



PUBLIC COMMENT

MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETING

November 21, 2023

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From: [Jonah Kanner](#)
To: [MTIC Public Comments](#)
Subject: MTIC Agenda Item 2
Date: Saturday, November 18, 2023 2:01:31 PM

Dear MTIC,

My name is Jonah Kanner. My son attends South Pasadena Middle School, and he rides his bike to school.

Please support SLOW, SAFE streets in our community. Please extend the safe streets program for a full 6 months, and expand it to other streets.

I am disgusted by neighbors bringing small minded, petty concerns against this program. THE SAFETY OF MY SON is more important than petty complaints about movie filming or aesthetics.

Thank you,

Jonah Kanner

From: [Adry Hezekiah](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Saturday, November 18, 2023 3:17:00 PM

I'm writing to urge you to PLEASE keep the full 6 month slower streets demo. I've spent over 30 years walking & occasionally cycling all over South Pasadena and I've never seen the situation more dangerous than it is today.

It's so bad that I've given away multiple bikes over my fear of being injured due to poor infrastructure and unsafe conditions. Sadly, my teenage kid has done the same with bikes they've received. This is a kid with a strong interests in cycling, public transit, safer streets, and better city planning for the future. They have seen firsthand how unsafe it has become and are being pushed from enjoying the city and having the same level of independence previously afforded to younger city residents of the past, myself included - who didn't have to navigate such hostile streets.

Damaged cones and demo barriers should serve as solid proof of the need for the full length implementation of this project & speaks to a much larger need for road narrowing, curb bumpouts to slow turning drivers/shorten crosswalk distance, protected bike lanes, and so much more.

Each damaged cone or bollard ought to be viewed as a potential pedestrian who could've been hit and injured (or worse!) just the same.

Please don't bow out so quickly over some residents making a lot of noise about travel time or not get accustomed to the new layout. They're probably the same people who are content to wait 15 minutes in line for their In N Out but can't be bother to stop at a stop sign. The same kind of people (sadly, there were many!) who were trying to speed & cut around drivers who were waiting for crossing trick or treaters just a few weeks ago. Also, it'll take some time - more than 3 months to acclimate to a new driving layout - especially for some folks with years of the same old same old and driving around on "autopilot" vs being alert. They'll come around!

The past few years drivers in South Pasadena, and beyond, have gotten out of control with speeding and reckless turns without looking & while I'd love to hold them accountable it doesn't solely land on them as city planning and infrastructure policy is partly to blame as well, no doubt pushed heavily by the auto industry and larger gas and oil interests beyond that.

This demo needs to be given its full 6 month run and not be cut short. I can't think of a better gift for the holiday season than for South Pasadena to go all-in on slower safer streets.

We can't turn back time to the sleepy small town, less populated South Pasadena of the past which no doubt accounted for the safer & more accessible cycling and walking back in the day but we can work for newer, safer, intentional infrastructure to make South Pasadena a better city for everyone in and out of cars!

Letting this demo stand to its original finish date is just the start! Here's hoping for that and more demos and long-term solidly installed solutions in the future!

Sincerely,
Adry Hezekiah

From: [William Thompson](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Saturday, November 18, 2023 5:02:31 PM

Hello,

We are 13 year residents of South Pasadena with a 12 year old at SPMS and a 9 year old at Arroyo Vista. During our time here, we have noticed a marked increase in car traffic, excessive speeding, and distracted driving on our street, on Monterey Road, and on the streets near and around our schools. We ask that you extend the slow street pilot for another 6 months and expand to Mission Street where crossing in crosswalks can be life threatening. The same is true at the Metro crossing at El Centro. We have to prioritize pedestrians and families in South Pasadena or we will lose what we hold most dear about this community.

Thank you for your consideration.

Best,

Bill Thompson & Amy DeGaetano
[REDACTED] Orange Grove Ave, South Pasadena, CA 91030

From: [Casey Law](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Sunday, November 19, 2023 8:36:16 AM

Dear MTIC Commissioners,

I am writing to comment on Agenda Item 2, the review of the Slow Street Pilot program. I am a scientist and commissioner in South Pasadena on the NREC (writing on my own behalf).

First, I want to say thank you for developing the pilot program! The pilot program is modest, but critical, as it demonstrates a re-prioritization of our streets toward human-centered designs. For decades, our streets have been designed primarily to serve automobiles. However, people around the world are realizing that this has a negative impact on their lives and the environment.

Streets designed exclusively for cars encourage more driving and more dangerous driving. We have felt the negative impact as:

- a 70% increase in pedestrian and cyclist fatalities over the last decade in the USA,
- increased noise and particulate air pollution from speeding vehicles,
- a nearly 2 degree F increase in mean surface temperature due to greenhouse gas emissions,
- a decrease in children walking/riding to school along with an increase in childhood obesity, and
- increased social isolation for people who cannot drive and do not feel safe walking.

The Slow Street pilot program is motivated by these “invisible” changes that cause harm to our community every day. We have been desensitized to these harms, but they are real and we need to act to improve our quality of life. Without a vision of a better future, this city cannot lead us in making positive change.

The pilot survey results show that everyone agrees on the need to slow traffic streets and that the pilot is encouraging people to walk and bike. However, a major reason for the pilot program is unfulfilled: we have not seen a change in driver behavior near the installations. From the first days after installation, drivers have continually collided with and torn up the materials. The pilot is an effective driver education program, but it needs time and more installations to work well enough for people to see the benefits.

I ask the city to continue the pilot program for the full six-month pilot, as was initially planned. Furthermore, the pilot should be expanded to include Mission St. and any others that residents request. Slower streets will improve the quality of life in the city, encourage people to visit local businesses, and allow us to choose more sustainable lifestyles.

Respectfully,
Casey J Law, PhD

From: [Thanos Trezos](#)
To: [MTIC Public Comments](#)
Cc: info@southpasactive.org
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Sunday, November 19, 2023 8:50:26 AM

I support the Slow Streets program. Please make it permanent.

Thanos Trezos

From: [Daniel Marino](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Sunday, November 19, 2023 9:57:47 AM

Hello,

I am a resident of South Pasadena and live on Mission Street with my family including two children under 5. I am disappointed in the lost economic potential of Mission Street if we were to implement Slow Street Improvements. When people choose to patronize a “Main Street” style establishment, they are choosing an experience. Loud, fast moving traffic and difficult crossings interfere with this experience. I envision a lively Mission Street with lots of shoppers walking and biking around with closed storefronts reopening.

There are other Slow Streets that I want to encourage. I drive down Oak St at night to get to the YMCA. I appreciate the interventions on that street because the lighting makes it so hard to see people and bikes at night. I hope that becomes permanent.

Thank you for taking the time to read my email. I look forward to future Slow Street initiatives to help improve our wonderful town.

From: [Erica Utz Wochna](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Sunday, November 19, 2023 10:02:31 AM

To Whom It May Concern,

My family and I have lived in South Pasadena for two and a half years and we live it here. We are So Cal natives and understand our nature is to drive everywhere. However, in recent years drivers have become distracted and selfless when it comes to safety. Our town is a treasure along with the people in it, especially children.

My family enjoys walking and biking around town, but it's not safe. Our boys ride the Bike Bus to Arroyo Vista Elementary every Tuesday with their friends and the Slow Streets Program brings an awareness for drivers to pause and look for pedestrians and cyclists.

Please consider continuing the program.

With gratitude,

Erica Utz Wochna
Orange Grove

[Sent from the all new AOL app for iOS](#)

From: [Rafael Martinez](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Sunday, November 19, 2023 10:13:25 AM

To Whom it may concern,

I am writing to express my deep concern about the increasing traffic, speeding, and collisions in South Pasadena. As a long-time resident of this community, I have witnessed the detrimental impact of these issues on the safety of our residents, particularly our children.

South Pasadena has become inundated with traffic, and the resulting speeding and collisions are endangering the safety of all residents and severely impeding our children's right to safe exploration and self-sufficiency. As a community, we need to address these challenges to ensure the well-being of our residents.

In addition to the immediate safety concerns, the environmental impact of excessive car traffic cannot be overlooked. It is imperative that we work towards providing safe and sustainable alternatives to car travel. This includes promoting public transportation, creating safe (PROTECTED) walking and biking paths, and implementing traffic calming measures to prioritize the safety of pedestrians and cyclists.

Being on foot, taking public transit, or cycling around town not only promotes health and a green environment but also helps promote the businesses in the area and brings in revenue to the community.

Furthermore, we need to explain and extend our knowledge as to why we are pursuing these changes to those who are not a part of this community - emphasizing all the above; safety, environment, and supplemental business.

I urge you to consider these issues seriously and work towards implementing effective solutions to address the traffic and safety challenges in our community. Our children's safety should be a top priority, and it is crucial that we take proactive measures to ensure their well-being as they travel to and from school.

Thank you for your attention to this important matter.

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Best,
Rafael

From: [Jennifer Ho](#)
To: [MTIC Public Comments](#)
Subject: MTIC 11/21 Meeting - Agenda #2 - Extend Slow Streets Pilot
Date: Sunday, November 19, 2023 10:50:58 AM

Hi,

As an Angeleno who would like to see cleaner air and better public health outcomes, I am writing to urge you to extend and expand the slow streets pilot. I love visiting South Pas and getting to experience the great work the city and residents have done to make the streets safer for all modes of transportation, especially ones that allow people to be more active and use less smelly gasoline.

Keep up the good work -- and keep expanding your slow streets network. It is an inspiration for all of us in LA, a city that is too dominated (aka we are held hostage) by cars. It is so cool to see kids biking to school (so joyful !)- and we owe it to them to make our streets safer!

Best,
Jennifer H.
Zip 91214

From: [Michael Siegel](#)
To: [MTIC Public Comments](#); [Ted Gerber](#)
Subject: Agenda Item 2 Comment - Slow Streets
Date: Sunday, November 19, 2023 3:03:19 PM

Dear MTIC Commissioners,

RE: the review of the Slow Street Pilot program.

Thank you for developing and pushing forward the pilot!

The intent of this pilot was purely to slow down some streets as a test. And I think its doing exactly that. As someone who takes Oak every day, it feels safer to drive, walk and bike on Oak.

Are these flexposts ugly? Sure!

Does it take time for someone to understand how to drive with these configurations?
Absolutely!

They have demonstrated they make the streets safer, nows the time to push this project forward, putting real infrastructure like planters, cement, chicanes, etc to beautify these installations and keep people safe - as the flexposts have demonstrated by constantly needing to be replaced - drivers are not good at driving focused or carefully, even near schools!

Thanks for your support of this project!

Mike

Avon Place

From: [Dennis McCullough](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Monday, November 20, 2023 9:48:08 AM

To Whom It May Concern,

As a resident of South Pasadena for over 25 yrs and 3 kids, I want the slow street pilot to be extended to 6 months and expanded to other streets, including Mission.

Please consider this in your planning meeting.

Thank you,
Dennis

--

Dennis McCullough
Alpha Street



From: [Murali Annavaram](#)
To: [MTIC Public Comments](#)
Subject: Slow Street Pilot Comment for the Nov 21 Meeting Agenda Item 2
Date: Monday, November 20, 2023 10:11:31 AM

Hello

My name is Murali Annavaram. I am a resident of South Pasadena and my house address is [REDACTED] Grand Ave, South Pasadena, CA 91030. I am writing to express my sincere Thanks for helping setup the separate bike lanes as part of the Slow Street Pilot program, which has been great for riders like me. I ride my bike to work 5 days a week (12 miles each way to USC). I have done this ride for nearly 10 years from South Pasadena and the demarcated bike lanes in Los Angeles have made my rides safer over the years. I am glad to see that South Pasadena is now embarking on clearly demarcated bike lanes. I feel significantly safer with the demarcated bike lanes and I hope the city of South Pasadena will continue to extend these safe lanes for bicyclists throughout the city, and even coordinate with our neighboring cities to create safe passages.

It is my understanding that the Slow Street program is a pilot program but it needs to be transformed into a permanent program. I am happy to answer any questions you may have on this matter.

Thank you
Murali

From: [Andrea Knopf](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Monday, November 20, 2023 12:59:58 PM

My name is Andrea Knopf, an avid cyclist, resident, and parent deeply invested in the future of South Pasadena.

As someone who commutes by bike, transports my children by bike, and walks our streets regularly, I have witnessed firsthand the transformative impact of the Slow Street program. The initiative, designed to enhance safety and foster community connection, holds immense promise for South Pasadena's future.

I understand that the initial six-month pilot has faced challenges, leading to a reduction to three months. As we approach the critical 3-month review on December 6, I appeal to you to consider the broader narrative unfolding in our community.

The Slow Street program is not just about road reallocation; it's about setting an example for other cities and creating a brighter, safer future for our children. As a parent who actively embraces alternative modes of transportation, I have experienced the positive changes these initiatives bring. The extended 6-month pilot will provide the time needed for both residents and drivers to adapt, fostering a culture of shared responsibility and safety.

Our city has the opportunity to lead by example, becoming a model that other communities look to for inspiration. By championing the Slow Street program, we can create an environment where cyclists, pedestrians, and motorists coexist harmoniously, setting the stage for a brighter and better future.

I understand the need to address concerns, but I urge you to listen to the voices of those who envision a South Pasadena that prioritizes safety, sustainability, and community well-being. Together, we can be pioneers in shaping a future where our streets reflect our shared values.

Thank you for your time, consideration, and dedication to creating a South Pasadena we can all be proud of.

Warm regards,
Andrea Knopf

■ Indiana Ave
South Pasadena, CA 91030
andreaknopf@gmail.com
■

From: [Sandy Shannon](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Monday, November 20, 2023 6:41:49 PM

Hello,

Slow streets in South Pasadena are so important to me. I have two elementary school kids and we walk to school everyday. One day I want to be able to let my kids walk to school on their own, and this program is an essential part of that plan.

Kindly,
Sandy Shannon

From: [Steve Koch](#)
To: [MTIC Public Comments](#)
Subject: Comment on Item 2 Slow Streets Program
Date: Monday, November 20, 2023 7:58:54 PM

To the Mobility and Transportation Infrastructure Commission,

I'm writing to express my hope that the Slow Streets Program will be cancelled on Grand and Hermosa. I believe that this is a case where local control should determine the outcome, especially when the residents of Grand and Hermosa have spoken so clearly in a petition that they do not want this project.

Of the 91 homes petitioned, 77 would like the project to be ended and just 4 approve of the project.

Please recommend to the City Council that the program should not move forward.

Thanks

Steve Koch
■ Grand Ave

From: [Steve Koch](#)
To: [MTIC Public Comments](#)
Subject: Comment on Item 2 Slow Streets Program
Date: Monday, November 20, 2023 8:22:36 PM

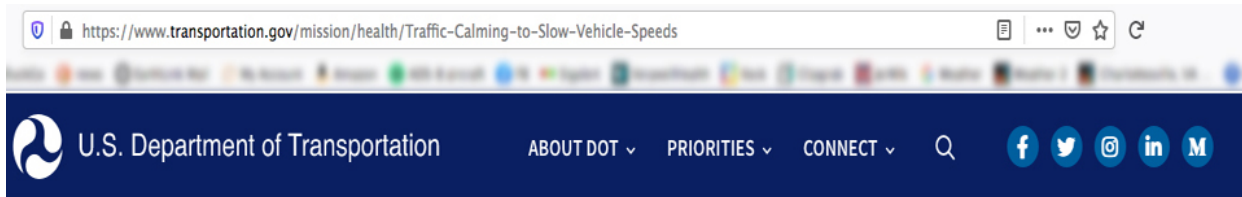
To the Mobility and Transportation Infrastructure Commission,

Traffic Calming in Other Cities

Here's a piece from the US Department of Transportation web site about resident approval needed for a Traffic Calming Project in Lafayette LA.

I believe that something like this should be required before plans like the Slow Streets Program can be implemented in South Pasadena.

Steve Koch
[REDACTED] Grand Ave



How has this worked in practice?

[Lafayette, LA Traffic Calming Program](#)

The Lafayette Consolidated Government (LCG) adopted [Traffic Calming Policies and Procedures](#) in 2009. City and parish residents can apply for consideration for traffic calming measures through the LCG Department of Traffic and Transportation. A petition signed by more than half of area residents is required. Conditions considered include traffic volumes, proportion of non-local traffic, crash types, and speeding. Staff members collect data and conduct an intensive design meeting to develop a traffic calming plan. If the petition distributed with the proposed plan is signed by more than 66% of area residents, then the measures in the plan are implemented when funding is made available. Procedures are also in place for pursuing privately funded traffic calming measures and removal of traffic calming measures. Traffic calming devices implemented under the program include speed humps, "mini" roundabouts, and chokers. Evaluation by LCG staff of traffic calming projects along five corridors found a drop of more than 10% in total traffic volumes. On one corridor, Yvette Marie Drive, traffic decreased, more vehicles were traveling less than 23 miles per hour, and fewer vehicles were traveling 23 miles per hour or faster.


From: [Steve Koch](#)
To: [MTIC Public Comments](#)
Subject: Comment on Item 2 Slow Streets Program
Date: Monday, November 20, 2023 8:32:51 PM

To the Mobility and Transportation Infrastructure Commission,

We've Been Here Before

In 1998 and 2011 the City of South Pasadena proposed adding bike lanes on Grand Ave. Residents came together to oppose those plans. Council members Schneider, Cacciotti and Putnam agreed and voted no to the program.

Below is an article from PATCH in 2011.

Steve Koch
 Grand Ave

Politics & Government

City Says No to Bike Lanes on Grand (Video)

Three variations of bike lanes were presented to the City Council Wednesday. A few residents said they were OK with these lanes, but many were not.



Kristen Lepore, Patch Staff

Posted Thu, Aug 18, 2011 at 8:40 pm PT | Updated Fri, Aug 19, 2011 at 12:22 pm PT

Reply



While the City Council unanimously voted in favor of adopting a negative declaration and update to the City's Bicycle Master Plan, bike lanes on Grand Avenue were overruled in a 3-2 vote Wednesday night.

Three variations of bike lanes were presented to City Council. Some residents at the meeting said they would be OK with Class 3 bike lanes, which would include [shared roadway bicycle markings](#) (also known as sharrows) as well as signs on the road.

Yet many felt any type of bike lane would give bikers a false sense of safety. Not only would the lanes bring bicyclists closer to cars, residents said, but these lanes would also cause cars to drive even faster.

"If the city wants to promote safe biking that's one issue," said

From: [Kristoffer Miller](#)
To: [MTIC Public Comments](#)
Cc: info@southpasactive.org
Subject: Comment on Agenda Item #2 (Slow Streets)
Date: Monday, November 20, 2023 10:16:56 PM

Dear MTIC Commissioners,

South Pas Active Streets appreciates your efforts to improve safety, sustainability, and the quality of life in our city through the Slow Street pilot program. Our members are already enjoying using the safe spaces created by the installations in the residential areas. For example, about 50-70 people ride in the “bike bus” to their elementary schools along Grand and Marengo Avenues every Tuesday.

We are also actively working to support this pilot program via community outreach. We have set up a petition, social media, and canvassing campaign to educate residents and visitors to the goals of the program. The petition includes a link to the city’s design feedback survey and this statement:

“We live, work, or shop in South Pasadena, but do not feel safe using its streets. Streets designed exclusively for cars cause more injuries, more air pollution, and more climate change. We support new designs for crosswalks and additional bike lanes and ask the city to continue building Slow Streets throughout the community.”

As of November 20th, we have **170 signatures** endorsing this statement. This includes **121 residents of South Pasadena and 44 residents of streets adjacent to the pilot program**. This outpouring of support was made possible by an even more committed group who were willing to give up their weekends to knock on doors and talk to their neighbors.

Unfortunately, some opponents of this program have used aggressive tactics that have intimidated some residents, city staff, and our volunteers. For that reason, we will directly share with commissioners the names and addresses of signatories. We ask that you keep them in confidence.

In our outreach and in the city’s design survey responses, it is clear that everyone agrees on the need to slow traffic and that the pilot is encouraging people to walk and bike. Opponents to the program are focused on the aesthetics of the temporary installations, rather than the goals and vision. We feel that the role of MTIC is to support that vision while accommodating feedback. We ask MTIC to consider: is there feedback that can help the city meet its goals of safer, healthier, more sustainable streets?

A major reason for the pilot program is unfulfilled: **we do not know how people are adapting to the new designs**. The city’s design survey has been summarized as statistics over all responses, but we do not know how sentiment has changed. In one day, we collected three signatures from addresses on Grand Avenue that were initially on a list of opponents. That suggests that opinion is moving toward support of the pilot program as people see its benefits.

Furthermore, from the first days after installation, drivers have continually collided with and torn up the materials. There is also evidence for outright vandalism of the installations. The pilot is serving a role as an education program, but it needs time and more installations for

people to learn to use it and see its benefits.

We ask that the pilot be restored to its full six-month duration, as was initially planned. This will give people time to learn how to drive near them and show the city's commitment to meeting its goals. Furthermore, the pilot should be expanded to include Mission St. and any others that residents request.

Finally, we wanted to share individual statements of support for the Slow Street program goals. In our petition, we included a question "Why is this important to you?". The responses express hope for their children, fear of car-centered streets, and an environmental imperative. Please consider this small sample of statements as you review the pilot program:

- "We walk, bike, run all the time, especially to all of the South Pas schools. The safety demo has had a huge impact in reducing the speed of cars. Our children all walk around by themselves and we need to keep them safe, and this helps!"
- "My family has lived here for generations. A lot has changed over that time including increased car traffic. Many cars drive through our city without considering that we are our own city, and that our pedestrians have a right to be safe. Our residents should be able to enjoy this town and its amenities safely and equitably. Pedestrians must be prioritized over cars in South Pasadena."
- "My son walks to school now that these have been installed. He didn't feel safe doing that before."
- "Because public space should have room for everyone, not exclusively for cars."
- "Because I walk regularly on Grand Ave and as a parent have been disappointed by how poorly South Pas streets are equipped with bike lanes in major areas. My biggest complaint is that there is no bike lane around the Middle School! We bike with our son and his friends to school and get honked at all the time with angry cars trying to push us off the road. Dangerous and unnecessary."
- "SOMEONE HAD DIES ON OUR STREET, WE NEED TO SLOW IT DOWN!"
- "We love walking to Marengo but worry about the speeding cars while crossing the streets."
- "My 12-year-old son and his friends ride their bikes in South Pasadena. It is important to me that they are safe and comfortable while they ride."
- "Our city desperately needs this safe streets program. There is so much demand for walking and biking in our community, but our car-first streets suppress walking and driving trips, especially with small children."
- "Reducing car dependency and encouraging more biking and walking is vital for fighting climate change and building healthier, safer communities."
- "I need a safe place to ride my bike where I am not forced to ride on the sidewalk or be in danger of cars hitting and killing me. "
- "Road safety for pedestrians and bikers is steady getting worse and South Pasadena has not been exempt from the impacts. My family walks and bikes a lot in the city (as well as

drive) and people rolling through (or worse) stop signs are a huge problem.”

- “I live, work, walk and bike with my kids in South Pasadena. While walking and riding my bike with my kids, we've been almost hit dozens of times due to the state of our streets.”
- “My family moved to South Pasadena because of its potential to be a pedestrian and cycling oasis in LA. Our house is located where the 710 extension was originally planned to run through -- the only thing worse than a highway are local streets clogged with fast moving, inattentive drivers that put vulnerable road users like pedestrians and cyclists in harms way.”
- “South Pasadena has become inundated with traffic, speeding & collisions and it’s endangering the safety of all and severely impeding our children’s right to exploration, safe travels, and self-sufficiency.”
- “Our community has experienced Car-related injury that should not be tolerated any longer.”
- “Slow streets save lives! I want my kids to feel safe when using our streets.”
- “My entire family walk and bike around town and have had many close calls with cars speeding and not paying attention.”
- “It’s important because cars drive way too fast in our city. As a pedestrian walking on a green walk sign I’ve been hit by a car. If the car would have hit either of my two children under 5 they could have been killed. We have far too many fatalities by drivers and south Pasadena is a great city to walk and bike in, let’s make it more safe. “
- “The speeding cars have almost killed us and I get little response from police to do something about it. The crosswalks are not safe. I see people almost get hit daily. The traffic here is awful now.”
- “Safer streets for all (including drivers), encourage other modes of transportation.”
- “I am a runner, walker, and cyclist who lives in South Pasadena. Almost every time I go for a run I encounter a driver who does not see me or who goes out in front of me when I have right of way.”
- “Safety for my children.”
- “I have children walking to and from the high school, middle school and Marengo daily. Keep our children safe.”
- “I am an avid runner who runs down Grand Ave. I was excited to see the bike lanes added on one of my runs as I have been reaching out to the city regarding road safety. Everyone benefits being in the community (mental wellness, building community, exercise). The city is behind other cities who are making roads safer. I just want feel safe running and riding with my family.”
- “Cars destroy cities and the climate. If you want there to be life on Earth, you need to provide people with safe and sustainable alternatives to them.”
- “I walk my kids every morning to school and i feel safer walking my kids on oak to marengo elementary.”
- “There are too many speeding cars and distracted drivers on our streets - especially

within walking distance of our schools. I routinely watch cars run the stop sign at Orange Grove Metro Crossing multiple times a day. It's dangerous."

Sincerely,

Kris Miller, on behalf of South Pas Active Streets

From: [Teresa Atwater](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Tuesday, November 21, 2023 11:30:09 AM

Dear MTIC,

I am writing in support of extending the South Pasadena Slow Street pilot program to 6 months at least, and if possible, expanding it to include more streets.

I drive, walk, and bike in the city, and I have been so happy to see that efforts are being made to make our streets safer.

Even for a driver who wants to be safe, there is pressure coming from either our own impatience, or from other drivers, or both, to speed up, to ignore the speed limit, to hurry through intersections, and just generally to drive in an unsafe manner. In fact, it's been made so easy/boring to drive through the city & past the schools that I often see drivers doing it with cell phone in hand. It feels like in our cars, we are captive to our own worst impulses.

So I have been delighted to see some infrastructure being put in place to push back against that pressure. We need the infrastructure that actually has the desired effect of helping drivers slow down and pay more attention to the road and to the people on it, while providing some protection to people on foot and on bikes.

Safety measures like these encourage people like me to feel safe enough to get around town independent of my car.

But I know that people need some time to get used to these changes. I know that you are more likely to hear complaints about changes than support for trying something new. So I am writing to add my voice to those of other supporters.

I walked the length of the project on Oak Street to see the measures installed there. I love the high visibility crosswalks at Marengo & Oak, in my neighborhood, and the bike lanes separating bikes from cars. I support the use of curb extensions to create safer passage for kids & adults crossing the street.

I haven't yet had a chance to walk the other sections, but I am planning to, assuming they stay in place. I hope they will!

I appreciate your efforts to improve our city. Please keep up the good work.

Sincerely,
Teresa Atwater

From: [Alex Krafcik](#)
To: [MTIC Public Comments](#)
Subject: Comment on MTIC Nov 21 meeting Agenda Item 2
Date: Tuesday, November 21, 2023 11:58:49 AM

Hello,

I live in South Pasadena close to the high school and love the new crosswalks and curb extensions on Oak! They've made it so much better for my wife and I when we walk to the farmers market or go on a run. I also have been enjoying the new bike lanes on Grand Ave that have made it feel so much safer to bike to the Rose Bowl (especially at night). It's been great seeing the city responding to the needs of pedestrians and cyclists and I can't wait to see the city not only preserve and extend the pilot program, but continue to expand these initiatives throughout the city as urgently as possible.

South Pasadena is an exceptional place to live because of its small size and relative density. If we can make it more accessible for people who aren't choosing to use a car there's enormous potential to make the city a more vibrant place to live. Pedestrians and cyclists are more likely to shop at local businesses and much more likely to give a smile or a wave to neighbor. Let's keep pushing to make South Pasadena a more inclusive, happier and prosperous place to live.

I'm hopeful that the council will do the right thing and extend this pilot program to other places in our community to other places where it's most needed — like Mission St, Fremont Ave and Meridian Ave.

Thanks,
-Alex Krafcik
■ Summit Ave

From: [ellen.main](#)
To: [MTIC Public Comments](#)
Subject: Slow streets & design concerns
Date: Tuesday, November 21, 2023 12:00:14 PM

Good morning-

I live on Diamond Avenue and am concerned with the danger that the white delineators have created in my neighborhood. I am a proponent of making the streets of south pasadena safer for bicyclists and pedestrians. However, what I have observed in the past couple months has not made the streets safer it has created more danger for the walkers and bike riders.

On the corner of Diamond and Oak (north side of Oak) what I have witnessed is terrifying. The turning radius going west on Oak onto Diamond was not designed well. The cars turning are often unable to make the turn and have to back-up to avoid hitting the cars waiting at the stop sign on the north side of Oak. Those cars are back in-up into the crosswalk! I have witnessed several near misses where the pedestrians have to jump out of the way. I have additional concerns about the delineators on Ramona and Oak and Fremont and Oak. Again, the poor design has created danger for walkers and riders.

I am trying to get this comment in by noon so I have to end my email. I have additional details to share but have run out of time.

Ellen Main


Sent from my iPad