



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

**Council Chamber
1424 Mission Street, South Pasadena, CA 91030
April 16, 2024 at 6:30 p.m.**

IN-PERSON

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

Pursuant to Government Code Section 54953, subdivision (e) (3), meetings of the Mobility and Transportation Infrastructure Commission (MTIC) for Tuesday, April 16, 2024, will be conducted remotely and held by video conference.

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

Mobility and Transportation Infrastructure Commission

Zoom Meeting Information

Meeting ID: 881 0069 1922

Passcode: 810149

1. Go to the Zoom website, <https://zoom.us/join> and enter the Zoom Meeting information accordingly; or

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<https://us02web.zoom.us/j/88100691922?pwd=cIR4SVFOYm9SSkFoNFVGQWQvVVdQQT09>

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

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

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

Option 2: Email public comment(s) to: mticpubliccomments@southpasadenaca.gov. **Public Comments received in writing will not be read aloud at the meeting, but will be part of the meeting record.** Written Public Comments will be uploaded online for public viewing under Additional Documents. There is no word limit on emailed Public Comment(s).

Please make sure to indicate: 1) your name (optional), and 2) what agenda item you are submitting public comment on, and/or 3) Submit by no later than 12:00 pm., on Tuesday, April 16, 2024.

CALL TO ORDER: Chair Hughes

ROLL CALL: Commissioners: Commissioner Fisher, Chair Hughes, Commissioner Dunlap, and Vice Chair Zavala.

CITY COUNCIL LIAISON: Councilmember Evelyn Zneimer

STAFF PRESENT: Ted Gerber, Public Works Director (“PWD”), David Pena, Transportation Program Manager (“TPM”), and Reyna Salazar-Martin, Management Analyst (“MA”)

PLEDGE OF ALLEGIANCE: Commissioner Dunlap

PUBLIC COMMENT

1. Public Comment – General

ACTION/DISCUSSION

2. Review of the Measure M Multi-Year Subregional Program (MSP) Funding Plan

INFORMATION REPORTS

3. Project Status Update

COMMUNICATIONS

- 4 City Council Liaison Communications**
- 5 Commissioner Communications**
- 6 Staff Liaison Communications**

ADJOURNMENT

FUTURE MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETINGS

May 21, 2024	Council Chamber	6:30 P.M.
June 18, 2024	Council Chamber	6:30 P.M.
July 16, 2024	Council Chamber	6:30 P.M.

PUBLIC ACCESS TO AGENDA DOCUMENTS AND BROADCASTING OF MEETINGS

Commission Meeting agenda packets are available online at the City website: <https://www.southpasadenaca.gov/government/boards-commissions/mobility-and-transportation-infrastructure-commission>

ACCOMMODATIONS



The City of South Pasadena wishes to make all of its public meetings accessible to the public. If special assistance is needed to participate in this meeting, please contact the City Clerk's Division at (626) 403-7230. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Notification at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting (28 CFR 35.102-35.104 ADA Title II).

I declare under penalty of perjury that I posted this notice of agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena, CA 91030, and on the City website as required by law.

04/11/2024

/s/

Date

H. Ted Gerber,
Public Works Director

ITEM 2

**Recommend the Proposed Project List for the Measure M
Multi-Year Subregional Program (MSP) Funding Plan**



Mobility and Transportation Infrastructure Commission Agenda Report

ITEM NO. ____

DATE: April 16, 2024

FROM: H. Ted Gerber, Director of Public Works
David Peña, Transportation Program Manager

SUBJECT: **Recommend the Proposed Project List for the Measure M
Multi-Year Subregional Program (MSP) Funding Plan**

Recommendation

It is recommended that the Mobility and Transportation Infrastructure Commission (MTIC) provide recommendations and advisement on the following projects as part of the Measure M Multi-Year Subregional Program (MSP) Funding:

1. Program \$500,000 for the Garfield Avenue and Monterey Road traffic signal, bicycle lane improvements on Garfield Avenue in accordance with the adopted Bicycle Master Plan, and related community outreach;
2. Program \$900,000 for the Mission Street from Pasadena Avenue to Arroyo Drive intersection street improvements with multi-modal and safety improvements for all modes with bike lane connectivity, ADA compliant ramps, expanded sidewalks along Mission Street, curb improvements, right turn only lane on certain approaches, narrowing of traffic lane, pedestrian access and safety improvements, and restriping.

Background

On November 8, 2016, LA County voters approved Measure M, which is a 1/2 cent sales tax measure to provide funding for transportation improvements across Los Angeles County. The Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) adopted Measure M guidelines to establish a process by which subregional funds under Measure M are programmed by the subregions' respective governing entities. As a result, the San Gabriel Valley Council of Governments (SGVCOG) was tasked with programming and administering the Measure M MSP funds through the development of five-year subregional fund programming plans in the San Gabriel Valley. On October 4, 2017, the Arroyo Verdugo Streeting Committee, comprised of the Cities of Burbank, Glendale, La Canada Flintridge, Pasadena, South Pasadena, and a section of unincorporated LA County near Montrose, established the Arroyo Verdugo Communities Joint Power Authority (AVCJPA) to address regional transportation planning, and facilitate the distribution of Measure M funds in the subregion.

Measure M Subregional Program Funding Project List Recommendation

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The City of South Pasadena currently has a balance of \$937,150 of unprogrammed funds from the Metro Measure M Multi-Year Subregional Program funding. In this current Cycle 4, the City received an additional \$1,421,558 for Modal Connectivity, Complete Streets, Subregional Equity Program, and Transit Projects which totals up to \$2,358,708 available. Part of being a member of the AVCJPA, requires all six (6) Cities and unincorporated areas to collectively submit their projects as an MSP plan, or programming request, in May and June of 2024, with an expected Metro Board approval in June or July 2024. The submittal will be prepared by a consultant, Cambridge Systematics, on behalf of the AVCJPA.

In 2022, MTIC and the City Council considered programming MSP funds from Cycles 1 and 2 of the program, which was approximately \$1,210,000 and \$513,000, respectively – a total of \$1,722,624. Four of the five projects submitted were accepted by Metro at a total value of \$1,322,624 leaving \$400,000 unprogrammed from Cycle 2. This fifth project, the proposed Garfield Avenue and Monterey Road Traffic Signal and Bicycle Lane Improvements on Garfield Avenue, had been previously approved by Council at the March 2, 2022 Council Meeting, contingent upon several considerations. These included agreement and cost sharing with City of San Marino; consideration for synchronization with the existing traffic signal at Garfield Avenue and Mission Street; potentially programming an off-peak flashing yellow signal phase; and implementation of bike lanes on Garfield with community outreach. The project was approved for \$400,000 dollars and submitted to the AVCJPA, but it never became part of program due to the limited pre-analysis.

Analysis

The traffic signal project at Monterey and Garfield funding was never programmed, as such staff recommend allocating \$500,000 for the traffic signal project at Monterey and Garfield and a bike lane on Garfield Avenue. The Bicycle Master Plan of 2011 identifies a Class III north of Mission and Garfield and Class II bike lane south of Mission to Oak Street, and then a Class II from Oak Street to Huntington Drive. Staff are initiating a warrant analysis as a precursor requirement that helps inform whether a traffic signal is warranted. Additionally, staff initiated preliminary discussions with City of San Marino to discuss the cost-sharing for the traffic signal and other improvements along this corridor. Similar to City of South Pasadena, City of San Marino would have to confer with their Public Safety Commission and Council, and as well as their residents, if the project were to move forward.

The Fiscal Year 2024 Street Reconstruction Project identified various residential streets including a small segment on Mission Street between Arroyo Drive and Pasadena Avenue, approximately 220 feet of Right-of-Way and part of Arroyo Drive on the approaching north and south side. Currently, there is no specific funding allocated to reconfigure, restripe, or make improvements at this location.

Measure M Subregional Program Funding Project List Recommendation

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In the last ten years, the existing intersection specifically along Mission Street between Arroyo Drive and Pasadena Avenue experienced eight (8) traffic collisions that resulted in property damage but six (6) of those collisions listed “improper turning” as the primary collision factor and two (2) of them were Driving Under the Influence (DUIs) which listed the collision as the primary code of violation. While Arroyo Drive (the primary street) and Mission Street (secondary street) experienced four (4) traffic collisions with three (3) injuries for each of those accidents with one being a severe injury. On Pasadena Avenue and Mission, there was one (1) injury which listed the primary code of violation as pedestrian right-of-way. The intersection is challenging for all users due to the curve and grade change to various degrees and line of sight is difficult as well. Attachment 1 shows the proposed reconfiguration design, and restriping of the location.

The estimated costs for both projects, which are not currently appropriated in the City’s budget, are between \$900,000 to \$1.3 million dollars, depending on the type of material used for the improvements, i.e. asphalt or concrete.

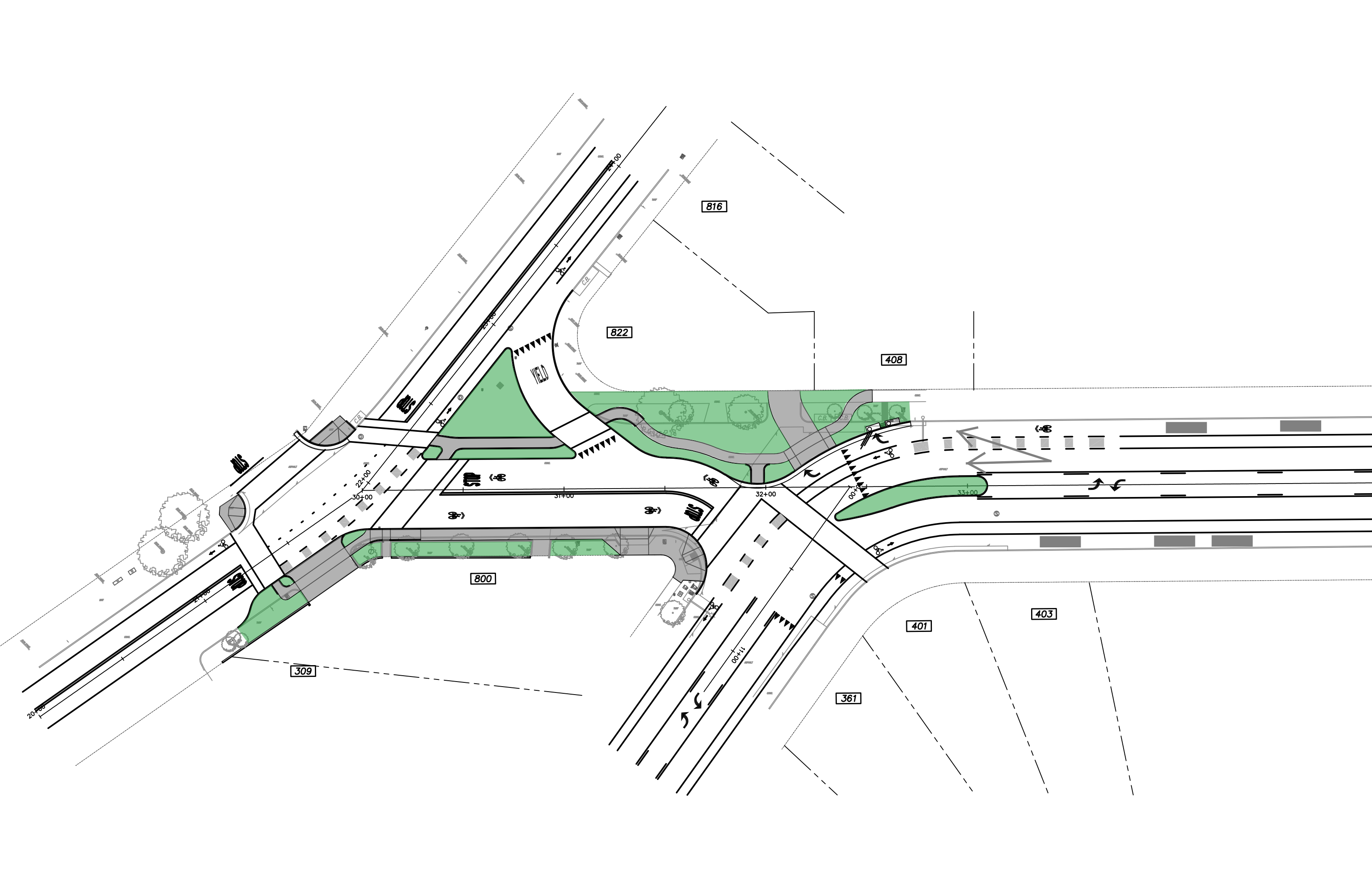
In total, these two projects would result in a cost of \$1,400,000 assuming asphalt is selected for project at Mission Street which would leave \$958,708 for future MSP programming.

Attachment

Proposed design of the Mission Street from Pasadena Avenue to Arroyo Drive
Intersection Improvement

Item 2 Attachment

Proposed design of the Mission Street from Pasadena Avenue to Arroyo Drive Intersection Improvement



ITEM 3

Project Status Update



Mobility and Transportation Infrastructure Commission Agenda Report

ITEM NO. 3

DATE: April 16, 2024
FROM: H. Ted Gerber, Director of Public Works
David Peña, Transportation Program Manager
SUBJECT: **Project Status Update**

Recommendation

It is recommended that the Commission receive and file an update on the status of projects related to the City’s mobility and transportation infrastructure.

Information

Public Works projects are generally divided into two areas: (1) Capital Improvement Program (CIP) projects and (2) routine or special Operations & Maintenance (O&M) projects. Ongoing or planned projects related to mobility and transportation infrastructure in both of these areas, along with their recent status, are listed in the tables below.

Capital Improvement Program (CIP) Projects	Project Status
<p>Mission and Fremont Rectangular Rapid Flashing Beacons</p> <p><i>Budget: Highway Safety Improvement Program (HSIP) \$238,465, Measure M Local Return \$26,497</i></p>	<p><u>No Significant Update</u> <i>Staff working to release bid with an update from the design consultant.</i></p> <p>This project installs Rectangular Rapid Flashing Beacons (RRFBs) at Fremont Avenue and Lyndon Street, Mission Street and Diamond Avenue, and Mission Street and Fairview Avenue.</p> <p>The design consultant has provided a first draft of the bid package construction documents – staff are reviewing the package and providing revision comments to the consultant. In order to accommodate the bid package advertisement, which requires compliance with federal requirements, staff worked with Metro and Caltrans to submit requests to extend the construction financing into 2024.</p>

Capital Improvement Program (CIP) Projects	Project Status
<p>Street Improvements</p> <p><i>Budget: General Fund \$2,298,445, Proposition C \$300,000, Gas Tax \$200,000, Measure R Local Return \$300,000, Measure M Local Return \$177,565, SB1 \$585,093, Bike & Pedestrian \$25,000</i></p> <p><i>Total \$3,886,103</i></p>	<p><u>Updated Status</u> <i>Project completed. Streetlight LEDs were delivered schedule for installation is pending.</i></p> <p>This work includes reconstruction projects along Monterey Road from Pasadena Avenue to the West City Limit, Alta Vista Avenue from Indiana Avenue to Oak Crest Avenue, Forest Avenue from Mission Street to the End of the Street, and Sterling Place from Floral Park Terrace of the End of the Street. All work is complete and project was delivered within budget and schedule. Staff continue to develop the next two project bid packages, which will be discussed with MTIC in future meetings.</p>
<p>Measure M Project Funding Requests</p>	<p><u>Updated Status</u> <i>New projects to be considered at April 2024 MTIC Meeting</i></p> <p>The Commission will review new proposed projects in to submit for the 2024 project request cycle. Staff met with the consultant for the AVCPA to discuss project ideas for MSP funding. Between April and May, staff will vet the projects ideas with the City Council and MTIC. Between May to June, the consultant will put together the MSP plan (the programming request) for approval at the June AVCJPA Board meeting. From June to July, the consultant team will put together submittal package for Metro approval.</p>
<p>Grevelia Street and Fair Oaks Avenue--Measure M Project</p> <p><i>Budget: Measure M MSP \$200,000</i></p>	<p><u>No Significant Update</u> <i>Staff submitted comments to the on-call consultant regarding the scope of work proposal for off-ramp queuing analysis. Staff is preparing a Master Service Agreement for the on-call consultant.</i></p> <p>Staff submitted the Scope of Work and Funding Expenditure to Metro for review. to execute a funding agreement (MM5506.06). The on-call consultant's scope of work for the analysis of Fair Oaks/Grevelia will include data collection and review, conceptual alternatives, operational evaluation, technical memo, and staff meetings tasks.</p>

Capital Improvement Program (CIP) Projects	Project Status
<p>Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Park</p> <p><i>Budget: Measure M MSP \$500,000</i></p>	<p><u>No Significant Update</u> <i>Staff submitted comments to the on-call consultant regarding the scope of work Orange Grove Project. Staff is working on a Master Service Agreement.</i></p> <p>Staff are working with a Metro representative to file the documents necessary to execute a funding agreement (MM5506.08). Upon approving the funding submittal, City Council directed staff to explore the feasibility of alternatives to the widening. Staff will also look at a traffic safety assessment for Orange Grove as part of the consultant's scope to then develop a task order. Staff received draft scope of work which will include 1) Data collection and review 2) Neighborhood Stakeholder Meetings/Work Sessions 3) Conceptual alternatives and recommendations 4) Meetings/Work Sessions and Administrative Support.</p>
<p>Pedestrian Crossing Devices</p> <p><i>Budget: Measure M MSP \$322,624</i></p>	<p><u>No Significant Update</u> <i>Funding Agreement is being reviewed by the City Attorney.</i></p> <p>Staff is working with a Metro representative to file the documents necessary in order to execute a funding agreement (MM4101.11). Staff made edits to Metro's feedback and submitted a final scope of work to Metro to initiate Funding Agreement terms. MTIC recommended crossing locations and will prioritize three intersections Meridian and Bank, Grevelia and Park, and Fair Oaks/Spruce.</p>
<p>Columbia Street Striping & Signal Improvements</p> <p><i>Budget: Measure M MSP \$300,000</i></p>	<p><u>Updated Status</u> <i>\$9.9M in Measure R Mobility Improvement Project (MIP) Funds were approved by Metro and Pasadena City Council included the project in their City CIP.</i></p> <p>The City of Pasadena is working with Metro to execute a funding agreement for the \$9.9M in Measure R MIP funds by Summer 2024. Staff are working with a Metro representative to file the documents necessary in order to execute South Pasadena's Measure M MSP funding agreement (MM5506.07). City staff discussed this project with the City of Pasadena and discussed potential short-term changes to Columbia Street like edge striping or other minor modifications before more comprehensive striping and signal improvements begin. Pasadena staff will look at the corridor and check to see what is feasible.</p>

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Capital Improvement Program (CIP) Projects	Project Status
<p>Garfield Avenue and Monterey Road Traffic Signal</p>	<p><u>Updated Status</u> <i>Staff met City of San Marino to discuss the warrant analysis at Monterey Road and Garfield Avenue.</i></p> <p>Similar to City of South Pasadena, City of San Marino staff will vet this project through their Public Safety Commission, City Council. In addition San Marino would require community buy in, and funding identification, if approved. The next step is to proceed forward with the warrant analysis and then have a follow-up discussions with City of San Marino. This will be the first step to conduct the necessary warrant analysis of the signal in order to fulfill the feasibility requirements of the funding source, before resubmitting the project to Metro.</p>
<p>Fremont/Huntington Mobility Active Transportation & Mobility Improvement Projects</p> <p><i>Budget: Measure M MAT \$6M, Measure M MIP \$10M</i></p>	<p><u>Updated Status</u> <i>Staff reviewed the first draft of the design charrette memos and provided comments to Toole Design for review and to finalize the document.</i></p> <p>Toole Design is working on finalizing three reports. Staff plans to present the reports to MTIC at a future meeting. Regarding the short-term improvements on Fremont Avenue, staff approved the restriping of Fremont Avenue and is scheduling a date for the work to be completed in May 2024.</p>
<p>City of Pasadena ‘Stub’ Relinquishment / Transitional Project Development & City of Alhambra I-10 Modifications</p>	<p><u>No Significant Update</u> <i>Discussion with Alhambra and Pasadena.</i></p> <p>South Pasadena, Pasadena, and Alhambra staff held an initial discussion, and are scheduling follow up meetings. The City of Alhambra approved a Measure R funding agreement with Metro for the Fremont Ramp and Interchange Improvements. Staff provided an update to Council on the status of the Pasadena re-visioning process and the ‘Advancing Alhambra’ projects. On Monday, 9/11, Pasadena Council considered a contract for strategic planning and project management services for the relinquished 710 stub area. City Manager team also made a presentation to Council regarding the status of the project. City staff discussed this project with the City of Pasadena, the City of Alhambra, and the Fremont/Huntington/Fair Oaks planning consultant as it related to neighboring City projects and their impact on South Pasadena planning effort.</p>
<p>Sidewalks Replacement & ADA Ramps Upgrades</p> <p><i>Budget: \$564,663</i></p>	<p><u>Updated Status</u> <i>Bid package is under development.</i></p> <p>Design work is commencing on the intersections of Rollin Street, Gillette Crescent (north and south) and Lyndon Street along Meridian Avenue. The second phase of design work will include Wolford Lane, Summit Drive, and Braewood Court. Ramps at Pine and Maple will be addressed as needed during a separate street improvement project.</p>

Project Status Update

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Capital Improvement Program (CIP) Projects	Project Status
<p>North-South Corridor Intelligent Transportation Systems (ITS) Deployment Project</p> <p><i>Budget: \$9M Rogan Funds, \$1.4 General Fund</i></p>	<p><u>No Significant Update</u> <i>Consultant KOA provided the 30% Design Plans for staff to review.</i></p> <p>Staff reviewed and submitted comments on 30% plans and is waiting to receive the Cultural Resource Research Records for the environmental phase. Staff met with LA Metro to discuss the fiber connection and strands. The city will permit the use of virtual local-area network (VLAN) on switches in lieu of splicing fiber cable which would reduce costs for the signal prioritization for Line 260. This would have minimal impact and would limit the use of the city’s infrastructure. This process also helps with performance and security. Staff and KOA are working with Metro’s consultant Iteris on the implementation.</p>
<p>Farmer's Market Bollard System</p>	<p><u>No Significant Update</u> <i>Potential grant funding opportunity identified.</i></p> <p>This future proposed project is listed in the 5-Year Capital Improvement Program (CIP). Staff is currently exploring an available funding opportunity for this project. The project is scheduled for implementation in Fiscal Year 2024-2025.</p>
<p>Fair Oaks SR-110 Interchange Loop/Hook On-Ramp</p> <p><i>Budget: Measure M MIP \$70 Million</i></p>	<p><u>Updated Status</u> <i>Staff submitted a scope of work to Metro which covers the Project Approval and Environmental Document (PA/ED) Phase only and is pending Metro and City Council approval.</i></p> <p>Staff and HNTB continue to work together with Metro to draft a Funding Agreement (FA) to submit to Metro that will cover the Project Approval/Environmental Document Phase of the project. Once this is complete, the draft FA will be sent to Metro for further review. Work on the item can commence with Council approval.</p>
<p>Fair Oaks SR-110 Interchange Loop/Hook Grevelia Off-Ramp</p> <p><i>Budget: See above</i></p>	<p><u>Updated Status</u> <i>Alternative study scope being developed.</i></p> <p>See above “Fair Oaks SR-110 Interchange Loop/Hook On-Ramp” status.</p>

Project Status Update

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Capital Improvement Program (CIP) Projects	Project Status
<p>Federal Transportation Improvement Plan (FTIP)</p>	<p><u>No Significant Update</u> <i>Staff updated five (5) FTIP projects with Metro.</i></p> <p><i>FTIP is a federally mandated list of transportation projects that are funded with federal, state, or local funds. It also includes projects regionally significant for transit, highway, local roadway, bridge, freight, bicycle, and pedestrian.</i></p> <p><i>Over the last two months staff has been working with Metro staff, and discussed projects with Caltrans and FHWA to update all projects and remove projects that were deobligated. Staff also reconciled duplicate projects and projects that were deprioritized by the City several years ago. The system is updated every two years by staff and requires City staff to provide changes in the FTIP system. Future projects will be added to the FTIP pending formal review by Metro's FTIP team based on funding source and significance.</i></p>
<p>Highway Safety Improvement Program (HSIP) Cycle 11 Projects</p> <p><i>Budget: \$540,760 HSIP with \$88,840 City match</i></p>	<p><u>No Significant Update</u> <i>Recently awarded grant funding.</i></p> <p><i>On March 9, 2023, South Pasadena was awarded over \$500,000 in HSIP funding for four (4) projects submitted in Fall 2022 related to street lighting, bike lanes, and pedestrian crossing improvements at multiple locations:</i></p> <p><i>The intersection of Monterey Road and Fremont Avenue and the intersection of Fair Oaks Avenue and Grevelia Street south of the 110 Freeway on and off-ramps to improve traffic signal timing and hardware, add intersection lighting (\$32,350).</i></p> <p><i>The intersection of Fremont Avenue and Huntington Drive for the addition of bike lanes, installation of pedestrian countdown signals, and addition of lighting (\$50,040).</i></p> <p><i>Fremont Avenue from Columbia Street to Monterey Road to add street lighting, install flashing beacons at stop-controlled intersection, install curve advance warning signs (\$277,110).</i></p> <p><i>Huntington Drive from Lemay Street to Maple Street to install bike lanes, and add street lighting (\$181,260).</i></p> <p><i>These HSIP projects will be coordinated with the Fremont/Huntington Mobility Active Transportation & Mobility Improvement Projects.</i></p>

Project Status Update

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Operations & Maintenance (O&M) Projects	Project Status
<p>2023-2024 Slow Streets & Open Streets Program</p> <p><i>Budget: General Fund \$150,000 Measure M \$105,570 SGVCOG Grant: \$45,000</i></p>	<p><u>Updated Status</u> <i>Staff presented the Slow Streets item to City Council on March 20, 2024 and received recommendations and directions on 1) Residential Streets 2) Commercial Corridor (Mission Street) 3) Parklets</i></p> <p>Staff is currently working with a contractor to grind away the bike lane and markings from the roadway on Grand Avenue. Active SGV, the subconsultant will remove the delineators and temporary tape that's remaining except for three locations Oak/Fremont, Oak/Fletcher, and Oak/Marengo.</p> <p>On Mission Street, Council approved the purchase and replacement of k-rails with a temporary continuation of k-rail rental. There was general consensus to consider bike lanes on either Mission Street or El Centro, and integrate wayfinding and street signage on Mission Street. There was also general consensus to continue with a road diet configuration on Mission Street, with an expanded boundary, and plan for future permanent reconfiguration of Mission Street, considering future development, mitigated parking impacts, and potential sidewalk expansion.</p>
<p>Neighborhood Traffic Management Program (NTMP) Implementation</p>	<p><u>No Significant Update</u> <i>Software workflow development underway. City Council approval of the amended software contract is required.</i></p> <p>Staff are working with the contracted software system designer to implement the NTMP online processing forms. The implementation requires a contract amendment to the software development agreement, which is expected to be before City Council for approval in the next few months. While the implementation is underway, staff continue to receive and process requests from the community related to neighborhood traffic management.</p>
<p>Ramona Avenue, Oak Street, Rollin Street, & Fremont Avenue Traffic Management</p>	<p><u>Updated Status</u> <i>Staff met with Ramona residents to discuss ongoing traffic impacts around the neighborhood.</i></p> <p>Staff is still working with Holy Family on an amendment to their specific plan to address related traffic and circulation issues. Staff is developing a task order for stop sign warrant analysis at four different locations at Ramona/Rollin, Ramona/Spruce, Ramona/Pine, and Diamond/Lyndon.</p>

Operations & Maintenance (O&M) Projects	Project Status
<p>Meridian Avenue Traffic Management & Safety Measures</p>	<p><u>No Significant Update</u> <i>Pending task order issuance.</i></p> <p>Staff have evaluated the site conditions and traffic data to discuss potential improvements to Meridian Avenue. This information was presented at the July 2022 MTIC meeting, and the Commission provided feedback. A study will be conducted, including a speed survey, which will be coordinated with local stakeholders. A task order is being issued to a professional services on-call consultant for this work. Recently, the pedestrian crossing at Meridian and Bank has been refreshed with new paint and a new sign. The nearby City trees have been trimmed and residents have been notified by mail to trim nearby privately-owned overgrown trees.</p>
<p>Timing Improvements at the Metro Gold Line Mission & Meridian</p>	<p><u>No Significant Update</u> <i>Task order being executed.</i></p> <p>Staff previously met with MTIC’s Chair to review recommendations regarding the timing of signal lights and railway crossing gates at Mission and Meridian. Metro has provided a contact for timing issues to work with the City, however, Metro requires more information on the matter to troubleshoot the solution. If necessary, a task order to update the timing sheets for this location will be issued to a professional services on-call consultant. The task order work would also reconcile the City’s previously requested preemption changes with the known timing issues.</p>
<p>Fremont Avenue Southbound Left Turn Pocket South of Huntington Drive Intersection</p>	<p><u>No Significant Update</u> <i>Work scope being developed.</i></p> <p>A task order to develop a striping plan for this project is being issued to a professional services on-call consultant. The striping plan will remove the ‘no left turn’ marking a create left-turn pocket to access business at the Southeast corner of Fremont Avenue and Huntington Drive. This Commission recommended project will be incorporated into the planning process for the Fremont/Huntington Mobility Active Transportation & Mobility Improvement Projects. City staff discussed this project with the Fremont/Huntington/Fair Oaks planning consultant as it related to proposed Fremont/Huntington intersection improvements.</p>
<p>Traffic & Parking Impacts along Glendon Way between El Centro Street and Meridian Avenue</p>	<p><u>No Significant Update</u> <i>Held site meeting with the Chamber.</i></p> <p>City Council recently approved a new five-year agreement with the Chamber of Commerce that contains updated language to facilitate review of the Farmer’s Market event Parking Management Plan. Public Works is working with the Chamber of Commerce with the goal of improving traffic and parking impacts along Glendon Way, and met with the Chamber of Commerce and several residents on location in September.</p>

Operations & Maintenance (O&M) Projects	Project Status
Replacement of Missing Orange Grove Street Lamps	<p><u>No Significant Update</u> <i>Pending staff cost estimate.</i></p> <p>Staff is developing a cost estimate to replace the Orange Grove Street Lamps, and relocating the lamps away from the street where possible.</p>
Early Action Projects (EAP) List	<p><u>No Significant Update</u> Measure R Mobility Improvement Projects (MIP) were discussed at the November 2022 MTIC Meeting, where some elements of the “SR 710 Early Action Projects (EAP)” are planned to be addressed in the North-South Corridor Intelligent Transportation Systems Project, and the current Measure R programmed projects include the Fair Oaks SR-110 Interchange Loop/Hook On-Ramp and Off-Ramp projects and the Fremont/Huntington Mobility Active Transportation Project (see above items). “Early Action Projects (EAP) List”. EAPs do not have committed funding and will be kept on this list for future tracking.</p>
Installation of City Limit Signs at Various Locations	<p><u>No Significant Update</u> <i>Pending task order issuance.</i></p> <p>A task order to develop a conceptual plan for this project is being issued to a professional services on-call consultant.</p>
Preferential Parking Policy	<p><u>No Significant Update</u> <i>Pending General Plan Update.</i></p> <p>As a City Council Strategic Plan goal, Staff will work with Community Development in this area, considering recommendations provided by MTIC. The scope and priority of parking evaluation efforts are being considered in the Council’s revised Strategic Plan.</p>
Traffic Impact Analyses	<p><u>No Significant Update</u> <i>Proposed development traffic study complete.</i></p> <p>The developer team completed a traffic evaluation for a proposed project southwest of Fair Oaks and Grevelia. No other development projects have submitted traffic impact analyses for review recently.</p>
Marengo Avenue Traffic Safety Assessment <i>Budget: Measure M Local Return \$39,030</i>	<p><u>Updated Status</u></p> <p><i>Consultant provided a draft of the site analysis report, stop compliance report, and speed study analysis for Marengo Avenue.</i></p> <p>Staff is currently reviewing the reports and is waiting for the crash analysis, and consultant recommendations. Staff will present the complete report at a future MTIC meeting.</p>

Operations & Maintenance (O&M) Projects	Project Status
<p>Huntington Drive 2000 Block Review</p>	<p><u>Updated Status</u> <i>Staff purchased four (4) vehicle feedback radar signs to install on Huntington Drive and Fremont Avenue. In March 2024, raised reflectors and Bott's Dots that are missing or damaged were replaced from Huntington/Garfield to Huntington/Electric Avenue.</i></p> <p>Once the signs arrive, field staff will install them at different locations to address speeding concerns. Staff is working on finalizing the purchase order for the edge line installation. Once this is complete, the edge line will be installed along Huntington Drive east between Dos Robles to Olive Street.</p>
<p>Diamond Avenue Improvements</p>	<p><u>No Significant Update</u> <i>Review of community suggestions and enforcement.</i></p> <p>Staff are reviewing improvements suggested by community members along Diamond Avenue between Mission Street and El Centro. The Police Department has been enforcing parking restrictions and Public Works refreshed the existing red curb paint along the roadway.</p>
<p>Citywide Engineering Study</p>	<p><u>New Project</u> <u><i>Staff is currently reviewing a scope of work prepared by a consultant to update the Citywide Engineering Study. The scope of work costs are approximately \$29,000 and will take three (3) months to complete once a notice to proceed is approved.</i></u></p> <p>The 2014 Citywide Engineering Study was prepared by Minagar & Associates, Inc. on October 22, 2014. On January 21, 2015, City Council by Ordinance adopted the Citywide Engineering Study which established and renewed valid posted speed limits for various street segments within the city. The traffic survey considers various factors like prevailing speeds, collisions records, and other highway traffic and roadside conditions. On July 29, 2021, the Citywide Engineering Study was extended another three years until 2024 for a total of ten years. The Engineering and Traffic Survey does not specify an expiration date. However, based on the latest CA MUTCD 2014 Edition: Revision 8 (January 11, 2024), "cities and local agencies should conduct engineering studies, including speed surveys, at least once every 5, 7, or 14 years". The frequency of the speed survey depends on the specific requirements outlined in California Vehicle Code (CVC) Section 40802. These studies aim to reassess speed limits that are not legally mandated on road sections that have experienced notable transformations since the previous evaluation, including alterations in road infrastructure, traffic flow, or land utilization.</p> <p>In the newly initiated effort to update the study, prevailing speeds, collision records, and other factors will be considered. Prevailing speeds indicate the typical or average speeds of vehicles on a specific road, determined through traffic engineering methods like speed surveys or radar measurements. They are crucial for setting</p>

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	<p>appropriate speed limits as they reflect drivers' speed behavior on that road segment. Collision records contain data on traffic accidents on surveyed roads within a specific timeframe, usually the past two years. They include details like accident locations, types, contributing factors, and collision counts. Analyzing these records helps pinpoint areas with high accident rates and aids in setting suitable speed limits and enhancing road safety. Other Highway, Traffic, and Roadside Conditions encompass various factors impacting speed limit establishment and road safety, often unnoticed by drivers but considered in engineering and traffic surveys. These include roadway design, superelevation, sight distance, pedestrian and cyclist safety, commercial driveway features, roadside development, parking practices, and nearby residential and business densities. Assessing these factors aids in determining appropriate speed limits tailored to the specific challenges of surveyed roadways.</p>