



# CITY OF SOUTH PASADENA

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## AGENDA

### Public Works Commission

Wednesday, December 11, 2013 at 7:00 pm  
Amedee O. "Dick" Richards City Council Chambers  
1424 Mission Street, South Pasadena, CA 91030

Commissioners: John E. Fisher, Steven Ray Garcia, Clinton L. Granath, Alexander Main, Mathew M. Pendo

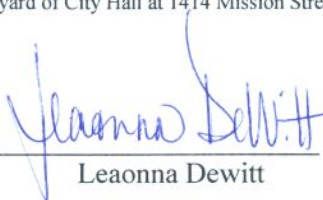
City Council Liaison: Mayor Pro Tem Marina Khubesrian, M.D.  
Staff Liaison: Leaonna Dewitt, Public Works Assistant

1. Call to Order/Roll Call
2. Pledge of Allegiance
3. Approval of Minutes – Meeting of November 13, 2013
4. Public Comment (Items not on the agenda)
5. Council Liaison Comments
6. Staff Comments
7. Discussion/Action Items:
  - A. Intersection of Marengo Avenue and Oxley Street
  - B. Street Improvement Project Update
  - C. Wilson Reservoir Presentation
8. Commissioner Comments
9. Adjournment  
(Next Meeting Date: January 8, 2013 at 7:00pm)

STATE OF CALIFORNIA, CITY OF SOUTH PASADENA, COUNTY OF LOS ANGELES

I declare under penalty of perjury that I posted this agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena as required by State Law.

Date: 12/3/13

Signature:   
Leaonna Dewitt

**ITEM 3**

Approval of Minutes – November 13, 2013

**MINUTES OF THE  
PUBLIC WORKS COMMISSION CONVENED THIS  
13TH DAY OF NOVEMBER, 2013 AT 7:00 P.M. AT THE  
AMEDEE O. "DICK" RICHARDS, JR., COUNCIL CHAMBERS  
1424 MISSION STREET**

**1. CALL TO ORDER/ROLL CALL**

The meeting was called to order at 7:10 p.m. by Chair Garcia.

Council Liaison Dr. Marina Khubesrian was absent (excused) and Councilmember Robert Joe attended in her place.

Staff present: Deputy Public Works Director Shin Furukawa and Public Works Assistant Leonna DeWitt.

**2. PLEDGE OF ALLEGIANCE**

Commissioner Pendo led the pledge of allegiance.

**3. APPROVAL OF MINUTES – Meeting of October 9, 2013**

Minutes approved as amended (Granath, Fisher) 5-0, motion carries.

**4. PUBLIC COMMENTS**

No public comment.

**5. COUNCIL LIAISON COMMENTS – deferred until Councilmember Joe arrived.**

**6. STAFF COMMENTS**

Deputy Public Works Director Furukawa requested Commissioners to speak in the microphone for recording purposes.

**7. DISCUSSION/ACTION ITEMS:**

**A. York Blvd. Bike Lanes**

Commissioner Pendo questioned why this item was being brought back to the Commission. He stated the Commission already voted on the matter and the item should have been submitted to City Council.

Chair Garcia stated he requested the item to be brought back to the Commission because of the tie vote. An additionally, Council Liaison Dr. Marina Khubesrian requested to take up the item again before bringing it to Council.

Deputy Public Works Director Furukawa stated this item was presented at the last meeting and there were no changes since the last meeting, but he did add two graphics to show the proposed and the future layout to help visualized the cross sections across the bridge.

Commissioner Pendo commented on the graphic and stated the measurements were not accurate.

Chair Garcia opened public comment. There was no public comment received, so the Chair closed public comment.

Councilmember Robert Joe entered the meeting.

Commissioner Granath briefly discussed the usage of the bicycle lanes and referenced LADOT's comments indicating they had not conducted any bicycle counts related to the proposed improvements. Commissioner Granath then stated he looked at the City's Bicycle plan that showed .4% of commuters use bicycles and the thought is this number might increase to .6% if the people commuting on light rail can be convinced to ride a bicycle to the rail sites. But the rail sites are located east of the bridge, so there will not be any increase traffic across the bridge by people commuting to light rail by bicycle. The likelihood of anyone using them is very small. He again referred to the traffic engineers plan submitted from the City of Los Angeles, which shows the traffic approaching San Pasqual, that the actual bike lane becomes a dashed line indicating that both bicycles and motorist can use the space.

Commissioner Granath spoke about Fort Collins, Colorado which is a town that has large bicycle use. He stated they use bicycle lanes but dashed them indicating the space is for bicyclists and motorists. The lane is recognized and honored as a bicycle lane when there is a bicyclist in it. He suggested leaving the existing striping as is and continue with a dashed bicycle lane across the bridge, connecting the bicycle lanes on either end of the bridge. This will indicate that when there is a bicyclist in that lane it should be honored by the motorist. He also mentioned Fort Collins has a number of signs to show the different types of traffic markings and explains what those markings mean and what motorist are supposed to do. He said this would allow the lane to be used 99% of the time by motorists rather than losing traffic capabilities giving this bridge a diet.

Commissioner Fisher commented that if we leave the lanes as is, with the four lanes, there is no room to add the striping. He noted the City of South Pasadena has adopted a bike plan and this is a part of the network that has been adopted. We have bike lanes coming from the west and we have bike lanes coming from the east. So, all we are talking about is connecting the two over the bridge. He stated we have normal lane widths and buffering between the opposing flows of traffic and between motor vehicles and bicycles, which appeals to him from a safety standpoint.

He stated regarding the ideas of striping, if we are to add additional lanes we would have to take a lane away because of the narrow widths of the bridge. Under California Law, this is the appropriate way of striping as you approach an intersection a bike lane is always dashed. Motorists and bicyclists are to share the lane. The advantage to this is if we have bicycle traffic as expected, that motorist can use that space to turn right onto San Pasqual. He stated he thinks this is a better operation and consistent with the bike network that the City has adopted.

Commissioner Pendo disagrees and he mentioned one of the things we need to take into consideration is the possibility of accidents. There are a lot of things we need to look at before moving forward.

Commission Main stated he is a cyclist, road cyclist and a commuter cyclist and he has gone over this bridge. He is a supporter of bike lanes, but not over the bridge because it's too narrow. He stated with bridges there is a lot of debris along the curbs and it causes bicyclists to go inward. It's a lot of traffic. He is not in agreement to reducing it to two lanes.

Commissioner Fisher stated the proposed re-striping provides buffering between the curb and motor vehicles and between east bound traffic and west bound traffic. If it's the sense of the commission not to install bicycle lanes over the bridge, then we need to take a look at the existing network we have created and may need to remove the bike lanes leading up to the bridge. If we are telling bicyclists by striping bike lanes that this is the network that they can use and then you drop them they may be exposed and at risk.

Commissioner Granath suggested looking at other alternative routes either North or South of the bridge. He question if the City of Los Angeles could unilaterally build this over to our city limits?

Deputy Public Works Director Furukawa stated he asked that of LADOT and they would stop the striping west of the bridge and drop the lane on their side of the bridge.

Discussion continued about other alternatives.

Chair Garcia gave his concerns about creating this fairly pricey bike lane system not only in South Pasadena, but also in the City of Los Angeles and then having the bike lanes disappear at the bridge. He stated from a liability stand point, we may have some obligation to provide something, but he is not convinced this is the best something to provide. Based on the evidence and the issues presented he has a difficult time favoring this.

Chair Garcia asked if there were any more comments and there were none. He called for a motion. He then suggested using the same motion from the previous meeting with Commission Fisher making the motion and seconded by Commissioner Granath.

Motion was as follows: to approve the bike lanes as presented with the understanding that in three months after it has been fully implemented, a report will be brought back to the Commission on how well its working or not working, on safety, congestion and ridership. (Fisher, Granath)

By roll call 2 – ayes (Fisher, Granath) and 3 – noes (Garcia, Main, Pendo) motion failed.

## **B. Street Improvement Project Update**

Deputy Public Works Director Furukawa stated he would provide the update for the Street Improvement Projects because Project Manager Gabriel Nevarez is absent due to being on jury duty.

He stated construction is completed on the Rollin St, Moffat St and Mound Ave project. The streets have been paved and only punch list items remain. On Park Ave, Mission St and Oxley St improvements and both Oxley and Mission have been paved. He stated Park St will be paved next week. These projects should be substantially complete by the end of next week.

Deputy Public Works Director Furukawa stated the current projects that are under design are Orange Grove between Monterey Road south to the cul-de-sac at the top of the hill. The other project is Hanscom Dr., Phase II which has been designed and awarded. Proposals are being evaluated for construction management and inspection services. He stated the plan is to award both the construction and construction management contracts by the end of the year.

He stated we are currently designing San Pasqual Avenue, Foothill Street and Hawthorne Street Improvement projects. The streets San Pasqual Ave and Foothill St are about 50% complete and Hawthorne is about 85% complete. The limits for Foothill St. are from Fremont and Meridian, San Pasqual Ave limits are between the City border near Arroyo Dr. to Stoney Dr. and the entire length of Hawthorne from Pasadena to Orange Grove.

Commissioner Fisher asked with regards to San Pasqual will there be any added curb?

Deputy Public Works Director Furukawa stated new curb will be included.

Commissioner Fisher asked will the shoulder and parking lot, next to the baseball field, be paved as a part of the project.

Deputy Public Works Director Furukawa stated it's not included in the current scope of work, but if the engineer feels we have excess budget, it's something we can look at.

Commissioner Fisher stated during baseball season, some motorists park their cars perpendicular to the fence and intrude upon the roadway. Hopefully, as a part of the project we can add some sort of edge line can be installed or parking space markings to enforce some parallel parking.

Deputy Public Works Director Furukawa stated yes that can be included.

### **C. Green Streets Policy**

Deputy Public Works Director Furukawa stated this item has been before the Commission previously and he is bringing it back for an approval. He stated the Green Streets Policy is a requirement as part of the new Municipal Separate Storm Sewer Systems (MS4) Permit adopted for Los Angeles County. He stated the Cities need to adopt a Green Streets policy. We have used the draft template created by the LA Permit Group and we have customized it over the last few meetings.

Deputy Public Works Director Furukawa stated at the last meeting it was discussed to remove mention of specific BMP technologies, so that we are not locked into certain technologies that may or may not work in our urban environment. He stated it was also discussed we would only apply this policy to major arterials and above, which will include Huntington Drive, Fair Oaks Avenue and Atlantic Blvd.

A motion was made to approve the Green Streets Policy as revised (Fisher, Main) 5, 0 motion carries.

## **8. COMMISSIONER COMMENTS**

Councilmember Robert Joe suggested to the Commission to request a legal opinion from the City Attorney about the bicycle lanes and any liability to the City for not connecting the bike lanes into Los Angeles.

He stated City Council has a high priority for infrastructure improvements and have approved \$2.5 million this year.

He stated City Council has approved a new ordinance for community gardens.

They have adopted a limitation on the size of construction vehicles that can be used in the South West Hills. Council directed staff to restrict construction on Sundays and make construction hours uniformed throughout the City.

He mentioned the City Council took action to initiate proceeding with the proposed water rates increase for a three year period. The increase is to provide revenue for debt coverage and the structure will be 8%, 6%, and 4%.

Suggested the Commission receive monthly updates on the Wilson and Garfield Reservoirs.

Commissioner Pendo was concerned if the commission set a precedent on the matter of re-voting on matter after a vote was taken.

Commissioner Garcia stated no we have not because the outcome of the vote was a tie and it was asked for us to reconsider the motion before submitting it to Council.

Commissioner Granath asked if we have a public trash receptacle program or system. Deputy Director of Public Works Furukawa stated we have an annual dumpster day where residents can bring large items that can be dropped off.

Commissioner Granath clarified and asked if we have public trash receptacles in the parkway.

Deputy Director of Public Works Furukawa stated we do have trash receptacles in the parkway and at bus stops. The city has an outside contractor that provides this service.

Commissioner Granath requested to have a list to show the location of the city receptacles.

Commissioner Fisher stated he had additional thoughts about the bike lanes and agreed with Councilmember Joe regarding getting a legal opinion. He requested to ask the City Attorney if the intent is not to have stripped bike lanes on York Blvd Bridge, then should we retain the bike lanes we have stripped already on Pasadena Avenue. The current operation with the lane widths and such are not optimal, but he recalls a City of LA project to seismically strengthen the bridge and with the low comfort level of the Commission with the 41.5 foot road way as it is now, if there is indeed a seismic retrofit project that would consider altering the width in such a way there will be a greater comfort level with bike lanes.

Commission Pendo asked who owns the bridge.

Deputy Public Works Director Furukawa stated the City of Los Angeles owns it.

Commissioner Main commented on a previous request he made to have a handicap parking spot repaired and was informed that it will be repaired during the winter break when school is out of session.

Commissioner Pendo asked about his request regarding damaged curb at Farmers Market.

Commissioner Garcia commented on his way to work there was water bubbling out of the street at the corner of Prospect Drive and Prospect Circle. He found out the city crews went out and there was a water main broken. He wanted to know what happen.

Deputy Director of Public Works stated he would find out and email him.

Councilmember Joe suggested adding an agenda item for the letter received from Caltrans regarding the railing on the bridges.

## **9. ADJOURNMENT**

Chair Garcia declared the meeting adjourned at 8:14p.m.

I HEREBY CERTIFY that the foregoing minutes were adopted by the Public Works Commission of the City of South Pasadena at a meeting held on December 11, 2013.

AYES:

NOES:

ABSENT:

ABSTAIN:

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Steven Garcia, Chair

**ITEM 7A**  
**Consideration of All-Way Stop at Intersection of**  
**Marengo Avenue and Oxley Street**



# City of South Pasadena Public Works Commission Agenda Report

*Steven Ray Garcia, Chair  
Clinton L. Granath, Vice Chair  
John E. Fisher, Commissioner  
Alexander Main, Commissioner  
Mathew M. Pendo, Commissioner*

COMMISSION AGENDA: December 11, 2013

TO: Public Works Commission

FROM: Shin Furukawa, P.E., Deputy Public Works Director

SUBJECT: **Consideration of All-Way Stop at Intersection of Marengo Avenue and Oxley Street**

## **Recommendation**

Based on the traffic studies conducted and enhancements previously made to this intersection, staff recommends making no further modifications to the intersection at this time.

## **Fiscal Impact**

Depending on the alternative chosen, the cost of implementation will vary. The cost for each of the alternatives is listed below.

## **Background**

The intersection of Marengo Avenue and Oxley Street is currently a two-way stop. The east-west traffic on Oxley Street is required to stop at the intersection, but the north-south traffic on Marengo does not stop. The City has received several citizen requests over the years to consider making this an all-way stop. In general, the requests suggest that this intersection is unsafe for pedestrians, many of whom are going to Marengo Elementary School two blocks south. Also, because of the existence of marked crosswalks across all four legs, unfamiliar drivers may assume the intersection is a 4-way stop. This matter has gone before City Council multiple times (see Attachment 1 for meeting minutes).

In 2009, a traffic study was conducted on the intersection (Attachment 2). The study determined that the warrants required by the California Manual of Uniform Traffic Control Devices (CAMUTCD) for an all-way stop were not met. Instead, one of the options considered by the City Council was to remove the east-west crosswalks across Marengo Avenue to help reduce confusion. The City Council did not support this alternative, and instead directed staff to install additional larger signage indicating that north-south traffic on Marengo Avenue does not stop. Trees were also trimmed to improve visibility. Initial feedback from the neighbors indicated that the signs have helped reduce driver confusion, but the City continued to receive requests for further improvements, so a second traffic study was commissioned in 2010 (Attachment 3). In 2011, the City Council also considered the idea of constructing a roundabout at the intersection. This idea did not gain much traction due to the cost.

The reported traffic accidents at this location from January 1, 2009 to October 28, 2013 are as follows:

2009 – one  
2010 – two  
2011 – none  
2012 – none  
2013 - one

Recently a City Councilmember has requested that this matter be revisited.

### **Analysis**

Based on the Councilmember's request, staff has begun investigating this issue once again. Traffic accident data collected since the 2010 traffic study indicate that the number of reported accidents is still too low to meet the CAMUTCD accident warrant for an all-way stop. The 2010 traffic study was recently updated by the traffic engineer to take this data into account. At this point, there are several courses of action the Commission can recommend at this point:

1. Remove the east-west crosswalk to reduce driver confusion: Marked crosswalks across all four legs at a 2-way stop intersection are legal, but uncommon. Because it is an uncommon occurrence, drivers who are unfamiliar with the intersection or not paying attention may confuse the intersection as a 4-way stop. This is problematic for drivers on Oxley Street, who may attempt to proceed through the intersection assuming traffic on Marengo Avenue is required to stop. Removing the crosswalks via sandblasting will cost approximately \$5,000.

Some residents have argued against the removal of crosswalks because this intersection is located two blocks north of Marengo Elementary School and one block south of Garfield Park, so there is a relatively high number of pedestrians (for a residential street) in the area.

These residents feel that the marked crosswalks across Marengo Avenue serve as an effective warning to vehicles travelling north-south that pedestrians will be crossing at the intersection. This option is not supported by the majority of the public.

2. Create a 4-way stop: Although the traffic study concluded that the warrants listed in the CAMUTCD to create an all-way stop were not met, the City Council could still elect to install an unwarranted 4-way stop. However, the City may be leaving itself open to additional liability since it is knowingly overruling the recommendations of the CAMUTCD. The City would have to justify the installation of the stop signs, in opposition to the requirements of the CAMUTCD. The cost of installing the signage and striping is minor and can be absorbed in the Public Works Department's operations budget.
3. Add a crossing guard: Currently there is no crossing guard assigned to this location. The cost to add a crossing guard would be approximately \$6,500 a year, which is currently unbudgeted in the Police Department's budget. Pedestrian counts performed by staff

showed a relatively low number of pedestrians crossing Marengo Avenue at this location. Many of these pedestrians were actually adults who were exercising. The pedestrian patterns observed during the counts showed that most pedestrians typically did not cross Marengo Avenue at this intersection. If they were going to the park, they crossed at the controlled intersection at Mission Street, and if they are going to the school, they crossed at the controlled intersection at Bank Street one block south where there is a crossing guard.

4. Install additional driver enhancements: Install rumble strips made with pavement markers on Oxley Street to alert east-west drivers that cross traffic on Marengo Avenue does not stop. The cost of installing rumble strips is nominal and could be absorbed in the Public Works Department's operations budget. This alternative was previously not supported by the City Council due to concerns about noise that could be created by the rumble strips.
5. Take a wait-and-see approach: Take no further action until conditions warrant. This is staff's recommendation at this time.

#### **Legal Review**

The City Attorney has not been asked to review this item.

#### **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. Notices were also posted at the subject intersection, and mailer cards were sent to all homes within a one block radius of the intersection.

#### **Attachments:**

1. City Council Meeting Minutes
2. 2009 Traffic Study
3. Updated 2010 Traffic Study (executive summary only)
4. Photographs

**ATTACHMENT 1**  
City Council Meeting Minutes

developing a workable budget. Mayor Schneider commented on how much Highland Avenue has improved since it was reconstructed and repaved; he acknowledged efforts of the Public Work Department. In regard to the budget crisis, Councilmember Putnam said that other municipalities are partnering with adjacent cities to share resources.

Councilmember Cacciotti said that the City and School District could share janitorial and landscaping contractors. He requested adding to a future agenda: consideration of economies of scale/sharing resources with the School District. He said reserves have grown since he has been in office, and he requested a report depicting reserves over the past decade.

Mayor Pro tem Ten requested that the City work with the School District to hire a District maintenance employee part time to conduct minor street repairs.

By roll call vote (5 ayes) the City Council adopted Resolution No. 7109, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, ADOPTING THE FISCAL YEAR 2010/11 BUDGET.

(Putnam, Cacciotti)

## **REORDERING OF AGENDA**

Mayor Schneider said that without objection, the following item would be taken up next.

## **PUBLIC HEARING CONSIDERATION OF IMPROVEMENTS AT THE INTERSECTION OF MARENGO AVENUE AND OXLEY STREET**

9:15 p.m. Public Works Director Sweeney presented the staff report on the proposed improvements at the intersection of Marengo Avenue and Oxley Street, accompanied by PowerPoint slides. He responded to questions.

Mayor Schneider opened the public hearing.

John Savage, 1117 Avon Place, supported removing the crosswalk in question.

Those opposing removing the east-west crosswalk in question were David Ashton, Stratford Avenue; Nicholas Panza, 1041 Garfield; Scott Moses, 1105 Marengo Avenue; James Dolan, 1039 Stratford Avenue; and Travis Dunville, 1036 Brent Avenue.

Jane Henning, 1841 Oxley Street, said that this is one of the most dangerous intersections she's ever seen. No one realizes there is only a two-way stop at the intersection, she said, and additional signage is needed. She said that she is an attorney, and that this situation constitutes a "dangerous condition." Valerie Harris, 1106 Stratford Avenue, who agreed that this is a dangerous intersection, opposed removing the crosswalk.

Mayor Schneider closed the public hearing.

Questions and discussion followed. Police Chief Watson responded to a question about traffic accidents at the intersection. Councilmember Putnam spoke about safety in marked vs. unmarked crosswalks. Mayor Pro tem Ten opposed creating blight with excessive signage and suggested constructing a traffic circle at this intersection. Mayor Schneider said there was substantial testimony that this is a dangerous intersection. Mayor Schneider requested that the traffic study be re-evaluated and that a traffic round be considered for this intersection.

By roll call vote (4 ayes; 1 no, Mayor Pro tem Ten), the City Council approved retaining the east-west crosswalk at the intersection of Marengo Avenue and Oxley Street and directed staff to investigate additional ways to improve the crosswalks and signage. On an amendment suggested by Councilmember Cacciotti and approved by Councilmember Sifuentes, the Council directed that the crosswalk be repainted; that larger signs be installed, and that two bright green warning signs be installed immediately in all directions—one in advance of the pedestrian crossing, and one at the crosswalk itself. They directed that staff evaluate the effectiveness of signage installed to date and additional signage and return to the Council in six months with a report.

(Sifuentes, Cacciotti)

Mayor Schneider said that following the six-month report, the Council would explore other safety improvements at the intersection. No objections were voiced.

**PUBLIC HEARING TO  
CONSIDER ZONING**

10:13 p.m. The City Council took a one-minute recess.

10:14 p.m. Senior Planner Mayer presented the staff

**EXTENSION**

strategist/lobbyist for the SR-710 extension. He said seventeen firms were contacted, with three responses. Only one expressed interest, he said, at a cost of \$10,000/month retainer for 30 hours. He and City Manager Davidson responded to questions. Discussion took place about the type of reporting the City should require of the consultant.

Mayor Ten opened the public comment period.

Wayna Kato, 1036 Hope Street, opposed utilizing Mike Roos as the City's strategist/lobbyist, providing reasons for her opposition. She urged the City to consider sharing costs with Glendale and La Cañada Flintridge.

Dr. Bill Sherman, 320 Grand Avenue, said he is disappointed with the efforts of Mr. Roos in aiding the City in opposing the 710 extension. He said no reports exist of his activity, and he is seldom seen.

Mayor Ten closed the public comment period.

Discussion continued, and Councilmembers expressed a range of opinions on the contributions made by Mr. Roos. City Attorney Adams provided legal guidance on reporting that can be delivered in Closed Session. It was determined that Mr. Roos can be utilized on issues other than the 710.

By roll call vote (4 ayes; 1 no, Councilmember Schneider), the City Council approved retaining Mike Roos as the City's strategist/lobbyist on the proposed SR-710 North Extension. The City Council requested that Mr. Roos provide reports in Closed Session on items appropriate to Closed Session; and on items not appropriate to Closed Session, they directed that Mr. Roos periodically (every 3-6 months) provide verbal reports to the City Manager.

(Sifuentes, Cacciotti)

**FOLLOW-UP REPORT OF  
IMPROVEMENTS AT THE  
INTERSECTION OF  
MARENGO AVENUE AND  
OXLEY STREET**

Public Works Director Sweeney presented the staff report on improvements at the intersection of Marengo Avenue and Oxley Street, accompanied by PowerPoint slides. He and Police Chief Payne responded to questions.

Mayor Ten opened the public comment period.

James Dolan, 1039 Stratford Avenue, who said he lives adjacent to the intersection, supported retaining the existing crosswalks and favored adding more crosswalks to enhance safety. He said one underlying cause of the traffic problem is cut-through traffic. If a 4-way stop is implemented, he said, cut-through traffic will increase.

Scott Moses, 1105 Marengo Avenue, said the most recent accident occurred in front of his home. In regard to a reported survey, he said no one has contacted any of the residents in the area. He recommended a stop sign or a roundabout. He urged enforcement of speeding violations on Marengo.

Mayor Ten closed the public comment period.

Discussion followed. Public Works Director Sweeney and Police Chief Payne responded to questions. Various interventions were considered, including a traffic circle and rumble strips. In response to a question from Mayor Pro Tem Cacciotti about police reports on the two reported accidents at the intersection, Police Chief Payne said that both were due to a "failure to yield to through traffic." There was no secondary collision factor of speed, he said.

Both Public Works Director Sweeney and Chief Payne concluded that a 4-way stop would be the best way to improve safety at the intersection.

Mayor Ten reopened the public comment period. Speaker Dolan expressed opposition to the 4-way stop.

Mayor Pro Tem Cacciotti requested additional enforcement citywide on speeding. Chief Payne responded that with the issues related to the Fair Oaks construction, traffic will find alternatives. The best way to correct bad driver behavior is a citation, Chief Payne said.

By voice vote (5 ayes), the City Council directed staff to investigate and analyze additional ways to improve the safety at the intersection of Marengo and Oxley,



including a traffic circle, rumble strips, 4-way stop sign, signage, and other options, and to return to the City Council for reconsideration of various modalities.

(Putnam, Ten)

**DISCUSSION OF THE  
DECISION BY THE  
NATURAL RESOURCES  
AND ENVIRONMENTAL  
COMMISSION (NREC) TO  
APPROVE THE REMOVAL  
OF A PARKWAY TREE AT  
342 CAMINO DEL SOL**

Public Works Director Sweeney presented a brief overview on the issue of the decision of the Natural Resources and Environmental Commission (NREC) to approve the removal of a parkway tree at 342 Camino Del Sol, accompanied by overhead photographic slides. Mayor Ten said the tree is located in the parkway and falls under the jurisdiction of the Public Works Department. He questioned the criteria used by the NREC to grant the removal since this sets a precedent for the future.

Mayor Ten opened the public comment period.

Jane Schirmeister, 342 Camino Del Sol, said she has asked the City to resolve this issue because of safety concerns. She cited parking difficulties and risk of falling, standing water, running water, potholes, and a lifted utility meter/box. She said she has grave concerns about cutting the roots.

Mayor Ten closed the public comment period.

Councilmember Sifuentes, with a second by Mayor Pro Tem Cacciotti, directed staff to investigate Ms. Schirmeister's reported hazardous potholes. City Attorney Adams advised that the owner has been granted permission to remove the tree, and the owner is the City. The City can exercise the permission or not, he said. Discussion continued. Public Works Director Sweeney responded to questions.

By roll call vote (5 ayes), the City Council directed that the issue of the criteria utilized to allow removal of parkway trees be referred to the Natural Resources and Environmental Commission (NREC), to work in coordination with the Public Works staff, to develop recommendations for policy direction and to return to the City Council.

(Cacciotti, Putnam)

Public comments reflecting agreement with and objections to various South Pasadena redistricting lines were provided by Alex Maltun, no address stated; David Czamanske, no address stated; and Vicky Kirkwood, Monterey Road.

Discussion continued on the commonality of interests between South Pasadena and cities it was aligned with through the redistricting process.

By consensus, as suggested by Councilmember Putnam, the City Council (1 absent, Councilmember Sifuentes) directed that a letter be drafted by staff to the Citizens Redistricting Commission to request changes in the preliminary redistricting alignments. In regard to the Congressional District alignment proposed for South Pasadena, since the City identifies with San Gabriel Valley cities, the City Council directed that the letter reflect the City's desire to be moved eastward to the East San Gabriel Valley-Diamond Bar District. In regard to the proposal to bifurcate the City into two Assembly Districts, the City Council directed that the letter reflect the City's desire to be included in only one Assembly District. The letter should reflect that the City Council does not agree with the plan to divide the City into a northernmost Assembly District and a southernmost Assembly District. The letter should express the City's preference to be part of the Burbank-Glendale Assembly District. The City Council determined that Councilmember Putnam would attend the Citizens Redistricting Commission public input hearing scheduled for Friday, June 17, 2011, starting at 6:00 p.m. at Rio Hondo College, 3600 Workman Mill Road, Whittier, on behalf of the City, as long as his schedule allowed, and that he would submit the official letter of request from the City, along with pertinent maps, and testify before the Commission. The City Council determined that the South Pasadena's Senate District, as drawn, was satisfactory.

**CONSIDERATION FOR A  
MODERN ROUNDABOUT  
AT THE INTERSECTION  
OF MARENGO AVENUE  
AND OXLEY STREET**

Acting Public Works Director Furukawa presented the staff report on the proposed roundabout at Marengo and Oxley, accompanied by photographs of the intersection. He said staff advises against a roundabout. He suggested raised pavement markers. He responded to questions. Councilmember Putnam suggested staff

investigate low speed bumps used in Beverly Hills.

Public comment: James Dolan, 1039 Stratford Avenue, said that the newly installed signage is working to alert drivers to the fact that there is no stop sign on Marengo at the intersection with Oxley. He opposed a roundabout.

By roll call vote (4 ayes; 1 absent, Councilmember Sifuentes), the City Council determined that it would not consider constructing a roundabout at the intersection of Marengo Avenue and Oxley Street. On an amendment suggested by Mayor Pro Tem Cacciotti and accepted by the maker and seconder of the motion, the City Council directed staff to evaluate two issues: a sight distance problem at the intersection due to the location of the stop sign that faces eastbound traffic, which Mayor Pro Tem Cacciotti said is five feet away from the curb; and the difficulty for drivers driving eastward on Oxley to see northbound traffic on Marengo when cars are parked along the west side of Marengo.

(Schneider, Putnam)

**UPDATED ON ASSEMBLY  
BILL 353**

Mayor Ten provided an update on Assembly Bill 353. No amendments have been made, he said. He responded to questions. He said a meeting has been scheduled with the "No on 710" leadership.

**CONSIDERATION OF THE  
ADOPTION OF AN INTER-  
IM ORDINANCE IMPOS-  
ING A 45-DAY MORATOR-  
IUM ON EITHER THE  
ISSUANCE OF BUSINESS  
LICENSES FOR MASSAGE  
ESTABLISHMENTS, HAIR  
AND NAIL SALONS,  
TANNING SALONS AND  
BARBERSHOPS, OR ON  
MASSAGE ESTABLISH-  
MENTS ONLY**

Due to the late hour, this item was postponed.

**PROVIDE DIRECTION  
REGARDING AN  
AMENDMENT TO THE**

Due to the late hour, this item was postponed.

**ATTACHMENT 2**  
2009 Traffic Study



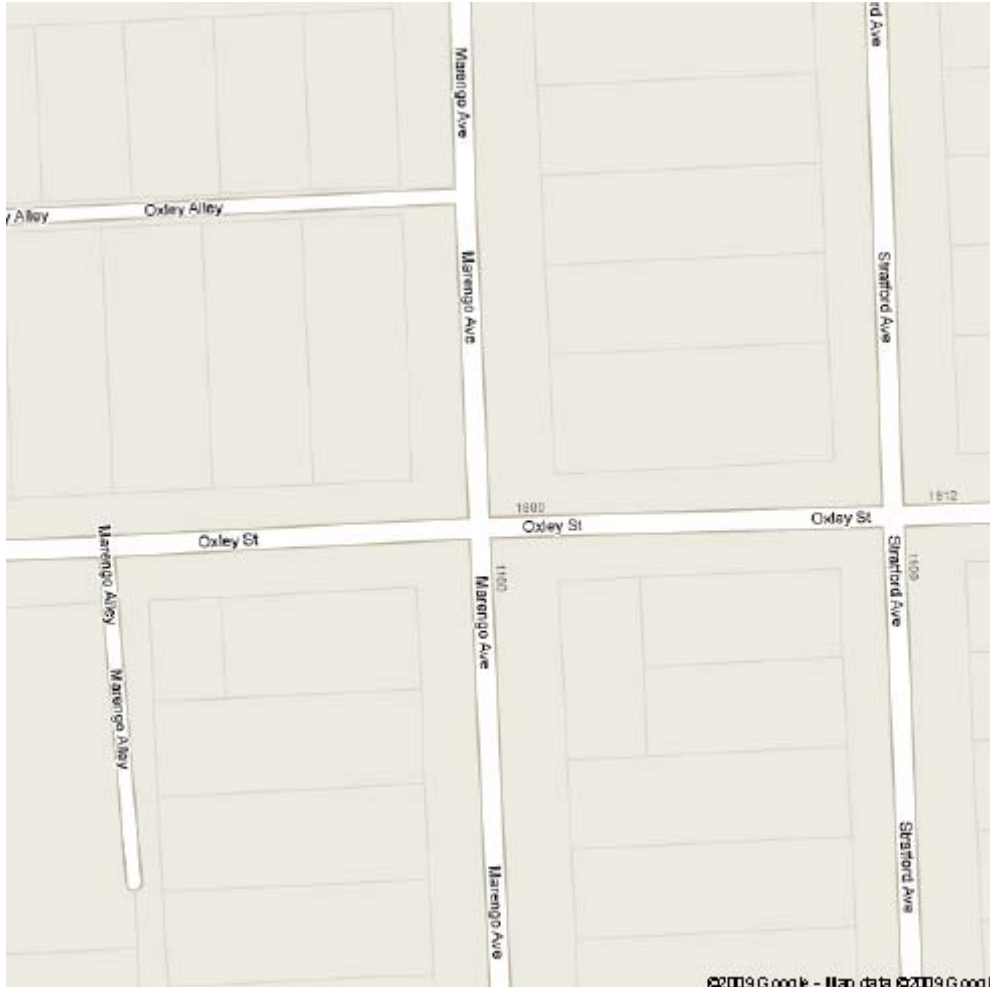
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December 14, 2009

## Stop Sign Request for the Intersection of Marengo Avenue at Oxley Street



### Map Showing Intersection Location

#### Issue:

The city staff has received has received a request to install additional stop signs on Marengo Avenue at its intersection with Oxley Street.

*Transportation Engineering and Planning, Inc.*

## **Background:**

Marengo Avenue is a two-lane north-south street designated as a Collector roadway in the city General Plan. Striped bicycle lanes are present in the northbound and southbound direction on Marengo Avenue. Stop signs are installed on Marengo Avenue at its intersection with Monterey Street to the south and on Mission St. to the north.

Oxley Street is a two-lane local residential street oriented in the eastbound and westbound direction. Currently, stop sign controls are installed on Oxley Street on its approaches to Marengo Avenue.

The prima facie speed limit for both streets is 25 mph.

## **Intersection Analysis:**

### **Collision History**

Caltrans SWITRS reports for the period from January 1, 2006 through December 31, 2008 (the most recent three-year period for which data is available) were reviewed to identify collisions that occurred in this intersection. During this period no collisions are listed in the SWITRS reports.

### **Line-of-Sight**

Line-of-sight was reviewed for all for approaches to the intersection. The required horizontal clearance according to the Caltrans Highway Design Manual, Stopping Sight Distance Table 201.1 is 150 ft for a design speed of 25 mph.

No sight distance deficiencies were found. However, in the eastbound direction there is a tree which partially obstructs visibility of the stop sign at the intersection.

### **Stop Sign Warrants**

According to the Manual of Uniform Traffic Control Devices, California Supplement (Section 2B.07), intersection multiway stop signs should be considered under the following conditions:

A. Where traffic control signals are justified, as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic signal.

*Condition not met.*

B. Existence of a crash problem, indicated by five or more reported crashes in a 12 month period that are susceptible to correction by a multiway stop installation. Such crashes include right and left turn collisions, and right angle collisions.

*Condition not met.*

***Transportation Engineering and Planning, Inc.***

C. Minimum traffic volumes:

1. Vehicle volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any eight hours of an average day,

2. The combined vehicle, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight hours, with the average delay to minor street vehicle traffic of at least 30 seconds per vehicle during the highest hour, and

3. If the 85th percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicle volume warrants are 70% of the above values.

*Condition not met.*

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80% of the minimum values. Criterion C.3 is excluded from this condition.

*Condition not met.*

Other criteria that may be considered include:

A. The need to control left turn conflicts.

*Condition not met.*

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.

*Condition not met.*

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop.

*Condition not met.*

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

*Condition not met.*

## Recommendations

1. Additional stop signs are not recommended for the northbound and southbound approaches to the intersection. MUTCD warrants are not met.
2. Consider trimming tree that partially obstructs visibility of existing stop sign on the eastbound approach to the intersection.

Report prepared by  
Craig S. Neustaedter,



Consulting Traffic Engineer



Attachment: Multiway Stop Sign Worksheet



Volume Analysis And Stop Control Warrant Worksheet

| Major Street | Marengo Avenue |             |              | Minor Street | Oxley Street   |              |             |
|--------------|----------------|-------------|--------------|--------------|----------------|--------------|-------------|
| Urban/Rural: | U              | Coll:       |              |              |                |              |             |
| Dir          | Marengo Avenue |             | Oxley Street |              |                |              |             |
| Time         | NB             | SB          | EB           | WB           | Marengo Avenue | Oxley Street | Total       |
| 0000         | 3              | 2           | 2            | 1            | 5              | 3            | 8           |
| 0100         | 0              | 2           | 0            | 0            | 2              | 0            | 2           |
| 0200         | 1              | 0           | 0            | 0            | 1              | 0            | 1           |
| 0300         | 0              | 0           | 0            | 1            | 0              | 1            | 1           |
| 0400         | 2              | 0           | 3            | 0            | 2              | 3            | 5           |
| 0500         | 2              | 10          | 1            | 1            | 12             | 2            | 14          |
| 0600         | 10             | 14          | 9            | 6            | 24             | 15           | 39          |
| 0700         | 82             | 69          | 51           | 29           | 151            | 80           | 231         |
| 0800         | 70             | 133         | 57           | 31           | 203            | 88           | 291         |
| 0900         | 44             | 75          | 34           | 26           | 119            | 60           | 179         |
| 1000         | 29             | 47          | 29           | 20           | 76             | 49           | 125         |
| 1100         | 36             | 63          | 44           | 19           | 99             | 63           | 162         |
| 1200         | 69             | 82          | 52           | 16           | 151            | 68           | 219         |
| 1300         | 47             | 78          | 52           | 29           | 125            | 81           | 206         |
| 1400         | 66             | 94          | 61           | 17           | 160            | 78           | 238         |
| 1500         | 63             | 109         | 50           | 18           | 172            | 68           | 240         |
| 1600         | 66             | 104         | 90           | 24           | 170            | 114          | 284         |
| 1700         | 94             | 151         | 87           | 14           | 245            | 101          | 346         |
| 1800         | 52             | 78          | 65           | 19           | 130            | 84           | 214         |
| 1900         | 37             | 47          | 33           | 14           | 84             | 47           | 131         |
| 2000         | 24             | 33          | 22           | 9            | 57             | 31           | 88          |
| 2100         | 15             | 26          | 19           | 7            | 41             | 26           | 67          |
| 2200         | 8              | 10          | 13           | 1            | 18             | 14           | 32          |
| 2300         | 4              | 3           | 4            | 2            | 7              | 6            | 13          |
| <b>Total</b> | <b>824</b>     | <b>1230</b> | <b>778</b>   | <b>304</b>   | <b>2054</b>    | <b>1082</b>  | <b>3136</b> |

| <u>Volume Summary</u> |             | Major | Minor | AM Peak Hour | PM Peak Hour |
|-----------------------|-------------|-------|-------|--------------|--------------|
| Required:             | Urban       | 300   | 200   | 291 0800     | 346 1700     |
| TIME                  | WARRANT MET |       |       | TIME         | WARRANT MET  |
| 0000                  | No          |       |       | 1200         | No           |
| 0100                  | No          |       |       | 1300         | No           |
| 0200                  | No          |       |       | 1400         | No           |
| 0300                  | No          |       |       | 1500         | No           |
| 0400                  | No          |       |       | 1600         | No           |
| 0500                  | No          |       |       | 1700         | No           |
| 0600                  | No          |       |       | 1800         | No           |
| 0700                  | No          |       |       | 1900         | No           |
| 0800                  | No          |       |       | 2000         | No           |
| 0900                  | No          |       |       | 2100         | No           |
| 1000                  | No          |       |       | 2200         | No           |
| 1100                  | No          |       |       | 2300         | No           |

| <u>Warrant Summary</u> |         | <u>Volume Split</u>   |           |
|------------------------|---------|---|-----------|
| Stop Warranted fo      | 0 hours | Major   | 2054 65%  |
| Number Collisions      | 1       | Minor   | 1082 35%  |
|                        |         | Total   | 3136 100% |
| Volume Met             | No      | 2 Vehicle stopped on Major for each vehicle stopped on Minc |           |
| Collisions Met         | No      |   |           |
| Warrantec              | No      |   |           |

**ATTACHMENT 3**  
Updated 2010 Traffic Study  
(executive summary only)

# Revised Intersection Improvements Focused Traffic Analysis

for

## Marengo Avenue and Oxley Street

for

## The City of South Pasadena, CA



Prepared by:



**MINAGAR & ASSOCIATES, INC.**

20 Years of Excellence

Prepared December 27, 2010

Updated November 27, 2013



## **EXECUTIVE SUMMARY**

*This report was initially prepared and presented to the City of South Pasadena on December 27, 2010. Since there have been no physical nor operational changes during the past 3 years, it is certified that the assessments, analyses and recommendations contained in this report shall remain the same. For the record, the only recommendation the City implemented in 2010 was number 4 (tree trimming). It should be noted that a review of the traffic collisions reports at the subject intersection during the past three years reveal that traffic safety condition has remained unchanged. It is therefore concluded that this report is currently valid for appropriate action(s) by the City of South Pasadena.*

The City of South Pasadena has requested for an *Intersection Improvements Focused Traffic Analysis* in order to identify potential alternatives to improve operations at the intersection of Marengo Avenue and Oxley Street. A Multi-way Stop Sign Warrant Assessment was conducted in December of 2009 and revealed that the installation of two (2) additional stop signs at the north-south approaches of Marengo Avenue *is not warranted*. In the process of this warrant assessment, additional suggestions towards improvement of operations at the subject intersection were made and applied in June of 2010. These suggestions included: adding signage, implementing a crossing-guard, erecting 2 more stop controls in order to make the intersection a four-way stop (although not warranted nor recommended), removing the two (2) east-west crosswalks from Marengo Avenue, and applying the “wait-and-see” approach. Only a couple of the recommendations were applied and later observations revealed that further action was necessary in order to improve operations at the subject intersection.

There are no existing stop signs currently controlling traffic on Marengo Avenue, but traffic entering from Oxley Street is stop controlled. There are signs stating “cross traffic does not stop,” that were recently installed on Oxley Street. These signs were installed in accordance with the analysis and suggestions made for improvements in June of 2010. The “wait and see” policy was also applied in order to analyze the impact of the conservative improvements and new signage installed within the subject intersection and to evaluate whether further action was indeed necessary.

The observations made in the past few months have revealed that additional measures should be taken in order to improve the functionality and the safety of the intersection of Marengo Avenue and Oxley Street. After reviewing previous recommendations and several alternatives, the





following are a few recommendations being made in order to improve the safety and operations at the subject intersection.

*Option 1: It is recommended that the east-west crosswalk on the northern leg of Marengo Avenue be removed in preponderance due to: safety concerns for pedestrians, a reported frequency of driver confusion, inconsistent geometric configuration with comparable nearby intersections, and the most recent traffic collision reports revealing higher accident rates than usual for the subject intersection. One way to improve the configuration is to remove the northern crosswalk which will have no adverse effect on pedestrian traffic; this allows for channelization of pedestrians towards the utilization of one crosswalk on the southern leg and for drivers approaching the intersection to better understand the actual two-way stop configuration of the subject intersection. The northern crosswalk is identified for removal because the southern crosswalk is closer in proximity to an educational institution, and due to more readily available crosswalks to the north within the vicinity of the park in substitute of the northern crosswalk and reducing the need for pedestrians to utilize the northern crosswalk. Notification to the public shall be given at least 30 days prior to the scheduled removal of an existing marked crosswalk. The notice of proposed removal shall inform the public how to provide input related to the scheduled removal and shall be posted at the crosswalk identified for removal. Refer to California Vehicle Code (CVC) 21950.5. The predominant factor in support of the removal of the northern crosswalk on Marengo Avenue was the safety concern due to a substantial increase in collision rates for the subject intersection over the past year, during which initial attempts for the improvement of the intersection of Marengo Avenue and Oxley Street failed to improve operations and safety for the subject intersection. For the past five (5) years until December of 2009, the intersection experienced two (2) traffic collisions. Between June 2010 and the present (a six month period), there have been two (2) collisions at the subject intersection. This has raised substantial concern and results in a more drastic set of recommendations being provided in the following analysis and report.*

*In the event that the northern crosswalk is not removed, the subsequent recommendations are still applicable and are highly recommended in supplement of Option 1 and/or in substitute of Option 1.*





Option 2: *It is recommended that 2 rumble strips be installed on Oxley Street for the east and west bound approaches.* The goal is to enhance the safety of the subject intersection by directing the motorist's attention towards standard warning or regulatory devices. Rumble strips assist in indicating a sight distance restriction and alert drivers by transmitting sound and/or vibration through the vehicle. This will assist in obtaining the driver's attention, and permeating the message to drivers to be more observant when approaching the intersection.

Option 3: *It is recommended that two (2) "Stop Ahead" (W3-1) signs and two (2) "Stop Ahead" legends be installed on Oxley Street for the east and west bound approaches.* Due to the restricted visibility, the signs allow for drivers to dedicate more attention to surveying the intersection for pedestrians and to anticipate the stop signs on Oxley Street in adequate enough time to stop.

Option 4: *It is recommended that the trees with low hanging branches be trimmed for the east and west bound approaches on Oxley Street.* The trees impede the visibility of the existing stop signs on Oxley Street, and restrict sight distance. Trimming the trees will provide sufficient horizontal clearance, and allow motorists to better observe warning and regulatory signs without interference.

In conclusion, the City of South Pasadena has requested additional recommendations for the further improvement of the intersection configuration of Marengo Avenue and Oxley Street. *Minagar & Associates, Inc.* has performed an analysis of the subject intersection based on the standards, guidelines and provisions set forth by the 2010 California *Manual on Uniform Traffic Control Devices (CA-MUTCD) for Streets and Highways*. The analysis is in accordance with CA-MUTCD's Chapter 2 on "Signs" and Chapter 3 on "Markings" which outlines the functions and applications of different warning signs and markings and sets forth an industry standard for such evaluations. The following are the results of the analysis and corresponding recommendations applicable to the intersection of Marengo Avenue and Oxley Street.



**ATTACHMENT 4**  
Photographs



Oxley St. looking west





Oxley St. looking east



Marengo Ave. looking south



Marengo Ave. looking north





**Marengo Ave. looking north**

**ITEM 7B**  
Street Improvement Project Update

# Memo

**Date:** December 4, 2013  
**To:** Public Works Commission  
**From:** Gabriel B. Nevarez, Public Works Project Manager  
**Via:** Shin Furukawa, P.E., Deputy Public Works Director  
**Re:** Public Works Commission CIP Update

---

The current status of the 2012/13 Capital Improvement Projects is as follows:

**Moffatt St. (Alpha to end of Cul-d-sac), Rollin St. (Fair Oaks to Diamond) and Mound Ave. (Hope to Mission) St. Improvement Project:**

This Project is substantially complete. Although change orders were incurred for additional cold milling, asphalt dig outs, and additional excavation for the sewer work, there was a savings to bid quantities which resulted in the overall project remaining under budget.

Because of the substantial savings to this project, 5,475 square feet of additional sidewalk replacement on Fair Oaks Avenue has been added as a change order which is anticipated to be completed by January 2014.

**Mission Street (Fair Oaks to Marengo), Oxley Street (Fair Oaks to Mission) and Park Avenue (Hope to Grevelia) Street Improvement Project:**

This Project is substantially complete. The Mission Street paving segment of this project did not turn out as smooth as necessary, therefore, the contractor will grind 1" and re-pave the entire limits of the project at no additional cost to the City. This work is anticipated to be completed by January 2014.

**Hanscom Drive (Hill Drive to Illinois Drive) Street Improvement Project:**

The proposed improvements for this project includes roadway widening, pavement rehabilitation, storm drain improvements, and sewer improvements. More specifically, the improvements consist of construction of retaining walls at various locations on both high and low sides along the roadway, cold milling of existing pavement, construction of curb and gutter where there is no retaining wall, construction of a gutter pan along the proposed retaining wall on the low side and a

concrete swale along the retaining wall on the high side, installation of Petromat, 1.5" asphalt overlay, replacement of damaged portions of existing VCP sewer with PVC, reconnection of the sewer laterals, and construction of a storm drain system.

Staff is currently reviewing proposals submitted for the construction management and inspection. We anticipate awarding this project for the construction, construction management and inspection at the December 17<sup>th</sup> Council meeting and starting construction in January 2014.

**Orange Grove (Monterey Road to South cul-de-sac) Street Improvement Project:**

The proposed improvements for this project include grind and overlay of damaged asphalt pavement, localized repairs of damaged sidewalk, driveways, curb and gutter, adjustment of manholes and utility covers, replacement of water services, valves, meter boxes and spot repairs of damaged sewer mains. The design of this project is approximately 90% complete; we anticipate starting construction March 2014.

**Foothill Street (Meridian Avenue to Fremont Avenue), Mission Street (Montrose Avenue to East City Limit) and San Pasqual Avenue (Stoney Drive to North City Limit) Street Improvement Project:**

The proposed improvements for this project include grind and overlay of damaged asphalt pavement, localized repairs of damaged sidewalk, driveways, curb and gutter, adjustment of manholes and utility covers, replacement of water services, valves, meter boxes and spot repairs of damaged sewer mains. The design for this project is anticipated to be complete by February and construction is anticipated to start April 2014.

**Hawthorne Street (Pasadena Avenue to Orange Grove Avenue) Street Improvement Project:**

The proposed improvements for this project include grind and overlay of damaged asphalt pavement, localized repairs of damaged sidewalk, driveways, curb and gutter, adjustment of manholes and utility covers, replacement of water services, valves, meter boxes and replacement. Design is anticipated to be complete by February and construction is anticipated to start April 2014.

| Mission, Oxley and Park Street Improvement Project |  | ORIGINAL CONTRACT UNIT QUANTITIES AND PRICE |      |       |                     | MISSION |                     | OXLEY   |                     | PARK |                     |              |
|--|--|---|------|-------|---------------------|---------|---------------------|---------|---------------------|------|---------------------|--------------|
| Project 2013-04                                    |  | UNIT PRICE                                  | UNIT | QTY   | Amount              | QTY     | AMOUNT              | QTY     | AMOUNT              | QTY  | AMOUNT              |              |
| No.  | DESCRIPTION  |   |      |       |                     |         |                     |         |                     |      |                     |              |
| 1  | Mobilization (Not to Exceed 5% of Total Contract)  | \$7,370.00                                  | LS   | 1     | \$ 7,370.00         | 0.17    | \$ 1,228.33         | 0.16667 | \$ 1,228.33         | 0.17 | \$ 1,228.34         | \$ 3,685.00  |
| 2  | 1" Cold Milling                                    | \$4.50                                      | SY   | 2800  | \$ 12,600.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 3  | 1/2" to 2" AC Leveling Course                      | \$86.50                                     | TON  | 490   | \$ 42,385.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 4  | Install Petromat                                   | \$1.75                                      | SY   | 4400  | \$ 7,700.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 5  | 1 1/2" AC Cap                                      | \$87.00                                     | TON  | 480   | \$ 41,760.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 6  | Remove and Replace ±6" Curb & Gutter               | \$30.25                                     | LF   | 2100  | \$ 63,525.00        | 70      | \$ 2,117.50         | 1437    | \$ 43,469.25        | 26   | \$ 786.50           | \$ 46,373.25 |
| 7  | Remove and replace Driveway Approach               | \$9.00                                      | SF   | 1200  | \$ 10,800.00        | 160     | \$ 1,440.00         | 413     | \$ 3,717.00         | 488  | \$ 4,392.00         | \$ 9,549.00  |
| 8  | Adjust Manhole Cover                               | \$700.00                                    | EA   | 3     | \$ 2,100.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 9  | Adjust Utility Cover                               | \$50.00                                     | EA   | 2     | \$ 100.00           |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 10   | Remove & Replace Existing 4" PCC Sidewalk          | \$10.40                                     | SF   | 4000  | \$ 41,600.00        | 2250    | \$ 23,400.00        | 882     | \$ 9,172.80         | 2380 | \$ 24,752.00        | \$ 57,324.80 |
| 11   | Remove & Replace 8" VCP Sewer                      | \$220.00                                    | LF   | 75    | \$ 16,500.00        | 75      | \$ 16,500.00        |         | \$ -                |      | \$ -                | \$ 16,500.00 |
| 12   | Install Pipe Liner (CIPP) in Existing 8" VCP Sewer | \$140.00                                    | LF   | 80    | \$ 11,200.00        |         | \$ -                | 45      | \$ 6,300.00         |      | \$ -                | \$ 6,300.00  |
| 13 A   | Remove and Replace Existing Cross Gutter           | \$14.00                                     | SF   | 1080  | \$ 15,120.00        | 198     | \$ 2,772.00         | 366     | \$ 5,124.00         | 420  | \$ 5,880.00         | \$ 13,776.00 |
| 13 B   | Remove Existing & Construct Alley Approach         | \$7.30                                      | SF   | 690   | \$ 5,037.00         |         | \$ -                | 1023    | \$ 7,467.90         |      | \$ -                | \$ 7,467.90  |
| 14   | Remove Existing AC & Native to Depth of 10"        | \$1.55                                      | SF   | 23000 | \$ 35,650.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 15   | 1/2" Crushed Miscellaneous Bas                     | \$26.60                                     | TON  | 460   | \$ 12,236.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 16 A   | Construct Curb Ramp                                | \$2,720.00                                  | EA   | 4     | \$ 10,880.00        |         | \$ -                | 4       | \$ 10,880.00        |      | \$ -                | \$ 10,880.00 |
| 16 B   | Install Detectable Domes                           | \$311.00                                    | EA   | 19    | \$ 5,909.00         | 12      | \$ 3,732.00         |         | \$ -                | 4    | \$ 1,244.00         | \$ 4,976.00  |
| 17   | Modify Existing Curb Drain                         | \$486.00                                    | EA   | 11    | \$ 5,346.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 18   | Traffic Signage Striping, and Marking              | \$5,250.00                                  | LS   | 1     | \$ 5,250.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 19   | Traffic Control                                    | \$9,075.00                                  | LS   | 1     | \$ 9,075.00         | 0.17    | \$ 1,512.49         | 0.17    | \$ 1,512.50         | 0.17 | \$ 1,512.50         | \$ 4,537.50  |
| 20   | Construction Survey and Staking                    | \$11,445.00                                 | LS   | 1     | \$ 11,445.00        | 0.33    | \$ 3,815.00         | 0.33    | \$ 3,815.00         | 0.33 | \$ 3,815.00         | \$ 11,445.00 |
| 21   | Replace gas Meter Boxes                            | \$150.00                                    | EA   | 5     | \$ 750.00           |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 22   | Repaint Fire Hydrant                               | \$100.00                                    | EA   | 2     | \$ 200.00           |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 23   | Replace Meter Vault                                | \$5,600.00                                  | EA   | 1     | \$ 5,600.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 24   | Remove & Replace Existing Fire Hydrant             | \$5,585.00                                  | EA   | 2     | \$ 11,170.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 25   | Remove & Replace Existing 12"x 4" Cross            | \$16,500.00                                 | EA   | 1     | \$ 16,500.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 26 A   | Remove & Replace 12" Gate Valve                    | \$4,465.00                                  | EA   | 3     | \$ 13,395.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 26 B   | Remove & Replace 4" Gate Valve                     | \$1,735.00                                  | EA   | 3     | \$ 5,205.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 27   | Concrete Thrust Block                              | \$120.00                                    | EA   | 35    | \$ 4,200.00         | 4       | \$ 480.00           |         | \$ -                |      | \$ -                | \$ 480.00    |
| 28   | Remove & Replace Existing 6" x 6" Cross            | \$2,600.00                                  | EA   | 1     | \$ 2,600.00         | 1       | \$ 2,600.00         |         | \$ -                |      | \$ -                | \$ 2,600.00  |
| 29   | Install 6" Gate Valve                              | \$1,120.00                                  | EA   | 4     | \$ 4,480.00         | 2       | \$ 2,240.00         | 2       | \$ 2,240.00         |      | \$ -                | \$ 4,480.00  |
| 30   | Remove Existing 6" gate Valve                      | \$1,500.00                                  | EA   | 1     | \$ 1,500.00         | 1       | \$ 1,500.00         |         | \$ -                |      | \$ -                | \$ 1,500.00  |
| 31   | Remove Existing 6"x4" Cross and Install 6"x4" Tee  | \$3,600.00                                  | EA   | 1     | \$ 3,600.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 32   | Remove & Replace Water Valve Cap                   | \$210.00                                    | EA   | 8     | \$ 1,680.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| 33   | Remove & replace 1.5" Galvanized Service           | \$1,400.00                                  | EA   | 1     | \$ 1,400.00         | 2       | \$ 2,800.00         |         | \$ -                |      | \$ -                | \$ 2,800.00  |
| 34   | Remove & replace 2" Galvanized Service             | \$1,339.00                                  | EA   | 6     | \$ 8,034.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 1  | Mobilization (Not to Exceed 5% of Total Contract)  | \$500.00                                    | LS   | 1     | \$ 500.00           |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 2B   | 3" Cold Milling                                    | \$3.75                                      | SY   | 4800  | \$ 18,000.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 3  | 1/2" to 2" AC Leveling Course                      | \$60.00                                     | TON  | 400   | \$ 24,000.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 4  | Install Petromat                                   | \$1.75                                      | SY   | 4400  | \$ 7,700.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 5  | 1 1/2" AC Cap                                      | \$62.00                                     | TON  | 290   | \$ 17,980.00        |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 8  | Adjust Manhole Cover                               | \$400.00                                    | EA   | 4     | \$ 1,600.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 9  | Adjust Utility Cover                               | \$50.00                                     | EA   | 2     | \$ 100.00           |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 18   | Traffic Signage Striping, and Marking              | \$8,750.00                                  | LS   | 1     | \$ 8,750.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 19   | Traffic Control                                    | \$1,500.00                                  | LS   | 1     | \$ 1,500.00         |         | \$ -                |         | \$ -                |      | \$ -                | \$ -         |
| M 20   | Construction Survey and Staking                    | \$1,000.00                                  | LS   | 1     | \$ 1,000.00         | 1       | \$ 1,000.00         |         | \$ -                |      | \$ -                | \$ 1,000.00  |
|  |  |   |      |       | <b>\$535,032.00</b> |         | <b>\$ 67,137.32</b> |         | <b>\$ 94,926.78</b> |      | <b>\$ 43,610.35</b> |              |

**TOTAL THIS PAYMENT \$205,674.44**



Project Schedule thru October 2014

Gabe Nevarez  
3-Dec-13

|  | DECEMBER          | JANUARY           | FEBRUARY | MARCH            | APRIL            | MAY              | JUNE | JULY | AUGUST | SEPTEMBER | OCTOBER |
|--|-------------------|-------------------|----------|------------------|------------------|------------------|------|------|--------|-----------|---------|
| Moffat St., Mound Ave. and Rollin St. Street Improvement Project     |                   |                   |          |                  |                  |                  |      |      |        |           |         |
| Oxley St., Mission St. and Park St. Street Improvement Project       |                   |                   |          |                  |                  |                  |      |      |        |           |         |
| CNG Fast-Fill Project  | 154 CALENDAR DAYS |                   |          |                  |                  |                  |      |      |        |           |         |
| Hanscom Street Improvement Project                                   |                   | 270 CALENDAR DAYS |          |                  |                  |                  |      |      |        |           |         |
| Orange Grove Avenue Street Improvement Project                       |                   |                   |          | 60 CALENDAR DAYS |                  |                  |      |      |        |           |         |
| Hawthorne Street Improvement Project                                 |                   |                   |          |                  | 60 CALENDAR DAYS |                  |      |      |        |           |         |
| Foothill St., Mission St. & San Pasqual Ave. St. Improvement Project |                   |                   |          |                  |                  | 90 CALENDAR DAYS |      |      |        |           |         |
| FY 13/14 CDBG Sidewalk Improvement Project                           |                   |                   |          |                  | 45 CALENDAR DAYS |                  |      |      |        |           |         |

**ITEM 7C**  
Wilson Reservoir Presentation



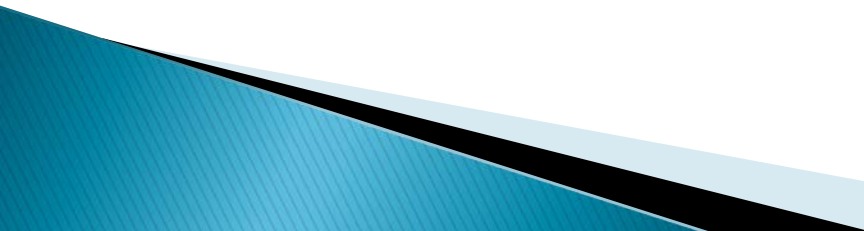
# City of South Pasadena Wilson Reservoir Replacement Project

Project Update  
November 20, 2013



Aerial View of the Reservoir

# Status Report

- ▶ Demolition of existing reservoir completed
  - ▶ Temporary water system currently in place and no purchase of water from Metropolitan Water District (MWD) required
  - ▶ Concrete pouring of reservoir walls and floor is complete.
  - ▶ Construction of metering facility complete
  - ▶ Forming and rebar of reservoir roof complete and concrete pour of reservoir roof to commence.
- 



# Wilson Reservoir Replacement Project



Complete concrete slab at metering system

# Wilson Reservoir Replacement Project



Continue to form and rebar roof at reservoir and framing roof at the clearwell



Continue framing roof at clearwell

# Wilson Reservoir Replacement Project



Finalizing forms and rebar at reservoir roof in preparation of concrete pour.



Completion of rebar at reservoir roof and framing of roof at clearwell



# Contract Summary

|                                   |                  |
|-----------------------------------|------------------|
| Original Allowed Calendar Days:   | 720              |
| Notice to Proceed Date:           | 12/03/12         |
| Original Project Completion Date: | 11/23/14         |
| Extension of Time to Date:        | 24 Calendar Days |
| Revised Allowed Calendar Days:    | 744              |
| Revised Project Completion Date:  | 12/17/14         |
| Elapsed Contract Time:            | 50%              |
|                                   |                  |
| Original Contract Amount          | \$ 7,869,900     |
| Approved Change Order(s):         | \$ 55,916        |
| Revised Contract Amount:          | \$ 7,925,816     |
| Amount Paid from Contract         | \$ 3,764,028     |
| Project is on schedule            |                  |

# Next Two Weeks Look Ahead Schedule

- ▶ Complete roof at clearwell.
- ▶ Begin concrete pour of Reservoir roof.
- ▶ Complete piping at metering facility.
- ▶ Complete layout of piping at pump station.
- ▶ Project update now linked to the City of South Pasadena's website at:  
[www.southpasadenaca.gov](http://www.southpasadenaca.gov)