



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

**Council Chamber  
1424 Mission Street, South Pasadena, CA 91030**

**August 18, 2020, at 6:30 p.m.**

*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 Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the Mobility and Transportation Infrastructure Commission for August 18, 2020 will be conducted remotely and held by video conference. The Meeting will be broadcast live on the City's website [http://www.spectrumstream.com/streaming/south\\_pasadena\\_mtic/live.cfm](http://www.spectrumstream.com/streaming/south_pasadena_mtic/live.cfm)) and local cable channels.

Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chambers will not be open for the meeting. Commission Members will be participating remotely and will not be physically present in the Council Chambers.

If you would like to comment on an agenda item, members of the public may submit their comments in writing for consideration, by emailing comments or questions to: [mticpubliccomments@southpasadenaca.gov](mailto:mticpubliccomments@southpasadenaca.gov). **Public Comments must be received by 12 p.m., August 18, 2020** to ensure adequate time to compile and post. Public Comment portion of the email is limited to 250 words. Please make sure to indicate: 1) your name; 2) what agenda item you are submitting public comment on, or if it is a general public comment; and/or 3) if you request for your public comment to be read at the meeting.

- CALL TO ORDER:** Chair Sam Zneimer
- ROLL CALL:** Commissioners: Lawrence Abelson, John Fisher, Michelle Hammond, Kimberley Hughes and Sam Zneimer
- CITY COUNCIL LIAISON:** Dr. Richard Schneider, M.D.
- STAFF PRESENT:** Shahid Abbas, Public Works Director, Kristine Courdy, Deputy Director of Engineering and Operations and Leonna DeWitt, Public Works Assistant
- PLEDGE OF ALLEGIANCE:** Commissioner John Fisher

**PUBLIC COMMENTS AND SUGGESTIONS**

The Mobility and Transportation Infrastructure Commission welcomes public input. If you would like to comment on an agenda item, members of the public may submit their comments in writing for consideration, by emailing comments or questions to: [mticpubliccomments@southpasadenaca.gov](mailto:mticpubliccomments@southpasadenaca.gov). **Public Comments must be received by 12p.m., August 18, 2020** to ensure adequate time to compile and post. Public Comment portion of the email is limited to 250 words. Please make sure to indicate: 1) your name; 2) what agenda item you are submitting public comment on, or if it is a general public comment; and/or 3) if you request for your public comment to be read at the meeting.

**1. Public Comment – General**

**PRESENTATIONS**

- 2. Al Fresco Dining (Presentation)**
- 3. Transportation and MTIC CIP Project Overview (Informational Item)**
- 4. Monterey Road Bike Lanes from Western City Limit to Pasadena Avenue (Presentation or Informational Item)**
- 5. Rogan Funds and Measure R SR-710 Mobility Improvement Projects (Presentation)**
- 6. Status Update on Measure M Sub-Regional Project (MSP) Funding (Informational Item)**

**ACTION ITEMS**

- 7. Minutes of the Regular Mobility and Transportation Infrastructure Commission on July 21, 2020**
- 8. Non-Voting Youth Member to the Mobility and Transportation Infrastructure Commission**

**DISCUSSION ITEMS**

9. None

**COMMISSION LED DISCUSSION**

10. COVID-19 Mobility and Transportation Related Matters Ad Hoc Committee

**COMMUNICATIONS**

11. City Council Liaison Communications

12. Commissioner Communications

13. Staff Liaison Communications

**ADJOURNMENT**

**FUTURE MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETINGS**

September 15, 2020	TBD	6:30 p.m.
October 20, 2020	TBD	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.*

8/12/20

Date

/s/

Leonna DeWitt

Public Works Assistant

## **ITEM 3**

### **Transportation and MTIC CIP Project Overview (Informational Item)**



# Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO.   3  

**DATE:** August 18, 2020

**FROM:** Kristine Courdy, P.E., Deputy Public Works Director

**SUBJECT:** **Presentation of Capital Improvement Projects in the Policy Areas under the Mobility and Transportation Infrastructure Commission Charter**

### Background

On February 19, 2020 the City Council approved the new Mobility and Transportation Infrastructure Commission (MTIC) charter under Ordinance 2344. The MTIC charter states that the commission serves in an advisory capacity to City Council on policy matters regarding transportation and mobility include traffic management plans, transit, multi-modal transportation and active transportation, evolving transportation and mobility technologies, parking management and regional transportation matters. The MTIC was established after the City’s multi-year Capital Improvement Program (CIP) was adopted on June 5, 2019. This is a presentation to provide the MTIC members with a status update on current CIP projects in the areas of transportation and mobility.

### Discussion/Analysis

On June 5, 2019 the City Council approved Resolution 7610 adopting the five year CIP for Fiscal Years (FY) 2020-24. The five year CIP contains a total of 46 projects totaling \$153,371,632 of which \$44,366,428 is unfunded. There are nine sections of the CIP with projects in the following categories: Municipal Buildings and Facilities, Streets and Streetscapes, Street Lighting and Traffic Signals, Water, Information Technology Projects, Stormwater, Sewer, Water Conservation, and Parks. The adopted FY 2019-20 CIP includes 18 projects for a total appropriation of \$11,845,000 and 16 carry over projects from previous fiscal years; a total of 34 ongoing CIP projects.

Within the CIP, below is a summary of the projects under the following sections are in the MTIC policy areas (streets and streetscapes and street lighting and traffic signals):

<b>CIP Section</b>	<b>Total Projects</b>
Streets and Streetscapes	10
Street Lighting and Traffic Signals	6
<b>TOTAL</b>	<b>16</b>

Below is an overview of the CIP Projects in these sections and a brief status update:

#	Project	Budget FY	Status	Description
<b>Streets &amp; Streetscapes Section</b>				
1	2018-19 & 2019-20 FY Preventative Maintenance: Cap and Slurry Seal	2018-19 & 2019-20	Developing Specifications	Finalizing the Project bid package to go out to bid for the Project.
2	2019-20 FY Street Improvement Projects	2019-20	Contract Award	The City Council is considering the contract award for the ten 2019-20 FY street segments at the August 19 <sup>th</sup> meeting.
3	Neighborhood Traffic Management Program	2019-20	Under Design	Finalizing the NTMP, which is scheduled for review in the September MTIC Work Plan.
4	Mission Street Pedestrian Improvement Project	2018-19 & 2019-20	Developing Specifications	Hiring a consultant to perform the Project design.
5	Columbia St/Pasadena Ave Turn Lanes, Columbia S/Orange Grove Ave Striping	2019-20	Cancelled	City Council recommended that Measure M MSP Project projects be repurposed and reallocated in next-years project cycle.
6	Monterey Road Improvement – Phase 3	2019-20	Under Construction	Finalizing the electrical work for the signal. Once complete the road will be paved.
7	2018-19 FY Street Improvement Projects	2018-19	Under Design	Design plans are 95% complete. Once finalized, the Project will go out to bid.
8	Street Improvement Project – Alpha and Camino del Sol	2017-18 & 2018-19	Under Construction	Finalizing utility work, sidewalk, curb and gutter repairs. Once complete the road will be paved in September.
9	Measure R SR-710 Mobility Improvement Project: Regional Traffic Corridor Improvements	2020-21	Finalizing Agreement	Working with Metro to finalize the agreement for the Regional Traffic Corridor Improvement Project.
10	Measure R SR-710 Mobility Improvement Project: SR-110 and Fair Oaks Ave Interchange	2020-21	Scope of Work	Working with Metro and Caltrans to develop a scope of work for a traffic study. Once finalize complete the process to hire a consultant and perform a traffic study.
<b>Street Lighting &amp; Traffic Signals Section</b>				
11	Garfield and Monterey Road Traffic Signal	2019-20	Cancelled	City Council recommended that Measure M MSP Project projects be repurposed and reallocated in next-years project cycle.
12	Garfield and Oak Street Traffic Signal	2019-20	Cancelled	City Council recommended that Measure M MSP Project projects be repurposed and reallocated in next-years project cycle.
13	Fair Oaks Avenue Signal Synchronization	2017-18	Under Design	Design plans are 95% complete. Once finalized, the Project will go out to bid.
14	In-Pavement Lighted Crosswalks	2017-18	Under Design	Received approval from Caltrans to update three locations to Rectangular Rapid Flashing Beacons: Fremont & Lyndon, Mission and Diamond and Mission and Fairview.
15	Monterey Road & Orange Grove Avenue Traffic Signal Installation	2017-18	Under Construction	Finalizing the electrical work for the signal. Once complete the signal will be activated.
16	North South Corridor Intelligent Transportation System (ITS) Deployment (Rogan Funds)	2020-21	Finalizing Agreement	Working with Caltrans and FHWA on the process to obligate the funds to deploy ITS on Fair Oaks Ave and adjacent corridors.

**Fiscal Impact**

The adopted FY 2019-20 CIP includes 18 projects for a total appropriation of \$11,845,000 and 16 carryover projects from previous fiscal years. The FY 2019-20 CIP is completely funded from multiple funding sources. The FY 2020-21 CIP will be considered after the City Council approves the FY 2020-21 City operating budget and there is an updated forecast of revenue as a result of COVID-19.

**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, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

**ITEM 4**

Monterey Road Bike Lanes from Western City Limit  
to Pasadena Avenue (Presentation or Information  
Item)





# MONTEREY ROAD BIKE LANE: WESTERN CITY LIMIT TO PASADENA AVENUE

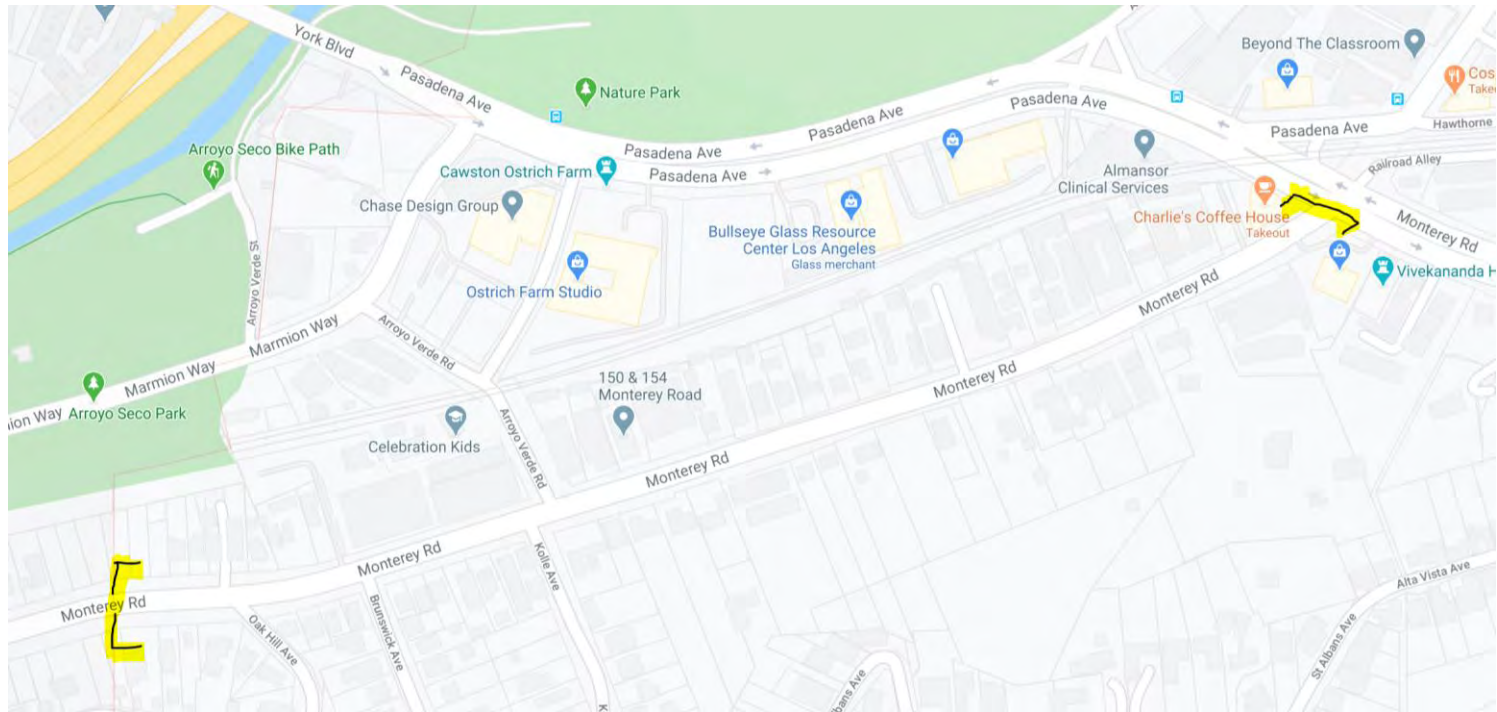
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Mobility and Transportation Infrastructure Commission

August 18, 2020

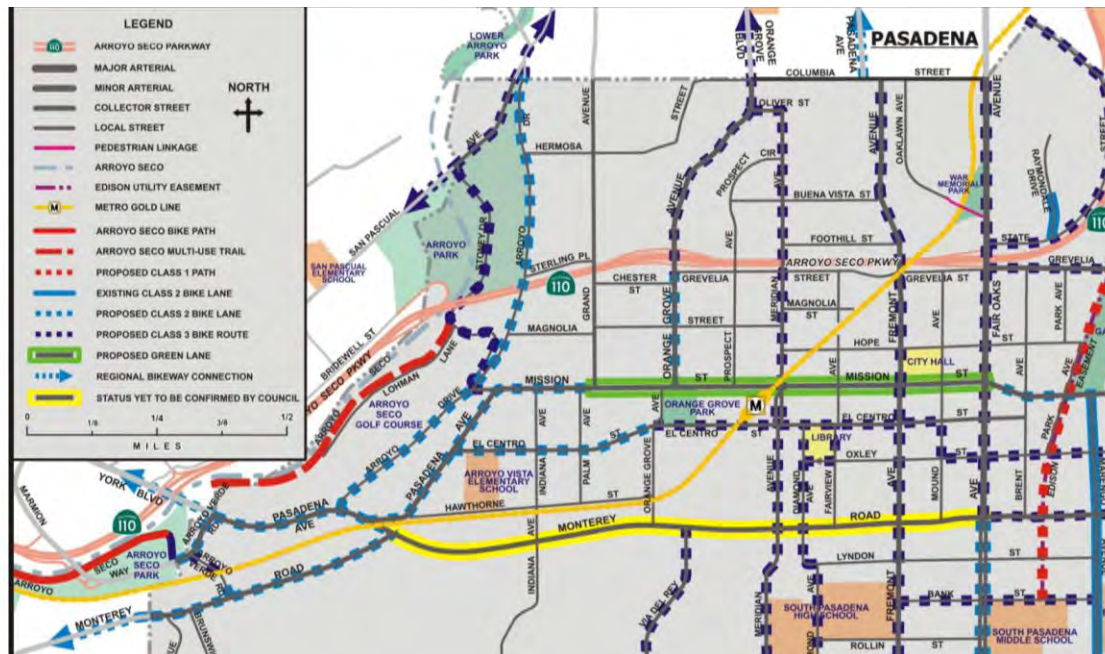
# Project Limits

- Project Limits: Monterey Road: Western City Limits to Pasadena Avenue
- Length: ½ mile



# Background

- The 2011 City Bike Master Plan proposed a Class 2 Bike Lane on Monterey Road from Pasadena Ave to the Western City limits.
- The 2018-19 FY Street Improvement Project includes paving this section of Monterey Road



Map 4.3 from 2011  
Bike Master Plan

# Monterey Road Existing Conditions

- Existing Class II Bike Lane in the City of Los Angeles
- Existing travel and parking lane in City of South Pasadena



Existing Condition: Class II Bike Lane on Monterey Road in City of Los Angeles



Existing Condition: Monterey Road in City of South Pasadena



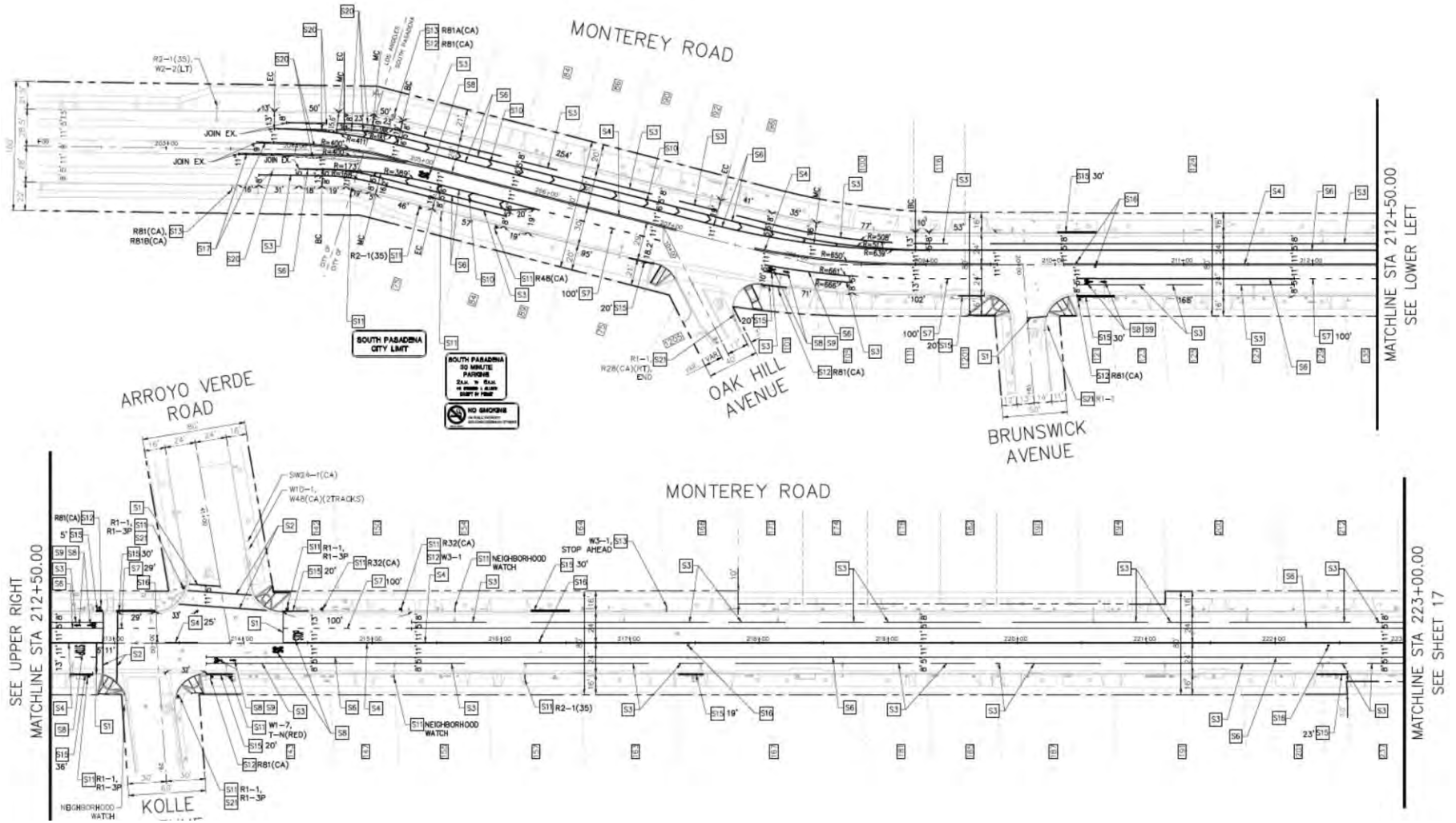


# Proposed Improvements

- Class II Bike Lanes – 5-feet wide
- Maintain 8-foot parking on both sides of the street
- New paving
- New signage and striping
- Green paint along the bike lane at intersections and conflict zones



# Proposed Improvements





# Questions

**ITEM 5**

**Rogan Funds and Measure R SR-710 Mobility  
Improvement Projects (Presentation)**





# REGIONAL TRANSPORTATION PROJECTS: MEASURE R SR-710 MOBILITY IMPROVEMENT AND ROGAN FUND PROJECTS

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Mobility and Transportation Infrastructure Commission

August 18, 2020

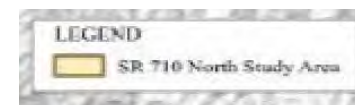


# MEASURE R SR-710 MIP PROJECTS

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# Background Measure R SR-710 MIP

- Transportation System Management/ Transportation Demand Management (TSM/TDM) selected as Locally Preferred Alternative in SR-710 North Study.
- Eligible Mobility Improvement Projects (MIP) consist of roadway operational and capacity enhancements that reduce congestion and improve mobility between I-10 and I-210 within the impact area of the SR-710:





# Background Measure R SR-710 MIP

- In May 2017, Metro Board allocated approximately \$1B in Measure R Funds for the SR-710 MIP.
- Funding was allocated to over 100 SR-710 corridor MIP.
- Funding was allocated in two cycles by the Metro Board:
  - Cycle 1: December 2018
  - Cycle 2: September 2019
- South Pasadena awarded funding for 2 MIP Projects:
  - SR-110/Fair Oaks Ave Interchange Improvements (\$70M)
  - Regional Traffic Corridor Improvements (\$10M)

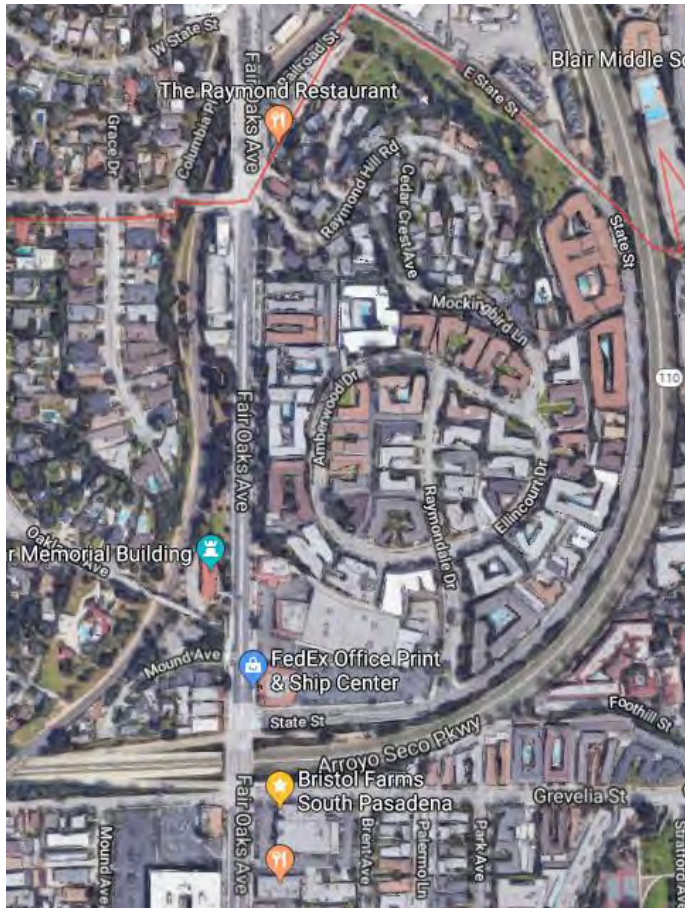


# South Pasadena Measure R SR-710 MIP

- Below is an overview of the City of South Pasadena requested and awarded Measure R MIP funding:

Round	Project /Location	Requested	Awarded
1	Regional Traffic Corridor Improvements	\$10M	\$10M
1	SR-110/Fair Oaks Ave Interchange Improvements	\$38M	\$38M
1	Additional Operational Improvements	\$10M	-
1	Traffic Calming/Speed Management	\$5M	-
1	Local and Regional Transportation Improvements	TBD	-
2	SR-110/Fair Oaks Ave Interchange Improvements	\$20M	\$32M
2	Regional Traffic Corridor Improvements	\$10M	-
2	Neighborhood Traffic Safety Program	\$5M	-

# Fair Oaks Ave/SR-110 Interchange Modifications



- Description: SR-110 Interchange modifications at Fair Oaks Ave.
- Funding Approved:
  - \$38M Round 1
  - \$32M Round 2



# Fair Oaks Ave/SR-110 Interchange Modifications

- Status Update:
  - Over a dozen meetings with Caltrans and Metro to discuss the Project scope of work.
  - All parties have agreed that there is not sufficient data to move the Project forward, and it needs to be re-scoped to study multiple options including the new ramp, identify the impacts and mitigation measures, and to select a preferred option for an Environmental Impact Report (EIR).
  - If the preferred option includes a new ramp, the study will identify the geometric layouts of the proposed ramp and remaining corridor improvements to move traffic efficiently and safely.
  - The study will also identify the needs for bicycles and pedestrians improvements to be incorporated in the final design.

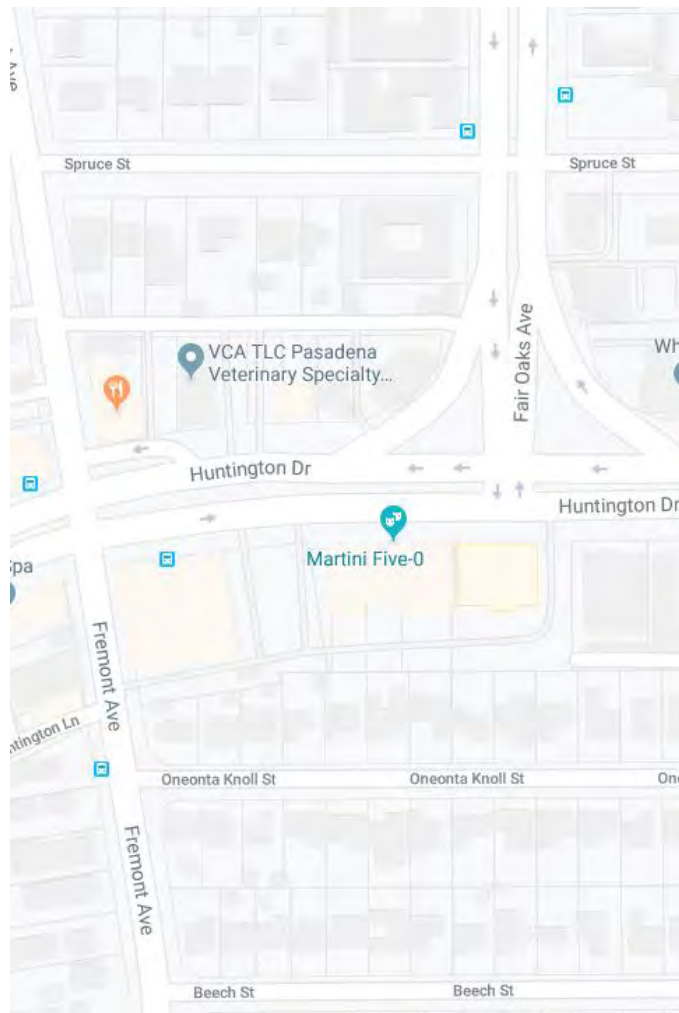


# Fair Oaks Ave/SR-110 Interchange Modifications

- Next Steps:
  - Finalize request for propose for the traffic study.
  - Issue the request for proposal for the traffic study.
  - Identify the preferred option/alternative.
  - Finalize agreement(s) (Metro, Caltrans depending on the option selected).
  - Complete EIR.
  - Initiate design of preferred option/alternative.
  - Right of way acquisition (if required).



# Regional Corridor Improvements



- Description: Regional corridor improvements along Fremont Ave, Fair Oaks Ave and Huntington Dr.
- Original scope of the project included capacity enhancement and congestion relief
- Project proposed to increase the through put
- Funding Approved:
  - \$10M Round 1



# Regional Corridor Improvements

- **Status Update:**
  - Ensure the scope of work align with the community expectations.
  - This will require a comprehensive traffic study to develop alternatives that meets the City's current goals and objectives on Fair Oaks Avenue, Huntington Drive and Fremont Avenue.
- **Next Steps:**
  - Finalize the project scope and funding agreement with Metro.



# ROGAN FUNDED PROJECT

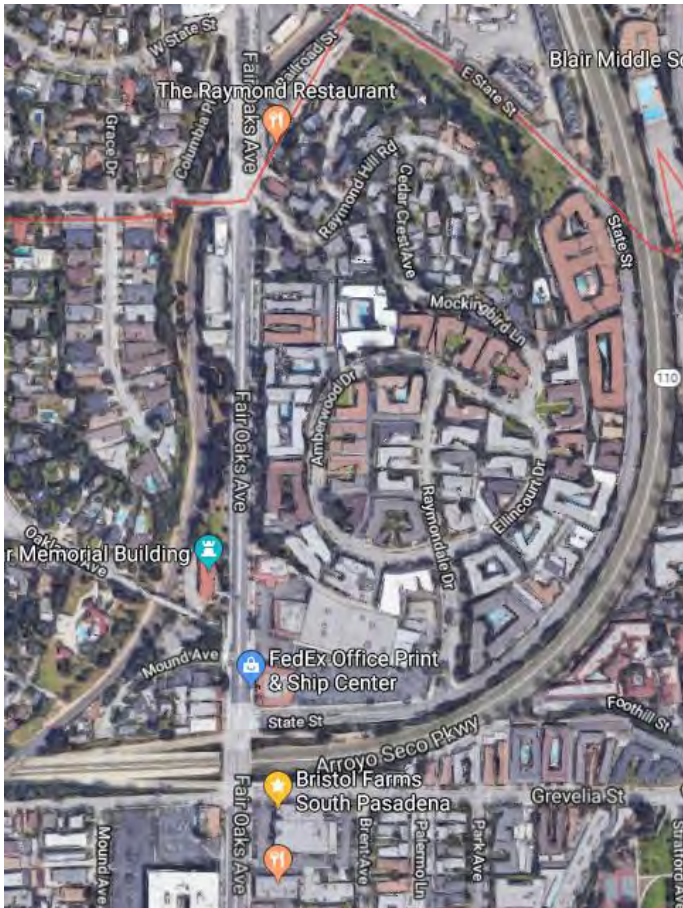
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# Rogan Funded Project Summary

- Earmarked for construction of the SR-110 hook ramp
- Received approval on August 12, 2004
- Funding Approved:
  - \$2.5M Right-of-way (ROW)
  - \$6.8M Construction
  - Total = \$9.3M

# Rogan Funds Fair Oaks Ave/SR-110 Improvement Project



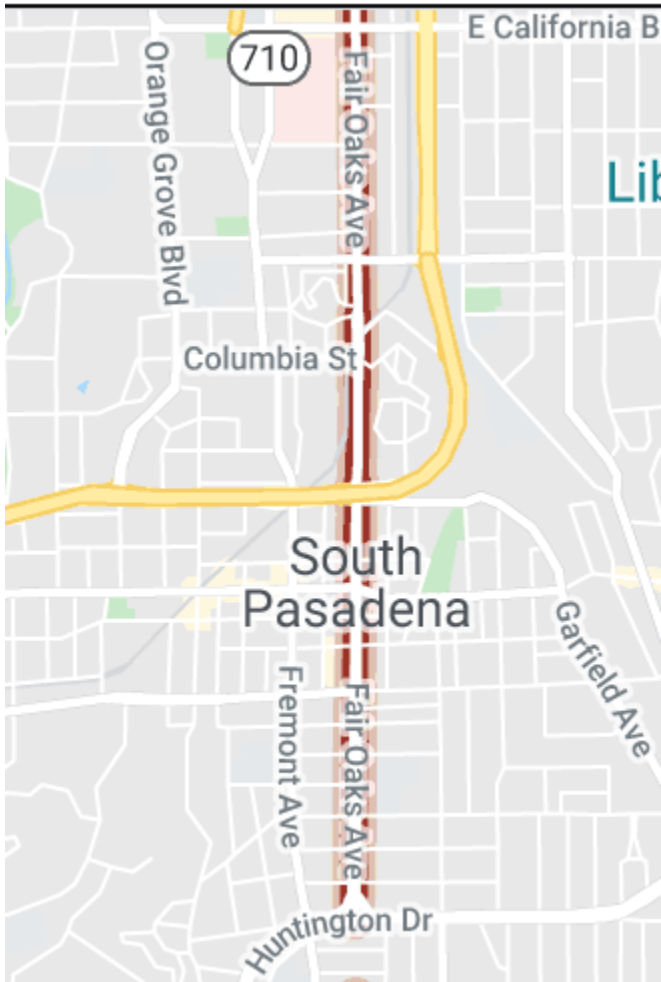
- Description: Reconstruct the SR-110 interchange to include a new southbound on-ramp on State Street and widen the northbound off-ramp
- Funding Approved: 2004
- Funding: \$2.5M ROW  
\$6.8M Construction  
\$9.3M TOTAL



# Rogan Funds Fair Oaks Ave/SR-110 Interchange Modifications

- Status Update:
  - In November 2019, FHWA and Caltrans approached the City that Rogan funds were going to lapse at the end of 2019 unless the City proposed a viable alternate Project.
  - Staff diligently worked day and night to prepare a re-scoping of the Project.
  - The proposed scope was presented to Caltrans and FHWA in December 2019.
  - Over half a dozen meetings with Caltrans and FHWA.
  - The scope was finally approved by Caltrans and FHWA in January 2020.

# North South Corridor Intelligent Transportation System (ITS) Deployment



- Description: Update the traffic signals to deploy advance adaptive traffic management system along north south Fair Oaks Avenue and adjacent Fremont corridor from the north City limits to Huntington Drive.



# North South Corridor ITS Deployment Scope of Work

- ITS technologies include:

Advance adaptive traffic management system	Travel time and delay monitoring system
Queue detection system	Infrared bike, ped, and vehicle detection
Adaptive ped warning system	Dilemma zone detection system
Emergency vehicle detection	Transportation system priority

- ADA, sidewalk, curb and ramp upgrades along corridor
- Changeable Message Sign (CMS) to provide real time travel information to motorists along Fair Oaks and Fremont corridors.





# North South Corridor ITS Deployment

- **Status Update:**
  - The proposed scope of work to utilize the Rogan funds to reduce congestion along Fair Oaks Avenue which includes deployment of intelligent transportation systems (ITS) on the Fair Oaks corridor and adjacent corridors/streets.
  - Due to the age of the funding, Caltrans and FHWA are working to complete a funding transfer from the old system into the new system.
- **Next Steps:**
  - Working with Caltrans and FHWA to de-obligate and obligate funding for the approved scope of work.
  - Submit FTIP amendment to Metro.



# Questions

**ITEM 6**

Status Update on Measure M Sub-Regional Project  
(MSP) Funding (Informational Item)



# Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO.   6  

**DATE:** August 18, 2020  
**FROM:** Kristine Courdy, P.E., Deputy Public Works Director  
**SUBJECT:** **Status Update on Measure M Multi Sub-regional Program Funding**

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## **Status Update**

On August 5, 2020, the City Council approved repurposing the available Measure M Multi Sub-regional Program funding for reallocation in next-years project cycle (see attached City Council staff report). This matter was discussed and approved at the August 6, 2020 Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) Board meeting. These funds will be marked as uncommitted, meaning they would be banked until next year's project cycle to allow the City Council and the community time to reconsider priorities for the this funding is programmed. These funds can be considered and prioritized as part of the budget and Capital Improvement Program adoption for FY21.

Attachment: August 5, 2020 City Council Staff Report: Repurpose Available Measure M MSP dollars for Reallocation in Next Year's Project Cycle



# City Council Agenda Report

ITEM NO. 11

**DATE:** August 5, 2020

**FROM:** Stephanie DeWolfe, City Manager

**PREPARED BY:** Shahid Abbas, Public Works Director  
Kristine Courdy, Deputy Public Works Director

**SUBJECT:** **Repurpose Available Measure M Multi-Sub-regional Program (MSP) dollars for Reallocation in Next Year's Project Cycle**

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## **Recommendation**

It is recommended that the City Council direct staff to repurpose available Measure M Multi-Sub-regional Program (MSP) dollars for reallocation in next year's project Cycle.

## **Commission Review and Recommendation**

This matter was presented to the Mobility and Transportation Infrastructure Commission at the June 16, 2020 meeting.

## **Executive Summary**

In 2018, the City Council approved a list of projects to be funded with Measure M MSP funds received through the AVCJPA. In 2019 however, it was determined that the projects were not deployable due to in-sufficient funding, being located in other jurisdictions, and feasibility issues with the proposed projects' scope. In November 2019, staff reported to City Council that new projects would be considered and funds reallocated to the priority projects most viable and deployable within the City. Due to the pandemic, the AVCJPA implemented a compressed schedule for the submission of projects and staff went ahead and submitted a list of projects focused on Council priorities in order to not miss the deadline. The action in this report is for Council to either approve the list as submitted or to designate the funds as uncommitted, prior to the AVCJPA taking final action to submit the projects to Metro on August 6.

Staff is recommending that the funds be marked uncommitted, meaning they would be banked until next year's project cycle, to allow Council and the community time to reconsider priorities for how the dollars are spent. The City has received concerns from the community regarding the process of selecting the projects for submittal and a delay will allow time for a community engagement process. Further, the City will have to reduce the amount of General Fund dollars dedicated to capital projects as a result of revenues lost to the pandemic. And, with more than \$9 million in Federal Rogan Funds now available for expenditure, the City must identify \$1.8 million in local match dollars that have not been designated since the funding was awarded in 2004. These are exceptional financial challenges and staff recommends a thoughtful process to

identify strategic priorities for all transportation and capital dollars. These funds can be considered and prioritized as part of the budget and Capital Improvement Program adoption for FY21.

### **Discussion/Analysis**

On October 17, 2018, the City of South Pasadena City Council approved the City of South Pasadena's AVCJPA draft Measure M MSP Projects list described below. On November 20, 2019, a Status of Regional Transportation Projects and Funding was presented by the Public Works Director to the City Council. At that meeting, there was an overview of all of the City's regionally funded transportation projects through Measure M MSP, Measure R Mobility Improvement Projects (MIP), and federal Rogan funds. The Public Works Director reported that the 2018 approved Measure M MSP Projects were not deployable due to in-sufficient funding, being located in other jurisdictions, and feasibility issues with the proposed projects' scope. At that time, it was reported that staff would re-evaluate the projects to reallocate these funds to the most viable and deployable projects within the City.

### **Pending Projects List**

The AVCJPA contacted the City in late March 2020 to update the City on the AVCJPA Measure M MSP proposed funding distribution, and to request a project list from the City for the funding proposed in Years 6 and 7 of the Program. This information was requested quickly to meet the proposed AVCJPA and Metro Board schedules. Unfortunately, due to COVID 19, at that time there were no community meetings, City Council meetings or Commission meetings that could fit in with the given Metro schedule. Staff proposed Projects based on the existing knowledge of the streets network, resident complaints, previous studies (Ramona Neighborhood Study), and Council priorities. Below is an overview of the South Pasadena projects submitted in draft for the next round of Measure M MSP Funding:

- Meridian Avenue Complete Street from Monterey Road to Kendall Avenue: Meridian Avenue runs north south from Oliver Street at the north end and Kendall Avenue at the southern City border. Meridian Avenue north of Monterey Road has the Gold Line and SR-110 crossings that provide barriers to route traffic to adjacent streets such as Orange Grove Avenue. The City has received numerous complaints regarding speeding and pedestrian safety on Meridian Avenue south of Monterey Road to the City limit at Kendall Avenue. This street segment is adjacent to South Pasadena High School, which has high pedestrian traffic accessing the campus. The City has implemented additional signage and striping improvements to aid in increasing pedestrian awareness and slowing motorists. Additional active transportation and traffic calming elements for Meridian Avenue requires data collection, traffic studies, and engineered improvements, which require additional funding. The project scope includes improving pedestrian facilities such as ADA compliant ramps, high visibility crosswalks with advance warning features, pedestrian control and safety devices like Rectangular Rapid Flashing Beacons, Hybrid pedestrian signals, high visibility striping, pedestrians and bike detection features, bicycle facilities such as green striping at conflict zones, and providing safe route to school elements. These improvements will encourage active transportation to the schools,

increase the overall safety of the intersection for all modes of transportation (pedestrian, bike and vehicular traffic), and enhance traffic calming on Meridian Avenue. The existing pavement on Meridian is failing and this funding will also be used to rehabilitate that pavement. Further, this street would benefit from the development of a Complete Streets Plan which would enable the City to qualify for additional grant funds in the future.

- Mission Street, Stoney Drive and Arroyo Drive Intersection Improvements: The intersection of Mission Street, Stoney Avenue and Arroyo Drive is an offset intersection on the west side of the City and is a gateway to the recreational amenities in the Arroyo Seco. In addition, this intersection is within half a mile of Arroyo Vista Elementary school therefore has high pedestrian traffic accessing the campus. Based on the layout of the intersection, the stop sign on Mission Street is regularly hit by motorists and the intersection is very wide which lends itself to vehicular speeding. The Mission, Stoney and Arroyo Intersection Improvement Project includes improving pedestrian facilities such as ADA compliant ramps, medians, high visibility striping, and curb extensions, improving bicycle facilities such as green striping at conflict zones, and providing safe route to school elements. These improvements will encourage active transportation to the schools, clarify right of way assignment for vehicular and non-vehicular traffic, and increase the overall safety of the intersection for all modes of transportation (pedestrian, bike and vehicular traffic).
- Diamond Avenue and Lyndon Street Intersection Improvements: The intersection of Diamond Avenue and Lyndon Street is just north of South Pasadena High School. It is a “T” Intersection where only two of the three legs are required to stop. Vehicles accessing the high school south bound on Diamond have the right of way and do not have a stop sign. This intersection is adjacent to South Pasadena High School which has high pedestrian traffic accessing the campus. During a recent study of this neighborhood the consultant identified reconfiguring the intersection of Diamond Avenue and Lyndon Street to improve pedestrian visibility and safety for all roadway users by reducing crossing distances. The Diamond and Lyndon Intersection Improvement Project includes improving pedestrian facilities such as ADA compliant ramps, high visibility striping, enhanced crosswalks, curb extensions, improved bicycle facilities such as green striping at conflict zones, and providing safe route to school elements. These improvements will encourage active transportation to the schools, clarify right of way assignment for vehicular and non-vehicular traffic, and increase the overall safety of the intersection for all modes of transportation (pedestrian, bike and vehicular traffic).

### **2018 Projects List**

Below is an overview of the Measure M MSP Projects, and a discussion of the budget and scope as originally approved in 2018:

- Columbia Street and Pasadena Avenue Turn Lanes, Columbia Street and Orange Grove Avenue Striping, \$150K in 2019-20 Fiscal Year (FY):

- Columbia Street and Pasadena Avenue Traffic Signal Turn Lanes: The intersection of Columbia Street and Pasadena Avenue is within the City of Pasadena and the traffic signal is owned and maintained by Caltrans. Making changes to the striping and adding a northbound left turn will require major signal modifications outside the City's jurisdiction. The existing funding is not sufficient to undertake this project.
- Columbia Street and Orange Grove Avenue Traffic Signal: The City of Pasadena has jurisdiction over this traffic signal. The traffic signal is owned and maintained by the City of Pasadena. The City staff met with the City of Pasadena Transportation Department to discuss the project and the signal improvements at Orange Grove Avenue and Columbia Street. The proposed modifications to this intersection would require upgrades to the entire traffic signal system, and the existing funding is not deemed sufficient to undertake this project.

Furthermore, no data was collected and presented for engineering studies that justified these changes at these two intersections. Due to insufficient funding, lack of engineering data and jurisdictional issues the above projects were considered infeasible. Although these Projects are not recommended to proceed with Measure M funding, staff will continue to collaborate with the agencies having jurisdictions over these locations for making necessary improvements to the above two traffic signals.

- Garfield Avenue and Oak Street Traffic Signage, \$400K in 2019-20 FY: Staff made field observations and observed the traffic patterns during various timings in a day, and determined that there was not enough traffic and pedestrian volume at this intersection that will justify the warrant analysis. Furthermore, this is a shared intersection with the City of San Marino, which has not expressed an interest in a traffic signal at this location.
- Garfield Avenue and Monterey Road Traffic Signal, \$400K in 2019-20 FY: Staff made observations for a preliminary analysis at this intersection and determined that existing traffic and pedestrian volume at this intersection may meet the warrants. In March 2020, staff received proposals to perform a traffic study and signal warrants at Garfield Avenue and Monterey Road. Due to COVID 19, traffic data could not be collected to perform the signal warrant analysis. Once school resumes and traffic normalizes, traffic data will be collected to perform the signal warrants. If the signal is warranted, then staff will proceed with the design and construction of the signal. The majority of the intersection is in the City of South Pasadena, however there is a small portion in San Marino that will require coordination with that jurisdiction.
- Fremont Avenue and Huntington Drive Signage \$140K in 2021-22 FY: This Project includes a proposed Changeable Message Sign (CMS) to relay travel time information to motorists and encourage drivers to take Fair Oaks Avenue instead of Fremont Avenue. There is a significant amount of additional technological equipment, and fiber communication deployments required along Huntington Drive, Fremont Avenue, and Fair Oaks Avenue to be able to relay accurate travel time information on the proposed CMS. The City has received other funding through Metro (Measure R MIP), State (HSIP), and Federal (Rogan) to install the fiber optics communication system, upgrade



traffic signals, and traffic signals synchronization on the Fair Oaks Avenue. \$140K is not adequate funding to install the CMS and the required associated technologies necessary to operate the CMS along Fair Oaks corridor.

- Grevalia Street and Fair Oaks Avenue Striping and Fair Oaks Avenue, \$50K in 2021-22 FY: There is not sufficient funding available to deploy these improvements as a standalone project and additional coordination at this intersection is required as part of other approved projects. There is funding available through Rogan Funds and Measure R MIP to improve the signal timing on Fair Oaks and adjacent corridors. In addition, this signal is in close proximity to the SR-110 on and off ramp, so any proposed changes need to be closely coordinated with improvements at the SR-110 and Fair Oaks Avenue interchange. Since \$50K is not adequate to fund these changes and there is other funding available, it is being proposed to fund the signal upgrades and striping improvements at Fair Oaks Avenue and Grevalia Street through other available funds.
- Fair Oaks, El Centro/Oxley, Meridian, Fremont Bikeway Improvements, \$69K 2021-22 FY: There is not sufficient funding available to deploy bike lanes in all of these locations. In addition, bike lanes at some areas, such as El Centro Street, have been completed as part of street improvement projects. The City should have an updated Active Transportation Plan (ATP) developed to systematically develop the City's bike network. In addition, bike lanes on some of these streets may not be feasible or desirable by the community if on-street parking removal is required to install the bike lanes. Therefore, it is proposed to remove this Project from the Measure M MSP list until a Citywide ATP can be developed.

### **Rogan Funds Local Match**

In addition to the projects listed above, Staff has identified an urgent need to allocate dollars to fund the local match required to utilize Federal Rogan Funds.

In 2004 the City was allocated \$9.3M in Federal Rogan Funds. These funds will be used to reduce vehicle congestion and improve travel times along Fair Oaks Avenue through the deployment of advanced adaptive traffic and transportation management technologies. The project will upgrade the overall signals system along Fair Oaks Corridor, and will include pedestrians and bicyclists' detection and safety systems, upgrades to ADA accessibility, and deployment of changeable message signs for real time travel information to motorists along Fair Oaks Corridor. Reduced congestion and improved travel times on Fair Oaks Avenue is likely to reduce through traffic from other city's north-south corridors especially Fremont Avenue. A 20 percent (\$1.86M) in local match is required to utilize these funds.

Recently the Federal Highway Administration (FHWA) approached the City staff and requested that the City immediately submit (by August 15<sup>th</sup>, 2020) a Request for Authorization (E-76) along with a financial certification showing the availability of local match for transfer of Rogan funds to the City within the current federal fiscal year that ends on September 30<sup>th</sup>, 2020. The City may risk losing these funds if unable to submit E-76 within this timeline. Besides the Measure M MSP funds, the staff is unable to identify other viable funding source(s) that can be used towards the required local match, except the Capital Growth Fund which has an existing

balance of approximately \$450,000.00. A total of \$1.7M are earmarked in Measure M MSP funds for the City of South Pasadena’s projects, a portion of the City’s Capital Growth Fund (\$160,000) will also be used to supplement Measure M MSP dollars to make up 20 percent required match. The remaining \$290,000 can be applied towards City’s capital program to mitigate unfavorable new development impacts.

Given the urgent need of \$1.86M in local match to utilize \$9.3M in Rogan funds and there is no apparent good source(s) to fund the required local match, staff will be recommending, as part of the budget and CIP process, to allocate the banked \$1.7M Measure M MSP Program funds towards \$1.86M required in local match for Rogan funds. With the ongoing financial challenges faced by the City and the increased competition for capital dollars, this decision is made most appropriately in the context of a community forum focused on allocation of budget and CIP dollars.

**Background**

On November 8, 2016, Los Angeles voters approved the passage of Measure M. In order to be eligible to receive Measure M funds, the AVCJPA developed MSP guidelines approved by Metro. These guidelines included a five-year project plan outlining the funding expenditures, public participation plan, and funding agreements between the member jurisdictions. The AVCJPA is anticipated to receive \$24M over the first five fiscal years from two funding programs; 1) Transit; and 2) Modal Connectivity and Complete Streets; and has agreed to distribute the funding based on a per capita basis. For the first five years of the program South Pasadena was allocated approximately \$1.2M the AVCJPA Measure M MSP Program funding.

On October 4, 2017, the Arroyo Verdugo Steering Committee, comprised of the Cities of Burbank, Glendale, La Canada Flintridge, Pasadena, and South Pasadena, and the Los Angeles County Board of Supervisors Office established the Arroyo Verdugo Communities Joint Power Authorities (AVCJPA) to address regional transportation planning and facilitate the distribution of Measure M funds in the sub-region.

**Legal Review**

The City Attorney has reviewed this item.

**Fiscal Impact**

There is approximately \$1.7M available over seven years to the City of South Pasadena for transportation projects through the AVCJPA Measure M MSP Program. This Program funding has been allocated on a per capita basis through the AVCJPA to the City. This funding will cover the traffic studies, environment assessments, design, and construction costs of the proposed projects. If allocated to the current draft list of projects, below is an overview of the funding for the City Measure M MSP Projects for the first seven years of the program:

#	Project	7 Year MSP Total	Year 3 2019-20 FY	Year 4 2020-21 FY	Year 5 2021-22 FY
1	Garfield Ave and Monterey	\$400,000	\$400,000		

South Pasadena AVCJPA Measure M MSP Projects Years 1 to 7

August 5, 2020

Page 7 of 7

	Road Traffic Signal				
2	Meridian Ave Complete Street Project	<b>\$922,624</b>		\$383,002	\$539,623
3	Diamond Ave and Lyndon St Intersection Improvement	<b>\$200,000</b>		\$82,072	\$117,928
4	Mission St, Arroyo Dr, Stoney Dr Intersection Improvement	<b>\$200,000</b>		\$82,072	\$117,928
	<b>TOTAL<sup>1</sup></b>	<b>\$1,722,624</b>	<b>\$400,000</b>	<b>\$547,145</b>	<b>\$775,479</b>

1) The City of South Pasadena will be receiving all seven years of Measure M MSP Funding (\$1.7M) in the first five years of the Program. The next year that the City will be eligible for Measure M MSP Funding is Year 8 of the Program (2024-25 FY).

**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, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

**ITEM 7**

Minutes of the Regular Mobility and Transportation  
Infrastructure Commission on July 21, 2020

**MINUTES OF THE  
MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION  
21<sup>st</sup> DAY OF JULY 2020 AT 6:30 P.M. AT THE  
CITY COUNCIL CHAMBERS  
1424 MISSION STREET**

**CALL TO ORDER**

The Regular Meeting of the Mobility and Transportation Infrastructure Commission was called to order by Chair Zneimer at 6:45p.m. The meeting was held in a virtual setting, with all Commissioners and Council Liaisons attending via Zoom, and the meeting being broadcast via the Council Chamber, located at 1424 Mission Street, South Pasadena, California.

**ROLL CALL:**

**Present:** Vice Chair Abelson, Commissioner Fisher, Commissioner Hughes, Chair Zneimer and Commissioner Hammond arrived later.

**Absent:** None

**City Staff:** **Present:** Director of Public Works Shahid Abbas (DPW), Deputy Director of Public Works Kristine Courdy (DDPW), Margaret Lin, Principal Management Analyst and Public Works Assistant (PWA) Leonna DeWitt

**PLEDGE OF ALLEGIANCE**

Vice Chair Abelson led the pledge of allegiance.

**1. PUBLIC COMMENT**

PWA DeWitt announced that four public comments was received in writing via email from the following individuals:

- Max Jimenez – Expressed support for more bike lanes.
- Amber Chen – Expressed support for more bike lanes.
- Name withheld– Expressed support for Al Fresco Dining.
- Sholmo Nitzani – He inquired about a traffic signal on Monterey Road at Orange Grove Avenue.

**ACTION ITEMS**

**2. Minutes of the Regular Mobility and Transportation Infrastructure Commission on June 16, 2020.** Commission approved as amended (Hughes, Fisher; passed unanimously)

**DISCUSSION ITEMS**

**3. North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue**

DPW Abbas gave a presentation of the North South Corridor Smart Mobility Plan for Fremont Avenue and Meridian Avenue.

PWA DeWitt announced that four public comments was received in writing via email from the following individuals:

- Wende Lee – Expressed support for a stop sign on Meridian Ave.
- Ron Rosen – Expressed support for stop sign on Meridian Avenue at Maple and that the crosswalk at Maple and Meridian not be removed.
- Lisa Zahra – Expressed support for stop signs installed on Meridian Avenue at Oak Street.
- Sara Shane – Expressed concern about speeding cars on Meridian Avenue.

- D.W. Shane – Expressed support for traffic signage, 3-way stop signs at Meridian Avenue/Oak Street and Meridian Avenue/Maple Avenue with key street and curb striping.
- Russ Shane – Expressed concern about crossing Meridian Avenue and that the crosswalk at Maple Street not be removed.
- Delaine Shane – Expressed concern with the traffic on Meridian Avenue and requested sensible traffic mitigation now.
- Jason J. Wallace – Expressed support of a three-way stop at Meridian Avenue at Oak Street and Meridian Avenue at Maple Street.
- Susan Sulsky – Expressed support for a three way stop at Meridian Avenue at Oak Street.
- Kim Carlson – Expressed support for a stop sign at the 3-way intersection and Meridian Avenue and Oak Street.
- Emily B – Expressed support for a stop sign at the 3-way intersection at Meridian Avenue and Oak Street.
- Denise Philley – Expressed support for a 3-way stop at Meridian Avenue at Maple Street.
- Ava Herrera – Expressed concern about the speed on Meridian Avenue and supports the additional stop signs and no, or limited parking along Meridian Avenue, specifically Oak Street – Kendall Avenue.
- Desiree Barreras – Expressed support for a stop sign at Meridian Avenue at Oak Street.
- Seth Healey – Expressed support for a stop sign on Meridian Avenue.
- Sally Takeda – Expressed support for an all-way stop at Oak Street at Meridian Avenue and a robust speed mitigation efforts to finalize what the city agreed to in 2000.
- Evan Takeda Teer – Expressed support for a stop sign or a full-time crossing guard at Meridian Avenue at Oak Street.
- Noah Takeda Teer – Expressed concern about crossing Meridian Avenue and supports a stop sign.
- Jon Healey – Expressed concern of the dangerous traffic patterns and suggested a major redesign of Meridian Avenue.
- Oliver Wang – Expressed concern of the dangerous speeds on Meridian Avenue and suggests a more permanent solution.
- Sharon Mizota – Expressed support for a stop sign or speed bumps.
- Linus Wood – Expressed support for stops signs at intersections and more clarity of the speed limit.
- Vaishalee Bhakta – Expressed support for a 3-way stop at the intersection of Meridian Avenue at Oak Street.
- Bia Plake – Expressed support for a 3-way stop at the intersection of Meridian Avenue at Oak Street.
- Alfred Meza – Expressed concern of people driving too fast on Meridian Avenue.
- Josh Sheppard – Expressed support for stop signs on Meridian Avenue.
- Elizabeth Friedman – Expressed support for stop signs at Meridian Avenue at Oak Street.
- Florence Chun – Expressed support for 3-way stop sign at the intersection Meridian Avenue at Oak Street and Meridian and Maple Street.
- Name withheld – Expressed support for permanently closing Meridian Avenue at Mission Street, stop signs to make Meridian Avenue more walkable and that Meridian Avenue shouldn't be referred as a collector street any longer.
- Ann Gillespie – Expressed support of implementing a reasonable solution that will protect pedestrians of all ages.
- Jeff Mulligan – Expressed support for a 3-way stop signs on Meridian Avenue and Oak Street and Meridian Avenue and Maple Street.
- Annat Sanchez – Expressed concern of the speed and carelessness of drivers on Meridian Avenue.

- Kit Bellamood – Expressed concern of the frightening and dangerous incidents on Meridian Avenue and supports implementing simple improvements at the intersection at Oak Street at Maple Street.
- Greg Campeau – Expressed support for a stop sign.
- Swati Chakraborty – Expressed concerns of the dangerous crossing on Meridian and supports stop signs and enforcing speed limits.
- Kristen Swift – Expressed support for a stop sign at Oak Street and Maple Street.
- Margot Healey – Expressed concern of speeding on Meridian Avenue and the dangers of crossing Meridian Avenue.
- Joanne Nuckols – Expressed support for an all-way stop sign at Meridian Avenue and Oak Street.
- Sean Teer – Expressed concern of the speeds on Meridian Avenue and supports a 3-way stop on Meridian Avenue.

Commissioners had various comments and suggestions regarding Fremont Avenue regarding some suggested solutions such as striping, signage, traffic signal improvements, and other specific immediate improvements, along with questions regarding the traffic data, and working with the neighboring cities. The Commission developed a list of short-term improvements recommended for Fremont Avenue.

Commissioners had various comments and suggestions regarding Meridian Avenue including some short-term solutions such as striping, high visibility crosswalks, edge line striping, signage, rectangular flashing beacons, edge lines, red curb at intersections, temporary curb extensions, high visibility crosswalks and other specific immediate improvements, along with questions regarding the traffic data, and working with the neighboring cities. Commissioners expressed concern for gathering additional data from the SPPD, Fire Department, residents on Meridian Avenue.

## **COMMUNICATIONS**

### **4. City Council Liaison Communications**

No comments.

### **5. COVID-19 Mobility and Transportation Related Matters Ad Hoc Committee**

Chair Zneimer gave a brief presentation on AI Fresco dining options in response to COVID-19. The presentation included alternatives for outdoor dining in the right of way such as taking over travel and parking lanes to provide adequate space for outdoor dining and shopping along Mission Street.

Margaret Lin, Principal Management Analyst, gave a brief update on the funding status with Metro.

Discussion ensued regarding the different types of dining spaces, different types of treatments and barriers, consultants and funding. Commissioners expressed support to close one lane of Mission Street and the diagonal parking for takeout parking.

### **6. Commissioner Communications**

Commissioner Hughes reminded staff regarding the Gold Line Crossing improvements. Commissioner Fisher thanked the Public Works staff.

### **7. Staff Liaison Communications**

No comments

**ADJOURNMENT**: Meeting adjourned at 11:55 p.m.

1

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 August 18, 2020.

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Sam Zneimer, Chair





PUBLIC COMMENT  
MOBILITY AND TRANSPORTATION INFRASTRUCTURE  
COMMISSION MEETING

July 21, 2020

(Deadline to submit Comments 7/21/20 at 12p.m.)

Item No.	Name	Document	Date Received
GC	Max Jimenez; Amber Chen;	E-mail Public Comment	7/20/20
GC	Name Withheld	E-mail Public Comment	7/20/20
GC	Shlomo Nitzani	E-mail Public Comment	7/21/20

## Leonna Dewitt

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**From:** Amber Chen   
**Sent:** Monday, July 20, 2020 9:28 PM  
**To:** MTIC Public Comments  
**Subject:** Public comments from Amber Chen and Max Jimenez

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**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.

Note: These are two separate public comments. They are being sent in the same email because we would like you to Amber's comment right after Max's.

### PLEASE READ BOTH OUT LOUD

#### Public comment #1

I, Max Jimenez, a rising junior at SPHS, support an initiative for South Pasadena (SP) to add more bike lanes. We are on the brink of another wave and possible shut downs, many people will be inside all day. This is the perfect time to add more bike lanes because many cars will be out of circulation, making the lanes easier to implement. A common argument against the implementation of bike lanes in cities is the lack of parking it incites. This is true, but less parking will be compensated by less of a need for parking, because microtransit will become more common for the average resident. As cities build more bike lane networks, riding a bike becomes safer, and more people will use them. It is important for more people to bike because it will decrease emissions of harmful greenhouse gases.

This is the link to the article used to support the highlighted statement  
<https://nacto.org/2016/07/20/high-quality-bike-facilities-increase-ridership-make-biking-safer/>

#### Public comment #2

I, Amber Chen, a rising junior at SPHS, support an initiative for South Pasadena (SP) to implement more bike lanes. When Max and I first committed to this concept — our goal was much more ambitious. However, after hearing more community input, we both believe that Fair Oaks is the most realistic street and is the one SP should start with. The city can add from there. I'd also like to say that the creation of a bike lane down Fair Oaks would nicely compliment SP's new bike racks. Max and I also sent out a petition (linked below) that received 516 signatures. Furthermore, we realize that the coronavirus pandemic has understandably justified climate change's placement on the backburner. And we wholeheartedly disagree with that sentiment.

Here's the link to the petition:  
[https://www.change.org/p/south-pasadena-city-government-south-pas-needs-more-bike-lanes?recruiter=859553108&utm\\_source=share\\_petition&utm\\_medium=copylink&utm\\_campaign=share\\_petition](https://www.change.org/p/south-pasadena-city-government-south-pas-needs-more-bike-lanes?recruiter=859553108&utm_source=share_petition&utm_medium=copylink&utm_campaign=share_petition)

## Leaonna Dewitt

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**From:** name withheld   
**Sent:** Monday, July 20, 2020 11:37 PM  
**To:** MTIC Public Comments  
**Subject:** MTIC meeting item 1

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Name: withheld under Government Code section 54953.3

Agenda Item: 1 (General Comment)

Instruction: Read aloud at the meeting.

Word Count: 246

I was sad to find we have an Ad Hoc Committee on COVID-19, but no report for the public to review. City Council has said that this Commission would be reviewing the COVID-19 Al Fresco Dining plans for the City. To that end, I want to share that the draft Downtown Specific Plan proposes a great "Al Fresco" dining option. On pages 28, 30, 72, 73, and 78, the plan shows how our community has sought to permanently close Meridian Avenue between Mission and El Centro for a permanent walkable plaza. This is not just a passing reference in the plan. It is a core component of the community's vision for this area. Doing this would create a much needed lively walkable plaza next to the Metro station. This is a great location for a shared outdoor dining experience for the restaurants in the area. You have an opportunity to implement the community's longstanding vision for this area, now. Please, do not let that go to waste. Closing Meridian at Mission is the right idea. It allows the many great restaurants in this hub to use a beautiful plaza for outdoor dining. It implements the downtown specific plan's vision. It creates an amazing walkable feature for our mass transit gateway to the City. It brings in more business. It provides a safe environment for holding the farmers market. Please implement what the community has been asking for in the Downtown Specific Plan and create this plaza.

## Leaonna Dewitt

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**From:** s n   
**Sent:** Tuesday, July 21, 2020 11:34 AM  
**To:** MTIC Public Comments  
**Subject:** Infrastructure issues

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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.

Hi Sam,

This message is a comment from Shlomo Nitzani. This is a public comment for the July 21, 2020 meeting and I would like it to be read out loud as a public comment.

I spoke with Christine during the week and asked a couple of question regarding the new light signal on the intersection of Monterey Rd and Orange Grove. The two questions were related to WHY and WHEN.

The light standard and the signal were erected and installed, the underground work was done, the control box is installed. The first question was why the light is not active and the second question was when will it be activated. To both questions she did not have an answer and was rather evasive. She basically said that it was an Edison issue. When I asked who is the contact person at Edison, so "I can give him/her a piece of my mind" she refuse to give the name. ( I am very familiar with Edison as my late wife was working there) I had few dealings with Edison over the years and I know how to navigate there.

The next day I made a couple of phone calls and reached the person in charge of the project, Mr. William Latin.

He told me the whole scoop. Edison was waiting for communication from the city. After a while, the project was put on hold because the city did not make any arrangement for the financial part of Edison as well arrange for inspections.

We could have had the project up and running a long time ago and this has nothing to do with Covid 19. I feel it's a failure of the person in charge at the department. Maybe he can work only on one project at a time.

As the conversation went on I asked her about removing a stop sign in the middle of the uphill on Alpha as long as construction and striping is scheduled. I got this standard answer that a study needs to be done. Well, I would like to see a copy of the study that was done that recommended the installation of the stop sign. It does not make sense to have a stop sign in an up hill in a T- intersection to a cup-De-sac. Oh yes DMV recommendation. Surely, a long time a public work director Mr. Van Winkle made his own decisions when he adamantly refused to put a U-turn on Huntington Dr and Fremont. Finally just before he retired he left the city with a gift.

Then I asked Kristine about a left turn on Monterey rd to Diamond and the right turn from Monterey Rd. East to South Fair Oaks. I believe there was no study. I know for a fact when the first Monterey Rd project was done including the left turn pocket to Meridian, the previous city manager asked the high school PTA if they think it is necessary to have a left turn pocket they were indifferent and he scrapped the idea. WAS A STUDY DONE TO APPROVE THE MERIDIAN LEFT TURN POCKET? I want to see it! I also want to see the study that was determined the right turn only to Fair Oaks.

Please forward this letter to city manager and copy me as I want answer to my issues.

Sincerely, be safe

Shlomo Nitzani



PUBLIC COMMENT  
MOBILITY AND TRANSPORTATION INFRASTRUCTURE  
COMMISSION MEETING

July 21, 2020

(Deadline to submit Comments 7/21/20 at 12p.m.)

Item No.	Name	Document	Date Received
3	Various Names	E-mail Public Comment	7/20-7/21
3	Madeline Di Giorgi	E-mail Public Comment	7/21/20 at 12:06 p.m.

## Leaonna Dewitt

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**From:** Wende Lee [redacted]  
**Sent:** Sunday, July 19, 2020 10:26 AM  
**To:** MTIC Public Comments  
**Subject:** Re: MTC Meeting July 21st, Discussion Item 3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hi again -  
I'm so sorry, but I need to be correct on my date this has been going on since 2000! My fingers are faster than my brain!  
I would also like my comments to be read at the public meeting.  
Thank you!!!

Cell 323-399-1362  
The Print Spot: 323-269-4218  
2075 S. Atlantic Blvd Monterey Park 91754  
[printspot323@gmail.com](mailto:printspot323@gmail.com)  
[www.goprintspot.com](http://www.goprintspot.com)

"Like" and "Follow" us on Facebook by clicking [here](#) !!  
Watch us on YouTube!  
<https://www.youtube.com/watch?v=4ND9whF0SF0>

On Sat, Jul 18, 2020 at 11:00 AM Wende Lee <[wendelee323@gmail.com](mailto:wendelee323@gmail.com)> wrote  
My name is Wende Lee, and I am commenting on Discussion Item 3. I appreciate the focus for a mobility plan, however, I must urge the MTIC to put in place a temporary solution immediately.  
I have always shaken my head when I look outside as a speeding car whiz's by, and I've wondered what I could do? By happenstance, I was introduced to Delanie and found out there have been people working on this since 2020! We must not let this go another 20 years, even a year for that matter. The crosswalk lights cannot be repaired (lights out on the flashers) for the safety of our pedestrians while cars speed through. Please can we have a temporary fix (such as a temporary stop sign) now and move forward on the overall vision during this time?

Wende Lee  
1709 Meridian Avenue  
South Pasadena  
Since 1992

Cell 323-399-1362  
The Print Spot: 323-269-4218  
2075 S. Atlantic Blvd Monterey Park 91754  
[printspot323@gmail.com](mailto:printspot323@gmail.com)  
[www.goprintspot.com](http://www.goprintspot.com)

"Like" and "Follow" us on Facebook by clicking [here](#) !!  
Watch us on YouTube!  
<https://www.youtube.com/watch?v=4ND9whF0SF0>

**Leaonna Dewitt**

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**From:** Ron Rosen [REDACTED]  
**Sent:** Saturday, July 18, 2020 9:10 PM  
**To:** MTIC Public Comments  
**Subject:** Item number 3 - July 21 Meeting (Corrected Comment)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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(Please disregard the previous comment I submitted)

Ron Rosen  
Agenda Item 3  
Please Read Aloud

Regarding Meridian Avenue: I live on Wolford Lane. It is very dangerous for those of us trying to turn left out of Wolford Lane, because due to plantings, and yard reconfigurations by some very inconsiderate neighbors several years ago, we have a very short sight line up Meridian. Most of the time, I turn right, even when I want to turn left, because it's too dangerous to turn left. Cars need to be slowed down. We also need a stop sign and Meridian and Maple. Finally, the crosswalk at Maple and Meridian should never be removed. If that were done, there would be no crosswalks between Kendall and Oak, which is probably a half mile. That makes no sense. We need speed reduction and the stop sign now!

**From:** Lisa Zahra [REDACTED]  
**Sent:** Sunday, July 19, 2020 2:01 PM  
**To:** MTIC Public Comments; Maria Ayala; Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Agenda Item #3: North South Corridor Smart Mobility Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hi,  
My name is Lisa Zahra, and I have lived on Meridian Ave near Oak Street for 15 years  
I am commenting on Agenda Item #3 North South Corridor Smart Mobility Plan Fremont Avenue and Meridian Avenue and would like my comments to be read aloud during the MTIC meeting.  
During my time on Meridian, I have witnessed countless dangerous drivers and accidents on our street. I utilize the crosswalk on Meridian at Oak many times a week, and in my opinion, it is extremely dangerous, especially to the many children who depend on it to get to and from school safely. In my experience, I would estimate that approximately 65% of the drivers stop when the crosswalk lights are flashing. Many times it takes my stepping into the street, with a hand raised, to actually get them to stop, since the flashing lights are often not seen or just ignored. This is distressing, since I feel this crosswalk gives the many children who use it, a false sense of safety that drivers will automatically stop for the flashing lights. I have seen many children press the button for the flashing lights, and then immediately start crossing the street, without waiting to make sure the cars will stop for them. If stop signs are not installed here, I feel it is only a matter of time before a preventable tragedy happens at this intersection.



## Leaonna Dewitt

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**From:** Sara Shane   
**Sent:** Sunday, July 19, 2020 2:21 PM  
**To:** MTIC Public Comments  
**Cc:** Dr. Richard Schneider - Personal; Leaonna Dewitt; Maria Ayala  
**Subject:** MTIC Meeting for July 21: Public Comment for Agenda Item No. 3: Please Read Out Loud

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 MTIC Commission:

I'm a teen that lives on Meridian Avenue. It seems like Meridian is a runway for people to get to their locations faster by avoiding traffic lights on Fremont Avenue. Every time I cross Meridian to get to the other side, I run because cars immediately appear out of nowhere even if when I start out it seems safe to cross. I'm also new to driving and I'm terrified to drive out of our driveway and get hit, because of cars speeding down our street. Please make our street safe now.

Sara Shane  
SPHS--Senior  
Class of 2021

## Leonna Dewitt

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**From:** D.W. Shane   
**Sent:** Sunday, July 19, 2020 2:40 PM  
**To:** MTIC Public Comments  
**Cc:** Maria Ayala; Dr. Richard Schneider - Personal; ezneimer; Ben Tansey; Bill Glazier; Leonna Dewitt  
**Subject:** MTIC Commission Meeting on July 21: Agenda Item No. 3: North South Corridor Smart Mobility Plan for Meridian Avenue: Please Read this Public Comment Email Out Loud to the Commissioners

**Importance:** High

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 MTIC Commissioners

On July 15<sup>th</sup>, SMART Families met with City officials in good faith to collaborate on resolving the ongoing traffic problems on Meridian Avenue. No immediate solutions were recommended by Mr. Abbas. Every remedy that SMART Families presented was dismissed as adding liability to the City.

We can only conclude that the City officials are solely driven by potential litigation and insufficient data in their decision-making, rather than acknowledging the daily risks that we face when accessing Meridian Avenue. Pedestrian safety is paramount, especially when school-aged children cross Meridian Avenue at both Oak and Maple. SMART Families want traffic signage, including 3-way stop signs at Meridian/Oak and Meridian/Maple with key street and curb striping to ease Meridian's traffic problems **NOW**.

We also want the Maple crosswalk to be repainted and signage added for the children who walk from the hills above Meridian, down the public stairway, and use that crosswalk to get to the middle school and high school. Without that crosswalk, they will continue to cross at Maple, or at unprotected crossings at Beech or Pine and will not walk all the way to either Kendall's or Oak's protected crosswalks.

We do **NOT** support the North South Corridor Smart Mobility Plan for Meridian Avenue. We want near-term solutions implemented a month after Council approval. Such remedies will be easy to do and will cost far, far less than a \$1 million long-term plan that will take a decade or more to implement.

Thank you.

Sincerely,

The SMART Families



Over 40 concerned residents who live on Meridian Avenue, Bonita Drive, Gillette Crescent, Berkshire Avenue, Cambridge Place, Pine Street, Wolford Lane, Braewood Court, Ramona Avenue, and Lyndon Street

**From:** Russ Shane [REDACTED]  
**Sent:** Sunday, July 19, 2020 9:18 PM  
**To:** MTIC Public Comments  
**Cc:** Dr. Richard Schneider - Personal; Maria Ayala; smart-families@outlook.com  
**Subject:** July 21 MTIC Meeting: Public Comment: Please Read Aloud at Meeting

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I live on Meridian with my wife and daughter. The traffic is out of control and I am deeply concerned about my family, my neighbors, and the school kids crossing the street. Explain to me why some simple fixes like stop signs, striping, and curb painting can't be done on the cheap, while City officials are talking about a Complete Streets plan that will take years to be designed and built and costs about \$1 million. How ridiculous is that?

The Maple crosswalk must not be removed. School kids who live in the hills above Meridian use the public stairway and then use that crosswalk to get to the other side of Meridian. Nobody is going to walk all the way to Kendall Avenue or Oak Street to cross. Just make straightforward, sensible changes now and help us protect our families and neighbors.

Also, the narrow freeway that Meridian Avenue has now become has made it impossible for neighbors on one side to get to know neighbors on the other side. Divide and conquer, much?

Finally, I have seen many residential streets in many communities and I have seen very few streets like Meridian that are two-lane and this fast, with no stop signs. Meridian is a poor substitute for the 710. Get over it, guys! The 710 will never be built and nobody's going to die if they have to drive a LITTLE slower. They will die if they keep driving at these speeds. So will innocent parties.

Russell Shane  
2003 Meridian Avenue

**From:** Delaine Shane [REDACTED]  
**Sent:** Sunday, July 19, 2020 9:59 PM  
**To:** MTIC Public Comments  
**Cc:** Dr. Richard Schneider - Personal; Maria Ayala; smart-families@outlook.com  
**Subject:** Public Comment for Agenda #3 (Meridian Complete Street): Please Read Out Loud During the Meeting

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 MTIC Commissioners:

Why does inequity exist between Meridian and Marengo avenues? Both are north-south collector streets. Both are residential with bordering schools. Yet, most of the intersections on Marengo have stop signs but Meridian has none. Is the City's message that elementary school students are valued over middle school and high school kids? Kids at any age need to be protected. The cars come by too quickly to anticipate when to cross safely.

This street is an existing liability to the City. We are constantly in fear of getting hurt when driving or walking on Meridian. Some of us have no other choice but to park our cars on Meridian. Several parked cars and pickup trucks near the Meridian and Maple intersection have been totaled in the last few years. When we complain about it, no near-term recommendations are made except for more studies or for some long-term plan to be done in a decade or so.

If you went door to door along Meridian and its side streets between Monterey and Kendall, every resident would have a story of traffic woes. In October 1999, the City's Traffic Safety Advisory Committee approved a three-way stop at Meridian and Oak. The then City Council voted against that determination for political reasons.

When will the pedestrians and residents get a break? Please put in some sensible traffic mitigation now. We do not need a Complete Street plan.

Thank you,

Delaine Shane  
2003 Meridian Avenue

**Leaonna Dewitt**

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**From:** Jason J Wallace   
**Sent:** Monday, July 20, 2020 1:15 AM  
**To:** MTIC Public Comments  
**Cc:** Maria Ayala; Dr. Richard Schneider - Personal; D.W. Shane  
**Subject:** Public Comment on Agenda Item 3 for MTIC Meeting 7/21

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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- 1) Jason Wallace
- 2) Agenda Item #3
- 3) I wish for my comment to be read aloud

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My wife and I have lived on Meridian Avenue for a number of years, and each year that goes by we feel more unsafe on our own street. Each day we struggle to cross the street, park our cars, and back out of our driveway. We constantly face tailgating, honking, obscene gestures, and aggression, all while simply driving the speed limit on our way home. On top of that, back in November 2017 our friend's car was totaled by a speeding car, while just parked along the curb outside our house. Inexplicably this incident does not show up in the Collision Data to be presented during this meeting.

The dangerous behavior of drivers on our street has become a public safety concern. Further inaction only implicitly condones this aggressive driving. We are unwilling to let the City ignore it any longer.

At the virtual meeting last week, the City recommended a solution focused on revamping Meridian as a "complete street." It's an ambitious, long-term plan, but one that does not address what Meridian needs TODAY -- to eliminate the aggressive driving, speeding, and unsafe conditions that exist.

All we ask for is to simply feel safe on Meridian. Based on first hand experience, the families of Meridian have proposed a three-way stop at Meridian/Oak and Meridian/Maple. If the City cannot make that work, we expect to see real and achievable alternative recommendations that can be implemented in a timeframe measured in days & weeks, not years.

Jason Wallace & Wendy Kim  
1730 Meridian Avenue

**Leonna Dewitt**

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**From:** Susan Sulsky [redacted]  
**Sent:** Monday, July 20, 2020 7:13 AM  
**To:** MTIC Public Comments  
**Cc:** Maria Ayala; Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Public Comment for July 21, 2020 MTIC Meeting - Agenda Item #3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**Name:** Susan Sulsky  
**Agenda Item #3: North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue**  
**Please read the following comment out loud:**

I have lived on Meridian Avenue since 1999. In 2000 the City Council recommended a three way stop at Oak and Meridian. It never came to pass. Last week, at a Zoom call with City officials and residents impacted by Meridian Avenue traffic, a long-range futuristic plan to improve conditions called "Complete Street" was presented but the Public Works Director would not consider any 3-way stop signs.

The Smart Mobility Plan is not an immediate solution to help residents, particularly, school children, who want to walk to school or drivers who need to make a left turn onto Meridian from its side streets. This year my car was totaled while trying to make such a turn. I believe there are exemptions to the California Manual on Uniformed Traffic Control Devices, that have enabled the Council to approve, and the City to act on 3 way stop signs on similar residential streets, such as Oak and Milan.

I respectfully again ask that consideration is given for 3 way stop signs at Meridian and Oak and Meridian and Maple. It is impossible to see traffic while trying to turn onto Meridian from either of these intersections. Please carefully review the State and Federal mandates regarding control devices, as well as signage and other cost-effective measures that can be enacted following the next Council meeting. I do not wish to wait another 5, 10 or 20 years before something is done, or an innocent life is sacrificed because of political posturing.

Thank you,

Susan Sulsky  
2013 Meridian Avenue

**Leaonna Dewitt**

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**From:** Kim Carlson [REDACTED]  
**Sent:** Monday, July 20, 2020 9:36 AM  
**To:** MTIC Public Comments  
**Subject:** Public Comment for Agenda item #3 North South Corridor Smart Mobility Plan: Meridian Avenue

**Follow Up Flag:** Follow up  
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Public Comment portion of the email is limited to 250 words. Please make sure to indicate

1 Your Name: Kim Carlson

2 Agenda Item: Item #3 North South Corridor Smart Mobility Plan Fremont Avenue and Meridian Avenue

3 Please read my comment at the MTIC meeting.

4 Comment

The intersection at Meridian and Oak is dangerous for our students to cross on their way to school. Many cars do not stop despite the flashing lights and children in the crosswalk. My 2 older children have to use this crosswalk 2x per day for nearly 10 months out of the year to reach their schools. While this is the safest place to cross, it is not safe. My children have all reported cars nearly hitting them in this intersection many times. They have been cursed at and flipped off by drivers repeatedly over the past 4 years. I personally have also been yelled at by drivers and nearly hit. I have witnessed other cars plow through the intersection when others are walking through it. I ask that you do not wait until a child or adult in our community dies or is severely maimed to take action. Please act now and place a stop sign at the 3-way intersection and Meridian and Oak. Thank you for your consideration.

--

Kim Carlson  
[sopaskim@gmail.com](mailto:sopaskim@gmail.com)

**Leaonna Dewitt**

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**From:** Emily B   
**Sent:** Monday, July 20, 2020 9:51 AM  
**To:** MTIC Public Comments  
**Subject:** public comment for July 21 meeting

**Follow Up Flag:** Follow up  
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1 Your Name Emily Beaghan

2 Agenda Item Item #3 North South Corridor Smart Mobility Plan Fremont Avenue and Meridian Avenue

3 Please read my comment at the MTIC meeting

4 Comment

The intersection at Meridian and Oak is dangerous for our walkers, joggers, and students to cross. Many drivers use Meridian as a quicker alternative to Fremont and Fair Oaks and are prone to speeding. It is clear that SPPD is aware of the speeding problem as I frequently see law enforcement perched on Meridian near Oak. I also am consistently tail-gated and honked at when I drive the speed limit on Meridian near there. Additionally, I routinely cross Meridian at Oak when I am out for a run and it is difficult to get cars to stop at that intersection, even with the crosswalk and blinking lights. Within two years my eldest child will begin walking to middle school that way. Please act now and place a stop sign at the 3-way intersection and Meridian and Oak. Thank you for your consideration.

Emily Beaghan



**Leonna Dewitt**

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**From:** Denise Philley [redacted]  
**Sent:** Monday, July 20, 2020 10:05 AM  
**To:** MTIC Public Comments  
**Cc:** Maria Ayala; Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Re: Agenda Item #3: North South Corridor Smart Mobility Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hello,

**Name:** Denise Philley, 2018 Meridian Avenue  
**Date:** July 20, 2020  
**Agenda Item:** #3, North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue  
**Comment:** Read aloud during the MTIC Meeting.

In September, my cyclist husband was hit by a car on Meridian requiring 3 shoulder surgeries. Between June and December 2019, a series of 5 collisions right outside our door – two of which occurred within a 12-hour period — surprised no one. The dangers on Meridian are a constant source of conversation and worry among my neighbors.

For 6 years I have daily walked and driven this street, and it can be truly frightening. Drivers honk and swerve when required to slow or yield for crosswalks, driveways, intersections and parked cars. As I type this letter, I see/hear passing cars whizz past my window well over the speed limit. There are no impediments to speeding on the south end of Meridian where the road is straight and flat.

It is my strong belief that a 3-way stop at Meridian & Maple would help control this reckless behavior. There is currently a painted crosswalk but it's not enough to ensure safety for myself and my children who are frequent walkers (for exercise and getting to/from school). Likewise, Meridian & Oak is a similarly dangerous hotspot that will benefit from a 3-way stop, ensuring safety for the many schoolchildren and adult residents who rely on it.

If something isn't done, it's only a matter of time before another injury, collision or worse cements Meridian's status as the most dangerous street in SP, and we residents should not have to sacrifice our bodies or property to prove it.

## Leaonna Dewitt

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**From:** Ava Herrera [REDACTED]  
**Sent:** Monday, July 20, 2020 10:47 AM  
**To:** MTIC Public Comments  
**Cc:** Maria Ayala; Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Agenda item #3/MTIC meeting

**Follow Up Flag:** Follow up  
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Our names are Eduardo and Ava Herrera. We have lived in the gated South Pasadena community called Braewood Court off Meridian, behind the high school for 13 years.

Commenting on Agenda item #3, which should be read aloud during the MTIC meeting.

Personal story.

I am concerned about the speed of traffic on Meridian, particularly from Monterey to Kendall.

I support the additional stop signs and no, or limited parking along Meridian, specifically Oak- Kendall, which impedes visibility on a very curvy and narrow street.

Often cars drive in the middle of the street to avoid the parked cars and improve their visibility around the corners, but this is just not safe either.

We've noticed there is increased traffic in recent years on Meridian due to the traffic app called, Waze which offers Meridian as an alternate to Fremont. This has seemed to double the traffic with drivers speeding through these unfamiliar curves with no impediment. Several times unfortunately, while waiting to turn left on Oak, I've seen cars speed through the intersection at Oak, unaware, DESPITE the lit crosswalk and a student waiting to cross, or actually IN the crosswalk.

I am extremely concerned about our teens who will be driving soon, and emerging left from our gated complex; it is a treacherous blind corner with cars speeding north on Meridian. Other parents in this development have told their kids they are not allowed to "turn left" out of the gate because it is too dangerous. A stop sign at Oak would improve this. There used to be a traffic mirror on a post across the street so one could see the oncoming cars, but it was apparently vandalized and never replaced.

Drivers are still distracted by their phones, despite laws against use and therefore it is up to the city to help control conditions with safety measures as SMART has described.

Thank you.

## Leaonna Dewitt

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**From:** Desiree Barreras [redacted]  
**Sent:** Monday, July 20, 2020 11:51 AM  
**To:** MTIC Public Comments  
**Subject:** Item #3. North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue

**Follow Up Flag:** Follow up  
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1 Your Name: Desiree Barreras

2 Agenda Item: Item #3 North South Corridor Smart Mobility Plan, Fremont Avenue and Meridian Avenue

3 Please read my comment at the MTIC meeting.

4 Comment:

I have two kids, my oldest will start 5th grade next month. I am genuinely concerned about his safety next school year should I allow him to walk to Middle School. Oak and Meridian is the safest place for him to cross on his way to the school. However that intersection is not real safe. Many drivers speed through Meridian. They avoid Fair Oaks' traffic lights and spill on to Meridian where there is ONE Stop Sign from Monterey Rd and Alhambra Rd. That's embarrassing! Meridian provides direct access to our HS kids and is a bridge for kids who walk to middle school. Please add stop sign at Oak and Meridian to keep everyone safe in closing. I want to mention sometimes I see SP Police Officers parked near the HS baseball field (on Meridian) or on Oak (near Meridian). It's no wonder why they're there and it is an indicator of the problem we note here.

Thank you,  
Desiree

## Leaonna Dewitt

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**From:** Seth Healey [REDACTED]  
**Sent:** Monday, July 20, 2020 1:29 PM  
**To:** MTIC Public Comments  
**Subject:** Agenda Item number 3

**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 whom it may concern,

My name is Seth Healey and I am a 14 year boy who lives on meridian about a 15 minute walk from the middle school, and I walk to school everyday with me and my friends. Me and my friends see cars going far to fast down this street everyday and glide right past the crosswalk even after we press the button to flash the lights to get the cars to stop but they don't stop. One time on our walk home my friend was hit by a car, which injured his hand for a couple days. I think we need a stop sign on meridian, so I am not afraid to get hit by a car every time I cross the street.

Sincerely,  
Seth Healey

## Leaonna Dewitt

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**From:** Sally Takeda   
**Sent:** Monday, July 20, 2020 1:58 PM  
**To:** MTIC Public Comments  
**Cc:** Robert Joe; D.W. Shane  
**Subject:** Agenda Item #3: North South Corridor Smart Mobility Plan

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**Name:** Sally Takeda, 712 Bonita Drive  
**Date:** July 20, 2020  
**Agenda Item:** #3, North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue  
**Comment:** PLEASE READ ALOUD during the MTIC Meeting.

I remain hopeful City Manager De Wolfe and the councilmembers will find a way to make our neighborhood and especially our children, safe NOW. She and Mayor Joe were so proactive with our emergent issues with the vacant CalTrans properties on Bonita Drive. Please install an all-way street sign at Oak/Meridian AND provide robust speed mitigation efforts to finalize what the city agreed to in 2000.

20 years ago, the City reported in its August 16, 2000 report, the *"Traffic Safety Advisory Committee (TSAC) UNANIMOUSLY recommended the installation of all-way stop signs at the Oak/Meridian intersection due to the great number of students of all ages on their way to and from school that must cross Meridian Avenue at that intersection."* MORE cars drive on Meridian and MORE students are enrolled in the schools since 2000.

PW Director Abbas acknowledged there was no data collected of the car speed on Meridian in his January, 2020 study. And his and Council member Khuberstan's explanation of the "Complete Street Project" is as far-fetched as the newly minted US military branch, Space Force. Only those in that bubble of fantasy would consider it a realistic and viable plan. It's a bit obvious how they diverted the conversation to this scene of utopia with "more trees, newly paved roads and bike lanes". As Councilmember Khuberstan, our district representative, was asked, "When was the last time you had even come south on Meridian?" Her reply? "It's been a while." Yes, it has.

## Leaonna Dewitt

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**From:** Evan Takeda Teer   
**Sent:** Monday, July 20, 2020 2:03 PM  
**To:** MTIC Public Comments  
**Cc:** Robert Joe; smart-families@outlook.com  
**Subject:** Agenda Item: #3, North South Corridor Smart Mobility Plan:  
Fremont Avenue and Meridian Avenue

**Follow Up Flag:** Follow up  
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**Name:** Evan Takeda-Teer, 712 Bonita Drive  
**Date:** July 20, 2020  
**Agenda Item:** #3, North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue  
**Comment:** PLEASE READ ALOUD during the MTIC Meeting.

Hi my name is Evan Takeda Teer I attended South Pasadena Middle School and am now an incoming 9th grader at the high school For the past 3 years I walked the Meridian/Oak crosswalk to school with my friends It is dangerous and scary to walk across

Even when just something as simple as going to school I fear I may be run over someday I say this because when you press the button to cross in the lights flash so the drivers can stop no one really stops they usually speed up to get by quicker Or in one situation a driver rolled down his window and flipped me and my friends off on our way to school This should not happen to any kid going to school Even when I'm biking sometimes I am scared to use that crosswalk because I fear I may get hit

The kids in this neighborhood need to feel safer crossing the road on a busy street They need to put something more not just the flashing lights on the road because that doesn't stop anyone We need a stop sign or a crossing guard full time on Meridian/Oak because one day eventually a kid will get hit and by that time it will be too late to make changes

## Leaonna Dewitt

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**From:** Noah Takeda Teer [REDACTED]  
**Sent:** Monday, July 20, 2020 2:51 PM  
**To:** MTIC Public Comments  
**Cc:** smart-families@outlook.com; Robert Joe  
**Subject:** Agenda Item: #3, North South Corridor Smart Mobility Plan:  
Fremont Avenue and Meridian Avenue

**Follow Up Flag:** Follow up  
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**Name:** Noah Takeda-Teer, 712 Bonita Drive  
**Date:** July 20, 2020  
**Agenda Item:** #3, North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue  
**Comment:** PLEASE READ ALOUD during the MTIC Meeting.

My name is Noah Takeda-Teer and I am going to be a Senior this year at South Pasadena High School. I have lived in South Pasadena for almost my whole life and have grown up walking to school almost everyday. I have been SPUSD my whole life; going from Monterey Hills to SPMS to SPHS. When I started 6th grade, I was given the privilege of being able to walk by myself to school. Before I usually walked with my mom and my brother.

Every school day for the past six years I have crossed the crosswalk on Meridian. I would need a third and fourth hand to count how many times I have almost been hit by a car on that crosswalk. Ever since 6th grade, that is a street I have feared crossing because there is no stop sign. One example was just last year when I was walking to school and almost got run over by a truck. Before crossing I looked both ways and when no cars were coming I started to walk. All of the sudden as I am in the middle of the crosswalk and truck zooms right passed me. Had there been a stop sign, I wouldn't have had that near death experience. This happens everyday with people rushing to work, not caring for pedestrians on a dangerous street.

If nothing is done to make Meridian more safe, that just shows how little this city cares for the kids who walk to school.

## Leaonna Dewitt

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**From:** Jon Healey [REDACTED]  
**Sent:** Monday, July 20, 2020 5:05 PM  
**To:** MTIC Public Comments  
**Cc:** mayala@southpasadena.gov; Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Comment on July 21 Agenda Item 3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Greetings. My name is Jon Healey, and I'd like to offer a comment on agenda item 3. Feel free to read the following truncated version at the meeting:

My family and I moved to South Pasadena in 2003, and one of the things that excited us about our new home at 2021 Meridian Ave was that the middle and high schools were within walking distance. What we didn't realize was that our street was a speedway, and that local officials were determined to keep it that way for fear of roiling the 710 waters.

The hazard posed to school-bound kids crossing Meridian at Maple or Oak is bad enough. But the city's unwillingness to do anything meaningful to slow down traffic and enforce the marked limit, combined with its embrace of on-street parking within a few feet of the corners, has made every intersection along the route from Kendall to Monterey an accident waiting to happen.

No one seems to be grappling with how all the design choices combine into a dangerous and potentially deadly mix. Many drivers pulling out of the side streets know they have to accelerate madly to stay ahead of cars they can't detect until the last minute. This, in turn, means they pose a new threat to the cars trying to pull out of the next street up.

Pushing parkers a mere six feet back from the corners is no help at all. Speeders regularly hit 35 mph on our street. That's 50 feet per second. We need far better sight lines and slower speeds, and the city hasn't given us either one.

For the record, here is my comment in full:

My family and I moved to South Pasadena in 2003, and one of the things that excited us about our new home at 2021 Meridian Ave. was that the middle and high schools were within walking distance. What we didn't realize was that our street was a speedway, and that local officials were determined to keep it that way for fear of roiling the 710 waters.

When the 710 extension was finally taken off the table, we hoped the city would finally recognize the dangerous traffic pattern: People routinely use Meridian as a way to bypass Fremont, traveling at speeds impossible on that clogged street and reckless on Meridian. The only barrier, it seems, is that so many people are eager to avoid Fremont in the morning rush, traffic regularly backs up from Monterey past Bank Street as the clock approaches 8.

The hazard posed to school-bound kids crossing Meridian at Maple or Oak is bad enough. But the city's unwillingness to do anything meaningful to slow down traffic and enforce the marked limit, combined with its embrace of on-street parking within a few feet of the corners, has made every intersection along the route from Kendall to Monterey an accident waiting to happen. It's a roll of the dice to come out of Bonita onto Meridian when cars are parked to the north and the south, as they always are. You can't see a thing when stopped at the white line. You can't see a thing when stopped at the stop sign. You have to pull into the intersection to get any idea of what's coming north, but doing so exposes you to traffic you can't see coming south. My neighbor's car was totaled just a few months back in an incident like this.

No one seems to be grappling with how all the design choices combine into a dangerous and potentially deadly mix. Many drivers pulling out of the side streets know they have to accelerate madly to stay ahead of cars they can't detect until the last minute. This, in turn, means they pose a new threat to the cars trying to pull out of the next street up. Come to Bonita and Meridian some time and watch this happen, as drivers pull out of Valley View onto Meridian as if their lives depended on it -- because they do! While you're here, watch drivers cutting from Huntington to Meridian via Maple roll through the stop sign at the end of Maple, craning their heads to their left -- but not looking to the right, where the crosswalk is. Again, that's a tragedy waiting to happen, simply because nothing is slowing cars down on the street.

A major redesign of this street is long overdue, but to make us wait years more for relief would be cruel. City employees were out here a week or so ago to paint the corner of Meridian and Bonita next to my house, but pushing parkers a mere six feet back from the corner is no help at all. Speeders regularly hit 35 mph on our street. That's 50 feet per second. We need far better sight lines and slower speeds, and the city hasn't given us either one.



## Leaonna Dewitt

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**From:** Oliver Wang [redacted]  
**Sent:** Monday, July 20, 2020 5:21 PM  
**To:** MTIC Public Comments  
**Subject:** Meridian traffic/speed concerns

**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.

Oliver Wang  
1917 Meridian Ave  
Homeowner since 2010

My family, which includes my wife and our now 15 year old daughter moved to our home on Meridian, just south of Pine, in early 2010 and we quickly realized how dangerous Meridian was. The speed that cars would travel between Monterey and Kendall was always alarmingly fast, well over the 25 MPH limit for our residential street.

As you should already be aware, there is nothing to impede cars from driving upwards 35-40 MPH down the street - no stop signs or speed bumps and the only crosswalk is located at the intersection of Meridian and Oak, which hundreds of school children would normally use.

Part of the problem is that Meridian is unusually wide for a residential street and coupled with the stretch between Bank and Oak, where there's the high school on one side and no residential housing directly on the street on the other, drivers tend to treat Meridian as a commercial/industrial street instead.

We know SPPD views this as a problem area given that we often see either radar signs positioned on Meridian or police speed traps with motorcycle officers set up but these seem like half-measures at best. The recent traffic study done on Meridian measured volume but I was dismayed to learn it didn't measure *speed* which is the real danger. We live where Meridian makes an "S" curve and as such, cars parked in front of our house are liable to be clipped by drivers going too fast and failing to negotiate the curve properly. Our car lost a side mirror early into our moving here and as such, we try to avoid parking in front of our own house as a consequence.

As a resident, I think there's a huge safety issue at play here and it's astounding that the city hasn't addressed this through more permanent solutions. There are other streets in the city with stop signs and speed bumps - I'm thinking especially of Marengo for example - that don't have to deal with the same volume or speed of traffic and I don't understand why our street doesn't merit the same protections, especially so close to the high school.

To be frank, had we known about these issues when we were house-hunting in 2009 with our then four-year-old, we would have avoided buying our house because it's just not a safe place to raise a child who wants to be able to walk across the street and finds that there's no crosswalks, stop signs or other safe ways to do so.

**Leaonna Dewitt**

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**From:** Sharon Mizota [REDACTED]  
**Sent:** Monday, July 20, 2020 5:31 PM  
**To:** MTIC Public Comments  
**Subject:** Public comment for MTIC agenda, July 21

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Name Sharon Mizota, 1917 Meridian Ave  
Agenda Item #3, North South Corridor Smart Mobility Plan Fremont Avenue and Meridian Avenue  
Comment PLEASE READ ALOUD during the MTIC meeting

I have lived on Meridian Ave at Beech for 10 years now. We have lost a side rear-view mirror because drivers take the curves too quickly and hit our car parked on the street. Our neighbors lost a tree because a driver hit it and ran off. There are no stop signs or speed bumps on Meridian between Monterey and Alhambra and because it runs parallel to Fremont, commuters often take it as an alternate route when Fremont, which does have traffic lights, is backed up. This leads to a lot of people who do not live here driving very fast on a street with lots of curves and no stop signs. It is a very heavily residential neighborhood with large trees, but this does not seem to deter drivers. We have never let our daughter play in the front yard because we are worried about her getting hit by a car. It is also often hard to back out of our driveway during rush hour because visibility is not good around the curves and drivers come up too fast. Please install a stop sign or speed bumps to keep people from blowing through our neighborhood!

## Leaonna Dewitt

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**From:** Denise Philley   
**Sent:** Monday, July 20, 2020 6:15 PM  
**To:** MTIC Public Comments; Maria Ayala  
**Cc:** Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Public Comment, MTIC Meeting Agenda Item #3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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*\*Note: this is being sent on behalf of my son Linus Wood, an incoming senior at SPS\**

**Name:** Linus Wood, 2018 Meridian Avenue

I am commenting on Agenda Item #3 – North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue  
I would like my comments to be read aloud during the MTIC Meeting.

I spend a significant amount of time on Meridian Ave as a pedestrian and have seen a lot of dangerous driving. I think it's because there are no stop signs or traffic regulation along Meridian. Many of my bad experiences have occurred at Meridian & Oak's crosswalk because the lights don't function properly. There've been times when cars have stopped short to avoid hitting me and other students I walk with. Friends have told me they've had the same experience.

As a driver, turning onto Meridian from Oak is a real pain because there's so little visibility of oncoming traffic. The positioning of the street signs and lane lines would be better if there were a stop sign there, but with the way people speed along Meridian makes it unsafe. I think the same is true of most of the streets perpendicular to Meridian. The same goes for the Maple crossing, which is necessary but currently unsafe.

Since traffic safety is a problem all along Meridian, proper traffic regulation is required, such as stop signs at intersections and more clarity of the speed limit.

**Leaonna Dewitt**

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**From:** vaishalee bhakta [REDACTED]  
**Sent:** Monday, July 20, 2020 7:03 PM  
**To:** MTIC Public Comments  
**Subject:** Item #3. North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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1 Your Name: Vaishalee Mehta

2 Agenda Item: Item #3. North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue

3 Please read my comment at the MTIC meeting.

4 Comment

The intersection at Meridian and Oak is dangerous for our pedestrians, especially our children and our drivers. I've seen too many near collisions between pedestrians crossing and cars. There are also numerous near collisions between cars turning from Oak to Meridian. The curvy and narrow nature of the street adds to the danger. As a driver, making a left turn onto Meridian from Oak during rush hour is hazardous and often requires pulling out into oncoming traffic to see clearly. There are numerous issues that can be resolved by placing a stop sign at the 3-way intersection and Meridian and Oak. I respectfully ask that you act in a proactive manner and implement a safety plan on this corridor. Thank you for your consideration.

## Leaonna Dewitt

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**From:** Bia Plake   
**Sent:** Monday, July 20, 2020 8:13 PM  
**To:** MTIC Public Comments  
**Subject:** Agenda Item #3: North South Corridor Smart Mobility Plan:  
Fremont Avenue and Meridian Avenue

**Follow Up Flag:** Follow up  
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1. Your Name Beatriz Plake

2. Agenda Item Item #3 North South Corridor Smart Mobility Plan Fremont Avenue and Meridian Avenue

3. Please read my comment at the MTIC meeting.

4. Comment

My family frequently goes for a walk around our beautiful neighborhood, however crossing the street on the intersection at Meridian and Oak has been a very frustrating and dangerous place to cross the street. Soon my daughter will be walking to Middle School and I fear for her safety. Often cars speed and pay no attention to the pedestrian and bicycles. I believe a stop sign with the 3-way intersection and Meridian and Oak will not only help pedestrians but also the cars on that intersection.

Thank you for your consideration

Beatriz Plake

## Leaonna Dewitt

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**From:** Alfred Meza [REDACTED]  
**Sent:** Monday, July 20, 2020 8:38 PM  
**To:** MTIC Public Comments  
**Cc:** Maria Ayala; Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Comment for Agenda Item#3/MTIC meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Good evening,

My name is Alfred Meza and I'm including my own personal comment for Agenda Item #3 to be read out loud during the MTIC meeting

'On January 9<sup>th</sup>, 2020 my family and I were at home watching TV when we heard a loud crash outside. I knew immediately that my car had been hit again. I ran outside and found my car completely smashed from behind, as well as my neighbor's truck. Of course there was no driver to be found. I have no idea how he or she drove away after seeing how they damaged the cars.

On January 13<sup>th</sup>, 2019 a year before my car was totaled, we got a knock at the door by the SPPD. It was around 2am and I remember the officer asking if we owned the blue car parked in front. I took a closer look and noticed a white car upside down in the middle of the street and a couple of police cars. I walked outside to find my wife's car smashed on the driver's side. At least the driver couldn't get away. Needless to say, he was driving too fast.

In 361 days, we had two of our cars totaled by people driving too fast on Meridian. My family has lived on the corner of Meridian and Beech for 30 years. In those 30 years we have had several of our cars hit by drivers going by too fast. We're tired of it. Tired of also coming home from work just to have some person tailgate me and then flip me off when I turn the blinker on to pull in my driveway.

Please help!!

Thank you  
Alfred Meza and Tan: Tonnu  
1934 Meridian Ave  
[ilovepp@gmail.com](mailto:ilovepp@gmail.com)

## Leaonna Dewitt

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**From:** Josh Sheppard [redacted]  
**Sent:** Monday, July 20, 2020 9:29 PM  
**To:** MTIC Public Comments; Maria Ayala; Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Agenda Item #3: North South Corridor Smart Mobility Plan

**Follow Up Flag:** Follow up  
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Hello,  
My name is Josh Sheppard, and I have lived in South Pasadena, on Meridian Ave near Oak Street for 15 years  
I am commenting on Agenda Item #3 North South Corridor Smart Mobility Plan Fremont Avenue and Meridian Avenue and would like my comments to be read aloud during the MTIC meeting.  
For 15 years I have worked at home, so I've been able to hear and see the traffic on Meridian from my upstairs home office.  
Two blocks North or South of me, Meridian has curves, so the drivers have to pay attention. Once they reach my stretch of Meridian, between Oak and Pine, it is straight for several blocks, with a crosswalk at Oak.

Countless times a day, I hear cars and motorcycles ACCELERATING once they reach our straight-away.

Countless times I have seen impatient drivers pass me or my neighbors as we slow to park. They aggressively pass us on both the left and right.

Countless times at morning and evening rush hour, I hear angry motorists honking and yelling at my neighbors attempting to leave or park.

Countless times I have heard vehicles crash into parked cars near our house.

I believe they must be checking their text messages, because this is where they always hit parked cars.  
Once in a while the South Pasadena Police watch this stretch and issue a steady stream of speeding tickets. Ask them yourselves, but my guess is their data will show an average of 15 speeding tickets per day whenever the police are there.

I know that residents have been trying for years to get a stop sign installed at Meridian and Oak and also Meridian and Maple (another straight-away).

I noticed that a stop sign was installed at Oak & Milan. Why there? Oak and Meridian is easily twice as busy.

I have seen cars going nearly 50 miles an hour up or down Meridian. How long until one of the school kids looking at their phone is killed or disabled, as has happened tragically on Fair Oaks (a South Pasadena police officer told me and my kids about that tragedy).  
We need stop signs on Meridian now!

Josh Sheppard  
[movieboards@gmail.com](mailto:movieboards@gmail.com)

## Leaonna Dewitt

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**From:** elizabethjofriedman( )  
**Sent:** Monday, July 20, 2020 10:56 PM  
**To:** MTIC Public Comments  
**Cc:** Maria Ayala; Dr. Richard Schneider - Personal; SMART-Families@outlook.com  
**Subject:** Agenda Item 3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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My name is Elizabeth Friedman. I reside on Gillette Crescent and I request that this public comment to Agenda Item 3 be read aloud at the next MTIC meeting.

In the past few years I've witnessed Meridian Ave become a high speed roadway especially during morning and evening commute times. Speeds of 40-50 mph are not uncommon. The intersection of Meridian and Oak is especially hazardous as it is a main access point for children and teens living west of Meridian to access SPSHS or SPMS. Every weekday morning, I see hundreds of children playing a game of chicken as they attempt to cross Meridian at Oak to get to school....venturing out in front of drivers intent on speeding who are often oblivious to any crosswalk. The pathetic, faded crosswalk currently at the intersection is poorly marked and the ground lights, even when they are lit, are practically invisible during daylight which is when the school kids are crossing the streets.

My 13 year old lives within walking distance of school, but can't walk safely there because we live on the "wrong" side of Meridian. A 3 way stop sign is desperately needed ASAP at the intersection of Meridian and Oak. We are risking our students' lives by failing to provide something as basic as clearly marked stop signs at such a heavily used pedestrian intersection.

Sent from my iPhone



## Leaonna Dewitt

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**From:** Florence Chun [REDACTED]  
**Sent:** Monday, July 20, 2020 11:06 PM  
**To:** MTIC Public Comments  
**Cc:** SMART-Families@outlook.com; Maria Ayala; Dr. Richard Schneider  
- Personal  
**Subject:** MTIC Mtg - Comments on Agenda No. 3

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Hi,

I am writing to support our neighborhood group SMART to request for 3-way stop signs on Meridian Ave & Oak St and Meridian & Maple St.

My daughter is 12 years old. She will be walking to school and walking home when school opens again. It scares me to think that she will need to cross Meridian Ave everyday. That crosswalk at the intersection doesn't provide enough for the pedestrians at all. Even when I'm driving down from Oak to make a left turn onto Meridian, it's not easy to see if a car is coming from the left because of the curve in the street. And if there's a pedestrian trying to cross the street, that's just an accident waiting to happen. Speeding cars and reckless drivers don't always stop in time or see blinking lights at the crosswalk especially during the day. That intersection requires 3-way Stop signs to force drivers to stop and pay attention. There are many blind spots and curves and reckless drivers on Meridian. We also need a Stop sign on Meridian and Maple. There are so many kids and adults in our neighborhood at stake here. Why does the city want to wait till someone gets injured or killed or sued before it does something??

Clearly the city is aware of the speeding problem and have put speed detectors out, the city has records of how many accidents and speeding tickets happened on Meridian Ave. The city has received numerous requests to put in more Stop signs or means to slow down the speeding cars. So clearly, the City Council knows!

Please, please take action now to install the Stop signs to protect us and the children.

Best Regards,  
Florence Chun  
724 Bonita Dr  
South Pasadena

## Leaonna Dewitt

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**From:** name withheld [REDACTED]  
**Sent:** Monday, July 20, 2020 11:35 PM  
**To:** MTIC Public Comments  
**Subject:** MTIC meeting item 3

**Follow Up Flag:** Follow up  
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Name: withheld under Government Code section 54953.3

Agenda Item: 3 (North South Corridor Mobility Plan)

Instruction: Read aloud at the meeting

Word Count: 250

Dear Commissioners. You have a difficult job. Public Works apparently has no interest in our community. They hide behind the Manual on Uniform Traffic Control Devices to make Meridian Avenue a shortcut for our neighbors. That guidance manual is irrelevant to our goal of making Meridian safer and walkable. The manual says we must wait for 5 crashes in 12 months. That is reckless. We should have a zero-accident goal. We also need to shut down Meridian between Mission and El Centro to build a permanent walkable plaza. Mission and Meridian is our gateway for railway passengers, and it is our hub for the Mission District. We close it for the Farmers Market and it becomes a beautiful lively plaza for one day each week. The City's pending downtown specific plan contemplates making this plaza permanent. The Meridian Mobility Plan that is now before you needs to reflect these things. First, it needs an "element" for permanently closing Meridian at Mission. Second, it should add the requested stop signs to make Meridian more walkable. Third, it should no longer refer to Meridian as a collector street or North-South corridor since Meridian is a minor street that begins and ends in the City. Meridian should be our local walking and biking street to our new central plaza at Mission and Meridian. The commission should reject this Mobility Plan and fight for what the community needs. If needed, please send advice to City Council to give Mr. Abbas firm direction. Thank you.

## Leaonna Dewitt

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**From:** Gillespie, Ann [REDACTED]  
**Sent:** Tuesday, July 21, 2020 7:23 AM  
**To:** MTIC Public Comments  
**Subject:** Agenda Item: #3, North South Corridor Smart Mobility Plan:  
Fremont Avenue and Meridian Avenue

**Follow Up Flag:** Follow up  
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Name: Ann Ogawa, 1117 Beech St.  
Agenda Item: #3, North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue  
Comment: PLEASE READ ALOUD during the July 21 MTIC meeting

MTIC:

According to the study from August 2000 (excerpt below), the city of South Pasadena unanimously recommended all way stop signs be installed at Meridian and Oak, despite the fact that traffic data did not support this at the time. However, the commission reevaluated the situation and determined that "greater consideration should have been given to the great number of students of all ages on their way to and from school". Twenty years later, there are significantly more students in South Pas, which has only increased the risk to the public as well as to the city.

Surely you have the ability to recommend and implement necessary measures to ensure public safety, regardless of whether the data warrants it? The risk of not solving this problem is too great to ignore. As a parent of school-aged children, I implore you to take this danger seriously and use your authority to implement a reasonable solution that will protect pedestrians of all ages.

Thank you for your consideration.  
Ann Ogawa

**Excerpt from August 2000 report:**

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**Proposed All-Way Stop Signs at Meridian Avenue & Oak Street**

Meridian Avenue is a heavily traveled collector street that has limited sight distance due to curves and cross streets that intersect at a sharp angle in the vicinity of Oak Street. This City has received numerous complaints about the difficulty of making a right turn from westbound Oak Street onto northbound Meridian Avenue, and about the danger posed to school children crossing this intersection. TSAC initially reviewed this proposal on May 20, 1997, and the request was denied because the numeric warrants were not met. Upon reevaluation by TSAC, it was determined that greater consideration should have been given to the great number of students of all ages on their way to and from school that must cross Meridian Avenue at this intersection. In light of these factors, the TSAC unanimously recommended the installation of all-way stop signs and the installation of crosswalks on both sides of the intersection in yellow because of the proximity to the school.

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## Leaonna Dewitt

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**From:** Jeff Mullican [redacted]  
**Sent:** Tuesday, July 21, 2020 7:42 AM  
**To:** MTIC Public Comments; SMART-Families@outlook.com; Maria Ayala; Dr. Richard Schneider - Personal; Florence Chun  
**Cc:** Jeff Mullican  
**Subject:** Read aloud at MTIC Mtg - Comments on Agenda No. 3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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6/20/2020

Dear South Pasadena City Council,

I am writing on behalf of myself, my family, my 12-year-old daughter, our community and the drivers who use Meridian Avenue to support our neighborhood group SMART in requesting 3-way stop signs on Meridian Avenue and Oak Street AND Meridian Avenue and Maple Street

Given the recent accidents and sideswipes I am certain the city council is aware of the issues that create a dangerous environment for our children & anyone walking, driving, cycling, or using this route

- **Drivers exceeding the speed limit**
- **2 Unsafe crossings in over a 1/4 mile (.03 mile) stretch that is used by MANY children to get to school.**
- **A narrow street with constant cross-traffic (people, cars, cyclists, cats, etc)**
- **Numerous blind spots and curves**
- **Poor road conditions**

I encourage you to make yourself familiar with this street, its condition, and how it's used. I also strongly recommend that all who are tasked with making decisions on this issue try and cross the street yourself and consider your own children having to navigate these crossings themselves daily

I am hopeful that you will see this request as your responsibility to take action to protect our children and all who use these streets to travel daily. If you decide AGAINST taking action I will be VERY interested in hearing your logic and justification to NOT address this very real issue and answer to why it is unwarranted or just not a priority. We are ALL doing our best to make our community safe and I consider this issue a top priority and know being proactive will benefit the residents and city of South Pasadena moving forward. If not now then when?

Please take action now to deal with this issue to protect all who use these routes and especially our children. Thank you & I am looking forward to your response,

Jeff Mullican

**Leaonna Dewitt**

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**From:** Annat Sanchez [REDACTED]  
**Sent:** Tuesday, July 21, 2020 9:54 AM  
**To:** MTIC Public Comments  
**Subject:** Agenda item 3- concerned Meridian Resident

**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.

From: Annat Dror Sanchez, Bernard Sanchez  
Regarding: Item 3 North South Corridor Smart Mobility Plan Fremont Avenue and Meridian Avenue

My address: 2079 Meridian Ave, South Pasadena, CA 91030

I am writing to you today because I am a concerned resident of South Pasadena. I live on Meridian and my three children cross the intersection of Oak and Meridian daily. There are very few places to cross safely on Meridian and that spot is really the only option- and it's still incredibly unsafe due to the speed and carelessness of drivers. It's a continuous road without asking a driver to get out of autopilot mode and reflect on their surroundings, focus on the road and reduce their speed. In my 10 years living in South Pasadena, I have witnessed cars coming to a screeching halt with near misses of pedestrians. We have seen cars swipe cyclists and parked cars! We have seen countless accidents as cars pull out of Oak blindly, not able to clearly see cars speeding down Meridian. This is not acceptable and continuing to harp on the idea that Meridian is an alternate route for traffic flow is not an excuse! We need to do something about this intersection before a massive, avoidable tragedy happens.

Two of our secondary school necessitates all residents on and around Meridian to cross over. What is that saying of our community if we do not put measures in place to safen our streets for pedestrians- and when the majority of these pedestrians are children.

Thank you for your consideration.

Best,  
Annat Dror Sanchez  
Bernard Sanchez

## Leonna Dewitt

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**From:** Kit Bellamood [REDACTED]  
**Sent:** Tuesday, July 21, 2020 10:01 AM  
**To:** MTIC Public Comments  
**Cc:** Maria Ayala; Dr. Richard Schneider - Personal; andsmart-families@outlook.com  
**Subject:** Public Comments for the MTIC meeting on July 21

**Follow Up Flag:** Follow up  
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RE: Agenda Item #3: North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue  
Please read aloud at the MTIC meeting on July 21.

I own a home on the 1900 block of Meridian Ave. The home has been in my family since 1976, and I grew up there. During the past 44 years, I've witnessed many frightening and dangerous incidents, and the situation is only getting worse. Many ideas have been proposed to increase safety on Meridian Street over the years, but the city has disappointingly never implemented any meaningful safety measures that would help protect our lives and property.

It is time for the city to take action, before more people are injured, property damaged, or even lives lost. We are asking for simple improvements that can be implemented immediately, which you have heard about from others. **In particular, the intersections at Oak and Maple need to be addressed.**

Here are a few personal stories for your consideration:

I am aware of at least 10 incidents in which vehicles parked in front of my house have been hit by speeding motorists and totaled. I've personally lost 3 vehicles in the past 10 years.

When I am driving 25 MPH on Meridian I am often passed **on the left** by impatient reckless motorists. People will literally pull out into the **on-coming** traffic lane in order to speed past me.

As a child I was awakened by a fiery crash in my front yard in the middle of the night, in which a young man died. My bedroom window faced onto the front yard. The burning car was literally 10 feet from the bed where I slept.

Please take meaningful action now to improve safety on Meridian Street.

Kit Bellamy  
[kbellamood@gmail.com](mailto:kbellamood@gmail.com)  
1921 Meridian Ave

## Leaonna Dewitt

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**From:** Greg Campeau [REDACTED]  
**Sent:** Tuesday, July 21, 2020 10:31 AM  
**To:** MTIC Public Comments  
**Subject:** #3 North South Corridor Smart Mobility Plan: Fremont Ave and Meridian Ave.

**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.

My name Greg Campeau, I live at 1909 Meridian for 17 years, I have a 9 - year old daughter who will be going to middle school in a couple of years. I have had many poor encounters with my family in the cross-walk on Meridian and Oak. There are been several times that drivers just are not paying attention or just too busy going to work. I have had to grab my daughter (who was in the cross-walk) and puller toward me to avoid being hit. I am 6'2 and it's a guess game if they see me. I would not let my 9 year ever cross by herself. Also, as a person who drives the street, I have almost been re-ended when I do stop for the cross walk. A stop sign I think could have a very positive impact for the residents for the neighborhood.

Thank you for your time

Greg Campeau

818-383-0205

**Leonna Dewitt**

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**From:** Swati Chakraborty   
**Sent:** Tuesday, July 21, 2020 10:31 AM  
**To:** MTIC Public Comments  
**Cc:** Ranjeet Chakraborty  
**Subject:** Meridian Ave -Dangerous for kids and adults, on foot or even in cars

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Hello,

I live on Gillette Crescent with my family I have 2 kids, one in middle school and one in elementary (soon to be a middle schooler)

We cross Meridian Ave, every day multiple times to go anywhere outside our house Both the crossings on Meridian near our house are dangerous to cross without an adult or even with one

We worry every time our kids are walking to and from school by themselves and their friends We almost do not allow them to take their bikes out by themselves unless we are with them or accompany them to cross the street

In spite of the cross sign, cars don't routinely stop at the sign even when the lights are flashing. When we are pulling out to join Gillette crescent, in a car, it's impossible to see the traffic on Meridian because of cars parked on both sides. This makes for a dangerous left or right turn on meridian.

We want the city to fix these intersection problems to slow down the traffic, add stop sign and enforce the speed limit and stop signs I can't believe the city has not done so already and ignore the previous requests of the residents who have to bear the peril of road crossings day in and day out.

That the area needs traffic management, is clear. I am curious why the city has refused to acknowledge or implement it. Who benefits from NOT installing these safety precautions? Is it a case of insufficient funds? we can solve these issues with creative means, but FIRST, we need to acknowledge and accept that the traffic needs to be slowed down and the crossings made safe for everyone

Best Regards,  
Swati Chakraborty



## Leaonna Dewitt

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**From:** Kristen Swift [REDACTED]  
**Sent:** Tuesday, July 21, 2020 11:22 AM  
**To:** MTIC Public Comments  
**Subject:** Fwd: Public comment agenda item #3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Sent from my iPhone

Begin forwarded message:

**From:** Kristen Swift <[cakekristen@gmail.com](mailto:cakekristen@gmail.com)>  
**Date:** July 21, 2020 at 8:57:43 AM PDT  
**To:** [mticpubliccomments@southpasadenaca.gov](mailto:mticpubliccomments@southpasadenaca.gov)  
**Cc:** [rdsehneider@yahoo.com](mailto:rdsehneider@yahoo.com), [mayala@southpasadenaca.gov](mailto:mayala@southpasadenaca.gov), [smart-families@outlook.com](mailto:smart-families@outlook.com)  
**Subject:** Public comment agenda item #3

Please read my comment aloud at your meeting today

Name: Kristen Swift  
Email: [cakekristen@gmail.com](mailto:cakekristen@gmail.com)  
Address: 1831 spruce street

My name is Kristen swift and I am a resident and parent in South Pasadena. I do frequent walks along the Meridian corridor to get up to the hills. When I heard that people were fighting for stop signs at Oak and Maple, I was relieved. Cars speed down Meridian so fast that I have to run across the street anytime I cross even if I'm in a cross walk. I can't imagine how a parent feels sending their kids to walk to school, wondering if they will get across safely. Please help make Meridian safe for all our residents by adding stop signs and doing anything else to slow drivers down! You added a 4 way stop pretty easily at Oak and Milan not too long ago for the kids. Let's do the same here!

Thank you  
Kristen swift

Sent from my iPhone

## Leaonna Dewitt

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**From:** Margot Healey [REDACTED]  
**Sent:** Tuesday, July 21, 2020 11:41 AM  
**To:** MTIC Public Comments  
**Cc:** Dr. Richard Schneider - Personal; smart-families@outlook.com  
**Subject:** Commenting Agenda Item No. 3 - Read Out Loud

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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My name is Margot Healey

Commenting on Agenda Item No. 3 - please read out loud.

I live on Meridian Ave at the corner of Bonita.  
Speed on Meridian, not volume, is my main concern. Briefly:

Exiting Bonita in car is treacherous - I have near misses on a regular basis- but this is true for all the side streets feeding into Meridian. It was also bad at Vally View taking kids to/from Monterey Hills. (FYI Valley View is a main thoroughfare for families coming and going to Monterey Hills school).

I hold my breath anytime my son says he's going for a bike ride since no matter where he goes, Meridian will be some part of his journey. I encourage him to stay on sidewalk while traveling Meridian, but at some point he has to cross it. This fear has only been amplified since I was called recently to assist Paul Wood after he was hit while riding his bike on Meridian...

My son and his friends walk to school "together" on opposite sides of the street up to Oak because of how dangerous it is to cross Meridian, and even then, they frequently have a difficult time getting the cars to stop in the cross walk.

I have lost count of the late night hit and run accidents on Meridian within view of my house. Sometimes its just the mirrors taken off by a speeding car, but more often its worse. We hear them, and you can tell by the impact that these cars are well over 35/40+ speeds. Sometimes the speeds are so high I fear them losing control and crashing into my yard or even house.

Finally, will we ever get out street repaved?

Thank you,  
Margot Healey

## Leaonna Dewitt

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**From:** Joanne Nuckols [REDACTED]  
**Sent:** Tuesday, July 21, 2020 11:42 AM  
**To:** MTIC Public Comments  
**Subject:** MTIC Agenda Item #3

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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.

Commissioners:

We are asking that you consider and make a recommendation to the City Council for an all-way stop sign at Meridian Ave & Oak St as was recommended by the Traffic Safety Advisory Committee (TSAC members Police Chief, PW Director, Transportation Manager) to the City Council 8/16/2000. As you may be aware, this all-way stop was not installed, but intersections in other parts of the city recommended for attention at the time were.

The decision by the City Council in 2000, not to install this three way stop, was purely a political decision not a technical decision, because of the 710 freeway legal issues. The 710 legal issues are moot and it is time to deal with the extremely unsafe conditions at this intersection. We are hoping this commission will consider the safety and well being of your fellow citizens, the human factor left out of the engineers report, to be of the utmost importance.

The Police Chief would not have applied for a Safe Routes to School grant 20 years ago for this intersection, if he didn't believe the student pedestrians weren't in danger. Not only the student pedestrians are in jeopardy in this intersection, pedestrians of all ages are in danger. The installation of flashing lights has outlived its usefulness and is a maintenance problem. They should be removed and stop signs installed.

Because of the acute angle of Oak St, the lack of adequate sight line with cars parked too close to the intersection, the visual impairment in cars these days for safety in a crash from the A & B columns, the constant speeding cars, attempting to make a left or right turn west bound is extremely difficult. Speaking as senior citizens who've lived in the neighborhood for 51 years, it's becoming much harder to navigate this intersection safely. Further complicating the issue, from years ago, was the city's approval of two residential driveways into the crosswalk and right next to the crosswalk without any concern for the increase in conflicts with cars vs cars and cars vs pedestrians.

We trust that MTIC will fully consider all the factors in determining the best outcome for this intersection, not just the technical reports.

Thank you for your consideration.

Tom Nuckols, PE  
Joanne Nuckols

1531 Ramona Ave  
South Pasadena, CA 91030

626 799-1014 home  
626 252-3344 cell

## Leaonna Dewitt

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**From:** Teer, Sean [REDACTED]  
**Sent:** Tuesday, July 21, 2020 11:59 AM  
**To:** MTIC Public Comments  
**Subject:** Public Comment Addition to North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**Name:** Sean Teer, 712 Bonita Drive  
**Date:** July 20, 2020  
**Agenda Item:** #3, North South Corridor Smart Mobility Plan: Fremont Avenue and Meridian Avenue

**Comment:** PLEASE READ ALOUD during the MTIC Meeting.

I really do feel we are waiting for one of our South Pasadena residents to get killed, or maimed, on Meridan before a 3-waystop sign in put into place.

My youngest son and I go on bike rides about once a week. We have for years. It is one of the only ways I've found to get an adolescence boy to tell his dad about how the week went. Although we are legally supposed to ride in the street it's far too dangerous to do so, thus we ride on the sidewalk. Cars travel down Meridian often in excess of 50 miles an hour. When we cross Meridian to travel up Oak Street, cars will see us in the lighted crosswalk and speed up, either to get ahead of our crossing, or they move into the opposite lane and speed around us while we are *in* the crosswalk! It's frightening, unsafe and has happened at least a few dozen times to my son and I personally.

When I describe to my friends and neighbors what happens it prompts them to share their own harrowing account of traffic on Meridian. In the end, everyone says the same thing, "That's scary. We really ought to do something about Meridian".

And that is why I've written this letter. We need you to listen to the South Pasadena residents and really do something about Meridian.

Sean Teer

**Sean Teer**  
Principal  
Wonderland Avenue Elementary  
(323) 654-4401  
[www.wonderlandschool.org](http://www.wonderlandschool.org)  
2016 National Blue Ribbon School

## Leaonna Dewitt

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**From:** Madeline Di Giorgi [REDACTED]  
**Sent:** Tuesday, July 21, 2020 12:06 PM  
**To:** MTIC Public Comments  
**Subject:** Public comment 7/21/2020

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Please read out loud

I support the youth petition for additional bike lanes and using the funds we have for transportation to focus on making our city more walkable and bike friendly. The air quality isn't getting any better, and with everything that is happening with covid-19 we need to focus on making the environment we live in as healthy as possible, especially since this disease affects the lungs so badly. Thank you!

Madeline Di Giorgi  
Chair, NREC South Pasadena

## **ITEM 8**

**Non-Voting Youth Member to the Mobility and  
Transportation Infrastructure Commission**



# Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO.   8  

**DATE:** August 18, 2020  
**FROM:** Kristine Courdy, P.E., Deputy Public Works Director  
**SUBJECT:** **Endorse Adding a Non-voting Youth Member for the Mobility and Transportation Infrastructure Commission**

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## Recommendation

It is recommended that the Mobility and Transportation Infrastructure Commission (MTIC) endorse adding a non-voting youth member to the MTIC.

## Background

At the August 5, 2020, Council member Khubesrian received a first and a second for the MTIC to consider adding a non-voting youth member. Currently section 2.23 (b) of the South Pasadena Municipal Code (SPMC) states the following:

*“The mayor may appoint one nonvoting youth member to any board of commission of the city, at his or her discretion, in the same manner prescribed subsection (a) of this section.”*

Below is an overview of the SPMC requirements to serve as a non-voting youth member:

- SPMC section 2.24 (b): The non-voting youth member must be a citizen, between the ages of fourteen and eighteen years old and can only serve on one board or commission at a time.
- SPMC 2.25 (b): The term for a non-voting youth member is for one school year, commencing on September 2<sup>nd</sup> and ending on June 30<sup>th</sup>, and are limited to serve two one-year terms to any one board or commission.

## Fiscal Impact

No fiscal impacts associated with this decision.

## Next Steps

- 1) The MTIC endorsement will be sent to the mayor who can choose to appoint a non-voting youth member in accordance with SPMC sections 2.23 to 2.25.
- 2) The City Clerk’s office will begin the recruitment for a non-voting youth member.
- 3) The mayor will select a non-voting youth member and the recommendation will be sent to City Council for final approval.
- 4) Once the non-voting youth member is sworn in by the City Clerk, they will begin to attend the MTIC meetings.

## 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, posting of the same agenda and reports on the City’s website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.