



PUBLIC COMMENT
PUBLIC WORKS COMMISSION MEETING
May 10, 2023

Item No.	Name	Document	Date Received
1	Anthony Wen Lai	E-Mail	2:49pm 3/20/2023
1	Alan Ehrlich	E-Mail	3:18pm 3/23/2023
1	Anthony Wen Lai	E-Mail	11.55am 4/19/2023
1	Delaine W. Shane	E-Mail	11:53am 4/25/2023

From: Anthony Lai <[REDACTED]>
Sent: Monday, March 20, 2023 2:49 PM
To: City Council Public Comment
Cc: PWC Public Comments
Subject: Public Comment re: Installation of ADA Curb Ramps in Monterey Hills Intersections

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 Esteemed City Council and Public Works Commission,

I am writing to you today to request, once again, that curb ramps be installed at several intersections in Monterey Hills to comply with applicable state and federal laws and to ensure accessibility and access to our disabled and elderly residents. It is imperative that we continue to advocate for the safety and well-being of our community.

Curb ramps are an essential component of pedestrian safety and accessibility, particularly for disabled and elderly residents. They provide a smooth transition from the sidewalk to the street, allowing individuals using mobility devices such as wheelchairs, walkers, or scooters to cross the street safely and independently. Without curb ramps, these individuals are forced to navigate dangerous and uneven terrain, which increases the risk of injury or accidents.

In addition, curb ramps can enhance public safety by creating a more pedestrian-friendly environment. According to the National Highway Traffic Safety Administration (NHTSA), pedestrian fatalities account for approximately 17% of all traffic fatalities in the United States. By installing curb ramps, we can help reduce the number of pedestrian accidents and fatalities by creating a safer and more accessible environment for everyone.

Furthermore, it is important to note that the installation of curb ramps is not only required by state and federal law but also serves as a critical aspect of the Americans with Disabilities Act (ADA) compliance.

In conclusion, I urge you to take immediate action to install curb ramps at intersections in Monterey Hills. This small improvement can have a significant impact on the safety and accessibility of our community, particularly for disabled and elderly residents.

I appreciate your attention to this matter.

Anthony Lai
Resident

From: Alan Ehrlich <[REDACTED]>
Sent: Thursday, March 23, 2023 3:18 PM
To: Public Safety Commission Comment; Paul Riddle; Armine Chaparyan; Michael Cacciotti - Personal; Ted Gerber; ezneimer; PWC Public Comments; Steve Lawrence; City Council Public Comment; William J. Kelly; D. Mahmud (private); Chris Bray; Omari Ferguson; Angelica Frausto-Lupo
Subject: Hazard Mitigation and Future Proofing South Pasadena
Attachments: [Berkeleyside Undergrounding Utilities.docx](#)

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.

Public Safety, Public Works Commissioners, and city council members,

Since the time of the 2011 windstorm Nov 30, Dec 1, 2, it has been apparent to me that our small city is ill-prepared to respond to a small scale disaster, much less being prepared for the 'big one,' whenever that may occur. Over the last 10 or so years, I've had periodic conversations with staff, public safety and SCE officials of the need to begin undergrounding electrical wires within city limits, in particular along the main arterials of Garfield and Fremont.

Just to provide a few examples, during the 2011 windstorm event, multiple trees and wire came down just south of the intersection of Garfield/Oak and along Oak between the Oneonta Church and Bushnell. Trees, branches and power lines came down on Marengo one block south of the elementary school, a fallen tree on Primrose completely blocked the street between Maple and Alhambra Road. One part of the city was without electricity for almost two weeks due to fallen and damaged lines. By way of comparison, the city of Pasadena had power restored to all parts of their city within 3 days. Prior to 2011, PWP had undertaken a sustained effort to underground wires, particularly in the hillside areas and main traffic corridors

At the time (2011), the estimated cost to underground wires was about \$1.5 million per mile and South Pasadena had perhaps a few hundred thousand 'banked' with SCE through utility taxes. Per the attached article describing the experience of the city of Berkeley to underground just one district in their city, the costs are 2x - 4x higher now, and the process long and cumbersome.

As the state and city are racing forward with massive electricification programs and goals, it only becomes more imperative that the city begin developing and budgeting an undergrounding strategy that will lessen the risk of our residents being left in the dark, otherwise known as 'mitigation.' As the state is also in process of phasing out natural gas for heating and cooking, residences will only become more dependent on having a reliable source of electrical power to meet essential living needs. If there were a power failure today, I would still be able to boil water and prepare hot meals because the gas lines are already underground.

FEMA has several programs that will provide disaster mitigation grants to communities to help protect life and safety. City emergency officials are already aware of at least some of these, but it will require significant staff time and effort to apply for these and other grants.

This concern crosses many department boundaries, public safety, public works, planning & community development, city management and city council are at the top of the list. As the city revises and updates its' strategic plan and annual budget, I implore and would like to encourage city officials to add future proofing and disaster mitigation to the list of priorities and began allocating & assigning resources towards this purpose. A side benefit of addressing this sooner rather than later

will also result in the city suffering fewer distribution related power outages and recovering more quickly from lesser wind/rain/disaster events

Respectfully,

Alan Ehrlich

BERKELEY HILLS NEIGHBORHOOD UNDERGROUNDING ITS UTILITY LINES COULD BE THE LAST OF ITS KIND

It's been a 30-year wait to bury a mile of wires near Tilden. With an eye toward public safety, the city wants to underground many more miles of utility lines, but it's complex and costly, and the rules that guide it are changing.

by [Kate Darby Rauch](#) March 22, 2023, 4:04 p.m.

More than three decades ago, the city of Berkeley launched the process of undergrounding utility lines for a slice of homes bordered by Grizzly Peak Boulevard and Summit Road, next to Tilden Park.

Meetings were held, neighbors polled, funding strategies hammered out.

Undergrounding Utility District No. 48. Click the image to expand.

Courtesy: Councilmember Susan Wengraf

One of [numerous neighborhood undergrounding projects](#) in the city in various stages of completion based largely on funding, Undergrounding [Utility District No. 48](#) was established in 1992. Then came years of working with Pacific Gas & Electric (PG&E), which approves and oversees undergrounding, to start moving dirt and burying wire.

This summer work on the Grizzly Peak project is scheduled to begin. The project, removing poles and overhead lines and stretching them in underground trenches, is expected to take two years.

"After waiting 32 years and being disappointed by many false starts, I think I can say with certainty that PGE is committed to getting UUD # 48 undergrounded and it is really going to happen!" Councilmember Susan Wengraf wrote in a recent newsletter from her office.

Wengraf represents the area in undergrounding district 48, and has long worked to move the project forward.

The district includes about 186 households, including that of octogenarian David Nasatir who has lived on Summit Road since 1957, when it was dirt. He recalls voting to support undergrounding years ago. He's still waiting.

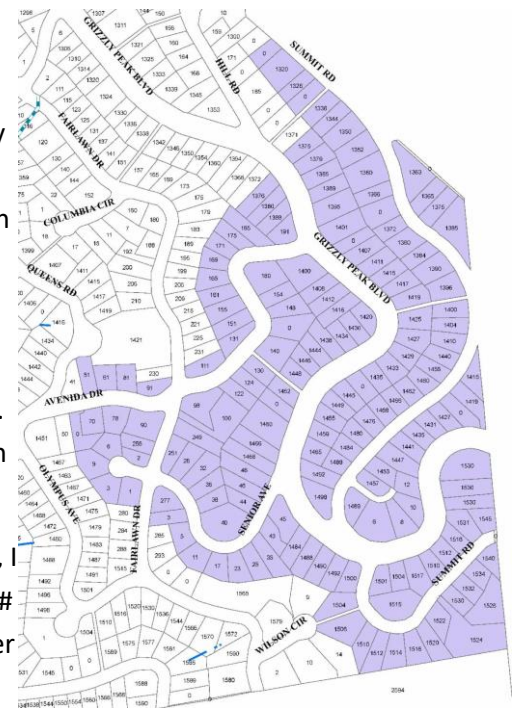
See a [history of undergrounding district 48](#) compiled by Berkeley Citizens for Utility Undergrounding, an advocacy group

"I am now 89 years old and have almost abandoned any hope that the project will be started (much less completed) in my lifetime," Nasatir said.

[Undergrounding advocates](#) blame project delays on PG&E's serious troubles of the past many years, including culpability for causing deadly wildfires, gas line explosions and bankruptcies.

Signing agreements with other telecommunications companies such as AT&T and Comcast, who also bury their lines, also took longer than expected, officials from the utility said.

"PG&E has been dragging their feet on this project for three decades. As an agency, they have gone through many crises, and this was not a priority for them," Wengraf said.



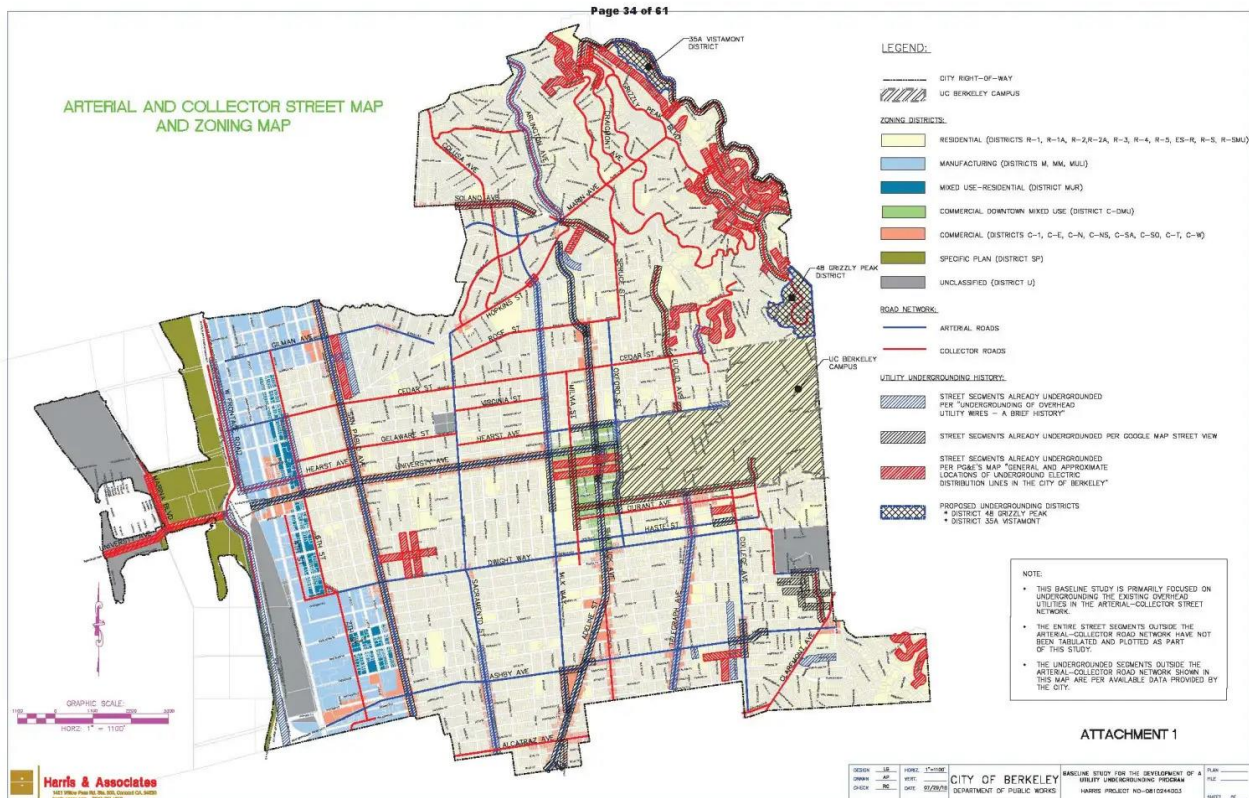


Figure 1: A 2016 city map showing areas of the city with undergrounded utilities. Underground district 48 is shown as “proposed.” Work on this district will start this summer, after more than 30 years of planning. Credit: City of Berkeley

But Berkeley was persistent, including city staff and residents, Wengraf said.

“I was extremely lucky in partnering with a team from inside PGE that was willing to figure out how to proceed and problem-solve on the project and move it forward to get it completed.”

UNDERGROUNDING UTILITIES IS EXPENSIVE AND COMPLEX

Tuesday’s destructive winds, which knocked down trees, power poles and power lines, sparking fires, showed just how vulnerable overhead utility wires are to mother nature.

Most new housing developments routinely underground utilities. Older, established communities like Berkeley face enormous challenges in doing so.

Converting overhead utilities to underground is a costly and complicated process, regulated by the [California Public Utilities Commission](#) (CPUC).

In 1967, the CPUC adopted a regulatory process called [Electric Rule 20](#), which provides three main pathways for local areas, cities and counties (unincorporated areas) to convert overhead power lines to underground.

The cost of undergrounding in Berkeley is about \$6 million per mile, on the higher end of the state scale.

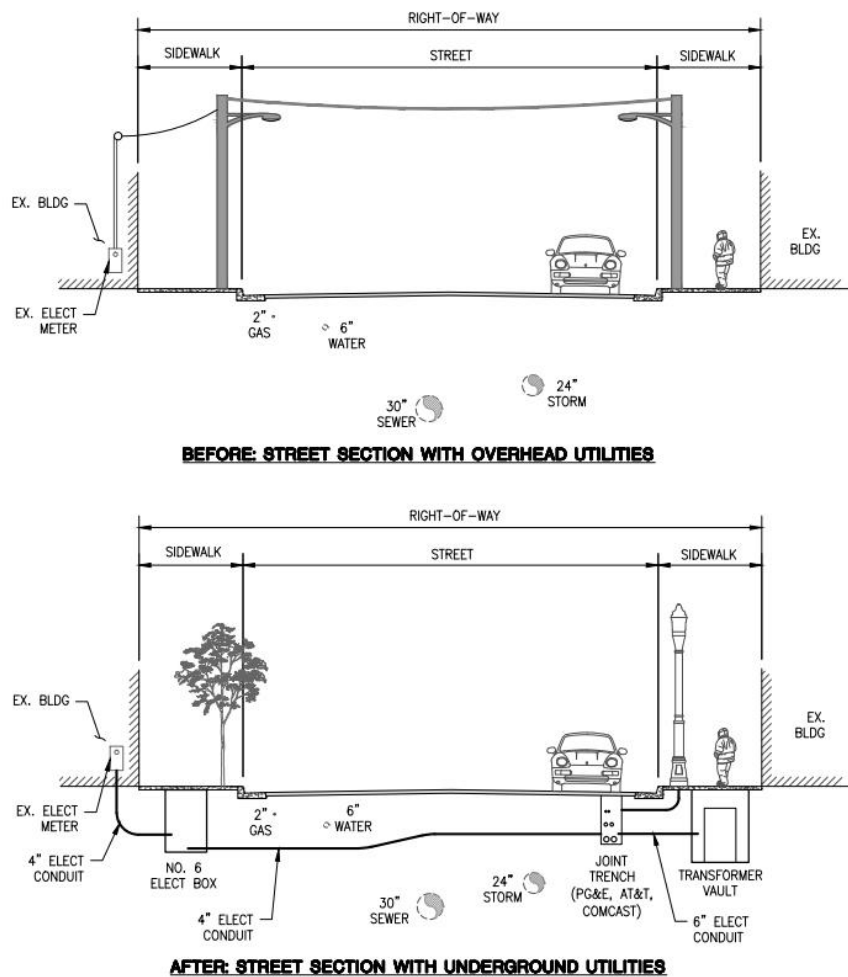
At the time, a main impetus for Rule 20 was aesthetics. Since then, public safety is cited as a main reason

communities are eager to bury electrical lines, a changing sentiment fueled by the jump in destructive wildfires, spurred on by climate change, and by real life images of ripped live wires igniting dry branches and roads blocked by downed power poles.

Under Rule 20, municipalities or private property owners select potential areas for undergrounding, working with their utility company to approve and conduct the job.

Rule 20 options vary based on type of project, with different funding strategies.

Most of Berkeley’s undergrounding, including district 48, is done under Rule 20 A, with eligibility based on “the public interest” under four possible scenarios: heavy traffic; a heavy concentration of wires; a civic or recreational area with unusual scenic, cultural or historical significance; or along a major arterial roadway and connecting side streets.



NOTES:
 1. LOCATIONS ASSUME ADEQUATE CLEARANCES
 2. SHADED FACILITIES ARE EXISTING

FIGURE - 1
DIAGRAMS OF TYPICAL STREET SECTION SHOWING OVERHEAD AND UNDERGROUND FACILITIES IN COMMERCIAL AREA

SCALE: NTS

Rule 20 A projects are paid for almost entirely by rate-payers statewide as part of their utility bill, to the tune of about \$1 a month.

This money, housed by utility companies, is doled out annually to cities and counties in the form of work credits for

Figure 2: A before-and-after diagram from a 2018 city study on undergrounding utility construction.

One work credit is equal to \$1 dollar.

The number of work credits municipalities receive is based on a formula using the number of utility meters in their community.

After PG&E's 2001 bankruptcy, Rule 20 A credit distribution decreased by 50%, greatly impacting the pace of projects, as it took communities much longer to fund work. Before PG&E starts work on Rule 20 A project, it must be fully funded.

Other Rule 20 options include Rule B, with costs primarily covered by a municipality or developer, and [Rule C](#), for small groups of property owners, who pay for all of the project. (A fourth category, Rule D, applies only to San Diego County.)

In its [2023 budget](#), Berkeley allocated \$12 million for completing the district 48 undergrounding project, primarily from work credits. This includes funding for new streetlights, many solar-powered, collected from residents of the district as an assessment.

Berkeley's annual work credit allotment translates to about \$540,000 annually, according to a 2020 city council report on undergrounding. To fund projects, the city saves up.

As of June 30, 2019, the city had a little over \$9 million in its undergrounding budget, most of which will pay for district 48.

"The project is predominantly funded through Rule 20A credits, excluding staff time," said Andrew Brozyna, deputy director of the city's public works department. "To fund the streetlight installation portion of UUD #48 (District), an assessment was levied and collected between FY 1995 and FY1999. All streetlight installation costs beyond what was collected (plus interest accrued) will be covered through use of other City funds."

Rule 20 A allows jurisdictions to count five years of future work credits in project budgets, essentially loans from the ratepayer undergrounding pool.

According to a [2020 city study](#) by consultants Bellecci & Associates, the cost of undergrounding in Berkeley is about \$6 million per mile. This is on the higher end of the state scale, which puts the cost at \$1.85 million to \$6.1 million, according to estimates from the CPUC. Costs vary based on terrain, development and other factors.

Ten [underground districts](#) have been established in Berkeley under CPUC Rule 20 to date, with several more in the planning stages. This includes district 48 and next-in-queue Vistamont Avenue or district 35 A. All but one are 20 A projects, funded by work credits.

Utility lines in areas of the city destroyed by the 1991 firestorm (the Tunnel Fire) were undergrounded when rebuilt.

And most major thoroughfares and streets are undergrounded, in standard practice, using various financing modes. Some of these are paid for with help from BART, UC Berkeley and CalTrans.

It's not clear how Berkeley historically prioritized undergrounding projects outside of major roadways.

In a 2004 report on the "[history of undergrounding](#)," the Public Works Commission described the criteria for selection as: "First come/first served based upon organization and initiative of citizens in local area/district."

The report also said, "Berkeley and Oakland were two cities who aggressively went after Rule 20A funds and formed a long queue of assessment districts in their areas. They convinced PG&E to bend the guidelines and use Rule 20A monies in residential neighborhoods where residents were more willing to pay for private

connection costs (\$2000+ per parcel). PG&E started to face their own problems (rapid demand caused by internet server farms & bankruptcy hearings) [and] they began to refuse to deviate from the original criteria established by the CPUC under Rule 20.”

Berkeleyside has asked PG&E to comment, and hasn't yet heard back.

In 2009, the city council paused forming new undergrounding districts, with its work credits budgeted well into the future, to develop new policy, with [safety emerging as a community priority](#).

FUTURE OF STATE RULES AROUND UNDERGROUNDING ARE IN FLUX



Figure 3: A section of Grizzly Peak Boulevard in the Berkeley Hills that's set to have its utility lines undergrounded. Credit: Ximena Natera. Berkeleyside/CatchLiaht

Undergrounding district 48 may carry more distinction than simply getting off – or under – the ground. It could be the last of its breed.

Just as PG&E is sharpening backhoes and shovels to — at last — start undergrounding district 48, officials are adjusting to recent, [significant CPUC changes to Rule 20 A](#).

The distribution of work credits, the currency of Rule 20 A, was at least temporarily halted by the CPUC at the end of 2022, a move that came after [years of audits, reviews and hearings](#).

This won't affect district 48, which was fully

But it could affect future undergrounding in Berkeley, including projects in the pipeline such as the city's undergrounding district 35, along Wildcat Canyon Road and Vistamont Avenue.

At a time of heightened interest in undergrounding across California, largely for public safety but also for beautification, the state has been taking a close, hard look at Rule 20, to fix problems and bring the rule into more modern times.

The overhaul, in the works for years with [phased-in changes](#), spotlights the Rule 20 A work credit program as problematic. This underlies the CPUC decision to call off work credit distribution as it hammers out solutions.

The overhaul focuses on several concerns raised by cities, counties, utility advocacy groups and other stakeholders about Rule 20's fairness, management and relevance, according to [CPUC documents](#).

Among the concerns are that allocating 20 A “public good” work credits based on aesthetics is outdated, especially as disaster safety worries rise; that large numbers of work credits translating to millions of dollars aren't being used; and that there's been inconsistent and lax program oversight.

The unregulated trading of work credits among municipalities was also tagged for reform.

The CPUC also flagged inequity in the distribution of work credits, as less populated rural areas with fewer utility meters (including tribal lands) get fewer work credits, making it near-impossible to afford undergrounding.

“In February 2019, the Commission adopted an Environmental and Social Justice (ESJ) Action Plan. The ESJ Action Plan includes nine goals, including the goal of consistently integrating equity and access

considerations throughout Commission proceedings and other efforts,” said a CPUC report on changing Rule 20 A.

“A handful of the 503 communities that pay into the [Rule 20 A work credit] program have completed projects worth hundreds of millions of dollars funded by ratepayer contributions. On the other hand, 82 eligible communities have not completed a single project since 2005.”

Like [multiyear courtroom proceedings](#), CPUC rulemaking and rule changes involve stakeholders statewide, utility companies, cities and counties and advocacy groups. After taking input in numerous public sessions and written correspondence, CPUC staff make recommendations which are then ruled on by administrative judges for final regulations.

Among the information considered by the CPUC for Rule 20 changes was its [2019 audit of PG&E’s Rule 20 A program](#).

The audit identified what the CPUC called several “major issues” with PG&E’s work credit program. This included using undergrounding money on other types of projects, with a lack of paperwork; project costs consistently higher than estimates, causing delays; and project costs higher per mile than industry standards.

PG&E disagreed with many of the audit’s conclusions. But it implemented some of the recommendations on its own accord.

Some of PG&E’s work credit red flags matched practices of other major state utilities, including having millions of dollars in unused undergrounding funds. The CPUC estimated in 2021, that “un-committed Rule 20A work credits across all electric utility service territories is over \$1.56 billion.”

These contributed to the basis for the Rule 20 reform.

BERKELEY PRIORITIZES PUBLIC SAFETY, AND WAITS FOR WHAT’S NEXT

As the [CPUC continues to examine](#) Rule 20, called Phase 2, the commission will consider whether to add wildfire risk as a qualifier for Rule 20 A work credits, and whether work credits should prioritize projects in disadvantaged communities – among other things. Decisions could come later this year.

Berkeley, meanwhile, hopes the CPUC won’t do away with work credits entirely, which is under consideration.

This stance is shared by [many other cities](#), who are pushing the CPUC to expand qualifying criteria to wildfire hazard.

“Berkeley, as a party to the proceedings, is strongly advocating to the CPUC for the continuation of the Rule 20A work credits,” said Andrew Brozyna, an engineer in the city’s Public Works Department.

Long-interested in undergrounding, the city council asked the Public Works, Disaster & Fire Safety and Transportation commissions in 2014 for a comprehensive study on undergrounding.

The study, essentially a cost-benefit analysis, focused on major roadways as essential for emergency access,



Figure 4: Powerlines cross the hills along Grizzly Peak Boulevard. Credit: Ximena Natera, Berkeleyside/CatchLight

as evacuation routes, and for the movement of emergency vehicles.

Public safety, reliability, aesthetics, wildfire risk, and maintenance costs were identified as primary reasons the city should underground.

It was released in three phases, updated along the way.

- [Undergrounding Phase 1 report, 2015](#)
- [Undergrounding Phase 2 report, 2018](#)
- [Undergrounding Phase 3 report, 2020](#)

The report makes clear the serious challenge of paying for undergrounding, cost-prohibitive for the city budget, even with Rule 20 A work credits. It suggests a variety of undergrounding funding strategies, including tax increases, franchise fees, and bonds; and notes that Rule 20 is under review by the CPUC, and could change.

In the storms of recent weeks, sparks have flown as trees fell on power lines.

These types of scares — there's been no serious fire damage during the storms, and major fire in sappy conditions is unlikely — is a kind of "proof in the pudding" for the city staff and commission members working on the undergrounding study.

Major streets examined for undergrounding are: Alcatraz/Claremont avenues, Ashby Avenue/Tunnel Road, Cedar Street, Gilman Avenue and Hopkins Street; Marin Avenue, Grizzly Peak Boulevard, and Spruce Street, Oxford Street, and Rose Streets.

The third phase of the study built on this, narrowing down key evacuation routes to underground.

Upper Dwight Way is recommended as the highest priority evacuation route. This is followed by lower Dwight, then sections of Marin Avenue, Grizzly Peak Boulevard (north of district 48) and Ashby Avenue. In all, 15 evacuation routes are recommended for undergrounding, over a 15-year period.

The long-term recommended goal is to underground the entire city by 2070.

Other developments loom over the city's undergrounding hopes, introducing more unknowns.

This includes PG&E's 2021 widely announced plan to [underground 10,000 miles of its lines](#) statewide, as part of its wildfire prevention work.

According to its website, the utility has completed 180 miles of undergrounding to date, with another 350 planned for this year.

Berkeley's undergrounding district 48 is included in PG&E's mile-count for 2023, said Matt Nauman, PG&E spokesperson.

"When Rule 20A projects happen in areas at high risk of wildfire, we include them in our goal to underground 10,000 miles of distribution powerlines," he said. "We are focusing our 10,000-Mile Undergrounding Program in areas where we can have the greatest impact on reducing wildfire and wildfire safety-related outages."

The utility has also embarked on [major system retrofitting — or hardening — against wildfire](#).

Add to this the as-yet-unknown impact of [Senate Bill 884](#), signed by Gov. Gavin Newsom last year. The law creates an expedited process for large utilities like PG&E to underground in high fire hazard zones, with faster permitting.

The law, which requires independent monitoring and regular reporting to the CPUC, calls on utilities in the fast-track program to take steps to reduce rate-payers' costs, such as applying for federal and state grants.

But critics of the law, including [The Utility Reform Network](#), say ratepayers will end up shouldering the brunt of the costs, and worry that higher bills to pay for undergrounding will undermine the cost-saving motivation of going solar.

Back in Berkeley's undergrounding district 48, Nasatir worries about wildfire in his neighborhood.

"This particularly wet winter promises abundant fuel for the coming fire season and narrow, dead-end Summit Road, with a sharp turn in the middle, diminishes the prospect of a hasty and successful escape should such an activity be necessary," he said. "Downed power lines would make it impossible."

SOURCE: [HTTPS://WWW.BERKELEYSIDE.ORG/2023/03/22/BERKELEY-HILLS-UNDERGROUNDING-UTILITY-LINES-PGE-CALIFORNIA-PUBLIC-UTILITIES-COMMISSION-RULE-20?MC_CID=DB42E6BBBD&MC_EID=5C49FEA390](https://www.berkeleyaside.org/2023/03/22/berkeley-hills-undergrounding-utility-lines-pge-california-public-utilities-commission-rule-20?MC_CID=DB42E6BBBD&MC_EID=5C49FEA390)

From: Anthony Lai <[REDACTED]>
Sent: Wednesday, April 19, 2023 11:55 AM
To: Evelyn Zneimer; PWC Public Comments; City Council Public Comment; MTIC Public Comments
Subject: Public Comment (General) re: Monterey Hills Curb Ramps

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 Mayor Pro Tem Zneimer, City Council, and Related Commissions,

I am writing to request your urgent attention to the installation of curb ramps in the Monterey Hills area of South Pasadena. As a resident of this neighborhood, I am deeply concerned about the lack of curb ramps in the area, which poses a significant risk to pedestrians, including parents with strollers, seniors, and people with disabilities.

I have attached two photographs for your reference. The first photograph depicts my wife struggling to navigate the sidewalk with our infant daughter in a stroller, unable to cross the street due to the absence of a curb ramp. This forces her to go into the street, alongside vehicle traffic, putting both her and our daughter at risk.



The second photograph shows my wife pushing the same stroller in the street, with oncoming traffic driving well in excess of the speed limit, as she is unable to cross the street safely for approximately 100 yards due to the missing curb ramps.



The absence of curb ramps in the Monterey Hills area creates a hazardous situation for pedestrians, forcing them to either attempt to navigate steep curbs or venture into the street alongside moving vehicles. This puts vulnerable individuals, including children, elderly individuals, and people with disabilities, at risk of accidents and injuries. As a community, we cannot afford to ignore this issue, and action must be taken to prioritize the installation of curb ramps for the safety of all pedestrians.

I strongly urge the Public Works Commission and City Council to prioritize the installation of curb ramps in the Monterey Hills area as part of your upcoming infrastructure and safety improvement projects. This will ensure that all pedestrians, including parents with strollers, seniors, and people with disabilities, have safe and accessible routes for crossing streets and navigating sidewalks. The safety and well-being of our community members should be the top priority, and I believe that installing curb ramps in the Monterey Hills area is a crucial step towards achieving that goal.

Together we can build a better, safer and more walkable community for South Pasadena residents. Thank you.

Respectfully,

Anthony Lai
Resident

From: D.W. Shane <[REDACTED]>
Sent: Tuesday, April 25, 2023 11:53 PM
To: City Council Public Comment; MTIC Public Comments
Cc: City Manager's Office; PWC Public Comments; Jon Primuth; Jack Donovan; Evelyn Zneimer; Janet Braun; Michael Cacciotti
Subject: City Council/MTIC-April 26, 2023: Special Meeting: Open Session: Agenda Item Nos. 3 and 4: State of Streets & Task Order for Approval with Bucknam Infrastructure Group

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 Honorable City Council and Mobility & Transportation Infrastructure Commission:

Reevaluating the conditions of our streets, sidewalks, and curbs by the City at tomorrow night's City Council/MTIC meeting is very much appreciated. This widespread, in many cases unsafe, and costly situation needs a comprehensive solution. It also appears that the proposed consulting firm for this important task is very well qualified.

SMART Families look forward to watching the City's presentation tomorrow night and in witnessing the Council's action in moving forward not only with the approval of the task order, but with ensuring that the Public Works Department will have the resources and funding to carry out this municipal core service when the time comes to implement the program. We are concerned about implementation because of previous street improvement projects, which were approved by the City Council but were never carried out. For example, in the Meridian Avenue neighborhood, two road segments, i.e., Maple and Pine streets, between Meridian Avenue and Huntington Drive were approved on June 16, 2020, by the City Council for repaving. Both local streets had a 2020 Pavement Condition Index (PCI) of 36 — out of 100. They continue to deteriorate to this day. For your reference, the 2019-2020 project documentation can be found at:

<https://www.southpasadenaca.gov/home/showpublisheddocument/21194/637278041326800000>.

Going forward to the 2020-2021 fiscal year Senate Bill 1, Proposed Project List, two road segments were also listed at that time to be repaved. Beech Street had a PCI of 32, between Meridian Avenue and Huntington Drive; and Lyndon Street between Meridian Avenue and its Dead End had an unbelievable PCI of 11. Neither one has been repaved to date either.

Meridian Avenue needs to be repaved from Monterey Road to Kendall Avenue. Much of this 0.91-mile stretch hasn't been repaved since the late 1960s. Our incredible Public Works staff can not keep up with the ever-increasing numbers of potholes, major cracks, and in some instances areas of subsidence of the road itself, that are occurring along Meridian and on the adjacent side streets like Maple, Pine, Beech, Lyndon, etc. So, as we watch the State of Street presentation, we again request consideration for Meridian Avenue and its adjacent streets to be given priority for repaving within this comprehensive program. Consideration should also be made to make the final work products by the consultant available on the City's website. That way, City officials AND the public can be kept informed.

Lastly, thank you for supporting Armine and Ted in creating the Transportation Manager position in the Public Works Department. Both managers have worked very hard on our behalf with respect to our neighborhood and we are very grateful. We welcome Mr. Peña, wish him much success, and hope we can meet in the near future to listen to his perspectives and to hear ours on all matters of transportation.

Thank you so very much.

Sincerely,

Delaine W. Shane

██████████
██████████████████

On Behalf of SMART Families

