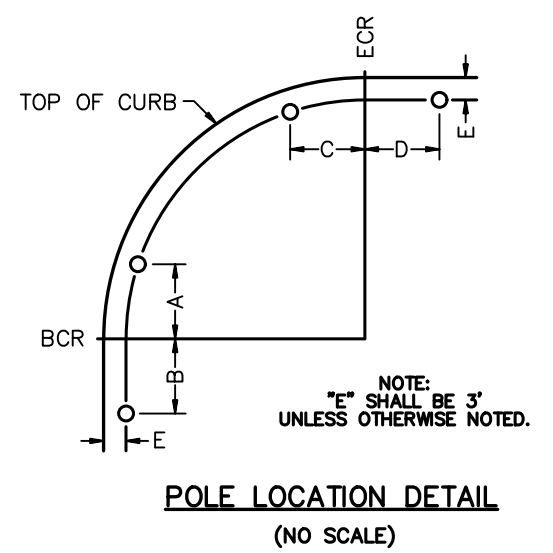
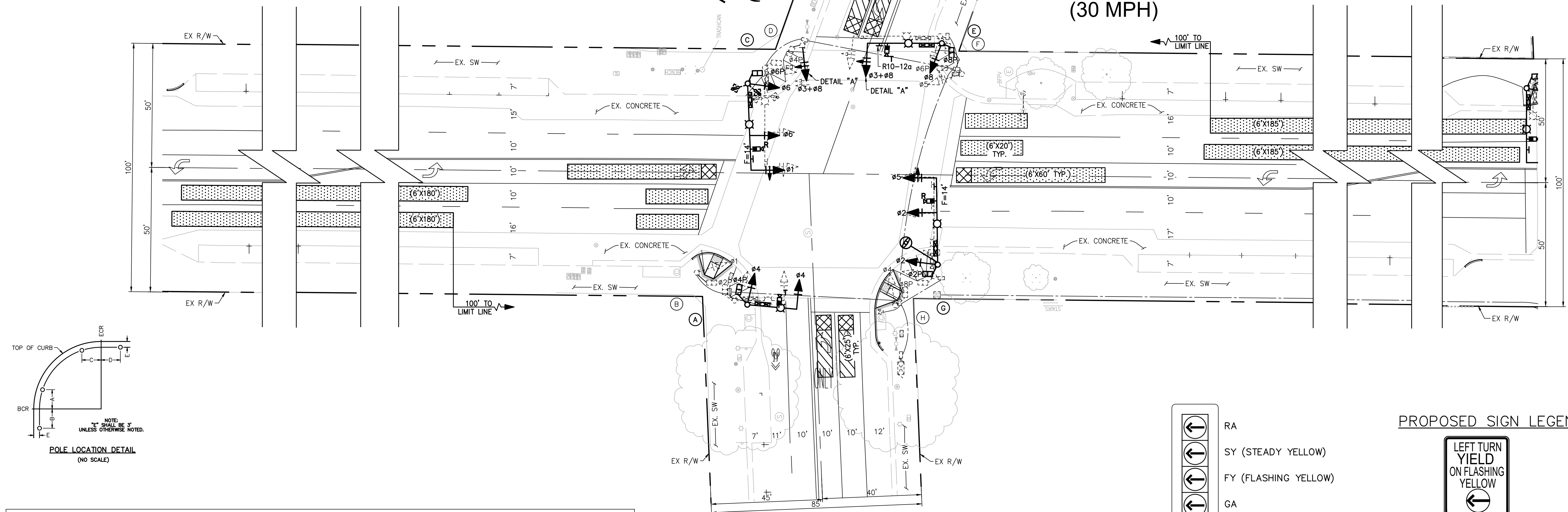
 R.C.E. NO.



CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
 FAIR OAKS AVENUE & EL CENTRO STREET
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 9



- LEGEND:**
- BICYCLE DETECTION ZONE (6'X6' TYP.)
 - ADJUSTED HYBRID VIDEO/RADAR DETECTION (AS SHOWN)
 - ADJUSTED THERMAL VIDEO DETECTION (AS SHOWN)
 - EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
 - EXISTING VIDEO/RADAR DETECTION CAMERA TO BE RELOCATED TO NEW MAST ARM
 - EXISTING THERMAL DETECTION SENSOR TO BE RELOCATED TO NEW MAST ARM
 - PROPOSED CCTV CAMERA

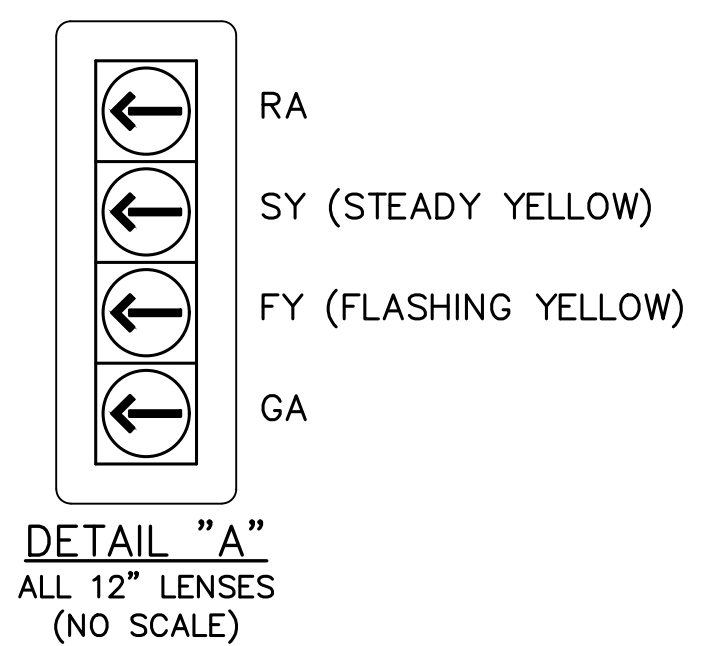


POLE SCHEDULE										REMARKS							
NO.	TYPE	HGT.	SIG. M.A.	LUM. M.A.	LUMINAIRE LED (WATTS)	VEHICLE SIGNAL MOUNTING			PPB (N)		POLE LOCATION					I.I.S.N.S. LEGEND	
						M.A.	POLE	PED. ^		ø	QUAD	A	B	C	D		E
(A)	17-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø2	E(N)	-	-	1.8'	-	5'	⊙ Fair Oaks ^{AVE} ₈₀₀ (R)	
(B)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø4	S(N)	EXISTING					-	
(C)	24A-4-100(N)	35'	35'(N)	15'(N)	200(N)	2-MAS(N)	SV-1-T(N)	SP-1-T(N)	ø4	S(N)	-	-	0.67'	-	3'	⊙ Mission ST ₁₆₀₀ (R)	
(D)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø6	W(N) S(RS)	EXISTING					-	
(E)	19-3-100(N)	30'(N)	30'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø8	W(N)	-	-	9.7'	-	3'	⊙ Fair Oaks ^{AVE} ₉₀₀ (R)	
(F)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø6	N(N)	EXISTING					-	
(G)	24A-4-100(N)	35'	35'(N)	15'(N)	200(N)	2-MAS(N)	SV-1-T(N)	SP-1-T(N)	ø8	N(N)	-	-	0'	-	5'	⊙ Mission ST ₁₅₀₀ (R)	
(H)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø2	E(N)	EXISTING					-	

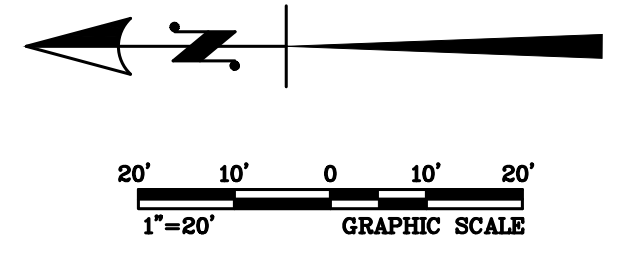
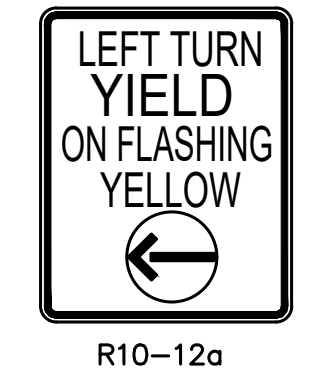
(N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 (RS) - REMOVE AND SALVAGE
 ⊙ - INDICATES CITY OF SOUTH PASADENA LOGO

CONCEPTUAL DESIGN:

1. UPGRADE POLE STANDARDS FOR POLES (A)(C)(E)(G)
2. UPGRADE CURB RAMPS.
3. RELOCATE EXISTING VIDEO/RADAR OR VIDEO/THERMAL DETECTORS FROM POLES BEING REPLACED AND ADJUST DETECTION ZONES AS NEEDED.
4. SMOOTH BULB-OUT CURB ANGLES ON THE APPROACH MOVEMENTS.
5. UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN
6. RELOCATE EXISTING IISNS ON NEW MAST ARMS
7. INSTALL CCTV CAMERA.
8. RELOCATE EXISTING EMERGENCY VEHICLE PREEMPTION AND GPS RADIO ANTENNA EQUIPMENT TO NEW SIGNAL POLE.
9. INSTALL SYSTEM TO PROVIDE THE INTENDED DETECTION ZONES.
10. INSTALL FLASHING YELLOW LEFT TURN SIGNAL HEADS.
11. REFRESH STRIPING
12. INSTALL ONE BLUETOOTH/WIFI/TPMS DETECTION SYSTEM. MOUNT SENSOR OR SIGNAL POLE.



PROPOSED SIGN LEGEND



Underground Service Alert

 Call: TOLL FREE 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:

 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982

REVIEWED IN ACCORDANCE WITH CITY'S POLICY CONDITIONS OF APPROVAL BY:

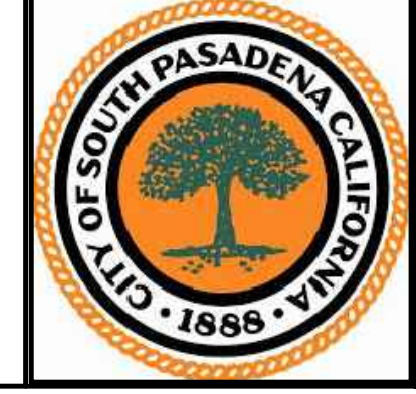
 TED GERBER

 R.C.E. NO.

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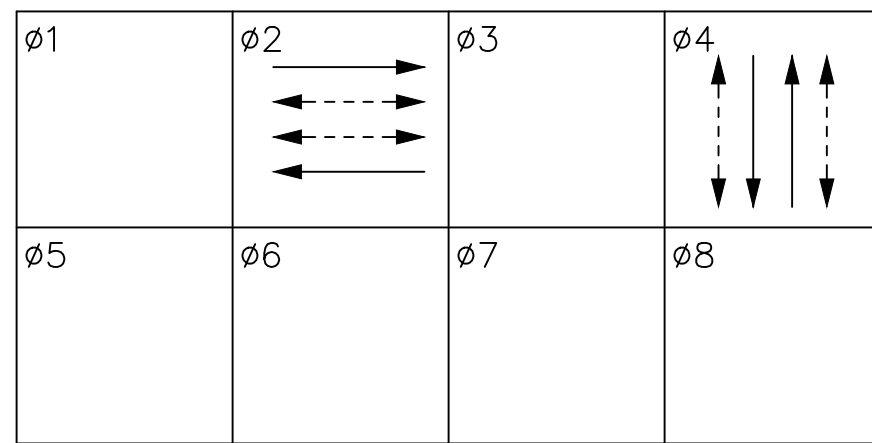
 TED GERBER

 R.C.E. NO.

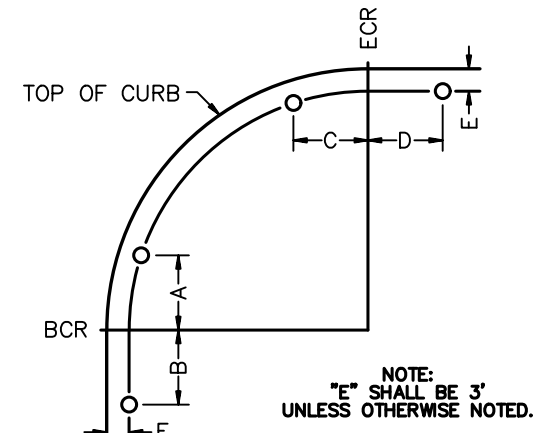
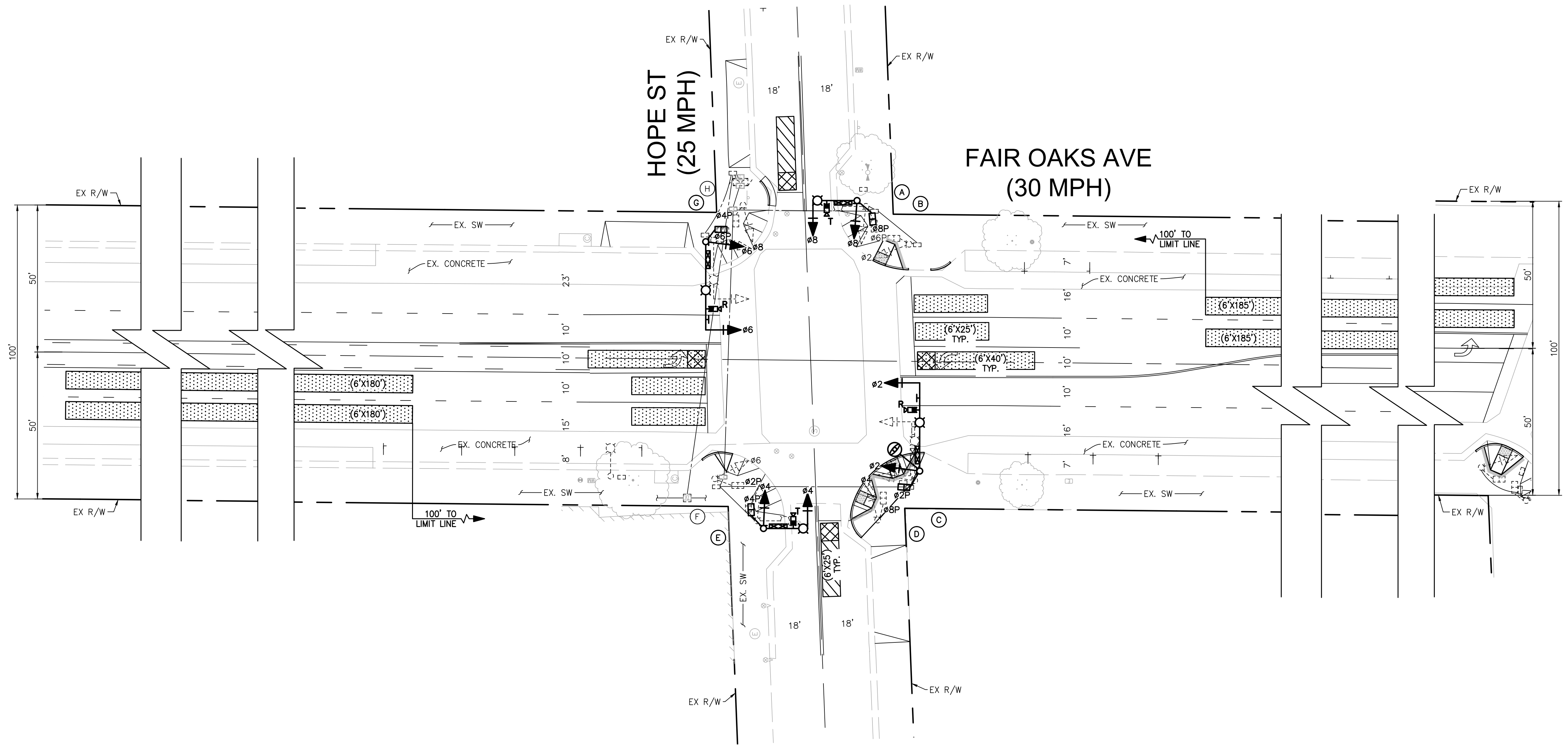
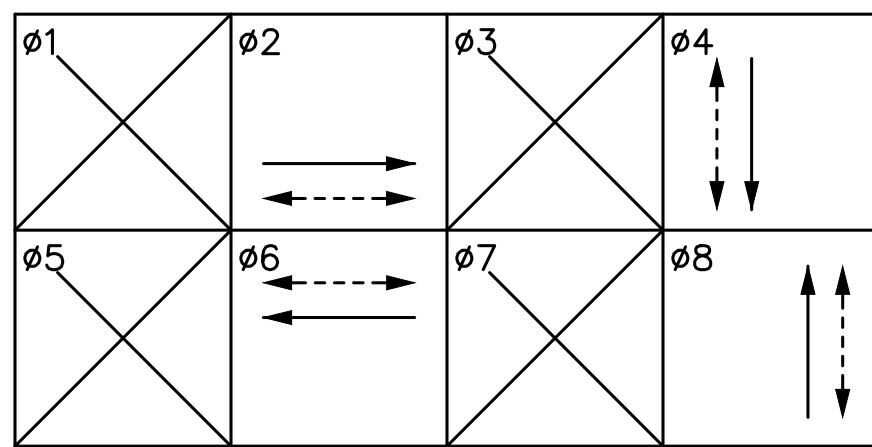


CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
 FAIR OAKS AVENUE & MISSION STREET
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 10

EXISTING PHASE DIAGRAM



PROPOSED PHASE DIAGRAM



POLE LOCATION DETAIL
(NO SCALE)

POLE SCHEDULE

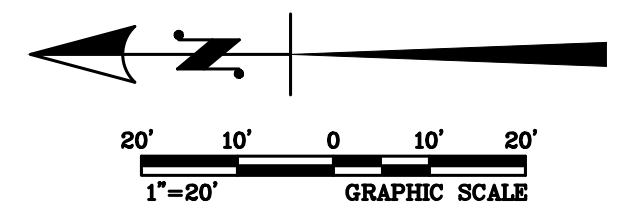
NO.	STANDARD				LUMINAIRE LED (WATTS)	VEHICLE SIGNAL MOUNTING			PPB (N)	POLE LOCATION					I.I.S.N.S. LEGEND	REMARKS	
	TYPE	HGT.	SIG. M.A.	LUM. M.A.		M.A.	POLE	PED. ^		A	B	C	D	E			
(A)	17-2-100(N)	30'	15'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø6(N)	W(N)	-	-	0.5'	-	6.5'	⊙ Fair Oaks ^{AVE} ₇₀₀ (N)	
(B)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø8(N)	W(N)	EXISTING					-	
(C)	24A-4-100(N)	35'	30'(N)	15'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø8(N)	N(N)	-	-	1.5'	-	6.5'	⊙ Hope ST ₁₀₀₀ (N)	
(D)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø2(N)	E(N)	EXISTING					-	
(E)	17-2-100(N)	30'	15'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø2(N)	E(N)	-	-	2.3'	7.4'	⊙ Fair Oaks ^{AVE} ₁₀₀₀ (N)		
(F)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø4(N)	S(N)	EXISTING					-	
(G)	24A-4-100(N)	35'	30'(N)	15'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø4(N)	S(N)	AS SHOWN ON PLAN					⊙ Hope ST ₁₆₀₀ (N)	
(H)	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	ø6(N)	W(N)	EXISTING					-	

LEGEND:

- BICYCLE DETECTION ZONE (6'X6' TYP.)
- ADJUSTED HYBRID VIDEO/RADAR DETECTION (AS SHOWN)
- ADJUSTED THERMAL VIDEO DETECTION (AS SHOWN)
- EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
- EXISTING VIDEO/RADAR DETECTION CAMERA TO BE RELOCATED TO NEW MAST ARM
- EXISTING THERMAL DETECTION SENSOR TO BE RELOCATED TO NEW MAST ARM
- PROPOSED CCTV CAMERA

CONCEPTUAL DESIGN:

1. UPGRADE POLE STANDARDS FOR POLES (A)(C)(D)(E)(G)
2. UPGRADE NW CORNER CURB RAMPS.
3. RELOCATE EXISTING VIDEO/RADAR OR VIDEO/THERMAL DETECTORS FROM POLES BEING REPLACED AND ADJUST DETECTION ZONES AS NEEDED.
4. SMOOTH BULB-OUT CURB ANGLES ON THE APPROACH MOVEMENTS
5. UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN
6. INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS
7. INSTALL CCTV CAMERA.
8. REFRESH STRIPING



Underground Service Alert
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TWO WORKING DAYS BEFORE YOU DIG

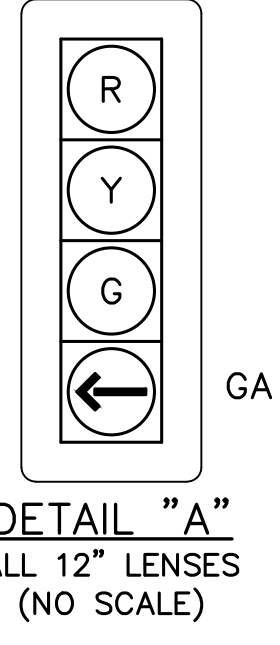
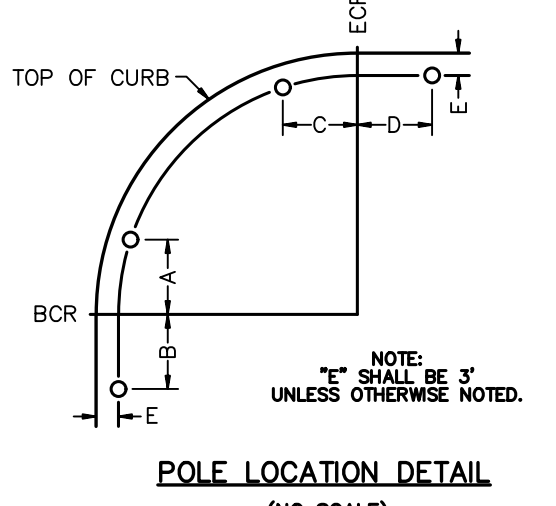
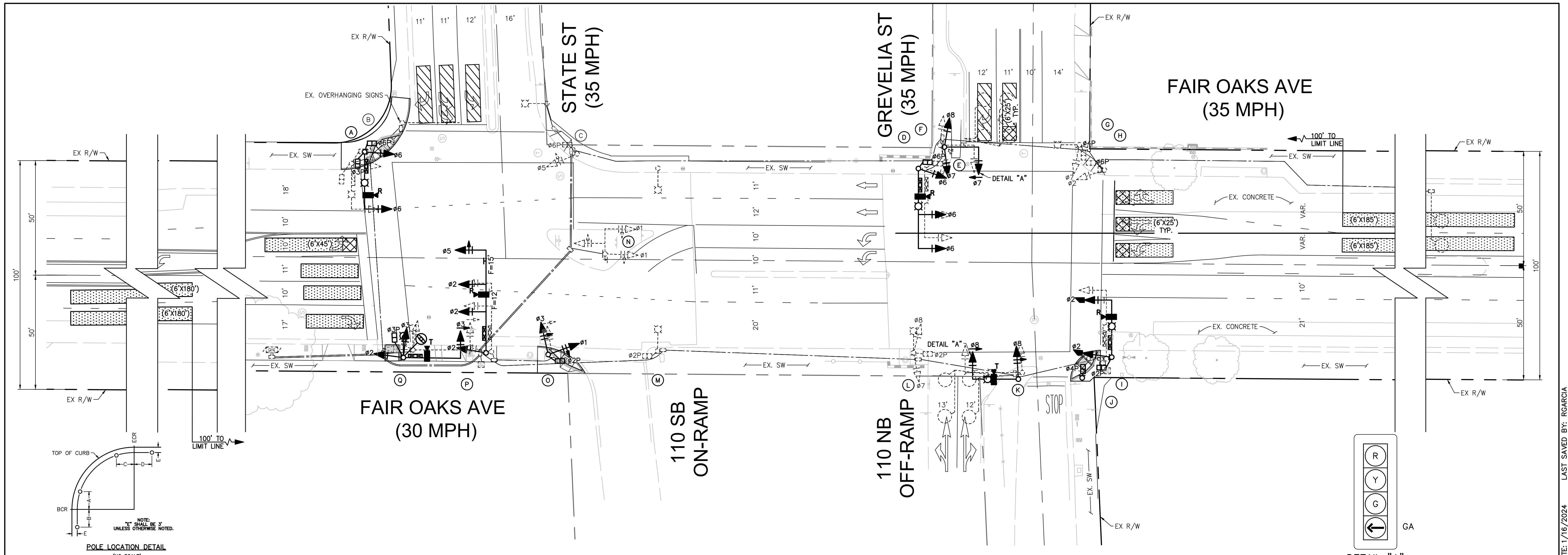
REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:
KOA
A LOCHNER COMPANY
5095 Murphy Canyon Rd, Suite 330
San Diego, California 92123
Tel: (619) 683-2933 Fax: (619) 683-7982

REVIEWED IN ACCORDANCE WITH CITY'S POLICY CONDITIONS OF APPROVAL BY:
TED GERBER
R.C.E. NO.



CITY OF SOUTH PASADENA
FAIR OAKS AVENUE
ITS IMPROVEMENT PROJECT
FAIR OAKS AVENUE & HOPE STREET
TRAFFIC SIGNAL MODIFICATION PLAN
PROJECT NO. 2020-02
SHEET NO. 11



POLE SCHEDULE										I.I.S.N.S. LEGEND	REMARKS		
NO.	TYPE	HGT.	SIG. M.A.	LUM. M.A.	LUMINAIRE LED (WATTS)	VEHICLE SIGNAL MOUNTING			POLE LOCATION				
A	19-2-100(N)	30'(N)	25'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-2-T(N)	Ø3(N)	S(N)	- - 10' - 5.5'	State ST 1600(N)	
B	PPB POLE	4'	-	-	-	-	-	-	Ø6(N)	W(N)	-	-	EXISTING
C	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø6(N)	E(N)	-	-	EXISTING
D	24-3-100(N)	30'(N)	35'(N)	12'(N)	200(N)	2-MAS(N)	SV-1-T(N)	SP-1-T(N)	-	-	- 3.5' 2.5'	Grevelia ST 1600(N)	
E	PPB POLE	4'	-	-	-	-	-	-	Ø6	E(N)	-	-	EXISTING
F	16-2-100(N)	18-6'(N)	15'(N)	-	-	MAS(N)	SV-2-T(N)	-	-	-	- 4.7' - 3'	-	
G	15	30'	-	12'	200 (N)	-	SV-1-T	SP-1-T	Ø6	W(N)	-	-	EXISTING
H	1-A	10'	-	-	-	-	TV-1-T	SP-1-T	Ø4	W(N)	-	-	EXISTING
I	19-2-100(N)	30'(N)	25'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	Ø4(N)	N(N)	- - 5' 3'	Grevelia ST 2000(N)	
J	1-A(N)	10'(N)	-	-	-	-	-	SP-1-T(N)	Ø2(N)	E(N)	1.2' - - 5'	-	
K	19-2-100(N)	30'(N)	20'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	-	-	-	-	-	AS SHOWN ON PLAN
L	15	30'	-	12'	200(N)	-	SV-2-TA	SP-1-T	Ø2	W(N)	-	-	EXISTING
M	15	30'	-	4'	200(N)	-	-	SP-1-T	Ø2	W(N)	-	-	EXISTING
N	33	15'	-	-	-	2-MAS	-	-	-	-	-	-	EXISTING
O	1-A(N)	10'(N)	-	-	-	-	TV-2-T(N)	SP-1-T(N)	Ø2	W(N)	4.6' - - 3'	-	
P	27-4-100(N)	17'(N)	45'(N)	-	-	3-MAS(N)	SV-1-T(N)	-	-	-	-	-	AS SHOWN ON PLAN
Q	19-2-100(N)	30'(N)	25'(N)	12'*	200(N)	MAS	SV-2-T(N)	SP-1-T(N)	Ø3	N(N)	-	-	AS SHOWN ON PLAN

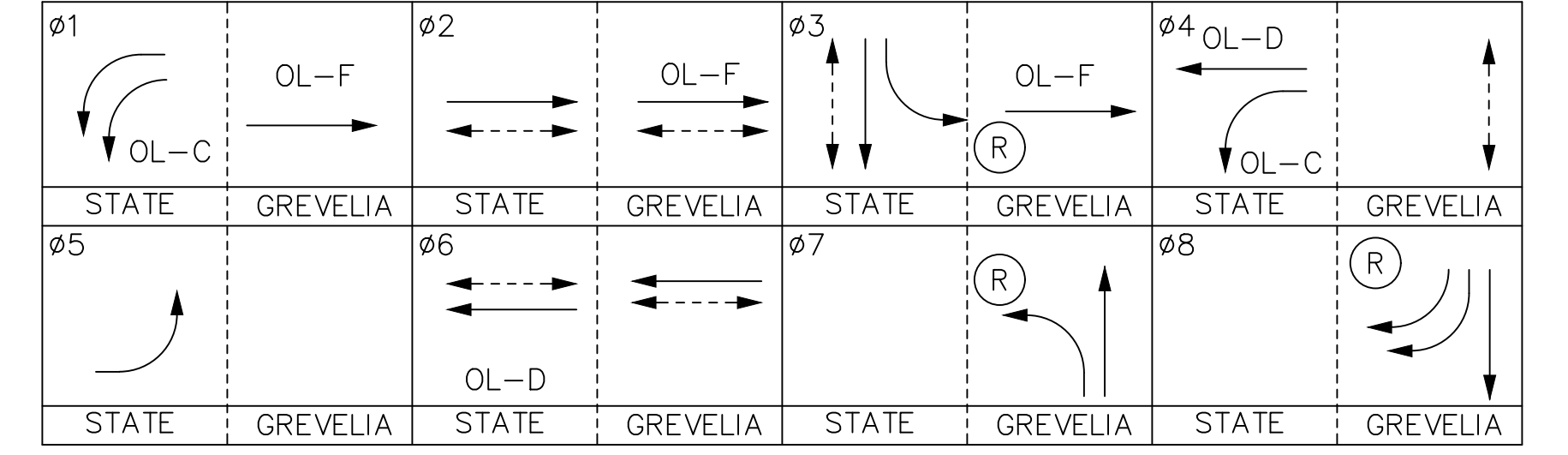
LEGEND:

- BICYCLE DETECTION ZONE (6'X6' TYP.)
- ADJUSTED HYBRID VIDEO/RADAR DETECTION (AS SHOWN)
- ADJUSTED THERMAL VIDEO DETECTION (AS SHOWN)
- EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
- PROPOSED HYBRID VIDEO/RADAR DETECTION SENSOR.
- PROPOSED THERMAL DETECTION SENSOR.
- PROPOSED CCTV CAMERA

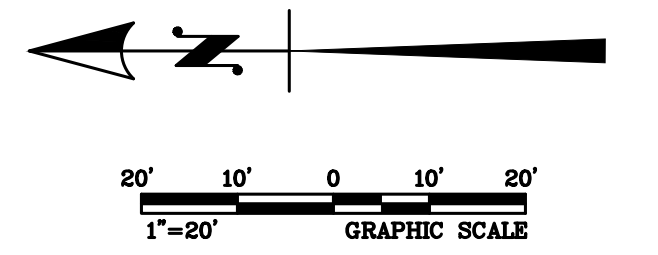
CONCEPTUAL DESIGN:

1. UPGRADE POLE STANDARDS FOR POLES (A)(D)(F)(I)(K)(M)(O)(Q)
2. UPGRADE CURB RAMP.
3. INSTALL NEW HYBRID VIDEO/RADAR DETECTORS FOR THE NORTHBOUND SOUTHBOUND, AND EASTBOUND APPROACHES. INSTALL NEW HYBRID VIDEO/THERMAL DETECTORS FOR BOTH EASTBOUND APPROACHES. PROVIDE THE INTENDED DETECTION ZONES AS SHOWN.
4. UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
5. INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
6. INSTALL CCTV CAMERA.
7. REFRESH STRIPING.
8. INSTALL TWO BLUETOOTH/WIFI/TPMS DETECTION SYSTEMS. MOUNT SENSOR ON SIGNAL STANDARD.

EXISTING PHASE DIAGRAM



REMARKS:
 (R) - RESTRICTED PHASES
 OL-C = Ø1 + Ø4
 OL-D = Ø4 + Ø6
 OL-F = Ø1 + Ø2 + Ø3



Underground Service Alert
 Call: TOLL FREE 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

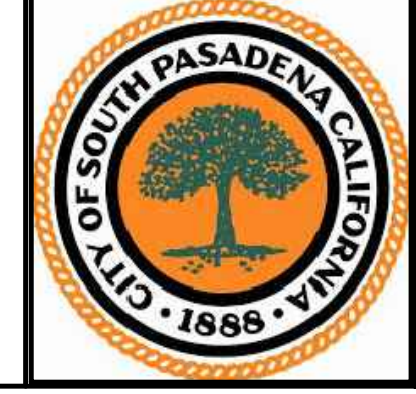
REVISIONS		
NO.	DESCRIPTION	APP. DATE

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 * - ROTATED LUMINAIRE ARM @ 90° TO THE RIGHT
 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 © - INDICATES CITY OF SOUTH PASADENA LOGO

PLANS REVIEWED BY:

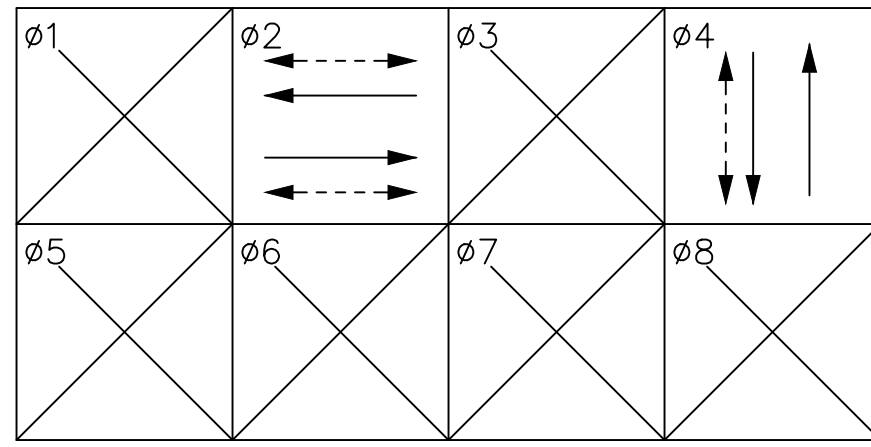
 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982

REVIEWED IN ACCORDANCE WITH CITY'S POLICY CONDITIONS OF APPROVAL BY:
 TED GERBER
 R.C.E. NO.

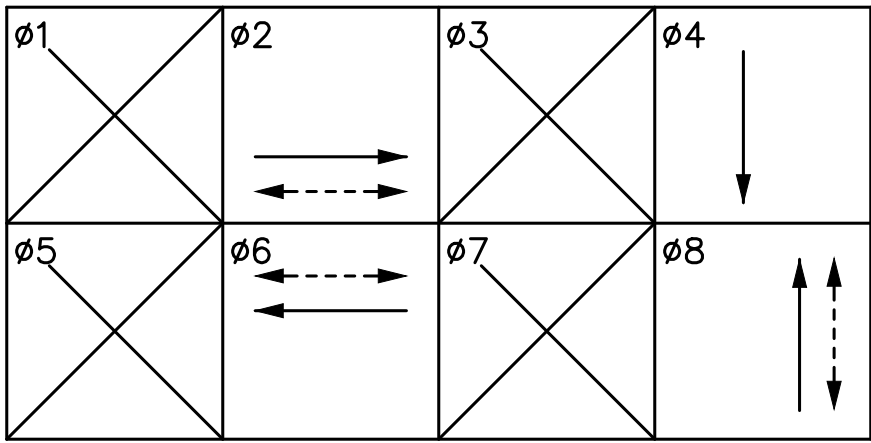


CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE
 ITS IMPROVEMENT PROJECT
 FAIR OAKS AVENUE & STATE/GREVELIA STREET
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 12

EXISTING PHASE DIAGRAM



PROPOSED PHASE DIAGRAM

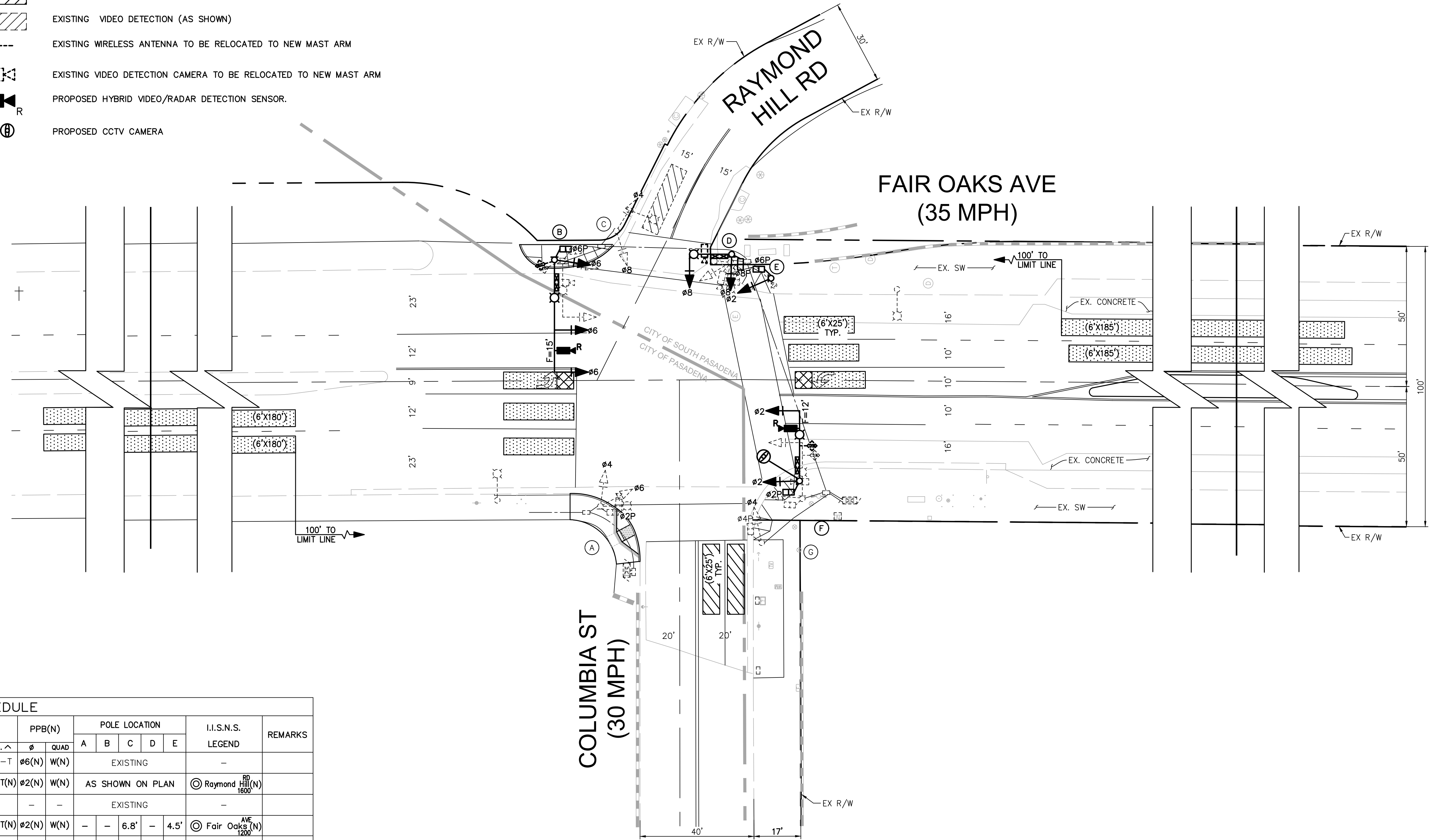
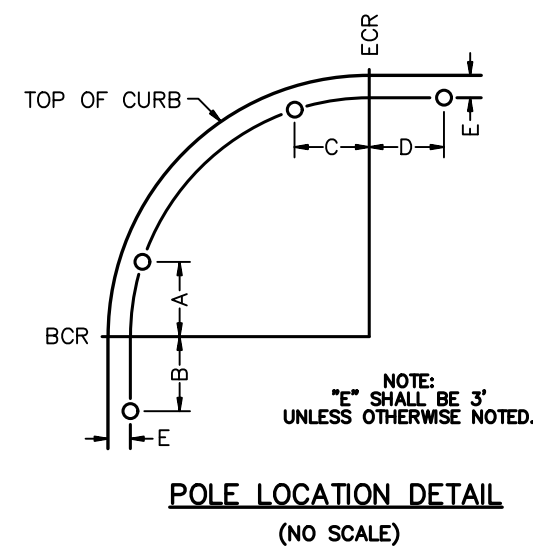


LEGEND:

- BICYCLE DETECTION ZONE (6'x6' TYP.)
- NEW HYBRID VIDEO/RADAR DETECTION (AS SHOWN)
- NEW VIDEO DETECTION (AS SHOWN)
- EXISTING VIDEO DETECTION (AS SHOWN)
- EXISTING WIRELESS ANTENNA TO BE RELOCATED TO NEW MAST ARM
- EXISTING VIDEO DETECTION CAMERA TO BE RELOCATED TO NEW MAST ARM
- PROPOSED HYBRID VIDEO/RADAR DETECTION SENSOR.
- PROPOSED CCTV CAMERA

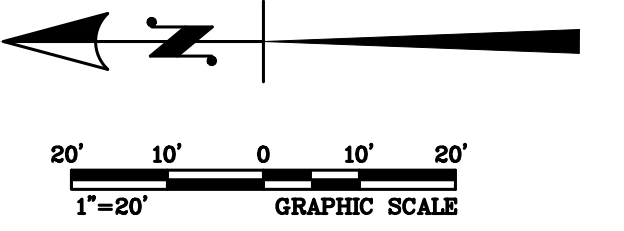
CONCEPTUAL DESIGN:

1. UPGRADE POLE STANDARDS FOR POLES (D)(E)(F).
2. UPGRADE NW AND NE CORNER CURB RAMP.
3. INSTALL NEW HYBRID VIDEO/RADAR DETECTION SENSOR ON POLES (D)(F). INSTALL HYBRID VIDEO/THERMAL DETECTORS FOR EASTBOUND AND WESTBOUND APPROACHES. PROVIDE INTENDED DETECTION ZONES.
4. UPGRADE PEDESTRIAN SIGNAL HEADS TO COUNTDOWN.
5. INSTALL NEW IISNS ON MAST ARMS PER CITY STANDARDS.
6. INSTALL CCTV CAMERA.
7. REFRESH STRIPING.
8. INSTALL ONE BLUETOOTH/WIFI/TPMS DETECTION SYSTEM. MOUNT SENSOR OR SIGNAL STANDARD.



NO.	STANDARD				LUMINAIRE LED (WATTS)	VEHICLE SIGNAL MOUNTING				POLE LOCATION					I.I.S.N.S. LEGEND	REMARKS	
	TYPE	HGT.	SIG. M.A.	LUM. M.A.		M.A.	POLE	PED. ^	ø	QUAD	A	B	C	D			E
(A)	15	30'	-	8'	200	-	SV-2-TA	SP-1-T	ø6(N)	W(N)	EXISTING					-	
(B)	26-3-100(N)	30'(N)	40'(N)	12'(N)	200(N)	2-MAS(N)	SV-1-T(N)	SP-1-T(N)	ø2(N)	W(N)	AS SHOWN ON PLAN					⊙ Raymond Hill RD _{1600'} (N)	
(C)	1-A	10'	-	-	-	-	SV-2-TA	-	-	-	EXISTING					-	
(D)	17-2-100(N)	30'(N)	15'(N)	12'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø2(N)	W(N)	-	-	6.8'	-	4.5'	⊙ Fair Oaks ^{AVE} _{1200'} (N)	
(E)	1-A(N)	10'(N)	-	-	-	-	SV-1-T(N)	SP-1-T(N)	ø4(N)	N(N)	2.3'	-	-	-	5.5'	-	
(F)	19A-3-100(N)	30'(N)	25'(N)	15'(N)	200(N)	MAS(N)	SV-1-T(N)	SP-1-T(N)	ø4(N)	N(N)	-	-	8.5'	-	3'	⊙ Columbia ST _{1500'} (N)	
(G)	1-A	10'	-	-	-	-	SV-1-TA	SP-1-T	ø6(N)	EN)	EXISTING					-	

ALL EQUIPMENT IS EXISTING UNLESS OTHERWISE NOTED.
 (N) - INDICATES NEW EQUIPMENT. (R) - INDICATES RELOCATED EQUIPMENT.
 ⊙ - INDICATES CITY OF SOUTH PASADENA LOGO



Underground Service Alert
 Call: TOLL FREE 8-1-1
 TWO WORKING DAYS BEFORE YOU DIG

REVISIONS		
NO.	DESCRIPTION	APP. DATE

PLANS REVIEWED BY:

 A LOCHNER COMPANY
 5095 Murphy Canyon Rd, Suite 330
 San Diego, California 92123
 Tel: (619) 683-2933 Fax: (619) 683-7982

REVIEWED IN ACCORDANCE WITH CITY'S POLICY CONDITIONS OF APPROVAL BY:

 TED GERBER
 R.C.E. NO. _____



CITY OF SOUTH PASADENA
 FAIR OAKS AVENUE ITS IMPROVEMENT PROJECT
 FAIR OAKS AVENUE & COLUMBIA STREET
 TRAFFIC SIGNAL MODIFICATION PLAN
 PROJECT NO. 2020-02
 SHEET NO. 13

ITEM 5

Approval of Minutes of the Regular Mobility and
Transportation Infrastructure Commission Meeting on
August 20, 2024



**CITY OF SOUTH PASADENA
MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION**

**MINUTES
REGULAR MEETING
Tuesday, August 20, 2024, AT 6:30 P.M.**

CALL TO ORDER:

Chair Hughes called the Meeting of the South Pasadena Mobility and Transportation Infrastructure Commission to order on Tuesday, August 20, 2024 at 6:47 P.M. in the City Council Chambers, 1424 Mission Street, South Pasadena, California.

ROLL CALL:

PRESENT

Chair	Kimberley Hughes
Commissioner	Eric Dunlap
Commissioner	Michelle Hammond
Commissioner	John Fisher
Vice Chair	Vacant

COUNCIL LIAISON

Mayor	Evelyn Zneimer
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ABSENT

Daniel Garcia, Management Analyst, announced a quorum.

CITY STAFF PRESENT:

Ted Gerber Public Works Director (PWD); Daniel Garcia, Management Analyst (MA) were present at Roll Call

PLEDGE OF ALLEGIANCE

The Flag Salute was led by Commissioner Dunlap.

PUBLIC COMMENT

1. PUBLIC COMMENT – GENERAL (NON-AGENDA ITEMS)

In-person Public Comments

No comments.

PRESENTATION

2. MARENGO AVENUE SAFETY ASSESSMENT PRESENTATION

PWD Gerber announced the departure of Commissioner Zavala and the need to fill the vacancy once another member is added to the Commission. PWD Gerber presented information about the Marengo Avenue Safety Assessment, which addresses traffic, speeding, and signage concerns and addressed questions from commissioners.

Discussion ensued and staff responded to questions raised by the Commission.

In-person Public Comments

Michael Sloss provided public comment and opinion regarding suggestions to improve safety of pedestrians on Marengo, which include more lighting on the street as well as physical changes to the street.

Barbara Cox provided public comment urging for the commissioners to support the safety changes because of the past accidents that have occurred on Marengo. She expressed the community's support for safety changes and that the public works directors from both the City of Alhambra and City of South Pasadena had come together to observe and show support at a busy intersection.

Commissioner Dunlap asked what can or has been done currently to improve the safety of Marengo. PWD Gerber provided a list of actions that have been taken and can be taken to continue to improve safety on the street.

Commissioner Fisher and Chair Hughes expressed support to implement any changes they can do

3. PROJECT STATUS UPDATE

Recommendation

It is recommended that the Commission receive and file an update on the status of projects related to the City's mobility and transportation Infrastructure.

PWD Gerber gave a brief project update.

Staff responded to questions raised by the Commission.

ACTION/DISCUSSION

4. APPROVAL OF MINUTES OF SPECIAL MTIC MEETING ON JUNE 13, 2024

Recommendation

It is recommended that the Commission review and consider approval of the June 13, 2024 Special MTIC Meeting Minutes.

Commissioner Dunlap noted that the minutes from the June meeting said Public Works Commission instead of Mobility & Transportation Infrastructure Commission.

COMMISSION ACTION AND MOTION

A motion was made by Commissioner Dunlap, seconded by Commissioner Hammond to approve the minutes as amended. The motion carried 4-0

AYES: Hughes, Hammond, Fisher, Dunlap

NOES: None.

ABSENT: None.

ABSTAINED: None.

COMMUNICATIONS

5. CITY COUNCIL LIAISON COMMUNICATIONS

Mayor Zneimer shared some learnings from the Verdugo Joint Powers Authority Board Meeting she attended. There is money from Measure M that is available for improvements for the City of South Pasadena and there are lots of avenues for funding for potential future work in the city.

6. COMMISSIONER COMMUNICATIONS

Chair Hughes thanked PWD Gerber for putting together the presentation and creating all the graphs.

7. STAFF LIAISON COMMUNICATIONS

PWD Gerber thanked Vice Chair Zavala for all his contributions and Vice Chair Zavala graciously let staff know he wouldn't be continuing on the commission. Mayor Zneimer expressed that she can still appoint and might reach out to Larry Abelson because he would be very valuable to the commission.

ADJOURNMENT

There being no further matters, Chair Hughes adjourned the meeting of the Mobility and Transportation Infrastructure Commission at 8:52 p.m. to the next Regular Mobility and Transportation Infrastructure Commission meeting scheduled for September 17, 2024.

Respectfully submitted:

APPROVED:

Chair

Approved at Mobility and Transportation Infrastructure Commission: