



PUBLIC COMMENT
MOBILITY AND TRANSPORTATION INFRASTRUCTURE
COMMISSION MEETING

May 31, 2023

Item No.	Name	Document	Date Received
1	Yvonne La Rose	E-Mail	05/03/2023
5	Erin Fleming	E-Mail	05/28/2023
1	David Kelly	E-Mail	05/28/2023
4	Kristoffer Miller	E-Mail	05/31/2023
5	Kristoffer Miller	E-Mail	05/31/2023

From: [Yvonne LaRose](#)
Subject: State of the Streets Concerns
Date: Wednesday, May 3, 2023 5:45:47 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.

It was concerning when during the Joint State of the Streets meeting it was brought to our attention that there are trees and utility poles in the middle of some of our sidewalks. The planning that went into those infrastructure flaws raised some question marks.

A few minutes ago, a representative from the Methodist Disabilities Ministry shared an image of a non-South Pasadena street that also suffers from such a design oversight, while the path is intentionally and in a pronounced manner demonstrates the path is intended for accessibility (ease of access to pedestrians implied) and bicycles.



In the case of South Pasadena, it was mentioned that utility boxes impair using our streets. At least the South Pasadena streets are not labelled as being accessible, as the one in the image is.

Viva

Yvonne LaRose, CAC

Organization Development Consultant: Diversity/Title VII, Harassment, Ethics

Cell: 626-606-4677

From: [Erin Fleming](#)
To: [MTIC Public Comments](#)
Subject: Public Comment regarding Item 5 of May 31, 2023 Special Agenda
Date: Sunday, May 28, 2023 1:07:52 PM

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Commissioners of MTIC,

I am quite concerned about the report included for the May 31, 2023 Meeting regarding safety issues on Huntington Drive because I am not seeing any short term resolutions.\

The small yard signs are not "an educational program" — at best, they are Rock The Vote. No one driving on Huntington at the posted speed limit of 40 MPH is taking the time to read the smattering of "Slow Down" signs. One could argue that distraction of the signs at 40MPH is *detrimental* to the safe driving it is intended to promote.

We need bollards to protect sidewalk pedestrians and residents between 2045-2095 Huntington Drive. I do not understand what the quandary is here. Please explain. I researched and it is a \$4,300 expense to save a life and/or a house.

This morning, May 28, 2023 at about 2am there was another accident - as predicted. Again, in the 2000 block of Huntington Drive. Again, 1.) high rate of speed and 2.) at night.

I guess this driver didn't read the "yard sign".





These “short term” actions do not count as actions. Please protect us.

Sincerely,
Erin Fleming
Huntington Drive Resident

From: [David Keily](#)
To: [MTIC Public Comments](#)
Subject: What and when?
Date: Sunday, May 28, 2023 2:18:06 PM

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It has been well over 3 months since an erratic, speeding driver destroyed my car and two others. Since then there have been 4 meetings with the City. The result so far has been a temporary speed trailer, a small sign by a bus stop.and intermittent daytime police presence..Somehow these measures did not prevent another speeding accident this morning. We are a small town with a small government. In theory resolutions should be swift when there are numerous complaints. This is not happening. I look forward to the meeting next Wednesday. I am not holding my breath. .

From: [Kristoffer Miller](#)
To: [MTIC Public Comments](#)
Subject: Comment on agenda item 4
Date: Wednesday, May 31, 2023 11:19:03 AM

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Commissioners, Staff, and Councilmember Donovan,

I just reviewed the design prepared for the residential slow streets program, and I'm very encouraged by the results. I frequently travel on Oak and Grand on foot, bike, and by car, and it seems to me that the main issues with each street have been addressed in a creative and rigorous fashion, factoring in ROW and other limitations, while keeping the design temporary and within the grant budget.

The only exception is the intersection at Oak St. / Fair Oaks Ave. I don't know if there was some restriction on this program, but it does seem that temporary curb extensions would be a welcome benefit here, both to slow down turning maneuvers and shorten the crosswalk distance. Although we have a crossing guard on Fair Oaks during school hours, there are many before- and after-school activities, as well as other groups using the SPMS fields, and this intersection is likely to convince many people to drive instead of walking.

I hope that updates to this intersection can be effected later to complement the rest of the program.

Best regards,
Kris Miller

From: [Kristoffer Miller](#)
To: [MTIC Public Comments](#)
Subject: Comment on agenda item 5
Date: Wednesday, May 31, 2023 11:35:54 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.

Commissioners, Staff, and Councilmember Donovan,

Regarding the recent spate of traffic violence on Huntington Drive, I commend the Public Works Department for initiating outreach to residents along the stretches that see the most crashes.

Unfortunately, this road is clearly designed for maximum speed, with too many travel lanes for the typical capacity and lane width much larger than needed. I'm encouraged by the suggestion to pursue a multimodal approach, as this seems the most feasible option to fundamentally change this design, while providing community members realistic alternatives to driving.

The idea of adding bollards to protect pedestrians is also a good one, particularly as there are options in stone that could improve visual appeal while deterring speeding.

I honestly doubt that the PCMS or lawn signage have much effect, but I appreciate the intent to create some short-term impact.

I believe that the Public Works Department recognizes the importance of fundamentally redesigning corridors (including Huntington, Fremont, and Fair Oaks) to deter further crashes, and I hope that they have full support from MTIC and City Council in pursuing a vision of a safer city more welcoming to all modes of transport.

Best regards,
Kris