

**TUESDAY, FEBRUARY 16, 2021  
MINUTES OF THE  
REGULAR MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION**

**CALL TO ORDER**

The Regular Meeting of the Mobility and Transportation Infrastructure Commission was called to order by Commissioner Abelson on February 16, 2021, at 6:42 p.m. The meeting was held in a virtual setting, via Zoom. Mayor Mahmud was present.

**ROLL CALL:** Leonna DeWitt, Public Works Assistant

**PRESENT:** Commissioner Abelson, Commissioner Dunlap, Commissioner Fisher, Commissioner Hughes, Commissioner Liu and Mayor Mahmud.

**COUNCIL LIAISON:** Councilmember Jon Primuth

**ABSENT:**

**STAFF PRESENT:** Shahid Abbas, Public Works Director, Garrett Crawford, Acting Deputy Public Works Director and Leonna DeWitt, Public Works Assistant

**PLEDGE OF ALLEGIANCE**

Commissioner Fisher led the pledge of allegiance.

**PUBLIC COMMENT**

**1. Public Comment**

D. Shane requested a study be conducted for installation of a 4-way stop at the following intersections: Meridian/Oak, Meridian/Pine and Meridian/Maple.

**ACTION ITEMS**

**2. Minutes of the Regular Mobility and Transportation Infrastructure Commission on January 16, 2021 -** Minutes approved as amended. (Hughes, Dunlap; 5-0)

**3. Selection of Officers**

The established commissioners welcomed the new commissioners Dunlap, and Liu. Brief introductions of all of the commissioners took place prior to the selection of officers.

Commissioner Abelson was nominated as Chair by Commissioner Hughes and seconded by Commissioner Fisher. By roll call vote the motion carried 5-0 for Chair Abelson.

Commissioner Fisher was nominated as Vice Chair by Chair Abelson and seconded by Commissioner Hughes. By roll call vote the motion carried 5-0 for Vice Chair Abelson.

**4. Reconstitution of the COVID-19 Ad Hoc Committee**

Commissioner Hughes and Chair Abelson provided background information on the this item. The Commission approved the reconstitution of the COVID-19 Ad Hoc Committee with Commissioner Liu and Commissioner Dunlap. (Abelson, Hughes; 5-0). One of the issues that the COVID-19 Ad Hoc Committee will investigate is the parklet concept that had been under review in the past.

**DISCUSSION ITEMS**

**5. Ramona Avenue Neighborhood Traffic Management Plan**  
ADPWD Crawford gave a brief presentation on this item.

## **Public Comment**

Christopher Kramsch expressed concern over the amount of traffic on Ramona Avenue. He commented how often his home access is “blocked” due to the traffic. He is requesting the Commission to develop a plan redirecting the traffic.

Joanne Nuckols expressed concerned for implementing staggered school schedules.

Amber and Patrick Haley expressed concern regarding the entering and exiting at Holy Family School and suggested closing the intersection of Ramona Avenue and Rollin Street. The entrance and exit is at the same location and suggested a different location for exiting vehicles.

Tom Nuckols expressed concern regarding the preferential parking on Ramona Avenue and Oak St. and suggested the City review the preferential parking plan for Pasadena.

Discussion ensued regarding traffic congestion, solutions, concerns with the traffic study, traffic flow and signal timing.

The Commission approved a Ad Hoc Sub-Committee with Chair Abelson and Commissioner Fisher. (Hughes, Abelson; 5-0). The new Ad Hoc Committee will focus on the issues around Ramona Avenue, as well as parking and traffic flow issues.

Mayor Mahmud commented about challenging parking areas in the City, such as near Trader Joe’s, by the Gold Line, Marengo Avenue, Monterey Hills and the area around the YMCA. There will be a need to develop a strategy to address impacted areas with the new developments coming to the City.

## **COMMISSION LED DISCUSSIONS**

### **6. SR 710 Mobility Improvement Projects Ad Hoc Committee**

No update. Commissioner Fisher gave a brief overview of the Inteligent Transportation System project on Fair Oaks Avenue; and the intersection at Fair Oaks Avenue and Arroyo Seco Parkway adding an on-ramp.

Commissioner Fisher requested a table with projects and funding sources.

### **7. Measure M Projects**

PWD Abbas suggested developing and prioritizing a list of projects and agendize it on the March meeting.

## **Public Comment**

Susan Sulsky expressed concern for a three way stop sign at Oak Street and Meridian Avenue, Maple Street and Meridian Avenue.

Mayor Mahmud thanked the existing Commissioners for all of their work and continued service to the community. She also wanted to welcome the new commissioners Liu and Dunlap.

## **COMMUNICATIONS**

### **8. City Council Liaison Communications**

Council Liaison Primuth will report out on the various committees that he is a part of such as SCAG Transporation Advisory Committee and Joint Powers Authority.

### **9. Commissioner Communications**

Commissioner Hughes welcomed the new Commissioners and Council Liaison Primuth.

Commissioner Liu expressed excitement and looking forward to improving transportation in the City.

Commissioner Dunlap thanked the Commission and expressed happiness for being able to participate on the

Commission.

Commissioner Abelson welcomed the new Commissioners and Council Liaison Primuth and wanted to thank staff for the freshly painted red curb and other improvements.

**10. Staff Liaison Communications**

ADPWD Crawford updated the Commission on the Rogan Funds and Measure R Update.

**ADJOURNMENT:** Meeting adjourned at 9:24 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 March 16, 2021.

DocuSigned by:  
*Larry Abelson* 4/12/2021  
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Larry Abelson, Chair



PUBLIC COMMENT  
MOBILITY AND TRANSPORTATION INFRASTRUCTURE  
COMMISSION MEETING

February 16, 2021

Item No.	Name	Document	Date Received
GC	D. Shane	E-mail Public Comment	2/16/2021
Item 5	Christopher Kramsch	E-mail Public Comment	2/15/2021
Item 5	Joanne Nuckols	E-mail Public Comment	2/16/2021
Item 5	Amber and Patrick Haley	E-mail Public Comment	2/16/2021
Item 5	Tom Nuckols	E-mail Public Comment	2/16/2021
Item 7	Susan Sulsky	E-mail Public Comment	2/15/2021

**From:** D. Shane  
**Sent:** Tuesday, February 16, 2021 12:57 AM  
**To:** MTIC Public Comments; Jon Primuth  
**Cc:** Shahid Abbas; Garrett Crawford; Tatevik Barakazyan; Leaonna Dewitt; Larry Abelson; Jack Donovan; Tamara Binns; Sean Joyce; Brian Solinsky; Joanna Hankamer; Kanika Kith  
**Subject:** MTIC Meeting for February 16, 2021: Public Comment: Agenda Item No. 1 (General Public Comments): Please Read Out Loud During the Meeting  
**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 and City Council Member Primuth:

The **SMART Families** greatly appreciate the near completion of the first phase of improvements for Meridian Avenue. Public Works staff has provided timely information and consistently followed up with answers to our questions.

We now wish to know about the engineering analysis on the Meridian/Oak intersection, as well as Meridian/Pine, and Meridian/Maple. Late last year, Interim Council Member Stephen Rossi made the following motion that was seconded:

“I would like to make a motion that the Council direct staff to initiate a request for proposal for a traffic consultant to do a new study to consider all evidence, anecdotal information from the community, and all possible legal criteria to determine whether a four-way stop sign at the intersection of Meridian at Pine, Oak, and Maple Streets would increase pedestrian, bicycle, and vehicular safety. While I am calling for a new study, given the particular framework of this study, we will not have to wait until the coronavirus pandemic is over to get started. Further, I am sure, that once an engineer reviews the traffic patterns under this framework, they will inevitably come to the same conclusion that you and the rest of the **SMART Families** already know – that stop signs are needed to enhance the safety of pedestrians and motorists up and down the Meridian Corridor.”

We look forward to working with Public Works on these actions and long-term solutions.

Thank you.

Sincerely,

*Delaine W. Shane*

On Behalf of **SMART Families**



**From:** Christopher Kramersch  
**Sent:** Monday, February 15, 2021 10:07 AM  
**To:** MTIC Public Comments; Jon Primuth; Jonathan Primuth; John primuth  
**Subject:** Ramon ave daily traffic jam

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Hello,  
my name is Chris Kramersch and I live at \_\_\_\_\_ South Pasadena, near the corner with Oak st. The agenda item I would like to comment on is The Ramona ave traffic management plan. I would like my comment to be read during the meeting.

My comment is as follows:

I have been living at \_\_\_\_\_ now since 2002 and have had to deal with the daily lineup of cars at 8 am and 3 pm in front of my house with these cars sitting idle for a long time spewing their noxious fumes all over my kids who play in the front yard and endangering their lives as they try to walk to school and have to deal with these drivers who often aggressively try to get past each other and I have witnessed several near collisions of these cars with kids trying to walk to and from school. I would like for the commission to come up with a plan that redirects these cars away from lining up on Ramona and turning onto Oak street. Just this weekend there was some sort of drive through at Holy Family that was backing up traffic for 2 blocks on Fremont ave. When is this school going to learn that they do not own this neighborhood and the mostly non South Pasadena residents sitting in these cars need to respect the community, park their cars and walk their kids to the school like most of the public school parents do and therefore keep our streets for moving cars and keep our kids safe.  
No more car line ups in front of my house please !!!

Chris and Myla Kramersch

**From:** Joanne Nuckols  
**Sent:** Tuesday, February 16, 2021 9:51 AM  
**To:** MTIC Public Comments  
**Subject:** #5 Ramona Ave Traffic Management Plan 2/16/21

**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.

Please read comments aloud.

The Ramona neighborhood thanks the commission for putting the traffic management plan on your agenda to discuss. Aside from some errors and omissions, one no cost "Short-term Solution" in the study stands out as the single most important action that would significantly reduce the morning congestion... Staggered School Schedules.

We estimate that the reduction in the congestion in the area, making it much safer for all, would be at least 70% based on our field observations.

September '99 start of school was the beginning of the congestion due to Holy Family School (HFS) change of school start time from 8:30 to 8 am, the same as the high school, as identified by the then Police Chief and Public Works Director to the City Council. There were major concerns and discussions among the district, HFS and the city officials for two months.

Records show that the last documented attempt to reach a solution was a letter from the city to the school board dated Oct '99. There was no resolution of the congestion problem, only time restricted turn signs at Rollin and Fremont resulted.

High school, per state law, will be starting school no earlier than 8:30 in fall of 2022. With school not in session, it would be easier to institute the staggered times, such as HFS starting 15 minutes later at 8:15, a one time change, which would be the solution now and in the future.

Please solve the problem now.

Joanne Nuckols

South Pasadena, CA 91030



**From:** Joanne Nuckols  
**Sent:** Tuesday, February 16, 2021 10:14 AM  
**To:** MTIC Public Comments  
**Subject:** #5 Ramona Ave Traffic Management Plan Comment, 2/16/21  
**Attachments:** [Traffic HFS.pdf](#)

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Leaonna, I am submitting these comments for my neighbors. I'm having technical difficulties so hope it's ok to have an attachment for review by the commission? The attachment contains pictures and more comments than the 250 words so would you please read aloud the comments below. Thank you, Joanne.

We have always questioned the route HFS drivers take. Their current plan takes them through the intersection of Oak and Ramona to enter the school AND they must exit via this same intersection. Often there are two lanes of traffic entering and exiting, which is not actually allowed on this narrow street. I wonder about the legality of this route, per the approved Holy Family Vision Project Traffic Study which proposed a two way in and out, Oak to Rollin/Rollin to Oak. The current singular in and out of Oak, has not been approved by the city and facilitates more congestion on upper Ramona, the block of the focus of the Ramona Ave Traffic Management Plan, with the approved plan was trying to avoid

Consider closing the intersection of Ramona and Rollin, like what exists at Cheltenham and Ashbourne to (a) prevent drivers eastbound on Rollin from Diamond turning down Ramona and (b) reduce drivers from Oak dropping off on northern-most block of Ramona, as they would have to turnaround. Other examples of road closures are Columbia at Beacon and Fairview.

Amber and Patrick Haley

Amber and Patrick Haley

It seems like a bump out at the southeastern corner of Ramona and Oak would prolong the traffic jam as it would force all northbound traffic on Ramona to merge into one lane. This would force non-HFS drivers to queue up before turning left, westbound on Oak to Meridian.



We have always questioned the route HFS drivers take. Their current plan takes them through the intersection of Oak and Ramona to enter the school AND they must exit via this same intersection. Often there are two lanes of traffic entering and exiting, which is not actually allowed on this narrow street. I wonder about the legality of this route, per the approved Holy Family Vision Project Traffic Study which proposed a two way in and out, Oak to Rollin/Rollin to Oak. The current singular in and out of Oak, has not been approved by the city and facilitates more congestion on upper Ramona, the block of the focus of the Ramona Ave Traffic Management Plan, with the approved plan was trying to avoid

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**From:** Joanne Nuckols  
**Sent:** Tuesday, February 16, 2021 10:51 AM  
**To:** MTIC Public Comments  
**Subject:** #5, Ramona Ave Traffic Management Plan, 2/16/21

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Please read my comments out loud.

Commissioners,

A thorough discussion of the successes and failures of the Preferential Parking on Ramona and Oak, was not discussed nor adequately described in this study. The permit only parking on the weekends works perfectly, but the 1 hour parking limit does not work at all, because the vast majority of the non residents that park on Ramona and Oak during the week for school drop off and pick up are parking for less than the 1 hour time limit, usually about 15 minutes. Non residents use our street, instead of existing parking lots for Holy Family School and the high school, which creates more intensified car vs pedestrian conflicts on our residential street and prevents our residents and their visitors from being able to park on our own street.

We have had this Preferential Parking for over 20 years since the approval of the Holy Family Vision Project. The preferential parking was a mitigation approved by the city for our neighborhood. Because of the inadequacies of the weekday 1 hour time limit over the years, we have petitioned the city on numerous occasions to review and change this policy to be more effective. To date, no changes have been made.

The Pasadena Preferential Parking District policy is far superior than South Pasadena's. It has a tried and true track record of success. In the past staff has discussed their plan with their administrator as have some of the neighbors. It will work in South Pasadena much better than our current policy.

We ask that you review Pasadena's plan and hope that you would appoint a sub committee to study our parking problems with a desire to solve them.

Thank you for your consideration.

Tom Nuckols

South Pasadena, CA 91030

**From:** Susan Sulsky  
**Sent:** Monday, February 15, 2021 11:37 AM  
**To:** MTIC Public Comments  
**Subject:** Agenda Item #7 -- February 16, 2021 Meeting

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**Comment to be Read Out Loud - Agenda Item #7**

To: MTIC Commissioners

First, I wish to extend my appreciation to the Commission and the City for the many improvements made to Meridian Avenue during the past year. It was heartening that you listened to concerns voiced by the residents and took meaningful action on many of the items to make Meridian and its surrounding streets a safer residential area.

There is, however, an outstanding item that would further enhance the safety of the residents and school age children who use the crosswalks at both Oak and Meridian, as well as Maple and Meridian. These crosswalks provide pedestrian routes to both South Pasadena High School and Middle School as well as Holy Family private school. I once again am requesting your earnest support of making these two intersections a three-way stop.

Unlike Marengo Avenue, which has multiple crosswalks and 4 and 3 way stop signs between Monterey Road and Huntington Drive, drivers going north and south on Meridian from Monterey Road to Kendall Road do not necessarily have to stop at any of the 3 crosswalks located on Meridian Avenue.

Many of you have voiced support for a three way stop sign in the past, and I am counting on your continued support to provide any and all possible measures to keep Meridian Avenue a safe and secure residential area for the many families who would like their children to walk to school.

Thank you,  
Susan Sulsky