



PUBLIC COMMENT

MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETING

December 19, 2023

Item No.	Agenda Item Description	Distributor	Document
2	Slow Streets Program Update and Recommendation	Steve Koch	Email to Commission
2	Slow Streets Program Update and Recommendation	Steve Koch	Email to Commission
2	Slow Streets Program Update and Recommendation	Steve Koch	Email to Commission
2	Slow Streets Program Update and Recommendation	Kristoffer Miller	Email to Commission
2	Slow Streets Program Update and Recommendation	Jonah Kanner	Email to Commission
2	Slow Streets Program Update and Recommendation	Jennifer Ho	Email to Commission
2	Slow Streets Program Update and Recommendation	Liz Schiller	Email to Commission
2	Slow Streets Program Update and Recommendation	Sally Baca	Email to Commission
2	Slow Streets Program Update and Recommendation	Sally Baca	Email to Commission
2	Slow Streets Program Update and Recommendation	Frederick Eberhardt	Email to Commission
2	Slow Streets Program Update and Recommendation	Lisa Frias McGrail	Email to Commission
2	Slow Streets Program Update and Recommendation	David Johnson	Email to Commission

From: [Steve Koch](#)
To: [MTIC Public Comments](#)
Subject: Comment for MTIC Meeting on Item 2 Slow Streets Program
Date: Monday, December 18, 2023 11:25:07 AM

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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 cancelled and just 4 approve of the project.

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

Thanks

Steve Koch
[REDACTED] Grand Ave

From: [Steve Koch](#)
To: [MTIC Public Comments](#)
Subject: Comment for MTIC Meeting on Item 2 Slow Streets Program
Date: Monday, December 18, 2023 11:28:58 AM

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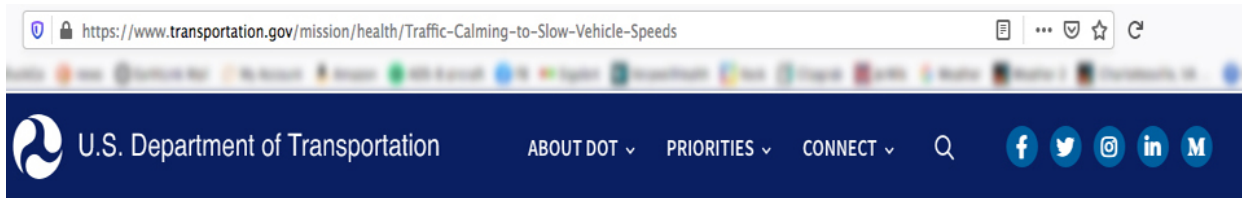
To the Mobility and Transportation Infrastructure Commission,

Traffic Calming in Other Cities

Here's a piece from the US Department of Transportation website about the need for resident approval 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 for MTIC Meeting on Item 2 Slow Streets Program
Date: Monday, December 18, 2023 11:31:59 AM

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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](#); [Ted Gerber](#); [South Pas Active Streets](#)
Subject: Comment on Agenda Item #2 (Slow Streets)
Date: Monday, December 18, 2023 1:51:40 PM

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

Dear MTIC Commissioners,

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 December 18th, we have **174 signatures** endorsing this statement. This includes **124 residents of South Pasadena and 45 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: [Jonah Kanner](#)
To: [MTIC Public Comments](#)
Subject: Slow streets are safe streets
Date: Monday, December 18, 2023 3:21:13 PM

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.

Hi,

I am writing in my support for the Slow Streets program.

My son attends South Pasadena Middle School, and rides his bike to school. Slowing down traffic on our streets:

- * Creates safety for my son and his friends.
- * Encourages more trips by biking and walking.
- * Creates a quieter environment for shopping and walking.
- * Lowers stress and increases safety for people who are driving cars.

Please support the Slow Streets program, and other other programs to improve safety in our transportation network.

- Jonah Kanner

From: [Jennifer Ho](#)
To: [MTIC Public Comments](#)
Subject: 12/19 Meeting - Support Slow Streets
Date: Monday, December 18, 2023 4:41:49 PM

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Dear Mobility and Transportation Infrastructure Commission,

As an Angeleno who would like to see better public health outcomes for our communities, I am writing to support Slow Streets in South Pasadena.

I frequently visit South Pasadena and enjoyed the Arroyofest when the streets were made safer for all peoples on this day. Please make changes to permanently keep us safe, and support a healthier, more sustainable way of life.

Sincerely,
Jennifer H.

From: [Liz Schiller](#)
To: [MTIC Public Comments](#)
Subject: support Slow Streets
Date: Monday, December 18, 2023 4:55:21 PM

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 Commissioners,

I am writing in support of South Pasadena's Slow Streets program. Slower streets are safer streets. A pedestrian, cyclist, or someone on a scooter or skateboard is far less likely to be hurt or killed by a car going 25 mph or less. As an older woman who likes to ride a bike to get around, including to and from South Pasadena, I feel a lot safer when there are fewer cars around me and they're traveling at slower speeds. I'm not alone.

When you create slower streets, more people will walk, bike, and use other ways to get around that aren't cars for their shorter trips around town. And then you'll have a quieter, healthier city, and you'll be doing your part to reduce carbon emissions so we all have a healthier future.

thanks,
Liz Schiller
resident of Pasadena and fan of Gus's BBQ

From: [Sally Baca](#)
To: [MTIC Public Comments](#)
Date: Monday, December 18, 2023 6:09:04 PM

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Street painting and bulb outs. They make Grand Ave and Hermosa look like a business district. Not a residential neighborhood
Unattractive (ugly). Look up Grand at the So Pas/Pasadena border, what a difference. Please know we are absolutely against the project. Sally and Gene Baca, [REDACTED] Grand Ave.

From: [Sally Baca](#)
To: [MTIC Public Comments](#)
Date: Monday, December 18, 2023 6:29:56 PM

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.

Slow Streets Program meeting. Dec. 19th @ 6:30 pm. Additional comments. The bicycle lanes are not used by 99 % of the riders. Sally and Gene Baca ■ Grand Ave

From: [Frederick Eberhardt](#)
To: [MTIC Public Comments](#)
Subject: in support of Slow Streets program
Date: Tuesday, December 19, 2023 9:54:01 AM

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 Members of the MMTIC,

The Slow Streets program has been a huge improvement to South Pasadena and I would like to encourage you to continue to expand it and make existing slow-downs permanent.

I experience the effect of the program every day as I take my son to school around Oak Street near Marengo Elementary. I have also found it to make other parts of Oak Street (e.g. near Ramona) much safer for cycling. I look forward to seeing these curb extensions be permanent and green, I think it would not only add to traffic safety, but also add to the attractiveness of the city.

I gather that there is also a plan to trial a Slow Street on Mission. Now that would be a true advance in the city. I have always found it peculiar that one cannot cycle safely to SoPas's City Hall without battling Mission St. traffic. Given that we already have the well received extensions from Cafes and Restaurants along Mission, I think it would be very attractive to more pedestrian traffic if Mission St could be slowed down.

Thank you for your consideration!
Frederick Eberhardt

From: [Lisa Frias McGrail](#)
To: [MTIC Public Comments](#)
Subject: Save Our Slow Streets
Date: Tuesday, December 19, 2023 10:10:36 AM

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 Mobility and Transportation Infrastructure Commission:

I am writing to share why I support the temporary bike lane installations on Grand Ave and throughout the city.

Our 3-year-old daughter started preschool at Calvary this year. As a family, we have enjoyed riding and walking her to school every day. Our daughter has gotten to recognize landmarks such as the South Pasadena Library and train station, which she refers to as “Nina and Grandpa’s train,” since her grandparents live nearby. She has pointed out how the color of leaves has been changing and recognizes how that is an indication of fall, which she has seen in her books. We have also gotten to meet people along our route. I also enjoy starting my day with fresh air and having some quiet time to myself, as being a full-time working mom can be stressful. The benefits of the outdoors are endless. We get vitamin D, have a moment of solitude, decompress, and reduce our carbon footprint. While there are so many pros, there are also many cons. I do not feel safe walking or riding in the city as we have had many close calls with vehicles failing to yield. These incidents have been the result of low visibility due to poor street lighting, vehicles not always stopping at crosswalks, and cars trying to pass us while on our bikes.

We live on El Centro Street, which already has bike lanes from the south end of Orange Grove to Pasadena Avenue. Personally, I feel safe riding on that section of El Centro as there is a bike lane, and I don’t have to worry about cars tailgating me. However, when I pass the intersection of Orange Grove and El Centro, I always feel nervous as vehicles try to pass me. Today, my husband had a car tailgate him and threaten him. The person said, “That is what bike lanes are for,” but there wasn’t one where he was. Instead, he was on a Sharrow road by the library. The city of South Pasadena has so many gaps regarding pedestrian/cyclist safety. I feel that keeping existing and experimental bike lanes is a step in the right direction. However, more needs to be done.

As a native of Los Angeles, I have seen so much progress throughout Los Angeles County with the installation of bike lanes. I want to see the City of South Pasadena on the map of cities to live in because of safety, schools, bike-friendly cities, sustainability, and much more! We have seen how our carbon footprint has had negative implications on marine life, weather patterns, and more. As a family, we do our part to reduce our carbon footprint by walking and riding as much as possible. My husband picks up groceries at Pavillion on his

bike, and we walk to Trader Joe's. The outdoors simply brings us joy as we get to build community within our neighborhood. If we take away bike lanes like the ones that have been temporarily installed on Grand, we put people's lives at risk. An episode on Freakonomics titled "[Why is the U.S. So Good at Killing Pedestrians?](#)" stated the following facts:

- Rates of pedestrian death are the highest in 40 years
- There was an increase in pedestrian deaths last year, with 7,500 deaths.
- The death rate here in the U.S. is much higher than in places like northern and western Europe, Canada, and Japan
- There is a huge increase in distracted drivers (texting)
- There are bigger and heavier vehicles on the road that have resulted in more substantial injuries to pedestrians

Please consider keeping the bike lanes on Grand for the city's vitality. We need to connect communities together for present and future generations.

In solidarity,
Lisa McGrail

CANCEL THE “SLOW STREETS” PROGRAM

The residents of Grand Avenue and Hermosa Street overwhelmingly want their neighborhood returned to how it was before the Slow Streets Program was installed.

Residents are not opposed to cyclists, joggers and pedestrians using the streets, we have all coexisted safely for decades, but we are opposed to the changes made as a result of the Slow Streets Program.

Door To Door Survey

ALL STREETS TOTALS

Grand, Hermosa, Floral Park, Hillside, Paloma, Columbia

	Total Properties	104
	Total Surveyed	90
	Total Approve of the Slow Streets Program	4
	Total Undecided	9
	Total Disapprove of the Slow Streets Program	77
	Percentage Surveyed	87%
	Percentage Who Disapprove of the Slow Streets Program of all surveyed	86%
	Percentage Who Disapprove of the Slow Streets Program of those with an opinion	95%

Survey of properties that are on Grand and Hermosa, or share a property boundary with Grand or Hermosa, or have Grand or Hermosa as their only access (The directly affected properties).

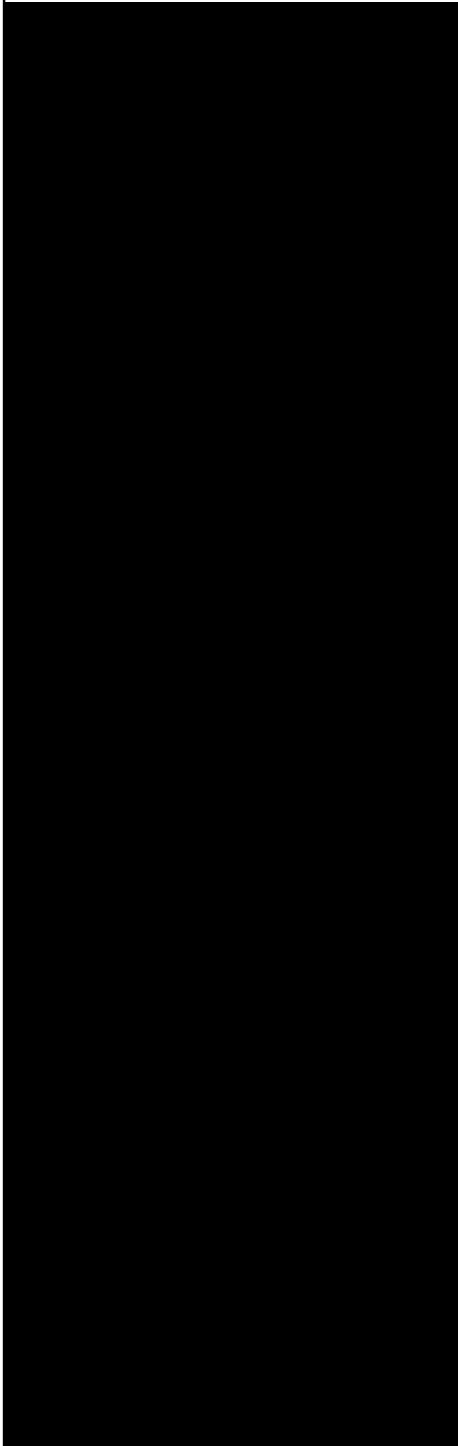
For a "Disapprove" of the "Slow Streets" Program a signature was required on the petition. All results are from face to face interviews conducted between 8/24/23 and 11/11/23.

Grand - West Side

North to South
residential only

41 Properties

APPROVE /
DISAPPROVE



SP

SP
A

SP
SP
SP

SP
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SP
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SP

SP
U
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U
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NOP
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SP
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NOP
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SP
A

Grand - East Side

North to South
residential only

41 Properties

APPROVE /
DISAPPROVE



SP
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SP

SP

SP
SP

SP
SP
SP
SP
SP
SP
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NOP

SP
SP
SP

SP

SP
SP

SP
SP
SP
SP

SP

SP
A

**PERSONAL INFORMATION
HAS BEEN REDACTED
FROM THIS PAGE**


Total Surveyed 75
Total Approve 4
Total Undecided/No Opinion 7
Total Disapprove 64
Percentage Surveyed 91%
Percentage Disapprove All Surveyed 85%
Percentage Disapprove with Opinion 94%

SP - Signed Petition
NOP - No Oppinion
U - Undecided
A - Approve

Hermosa/Floral Park/Hillside

17 Properties

APPROVE /
DISAPPROVE

	SP
	SP
	U
	SP
	SP
	SP
	SP
	SP
	SP
	SP
	SP
	U

**PERSONAL INFORMATION
HAS BEEN REDACTED
FROM THIS PAGE**

Total Surveyed	12
Total Approve	0
Total Undecided/No Opinion	2
Total Disapprove	10
Percentage Surveyed	71%
Percentage Disapprove All Surveyed	83%
Percentage Disapprove with Opinion	100%

**Paloma Dr.
Grand is the only access**

5 Properties

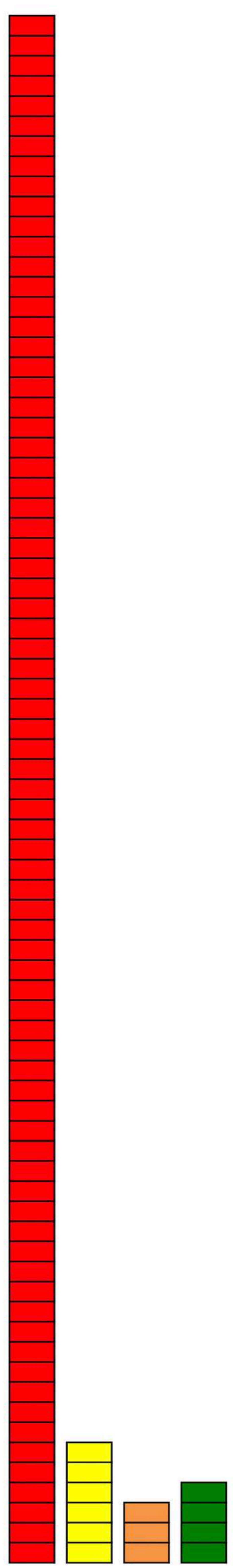
APPROVE /
DISAPPROVE

	SP
	SP
	SP

**PERSONAL INFORMATION
HAS BEEN REDACTED
FROM THIS PAGE**

Total Surveyed 3
Total Approve 0
Total Undecided/No Opinion 0
Total Disapprove 3
Percentage Surveyed 60%
Percentage Disapprove All Surveyed 100%
Percentage Disapprove with Opinion 100%

**PERSONAL INFORMATION
HAS BEEN REDACTED
FROM THIS PAGE**



- RED** - Against The Project - Signed the petition
- Green** - For The Project
- Yellow** - Undecided
- Orange** - No Opinion
- Blue** - Not Responded

All properties share a boundary with Grand & Hermosa, or have Grand and Hermosa as their only access

PROBLEMS WITH THE “SLOW STREETS” PROGRAM AND REASONS WHY IT SHOULD BE CANCELLED

- **No traffic survey** was done prior to the installation of the “Safe Streets” program,
- **No collision data** was used to justify the program.
- **95% of those surveyed with an opinion want the program cancelled**, with 88% of the 104 homes surveyed. Only 4 homes stated they support the program.
- Without the data collection prior to the installation, there is no way to determine if the program achieved any of its goals.
- When asked what criteria will be used to determine the success of the program, Ted Gerber responded, “It is subjective”!
- The survey done by the City in 2021 was woefully inadequate. City Staff has acknowledged significant problems with the survey – e.g. Only 7 homes on Grand responded to the survey, a number less than a 12% response rate – and we do not know how many of those 7 were in favor of the project.
- When David Pena was asked about non-compliance by bicyclists using the bike lanes, he responded that they are really just there for “traffic calming”.
- Choke point - The Easterly section of Hermosa forces cars to the center of the road, narrowing car traffic on a collision course. The area also lacks a sidewalk, so pedestrians and bicyclist are also forced closer to the center of the road. This is dangerous and poorly designed.
- The bike lanes are not in compliance with the downhill grade on Grand.
- The program was item 30 on the July 19th Council Meeting Agenda, buried nearly at the back and starting at page 738, at least one Council Member has stated they did not know what they were voting on at that late hour.
- The program has actually made the streets more dangerous in numerous ways. Anecdotally, it appears that the speed of traffic is the same or faster, as many respondents have reported. This may be due to the increased frustration drivers experience. “Slow Streets” has not been achieved by any reasonable standard.
- The program is unsightly and creates the impression that the streets are an “arterial” or thoroughfare road instead of a quiet residential street.
- Those in favor of the program use buzzwords such as “Safety”, “Children”, “Progress”. These easy emotional tugs are manipulatively thrown around to mask the lack of supporting data.

NEIGHBORHOOD AUTONOMY VERSUS REGIONAL GOALS

Local neighborhoods concerns should have priority over regional concerns.

Since we know that the vast majority of residences on Grand and Hermosa (95%) want the “Slow Streets” program removed, the only reason to move forward with the project is the perception of regional needs outweighing the needs of the neighborhood, or an attitude that the City knows what is best for the neighborhood even in the face of overwhelming neighborhood objection.

Of all cities, South Pasadena has been concerned with neighborhood preservation and local values. It is part of the character of our small city. We are responsive to the local needs and desires of our neighborhoods and are cautious, if not highly defensive, of outside forces.

If we believe that regional causes should rule the day then we should have never fought the 710 freeway.

The same applies to the Cultural Heritage Commission. Should we redesignate all of our historically treasured homes to allow for conversion to apartment buildings to satisfy the “greater good” of more housing. That is not our city. We currently are going through a very difficult time trying to accommodate Sacramento’s demands on new housing because we put a high value on our neighborhoods.

The “Slow Streets” program grew primarily during the COVID pandemic from efforts in Sacramento such as AB 773 which set up basic guidance and encouraged the implementation of “Slow Streets” programs throughout the state. The effort did NOT originate from within South Pasadena.

South Pasadena received funds to implement “Slow Streets” projects and felt compelled to spend the money without asking the neighborhood first (in a proper and thorough way) if they wanted such projects.

Special interest groups such as the Pasadena Cycling Association have encouraged their membership to support bike lane efforts and have enacted an email campaign to influence our city’s decision makers. In the absence of address verification, it is very possible that their members influenced the City’s online petition as well.

We should not let those outside our city dictate how we run our town. In some issues we have no choice, in this case we do.

TIME LINE

1998 Residents of Grand Ave. oppose a proposal for bike lanes and the proposed installation is stopped.

2011 Residents of Grand Ave. oppose a proposal for bike lanes and the proposed installation is stopped.

2021 notification survey (pre-design) on October 2021 – In going door to door almost every resident told us they had not seen, or were not aware of this survey by the City.

2023 Transportation Program Manager David Pena has confirmed that prior to the Council vote on July 19th there was no outreach to affected residents .

2023 July 19th, Council approves the installation of the “Slow Streets Program” in a temporary fashion. It has been reported that some of the “temporary aspects of installation, such as the substantial use of white tape, turned out to not be feasible during installation and instead permanent paint was used – One of the crew said it was the same paint they use on any street markings.

2023 July 25th, The City sends out a “notification flyer”, only after the City Council approved the program.

2023 August 14th, The City hosts two in person community listening sessions, the vast majority of those in attendance clearly stated they wanted the program cancelled. Cyclist and former mayor Richard Schneider said he did not think that bike lanes were necessary on Grand Ave.

2023 August, The City sets up a web address where the public can write in comments – The Pasadena Cycling Association creates a form letter response and many use this to express their support for the project from *locations outside South Pasadena!*

2023 November 2nd, The City hosted a Zoom call as part of community outreach; the majority of those in attendance were against the program.

PETITIONS

All signatures are from face to face interviews conducted between 8/24/23 and 11/11/23. For a property to be considered valid for the survey it had to be on Grand and Hermosa, or share a property boundary with Grand or Hermosa, or have Grand or Hermosa as their only access (The directly affected properties). Properties with signatures that do not fit the above requirement are not included in the totals.

I Support canceling the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023

The project was installed without any supporting data. No traffic survey was conducted and no collision data was used.

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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
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8/24/23

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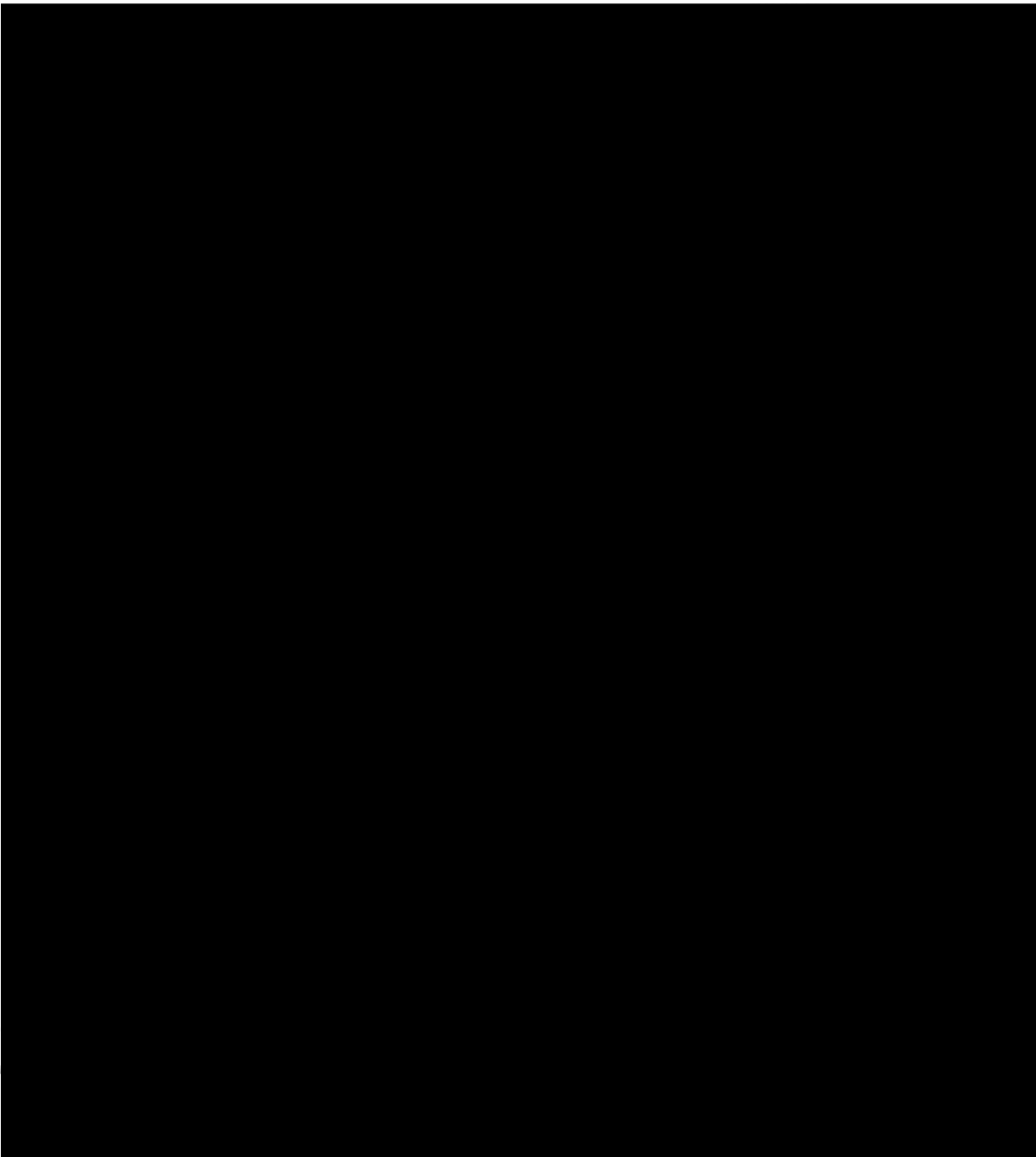
8-24-23

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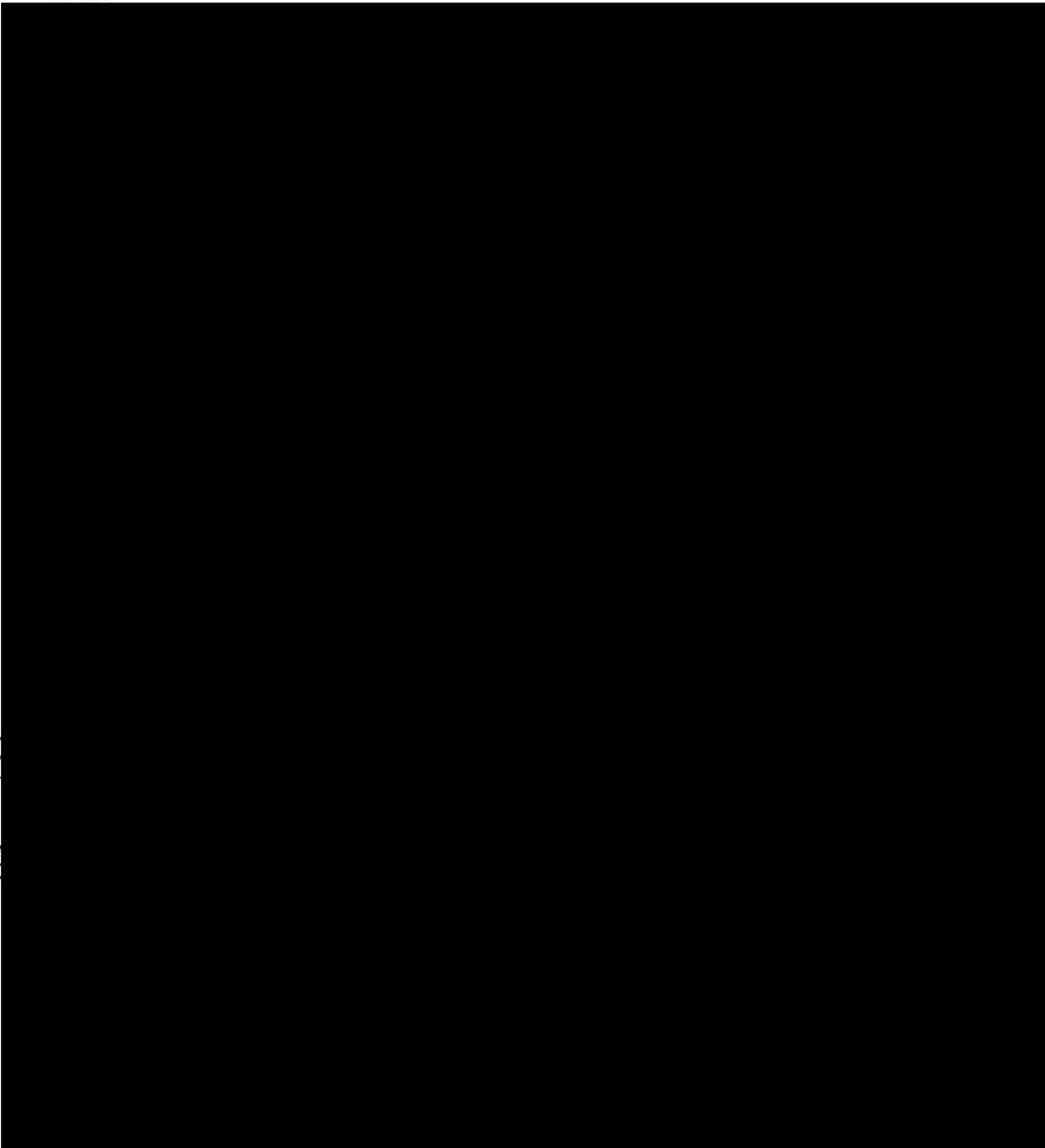
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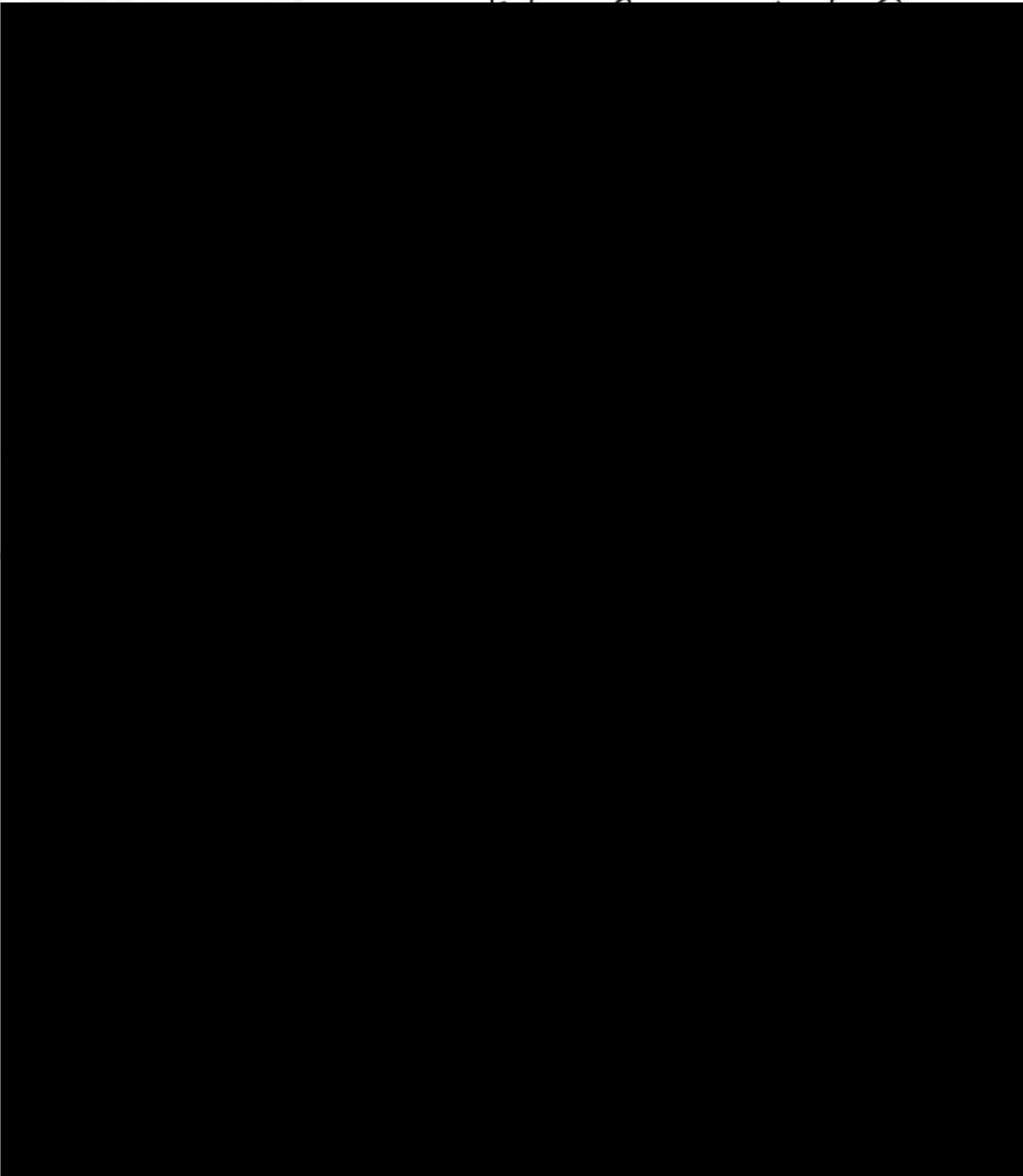
8-25-23

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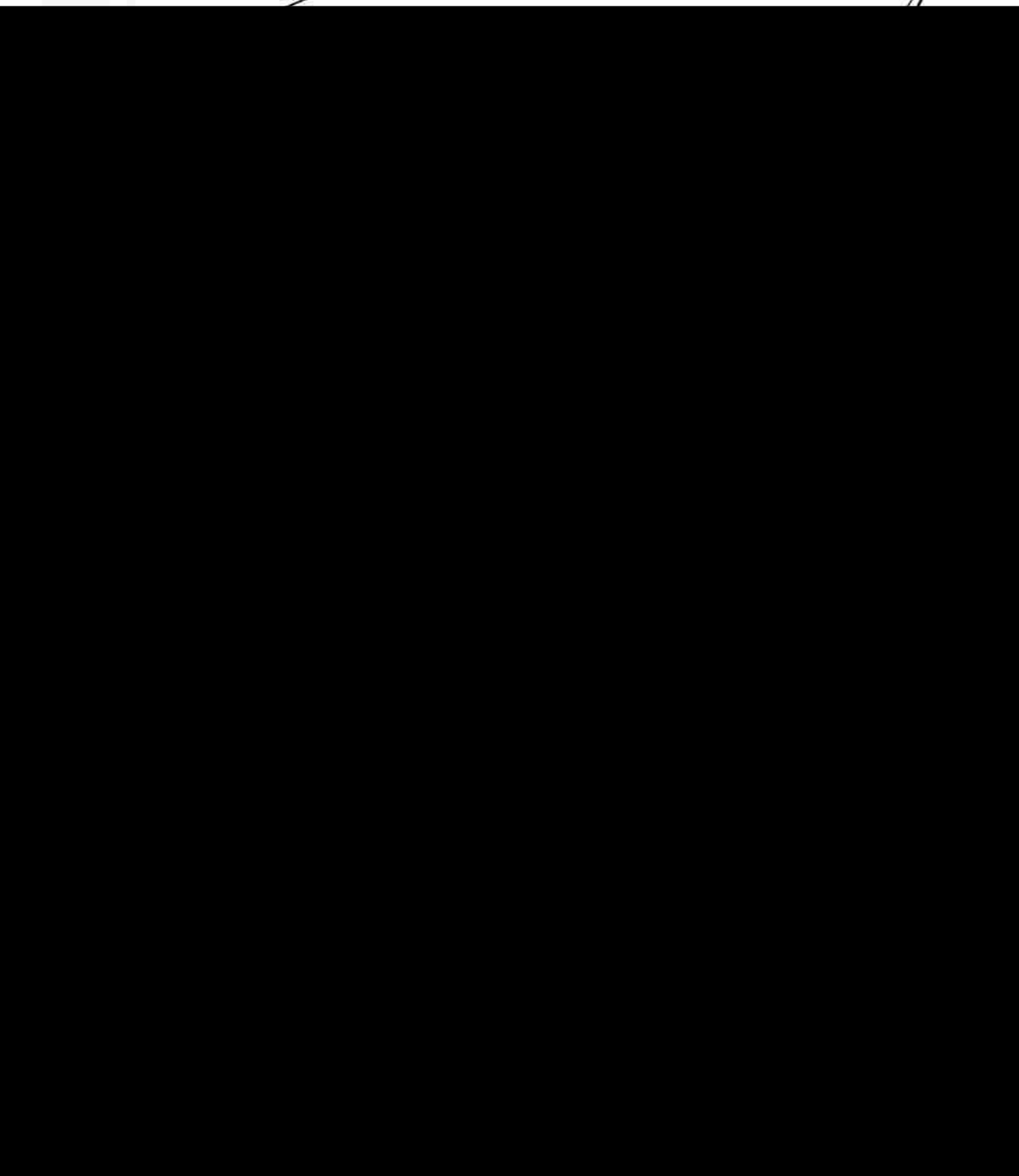
8/26/23

8/26/23

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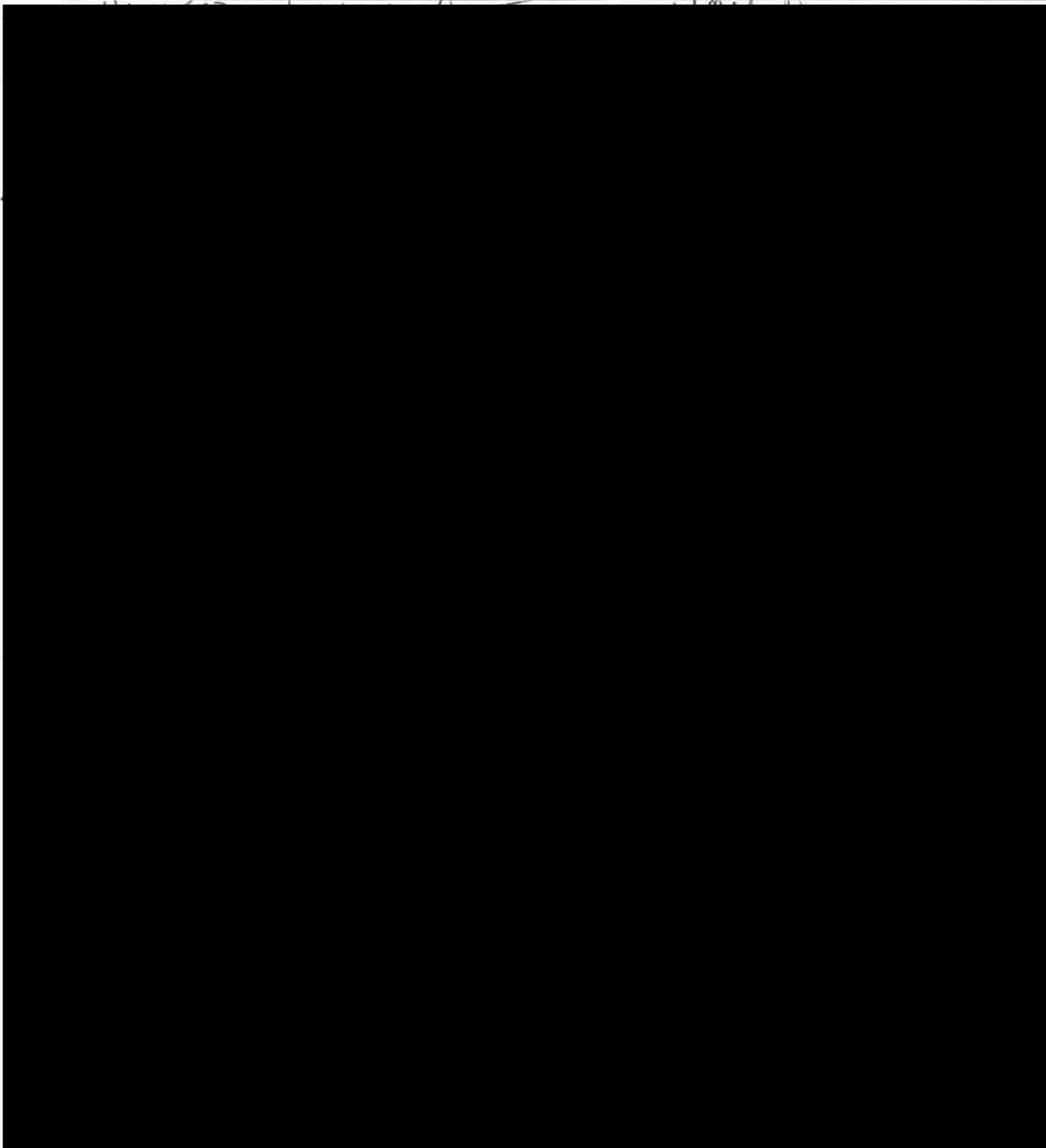
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[REDACTED]	[REDACTED]	[REDACTED]	8/26/23
[REDACTED]	[REDACTED]	[REDACTED]	8.26.23
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[REDACTED]	[REDACTED]	[REDACTED]	8/26/2023
[REDACTED]	[REDACTED]	[REDACTED]	8/26/23

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2023-10-16

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10/20/23

10/20/2023

10/21/2023

10/21/2023

10/21/2023

10/21/2023

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9-16-23

9/23/23

9/30/23

10/31/23

10-31-23

10-31-23

10/31/23

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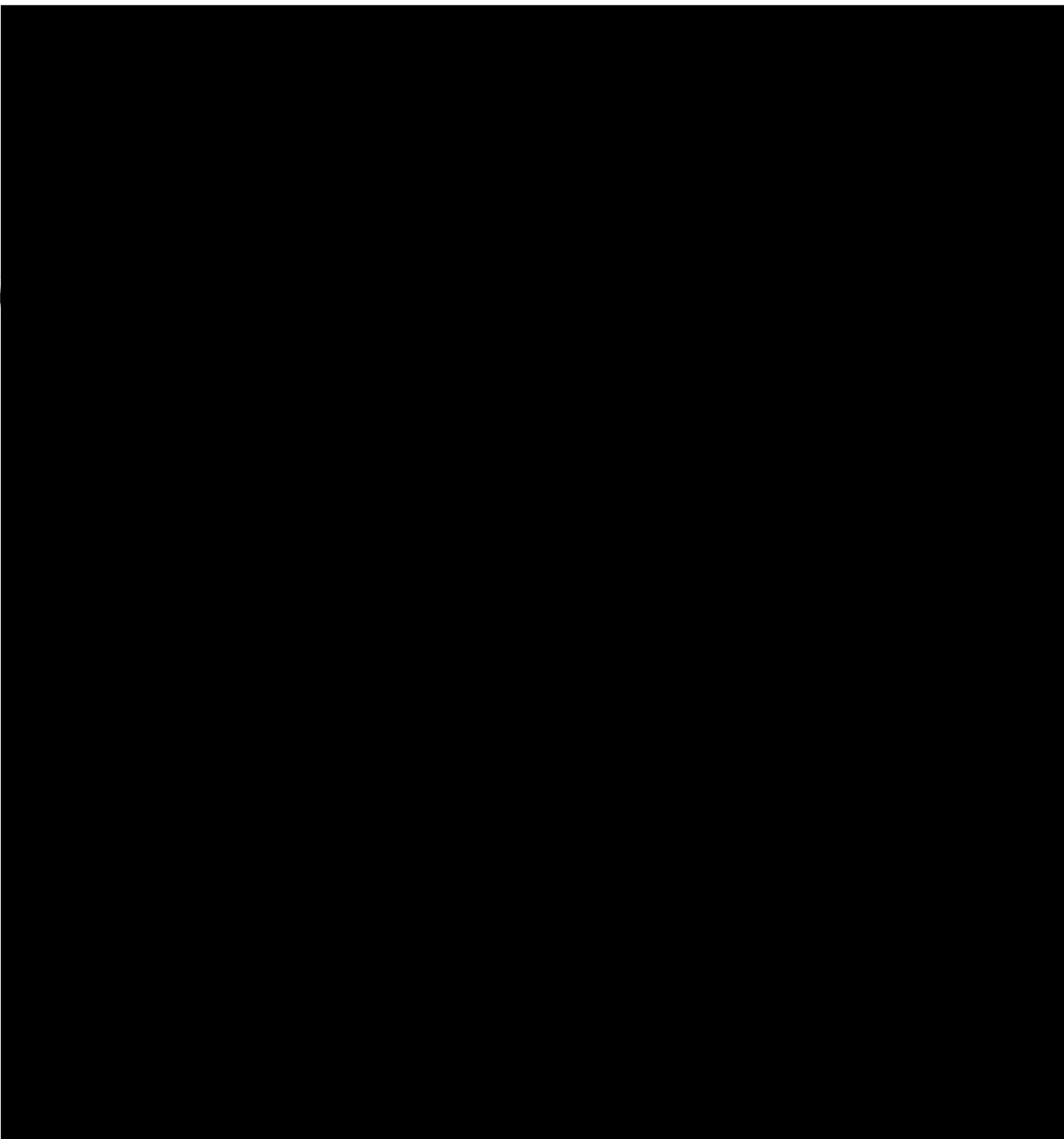
9.4.23

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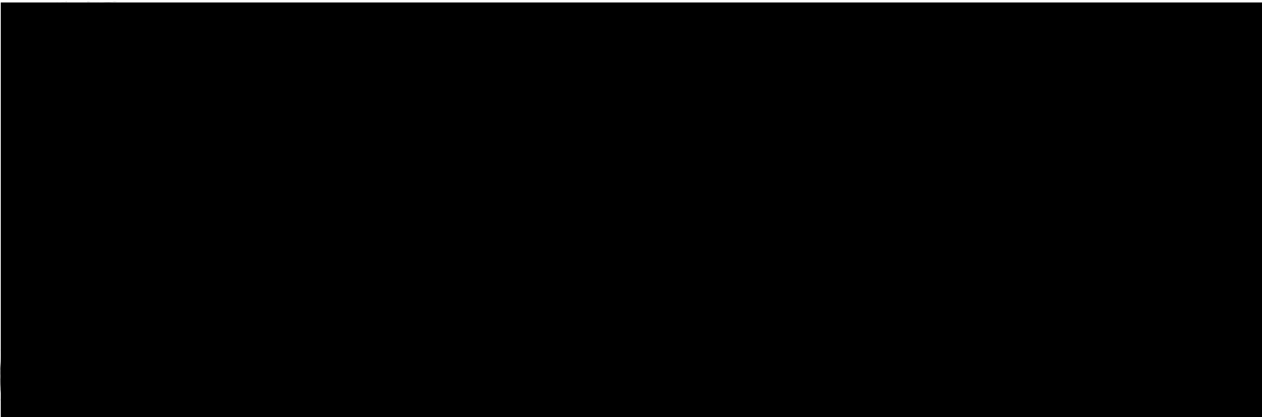
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8-28-23

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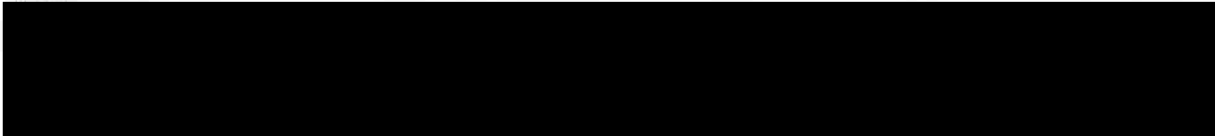
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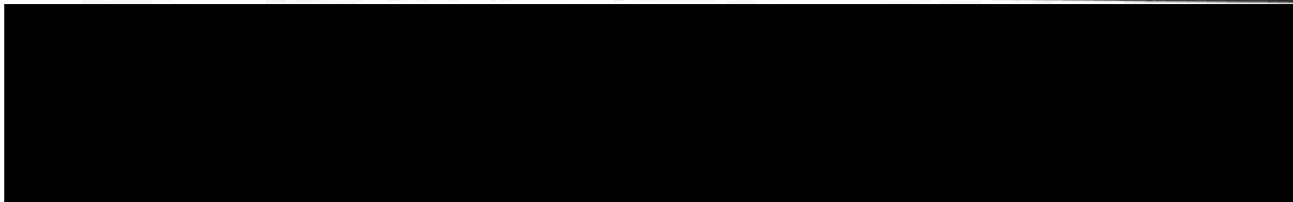
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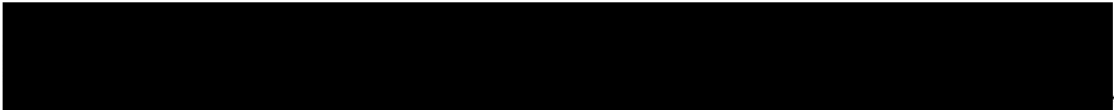
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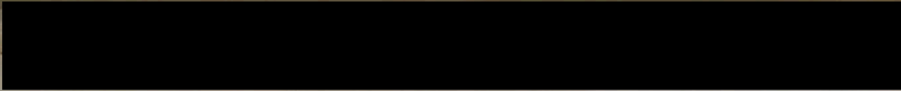
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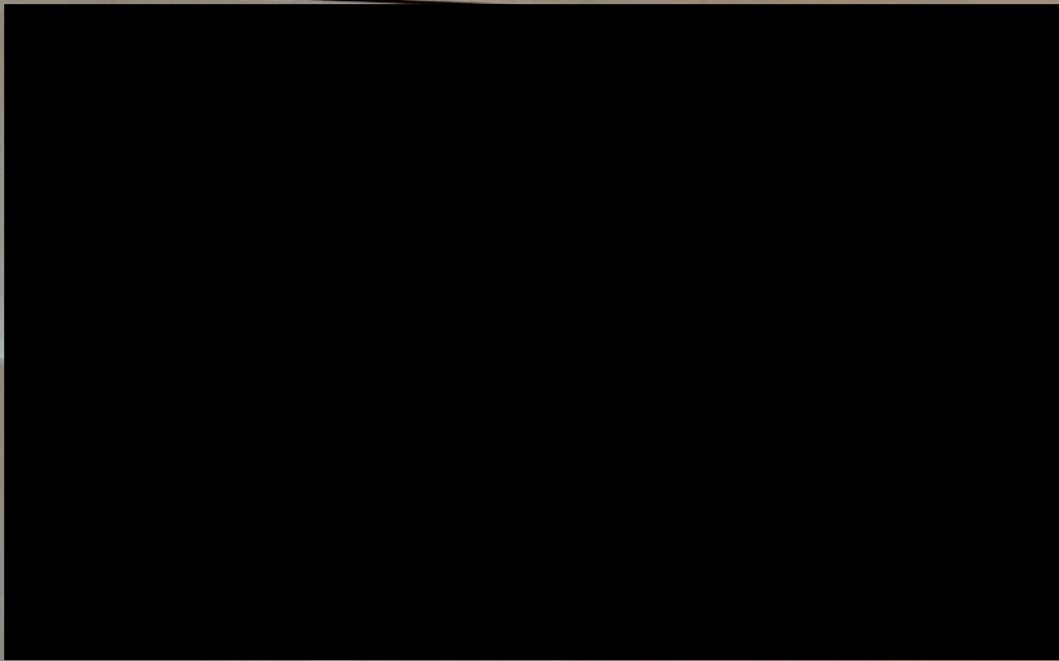


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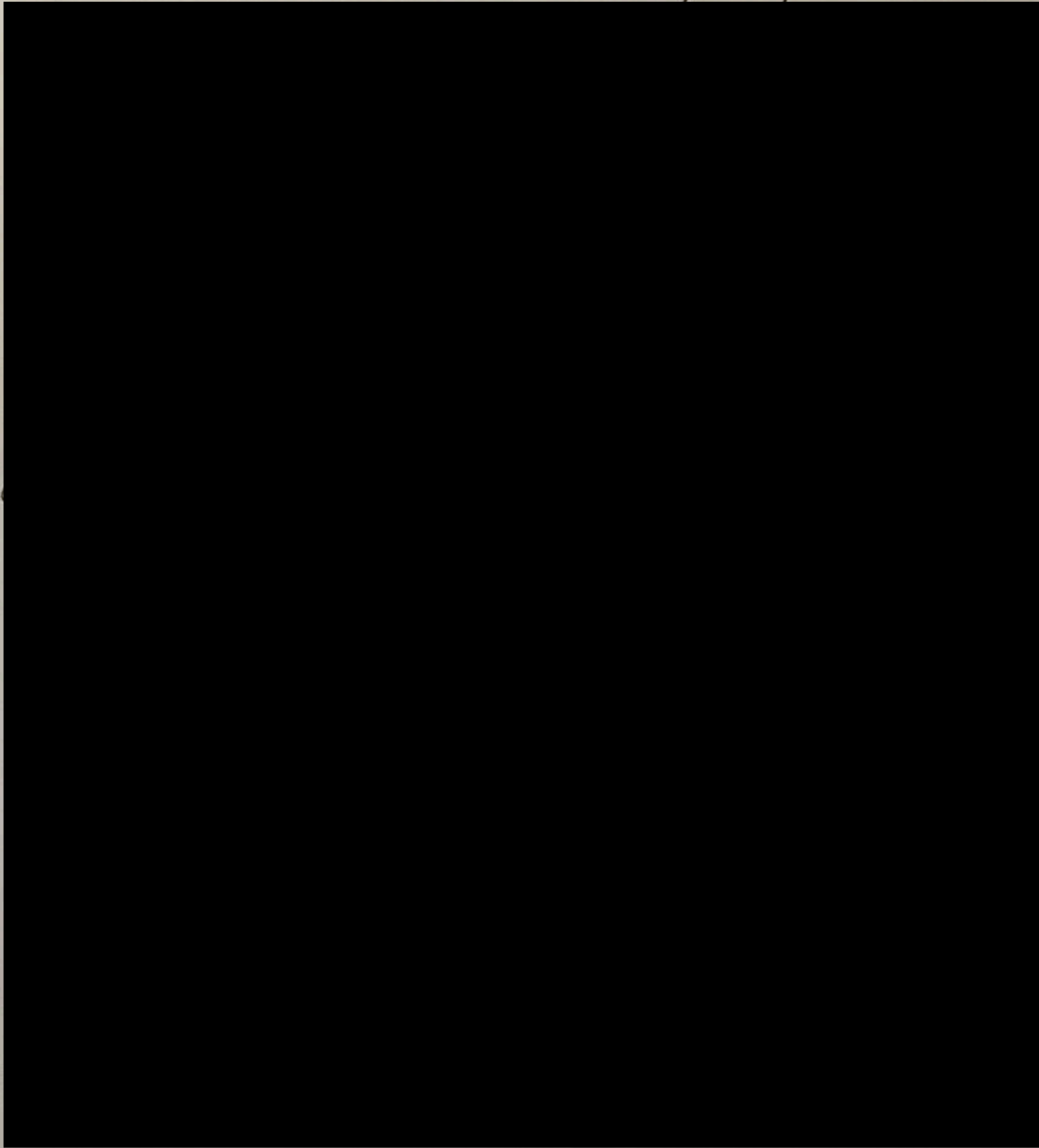
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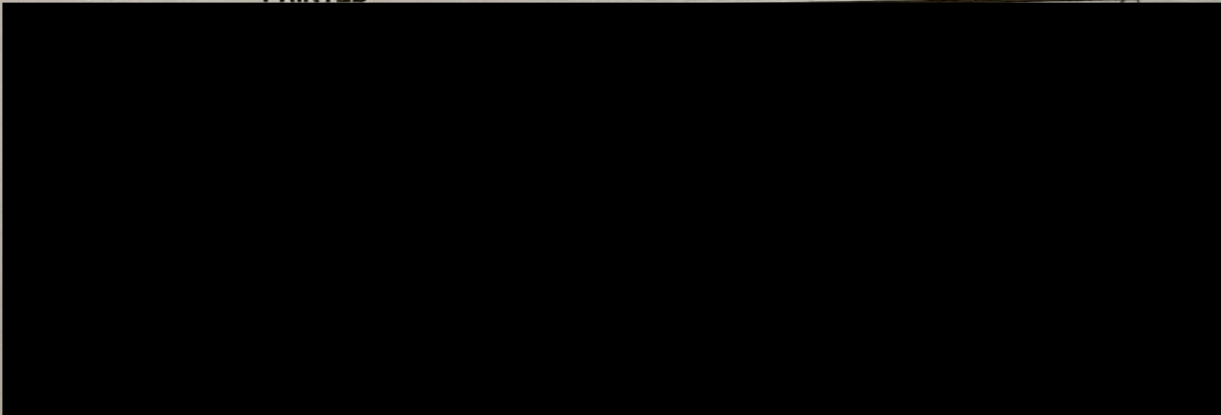
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& STREET

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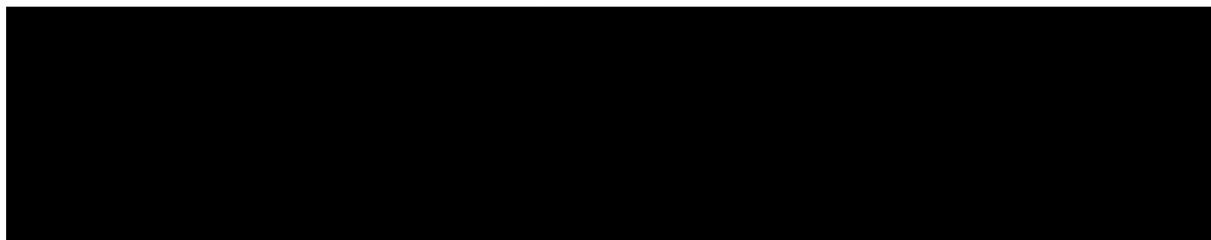
11/11/2

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			8/29/23

RESPONSE TO THE CITY'S SUB-CONSULTANT SURVEY

The survey as of November 3, 2023 had 707 responses to 21 questions. Many of the questions are not relevant to the Grand and Hermosa issue. Some questions were poorly worded and most importantly the absence of key questions makes this survey questionable at best.

Missing questions:

Are you a resident of Grand Ave, Hermosa Ave or Oak St? Please state your address.

Without a way of verifying the respondent's address, the results of the survey are prone to manipulation by outside interest groups like the Pasadena Cycling Association, who overwhelmed South Pasadena resident's e-mails to the City Council prior to the August 16th City Council Meeting. Without knowing who is taking the survey, the results should be thrown out. It also appears that the survey can be taken multiple times by the same respondent or multiple residents of the same property further invalidating the survey's results.

Do you support the implementation of the Slow Street Program? – Again this is the key question and it was not asked. All of the recent meetings, zoom calls, surveys are the result of opposition to the program and yet this question was not asked.

Q4 "Which of the following modes of transportation have you used on Oak / Hermosa / Grand after the project was installed? Select all that apply. "

This question should have asked (or have a companion question that asks) *compared to before the project was installed*. Without that language the impact of the project is unknown.

Numerous other questions are also poorly worded and confusing.

NOTIFICATIONS

2021 “Your Feedback Requested”. This was the door-to-door survey that only received 7 responses from resident on Grand. Note some of the errors in this flyer; The slow streets program will not impact vehicle access and on-street parking”. In actuality parking has been taken away on the East-West section of Hermosa and entirely on the East side of the North-South section of Hermosa. Also states “encourage physical activity (Walking, bicycling, etc.) when in fact on the East-West section of Hermosa where there is not a sidewalk, walkers are now forced further into traffic – which can not be considered encouraging. Also, to say “Drivers will be encouraged to move slowly and with caution” should have included “by placing them on a collision course with other cars”!

7/19/2023, There was no notice given to affected residents (after the 2021 survey) that the Slow Streets Program would be considered and voted on 2 years later at the July 19th 2023 City Council meeting, and as a result there were zero public comments prior to the council vote. In 1998 and 2011 when bike lanes were also proposed, there was considerable public feedback, and as a result, those projects didn't move forward. Residents on Grand Ave have a history of giving feedback on this topic but it didn't happen this time because of a lack of notification.

7/25/23, “Slow Streets” flyer. After the Council vote on July 19th, the City sent out this flyer. On the front page is generic information about the program. Only on the back page, and in relatively small print, is there the mention of the affected streets “Oak, Hermosa, and Grand. [Marked with red arrows by Save Grand and Hermosa]. This is an extremely poorly designed notification. The front page should have had large print saying “Oak St., Hermosa St. and Grand Ave., are about to change” which would have grabbed the property owners attention instead of a densely worded mailer that gets glanced at and tossed in the trash.

SOUTH PASADENA

SLOW STREETS



Your Feedback Requested

The South Pasadena Slow Streets Program presented by Metro aims to enhance traffic safety and encourage physical activity (walking, bicycling, etc) in the City of South Pasadena. Selected streets will utilize reflective signage (pictured below) at key intersections and potentially other traffic calming measures to help designate a 'Slow Street'.

The slow streets program will not impact vehicle access and on-street parking for residents, emergency vehicles, or delivery drivers. Drivers will be encouraged to move slowly and with caution. Residents, delivery drivers, visitors, and emergency responders still have 24-hour vehicle access to and from homes. Street sweepers and recycling/refuse trucks will also still have street access, with services performed as scheduled. Where applicable, vehicles parked on the street will still be required to move during designated street sweeping periods.

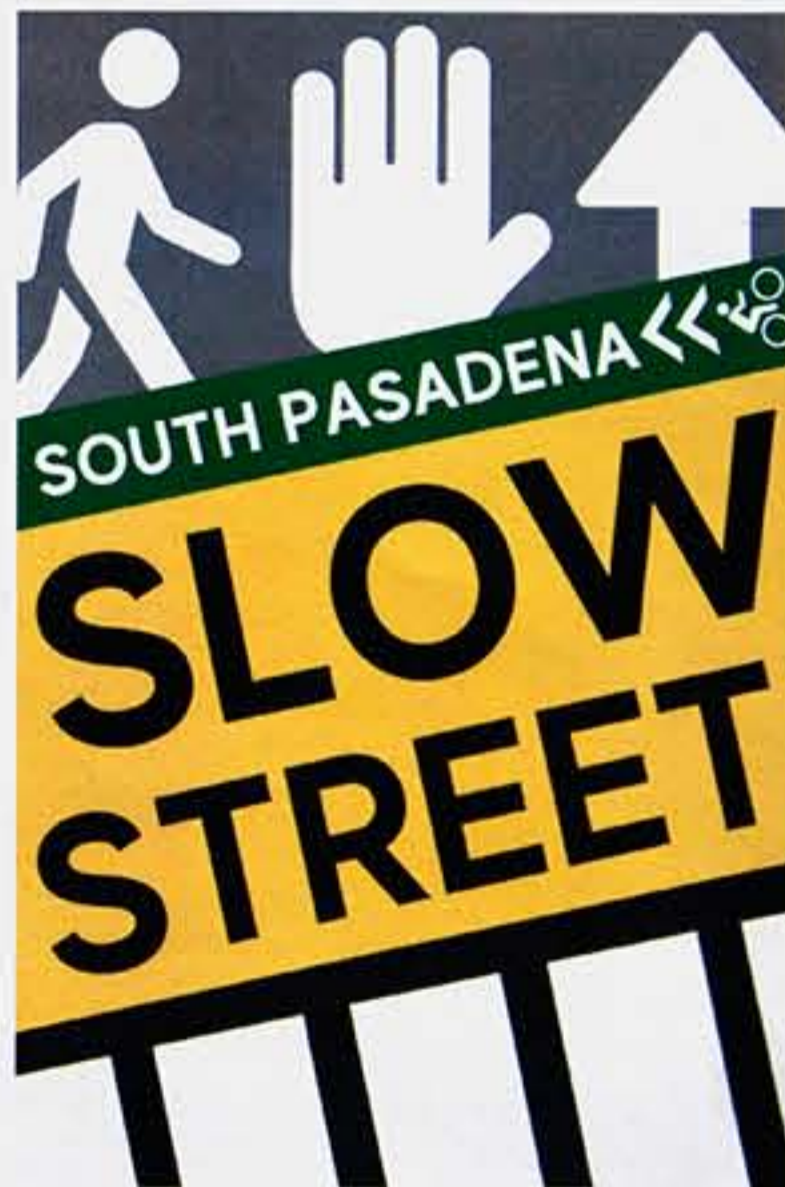
The first phase of the Neighborhood Slow Streets program was recommended by the South Pasadena Mobility and Transportation Infrastructure Commission and Department of Public Works based on various safety requirements. Additional streets may be requested by residents.

To nominate a street, please complete the online form here: www.activeSGV.org/SlowStreets. Please note that requests do not guarantee participation.

Still have questions?

Please contact us: francisco@activesgv.org or (626) 618-5637

SCAN ME
TO TAKE
TAKE THE
ONLINE
SURVEY



This program is made possible by repurposed Metro Open Streets grant funding.

SOUTH PASADENA

SLOW STREETS



Program Survey

Since you were not home when we stopped by, we would love your feedback. Please take a moment to complete the survey online at: surveymonkey.com/MissionSt, or by scanning the QR code in front. You may also mail a print copy of the survey to: ActiveSGV, 10900 Mulhall St., El Monte 91731.

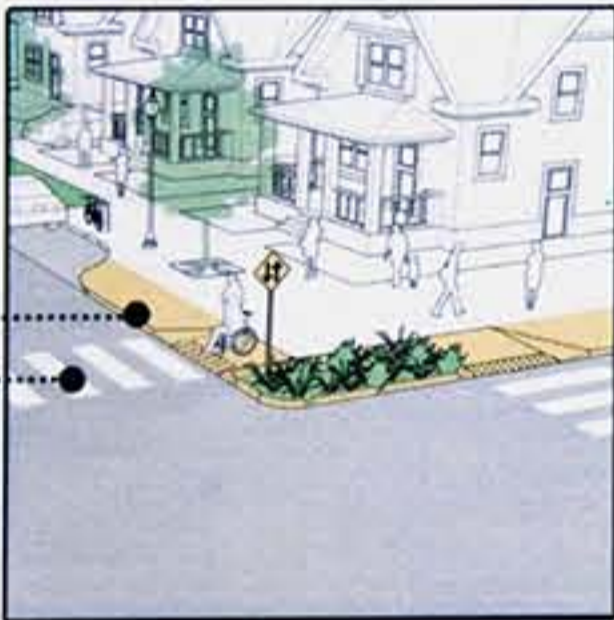
1. What street do you live on? _____ 2. Zip Code _____

3. Your street has been nominated to participate in the program. Would you like your street to be designated a 'South Pasadena Slow Street'? Yes No

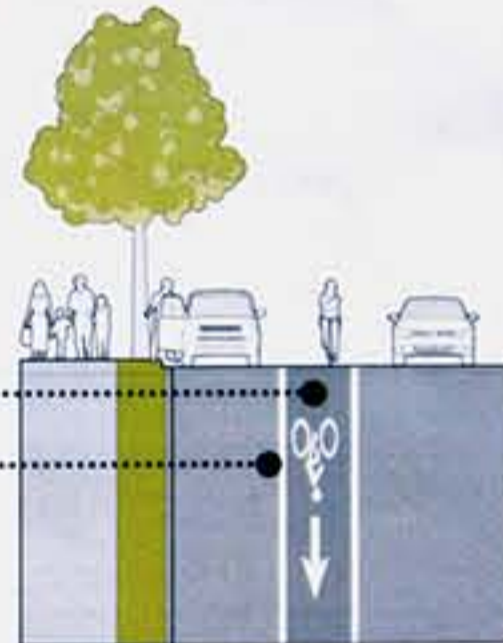
4. If Yes, what temporary elements would you like to be considered for your street (in addition to signage)?

Please select all that apply.

- High visibility crosswalks
- Curb extensions



- Edge line striping
- Temporary bike lane



Other traffic calming measures, please specify:

5. Would you be interested in becoming a 'Slow Streets Ambassador'? Responsibilities include: 1) Sharing information about the purpose of Slow Streets to fellow residents, and 2) notifying program staff if signage or equipment is missing, broken, or vandalized. If Yes, please complete

Email _____ and/or Phone _____

6. Would you like to see any other streets considered for this program? If so, please specify



presented by Metro

Residential Slow Streets

The South Pasadena 'Slow Streets' Program aims to enhance traffic safety by reminding motorists to slow down and be aware of people using the street. Selected residential streets will utilize signage and other temporary traffic calming measures, such as curb extensions, dedicated bicycle lanes, and high-visibility crosswalks to reduce speeding and improve safety.

Calles lentas residenciales

El programa 'Slow Streets' de South Pasadena tiene como objetivo mejorar la seguridad del tráfico recordando a los automovilistas que reduzcan la velocidad y estén atentos a las personas que usan la calle. Las calles residenciales seleccionadas utilizarán señalización y otras medidas temporales para calmar el tráfico, como extensiones de bordillo, carriles exclusivos para bicicletas y cruces peatonales de alta visibilidad para reducir el exceso de velocidad y mejorar la seguridad.

住宅慢街

南帕萨迪纳“慢速街道”计划旨在通过提醒驾车者减速并注意街道上的行人来增强交通安全。选定的住宅街道将利用标牌和其他临时交通稳定措施，例如路缘延伸、专用自行车道和高可见度人行横道，以减少超速并提高安全性。

Become an Ambassador

Members of the public can support the program by becoming an official 'Slow Streets Ambassador.' Duties include educating the public about the program and notifying staff if equipment is missing, broken, or vandalized. To volunteer, or for more info, please contact us: (626) 403-7370
PWServiceRequest@southpasadenaca.gov

Conviértete en Embajador

Los miembros del público pueden apoyar el programa convirtiéndose en un 'Embajador de Slow Streets' oficial. Los deberes incluyen educar al público sobre el programa y notificar al personal si el equipo falta, está roto o destrozado. Para ser voluntario o para obtener más información, comuníquese con nosotros: (626) 403-7370
PWServiceRequest@southpasadenaca.gov

成为大使

公众可以通过成为官方的“慢街大使”来支持该计划。职责包括向公众宣传该计划，并在设备丢失、损坏或遭到破坏时通知工作人员。如需志愿服务或了解更多信息，请联系我们：(626) 403-7370
PWServiceRequest@southpasadenaca.gov

What will my 'Slow Street' look like?

Cómo será mi 'Slow Street'? 我的“慢街”会是什么样子?

Based on a public request process, the following streets and safety measures were approved for the first phase of this temporary demonstration project. Basado en un proceso de solicitud pública, se aprobaron las siguientes calles y medidas de seguridad para la primera fase de este proyecto de demostración temporal.

根据公众请求流程，该临时示范项目第一阶段的以下街道和安全措施获得批准。

根据公众申请流程，该临时示范项目第一阶段的以下街道和安全措施已获得批准。

Oak St (Meridian - Garfield)

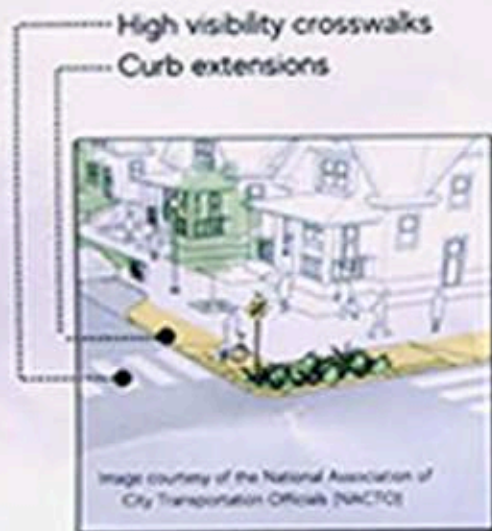
- 'Slow Street' Signage - Señales de 'calle lenta' - '慢街' 标牌
- High-Visibility Crosswalks - Cruces peatonales de alta visibilidad - 高能见度人行横道
- Curb Extensions - Extensiones de bordillo - 路缘延伸

Hermosa Ave (Grand - Columbia)

- 'Slow Street' Signage - Señalización de 'calle lenta' - '慢街' 标牌
- Curb Extensions - Extensiones de bordillo - 路缘延伸
- Uphill Bike Lane - Carril bici cuesta arriba - 上坡自行车道

Grand Ave (Mission - Columbia)

- 'Slow Street' Signage - Señalización de 'calle lenta'
- Curb Extensions - Extensiones de bordillo - 路缘延伸
- Bike Lane - Carril de bicicletas - 自行车车道



High-visibility crosswalks highlight where people may be crossing the road. **Curb extensions** visually and physically narrow the roadway, creating safer, shorter crossings for pedestrians, increasing available space for plantings and street trees, and calming traffic.

Los cruces peatonales de alta visibilidad resaltan dónde las personas pueden estar cruzando la calle. **Las extensiones de bordillo** estrechan visual y físicamente la calzada, creando cruces más cortos y seguros para los peatones, aumentando el espacio disponible para plantas y árboles en las calles, y calmando el tráfico.

醒目的人行横道突出显示人们可能过马路的位置。路缘延伸在视觉和物理上缩小了道路，为行人创造更安全、更短的十字路口，增加种植和行道树的可用空间，并平静交通。



Edge line striping visually narrows the roadway and highlights where vehicles may be parked. **Class II Bike Lanes** provide separated space for people riding bicycles, scooters, or other wheeled devices.

Las franjas de la línea de borde estrechan visualmente la calzada y resaltan dónde se pueden estacionar los vehículos. **Los carriles para bicicletas Clase II** proporcionan un espacio separado para las personas que andan en bicicleta, scooters u otros dispositivos con ruedas.

边缘线条纹在视觉上缩小了道路并突出显示了车辆可能停放的地方。II类自行车道为骑自行车、踏板车或其他轮式设备的人们提供独立的空间。

COUNCIL MEETING, July 19th 2023

The “Slow Streets Program” was item 30, starting at page 738, buried nearly at the back of the agenda for the night.



**CITY OF SOUTH PASADENA
CITY COUNCIL**

AMENDED AGENDA

**SPECIAL MEETING
CLOSED SESSION**

**WEDNESDAY, JULY 19, 2023
5:30 P.M.**

**AMEDEE O. "DICK" RICHARDS JR. COUNCIL CHAMBERS
1424 MISSION STREET, SOUTH PASADENA, CA 91030**

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

The South Pasadena City Council Meeting will be conducted in-person from the Amedee O. "Dick" Richards, Jr. Council Chambers, located at 1424 Mission Street, South Pasadena, CA 91030. Pursuant to Assembly Bill 361 Government Code Section 54953, subdivision (e)(3), the City Council may conduct its meetings remotely and may be held via video conference.

Public Comment regarding items on the Closed Session Meeting agenda will be taken at the beginning of the meeting. The public will be released from the meeting so that the City Council may convene Closed Session discussion of items allowed under the Government Code. Any reportable action taken in Closed Session will be reported by the City Attorney during the next Open Session meeting. A separate Zoom link will be provided for the Open Session for the public to attend.

Public participation may be made as follows:

- In-Person – Council Chambers, 1424 Mission Street, South Pasadena, CA 91030
- Live Broadcast via the City website – http://www.spectrumstream.com/streaming/south_pasadena/live.cfm
- Via Zoom – Meeting ID: **226 442 7248**
- Written Public Comment – written comment must be submitted by 12:00 p.m. the day of the meeting by emailing to ccpubliccomment@southpasadenaca.gov.
- Via Phone – +1-669-900-6833 and entering the Zoom Meeting ID listed above.

Meeting may be viewed at:

1. Go to the Zoom website, <https://zoom.us/join> and enter the Zoom Meeting information; or
2. Click on the following unique Zoom meeting link: <https://us06web.zoom.us/j/2264427248?pwd=aEFuSGszQ2I5WjJkemloTms0RTIVUT09>; or
3. By calling: +1-669-900-6833 and entering the Zoom Meeting ID listed above; and viewing the meeting via http://www.spectrumstream.com/streaming/south_pasadena/live.cfm

CALL TO ORDER:	Mayor	Jon Primuth
ROLL CALL:	Mayor	Jon Primuth
	Mayor Pro Tem	Evelyn G. Zneimer
	Councilmember	Jack Donovan
	Councilmember	Michael A. Cacciotti
	Councilmember	Janet Braun

ACTION/DISCUSSION

27. **APPROVAL OF CITY COUNCIL MEETING MINUTES FOR JUNE 22, 2022, AND JULY 20, 2022**

Recommendation

It is recommended that the City Council:

1. Approve the minutes for the June 22, 2022, Special Joint City Council Meeting (Commissioner Congress); and
2. Approve the minutes for the July 20, 2022, Regular City Council Meeting.

28. **REVIEW OF THE HUNTINGTON DRIVE AND MARENGO AVENUE INTERSECTION SECOND CROSSING GUARD PILOT PROGRAM AND APPROVAL OF A CONTRACT WITH ALL CITY MANAGEMENT SERVICES, INC. FOR CROSSING GUARD SERVICES IN AN AMOUNT NOT-TO-EXCEED \$330,008.40 FOR FISCAL YEAR 2023-2024**

Recommendation

It is recommended that the City Council:

1. Approve the continuation of a second crossing guard at Huntington Drive and Marengo Avenue;
2. Approve the contract with All City Management Services, Inc. for crossing guard services in an amount not to exceed \$330,008.40 for Fiscal Year 2023-2024 and authorize the City Manager to execute the contract; and
3. Approve the transfer of \$101,366.40 from General Fund reserves to the Account No. 101-4010-4011-8180 (Police Department-Contract Services) to fund the vendor's quoted "split shift" difference in cost for the crossing guard contract for FY 2023-2024.

29. **APPROVAL OF A TASK ORDER WITH TOOLE DESIGN GROUP, LLC FOR TRANSPORTATION PLANNING SERVICES AS IT RELATES TO THE FREMONT AVENUE, HUNTINGTON DRIVE, AND FAIR OAKS AVENUE CORRIDORS**

Recommendation

It is recommended that the City Council:

1. Approve the Task Order with Toole Design Group, LLC, to conduct a comprehensive community transportation planning charrette design process in the amount of four hundred and thirty thousand, and four hundred seventy-three dollars. (\$430,473.00);
2. Appropriate \$300,000.00 from the City's Measure M Local Return Fund 236 into Public Works Measure M Professional Services Account No. 236-6010-6011- 8170-000, and appropriate \$130,473.00 from City's Measure R Local Return Fund 233 into Public Works Measure R Professional Services Account No. 233-6010- 6011-8170-000 for a total authorized expenditure of \$430,473.00 for this work; and
3. Authorize the City Manager to execute the Task Order and any related documents.

 30. **RESIDENTIAL SLOW STREETS INSTALLATION**

Recommendation

It is recommended that the City Council review the Slow Streets Program as presented in the report and authorize City Staff to move forward with the installation of temporary Slow Streets Program equipment along the pre-selected residential streets, Hermosa Street, Grand Avenue, and Oak Street.



City Council Agenda Report

ITEM NO. 30

DATE: July 19, 2023
FROM: Arminé Chaparyan, City Manager *DEM for AZ*
PREPARED BY: H. Ted Gerber, Director of Public Works
SUBJECT: Residential Slow Streets Installation

Recommendation

It is recommended that the City Council review the Slow Streets Program as presented in the report and authorize City Staff to move forward with the installation of temporary Slow Streets Program equipment along the pre-selected residential streets, Hermosa Street, Grand Avenue, and Oak Street.

Background

The City's Slow Streets Program is intended to provide space for residents to safely walk and ride, and to support local businesses' use of outdoor space for dining or other purposes. This is accomplished by installing temporary program equipment along streets. In residential areas, this takes the form of temporary striping, curb extensions using reflective delineators, and bicycle lanes using short-term paint/tape and signs. In business areas the same elements are utilized, however temporary parklet structures are added to create usable street space, and other placemaking elements like furniture, plants, and art pieces are also incorporated.

In 2021, Public Works completed the pre-design outreach and prepared preliminary drawings illustrating the striping, curb extensions, parking and parklet layouts and dimensions to properly install program equipment and demonstration improvements along Mission Street, Hermosa Street, Grand Avenue, and Oak Street. Public Works began working with the consultant again in Spring 2023 to complete this work. The residential street plans for Hermosa, Grand, and Oak are now complete, and the plans for Mission Street are expected to be complete in early Fall.

Analysis

In Spring 2023, after City Council approval, the City executed a professional services agreement with Alta Planning + Design, Inc., the design team that conducted the 2021 work, along with sub-consultants Arroyo Group, Active San Gabriel Valley (ActiveSGV), and Iteris, Inc. The scope includes the residential section installation, as well as other project related work, such as initiation/administration, community outreach, design, monitoring, project evaluation, and the development of parklet designs/guidelines.

Residential Slow Streets Installation

July 19, 2023

Page 2 of 2

The proposed installation locations of the temporary equipment are shown in the attached Residential Slow Streets Directive Plans, including curb extensions and intersection/crosswalk improvements along Oak Avenue from Diamond Avenue to Garfield Avenue, temporary bicycle lanes along Grand Avenue from Mission Street to the Columbia Street, and temporary chicanes, intersection improvements, and a temporary bicycle lane along Hermosa Street. It may be necessary to make adjustments to the plan directions in the field based on site conditions, which will be discussed and implemented with Public Works staff oversight. ActiveSGV will lead the installation and specific door-to-door outreach along the three Slow Streets corridors (Oak Street, Hermosa Street, and Grand Avenue). This outreach will be conducted by ActiveSGV to inform residents of the installation. The temporary traffic control and physical installation of equipment along Mission Street will be completed by a separately contracted vendor with the project team's support.

Fiscal Impact

In August 2022, the City was awarded a grant of up to \$45,000 from the San Gabriel Valley Council of Governments (SGVCOG) toward the implementation of the Slow Streets Program with ActiveSGV. The SGVCOG grant Special Department Expense expenditure Account No. 247-6010-6011-8020-000 will be used for the \$28,000 cost for Alta sub-consultant, ActiveSGV, to install the residential program equipment under Task 4 of the existing 2022 & 2023 Slow Streets Program Professional Services Agreement. The grant is contingent on the funds being spent and the demonstrations in place by August 31, 2023. Adequate funding is available in the FY 2023-24 adopted budget for this service.

Commission Review and Recommendation

On May 31, 2023, the Mobility and Transportation Infrastructure Commission (MTIC) recommended that the City Council approve the installation of the temporary Slow Streets Program equipment along the residential streets. MTIC provided comments which informed the attached Residential Slow Streets Directive Plans.

Environmental Analysis

Installation of temporary equipment for a demonstration program has no permanent effects on the environment, and is therefore exempt from the California Environmental Quality Act (CEQA) analysis based on State CEQA Guidelines Section requirements under Section 21084 of the Public Resources Code, in accordance with Article 19, Section 15304 (e), Class 4 "minor alterations to land." Creation of temporary bicycle lanes on existing rights-of-way is also CEQA exempt in accordance with Article 19, Section 15304 (h), Class 4 "minor alterations to land."

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website.

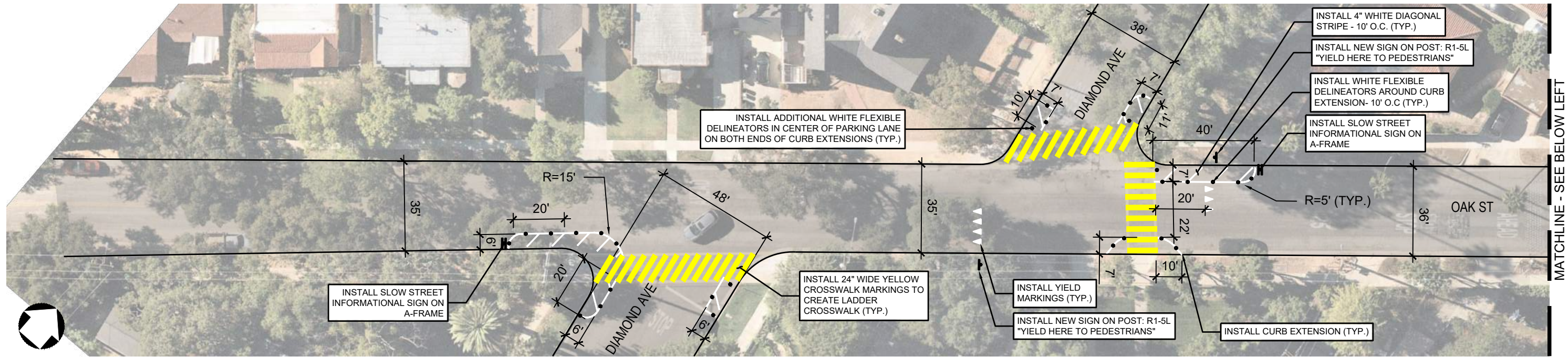
Attachments

Residential Slow Streets Directive Plans

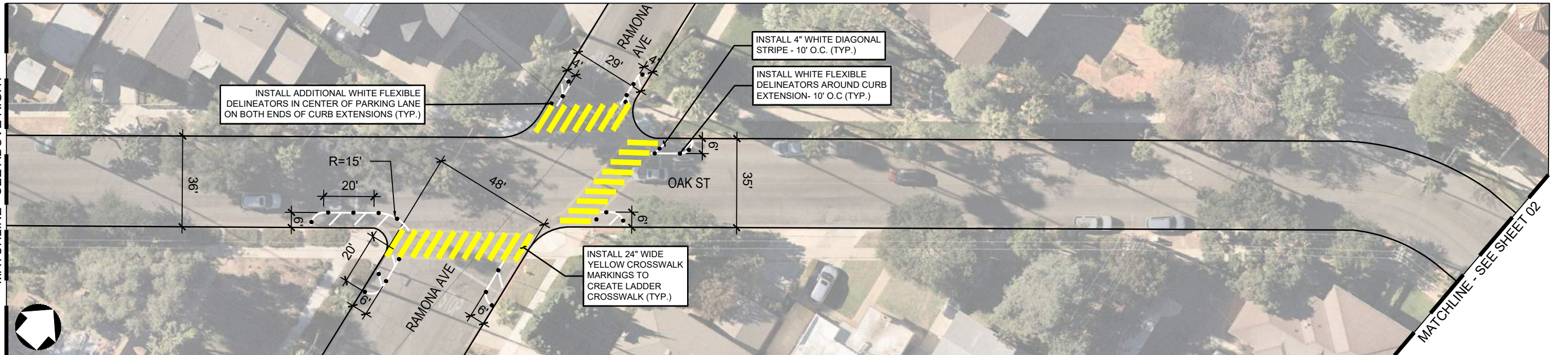
ATTACHMENT

Residential Slow Streets Directive Plans

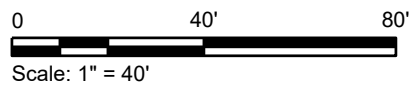
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PLAN 1A
SCALE: 1" = 40'



PLAN 1B
SCALE: 1" = 40'



**FOR TEMPORARY INSTALLATION ONLY
NOT FOR PERMANENT CONSTRUCTION**

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
OAK STREET



DESIGNED BY: ASHLEY HAIRE, CA PE #C81212
APPROVED BY: CITY OF SOUTH PASADENA

(SIGNATURE)

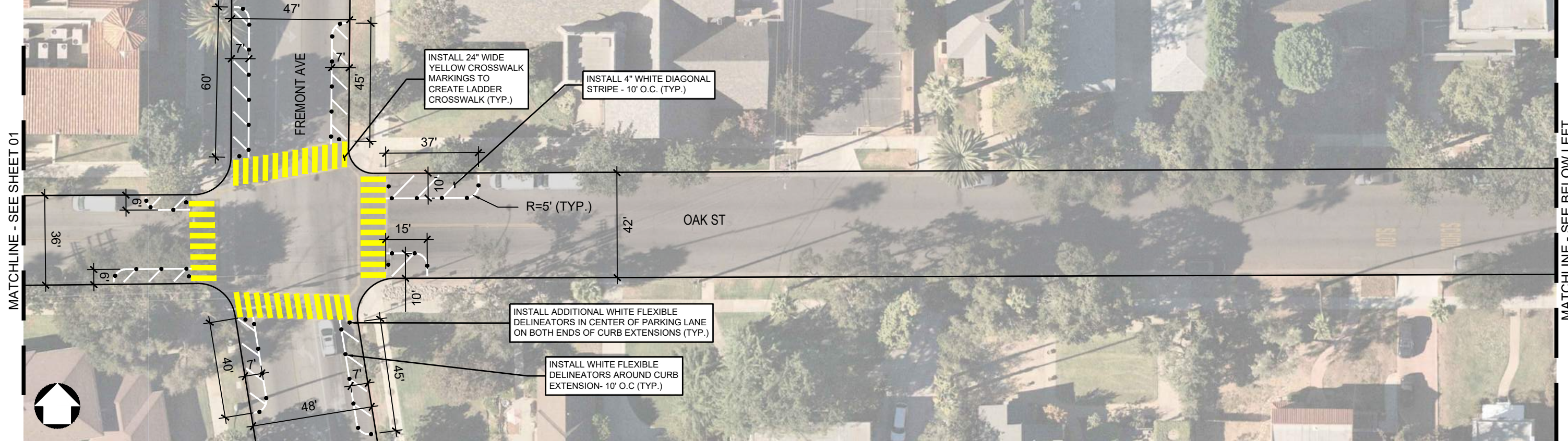
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- NOTES:**
1. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION
 2. STREET WIDTHS SHOWN ARE APPROXIMATE.
 3. ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.

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DIRECTIVE PLAN

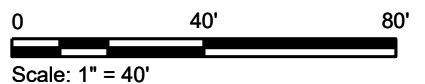
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PLAN 2A
SCALE: 1" = 40'



PLAN 2B
SCALE: 1" = 40'



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SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
OAK STREET



DESIGNED BY: ASHLEY HAIRE, CA PE #C81212
APPROVED BY: CITY OF SOUTH PASADENA

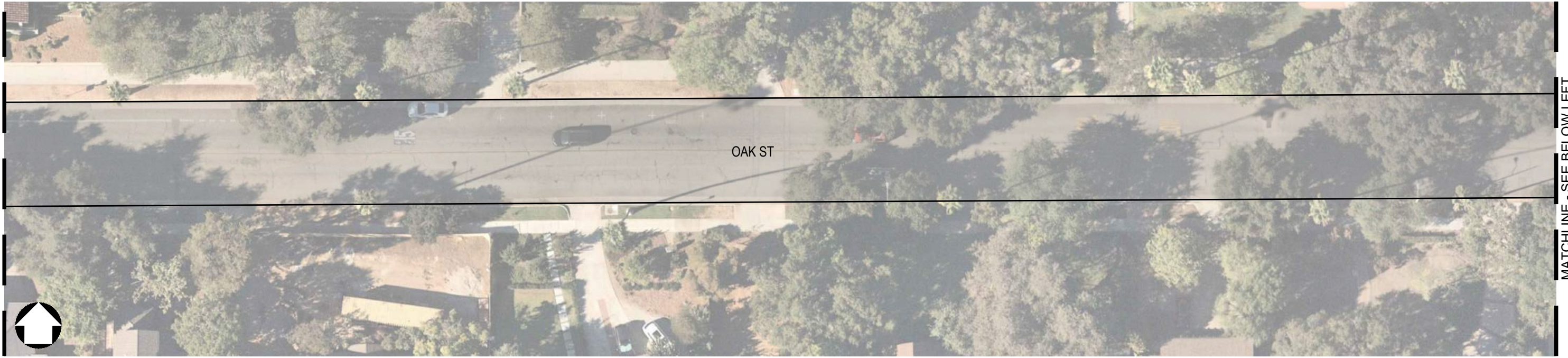
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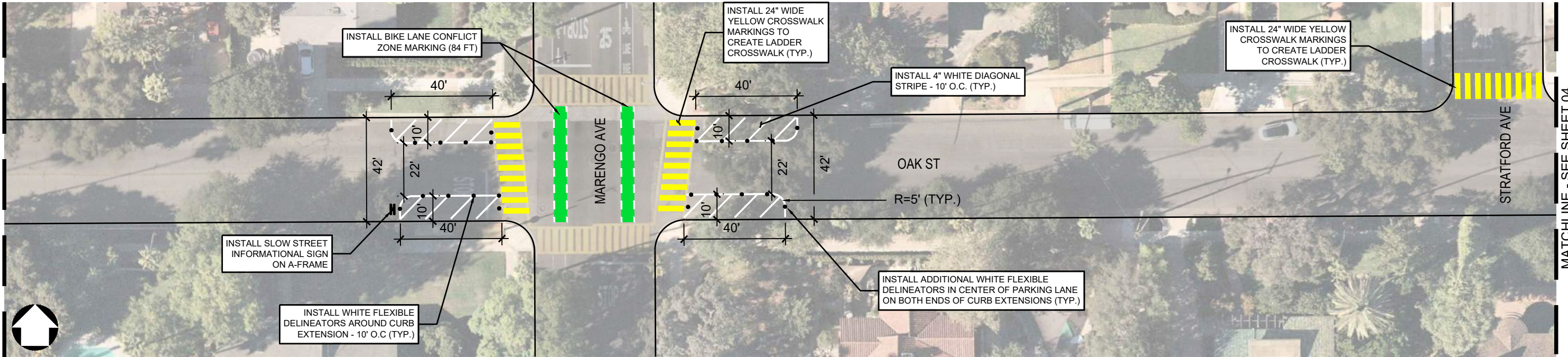
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MATCHLINE - SEE BELOW LEFT

PLAN 3A
SCALE: 1" = 40'

MATCHLINE - SEE ABOVE RIGHT



MATCHLINE - SEE SHEET 04



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PLAN 3B
SCALE: 1" = 40'

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
OAK STREET



DESIGNED BY: ASHLEY HAIRE, CA PE #C81212
APPROVED BY: CITY OF SOUTH PASADENA

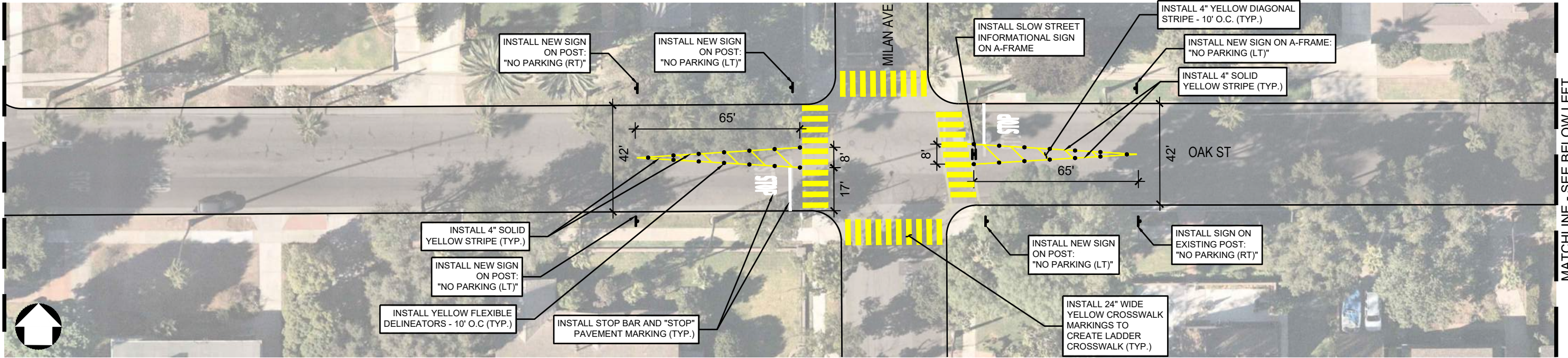
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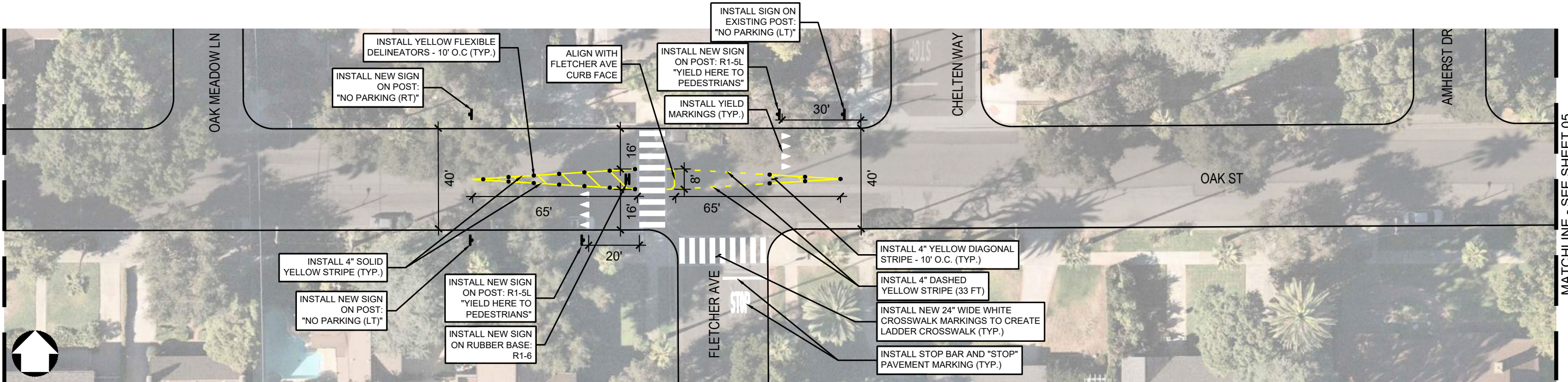
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PLAN 4A
SCALE: 1" = 40'

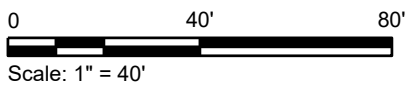
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PLAN 4B
SCALE: 1" = 40'

MATCHLINE - SEE SHEET 05



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SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
OAK STREET



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APPROVED BY: CITY OF SOUTH PASADENA

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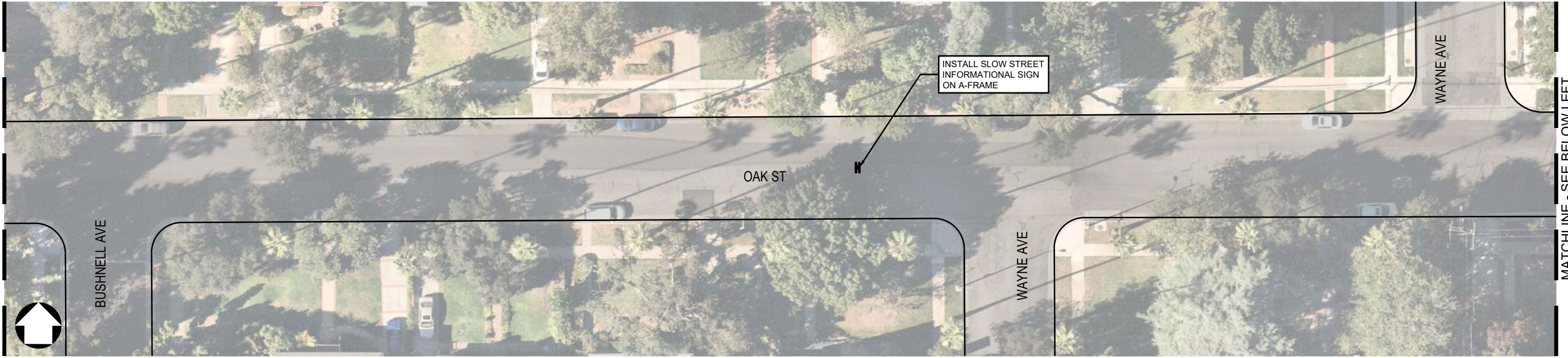
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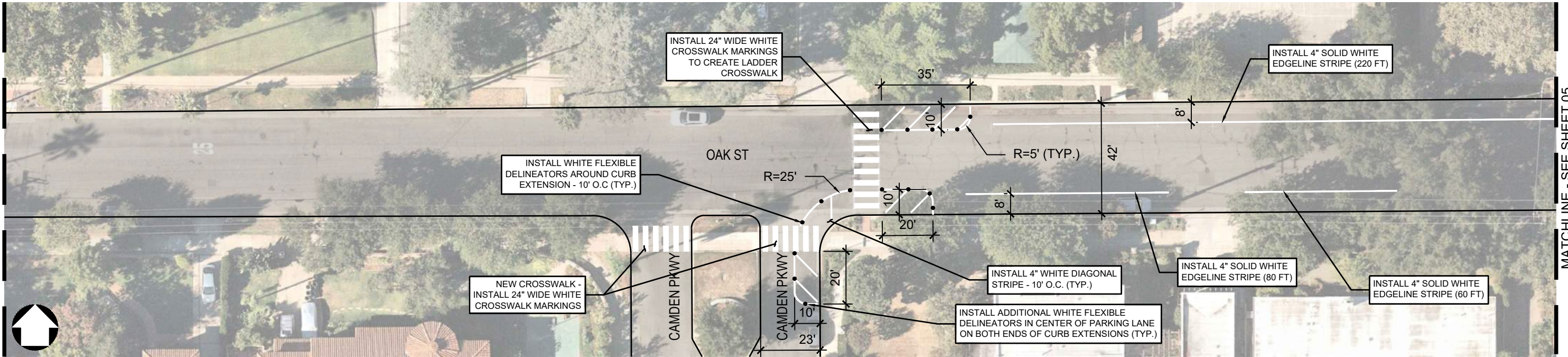
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MATCHLINE - SEE BELOW LEFT

PLAN 4A
SCALE: 1" = 20'

MATCHLINE - SEE ABOVE RIGHT



MATCHLINE - SEE SHEET 05

0 40' 80'
Scale: 1" = 40'

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PLAN 4B
SCALE: 1" = 20'

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
OAK STREET



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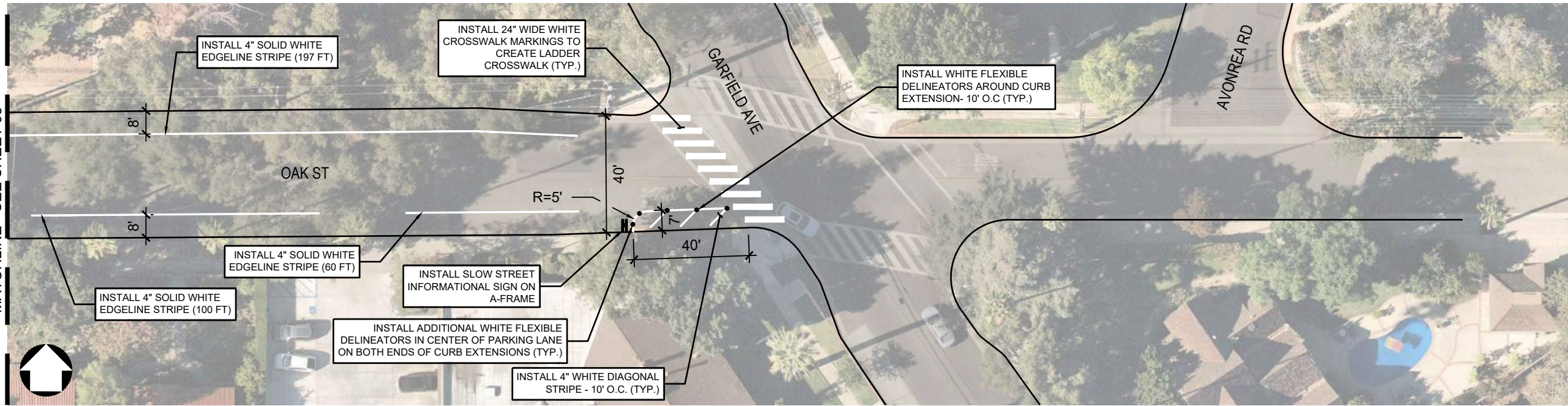
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MATCHLINE - SEE SHEET 05



PLAN A
SCALE: 1" = 40'

MATERIAL SPECIFICATIONS AND GENERAL NOTES:

1. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION
2. STREET WIDTHS SHOWN ARE APPROXIMATE
3. ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.
4. ALL SIGNING AND STRIPING SHALL CONFORM TO AND BE INSTALLED PER CALTRANS 2022 STANDARD PLANS, SPECIFICATIONS, AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. CLEAN THE ROADWAY SURFACE OF ANY DEBRIS BEFORE INSTALLATION.
6. FOLLOW MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION.
7. IF REMOVABLE TRAFFIC TAPE IS USED, IT SHALL BE NON-SLIP, RETRO-REFLECTIVE, AND FOLLOW CITY STANDARDS.
8. FOR LONGER-TERM PILOT PROJECTS, INTENDED TO BE IN PLACE OVER ONE MONTH, MORE DURABLE ACRYLIC PAINT IS RECOMMENDED IN HIGH TRAFFIC AREAS. HOWEVER, REMOVAL MAY REQUIRE SPECIAL EQUIPMENT.
9. FLEXIBLE DELINEATOR POSTS SHOULD BE SURFACE-MOUNTED. ONE OPTION COULD BE ADHESIVE BUTYL PADS.
10. REPLACE ANY FLEXIBLE DELINEATOR POSTS THAT BREAK OR ARE REMOVED. REGULARLY CHECK THAT POSTS HAVE NOT BEEN DAMAGED, MOVED, OR REMOVED.
11. REFRESH OR REPLACE ANY PAINT, STENCIL, OR TRAFFIC TAPE THAT MAY HAVE BEEN REMOVED OR FADED.
12. ADA ACCESS MUST BE MAINTAINED WITH ANY CHANGES MADE WITHIN THE PROJECT RIGHT OF WAY.
13. ALL MATERIALS USED TO DELINEATE THE ROADWAY INCLUDING FLEXIBLE DELINEATORS AND PAVEMENT MARKINGS SHALL HAVE RETRO REFLECTIVE PROPERTIES TO ENHANCE NIGHTTIME VISIBILITY.



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SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
OAK STREET

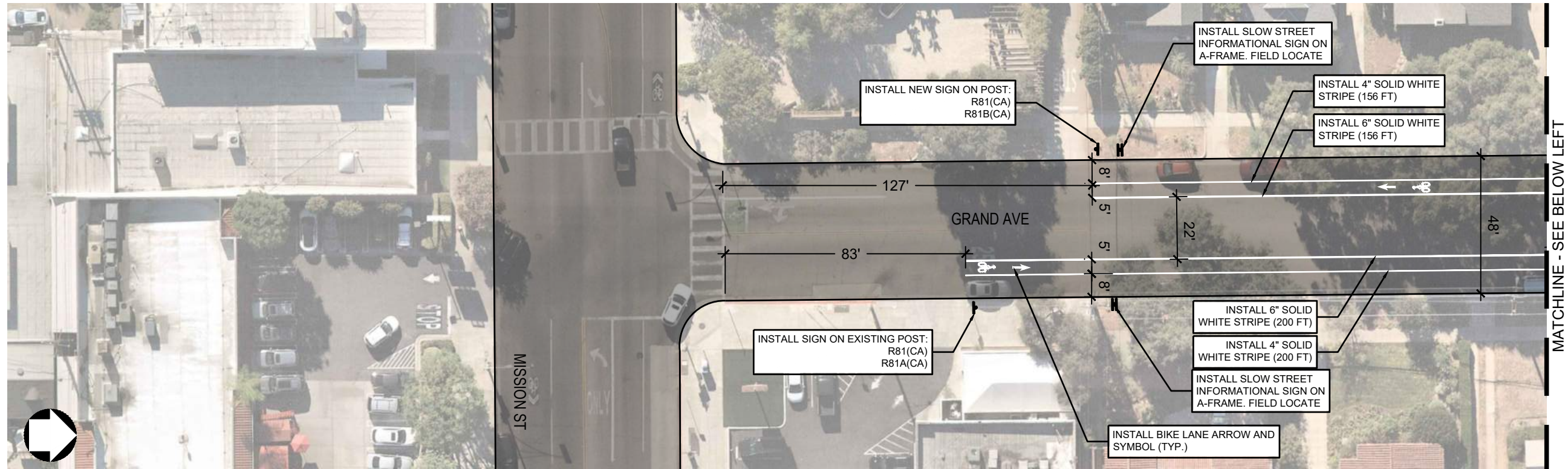


DESIGNED BY: ASHLEY HAIRE, CA PE #C81212
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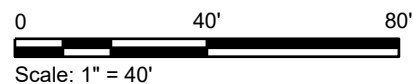
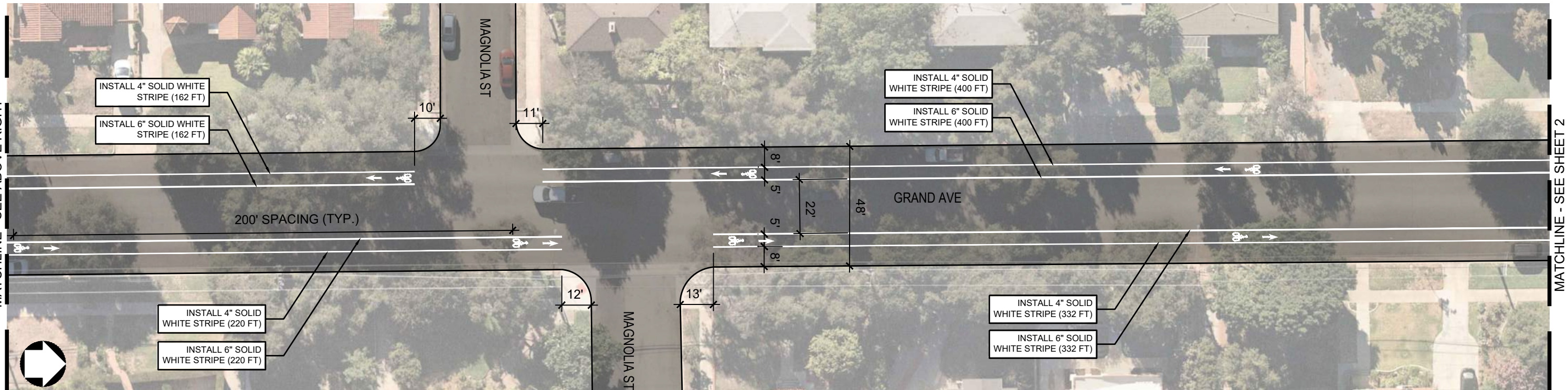
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DIRECTIVE PLAN

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PLAN 1A
SCALE: 1" = 40'



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PLAN 1B
SCALE: 1" = 40'

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
GRAND AVENUE



DESIGNED BY: ASHLEY HAIRE, CA PE #C81212
APPROVED BY: CITY OF SOUTH PASADENA

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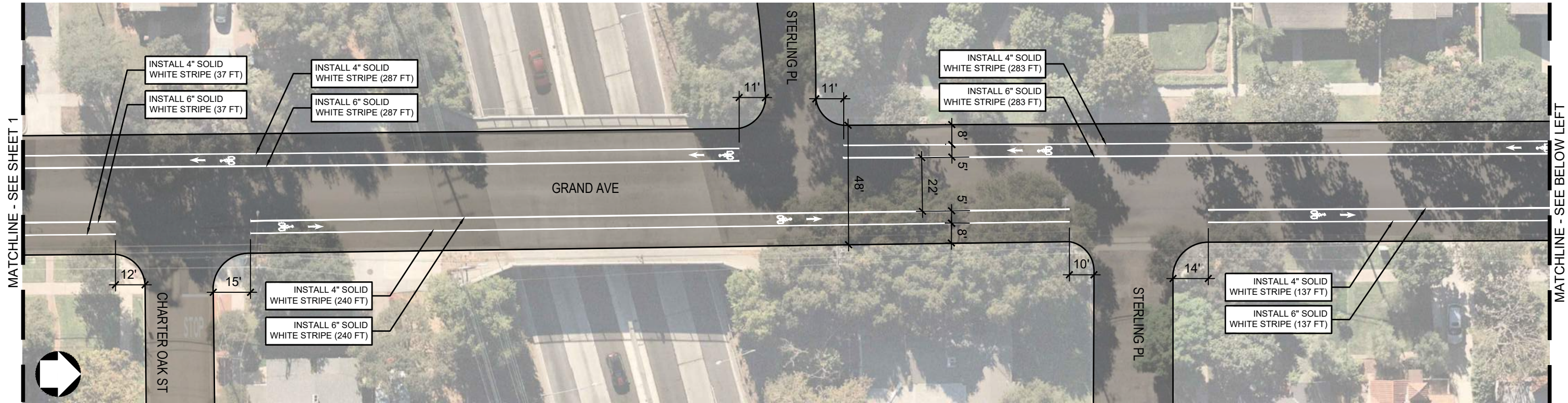
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DIRECTIVE PLAN

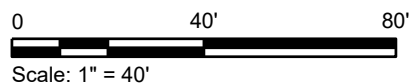
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PLAN 2A
SCALE: 1" = 40'



PLAN 2B
SCALE: 1" = 40'



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SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
GRAND AVENUE



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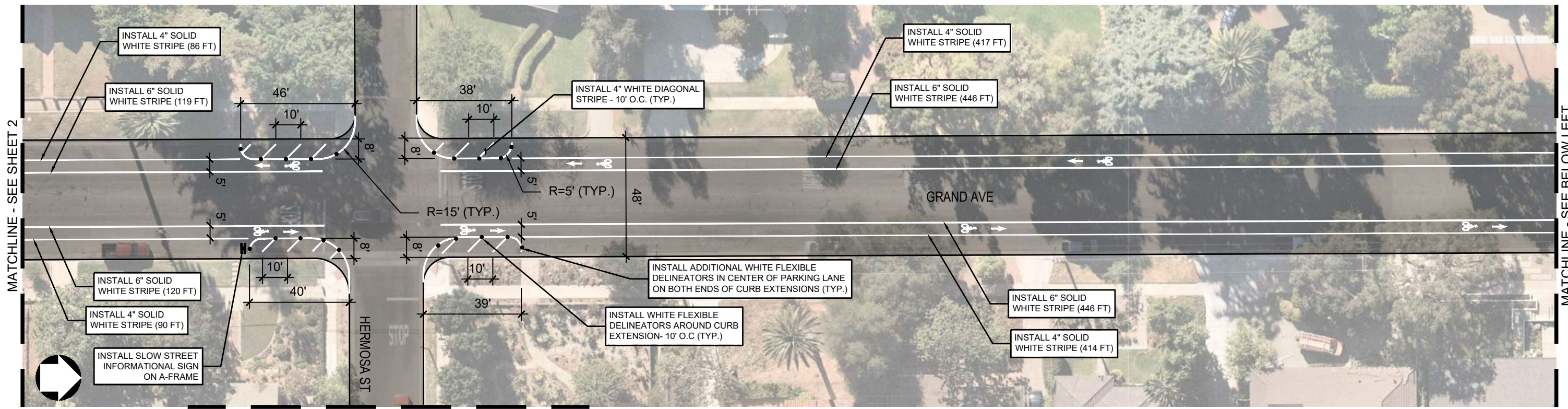
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DIRECTIVE PLAN

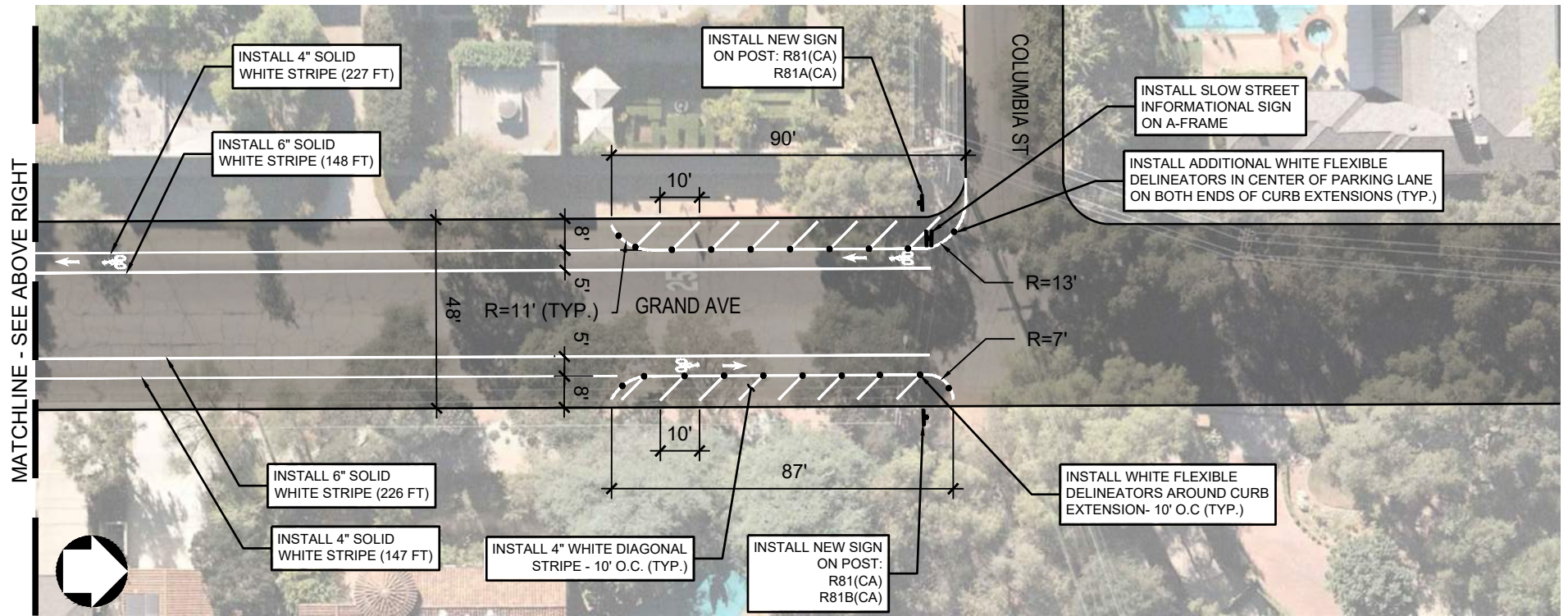
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PLAN 3A
SCALE: 1" = 40'



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PLAN 3B
SCALE: 1" = 40'

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
GRAND AVENUE



DESIGNED BY: ASHLEY HAIRE, CA PE #C81212
APPROVED BY: CITY OF SOUTH PASADENA

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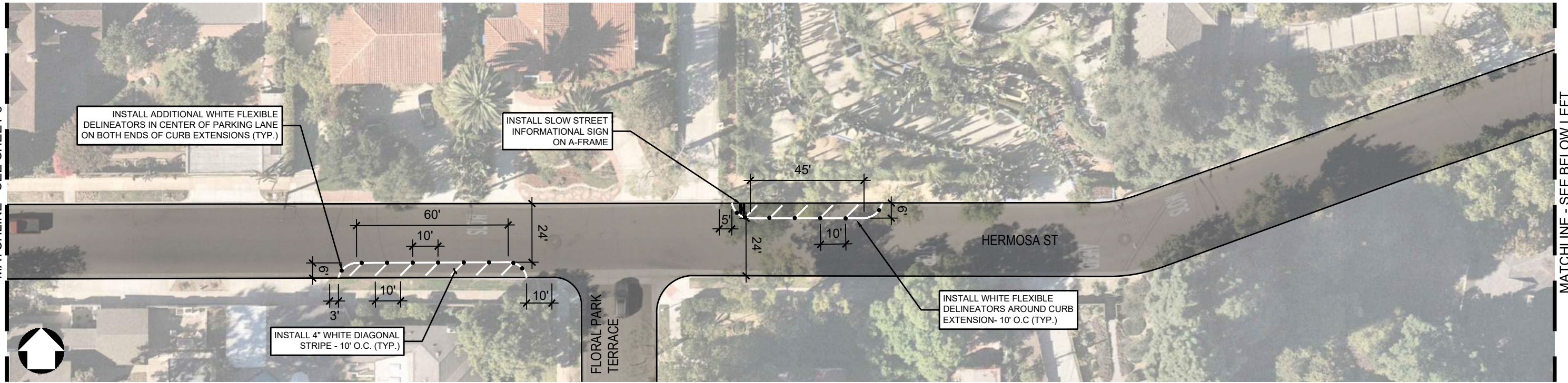
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305313

DIRECTIVE PLAN

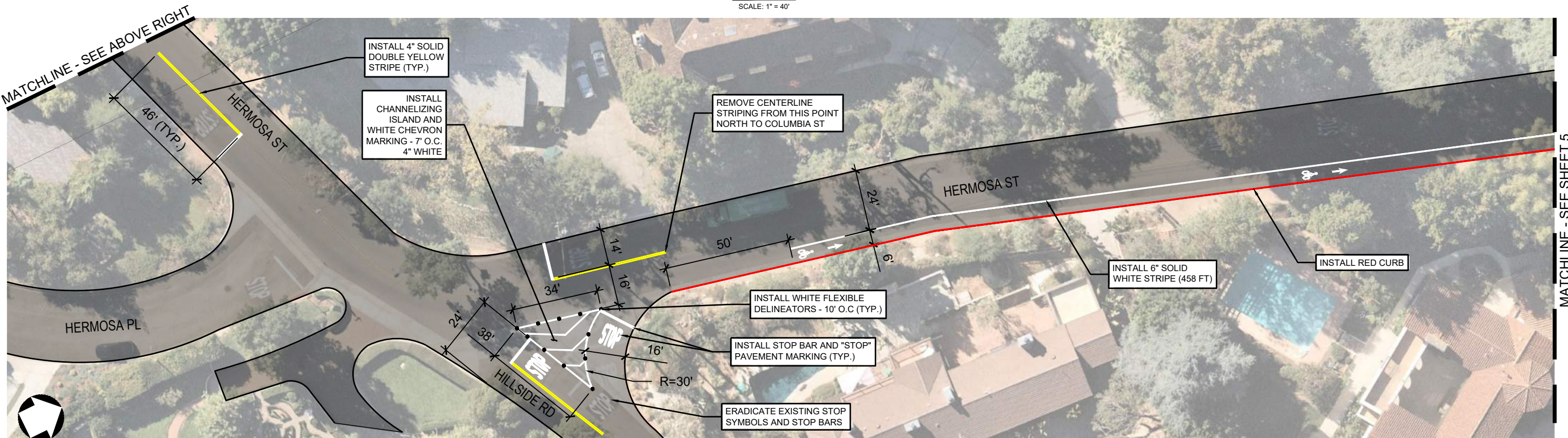
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MATCHLINE - SEE SHEET 3

MATCHLINE - SEE BELOW LEFT

PLAN 4A
SCALE: 1" = 40'



MATCHLINE - SEE ABOVE RIGHT

MATCHLINE - SEE SHEET 5

PLAN 4B
SCALE: 1" = 40'



**FOR TEMPORARY INSTALLATION ONLY
NOT FOR PERMANENT CONSTRUCTION**

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
HERMOSA STREET



DESIGNED BY: ASHLEY HAIRE, CA PE #C81212
APPROVED BY: CITY OF SOUTH PASADENA

NOTES:

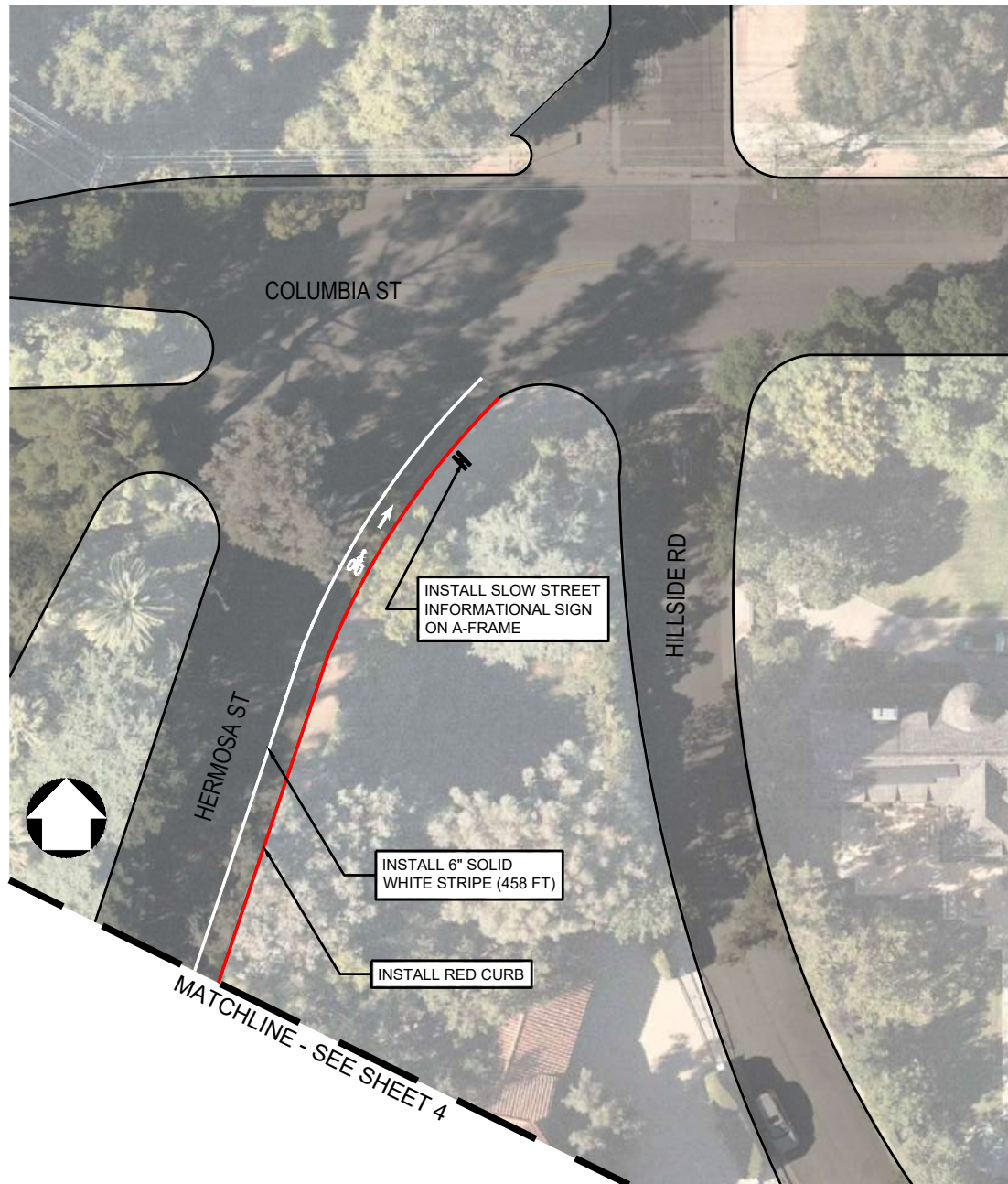
1. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION
2. STREET WIDTHS SHOWN ARE APPROXIMATE.
3. ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.

DIRECTIVE PLAN

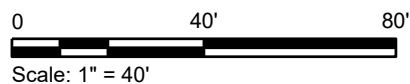
_____ (SIGNATURE)
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PLAN 5
SCALE: 1" = 40'



**FOR TEMPORARY INSTALLATION ONLY
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DESIGNED BY: ASHLEY HAIRE, CA PE #C81212
APPROVED BY: CITY OF SOUTH PASADENA

_____ (SIGNATURE)

_____ (PRINTED NAME)

MATERIAL SPECIFICATIONS AND GENERAL NOTES:

1. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION
2. STREET WIDTHS SHOWN ARE APPROXIMATE
3. ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.
4. ALL SIGNING AND STRIPING SHALL CONFORM TO AND BE INSTALLED PER CALTRANS 2022 STANDARD PLANS, SPECIFICATIONS, AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. CLEAN THE ROADWAY SURFACE OF ANY DEBRIS BEFORE INSTALLATION.
6. FOLLOW MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION.
7. IF REMOVABLE TRAFFIC TAPE IS USED, IT SHALL BE NON-SLIP, RETRO-REFLECTIVE, AND FOLLOW CITY STANDARDS.
8. FOR LONGER-TERM PILOT PROJECTS, INTENDED TO BE IN PLACE OVER ONE MONTH, MORE DURABLE ACRYLIC PAINT IS RECOMMENDED IN HIGH TRAFFIC AREAS. HOWEVER, REMOVAL MAY REQUIRE SPECIAL EQUIPMENT.
9. FLEXIBLE DELINEATOR POSTS SHOULD BE SURFACE-MOUNTED. ONE OPTION COULD BE ADHESIVE BUTYL PADS.
10. REPLACE ANY FLEXIBLE DELINEATOR POSTS THAT BREAK OR ARE REMOVED. REGULARLY CHECK THAT POSTS HAVE NOT BEEN DAMAGED, MOVED, OR REMOVED.
11. REFRESH OR REPLACE ANY PAINT, STENCIL, OR TRAFFIC TAPE THAT MAY HAVE BEEN REMOVED OR FADED.
12. ADA ACCESS MUST BE MAINTAINED WITH ANY CHANGES MADE WITHIN THE PROJECT RIGHT OF WAY.
13. ALL MATERIALS USED TO DELINEATE THE ROADWAY INCLUDING FLEXIBLE DELINEATORS AND PAVEMENT MARKINGS SHALL HAVE RETRO REFLECTIVE PROPERTIES TO ENHANCE NIGHTTIME VISIBILITY.

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT
HERMOSA STREET

DIRECTIVE PLAN