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

Council Chamber
1424 Mission Street, South Pasadena, CA 91030
January 17, 2023 at 6:30 p.m.

IN-PERSON HYBRID

South Pasadena Mobility and Transportation Infrastructure Commission Statement of Civility
As your elected 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 tonight will be for the benefit of the South Pasadena community and not for personal gain.

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

Pursuant to Government Code Section 54953, subdivision (e) (3), meetings of the Mobility and Transportation Infrastructure Commission (MTIC) for January 17, 2023, will be conducted remotely and held by video conference.

The in-person/virtual hybrid meetings will maintain transparency and public access while protecting the health and safety of the public. Members of the public have the option to participate in-person or via Zoom using the following link:

Mobility and Transportation Infrastructure Commission
Zoom Meeting Information
Meeting ID: 864 8232 8837
Passcode: 480381

1. Go to the Zoom website, https://zoom.us/join and enter the Zoom Meeting information accordingly; or
2. Click on the following unique Zoom meeting link:
https://us02web.zoom.us/j/86482328837?pwd=M2MwSUxzRVlKRC9aYW4zOGJKUmtzZz09
or
3. You may listen to the meeting by calling: +1-669-900-6833 and entering the Zoom Meeting ID and Passcode when prompted to do so.

For additional Zoom assistance with telephone audio, you may find your local number at:
https://us02web.zoom.us/u/ky9n7bhtz

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), and 2) what agenda item you are submitting public comment on, and/or 3) Submit by no later than 12:00pm., on Tuesday, January 17, 2023.

CALL TO ORDER: Chair John Fisher

ROLL CALL: Commissioners: Lawrence Abelson, Eric Dunlap, John Fisher, Kimberley Hughes, and Diego Zavala.

CITY COUNCIL LIAISON: Mayor Jon Primuth

STAFF PRESENT: Ted Gerber, Public Works Director ("PWD") and Leaonna DeWitt, Public Works Assistant ("PWA")

PLEDGE OF ALLEGIANCE: Commissioner Hughes

PUBLIC COMMENT

1. Public Comment – General

INFORMATION REPORTS

2. Project Status Update – PWD Gerber

3. Review of Development Projects and Transportation Impact Analysis Methodology

ACTION / DISCUSSION

4. Approval of Minutes of the Regular Mobility and Transportation Infrastructure Commission Meeting on November 17, 2022

COMMUNICATIONS

5. City Council Liaison Communications

6. Commissioner Communications

7. Staff Liaison Communications

ADJOURNMENT

FUTURE MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETINGS

February 21, 2023	Council Chamber	6:30 p.m.
March 21, 2023	Council Chamber	6:30 p.m.
April 18, 2023	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's website as required by law.

1/12/2023
Date

/s/
Leaonna DeWitt
Public Works Assistant

ITEM 2
Project Status Update

Staff Report Forthcoming

ITEM 3
Review of Development Projects and Transportation Impact Analysis Methodology

Mobility and Transportation Infrastructure Commission Agenda Report

ITEM NO. 3

DATE: January 17, 2023

FROM: H. Ted Gerber, Director of Public Works

SUBJECT: **Review of Development Projects and Transportation Impact Analysis Methodology**

Recommendation
It is recommended that the Commission receive information related to recently approved development projects in the City and a review of the City's adopted Traffic Impact Analysis Methodology.

Overview
The 2022-2023 Work Plan includes an item to review development projects and the related transportation impacts. The most recent development projects reviewed and approved by the Planning Commission included a project named Arbor Square, located at 815 Fremont, and a project named Fairview Court, located at 1020 El Centro. The City adopted its Transportation Impact Analysis Methodology (TIA Guidelines) on May 20, 2020 (Attachment 1).

Background
In 2013, Governor Brown signed Senate Bill 743 (SB 743, Steinberg) to change the way transportation impacts are analyzed under CEQA. The goal of SB 743 was to better align transportation impacts analyzes with the state's goals of reducing greenhouse gas emissions and promoting multimodal transportation networks. In 2019, the State Office of Planning and Research (OPR) and the Natural Resources Agency issued new California Environmental Quality Act (CEQA) Guidelines for analyzing transportation impacts. The new rules required the measurement of transportation-related impacts using "Vehicles Miles Traveled" or VMT instead of "Level of Service" or LOS. VMT measures the per capita number of car trips generated by a project and distances cars will travel to and from a project, and is meant to measure the environmental impacts of related greenhouse gas emissions, for example, rather than traffic congestion or delays. In the past, transportation impacts were measured according to CEQA using the metrics of congestion by LOS, which evaluated impacts to street capacity, vehicle flow and delay, i.e. the ability of vehicles to move through the streets efficiently. VMT metrics are intended to evaluate the ability of a project to reduce vehicle traffic, create capacity, and incentivize alternative modes of travel such as transit, bicycle, and walking with the goal of reducing overall greenhouse gas emissions. In addition to the CEQA VMT criteria, the City's TIA Guidelines continue the practice of evaluating LOS when evaluating impacts of development projects.

Analysis & Discussion

815 Fremont (Arbor Square)

This development consists of a four-story mixed-use project containing fifty (50) rental residential units, ground floor commercial space, and ground floor and underground parking at 815 Fremont Avenue. The project site is currently developed with a Carrow's restaurant and parking lot improvements, which will be demolished. Access to the site is currently provided by Mission Street to the south, Fremont Avenue to the east, and via a flag driveway from Hope Street to the north. Driveway access on Mission will be removed, and provided on Fremont Avenue and Hope Street.

A traffic impact study (Attachment 2) was conducted to analyze potential impacts of the project. The report addressed potential impacts to traffic circulation and levels of service (LOS) in addition to vehicular miles traveled (VMT). Field traffic counts were conducted and proximate intersections were analyzed. The report found that the proposed project is forecast to result in no significant traffic impact at the study intersections. The report also found that the project met the City's screening criteria for a determination that the project would be presumed not to have potential impacts to vehicle miles traveled (VMT) as it will result in a total of less than 100 net trips per day (small project size) and as it is located within a low VMT area. Per the TIA Guidelines, the project only needs to meet one criterion to screen out for a detailed VMT analysis. The City's current infrastructure will be able to accommodate pedestrians due to sidewalks being available on both sides of Fremont Avenue, Hope Street, and Mission Street. There are also crosswalks located in the project area to facilitate pedestrian movement/travel within the City.

Typically, the City issues Conditions of Approval (COAs) attached to a project as it is approved through the Planning Commission. As a COA on this project, the developer is required to enter into an agreement with the City to pay for preparation of a traffic study that shall focus on circulation after the project is completed and occupied. If required by the City Engineer, the traffic study shall focus on on-site and off-site circulation, including the driveway accesses on Hope Street and Fremont Avenue (inbound/outbound) and turning movements to determine appropriate striping, pavement markings, and/or signage to improve motor vehicle and pedestrian safety on Hope Street, Fremont Avenue and Mission Street.

1020 El Centro (Fairview Court)

The proposed Fairview Court Project consists of five new four-story mixed-use buildings containing a total of 108 residential condominium units, of which 19 units are proposed to be at a moderate-income affordable level. The residential units for the project are proposed at various sizes. In addition, the existing structure on site will be converted into commercial spaces. The project will provide two-level of subterranean parking for condominium residents, guests, employees, and patrons of the commercial

establishments. Vehicular access is provided from Fairview Avenue on the easterly property line. One (1) 20-foot-wide driveway will provide vehicular circulation onto the site. The driveway will provide ingress and egress access into the proposed two-level of subterranean parking. According to the applicant, the second level of the underground parking will be for residential use only and will be implementing a security access key for entrance. The first level of the underground parking will be utilized for commercial uses and as public parking for patrons of the commercial establishments. Pursuant to the Mission Street Specific Plan, new buildings shall not have vehicular access from Mission Street, and this project complies with this standard. Additionally, the site has an existing driveway providing access from Diamond Avenue along the westerly property line. The driveway measures approximately 10-feet wide and will provide vehicular access to the proposed service area and trash enclosures for the project. The driveway will not be utilized for any vehicular access for residents or patrons onto the site.

As described above, the City's TIA Guidelines include a screening evaluation to determine whether the project is expected to have a less than-significant VMT impact or if further VMT analysis was required. In accordance with the City's TIA Guidelines and as stated in the transportation study (Attachment 3), the project is located in a transit priority area (TPA). Therefore, the project was not be required to conduct further detailed VMT transportation analysis pursuant to the screening thresholds in the TIA Guidelines. As a result, no significant CEQA transportation impact is anticipated with the development of the Project.

The project study found that the addition of project traffic would not result in a change of peak hour LOS to deficient levels, nor would result in incremental delay increases that exceed the thresholds to generate a local impact at any of the five study intersections. This is under both 'Existing with Project Conditions' (Year 2021) and 'Future with Project Conditions' (Year 2024). Furthermore, the project would not lengthen any left-turn or right-turn queues by 25 feet or more. None of the unsignalized intersections would meet the peak hour warrants for potential signalization. Thus, the project would not result in a local traffic impact and no mitigation is required.

As a COA on this project, the applicant shall enter into an agreement with the City to pay for the preparation of a traffic study that shall focus on circulation after the project is completed and occupied. If required by the City Engineer, the traffic study shall be in compliance with the City of South Pasadena's adopted Transportation Impact Analysis methodology and focus on on-site and off-site circulation, including the driveway accesses (inbound/outbound) and turning movements to determine appropriate striping, pavement markings, and/or signage to improve motor vehicle and pedestrian safety on Mission Street, El Centro Street, Fairview Avenue and Diamond Avenue. Additionally, the study shall include new turning movement counts and traffic signal warrant analysis at the intersections of Fairview Avenue at Mission Street and El Centro Street. Should additional mitigation measures be required, the project applicant shall contribute their fair share of the cost towards the implementation.

Public Notification of Agenda Item
The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, and posting of the same agenda and reports on the City's website.

Attachment
1. City of South Pasadena Transportation Impact Analysis Methodology Guidelines
2. 815 Fremont Avenue Traffic Impact Study
3. Transportation Study for the Fairview Court Project

Attachment 1

City of South Pasadena Transportation Impact Analysis Methodology Guidelines

City of South Pasadena

Transportation Impact Analysis Methodology Guidelines

May 6, 2020

Introduction

The following Transportation Impact Analysis Methodology was developed on behalf of the City of South Pasadena (City) to address the 2019 amendments to the California Environmental Quality Act (CEQA) Guidelines made by the Natural Resources Agency as required by Senate Bill 743 (SB 743).

The primary change to CEQA guidelines includes the prohibition of traditional traffic operations analysis metrics of roadway delay or capacity as described by "Levels of Service (LOS)" with a recommended metric of Vehicle Miles Traveled (VMT) indexed to population and/or employment. This transitions the environmental analysis of a Project's effect on the transportation system from how it affects congestion on facilities, such as intersection or roadway lanes, to the average distance traveled by vehicles. The change to VMT is tied to Greenhouse Gas (GHG) emissions and supports the GHG reduction goals of the California Global Warming Solutions Act of 2006 (Assembly Bill 32).

For the purposes of CEQA Transportation Impact Analysis the City will utilize measures of VMT per capita, per employee, and per service population (residents plus employees). However, the City will continue to maintain the use of LOS traffic analysis guidelines to assess project impacts and mitigation measures for all projects. This will require a separate traffic study, beyond the appropriate CEQA document.

The Transportation Impact Analysis Methodology is divided into two sections: one for CEQA Transportation Impact Analysis and one for Local Traffic Assessment and Mitigation Measures.

CEQA Transportation Impact Analysis Methodology

Section 15064.3 of the CEQA guidelines (Appendix G) required that projects be assessed for how they would affect the four criteria listed below:

> XVII. TRANSPORTATION
> Would the project:
> a. Conflict with a program plan, ordinance or policy-addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
> b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
> c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
> d. Result in inadequate emergency access?

SB 743 establishes updates to Section 15064.3 and includes the following requirements:

- Identifies vehicle miles traveled (amount and distance of automobile traffic attributable to a project) as the most appropriate measure of transportation impacts;
- Declares that a project's effect on automobile delay shall not constitute a significant environmental impact;
- Creates a rebuttable presumption of no significant transportation impacts for (a) land use projects within one-half mile of either an existing major transit stop[1] or a stop along an existing high quality transit corridor, (b) land use projects that reduce VMT below existing conditions, and (c) transportation projects that reduce or have no impact on VMT;
- Allows a lead agency to qualitatively evaluate VMT if existing models are not available; and
- Gives lead agencies discretion to select a methodology to evaluate a project's VMT, but requires lead agencies to document that methodology in the environmental document prepared for the project.

The following Transportation Impact Analysis Methodology for land use plans, land development projects, and transportation projects was established as a standard for the City to assess the transportation impacts of projects under CEQA.

Projects would be first reviewed to determine if there is potential for significant environmental impacts using screening criteria. Based on the screening analysis, the Director of Public Works will make the determination if a VMT transportation analysis is required as part of CEQA documentation.

Methodology for Land Use Plans

Transportation Impact Analysis

For plans that would change population and/or employment, the Southern California Association of Governments (SCAG) model will be used to forecast the change in VMT. The model parameters will be determined by the Director of Public Works prior to analysis. The total VMT of the land use plan area will be divided by population (per capita) and service population (population plus employees). The comparison will use the same model year for both scenarios (e.g., a land use plan with a buildout of 2040 would be compared to a baseline year 2040 no project scenario). The baseline model scenario VMT per population and service population will also be reported in the analysis, but will not be used to

[1] A "major transit stop" is a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

determine potential significant environmental impacts. However, the City will require projects to analyze LOS, apart from CEQA, to identify appropriate mitigation measures.

Threshold of Significance

A significant impact would occur if the VMT per capita or service population for the land use plan exceeds the VMT per population or service population of the baseline.

Cumulative Threshold of Significance

A cumulative significant impact would be the same as the project-level impact since the analysis includes all regional land use and transportation cumulative conditions.

Methodology for Land Development Projects

Screening Analysis

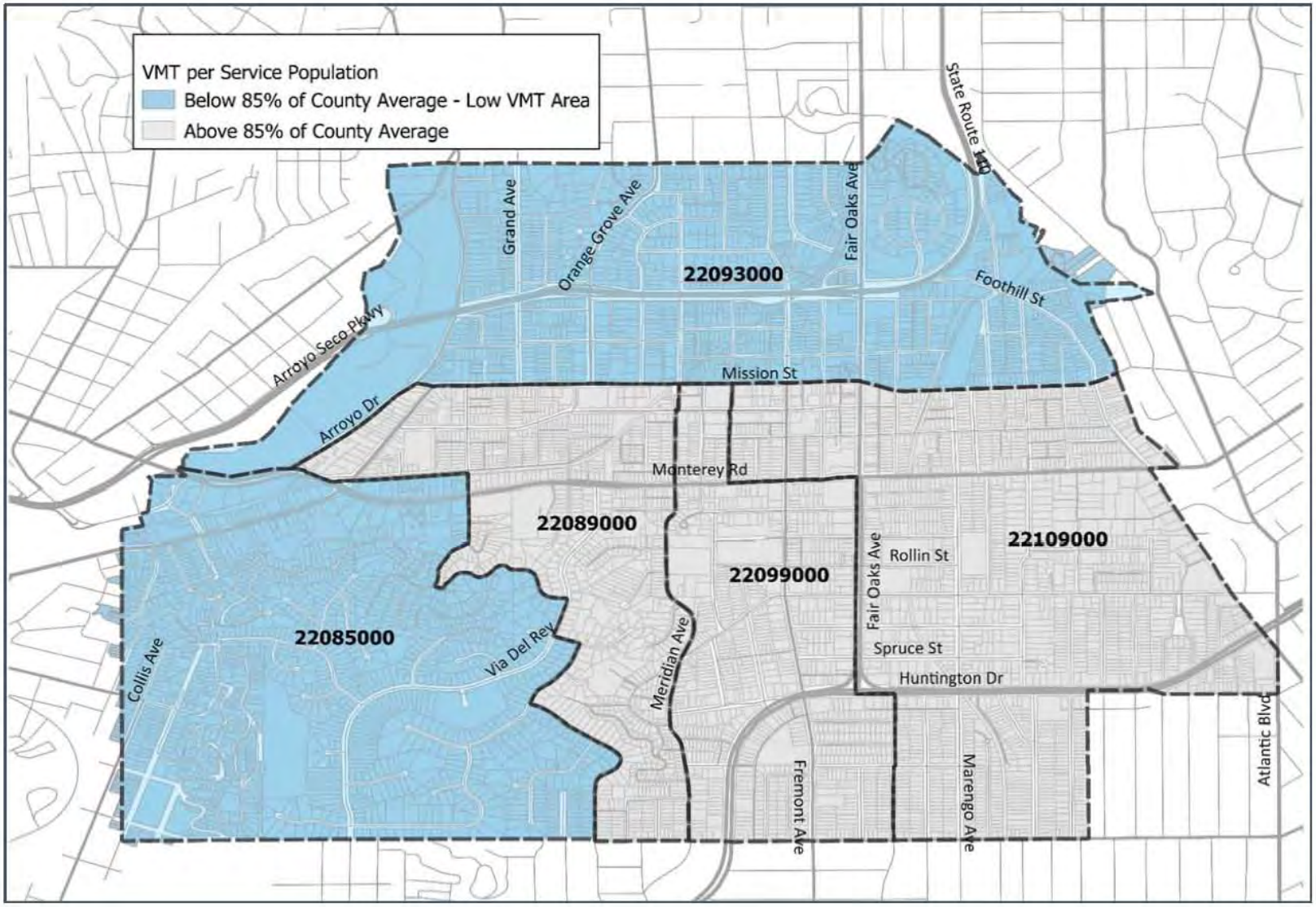
Land use development projects will use the below screening thresholds to determine if a detailed CEQA Transportation Impact Analysis is necessary. Projects that do not meet the screening thresholds will be presumed to cause a less than significant CEQA transportation impact and will not require a detailed transportation impact analysis. The project applicant will be required to submit their screening threshold findings to the Director of Public Works for concurrence.

Land Use Development Screening Thresholds:

a) **Small Project Size** – projects that would generate fewer than 100 trips per day. Applications may use the latest version of the Institute of Transportation Engineers (ITE) Trip Generation Manual to calculate the number of trips from their proposed project. For example, based on the latest ITE Trip Generation Manual, fewer than 100 daily trips would result from a 13-unit apartment building (ITE code 220), a 30 unit attached senior housing development (ITE code 252), or a 10,000 square foot office (ITE code 710). As with other types of transportation analysis, the trip generation of the current uses would be removed from the proposed project so only net trips are assessed for the screening determination.

b) **Low VMT Area** – projects consistent with the General Plan and any relevant Specific Plan and located in areas of the City calculated to have low VMT per capita or per service population. Based on an analysis using the SCAG Travel Demand Model, two Traffic Analysis Zones (TAZ) located in the western and northern parts of the City (shown in blue in Figure 1) have VMT per service population below 85 percent of the Los Angeles County averages (TAZs 22085000 and 22093000).

Figure 1: City of South Pasadena Low VMT TAZs



c) **Within a Transit Priority Area** – projects within ½ mile of the five major transit stops in the City would be screened from analysis unless they have a floor area ratio of less than 0.75, include more parking than required by the City, are inconsistent with the SCAG RTP/SCS, or replace affordable housing units with a smaller number of moderate or high income residential units. The five major transit stops in the City include:

1) Huntington Drive / Fair Oaks Avenue / Marengo Avenue intersection bus stops
2) Huntington Drive / Atlantic Boulevard / Garfield Avenue intersection bus stops
3) Fair Oaks Avenue / Mission Street intersection bus stops
4) Fair Oaks Avenue / Glenarm Street intersection bus stops (located within the City of Pasadena)
5) South Pasadena Metro Gold Line Station

The transit priority areas of the City form a contiguous area encompassing most of eastern South Pasadena including the Downtown Specific Plan areas along Mission Street and Fair Oaks Avenue and the Neighborhood Centers along Huntington Drive at Garfield Avenue, Fletcher Avenue, and Fremont Avenue. Figure 2 shows a map of the parcels within the transit priority areas of the City in blue.

Project applicants should include their specific location within the transit priority areas since CEQA guidelines require the City to consult with public transit agencies with facilities within one-half mile of the proposed project regardless of whether the project could affect those facilities and regardless of whether the agency is preparing a negative declaration or an environmental impact report.

A map combining the low VMT TAZs and the transit priority areas is shown in Figure 3.

Figure 2: City of South Pasadena Transit Priority Areas

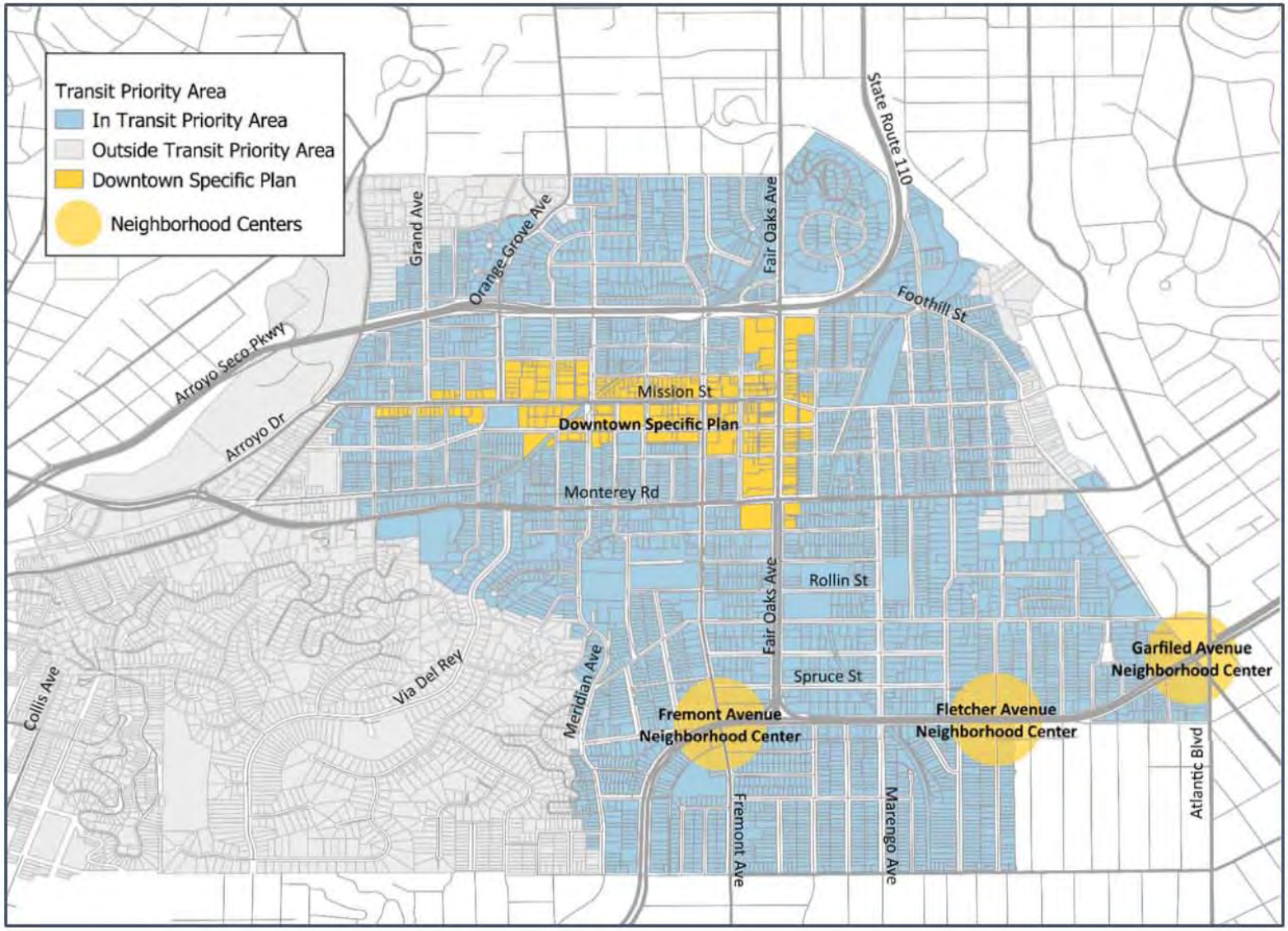
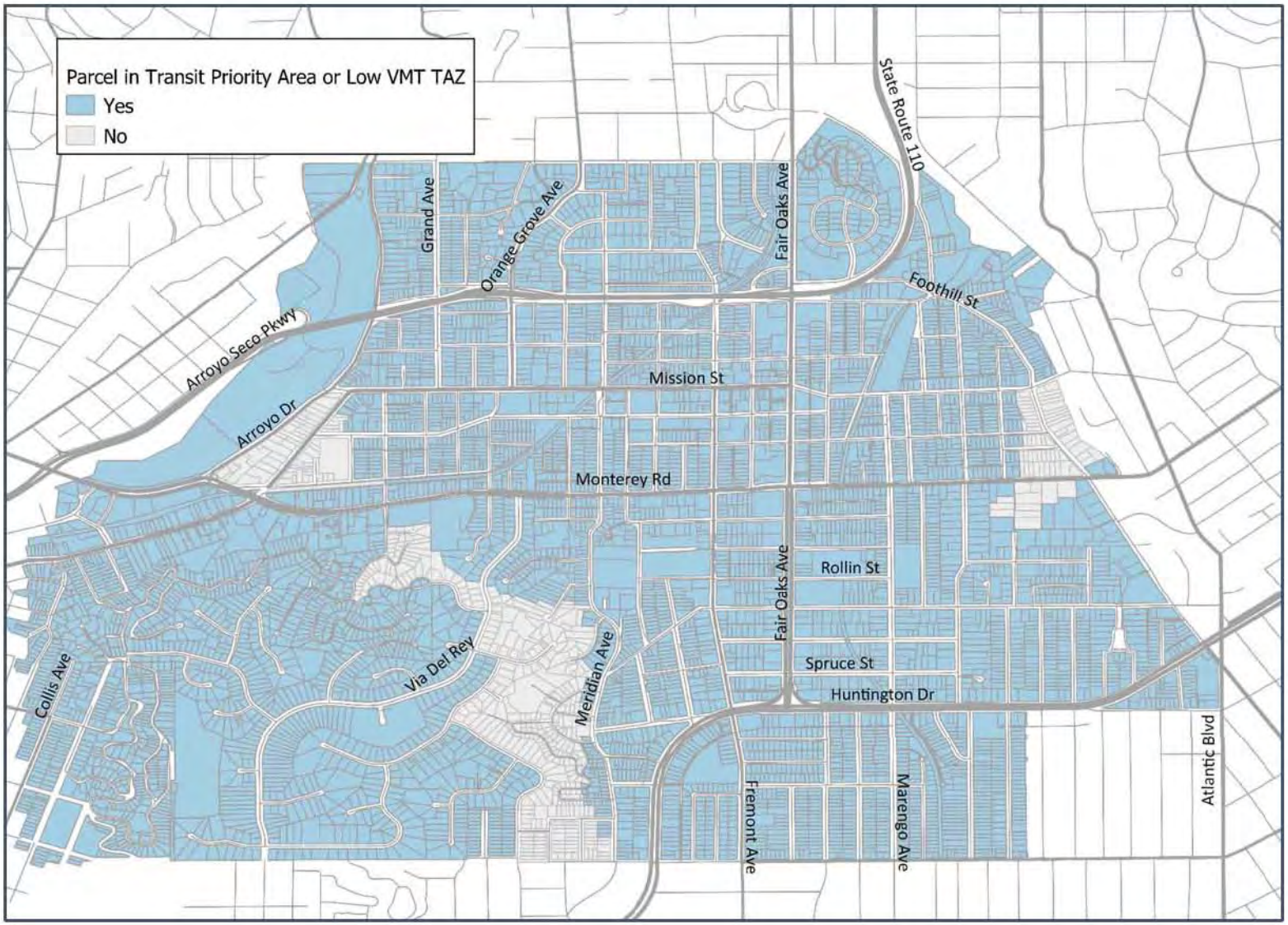


Figure 3: City of South Pasadena Transit Priority Areas and Low VMT TAZs



d) **Retail Projects** – Retail projects of less than 50,000 square feet. New neighborhood-serving retail typically redistributes shopping trips rather than creating new trips. Retail projects with less than 50,000 square feet outside of the Downtown Specific Plan are considered to be local serving retail for the adjacent community.
e) **Affordable Housing** – Portions of developments that include below market-rate housing. Adding affordable housing to transit-rich, infill areas generally improves job-housing balance and access. Therefore, the City will find a Less Than Significant-Impact for development projects with a majority of affordable housing (over fifty percent) and the portions of a development project with less than fifty percent affordable housing.
f) **Redevelopment Projects** – Replacement of an existing land use with a land use that generates less VMT than its previous use. Based on the average trip lengths within the project TAZ and the trip generation of the existing development and proposed project, a project applicant can demonstrate if their proposed project leads to a net overall increase or decrease in VMT. Demonstration of a net decrease in VMT would screen the project from CEQA Transportation Impact Analysis.
g) **Community Serving Projects** – Similar to the screening of retail projects, municipal projects such as schools, parks, community centers, libraries and other community-serving uses would be intended for local use and would be presumed to have a Less Than Significant Impact on transportation based on the discretion of the Public Works Department.

Transportation Impact Analysis

Projects not screened as Less Than Significant Transportation Impacts would be required to undergo a CEQA Transportation Impact Analysis. The SCAG Travel Demand Model or other similar models as approved by the Director of Public Works will be used to determine the project's VMT. The VMT will be presented as VMT per capita for residential projects, VMT per employee for employment projects (retail, office, industrial), and VMT per service population for mixed-use projects. Project VMT may be determined through new model runs or by using the VMT per capita, employee, or service population for the current land uses in the model TAZ that would contain the proposed project.

Notwithstanding above, projects that will produce 100 or more trips will be required to provide a LOS analysis of the roadways segments and interactions as defined by Director of Public Works to determine the operational impact as per City's LOS impact criterion, and the projects will be required to address the identified operational impacts. The LOS requirements and associated mitigation measures for projects producing less than 100 trips will be determined by Director of Public Works, and the projects will be required to address the identified operational impacts.

Projects will be required to pay for the LOS analysis and the traffic study to determine the project impacts on the roadways and required mitigation measures. The LOS studies will be managed by Public Works Department and the costs will include 15 percent administrative charges for staff time.

Threshold of Significance

A significant impact would occur if the project VMT index per capita, per employee, or per service population is higher than the Los Angeles County VMT index average.

Cumulative Threshold of Significance

Similar to the project significance determination, a significant cumulative impact would occur if the project VMT per capita, per employee, or per service population is higher than the Los Angeles County average. This is because analysis of a project's VMT is a cumulative analysis of the incremental effect of the project considered in connection with the effects on past, current and future projects.

Methodology for Transportation Projects

Screening Analysis

Transportation projects not expected to increase VMT (such as intersection turn lanes, signalization, bicycle, pedestrian, or transit projects), as determined by the City's Public Works Department, would be presumed to have a Less Than Significant CEQA Transportation Impact.

Transportation Impact Analysis

For transportation projects that the Director of Public Works anticipates will have a potential to increase VMT (such as roadway widening projects), a VMT analysis using the SCAG Travel Demand model to estimate the total VMT in the City before and after the project opening will be used. Transportation projects not expected to increase VMT (such as intersection turn lanes, signalization, bicycle, pedestrian or transit projects) would be presumed to have a Less Than Significant CEQA Transportation Impact.

Threshold of Significance

A significant impact would occur if the transportation project would result in an increase to the total baseline VMT in the City (not indexed to population nor employment).

Cumulative Threshold of Significance

Similar to the project significance determination, a significant cumulative impact would occur if the project would increase the total VMT in the City over cumulative baseline conditions. This is because analysis of a project's VMT is a cumulative analysis of the incremental effect of the project considered in connection with the effects on past, current and future projects.

Mitigation Measures

If a significant transportation impact is identified for a project, it will be the Project applicant's responsibility to submit a Transportation Demand Management Plan (TDM) a mitigation measure plan to reduce impacts to Less Than Significant. Options include provision of on-site transportation infrastructure, on-site transportation demand management, off-site infrastructure improvements including roadway improvements for active transportation and multimodal infrastructure, or off-site multimodal improvements. The Director Public Works will review, make necessary changes and approve the TDM plan. To ensure the plan is producing the desired VMT reduction goals, the property owner will be required to monitor the results of the plan, collect necessary data and submit annual updated TDM plan. If the TDM plan fails to reduce VMT, the plan will then be updated to include additional measures and submitted to Director Public Works for approval.

Local Traffic Assessment Methodology

Local Traffic Assessment is required by the Public Works Department based on its responsibility to provide safe and efficient public roadway infrastructure and facilities within the City. The assessment is separate from the environmental documentation required under CEQA.

The Local Traffic Assessment (Traffic Study) will include identification of the Project site and study area; the Project description; determination of daily, AM peak hour and PM peak hour trip generation; and applicable analysis and findings. The methodology and analysis will be documented in a Local Traffic Assessment Report. If adverse operational impacts are determined to occur through the local traffic assessment and study, the project applicant will be required to mitigate these impacts to less than adverse through additional project components. The mitigation measures will require approval from the Director of Public Works. The report will be reviewed by the Director of Public Works prior to submission to the Planning Commission or City Council.

The traffic study will be managed by Public Works Department. The property owner will be required to pay the costs associated with the actual study plus 15 percent administrative fees to cover the staff time.

Based on consultation with the Public Works Department, the following assessments may be required of project applicants.

Signalized Intersections

The intersection average control delay will be calculated using the most recent Highway Capacity Manual (HCM) methodology. **Table 1** presents the range of HCM average intersection delay associated with each grade for signalized intersections.

Table 1: Level of Service Definitions for Signalized Intersections

LOS	Control Delay in Seconds
A	≤ 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

A project-related local impact would occur at a signalized study intersection if the addition of project-generated trips reduces the peak hour LOS of the study intersection from an acceptable operation (LOS A, B, C, or D) to a deficient operation (LOS E or F). A local project-related impact would occur at a signalized study intersection already operating deficiently (LOS E or F) prior to project traffic if the addition of project traffic increases the critical movement delay by four (4) or more seconds. The project study area will be defined by the Director of Public Works. Typically, signalized intersections that would experience more than 10 peak hour project trips (total of all approaches) would be included as study locations.

Unsignalized Intersections

Local impacts occur with the addition of project traffic causes the average intersection delay for all-way stop controlled intersection or the worst movement for side-street stop-controlled intersections to degrade to LOS E or LOS F and the intersection satisfies any traffic signal warrant from the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD). The delay (in seconds) will be calculated with the latest Highway Capacity Manual intersection analysis methodology. **Table 2** presents the range of HCM average intersection delay associated with each grade for unsignalized intersections.

Table 2: Level of Service Definitions for Unsignalized Intersections

LOS	Control Delay in Seconds
A	≤ 10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

Signal Warrant

The addition of a traffic signal may be justified when traffic operations fall below acceptable thresholds or when one or more signal warrants are satisfied; through analysis using the warrants included in the CA-MUTCD.

Queuing

A local project-related impact would occur when the proposed project traffic causes the 95th percentile queue in a left or right turn lane/pocket to extend beyond the turn pocket by 25 feet or more into adjacent traffic lanes that operator separately from a left or right turn length. When the vehicle queue length already exceeds that turn lane/pocket length, a queuing deficiency would occur if project traffic lengthens the queue by 25 feet or more. Queuing analysis methodology must be approved the Public Works Department.

Attachment 2

815 Fremont Avenue Traffic Impact Study
W.G. Zimmerman Engineering, Inc.

https://www.dropbox.com/s/zpyj3da97ajgjdg/Attachment%206a%20-%20Traffic%20Analysis.pdf?dl=0

Attachment 3

Transportation Study for the Fairview Court Project
Gibson Transportation Consulting

https://www.dropbox.com/s/jj512k3896nuqt1/J1938%20Fairview%20Court%20Project%20-%20Transportation%20Study%20Revised%20April%202022.pdf

ITEM 4

Approval of Minutes of the Regular Mobility and Transportation Infrastructure Commission Meeting on November 17, 2022

TUESDAY, NOVEMBER 15, 2022
MINUTES OF THE CITY OF SOUTH PASADENA
MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION
REGULAR MEETING

CALL TO ORDER

Chair Fisher called the Regular Meeting of the Mobility and Transportation Infrastructure Commission to order on October 18, 2022, at 6:36 p.m. The meeting was held in-person and virtually via Zoom.

ROLL CALL: Chair Fisher

Present: Chair Fisher, Commissioner Abelson, Vice-Chair Dunlap, Commissioner Hughes, and Diego Zavala

Council Liaison: Mayor-Pro Tem John Primuth

Absent:

Staff Present: Ted Gerber, Public Works Director ("PWD"), ("CEA"), and Leaonna DeWitt, Public Works Assistant ("PWA")

PLEDGE OF ALLEGIANCE

Commissioner Zavala led the Pledge of Allegiance.

PUBLIC COMMENT AND SUGGESTIONS

1. Public Comment – General

1. Kay Meridian – Expressed concern about the traffic on Marengo Avenue. She requested crosswalks on the South Pasadena side.

INFORMATION REPORTS

2. Project Status Update

PWD Gerber gave a brief update on various projects. He shared that meetings were continuing with the City of Pasadena regarding future plans for their "stub" area. It looks like they are going to utilize Measure R funding for proposed improvements. They anticipate their project list will go to Metro in early 2023.

Commissioner Fisher shared that one concept is to look at removing the California Blvd. off ramp so that southbound traffic cannot directly reach Fremont Avenue in South Pasadena. He also thanked PWD Gerber for the list of projects and how the list assists in making sure that projects don't get lost.

Information was also shared that there are plans to hold a community meeting regarding traffic around Ramona Avenue.
It was shared that the final report regarding the fatal accident on Meridian in July 2022 is still being finalized.

Public Comments

1. Sebastian Lozano – Expressed concern about mobility and encourages more bike lanes.
2. Colin Weatherby – Has lived in South Pasadena for 5 years. He expressed support for other improvements to improve pedestrian safety.
3. Reed Bernet – Expressed support for more walkability and mobility in the community.

Via Zoom

4. Esmeralda – Expressed support for curb extensions and to make Fair Oaks Avenue more pedestrian friendly.
5. Matt Stewart – Expressed support for keeping the bulbouts, measures that will improved pedestrian safety and not focus on reducing automobile delay.

ACTION/DISCUSSION ITEMS

3. North-South Corridor Rogan Funded Project – Fair Oaks Improvements

PWD Gerber provided background information on this project. He introduced KOA Corporation representative Walter Okitsu, who gave a presentation. It was shared that the new system is an "intelligent system." Things that need to be considered include ADA compliance, messaging, etc. The system allows for synchronized Fair Oaks Avenue signals and data from Huntington Drive to Columbia. It was mentioned that federal funds have certain requirements that will need to be considered.

The improvement plan will help to mitigate the traffic and improve overall mobility. The improvement plan will be made available to the community thru a number of outreach efforts including having information at the Farmer's Market, thru the schools and community meetings.
Additional discussion ensued.

Public Comment

1. Chris Miller – Expressed support for pedestrian safety measures on Fair Oaks Avenue, agrees with improving/upgrading the bulbouts and finding other creative way to use the funding.
2. Katherine Femia – Expressed support for the bulbouts.
3. Tucker Nelson – Expressed support for the removal of the bulbouts, He also supported transplanting the vegetation and the removal of on-street parking on both sides of Fair Oaks Avenue and replacing them with protected bike lanes from the SR 110 to Huntington Drive.

Public Comment Closed

Discussion ensued.

4. Approval of Minutes of the Regular Mobility and Transportation Infrastructure Commission on October 18, 2022

Minutes approved as amended. Motion made by Commissioner Hughes and seconded by Commissioner Abelson (5-0, motion passes).

COMMUNICATIONS

5. City Council Liaison Communications

Mayor Pro-Tem informed the Commission of the items on the City Council agenda scheduled for November 16, 2022. He shared the items that would be on the City Council agenda.

6. Commissioner Communications

Vice-Chair Dunlap thanked staff for repainting the crosswalks on Huntington Drive.

Commissioner Abelson thanked staff and Walter Okitsu, KOA for the presentation on the North-South Corridor projects. He met with a number of residents on Orange Grove Avenue between El Centro Street and Monterey Road and they are very concerned about speeding on their street. Commissioner Abelson will share with staff any information received from the residents.

Commissioner Hughes thanked everyone for sharing their thoughts. She noted rethinking the bulbouts and consider other kinds of permeable materials for water capture.

Chair Fisher suggested the possibility of prohibiting parking on one side of Orange Grove Avenue to address the concern of two-way traffic on a narrow street that doesn't have two lanes.

7. Staff Communications

PWD Gerber addressed concerns raised by Commissioner Hughes regarding the types of materials that can be used instead of concrete, such as rubberized pavement made out of recycled tires. He polled the Commission on their availability for the December meeting due to the holiday. PWD Gerber introduced Mark Jimenez, the new Management Analyst.

ADJOURNMENT: Meeting adjourned at 9:48 p.m.

I HEREBY CERTIFY that the foregoing minutes were adopted by the Mobility and Transportation Infrastructure Commission of the City of South Pasadena at a meeting held on January 17, 2022.

_____

John Fisher, Chair