



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

**Council Chamber
1424 Mission Street, South Pasadena, CA 91030
October 20, 2020, at 6:29 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 Special meeting of the Mobility and Transportation Infrastructure Commission for October 20, 2020 will be conducted remotely and held by Zoom video conference. The Meeting will be broadcast live on the City's website (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.

PUBLIC COMMENT

The Mobility and Transportation Infrastructure Commission welcomes public input. For Public Comment on Special Meeting Agenda Items, please note that pursuant to Government Code § 54954.3(a), members of the public may provide public comment on any item **described on the agenda only**.

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. **Public Comments must be received by 12:00 p.m., October 20, 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) clearly state if you wish for your comment to be read during 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: Garrett Crawford, Public Works Operations Manager, Tatevik Barakazyan, Civil Engineering Assistant, and Leaonna DeWitt, Public Works Assistant

PLEDGE OF ALLEGIANCE: Commissioner Kimberley Hughes

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. **Public Comments must be received by 12:00 p.m., October 20, 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

ACTION ITEMS

- 2. Neighborhood Traffic Management Program (NTMP)**
- 3. Minutes of the Regular Mobility and Transportation Infrastructure Commission on September 15, 2020**

PRESENTATION

- 4. Rogan Funds Project Update**

DISCUSSION ITEMS

- 5. Fair Oaks SR-110 Interchange Drawings**

COMMISSION LED DISCUSSION

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

COMMUNICATIONS

- 7. City Council Liaison Communications**

8. Commissioner Communications

9. Staff Liaison Communications

Active Transportation Plan – Update
Meridian Avenue/Fremont Avenue – Update

ADJOURNMENT

FUTURE MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETINGS
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November 17, 2020	TBD	6:30 p.m.
December 15, 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.

10/19/2020

Date

/s/

Leonna DeWitt

Public Works Assistant

ITEM 2
Neighborhood Traffic Management Program
(NTMP)



Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO. 2

DATE: October 20, 2020

FROM: Garrett Crawford, Public Works Operations Manager
Tatevik Barakazyan, Civil Engineering Assistant

SUBJECT: **Discussion of Neighborhood Traffic Management Program (NTMP)**

Discussion/Analysis

The City of South Pasadena Neighborhood Traffic Management Program (NTMP) is a city-wide initiative to empower citizens to address traffic calming concerns. The need for the program stemmed from the City's desire for an equitable, systematic and easily accessible approach to handling neighborhood traffic calming requests.

Interwest Consulting Group prepared the proposed Plan that was presented to the Mobility and Transportation Infrastructure Commission on September 15. Staff received input from the MTIC and revised the NTMP per the comments provided during the commission meeting. The proposed NTMP will require City Council adoption. The traffic studies and implementation of traffic calming measures under the proposed NTMP shall be subject to availability of funds and City Council will be required to designate funding towards this Program on an annual basis.

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*.

Attachment: South Pasadena Neighborhood Traffic Management Program (NTMP)

Approved by City Council on _____



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)

OCTOBER 2020

1414 Mission Street, South Pasadena, CA 91030

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Introduction

The City of South Pasadena Neighborhood Traffic Management Program (NTMP) is a city-wide initiative to empower citizens to address traffic calming concerns. The need for the program stemmed from the City's desire for an equitable, systematic and easily accessible approach to handling neighborhood traffic calming requests.

This document provides a framework for the selection, application, and implementation of traffic calming improvement measures, contingent upon available funding, in the City of South Pasadena. Annually the City Council will need to allocate \$100,000 for the NTMP program to allow for data collection, traffic studies, and implementation of traffic calming features.

This document shall be considered a "living document" in order to ensure the most current industry-wide information and tools are available to the City. This document may be updated at any time by the City Engineer/Public Works Director, as new devices, techniques or policies are developed, tested, implemented and available for City use.



1. Goals

Goals of the Program are:

- Reduce the speed of vehicles on local or collector streets and in neighborhoods, with demonstrated speeding problems, to levels consistent with speeds on more typical South Pasadena neighborhood streets.
- Increase safety by reducing demonstrated accident patterns on impacted neighborhood streets to levels consistent with those of typical South Pasadena local streets.
- Develop and emphasize focused neighborhood educational programs which address local traffic problems.
- Implement selective enforcement actions in neighborhoods with demonstrated, or perceived, traffic-related problems.
- Eliminate, or discourage, non-local, cut-through traffic on neighborhood streets.
- Encourage citizen participation throughout the Program by seeking the input of affected residents and non-resident property owners through neighborhood meetings, written communication, and open forum opportunities with Public Works Commission, Public Safety Commission and with City Council.

- Minimize impacts on emergency vehicle response times caused by implementation of neighborhood traffic calming measures.
- Limit the potential for shifting traffic problems from one local neighborhood to another when implementing traffic calming measures.
- Provide initial response to program inquiries within three business days of receipt and follow-up with an estimated time of completion.



2. Objective

The overall objective of the City's Neighborhood Traffic Management Program is utilize where applicable, traffic calming measures to improve the livability of our neighborhoods, encourage multi-modal use of our traveled ways, promote walkability of our streets, and to minimize adverse impacts of vehicular traffic in our neighborhoods through a system of education, enforcement, engineering, evaluation and encouragement.



3. What is Traffic Calming?

South Pasadena residents have expressed concern about speeding and cut-through traffic in local neighborhoods. In response to public interest the City has developed a Neighborhood Traffic Management Program.

The Institute of Transportation Engineers defines "Traffic Calming" as the following:

"Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users."

The City of South Pasadena expands this definition to include non-physical measures such as educational programs and directed enforcement.



Purpose

It is the concern with overall public safety and mobility that has led the City to develop a program which addresses the needs of:

- Local Neighborhoods
- Collector Roadways

This program recognizes “functional classification” differences of streets within the community, and addresses them specifically and individually. With respect to the school zone traffic calming – school zones are often located on Arterial/Collector streets, which are “functionally classified” to provide for the safe and efficient movement of large volumes of vehicular traffic. The appropriate measures for school zone traffic calming must recognize a broader spectrum of solutions, applying specific measures appropriate for use on local streets and/or collector streets.

Local Streets

Local streets are planned and designed to provide access to and from our residential neighborhoods. These facilities are neither designed nor intended for the use of non-local traffic.

However, when congested conditions occur on collector and arterial roadways, these local streets will often provide an attractive alternative route, or “cut-through”; the geometrics of the neighborhood street system can lead to increased speeds as well. These problems, individually or collectively result in a reduction in neighborhood safety for homeowners, pedestrians, and bicyclists.

It is the intent of this program to identify traffic calming measures, which can alter travel behavior to the betterment of the neighborhoods being affected. The intent here is to improve safety, encourage bicycle and pedestrian travel, and to positively affect a resident’s quality of life.

Therefore, the objectives of the local residential streets program are:

- *Reduce vehicular speed where appropriate*
- *Reduce cut-through traffic*
- *Promote conditions that encourage bicycle and pedestrian travel*
- *Enhance the neighborhood environment*

Collector Streets

Collector Streets are planned and designed to carry significant traffic flows, at a high rate of speed on both a daily and peak hour basis. These neighborhoods often experience undesirable travel speeds, and/or congestion, incompatible with the characteristics of the adjoining activities.

It is the intent of this program to identify measures, which can alter travel behavior to the betterment of the community at large. The objectives of the Collector traffic calming program is to:

- *Enhance safety*
- *Control traffic speeds*
- *Reduce congestion*
- *Promote conditions that encourage bicycle and pedestrian travel*
- *Enhance the street environment*



4. What are Traffic Calming Measures?

Neighborhood traffic calming measures are an attempt to enhance traffic and pedestrian safety and preserve neighborhood character and livability. These tools will be used to address South Pasadena's local neighborhood traffic concerns. There are a number of traffic calming devices that are available to achieve this effect. Traffic calming measures are chosen from a toolbox and will be implemented after a careful analysis and review of traffic concerns, consideration of roadway characteristics, and availability of funding. Specific traffic calming measures can be used to address problems with speeding, cut-through traffic, increased volume, and safety.

Traffic calming measures are not solutions for all speeding, cut-through, congestion or traffic safety concerns. Under this program, staff will work with residents and businesses to identify traffic issues in their neighborhoods. Each neighborhood will have its own unique set of problems that will require a comprehensive traffic engineering evaluation to identify appropriate traffic calming options.

The basic goal of this Traffic Management Program is to evaluate measures that will affect driver behavior in such a way that public safety and the quality of life for residents and/or businesses, pedestrians, bicyclists and motorists are improved.

There are several traffic calming devices that are available to achieve this effect.

Stage 1: Non-physical features include increased enforcement and traffic signing and striping

Stage 2: Physical features that may include speed reduction, volume reduction, and congestion relief measures*

*Note: Installation of Physical traffic control devices must be justified by an engineering traffic study and funded by City Council.



STEP 1 Petition Request – Report the Problem



The NTMP process begins with a petitioner request. If a resident feels as though there is speeding or traffic concerns on a local street, the first step is to report the problem to the City of South Pasadena. City Staff will note your complaint and provide resident with a Traffic Calming Petition Form. When the form is completed and submitted, City Staff will evaluate the complaint to determine the nature of the problem and ensure that the location first meets the following criteria:

- Street must be classified as a local or collector roadway in a residential neighborhood.

In order to qualify for NTMP consideration, the roadway segment(s) must be a local or collector street in a residential neighborhood. Please see Figure 2 for the City’s “Roadway Classification Map.”

If a location does not qualify for traffic calming, the City may opt to deploy the speed feed-back trailer or utilize directed enforcement for a predetermined amount of time or discuss other options.



STEP 2 Petition **Screening & Neighborhood Consensus**

City Staff will complete the screening process on a “first come -first serve” basis. However, the City will endeavor to incorporate/coordinate traffic calming projects with scheduled Capital Improvement Program (CIP) projects as applicable and feasible.

The NTMP process will begin with a resident request by submitting a petition. The petition must indicate that 51% of the property owners/residents along the roadway street segment(s) is in support of the request for traffic calming. In light of COVID-19 and social distancing protocols, petition signatures may be secured through city-supplied post-card ballots or electronic ballots via email or Internet.

City Staff will screen the petition, verify petition support and confirm if the location meets the minimum criteria. If the roadway segment meets criteria and the minimum 51% proof of support from property owners/residents along the roadway street segment (s) of concern have been verified, then the process continues. Depending on the nature of the request, the area of impact may require additional signatures. The area of impact, which are streets in the immediate area that may be impacted by the proposed traffic calming solution, will be determined by City staff and will be communicated to the petitioner, as needed.



STEP 3 **Data Collection**

If the 51% signatures are secured and City Staff deems the application complete, then City Staff will proceed with collecting traffic data (traffic volumes, speed data and collision history) for the street roadway segment of concern, if funding for data collection is available.

To qualify for traffic calming consideration at least one of the following criteria must be satisfied:


Criteria #1 - Speeding Thresholds

If 85% percentile speed is 7 miles per hour above the posted speed limit then the street would be eligible for Traffic Calming.

Criteria #2 - Traffic Volume Threshold

If the average weekday daily traffic is at least 1,500 vehicles per day, then the street would be eligible for Traffic Calming.

Criteria #3 - Collision Threshold

Within the study area, there are at least three preventable collisions in the past five years. 

**STEP 4 Stage 1 Non-Physical Traffic Calming**

If the roadway street segment(s) identified in the petition are ineligible for NTMP consideration based on criteria outlined in Step 3, then the request is denied and the matter is closed.

If the resulting data collection satisfies the thresholds identified in Step 3, City Staff will first suggest a Stage I approach which may include the following:

- Radar Speed Trailer Deployment
 - This is a temporary and mobile electronic device that displays the posted speed limit sign above the real-time travel speed of passing vehicle. The purpose of this tool is to alert motorists that may be exceeding the posted speed limit.
- Directed Enforcement Actions
 - This is traditional enforcement activity on the part of the Police Department's traffic enforcement officers. The intent is to deter unsafe behaviors at specific times and locations in local areas.
- Traffic Signing and Pavement Markers
 - Public Works Staff will review all the existing traffic signing and pavement markings in the area. If necessary and if funding is available, Staff will install additional signing and/or striping. When appropriate, changes and additions will be reviewed with interested neighbors.

**STEP 5 Post Data Evaluation**

Post traffic data will be collected four months after the Stage 1 Traffic Calming measures is implemented, if funding is available. City Staff will analyze traffic data (i.e. speeds, volume and collisions) to determine if the Traffic Calming measures were successful. If the post data collected reduces conditions to below the thresholds limits in Step 3, traffic calming is achieved and the

petition will be closed out. If post data continues to range above Stage 1 minimum criteria then City Staff will recommend possible Stage 2 Traffic Calming methods.



STEP 6 Stage 2 Traffic Calming Study

Once post data is evaluated and City Staff determines the study area (boundaries of the impacted area), the application will advance to Stage 2, if funding is available. A formal Traffic Calming Study will be conducted by the City's Traffic Engineer to identify the appropriate improvement measure to address the traffic concerns. City Staff will coordinate and communicate with the petition lead to inform the residents and property owners of the traffic calming process and the recommended Stage 2 improvements. Stage 2 traffic calming methods may include the following:

SPEED REDUCTION MEASURES

- Speed Humps:
 - Speed humps are raised traffic calming devices installed across the roadway to slow vehicles by elevating the wheelbase of the vehicle. Speed humps are approximately 12 feet in width and vary from 2.5 to 3.5 inches in height and should be placed in close proximity to street/safety lighting. Speed hump consideration must be in compliance with the City's Speed Hump Policy.
- Speed Tables:
 - Speed tables are raised long flat-topped devices generally used at crosswalk locations. Both speed humps and speed tables included signing, roadway pavement markings and appropriate lighting to make their presence known to motorists.
- Traffic Circles:
 - Traffic circles are raised circular islands located in the center of an intersection. This device forces traffic to meander around the traffic circle and prevents straight-through movements and forcing vehicles to yield. Yield signs may be installed to alert motorists to slow down when entering the intersection.
- Curb Extensions, Chokers, Chicanes:
 - These devices are raised additions of the sidewalk that extend into the roadway, typically no further than the width of the parking lane. These can be done at

street entries and exits as well as mid-block locations. These various methods narrow the roadway resulting in reduced vehicle speed and provide pedestrians with shorter crossing distances at intersections.

- Median Entry/Exit Islands:
 - Center island narrowing features are raised islands locations along the centerline of a street which narrows the travel lanes to limit traffic volumes. These are traffic islands used to create narrower roadway passages at entry and exit points.
- Median Barriers:
 - Median barriers are raised island located along the center of a roadway and continue through an intersection as to block through movement at a cross street.
- Raised Crosswalks:
 - Raised crosswalks are speed tables striped with a crosswalk on a top flat section. Raised crosswalks are accompanied by appropriate pedestrian signage and lighting to provide pedestrians with an enhanced more visible, level street crossing.

VOLUME REDUCTION MEASURES

- Forced Turn Islands, Barriers, Channelization:
 - Forced-turn islands are raised that prohibit specific movements at an intersection.
- Diagonal Diverters:
 - Diagonal diverters are barriers placed diagonally across an intersection to restrict through movements. These barriers may be staggered throughout a neighborhood to create a more circuitous road network.
- One-Way Streets:
 - This is when traffic on a street is regulated to only allow traffic to flow in one direction. Usually this is accomplished through sign placement.
- Partial/Half-Street Closure:
 - Partial or half street closures, are barriers that block entry to a street in one direction on otherwise two way streets.
- Street Closures and Cul-de-sacs:

- A full closure restricts vehicles access to a street in order to reduce overall traffic and cut through traffic.

CONGESTION RELIEF MEASURES

- Delay Reduction
- Accident Reduction
- Reduced Queuing

Prior to considering installation of any Stage 2 traffic calming device, the following criteria must be met:

1. Installation must not result in traffic diversion to other neighborhood streets.
2. At least 51% of the impacted residents and 70% of the residents within 100 feet of the proposed device shall support the installation.
3. Devices shall be located a minimum of 25 feet from driveways, manholes, drain inlets, water valves, street monuments, and other appurtenances.
4. Devices shall be located a minimum of 25 feet from fire hydrants.
5. Devices shall be installed only where a minimum safe stopping distance can be provided.
6. South Pasadena Police and Fire Departments must approve the plan to assure that emergency response times or access are not negatively affected.

Stage 2 - Community Approval Process

The City's consulting traffic engineer will develop a conceptual plan with appropriate traffic calming improvements to address existing and potential issues within the neighborhood. A voting survey with a conceptual plan will be mailed to affected residents/property owners. Voting is required to ensure the community accepts the Stage II traffic calming improvements.

The following general criteria must be met in order to proceed to final design and implementation phase for any Stage 2 traffic calming measure:

1. The City will develop a concept plan, host a meeting to discuss the plan and then petitioner to obtain signatures/approval of the plan. At least 51% minimum approval of the affected residents must vote "YES". 70% "YES" vote from the residents immediately

adjacent to proposed measure. Above criteria must be met and funding must be secured in order to proceed to the final design and implementation phase.

2. If funding is not available, then the process stops and the petition will be closed out.

Residents, property managers, and property owners can all participate in the survey.

If the 51% approval rate and 70% of the immediately adjacent residents/property owners are not met then the process stops and the petition will be closed out.



STEP 8 City Council Approval

Once the survey is complete with the required approval rating, then the solution will be presented to City Council for authorization and funding to begin design drawings. Once final design plans are completed they will be presented to the City Council for final approval and construction funding. This process will include a formal Public Hearing.



STEP 9 Implementation

After the formal Public Hearings and City Council approval, implementation of the project will be scheduled and added to the Capital Improvement Program for funding prioritization. If the Project remains unfunded for three years and if funding does not become available within the three years, then the Project will be closed out and the neighborhood will need to be re-evaluate.

Traffic Calming Plan Development

When selecting items for traffic calming improvement projects City Staff will take into consideration a range of factors including:

- Impacts to all users including emergency vehicles, pedestrians and cyclist
- Prevent spill over issues to adjacent streets
- Recommend most cost effective traffic calming measures to increase overall effectiveness
- Characteristics of each roadway
- Placement of traffic calming measure to achieve desired results

Traffic Calming Flow Chart

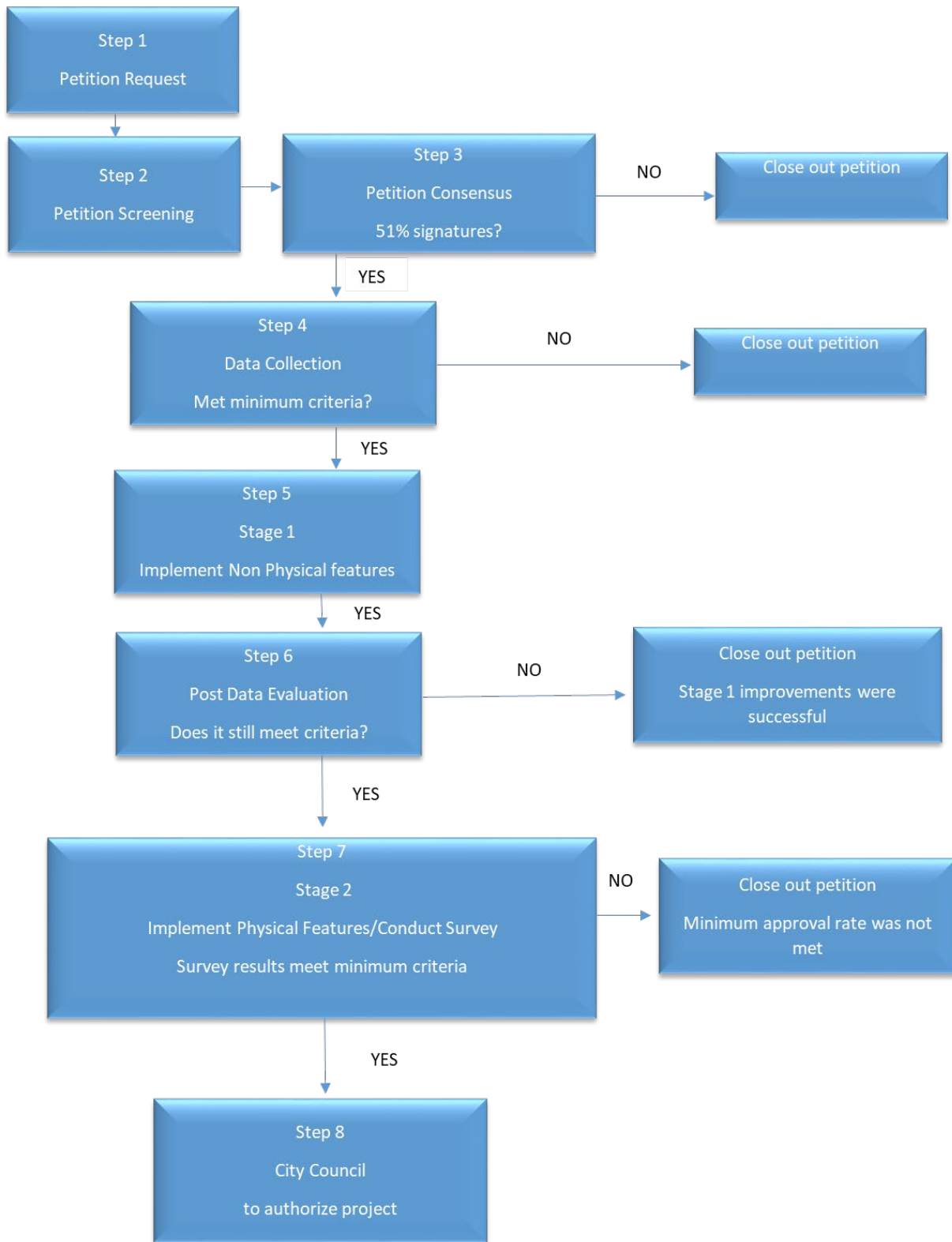
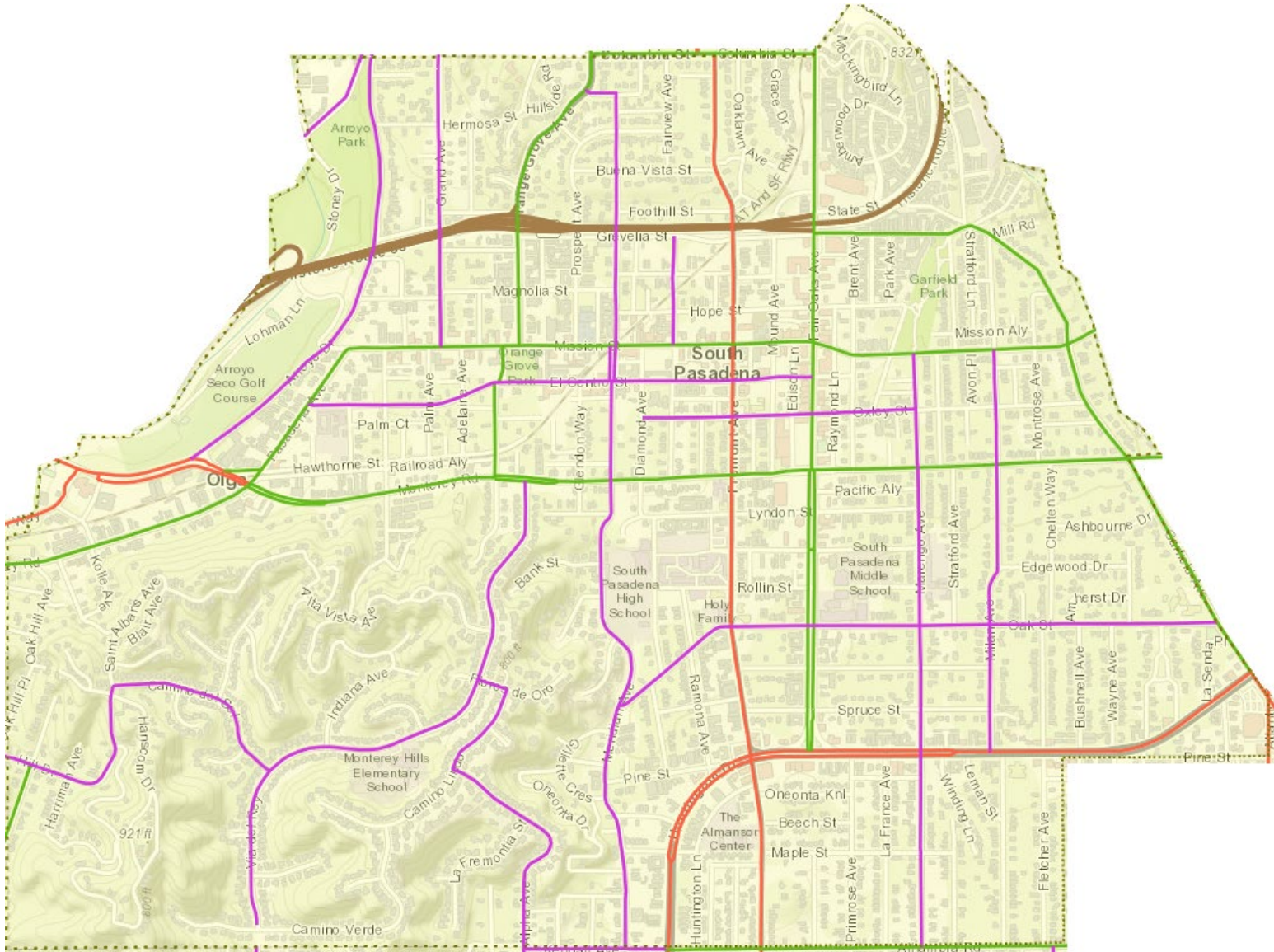


Figure 1 South Pasadena Roadway Classification Map



- Interstate
- Other Fwy or Expwy
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

Appendix 1 Traffic Calming Request Form

Neighborhood Traffic Calming Request Form

This purpose of this form is to initiate a possible traffic calming study within a neighborhood in accordance with the City of South Pasadena Neighborhood Traffic Management Program. The form must be filled out in its entirety and submitted to:

Department of Public Works

City Hall - Public Works and Engineering

1414 Mission Street, 1st Floor

South Pasadena, CA 91030

Phone: (626) 403-7240; Fax: (626) 403-7241

1. Petitioner Lead Contact Information:

Name:

Address:

Phone Number:

Email:

2. Please describe the location of the traffic concern. Attach a map or picture if necessary:

3. Please describe the nature of the traffic calming issue (attach additional sheets if necessary):

Appendix Traffic Calming Petition Signature Form

Petitioner Lead Name:

The petition must be signed by at least 51% of the residents/property owners on affected street in order to continue with the traffic calming procedures.

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify they reside within the impacted area, which is hereby defined as the street segment of:

Street Name/Location

2. All persons signing this petition do hereby agree of the following traffic concerns at the following location:

Street Name/Location

Neighborhood Petition Form				
	Name	Address	Phone #	Signature
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

Appendix 4 Traffic Calming Toolbox

TRAFFIC CALMING TOOLBOX

The purpose of the Traffic Calming Toolbox is to provide City traffic engineers with a guide on implementing the best traffic measures for developing neighborhood traffic management plans. The devices vary in their ability to treat various traffic-related concerns. This Appendix provides guidance on selecting the most appropriate devices given the type of specific traffic-related concern and streets being treated.

NEIGHBORHOOD TRAFFIC MANAGEMENT DEVICES

The toolbox is divided into different sections based on whether each tool is applicable to Stage I and Stage II.



Stage I: NON-PHYSICAL DEVICES TRAFFIC CALMING DEVICES

Stage I improvements are non-physical devices that does not require physical changes to the roadway. Stage I improvements are intended to increase driver's awareness of surroundings, assign right-of-way, improve safety and influence driver behavior without physical devices. This category includes the following devices:

- Targeted Speed Enforcement
- Speed Feedback Trailer
- Signage
- Centerline/Edge line stripe
- Striping Improvements
- Speed Legends
- Stop Signs

TARGETED SPEED ENFORCEMENT

City Staff will identify locations for temporary targeted enforcement, based on personal observations and survey comments. A request can be submitted to the City of South Pasadena Police Department for the desired enforcement. Depending on Police Department resources, the targeted enforcement may be limited in duration. Targeted enforcement may also be used in conjunction with new neighborhood traffic management devices to help drivers become aware of the new restrictions.



Advantages

- Inexpensive if used temporarily
- Does not physically slow emergency vehicles or buses
- Quick implementation
- Can be applied on roadways that are non-qualifying for NTMP

Disadvantages

- The Police Department may have limited resources for traffic calming concerns
- Effectiveness is temporary

Cost

No Cost Anticipated, Depends on Available Police Resources

SPEED FEEDBACK TRAILER

Speed feedback signs measure approaching vehicle’s real-time speeds which is displayed to drivers on an electronic sign that flashes when vehicles speeds exceed the posted speed limit. Speed feedback signs are typically mounted on or with speed limit signs and are most common in school zones.



Advantages

- Real-Time speed feedback
- Does not physically slow emergency vehicles or buses
- Permanent installation

Disadvantages

- May require power source
- Only effective for one direction of travel
- Long-term effectiveness uncertain
- Subject to vandalism
- Requires specialized maintenance

Cost

No Cost Anticipated, Depends on Available Police Resources

SIGNAGE

Signage may help increase motorist’s awareness of restrictions and help to deter unsafe behavior:

- Truck Restriction Signs
- “Cross Traffic Does Not Stop” Signs



Advantages

- Inexpensive and easy to install
- Restrictions can reduce cut-through traffic
- Does not impact emergency response or buses

Disadvantages

- May become ineffective over time
- Effectiveness may be limited by motorists acceptance of regulations

Cost

\$100 - \$250

CENTERLINE/EDGE LINE LANE STRIPING

Lane striping can be used to delineate the edge of bicycle lanes, parking lanes, parking pavement markings, or edge lines. Edge line striping is reserved for locations to mark shoulders less than 5-feet. If there is more than a 5-foot shoulder, hatch striping shall be included. Striping can serve to visibly narrow the travel lanes for vehicles and encourage drivers to lower their speeds.



Advantages

- Inexpensive
- Does not physically slow emergency vehicles or buses
- May reduce vehicle speed

Disadvantages

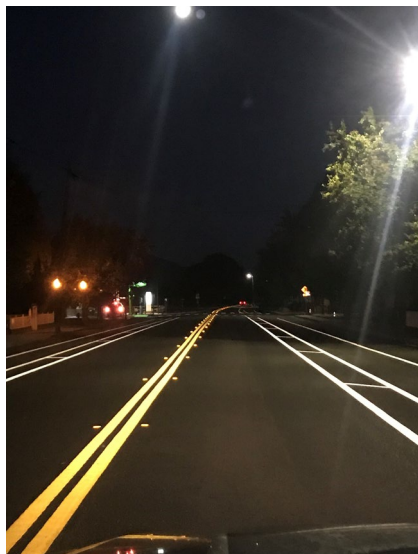
- Requires regular maintenance
- Reduce on-street parking

Cost

\$1,000 - \$5,000

STRIPING IMPROVEMENTS

There are numerous striping alternatives that can be used for traffic calming. The basic concept of traffic calming striping is to reduce the driver's perceived width of the roadway. By doing this, the drivers tend to reduce speed and may also be diverted from a particular route as a result of the reduced speed.



Advantages

- Inexpensive
- Does not physically slow emergency vehicles or buses
- May reduce vehicle speed

Disadvantages

- Requires regular maintenance
- Reduce on-street parking

Cost

\$1,000 - \$5,000

SPEED LEGEND

Pavement legends are numbers painted on the roadway indicating posted speed limit. They are typically placed in conjunction with posted speed limit sign to act as a reminder of posted speed limit. Pavement legends can be useful in reinforcing a reduction in speed limit between one segment of a roadway and another segment. They may also be placed at major entry points into a local area and school zones.



Advantages

- Inexpensive
- Helps to reinforce speed limit or a changed condition
- Does not impact emergency response or buses

Disadvantages

- Requires regular maintenance

Cost

\$500

HIGH VISIBILITY CROSSWALKS

High visibility crosswalks incorporates striped patterns, pavement lights, improved signing or advance flashing beacons to improve the visibility of the crosswalk. This measure is most applicable on local and collector streets where speed-control and pedestrian crossing designation is desired. It can also be used to discourage cut-through traffic.



CURB MARKINGS

Curb markings are special colored curb paintings that restrict or limit parking along the curb to enhance safety and/or increase visibility of pedestrians and bicyclists.



STOP SIGNS

Stop signs are not speed control devices. They assign right-of-way and are safety improvement measures that can be installed at intersections where warranted. The California Manual on Uniform Traffic Control Devices (CAMUTCD) establishes guidelines that must be met by preparation of an engineering study before stop signs can be installed.



Advantages

- Inexpensive
- Assigns Right-of-Way
- Improves Safety
- Does not impact emergency response or buses

Disadvantages

- Requires regular maintenance

Cost

\$1,000 - \$1,500



STAGE II – PHYSICAL TRAFFIC CALMING DEVICES

Stage II Calming devices are physical traffic calming measures that use variations in pavement height and alternative paving materials to physically reduce travel speeds. Stage II devices in the toolbox could include:

- Speed Tables/Raised Crosswalks
- Speed lumps/humps
- Traffic Circles
- Roundabouts
- Neckdown/Choker/Chicanes
- Center Island narrowing
- Two-lane Choker
- Partial Closure
- Diagonal Diverter
- Forced Turn Island
- Turn Restriction Signage

The above listed Stage II devices are examples and should only be considered after justified by an engineering study and engineering judgment. Funding for these devices must be secured and authorized by City Council prior to design and implementation.

SPEED TABLES

Speed tables are flat-topped speed traffic calming devices that lift the wheelbase of vehicles. They are approximately 22 feet long and 3 to 3.5 inches high. The long flat fields, plus ramps that are more gently sloped than speed lumps, give speed tables higher design speeds than lumps and thus may be more appropriate for streets with higher ambient speeds. Brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed reduction.

The magnitude of reduction in speed is dependent of the spacing of speed tables between points that require drivers to slow. On average speed tables achieve an 18% reduction in speeds.

Advantages

- Effective at reducing speeds
- Aesthetics can be improved through alternative materials

Disadvantages

- Increased noise
- Delayed Emergency Response
- Textured treatment could be costly

Cost

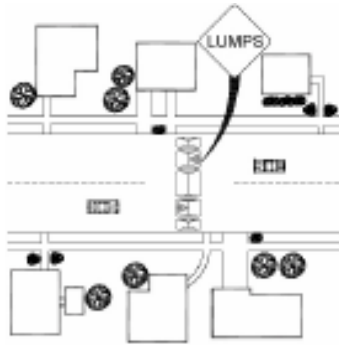
\$2,500

SPEED LUMPS/HUMPS



Speed lumps are rounded raised traffic calming devices installed across the roadway to slow vehicles by elevating the wheelbase. Speed lumps also feature a two-wheel cut-outs designed to allow emergency vehicles to pass with minimal slowing. The spacing of cutouts does not allow standard vehicles to bypass the lumps but requires to travel over the lump. They are slightly less than four inches high, typically parabolic in shape, and have a design speed of 15 to 20 MPH. They are usually constructed with a taper on each side to allow unimpeded drainage between the lumps and curb. When placed on a street with rolled curbs or no curbs, bollards are placed at the ends of the speed lump to discourage vehicles from veering outside of the travel lane to avoid the device.





Advantages

- Effective in reducing speeds
- Does not impact emergency response or buses
- Bicycle friendly

Disadvantages

- Wide wheel based vehicles can pass through wheel cut-outs
- Increased noise
- Delayed Emergency Response
- Aesthetics

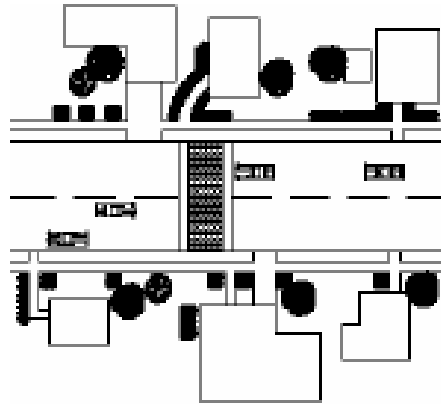
Cost

\$2,500

RAISED CROSSWALK

Raised Crosswalks are speed tables striped with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.

The magnitude of reduction in speed is dependent of the spacing of raised crosswalks between points that require drivers to slow. On average raised crosswalks achieve an 18% reduction in speeds.



Advantages

- Improves safety
- Aesthetic opportunities
- Effective at reducing speeds

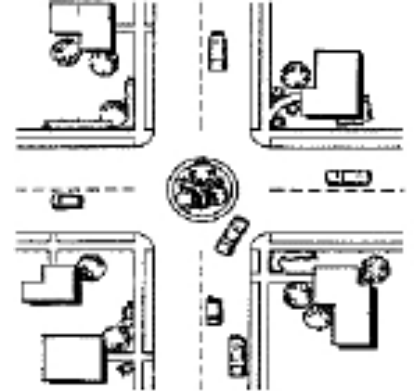
Disadvantages

- Crosswalk treatment can be expensive
- Potential impacts to drainage
- Delayed Emergency Response
- Textured treatment could increase noise

Cost

TRAFFIC CIRCLE

Traffic circles are raised islands located in the center of an intersections which force traffic circulate around them. Traffic circles prevent drivers from speeding through intersections by impeding the straight-through movement and forcing drivers to slow down to yield. Depending upon the size of the intersection and circle, trucks may be permitted to turn left in front of the circle. Traffic circles may be installed with yield signs to further manage traffic.



ROUNDBABOUTS (SINGLE-LANE)

similar to traffic circles, roundabouts require traffic to circulate counterclockwise around a center island. But unlike traffic circles, roundabouts are used on higher volume streets to allocate right-of-way among competing movements. They are found primarily on collector streets, often substituting for traffic signals. They are larger than neighborhood traffic circles, have raised splitter islands to channel approaching traffic to the right, and do not have stop signs. Due to large amount of required right-of-way and construction costs, roundabouts may be



most appropriate for new developments or redevelopment areas. Roundabouts have an insignificant affect in reducing traffic speeds, but serve to allocate right-of-way at an intersection similar to a traffic signal.



Advantages

- Forces vehicles to slow down while navigating through roundabout
- Vehicles must yield at approach
- Less expensive than traffic signal to maintain
- Can have positive aesthetic value

Disadvantages

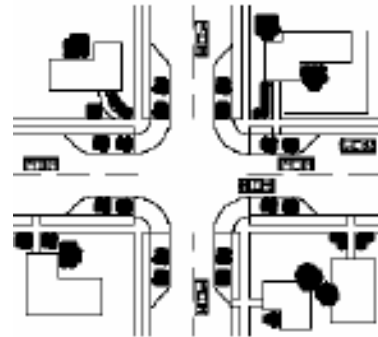
- May require major reconstruction
- Loss of parking
- May present obstacles to visually impaired
- Loss of on-street parking

Cost

\$150,000 - \$250,000

NECKDOWN/BULBOUT

Neckdowns/bulbouts are raised curb extensions to the sidewalk that extend into the roadway, typically no further than parking lane. Neckdowns/bulbouts “pedestrianize” intersections by shortening the crossing distance and decreasing the curb radii, thus reducing turning vehicle speeds. Both of these effects increase pedestrian comfort and safety at the intersection.



Advantages

- Reduced pedestrian crossing distance & exposure to vehicles
- Improve turning radii for large vehicles/trucks
- Minimal impact to emergency vehicles
- Can be used in combination with landscaping for improved aesthetics

Disadvantages

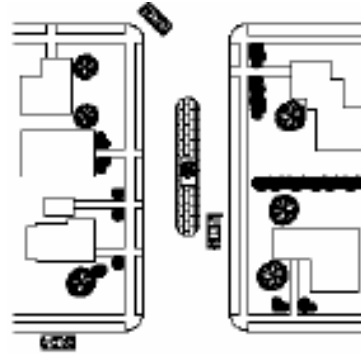
- May slow right-turning emergency vehicles
- Potential loss of some on-street parking spaces
- May require vehicles and bike to share the road

Cost

\$20,000 - \$30,000

CENTER ISLAND NARROWING/ENTRY FEATURE

Center island narrowing devices are raised islands located along the centerline of a street that narrow the travel lanes at that location. Placed at the entrance to a neighborhood, and often combined with textured pavement, they are referred to as “Entry Features.” Fitted with a gap to allow pedestrians to walk through at a crosswalk, they are often called “pedestrian refuges.” They can also be landscaped to increase visual aesthetics.



Advantages

- Can increase pedestrian safety
- Can have positive aesthetic value
- Reduces traffic volumes if alternate routes are available

Disadvantages

- Potential loss of on-street parking

Cost

\$50,000 – \$60,000

TWO-LANE CHOKER

Chokers are curb extensions at midblock that narrow a street. Chokers typically maintain the number of travel lanes, but narrow the travel lane widths to encourage slower vehicle speeds. Implementing two lane choker may result in potential loss of parking.

Advantages

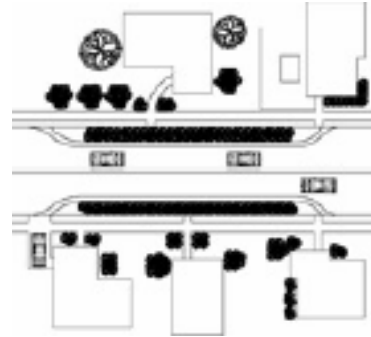
- Easily negotiable by emergency vehicles and buses
- Can have positive aesthetic value
- Reduces both speeds and traffic volumes

Disadvantages

- Loss of on-street parking
- Cyclist & vehicles must share the road
- Build-up of debris in the gutter

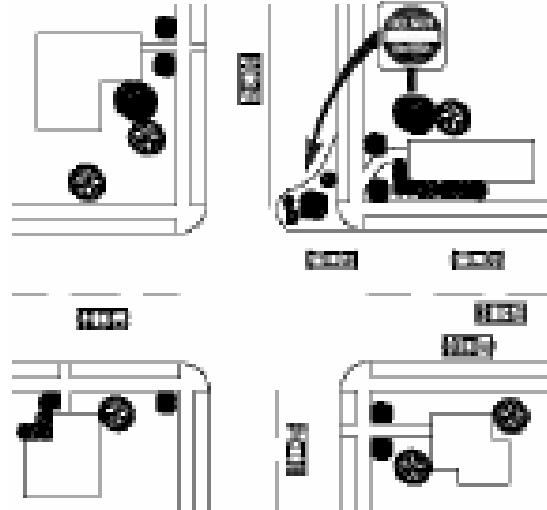
Cost

\$20,000 - \$30,000



PARTIAL CLOSURE

Partial closures (or half street closures) are barriers that block entry to a street in one direction on otherwise two-way streets. Partial closures are among the most common volume control measure after full street closures. Partial closures are often used in sets to make travel through neighborhoods with “gridded” streets circuitous rather than direct.



Advantages

- Effective in reducing cut through traffic
- Maintain pedestrian and bicycle access

Disadvantages

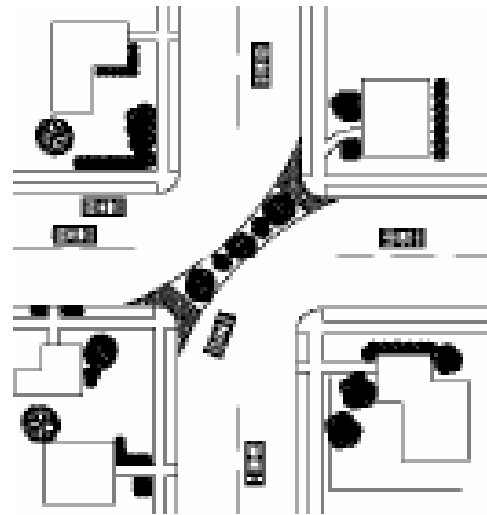
- May limit access to businesses
- Drivers can bypass the barrier

Cost

\$10,000 - \$30,000

DIVERTER

Diagonal diverters are barriers placed diagonally at an intersection restricting through movements. Similar to half closures, diagonal diverters may be staggered throughout a neighborhood to create more circuitous road network.



Advantages

- Able to maintain full pedestrian and bicycle access
- Effective at reducing traffic volumes

Disadvantages

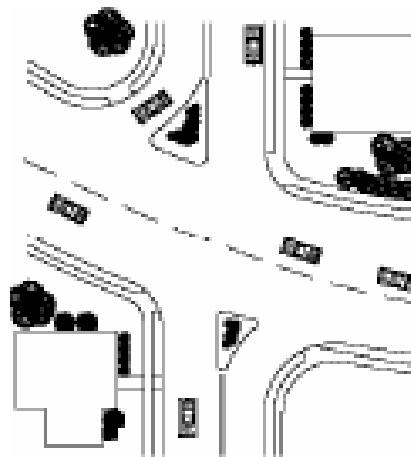
- Create circuitous routes for local residents
- Delays for emergency services
- May be expensive
- May require reconstruction of corner curbs

Cost

\$10,000 - \$30,000

FORCED TURN ISLAND

Forced-turn islands are raised islands that prohibit vehicle movements at the approach of an intersection, typically allowing only a single movement. This helps to reduce cut-through traffic on local streets.



Advantages

- Can improve safety at intersection by prohibiting critical turning movements
- Effective at reducing traffic volumes

Disadvantages

- Drivers may maneuver
- May divert traffic to a different street

Cost

\$5,000 - \$25,000

TURN MOVEMENT RESTRICTIONS

Turn-movement restrictions utilize signs to prevent undesired turning movements without the use of physical devices. The restrictions may generally apply to turning movements in or out of a local street to a larger street. The turn-movement restrictions may be permanent or only during peak commute hours.



Advantages

- Can reduce cut-through traffic at specific time-of-day
- Can increase safety at an intersection by prohibiting certain turning movements
- Inexpensive and easy to install

Disadvantages

- Restrictions apply to residents and non-residents
- Requires enforcement to be effective
- May divert traffic problem to another street

Cost

\$250 - \$1,000

Appendix 4 Frequently Asked Questions

What is the South Pasadena Neighborhood Traffic Management Program?

The Neighborhood Traffic Management Program (NTMP) is a city-wide effort to improve safety and traffic concerns within and around local neighborhoods. This program provides residents the opportunity to voice their concerns about traffic related issues such as speeding, collisions and cut-through traffic in their neighborhood.

How do I know if my street qualifies for the NTMP?

In order for a roadway to qualify for the NTMP it must be considered an eligible roadway. Only local and collector roadways in neighborhoods as identified in the City's General Plan are eligible for traffic calming (refer to South Pasadena Roadway Classification Map). Eligible roadways will need to demonstrate issues of speeding, collisions and increased volumes per the thresholds established in the plan.

What type of improvements may be included as part of the NTMP?

The City will use tools to meet the South Pasadena's local neighborhood traffic concerns. The traffic calming improvements tools will include items from Stage I which include increased enforcement and traffic signing and striping and Stage II which includes speed humps, bulb outs and diverters. The data collection, traffic studies and physical improvements under the NTMP program are subject to funding approval by the City Council which may vary each fiscal year.

Can a stop sign or traffic signal be installed as a traffic calming solution?

Stop signs and traffic signals are considered a traffic control device and not a traffic calming measure. They are intended to control the flow of traffic and assign right-of-way. Standard engineering thresholds, established by the State of California, Department of Transportation are applied to determine if a stop sign or traffic signal is "warranted", thus they are not considered traffic calming devices. Consideration of stop signs and/or traffic signals must be evaluated and recommended with an engineering study in accordance with the State of California Manual of Uniform Traffic Control Devices (MUTCD).

How do I begin the petition process for NTMP?

To request a petition or further information, please contact the City via phone or in person.

- NTMP Petition Form provided for download :
<https://www.southpasadenaca.gov/government/departments/public-works>
- Speak with the City at 626-403-7240
- Return a completed physical copy of the petition form to City Hall - Public Works Department at 1414 Mission Street, 1st Floor, South Pasadena CA 91030

TRAFFIC CALMING PROCESS CHECK LIST

The following items shall be reviewed to identify if roadway segment qualifies for traffic calming consideration

I. Petition Request

A. Petition Screening

Roadway segment local or collector roadway? Yes No

B. Neighborhood Consensus

Required 51% support obtained? Yes No

II. Data Collection: At least one of the following criteria must be met to continue with traffic calming process

A. Speeding Threshold

85th percentile speed is 7 MPH above the posted speed limit? Yes No

B. Traffic Volumes Threshold

ADT is at least 1,500 vehicles per day? Yes No

C. Collision Threshold

At least 3 preventable collisions in the last 5-years? Yes No

III. Stage I: Non Physical Traffic Calming Measures

Non- Physical feature implemented: _____

Date Installed: _____

IV. Post Data Evaluation

Post data collected on: _____

A. Speeding Threshold

85th percentile speed is 7 MPH above the posted speed limit? Yes No

B. Traffic Volumes Threshold

ADT is at least 1,500 vehicles per day? Yes No

C. Collision Threshold

At least 3 preventable collisions in the last 5-years? Yes No

Data meets above criteria: Yes - Continue with Stage II No - Close out Petition

V. Stage II- Physical Traffic Calming Measures

A. Response Provided to Petitioner Lead:

B. Surveys mailed on:

C. 51% neighborhood approval rate met: Yes No

D. 70% "YES" vote from residents immediate adjacent: Yes No

Survey passed? (Both C and D must be "Yes" in order to continue to City Council approval)

Yes - Continue with City Council Approval

No - Close out Petition

VI. City Council Approval

A. City Council Meeting date:

City Council Approved: Yes No

Yes - Continue with Stage II Implementation

No - Close out Petition

ITEM 3

Minutes of the Regular Mobility and Transportation
Infrastructure Commission on September 15, 2020

**MINUTES OF THE
MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION
15TH DAY OF SEPTEMBER 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 6:30 p.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 Hammond, Commission Hughes, and Chair Zneimer.

Council Liaison: Councilmember Dr. Richard Schneider

Absent: None

Staff Present: Shahid Abbas, Public Works Director, Garrett Crawford, Acting Deputy Public Works Director, Tatevik Barakzayan, Civil Engineering Assistant and Leaonna DeWitt, Public Works Assistant

PLEDGE OF ALLEGIANCE

Commissioner Hammond led the pledge of allegiance.

PUBLIC COMMENT

1. PWA DeWitt announced that one public comment was received in writing via email from the following individual:

- Kimberley Hughes – Expressed support for Measure U.

ACTION ITEMS

2. State Route-110 and Fair Oaks Avenue Interchange Modification Project

Public Works Director Shahid Abbas gave a brief overview of this item.

Commissioners had various questions and comments regarding the loop ramp proposal, funding, bike lanes on Fair Oaks Avenue, and a detailed scope of work. It was explained that the City had received three bids for the formal design of the proposed loop ramp, but that the bids were over the planned project costs.

A motion was made by Chair Zneimer and seconded by Commissioner Hughes, recommending to City Council to approve the revised expanded scope for the SR 710 Mobility Improvement Projects, with the condition that the 2017 project list submitted to the Public Works Commission be evaluated as part of the study. The scope can include any combination of alternatives, referenced as the loop ramp, adopt a sub-committee to work with staff as the project moves forward and that the detailed project scope be presented to the Commission for recommendation. (Zneimer, Hughes 5-0)

The Commission appointed Commissioner Fisher and Vice Chair Abelson to serve on the Ad Hoc Committee to work with staff on the SR 710 Mobility Improvement scope of work. (Zneimer, Hughes 5-0)

3. Minutes of the Regular Mobility and Transportation Infrastructure Commission on August 18, 2020

Minutes approved as amended. (Abelson, Zneimer 5-0)

Commissioner Hughes volunteered to assist with the preparation and review of the meeting minutes.

DISCUSSION ITEMS

4. Neighborhood Traffic Management Program

Nicole Jules, Interwest Consulting Group gave a presentation on this item.

Commissioners had various questions and comments. There was a concern that the traffic volume and neighborhood consensus thresholds being too high. There was also mention of the speed limits and looking at the Project Vision Zero goals. It was also mentioned that full infrastructure needs to be considered, such as sidewalks, gutters and street resurfacing.

COMMISSION LED DISCUSSIONS

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

Commissioners discussed the implementation of the Al Fresco dining. It was shared that K-rails had been installed, but some businesses were surprised and felt that there was not adequate notification. There are still adjustments being made.

ADPWD Crawford gave a brief update on this item related to the public works operations.

COMMUNICATIONS

6. City Council Liaison Communications

Council Liaison Dr. Schneider announced the resignation of the City Manager on September 12. He stated Chief Paul Riddle will be the Acting City Manager until a replacement is hired. City Council will be hiring an Interim Assistant City Manager to oversee the Finance Department.

7. Commissioner Communications

Commissioner Hughes thanked staff for bringing forth the Neighborhood and Traffic Management Program and expressed support for Measure U.

Commissioner Vice-Chair Abelson requested to have agenda a discussion on reprogramming the Measure M projects.

Commissioner Hammond cautioned that the deadline for Measure M she believes is at the end of September.

Chair Zneimer expressed concern regarding the Climate Action Plan related to transportation projects.

8. Staff Liaison Communications

ADPWD Crawford gave a brief introduction.

ADJOURNMENT: Meeting adjourned at 9:30 p.m.

I HEREBY CERTIFY that the foregoing minutes were adopted by the Mobility and Transportation Infrastructure Commission of the City of South Pasadena at a meeting held on August 18, 2020.

Sam Zneimer, Chair



PUBLIC COMMENT
MOBILITY AND TRANSPORTATION INFRASTRUCTURE
COMMISSION MEETING

September 15, 2020

(Deadline to submit Comments 9/15/20 at 12p.m.)

Item No.	Name	Document	Date Received
GC	Kimberley Hughes	E-mail Public Comment	9/11/2020

From: Hughes, Kimberley [REDACTED]
Sent: Friday, September 11, 2020 12:53 PM
To: MTIC Public Comments
Cc: Leonna Dewitt
Subject: Public Comment for Mobility and Transportation Infrastructure Commission

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.

I would like to request the following be read as General Public Comment at the commission meeting.

Dear Honorable Mobility and Transportation Infrastructure Commissioners,

Measure U is on the upcoming ballot this November and is an essential measure. For nearly four decades, the City of South Pasadena has relied upon funding from its Utility Users Tax (UUT). Currently generating \$3.4 million annually, the UUT is the City's second largest source of funds, providing 12% of the General Fund. This vital funding is once again set to expire.

Measure U will continue the UUT and support:

- Preserve rapid 911 emergency response times
- Fund community, family, youth, senior, and library programs
- Repair city streets and sidewalks for drivers, pedestrians and bicyclists
- Keep parks and public areas safe and clean
- Help prepare for disasters and health emergencies

I would like to encourage you to support a YES vote on Measure U this coming election. All funds must be spent locally for programs and services in South Pasadena and nothing can be taken by the State or Los Angeles County. Low-income residents are eligible for an exemption.

Without Measure U, South Pasadena will lose over \$3 million in annual funding at a time when all cities are facing steep declines in revenue due to the COVID-19 economic downturn.

I encourage you to vote YES on U to prevent deep cuts to the services and programs that make South Pasadena exceptional!

Thanks for reading, if you have any questions about Measure U for South Pas. You can also learn more by visiting the website, www.southpasyesonu.com.

Thank you for your consideration.

Kim Hughes

[REDACTED]

Kim Hughes

[REDACTED]

ITEM 4
Rogan Funds Project Update



AGENDA ITEM NO. 15

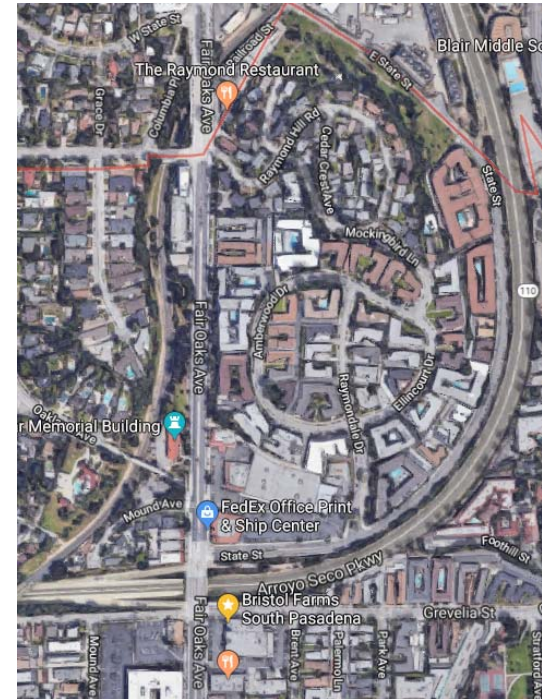
ROGAN FUNDED PROJECT

City Council
October 21, 2020



Rogan Fund Project Summary (2004)

- Awarded for construction of SR-110 hook ramp (shelf ready) on August 12, 2004
- Funding:
 - \$2.5M Right-of-way (ROW)
 - \$6.8M Construction
 - Total = \$9.3M
- Items that prohibited City from proceeding with Project as originally scoped:
 - Right of Way Constraints
 - Lack of Technical Study and Data
 - Project not shelf ready





Efforts to Save Rogan Funds from Lapsing

- In November 2019, FHWA and Caltrans informed staff Rogan funds will lapse at the end of 2019 unless City starts construction immediately.
- Staff proposed a concept of an alternate viable project.
- Staff prepared a proposed project scope of work.
- Proposed project scope presented to Caltrans and FHWA in December 2019 and approved in January 2020.
- FHWA performed special upgrades to its financial system to transfer Rogan Funds to the City from 15+ years ago.

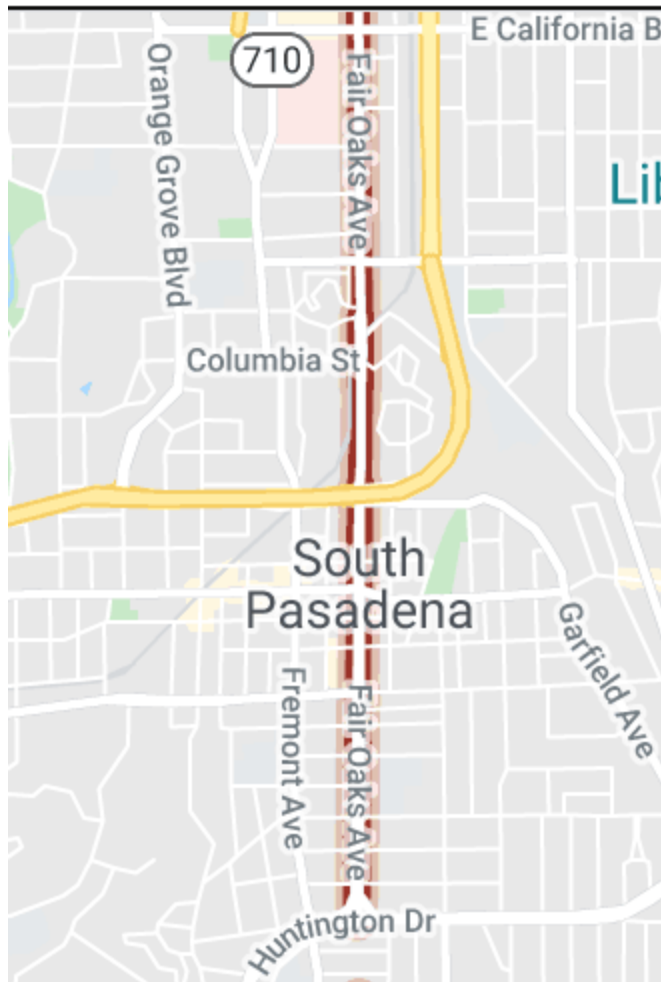


Efforts to Save Rogan Funds from Lapsing

- Fund transfer required in FY 2019-20 (by September 31, 2020).
- Staff completed a complex technical package for obligation of funds.
- City, Caltrans, and FHWA meet weekly to keep process on track.
- Initially, FHWA agreed to transfer \$6.8M construction funding only.
- New funding available: \$9.3M for all project phases (P&E, construction and construction management).



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 from the north City limits to Huntington Drive.
- Estimated Cost: \$11.2M



North South Corridor ITS Deployment Scope of Work

- The project will include the following advanced technologies:

Advance adaptive traffic management system	Real travel time and delay monitoring system
Queue detection system	Infrared bike, pedestrian, and vehicle detection
Adaptive pedestrian warning system	Dilemma zone detection system
Emergency vehicle detection	Transit system priority

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



Rogan Fund Summary

- Rogan Funds Available = \$9.34M
- Additional Funds Required (20%) = \$1.86M
- Total Project Costs = \$11.2M
- Matching Fund Source – Must be determined by December 2020.



Recommendation

It is recommended that the City Council:

1. Direct staff to aggressively pursue Metro approval of grant funds of \$1.86M to secure the City's matching obligation associated with the Rogan Grant
2. In the event staff is unsuccessful in this effort, appropriate Measure M Multi Sub-regional Program (MSP) funds in the amount of \$1.72M and \$160,000 from the City's Capital Growth Fund to supplement Measure M MSP dollars to make up the required match. (The appropriation of Measure M funds, could involve the obligation of future year Measure M revenues)

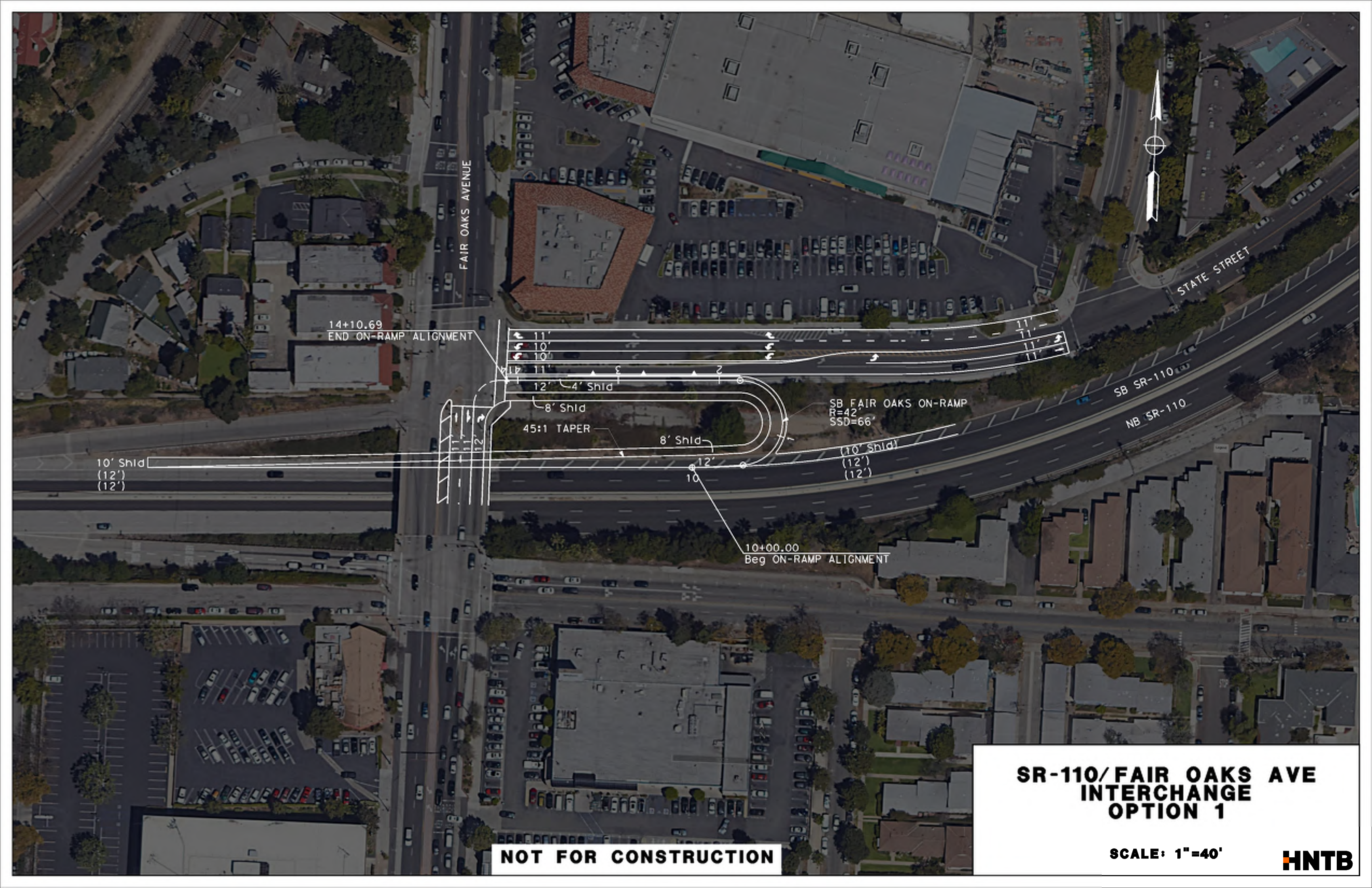


Questions

ITEM 5

Fair Oaks SR-110 Interchange Drawings

Option 1
Fair Oaks SR-110 Interchange Drawings



FAIR OAKS AVENUE

STATE STREET

SB SR-110
NB SR-110

14+10.69
END ON-RAMP ALIGNMENT

SB FAIR OAKS ON-RAMP
R=42
SSD=66'

10' Shld
(12')
(12')

45:1 TAPER

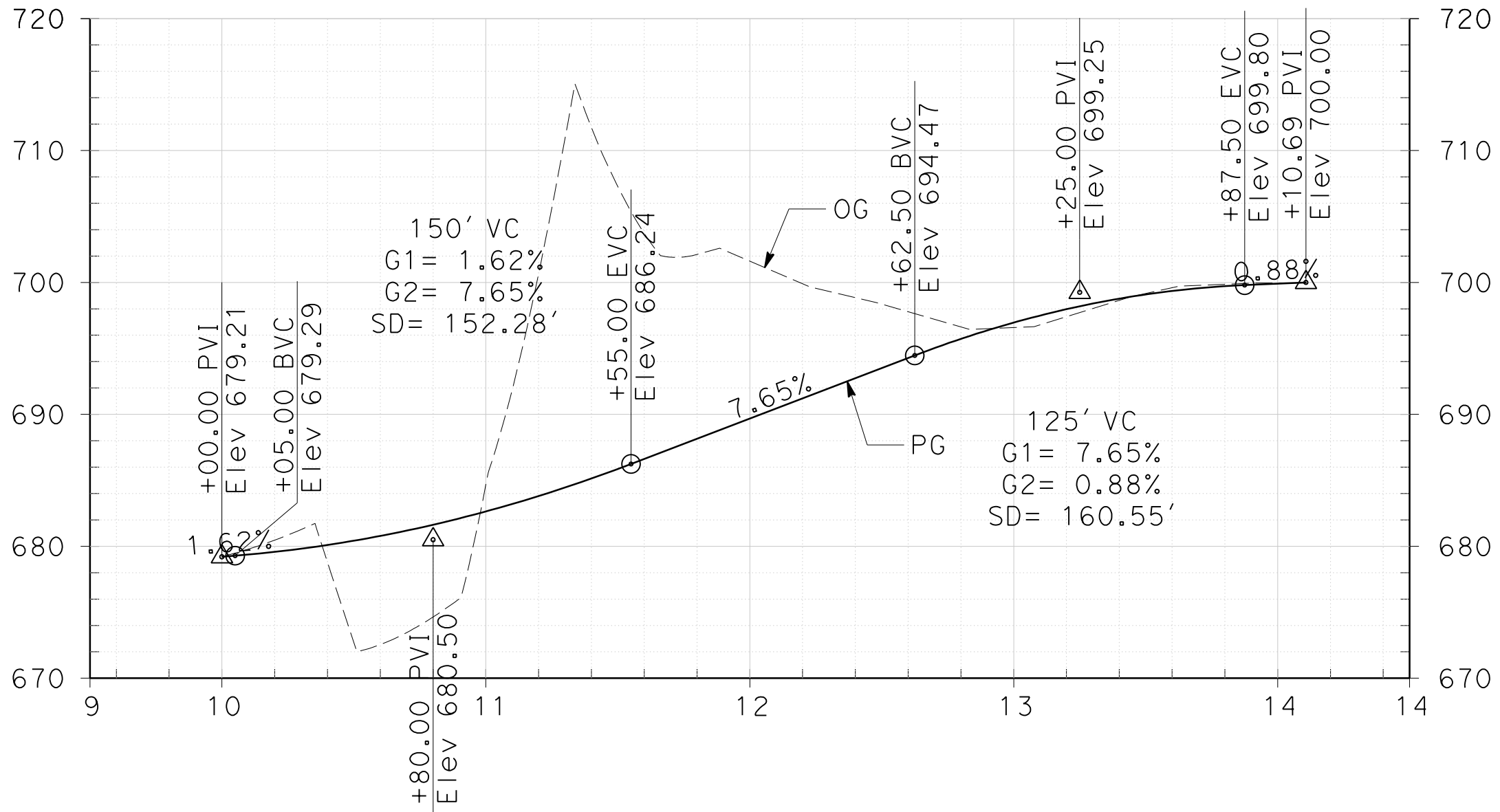
10+00.00
Beg ON-RAMP ALIGNMENT

SR-110/FAIR OAKS AVE INTERCHANGE OPTION 1

NOT FOR CONSTRUCTION

SCALE: 1"=40'





NOT FOR CONSTRUCTION

**SR-110/FAIR OAKS AVE
 INTERCHANGE
 OPTION 1**

HORIZONTAL SCALE: 1"=50'
 VERTICAL SCALE: 1"=5'

HNTB

Option 2
Fair Oaks SR-110 Interchange Drawings



FAIR OAKS AVENUE

STATE STREET

16+01.30
END ON-RAMP ALIGNMENT

SB FAIR OAKS ON-RAMP
R=42
SSD=66'

SB SR-110
NB SR-110

10' Shld
(12')
(12')

45:1 TAPER

8' Shld

10' Shld
(12')
(12')

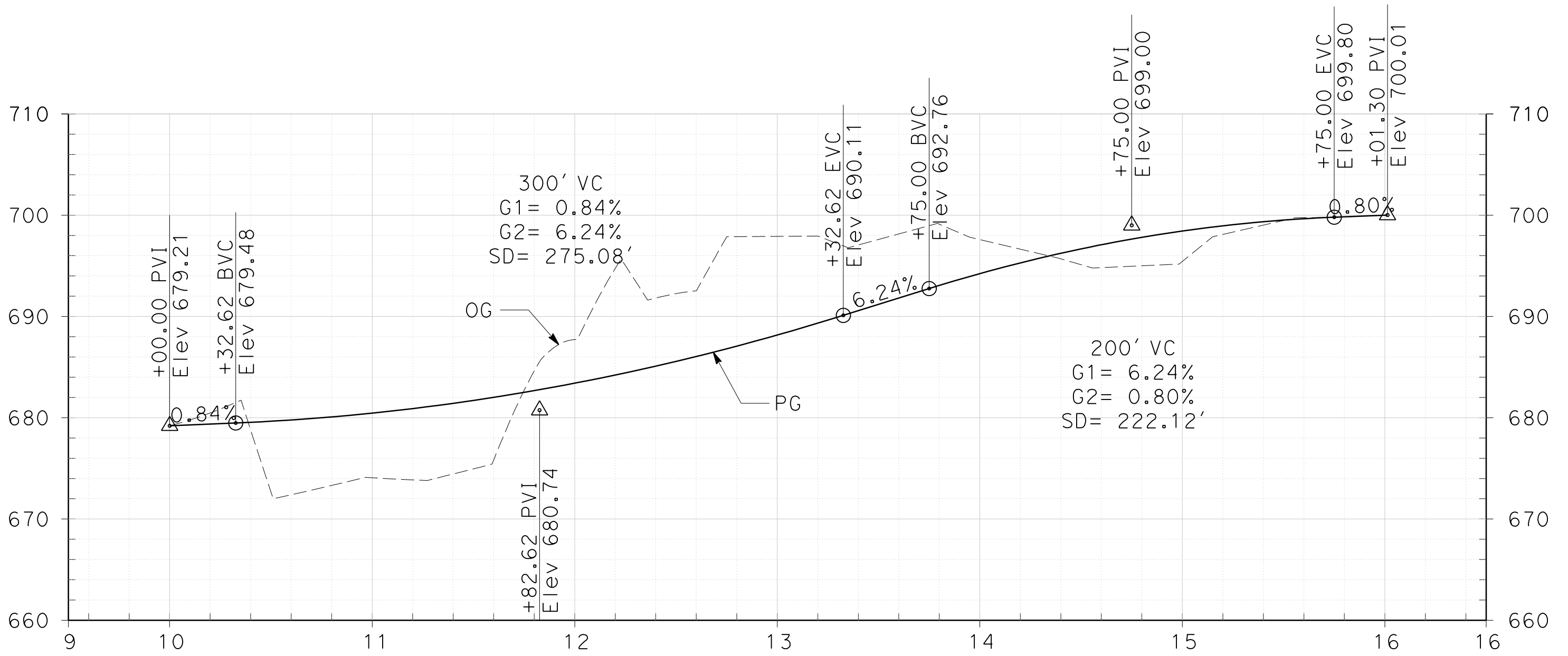
10+00.00
Beg ON-RAMP ALIGNMENT

NOT FOR CONSTRUCTION

**SR-110/FAIR OAKS AVE
INTERCHANGE
OPTION 2**

SCALE: 1"=40'





NOT FOR CONSTRUCTION

**SR-110/FAIR OAKS AVE
 INTERCHANGE
 OPTION 2**

HORIZONTAL SCALE: 1"=50'
 VERTICAL SCALE: 1"=5'

HNTB