



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

**Council Chamber  
1424 Mission Street, South Pasadena, CA 91030  
March 16, 2021, 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 (MTIC) for March 16, 2021, will be conducted remotely and held by Zoom video conference.

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.

To maximize public safety while still maintaining transparency and public access, members of the public can observe the meeting via Zoom in one of the three methods below.

Mobility and Transportation Infrastructure Commission  
**Zoom Meeting Information**  
**Meeting ID:** 827 6952 0192  
**Passcode:** 332724

1. Go to the Zoom website, <https://zoom.us/join> and enter the Zoom Meeting information accordingly;  
or
2. Click on the following unique Zoom meeting link:  
<https://us02web.zoom.us/j/82769520192?pwd=MF15WUd1VGllIdXZIN3V5NGE3NjVCdz09> or
3. You may listen to the meeting by calling: +1-669-900-6833 and entering the Zoom Meeting ID and Passcode when prompted to do so.

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

**IMPORTANT NOTE:** Members of the public may access the meeting to observe the meeting's proceedings; however, at this time, there is no live, real-time participation by members of the

**PUBLIC COMMENT**

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 12:00 p.m., March 16, 2021** 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:** Commissioner Abelson
- ROLL CALL:** Commissioners: Lawrence Abelson, Eric Dunlap, John Fisher, Kimberley Hughes, and Donson Liu
- CITY COUNCIL LIAISON:** Councilmember Jon Primuth
- STAFF PRESENT:** Garrett Crawford, Acting Deputy Director of Public Works, and Leaonna DeWitt, Public Works Assistant
- PLEDGE OF ALLEGIANCE:** Commissioner Eric Dunlap

**PUBLIC COMMENT AND SUGGESTIONS**

**1. Public Comment – General**

**PRESENTATION**

**2. Reappropriation of Metro Open Streets Grant**

*NOTE: The agenda will be updated on Monday, March 15 to include the presentation slides.*

**ACTION ITEMS**

**3. Minutes of the Regular Mobility and Transportation Infrastructure Commission on February 16, 2021**

**DISCUSSION ITEMS**

**4. Preferential Parking Policy**

**COMMISSION LED DISCUSSION**

**5. SR 710 Mobility Improvement Projects Ad Hoc Committee**

**6. COVID-19 Ad Hoc Committee**

**7. Ramona Avenue Neighborhood Traffic Management Plan Ad Hoc Committee**

**8. Discussion of Local Return Measure M Projects for FY 2022**

**COMMUNICATIONS**

**9. City Council Liaison Communications**

**10. Commissioner Communications**

**11. Staff Liaison Communications**

**ADJOURNMENT**

**FUTURE MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETINGS**

April 20, 2021	TBD	6:30 p.m.
May 18, 2021	TBD	6:30 p.m.
April 20, 2021	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.*

3/11/21

Date

/s/

Leonna DeWitt

Public Works Assistant

**ITEM 3**

Minutes of the Regular Mobility and Transportation  
Infrastructure Commission – February 16, 2021



**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 concerned 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 traffic areas in the City, such as near Trader Joe, 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 projects 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 and 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.

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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 commision 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](#)

**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.

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

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.





**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

**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 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

**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.

**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

**ITEM 4**  
Preferential Parking Policy



# Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO. \_\_4\_\_

**DATE:** March 16, 2021  
**FROM:** Garrett Crawford, Acting Deputy Public Works Director  
**SUBJECT:** **Preferential Parking District Policy Discussion**

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## **Background**

The purpose of this discussion item is to review the City's current Preferential Parking Districts and Preferential Parking Districts policy of our neighboring City of Pasadena. We will then determine if a Preferential Parking District Policy is needed. If it is determined that a policy is needed, we will discuss a brief outline for a future policy.

## **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*.

## Attachments:

1. South Pasadena Preferential Parking Districts Zone Details and Maps
2. City of Pasadena Preferential Parking Districts Policy and Map



**ATTACHMENT 1**  
**South Pasadena Preferential Parking Districts Zone**  
**Details and Maps**

## Preferential District Parking

Several preferential parking districts exist in the City of South Pasadena. Permits for those districts are issued at no cost. Permits are valid for the calendar year ending December 31st.

Residents (each household) may receive 3 permits. The permit does not exempt the holder from other applicable City Ordinances (such as, but not limited to, overnight parking restrictions) or California Vehicle Codes.

Mission-Meridian Preferential Parking District: Permit is valid only in 3-hour time zone areas and allows the permit holder to park beyond the 3-hour limit. Permits must be displayed from the rear view mirror to be valid. Residents (each household) in the Mission-Meridian Preferential Parking District may receive 3 permits. Business owners may receive the number of permits as they have employees on their business license. Two part-time employees equal one full-time employee.

On Thursdays the South Pasadena Farmers' Market takes place within the Mission-Meridian Preferential Parking District, so pay close attention to the parking signs.

Ramona/Oak #1: Permits are valid only in specific Residential Preferential Parking District. Permits must be displayed from rear view mirror or on the driver's side rear bumper to be valid. Permits are issued at no cost. Residents are entitled to three permits. Permits are valid for the calendar year ending December 31st.

Ramona: Ramona Preferential Parking District permits are valid only on Ramona Avenue between Oak Street and Rollin Street. The permit exempts the holder from the following parking restrictions: No parking on Saturday and Sunday. 1-hour parking on weekdays between 7 a.m. and 5 p.m.

Oak #1: Oak Preferential Parking District permits are valid only on Oak Street between Fremont Avenue and Ramona Avenue. The permit exempts the holder from the following parking restrictions: No parking on Saturday and Sunday. 1-hour parking on weekdays between 7 a.m. and 5 p.m.

CITY OF  
**SOUTH PASADENA**  
LOS ANGELES COUNTY, CALIFORNIA

199

SCALE



Mission-Meridian



Ramona Ave



Rollin Street



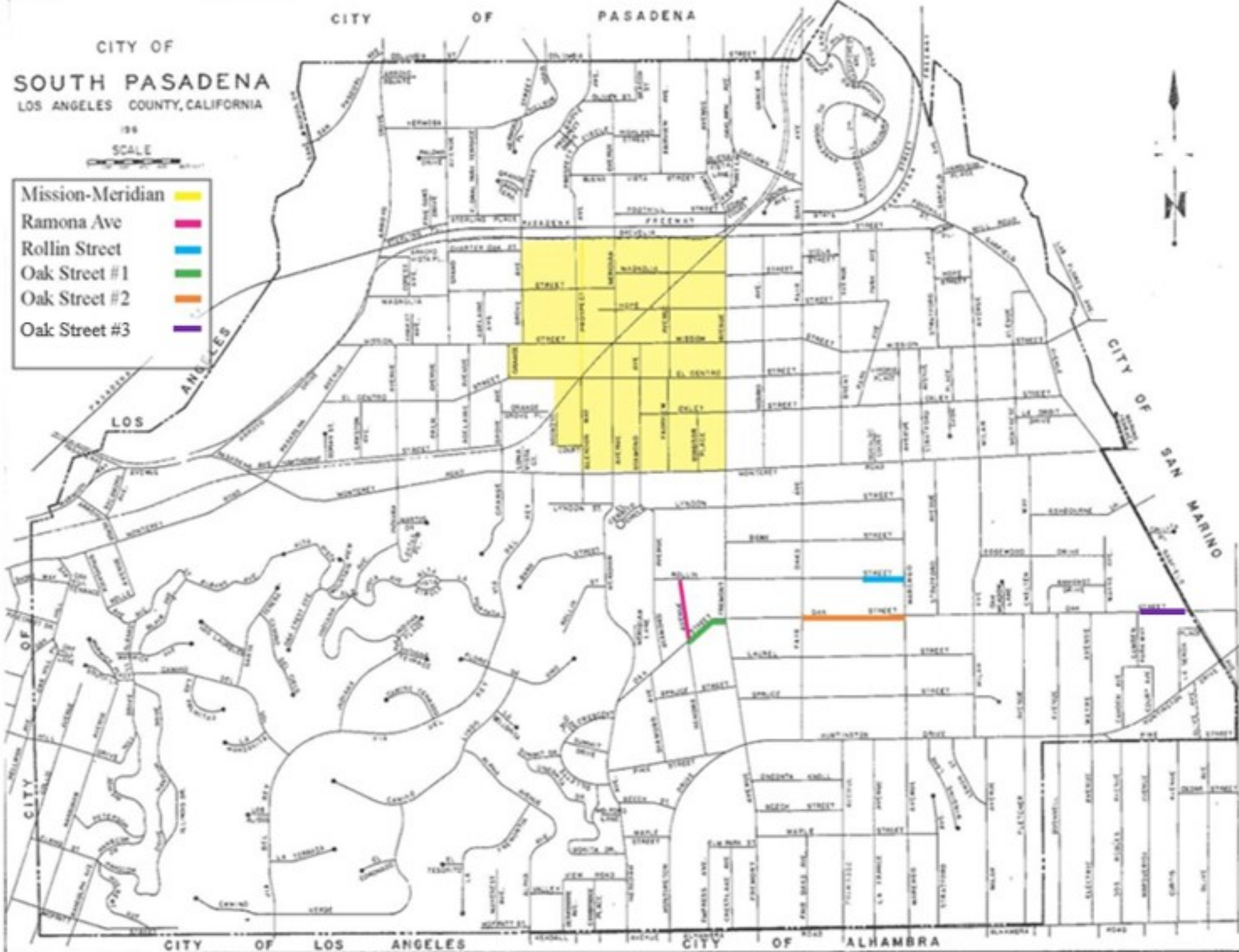
Oak Street #1



Oak Street #2



Oak Street #3





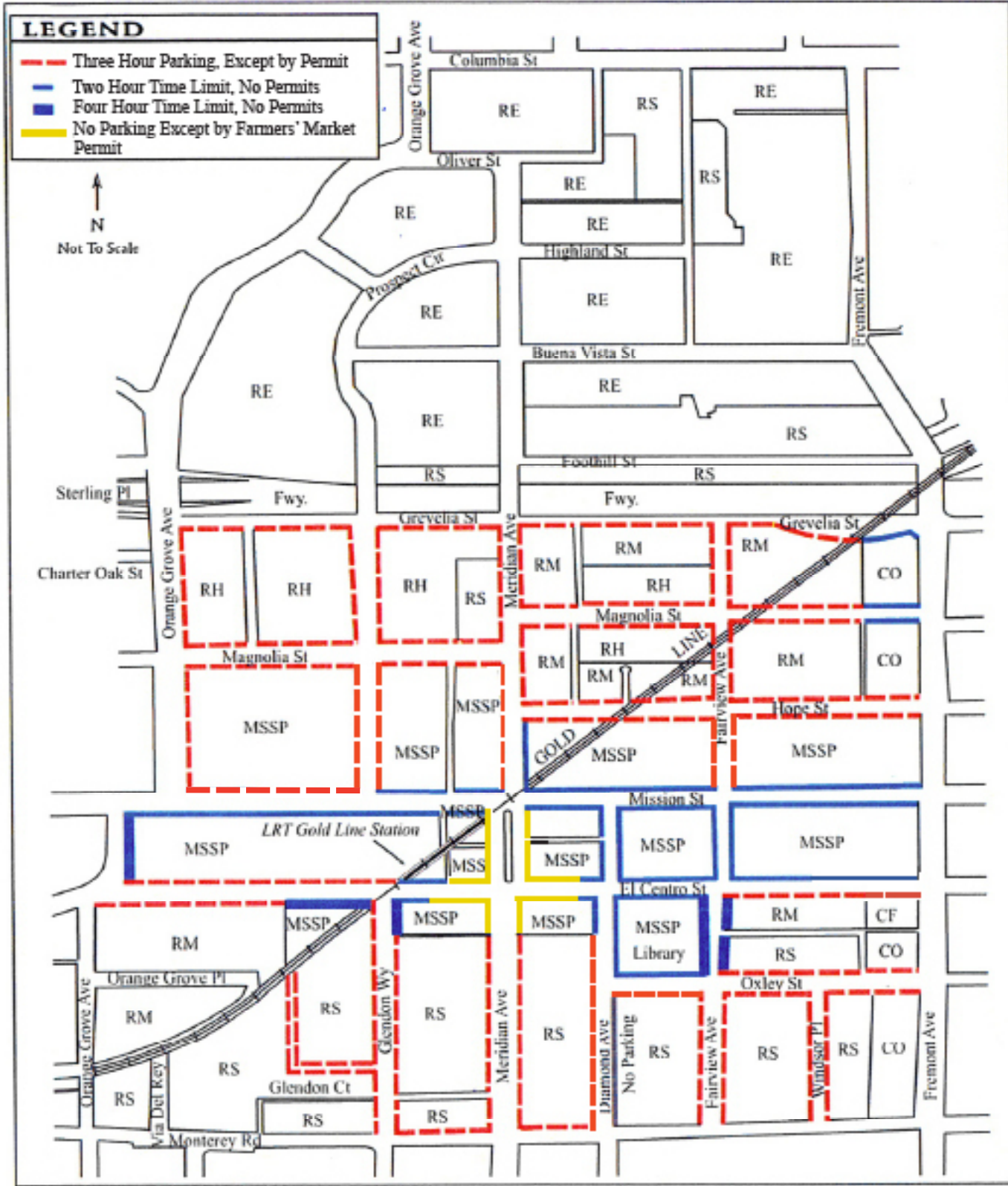


# Exhibit B

**LEGEND**

- Three Hour Parking, Except by Permit
- Two Hour Time Limit, No Permits
- Four Hour Time Limit, No Permits
- No Parking Except by Farmers' Market Permit

N  
Not To Scale



Thursday Farmers' Market Preferential Parking District Map

**ATTACHMENT 2**  
City of Pasadena Preferential Parking Districts Policy  
and Map

## Chapter 10.41 - PREFERENTIAL PARKING

### Sections:

#### 10.41.010 - Short title.

This chapter shall be known as the "Preferential Parking Ordinance."

(Ord. 6665 § 2 (part), 1996)

#### 10.41.020 - Definitions.

For the purpose of this chapter, the following words and phrases are defined and shall be construed as hereinafter set forth, unless it shall be apparent from the context that they have a different meaning:

"Guest" shall mean a person who is visiting in a dwelling unit located in a preferential parking district.

"Merchant" shall mean the owner of a business legally operating within a preferential parking district.

"Nonlocal vehicle" shall mean a motor vehicle parked in a residential area which is not owned, leased or otherwise controlled by a "resident," a "merchant" or a "guest," as such terms are defined in this section.

"Preferential parking district" shall mean a residential area with streets and boundaries designated by a city council resolution wherein vehicles displaying a valid permit shall be exempt from parking restrictions established pursuant to this chapter.

"Resident" shall mean a person who lives in a dwelling unit located in a preferential parking district.

(Ord. 6665 § 2 (part), 1996)

#### 10.41.025 - Parking privileges for permit holders.

Any passenger vehicle, pick-up truck or van properly displaying a valid preferential parking permit for a street within a preferential parking district may:

- A. Park on that street during the hours when parking on such street is prohibited to non-permitted vehicles; or
- B. Park beyond the time limits indicated on signs on that street during the hours when parking on such street has time limits for non-permitted vehicles.

A preferential parking permit shall neither guarantee nor reserve to the holder thereof any particular on-street parking space. A permitted vehicle shall obey all other parking rules, regulations and restrictions.

(Ord. 6665 § 2 (part), 1996)

(Ord. No. 7262, § 2, 5-18-2015)

10.41.030 - Designation power and criteria.

- A. The director shall prepare rules and procedures for the designation of preferential parking districts setting forth the petition process, reporting requirements, criteria for designation of a preferential parking district and for the implementation and administration of this chapter. Those rules and procedures, and any revisions thereto, shall be effective upon approval by the city council.
- B. A preferential parking district shall be created:
  1. Where the city council has found that unrestricted parking by nonlocal vehicles creates a situation in which the streets cannot be used for parking by the residents or their guests and that such unrestricted parking substantially and unreasonably, regularly interferes with the use of a majority of the available public street parking, is the source of unreasonable noise, traffic hazards, environmental pollution or of other interference with the residential environment, and detrimentally affects the public welfare; or
  2. Where hourly time limited parking restrictions are in place in residential areas for the purpose of limiting parking intrusion from institutional and/or commercial uses.

(Ord. 6665 § 2 (part), 1996)

(Ord. No. 7262, § 3, 5-18-2015)

10.41.040 - Designation of preferential parking district.

Preferential parking districts may be designated or dissolved by a city council resolution. The city council shall, pursuant to the rules and procedures for designation of preferential parking districts then in effect, consider for designation as preferential parking districts those areas satisfying the criteria established in said rules and procedures. If the council determines that the criteria have been met, that the procedures have been followed and that the findings in subsection B of Section 10.41.030 can be made, it may establish, by resolution, preferential parking districts with appropriate boundaries.

(Ord. 6665 § 2 (part), 1996)

10.41.050 - Installation of signs.

The preferential parking designation shall not apply to any specific street within the district until a sign giving adequate notice thereof has been installed on that street. The director will cause the installation of such signs on the streets in preferential parking districts, in an order and timing in his or her discretion according to sound traffic engineering principles, indicating that there is no parking between specified hours except for vehicles which display a valid preferential parking permit.

(Ord. 6665 § 2 (part), 1996)



10.41.060 - Establishment and enforcement of hours—Overnight parking prohibited.

Preferential parking referenced in this chapter shall be in effect and enforced on such days of the week and during such time periods as shall be determined by the director, based upon sound traffic engineering principles, traffic investigation and surveys made from time to time, and shall be posted upon such streets. Nothing in this chapter shall be construed as permitting overnight parking or to permit parking during times or hours, or by type of vehicle otherwise prohibited in this title or by any provision of the California Vehicle Code.

(Ord. 6665 § 2 (part), 1996)

10.41.070 - Exemptions.

The vehicles listed in this section may park in a preferential parking district without a preferential parking permit; therefore, Section 10.41.150 of this chapter shall not apply to any of the following: vehicles lawfully displaying a special identification license plate or placard issued to a disabled person; vehicles of disabled veterans, emergency vehicles and other vehicles explicitly exempted from observing parking regulations pursuant to the applicable provisions of the California Vehicle Code, and vehicles exempted from this title by Section 10.12.050.

(Ord. 6665 § 2 (part), 1996)

10.41.080 - Preferential parking permit—Application and issuance.

The director shall issue preferential parking permit applications and shall issue permits, by street or streets, upon proper application therefor. Permits shall be issued only as follows: Annual permits shall be issued for passenger vehicles, pick-up trucks and vans but only upon application of a resident or merchant who is the currently registered owner. Each application and reapplication shall be on a form provided by the director and shall contain sufficient information to satisfy the director as to the identity and qualifying address of the applicant, the applicant's registered ownership, the license number of the vehicle and proof of current registration. No more than one annual permit shall be issued for each vehicle for which application is made unless reapplication is made and proof is provided, to the satisfaction of the director, that an issued permit was lost, stolen or destroyed. No more than three annual permits shall be issued to any dwelling unit or merchant at any point in time. The director may withhold issuing any permit for a vehicle for which there is evidence of any outstanding, unpaid parking violation. Permits shall be issued, denied or conditionally issued within 30 days of application. Any person wishing to contest a denial must do so in writing to the director within ten days of the date of the notification of denial, setting forth all the facts which the permit holder wishes the director to consider, and a decision thereon shall be made by the director within 15 days of receipt.

(Ord. 6665 § 2 (part), 1996)

#### 10.41.090 - Guest permits.

Upon application, the director shall issue up to three, annual guest permits to every residential dwelling unit. No guest permits shall be issued to merchants. An annual guest permit is transferable, without restriction, among guests. No more than three such annual permits shall be issued to any residential dwelling unit unless reapplication is made and proof is provided, to the satisfaction of the director, that an issued permit was lost, stolen or destroyed. In addition to the annual guest permits, and upon application by a resident, the director may issue one day guest passes to residents to authorize temporary parking for guest vehicles.

(Ord. 6665 § 2 (part), 1996)

(Ord. No. 7301, § 4, 5-8-2017)

#### 10.41.095 - Other preferential parking permits.

The director shall receive applications for preferential parking permits from duly authorized representatives of organizations, professions or other designated groups with real property interests within the preferential parking district where the director determines, based upon sound engineering principles, traffic investigation and/or surveys made from time to time, that such permits will further the objectives of this chapter and will not adversely affect parking conditions for residents and merchants within the district. Permits shall be issued on payment of fees established by resolution of the city council, in numbers consistent with the determination of the director and on certification by applicant of compliance with this chapter and all applicable laws, rules and regulations. Permits shall be issued, denied or conditionally issued within 30 days of application. Any person wishing to contest a denial must do so in writing to the director within ten days of the date of the notification of denial, setting forth all the facts which the applicant wishes the director to consider, and a decision thereon shall be made by the director within 15 days of receipt.

(Ord. 6855 § 1, 2001)

#### 10.41.100 - Permit content.

Each preferential parking permit shall state the street or streets on which it is valid, the expiration date and any additional information required by the director.

(Ord. 6665 § 2 (part), 1996)

#### 10.41.110 - Permit application and terms.

- A. Each preferential parking permit and guest permit issued pursuant to this chapter shall be issued on an annual basis, and each such permit shall expire 12 months following its issuance.
- B. Each application, reapplication and renewal application shall be made and considered in the manner set forth in Section 10.41.080 or 10.41.090 of this chapter, as applicable, for permit type.

C. Each application, reapplication and renewal application shall be accompanied by the nonrefundable fee specified by resolution of the city council.

(Ord. 6665 § 2 (part), 1996)

#### 10.41.120 - Permit display.

Preferential parking permits, except for one day guest passes, shall be permanently, visibly affixed to the lower corner of the driver's side windshield of the vehicle for which it is issued, and the permit shall not be effective unless it is so affixed. One day guest passes shall be visibly displayed hanging from the rear view mirror so as to be readily visible through the windshield.

(Ord. 6665 § 2 (part), 1996)

(Ord. No. 7301, § 4, 5-8-2017)

#### 10.41.130 - Permit revocation.

The director may revoke the permit of any permittee under any of the following grounds: ineligibility for a permit under the terms of this chapter at the time of the application; ceasing to be eligible during the term of the permit; failing to comply with or violating any condition imposed on the issuance of a permit; or failing to comply with or violating the requirements of this chapter or any related law or regulation. Written notification shall be given to permittee stating grounds for revocation and requesting surrender of the permit. Except as set forth below, the permit shall be considered void on the sixth day after the date of notification. Any person whose permit has been revoked shall not be issued a new permit without reapplication and establishing eligibility pursuant to this chapter to the reasonable satisfaction of the director. Anyone wishing to contest a revocation must do so, in writing, and cause it to be filed with the director within five (5) days of the date of the notification of revocation, setting forth all the facts which the permit holder wishes the director to consider, and a decision thereon shall be made by the director within 15 days of receipt. If such a contest is timely filed, revocation shall be stayed until the director's decision is made.

(Ord. 6855 § 2, 2001; Ord. 6665 § 2 (part), 1996)

#### 10.41.150 - Violation—Penalty.

The following violations of this chapter shall be subject to the civil parking penalties established by the city council:

- A. Stopping, standing or parking a vehicle adjacent to any curb on a preferential parking street in violation of any posted or noticed prohibition or restriction, without display of a valid and current preferential parking permit, guest permit or guest pass for that street, unless the vehicle is otherwise exempt to the extent authorized by law.

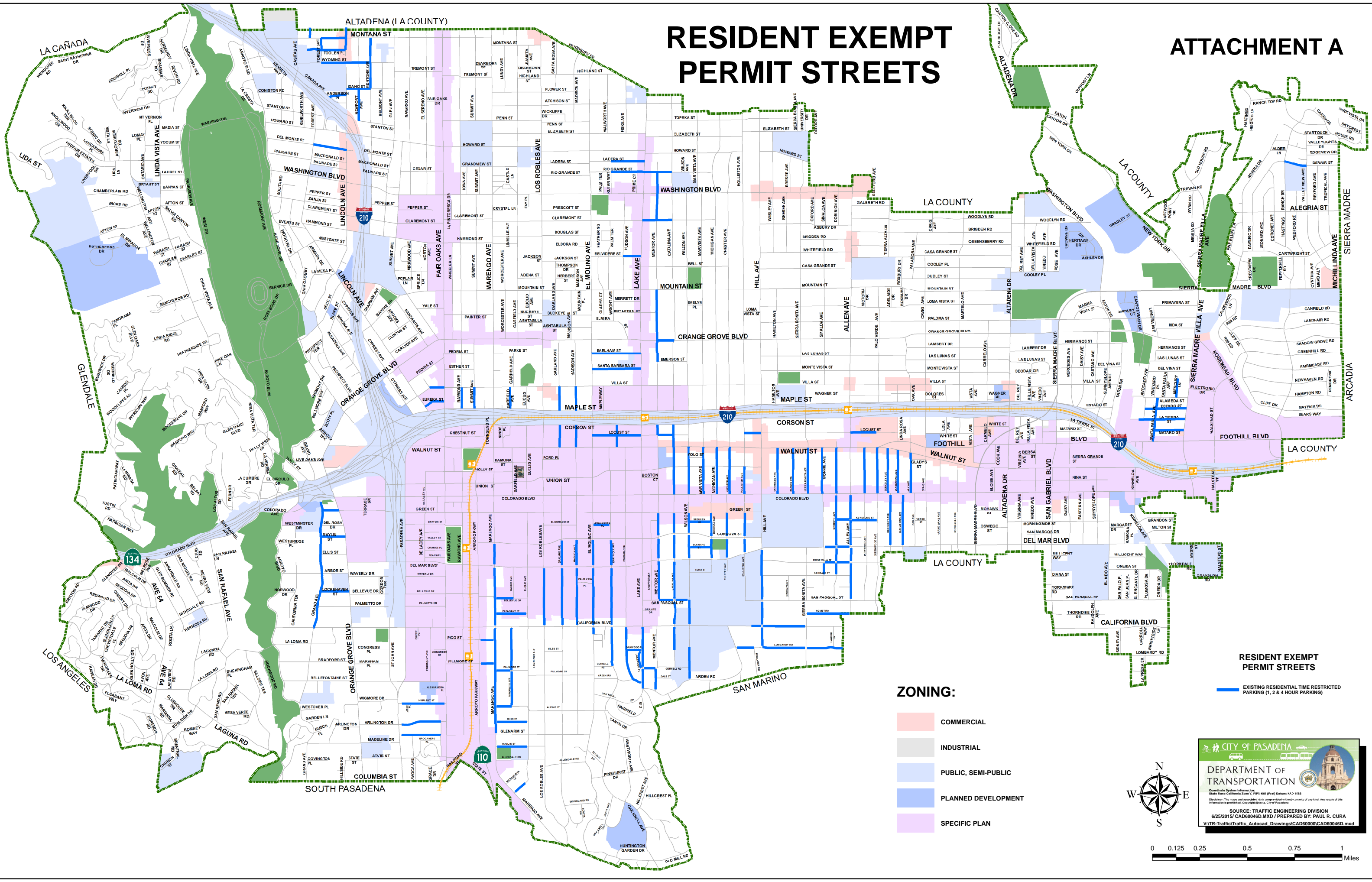
- B. Copying, producing, creating or displaying a facsimile or a counterfeit preferential parking permit.
- C. Falsely representing one's self as eligible for a preferential parking permit or willfully furnishing false information in an application therefor.
- D. Using a revoked permit.
- E. Use of a preferential parking permit by a non-eligible vehicle.

(Ord. 6665 § 2 (part), 1996)

(Ord. No. 7262, § 4, 5-18-2015)

# RESIDENT EXEMPT PERMIT STREETS

# ATTACHMENT A



### ZONING:

- COMMERCIAL
- INDUSTRIAL
- PUBLIC, SEMI-PUBLIC
- PLANNED DEVELOPMENT
- SPECIFIC PLAN

**RESIDENT EXEMPT PERMIT STREETS**  
 EXISTING RESIDENTIAL TIME RESTRICTED PARKING (1, 2 & 4 HOUR PARKING)



**CITY OF PASADENA**

**DEPARTMENT OF TRANSPORTATION**

Coordinate System Information:  
 NAD 83 - North American Datum 1983  
 State Plane California Zone 12, FIPS 408 (NAD) Datum: NAD 1983  
 Disclaimer: The maps and associated data are provided without warranty of any kind. Any results of this information is provided. Copyright © 2014, City of Pasadena

SOURCE: TRAFFIC ENGINEERING DIVISION  
 6/25/2015 CAD60046.MXD / PREPARED BY: PAUL R. CURA  
 V:\TR-Traffic\Traffic\_Autocad\_Drawings\CAD60009\CAD60046D.mxd

**ITEM 8**

Discussion of Local Return Measure M Projects for  
FY 2022



# Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO. \_\_\_\_\_

**DATE:** June 16, 2020  
**FROM:** Kristine Courdy, P.E., Deputy Public Works Director  
**SUBJECT:** **Presentation of the Measure M Multi Sub-regional Project Program**

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## **Background**

On October 4, 2019, 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.

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 (FY) 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.

## **Discussion/Analysis**

Metro has issued a projection for the sixth (2022-23 FY) and seventh (2023-24 FY) years of the Measure M MSP Program, which includes approximately \$10.5M to the AVCJPA. For these two years of the Measure MPS Program, it has been agreed to again distribute the funding on a per capita basis. Based on the per capita, South Pasadena is projected to be allocated approximately \$510K for these two years of the Measure M MSP Program.

Below is an overview of the South Pasadena projects 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 Meridian Avenue Complete Street Project will study and convert Meridian Avenue from Monterey Road to Kendall Avenue to a complete street. The scope includes improving pedestrian facilities such as ADA compliant ramps, high visibility striping, pedestrian detection features, and pedestrian safety devices like rectangular rapid flashing beacons, bicycle facilities such as green striping at conflict zones and bike detection features, 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.

- 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 motorist 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 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 a this neighborhood the Consultant identified reconfiguring the intersection of Diamond Avenue and Lyndon Street to improve pedestrian visibility and safety, improve safety for all roadway users, and reduce crossing distances. The Diamond and Lyndon Intersection Improvement Project includes improving pedestrian facilities such as ADA compliant ramps, 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 traffic, and increase the overall safety of the intersection for all modes of transportation (pedestrian, bike and vehicular traffic).

### **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 design and construction costs of the proposed projects.



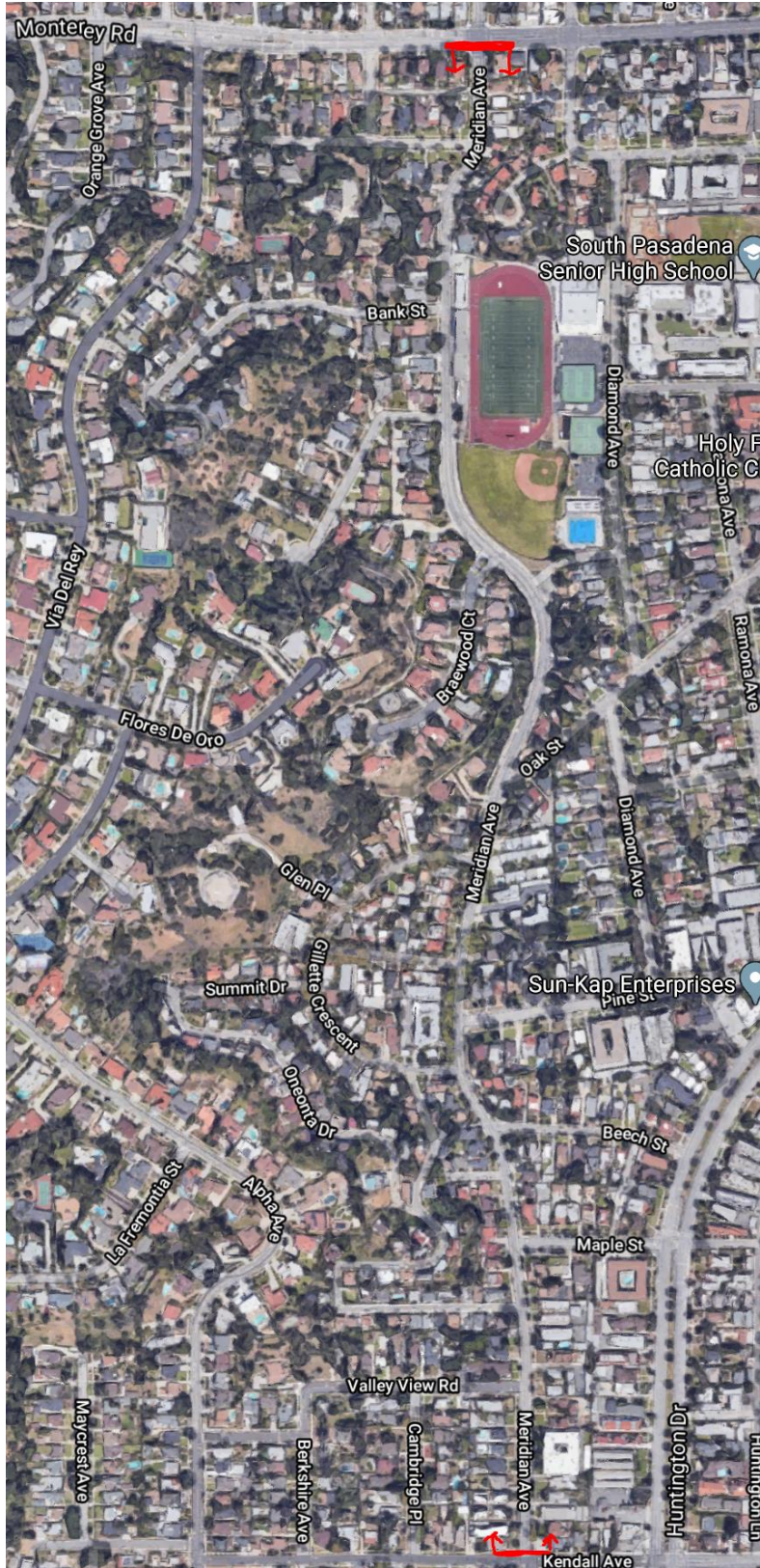
**Public Notification of Agenda Item**

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: Project Locations Maps

### Project Location Maps

#### Meridian Avenue (Monterey Road to Kendall Avenue):



**Mission Street, Stoney Drive and Arroyo Drive Intersection:**





**Diamond Avenue and Lyndon Street Intersection:**

