



PUBLIC COMMENT

MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETING

October 15, 2024

Item No.	Agenda Item Description	Distributor	Document
1	Public Comment – Agenda Item 2	Barbara Cocks	Email to Commission
2	Public Comment – Agenda Item 2	South Pas Active Streets	Email to Commission

Marengo Matters Supports the Design & Implementation of a SAFE STREETS STRATEGY

From Barbara Cocks [REDACTED]
Date Mon 10/14/2024 1:19 PM
To MTIC Public Comments <mticpubliccomments@southpasadenaca.gov>
Cc Ted Gerber <tgerber@southpasadenaca.gov>; Wesley Reutimann <[REDACTED]>; Casey Law
[REDACTED]; Dennis Ahlen [REDACTED]

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Members of the MTIC —

Marengo Matters has worked diligently to help focus the attention of the Commission, City Council Members and other City of South Pasadena officials and residents on the dangers of the daily cut through traffic using Marengo Avenue following the tragic death of a Marengo area resident and the severe injury of several others.

The group was an active participant in the Toole Design Traffic Reduction Study and resulting design recommendations.

We appreciate that through our participation the Toole Design team expanded their approach beyond its original focus of FREMONT, FAIR OAKS & HUNTINGTON DRIVE to include adjacent streets -- Marengo Avenue, Meridian Avenue, Orange Grove Avenue, Pasadena Avenue, Columbia Avenue, Arroyo Seco Parkway, and Mission Street.

In reviewing the Fremont, Fair Oaks, & Huntington Drive Conceptual Design Memorandum we find that the preliminary design recommendations could transform the way people living within the City and those coming into the City could “experience” the community. Not only do the recommendations provide a much needed boost to the SAFETY of everyone, but they could enhance the shop ability of the business district bringing more revenue to the City.

We understand that this is a “work in progress” and undoubtedly there will be changes and modifications going forward, with that said, we want to stress our support for the preliminary recommendations shown below— AND WE REMAIN COMMITTED TO THE CONCEPT OF INSTALLING A TRAFFIC CIRCLE IN THE INTERSECTION OF MARENGO AVENUE AND ALHAMBRA ROAD PER THE ATTACHED RENDERING. We understand that the City of Alhambra “owns” this intersection so we respectfully request that the City of South Pasadena and the City of Alhambra work together to improve the traffic safety of both streets with the inclusion of a Traffic Circle.

Also we look forward to having the TRAFFIC CUSHIONS installed on Marengo Avenue in 2025 following the SLURRY SEALING that is already scheduled for Marengo Avenue.

Fremont, Fair Oaks, & Huntington Drive Conceptual Design Memorandum Recommendation

Marengo Avenue: is a long two-lane, residential street, with conventional bike lanes, and on-street parking. Bike facilities make sense on this street, due to the street providing access to the South Pasadena Middle School and the Marengo Elementary School. However, conventional bike lanes are not suitable for elementary and middle school children. The design team recommends separated bike lanes, two narrow general-purpose lanes, on-street parking bulbouts with street trees on the corners of the intersections, and shortening crossing distances to 23 feet (curb to curb) on Marengo Avenue and the side streets. North of Huntington Drive, periodic measures could be added like raised crossings, raised intersections, and so forth. See Figure 19. However, Marengo Avenue, south of Huntington Drive, is a “framework street.” So, the periodic measures would be limited to Marengo Avenue to the north of Huntington Drive.

September 2024

TRAFFIC CIRCLE CONCEPT



Thank you,
Barbara Cocks



Comment on 15 Oct 2024 Item #2 -- Fremont Huntington Project

From South Pas Active Streets <info@southpasactive.org>

Date Tue 10/15/2024 6:38 AM

To MTIC Public Comments <mticpubliccomments@southpasadenaca.gov>

Cc Ted Gerber <tgerber@southpasadenaca.gov>; Barbara Cocks <[REDACTED]>; Joanne Nuckols <[REDACTED]>; South Pas Active Streets <info@southpasactive.org>; Sheila Rossi <[REDACTED]>; Caroline Howell <[REDACTED]>

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

We are writing to express our support for the community-led vision for safer, more inclusive street designs presented in the Toole Design Group (TDG) memorandum. We agree with TDG that the basic solution to our problems is traffic reduction. We also welcome the broader scope, because a comprehensive vision is needed to tackle the problem properly. This is a vision that would transform our city by improving safety and making space for people instead of cars.

Our city is inundated with car traffic and the problems that come with it: commuters driving through residential streets, noise, pollution, and struggling businesses on our main streets. In the last decade, city records show that there were 40 violent crimes in South Pasadena. However, in that same period, 790 people were injured in traffic collisions. In other words, **it is 19 times more likely to be injured in a traffic collision than in a violent crime in South Pasadena.** In just the last two years, terrifying collisions on Orange Grove, Marengo, and Meridian Avenues killed two people and injured four others. State and national traffic collision data show that the injury rate for pedestrians and cyclists have increased by 80% over the last decade.

The TDG memo presents design ideas to help our community get out of this mess by **reducing cut-through traffic and giving people the freedom to get around by foot or bike.** The city of Lancaster transformed its main street from a 5-lane thoroughfare into a two-lane, pedestrian-centered space over the course of 2010. The benefits to the city paid off ten-fold through increased tax revenue and business development. Visitors say that they came to a new appreciation for walking the street, now that traffic is slower and quieter.

The key idea presented by TDG is that traffic demand is elastic, so we should direct it in the way we want it to go. Currently, more than half of the city's kids are driven to school in

personal vehicles that queue up in long lines near campuses each day. These idling cars emit noxious fumes at schools that are known to impair brain function and cause asthma, as well as contribute to climate change. Most parents say they want to use active means to get kids to school, such as with parent-led “walk bus” or “bike bus” groups, but they need the city to build safe spaces for them to do so. The TDG design ideas will create those spaces.

We ask MTIC to direct the city to move aggressively on implementing the next steps identified in the memo. **We should stop any expansion to car-carrying capacity in our city, get costed designs for the changes on arterial streets, and implement short-term measures on streets that are not on emergency routes.** Fully implementing the TDG concepts will cost money, so we should ask Metro how we can allocate as much of Measure R and M funds to it as we can. We should also follow the TDG recommendation to hire a new grant administrator to begin applying for new funds to fully implement this vision.

Respectfully,

South Pas Active

Make OG Safer

Sheila Rossi

Marengo Matters

Joanne Nuckols