



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

**Council Chamber  
1424 Mission Street, South Pasadena, CA 91030  
September 21, 2021, at 6:30 p.m.**

**IN-PERSON HYBRID MEETING**

*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-08-21, issued by Governor Newsom, the regular meeting of the Mobility and Transportation Infrastructure Commission (MTIC) for September 21, 2021, will be conducted remotely and held by video conference.

Beginning in July, the City will resume in-person public meetings. The in-person/virtual hybrid meetings will maintain transparency and public access while protecting the health and safety of the public. Members of the public have the option to participate in-person or via Zoom using the following link:

Mobility and Transportation Infrastructure Commission  
**Zoom Meeting Information**  
**Meeting ID: 821 7832 4932**  
**Passcode: 892643**

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/82178324932?pwd=dU5obDF6YjhTUlh2RkRQbnBkcnhlUT09>  
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>

**PUBLIC COMMENT AND SUGGESTIONS** *(Public Comments are limited to 3 minutes)*

The MTIC welcomes public input. If you would like to comment on this agenda item, members of the public may participate by means of one of the following options:

Option 1: Participants will be able to “raise their hand” using the Zoom icon during the meeting, and they will have their microphone un-muted during the comment portion of the agenda to speak for up to 3 minutes; or

Option 2: Email public comment(s) to: [mticpubliccomments@southpasadenaca.gov](mailto:mticpubliccomments@southpasadenaca.gov). **Public Comments received in writing will not be read aloud at the meeting, but will be part of the meeting record.** Written Public Comments will be uploaded online for public viewing under Additional Documents. There is no word limit on emailed Public Comment(s). Please make sure to indicate: 1) your name (optional), and 2) what agenda item you are submitting public comment on, and/or 3) Submit by no later than 12:00pm., on Wednesday, September 21, 2021.

- CALL TO ORDER:** Chair Abelson
- ROLL CALL:** Commissioners: Lawrence Abelson, Eric Dunlap, John Fisher, Kimberley Hughes, and Donson Liu
- CITY COUNCIL LIAISON:** Councilmember Jon Primuth
- STAFF PRESENT:** Shahid Abbas, Public Works Director, Ghassan Shelleh, Deputy Public Works Director, and Leaonna DeWitt, Public Works Assistant
- PLEDGE OF ALLEGIANCE:** Commissioner Dunlap

**PUBLIC COMMENT AND SUGGESTIONS**

**1. Public Comment – General**

**ACTION ITEMS**

- 2. Minutes of the Regular Mobility and Transportation Infrastructure Commission on August 17, 2021.**
- 3. Minutes of the Special Mobility and Transportation Infrastructure Commission on September 8, 2021.**

**COMMISSION LED DISCUSSION**

- 4. SR 710 Mobility Improvement Projects Ad Hoc Committee**
- 5. Ramona Avenue Neighborhood Traffic Management Ad Hoc Committee**
- 6. COVID-19 Ad Hoc Committee**

**7. Preferential Parking Policy Ad Hoc Committee**

**COMMUNICATIONS**

**8. City Council Liaison Communications**

**9. Commissioner Communications**

**10. Staff Liaison Communications**

**Update on NTMP**

**Measure R Projects/SR110 Fair Oaks Interchange Study/RFP Development**

**ADJOURNMENT**

**FUTURE MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETINGS**

October 21, 2021	Council Chamber	6:30 p.m.
November 16, 2021	Council Chamber	6:30 p.m.
December 21, 2021	Council Chamber	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.*

9/16/21

Date

*Jeanna DeWitt*

Jeanna DeWitt

Public Works Assistant

**ITEM 2**

**Minutes of the Regular Mobility and Transportation  
Infrastructure Commission – August 17, 2021**

**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: 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. D.W. Shane
2. Wende Lee
3. 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.

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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.



PUBLIC COMMENT  
MOBILITY AND TRANSPORTATION INFRASTRUCTURE  
COMMISSION MEETING

August 17, 2021

Item No.	Name	Document	Date Received
GC	D.W. Shane	E-mail Public Comment	8/16/2021
GC	Wende Lee	E-mail Public Comment	8/16/2021
GC	Jon Healey	E-mail Public Comment	8/16/2021

**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

"Like" and "Follow" us on Facebook by clicking [here](#) !!  
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 17<sup>th</sup>:

- **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

**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 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



**ITEM 3**

Minutes of the Special Mobility and Transportation  
Infrastructure Commission – September 8, 2021

**WEDNESDAY, SEPTEMBER 8, 2021**  
**MINUTES OF THE CITY OF SOUTH PASADENA**  
**MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION**  
**SPECIAL MEETING**

**CALL TO ORDER**

The Special Meeting of the Mobility and Transportation Infrastructure Commission was called to order by Chair Abelson on September 8, 2021, at 6:02 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**

Commissioner Hughes led the Pledge of Allegiance.

**ACTION ITEMS**

1. Contract Amendment with Alta Planning for adding Additional Streets to Slow Streets Program.

A motion was made by Chair Abelson and seconded by Commissioner Hughes to recommend the following residential streets for the Slow Streets Program:

Grand Avenue – Columbia Street to Mission Street  
Oak Street – Fremont Avenue to Garfield Avenue  
Hermosa Street – Columbia Street to Grand Avenue  
Ramona Avenue – Rollin Street to Huntington Drive

Abelson, Hughes 5-0, motion passes

**COMMUNICATIONS**

**2. City Council Liaison Communications**

Councilmember Primuth thanked the Commission for coming together so quickly to conduct this meeting.

**3. Commissioner Communications**

Commissioner Hughes informed the Commission she will be getting married and will not be present at the next Commission meeting.

**4. Staff Communications**

No Comments.

**ADJOURNMENT:** Meeting adjourned at 8:18 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.

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Larry Abelson, Chair