

TUESDAY, AUGUST 17, 2021
MINUTES OF THE CITY OF SOUTH PASADENA
MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION
REGULAR MEETING

CALL TO ORDER

The Regular Meeting of the Mobility and Transportation Infrastructure Commission was called to order by Chair Abelson on August 17, 2021, at 6:36 p.m. The meeting was held in a hybrid manner, both in person and via Zoom.

ROLL CALL: Chair Abelson

Present: Chair Abelson, Commissioner Dunlap, Commissioner Fisher, Commissioner Hughes and Commissioner Liu.

Absent: Councilmember Jon Primuth

Staff Present: Shahid Abbas, Public Works Director (“PWD”), Ghassan Shelleh, Deputy Public Works Director (“DPWD”), and Leonna DeWitt, Public Works Assistant (“PA”)

PLEDGE OF ALLEGIANCE

Vice Chair Fisher led the Pledge of Allegiance.

PUBLIC COMMENT

1. No public comment

ACTION ITEMS

2. Minutes of the Regular Mobility and Transportation Infrastructure Commission on July 20, 2021

Minutes approved as amended (5-0). Motion made by Commissioner Hughes and seconded by Commissioner Fisher.

3. Consider Improvements at the Intersection on Meridian Avenue at Pine St and Maple St

DPWD Shelleh gave a brief update on the improvements. Discussion ensued regarding the recommended improvements of installation of red curb on the east side of the street at both locations, conducting a study, and collecting data.

The Commission requested the following information for the segment on Meridian Avenue from Kendall to Oak Street to inform on appropriate future traffic control measures: speed data, speed data at mid-block, sight distance, gaps between vehicles, five years of collision data and overall traffic volume. The information should be gathered and shared with the commission at the October 2021 meeting.

Commissioner Liu inquired if there was a mechanism for residents to submit information on accidents that are not reported to the Police Department. DPWD Shelleh responded he wasn't sure if such a platform existed, but would follow up. It was suggested that the MTIC public comment email platform be utilized for residents to submit any accident data.

Commissioner Dunlap volunteered to create the accident data form to collect information from residents not reported to the Police Department, to include the location, type of accident, date/time and any photos. Chair Abelson would then prepare a letter to the community inviting the submission of this information. It was also suggested that perhaps the California Highway Patrol might have accident information on their data base. There was a discussion about if there was any information that would help to define if the

traffic was local or regional. It was shared that LA County might be investigating technology that would utilize a Bluetooth platform to help track traffic.

Emailed Public Comment

1. Susan Sulsky
2. D.W. Shane
3. Wende Lee
4. Jon Healey

4. Repurposed Metro Open Streets Grants Projects – Update and Next Steps

DPWD Shelleh gave a brief update on this item. The award of the contract will be presented to City Council for approval the first week of September.

Discussion ensued regarding additional grant funding, other options for materials, and project timeline.

It was suggested to call a special meeting and invite the slow streets program consultants to the meeting, due to the fact that the grant funds need to be utilized by December 31, 2021.

Public Comment

1. D.W. Shane
2. Wende Lee

5. Selection of Measure M Projects

Chair Abelson gave a brief update on this item.

A motion was made by Chair Abelson and seconded by Commissioner Fisher to recommend to the City Council the list of projects as described in the “Measure M Projects: Project Descriptions” document submitted by Chair Abelson and Vice Chair Fisher which is attached hereto. This updated list of Measure M Projects will then be presented to the Arroyo Verdugo Communities Joint Powers Authority.

Emailed Public Comment

1. D.W. Shane
2. Wende Lee

COMMISSION LED DISCUSSION

6. SR 710 Mobility Improvement Projects Ad Hoc Committee

It was mentioned that a contract related to the project on Fair Oaks would be going soon to the City Council for approval.

7. Ramona Avenue Neighborhood Traffic Management Ad Hoc Committee

Chair Abelson and Commissioner Fisher met with staff in the field regarding the suggested improvements. Staff is looking into the proposed measures and will be meeting again with the committee members in the field two to three weeks after the Labor Day holiday.

8. COVID-19 Ad Hoc Committee

There was discussion about the value of the committee, but with the possibility of increased virus cases in the fall, etc., there is value to keep the ad hoc committee as active. They would report information as circumstances change and as needed.

9. Preferential Parking Policy Ad Hoc Committee

No update. Information was developed and shared with staff to present to City Council as needed.

COMMUNICATIONS

10. City Council Liaison Communications

11. Commissioner Communications

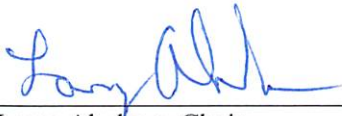
Chair Abelson commented that, as he requested at a prior meeting, vehicle collision information is now being released and reported by the South Pasadena Police Department in its weekly crime report and that this information should be helpful in identifying locations where traffic safety improvements may be warranted.

An inquiry regarding the status of a citywide speed hump policy was also made. PWA DeWitt confirmed the existence of the policy and agreed to circulate it to the members of the Commission following the meeting.

12. Staff Communications

ADJOURNMENT: Meeting adjourned at 9:36 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 September 21, 2021.



Larry Abelson, Chair

Measure M Projects
Project Descriptions

1. Garfield Avenue and Monterey Road Traffic Signal: \$400,000

This project will provide more positive control, improve traffic safety, reduce unnecessary stops and reduce gas consumption, air emissions and midblock acceleration by providing traffic signal control. The current all-way stop control requires drivers to proceed and stop multiple times before reaching the stop line. Some are inclined to accelerate rapidly after stopping to compensate for the delay. Prior to the pandemic six car queues were observed. A traffic signal study is to be conducted. Since part of this intersection is within the jurisdiction of the City of San Marino, the City should approach them regarding the possibility of cost sharing, asking for a potential contribution of \$100,000, in which case the City's share would be approximately \$300,000.

2. Columbia Street between Columbia Place to west of Orange Grove Avenue: \$300,000

This project will provide more orderly traffic flow and multiple traffic safety improvements, while not encouraging any additional traffic along the Fremont Avenue-Pasadena Avenue corridor.

This will primarily be a restriping project. The street, approximately 52 feet wide, would be restriped for continuous left turn channelization between Columbia Place and Orange Grove Avenue. The restriping would provide separate lanes among through traffic and left turning traffic, thus preventing unnecessary, sudden stops for through vehicles behind left turning vehicles in the current single lane, thereby reducing rear-end collision potential and sudden evasive maneuvers. This would also narrow the current wide through lane in each direction, which will assist in managing speed and providing a more orderly traffic flow.

At intersections there would be left turn pocket lanes and at midblock locations there would be two-way left turn lanes to serve the residential driveways. Easterly of Columbia Place and westerly of Orange Grove Avenue there would be transitional tapered striping to tie into the current double yellow center line, that is, a wedge of double yellow lines shadowing the opposing left turn lane. The striping would include 10-foot wide through lanes, a new 10-foot wide left turn lane, and 11-wide parking areas.

Between the offset intersection at Fremont Avenue-Pasadena Avenue there would be 11-foot wide right turn lanes eastbound and westbound to be

compatible with the right turn signal phases. Edge lines on the north and south sides of Columbia Street west of Orange Grove Avenue would be added to assist drivers in managing their speed and avoiding sideswipes with parked vehicles. No existing parking would be removed, but red curb would be installed on the large-radius curb return on the northwest corner, where some vehicles illegally park. .

At Orange Grove Avenue, a protected left turn arrow, possibly with split phasing (eastbound and westbound move separately) would be provided for the westbound approach. This would improve traffic safety by providing positive control for westbound left turning traffic which is the predominate movement. Currently, some drivers do not yield to eastbound through traffic nor to pedestrians in the south leg crosswalk as legally required since they are the predominate movement. The westbound right turn lane would be retained.

Traffic signal modifications for the westbound protected left turn would be required at Orange Grove Avenue and they would be included as part of this primarily striping project. Signal modernization and upgrades ultimately would be required at the Fremont Avenue-Pasadena Avenue offset intersection. As the offset intersection is operated by Caltrans and also located in the City of Pasadena, coordination with both agencies would be required and equitable cost sharing with those agencies would be pursued, especially since the collision reduction would primarily be within the City of Pasadena right of way. These signal improvements would be programmed as part of the Measure R regional corridor project, recent Fremont Avenue Metro grant, or other funding to be identified.

3. Orange Grove Avenue between Oliver Street and the Arroyo Seco Parkway southbound on ramp: \$ 500,000

This project would provide a continuous number two southbound lane thereby improving traffic safety and traffic flow. Currently, the number two southbound lane abruptly narrows and then ends southerly of Oliver Street in a reverse curve, thereby creating challenging navigation for drivers, especially for those destined to the southbound Arroyo Seco Parkway, the predominate movement downstream destination. The continuous number two southbound lane would become a right turn lane onto the southbound Arroyo Seco Parkway.

The additional travel width would be obtained from the parkway area on the west side and the landscaped median would not be narrowed. Currently the parkway is approximately 18 feet to 25 feet in width. There are only two homes that front on the west side and most of the subject segment is walled off from the homes above. Pedestrian traffic is light on the west side due to the minimal frontage. The parkway would be narrowed 4 to 6 feet in order to provide sufficient width for

the proposed two continuous southbound lanes. The resultant parkway would be in the range of 10 feet to 21 feet wide. In addition, this project would include relocation of the parkway street lamps which were installed too close to the current curb line and have been repeatedly hit. They would be moved back several feet from the new curb line, reducing the potential for fixed object collisions, replacement and maintenance.

Due to the potential that this project might exceed \$500,000, any shortfall in the actual construction costs could be funded through the City's allocation of Measure R regional corridor improvement funds

4. Grevelia Street near Fair Oaks Avenue: \$200,000

The project would provide a traffic safety improvement to better accommodate the westbound to northbound dual right turn movement. This would be possible by providing a 25-foot curb return. Currently, the 12-foot curb return radius forces the inside westbound right turn lane to either strike the existing high barrier curb or are forced to intrude into the path of the outside right turn lane, thereby increasing the potential for sideswipe collisions. Despite mitigation measures during the last three years, the curb continues to be struck while drivers continue to cross paths. The following actions would be necessary:

- Relocate the northbound mastarm signal pole approximately 10 feet to the north in order to provide adequate sidewalk width to accommodate handicapped persons approaching a more conventional access ramp with a longer slope.
- Replace the switchback, high barrier curb access ramp with a conventional design with a longer slope starting from the relocated mastarm pole.
- Shift the striping further to the south to accommodate the arc of the 25-foot curb return, such that the eastbound curb lane is 12 feet wide. This would require some parking removal from the side of Bristol Farms which is not critical to their operation.
- Coordinate with Caltrans to obtain a traffic count to justify providing only one eastbound through lane from the northbound off ramp of the Arroyo Seco Parkway. This is likely feasible because the two lanes abruptly merge into one lane anyway east of Fair Oaks Avenue. Unless there would be only one eastbound lane from the off ramp there would not be sufficient room to shift the striping to the south. Although only one lane would proceed onto Grevelia Street, there would be no reduction in lanes on the northbound off ramp. It is likely that the left lane on the northbound off ramp would become a left turn only lane. This revision would improve the alignment for drivers continuing on Grevelia Street by reducing the sharp reverse curve maneuver.
- Coordinate with Caltrans to remove the "No Turn on Red" sign for the westbound approach and replace it with a symbolic No Right Turn blank out

LED sign. The blank out sign would be activated when westbound traffic has a red signal except during that portion of the signal phasing when State Street has a green signal and all other traffic is stopped. This modification would allow dual right turns from Grevelia Street to enter the intersection and then wait at State Street, thus incrementally improving traffic flow at this saturated intersection.

5. Rectangular Rapid Flashing Beacons (RRFBs): \$300,000

This project would provide RRFBs at key locations to improve pedestrian safety and aid pedestrian circulation at key locations. They would be installed at:

- Fair Oaks Avenue at Spruce Street
- Huntington Drive at Court Avenue
- Huntington Drive and Maple Street
- Meridian Avenue and Bank Street
- Removal of the marked crosswalk, after appropriate notification on Huntington Drive at Wayne Street as a proactive traffic safety improvement. This is necessary since there is no bus stop at that location, pedestrian crossing activity is minimal and there is no budget to upgrade the pedestrian controls. Removal of the marked crosswalk would emphasize that this location is not a preferred crossing, while legally allowed pedestrian crossings to use the unmarked legal crosswalk but encouraging them to be more cautious when doing so.

6. Reserve Projects

These would be implemented if there is cost savings from the projects above or some are deemed infeasible. They include:

- Meridian Avenue and Oak Street Realignment: \$500,000. This project would realign the south curb line of Oak Street near Meridian Avenue [in a curve](#) in order to be able to relocate the marked crosswalk north of the driveway serving 1683 Meridian Avenue and to be able to align it more towards a right angle. The realignment would require relocation and reconstruction of the access ramp and revisions to the catch basins at the intersection.
- Meridian Avenue Access Ramps from Kendall Avenue to Gillette Crescent: \$500,000. Provide access ramps along Meridian Avenue where they are absent.

revelia St



Image capture: Feb 2021 © 2021 Google

3



adena, California



Image capture: Feb 2021 © 2021 Google

2

Fair Oaks Ave



Image capture: Oct 2017 © 2021 Google



PUBLIC COMMENT
MOBILITY AND TRANSPORTATION INFRASTRUCTURE
COMMISSION MEETING

August 17, 2021

Item No.	Name	Document	Date Received
3,4,5	D.W. Shane	E-mail Public Comment	8/16/2021
3,4,5	Wende Lee	E-mail Public Comment	8/16/2021
Item 3	Jon Healey	E-mail Public Comment	8/16/2021
Item 3	Susan Sulsky	E-mail Public Comment	08/16/2021

From: Wende Lee
Sent: Monday, August 16, 2021 11:13 AM
To: MTIC Public Comments
Subject: Subject: MTIC Regular Meeting: August 17, 2021: Agenda Action Items Nos. 3, 4, and 5: Public Comments -- Meridian Avenue (Council Districts 2 and 3)

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

Dear MTIC Chair and Commissioners:

First. Thank you for our stop sign on Meridian and Oak. I already have noticed a difference!

Moving forward, I believe you can concur that further work can and should be done to Meridian for calming traffic purposes.

The other SMART Family members and I support Action Items 3, 4 and 5.

Please let this not be another 20 years before anything gets done. We are heading in the right direction.

Thank you again.
Wende Lee

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Watch us on YouTube!
<https://www.youtube.com/watch?v=4ND9whE0SEo>

From: D.W. Shane
Sent: Monday, August 16, 2021 10:17 AM
To: MTIC Public Comments; Lawrence Abelson; John E. Fisher; Kim Hughes; Eric Dunlap; Dodsonliu@gmail.com
Cc: Shahid Abbas; Ghassan Shelleh; Leaonna Dewitt; Jon Primuth; Jack Donovan; Diana Mahmud; Michael Cacciotti; Evelyn Zneimer; Armine Chaparyan; Tamara Binns
Subject: MTIC Regular Meeting: August 17, 2021: Agenda Action Items Nos. 3, 4, and 5: Public Comments -- Meridian Avenue (Council Districts 2 and 3)
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 Chair and Commissioners:

SMART Families appreciate the Commission's efforts to continue its examination of traffic problems on Meridian Avenue, from Monterey Road to Kendall Avenue. We are submitting our written public comments regarding your Agenda Action Items Nos. 3, 4, and 5 for August 17th:

- **Action Item No. 3 (Consider Improvements at the Intersections on Meridian Ave at Pine St and Maple St):** We support all-way stop signs at Meridian/Maple as recommended by the 2021 Rock Miller traffic report. The traffic volume on Maple is at its largest during the rush hours, but no matter the time of day or night, most cars are traveling too fast on Maple to/from Huntington Drive. Additionally, this intersection is used by our neighborhood school kids who live on streets above Meridian and walk down the "Meridian/Maple" public stairway and then cross at the Meridian/Maple crosswalk. Many of them (in the pre-pandemic era) would walk on either Maple or walk up and turn on Pine and then to Huntington Drive to go to the Starbucks and/or KFC at Huntington and Fremont. We believe these student activities will resume these patterns given the schools return now to some form of in person schooling. For Pine Street, the major issue here is cut-through speedsters from Huntington Drive and reduced sight lines for drivers turning from Pine and onto Meridian. The drivers rarely if ever come to a complete stop on Pine before they turn on Meridian. We encourage and recommend that traffic calming measures be used on Pine Street and have the traffic engineers revisit the intersection to determine and recommend additional measures so that drivers trying to turn from Pine Street onto Meridian can do so more safely.
- **Action Item No. 4 (Repurposed Metro Open Streets Grants Projects):** We support the purchase and installation of official Slow Signs along the Meridian corridor and/or procuring/installing other calming measures through this grant program to reduce vehicular speeds on Meridian Avenue.
- **Action Item No. 5 (Selection of Measure M Projects—Project No. 5):** We support Project No. 5 (Installation of a Rectangular Rapid Flashing Beacon for the Meridian/Bank school crosswalk). Some of our school aged kids avoid this crosswalk due to the speeding cars traveling south from Monterey Road and proceeding around a blind curve. Such cars do not stop for the children in the crosswalk. Residents Delaine and Russ Shane experienced this very same situation after their daughter's graduation, crossing on Bank when both ways were clear, to be only narrowly missed by a speeding large SUV that suddenly appeared. We also recommend

that the traffic engineers revisit and recommend additional measures at Meridian/Bank intersection where drivers on Bank have difficulty turning due to limited sight lines.

- **Action Item No. 5 (Selection of Measure M Projects—Project No. 6):** We support the following projects: Meridian Avenue and Oak Street Realignment Project and Meridian Avenue Access Ramps from Kendall Avenue to Gillette Crescent Project. They are both important improvements that are long overdue.

Thank you so much for your consideration in these matters.

Sincerely and respectfully,

Delaine W. Shane

Delaine W. Shane

On Behalf of **SMART Families**



From: Jon Healey
Sent: Monday, August 16, 2021 9:09 PM
To: MTIC Public Comments
Cc: Ghassan Shelleh; larrysouthpas@gmail.com; John E. Fisher; Kim Hughes; Eric Dunlap; Donson Liu; Jon Primuth
Subject: Comment on Aug. 17 MTIC meeting Action Item 3

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Please consider this comment for the public record.

I am very grateful that the city has finally put a stop sign on Meridian at Oak, which has quelled the threat posed by one of the street's treacherous intersections. But it is just one of several, and I urge you to accept the recommendation in the Rock Miller report and install a stop sign on Meridian at Maple.

My family bought the house on Meridian at Bonita in 2003, and even after 18 years of pulling my car onto Meridian from Bonita, I still feel like I'm dodging a bullet when I don't get broadsided. Cars routinely travel much faster than the speed limit down the straightaway from Beech to Kendall, and the sight lines on Bonita are *terrible* because of the parked cars all along Meridian's west side. There have been at least two collisions in the area in recent years, and the best hope for improving safety is to break up the speedway with a stop sign at Maple.

Forcing the southbound traffic on Meridian to stop at Maple would also prevent those cars from cutting the corner as they speed onto Maple. I can't tell you how many times I narrowly avoided being hit as I drove or biked west on Maple intending to make a left on Meridian, only to encounter a car slicing diagonally across my front as it turned from Meridian eastbound onto Maple.

As this city has been told countless times, cars go much too fast on Meridian as they travel back and forth from Huntington to Monterey. When my boys were toddlers, a city official told us we just had to put up with it -- slowing down traffic on Meridian would only strengthen the argument for building the 710 through South Pasadena. After that issue went away, we were told that we couldn't put up stop signs simply for safety's sake -- even as the city did just that on Oak and Milan.

Now, we have a new crop of city officials who are taking the safety issues on Meridian seriously, and as I said before, I am relieved and truly grateful for that. But the work isn't done.

Jon Healey

From: Susan Sulsky <sulsky@sbcglobal.net>
Sent: Monday, August 16, 2021 5:12 AM
To: mticpubliccomments@southpasadenaca.gov
Cc: Leonna Dewitt
Subject: Email to MTIC Public Comment returned as undeliverable

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----- Forwarded Message -----

From: "mailer-daemon@yahoo.com" <mailer-daemon@yahoo.com>
To: "sulsky@sbcglobal.net" <sulsky@sbcglobal.net>
Sent: Monday, August 16, 2021, 04:53:28 AM PDT
Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<mticpubliccomments@southpasadenaca.gov>:
550: cuda_nsu 5.1.1 User unknown

----- Forwarded message -----

Dear Commissioners and City Council Members Primuth and Donovan and City Manager Chaparyan:

First, I wish to thank you for your support of the 3-way stop sign at Meridian and Oak. The fact that it was installed prior to the start of the school year was indeed a welcome addition for our children. While I am aware that some reports and some opinions varied about the necessity of this 3-way stop sign, a "moment in time" study or a "walk by" by those who do not live on or around this section of Meridian Avenue, **should not overshadow the needs and concerns of its residents who live with conditions on a daily basis.**

I made a conscious choice to purchase my home on Meridian Avenue, not Huntington Drive. Yet to many drivers, it might as well be Huntington Drive as they travel north and south at speeds that are not consistent with a 25 MPH street with a school located just beyond Oak Street. The residents of Meridian Avenue deserve the same safeguards that are installed throughout the corridor on Marengo between Monterey Road and Huntington, which also has a school located just past Oak. I often travel that street, and rarely encounter the speed demons that traverse Meridian Avenue. There is a reason for that: most intersections have all way stop signs, and drivers have become acclimated to the conditions on Marengo. Sadly, **the conditions on Meridian invite speeders on a street that is very narrow, with many residents, and without any need to stop between Alhambra Road and now Oak.**

The cross streets of Pine and Maple on Meridian cry out for all-way stop signs. It is almost impossible to make a left turn off Maple onto Meridian, without maneuvering halfway into Meridian. If you live off a side street, namely Bonita, and wish to turn left onto Meridian, you have the same issue. In fact, my car was totaled over a year ago as I inched my car out to check for traffic, and was hit. **3-way stop signs would help drivers and children walking to school safely traverse these intersections, and condition drivers that Meridian is not Huntington Drive.**

I would be remiss if I did not address the concerns of students who must cross Fair Oaks Avenue at multiple intersections to access both SPMS and SPS. The City, at the minimum, could hang **street banners on Fair Oaks and Fremont reminding drivers that School is in Session...SLOW DOWN**. While those with children may be aware of the start and stop dates of schools in the district, many do not. At the least, it would show that **City officials care about our children beyond sound bites**. At best, it would be a necessary reminder for some drivers. Moreover, why aren't there signs on both sides of **Oak and Fair Oaks restricting right turns on red when students are present?** As someone who worked that intersection as a cross guard, I can tell you the signs could make a big difference. Those, any other recommendations were presented to the Safety Commission years ago. The fact that additional signage is still not posted, sadly shows significant indifference.

Thank you for seriously considering the concerns of Meridian Avenue residents as you discuss recommendations for our street.

Sincerely,

Susan Sulsky