

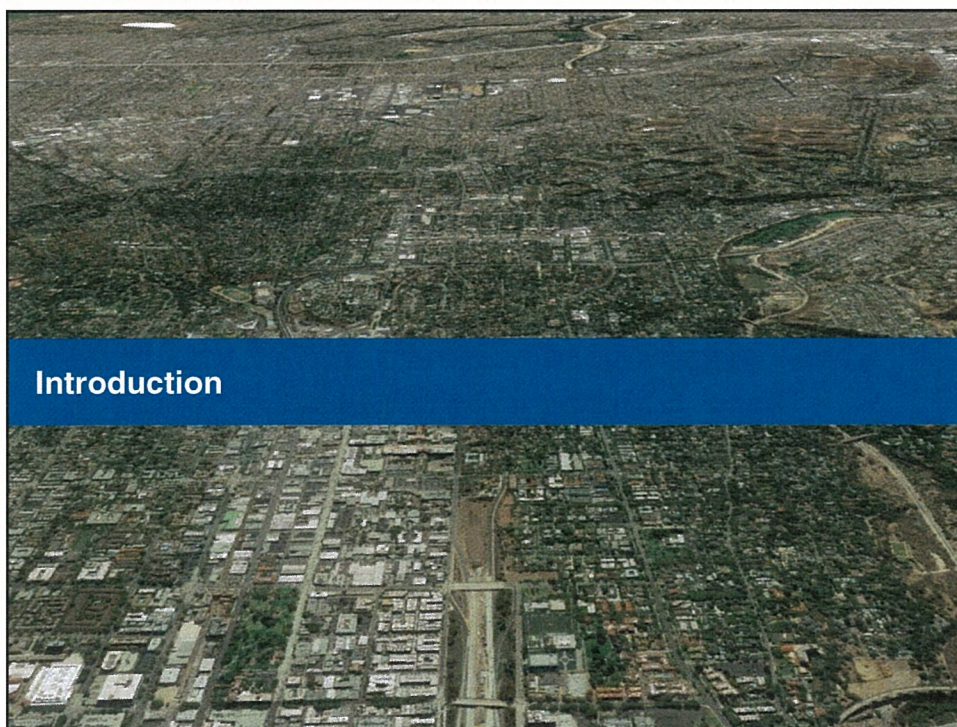


Additional Documents Distributed for the Special City Council Meeting November 21, 2017

Item No.	Agenda Item Description	Distributor	Document
3	Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List	Steve Boland, Nelson Nygaard	PowerPoint, Consultant Presentation
3	Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List	Andy Au, South Pasadena Resident	Email to Council
3	Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List	Dennis McCullough, South Pasadena Resident	Email to Council
3	Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List	Glen Eddy, South Pasadena Resident	Email to Council
3	Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List	Samuel Zneimer, South Pasadena Resident	Email to Council

Special City Council Meeting Additional Documents
November 21, 2017

3	Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List	Janis Chew, South Pasadena Resident	Email to Council
3	Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List	Megan Lynch, South Pasadena Resident	Email to Council
4	Authorize Staff to Complete the American's with Disabilities Act Components of the Monterey Road Rehabilitation Project from Pasadena Avenue to Fair Oaks Avenue	Steve Boland, Nelson Nygaard	PowerPoint, Consultant Presentation



Background

- Following completion of environmental study, Metro Board voted in May not to proceed with 710 freeway extension
- \$780 million had already been allocated to project as part of Measure R (2008)
- Board voted to reallocate funding as follows:
 - \$105 million for “TSM/TDM” projects
 - Remaining funding for range of improvements – including property sales and state/federal funding, this could total more than \$1 billion
- Cities in corridor to submit “wish lists” in December

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TSM/TDM

- Environmental document definition:
 - *“strategies and improvements to increase efficiency and capacity for all modes in the transportation system with lower capital cost investments and/or lower potential impacts”*
- What does this mean?
 - Projects to **improve traffic throughput** on arterial streets (e.g. signal optimization, turn lanes)
 - Measures to **reduce driving** (e.g. increased transit service, bike facilities, travel incentives)

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Eligibility

- TSM/TDM projects should have direct nexus to SR-710 mitigation (and may be limited to projects in TSM/TDM alternative)
- \$105M is specified for TSM/TDM projects
- Remaining \$1 billion or more may be used for other projects

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Requirements

- Preference for projects that do not require major analysis ("Shovel ready" *not* required)
- Limited funding available for six corridor cities (not clear whether grants will be awarded to projects or cities)

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Local Projects

- ~60 candidates from:
 - Environmental document TSM/TDM Alternative
 - Existing City plans (General Plan, Bike Plan, others)
 - Other previously proposed projects (including ideas from Beyond the 710 proposal)
 - New concepts developed by consultants, staff, commissions, Council, public

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Categories

- TSM/TDM (traffic improvements, transit service, bike facilities)
- Transit capital projects (light rail transit, bus rapid transit)
- Pedestrian safety/neighborhood livability projects (speed management)
- Other transportation projects (bike facilities, local transit service, grade separations etc.)

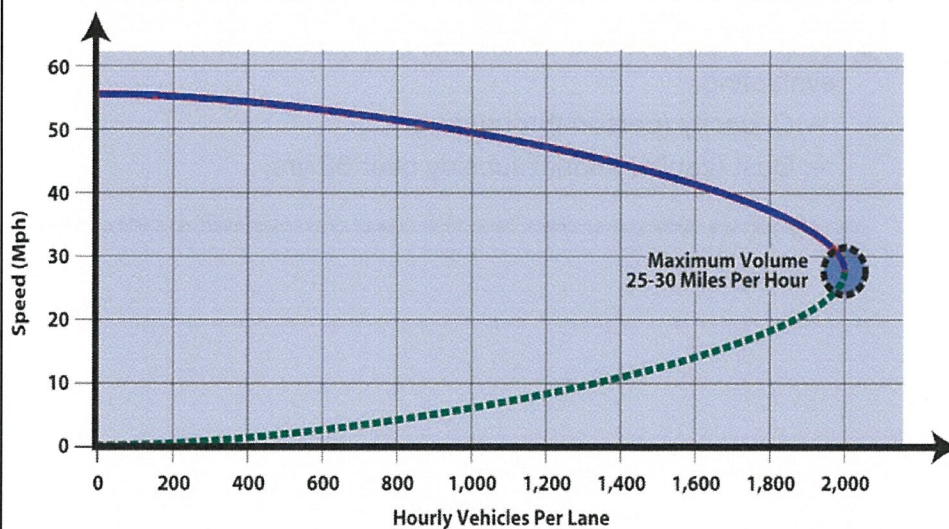
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Evaluation Framework

- Step 1: TSM/TDM alternative projects – yes or no?
- Step 2: Evaluate remaining projects based on assessment of benefits in areas including:
 - Regional benefit
 - Linkages (i.e. improvement enables other improvements)
 - Safety (potential reduction in crash rates and severity)

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Safety & Capacity



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Evaluation Framework

- Step 2: Evaluate remaining projects based on assessment of benefits in areas including:
 - Livability (reduction in traffic/noise/pollution impacts on residential streets)
 - Vehicle miles traveled (correlates with delay, safety, emissions)
 - Community support
 - Construction impact (scale/duration/intensity)

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Evaluation Framework

- Step 3: Assess scale of benefits and cost-benefit by evaluating:
 - Capacity (person throughput)
 - Cost (capital/annual subsidy over 30 yrs)

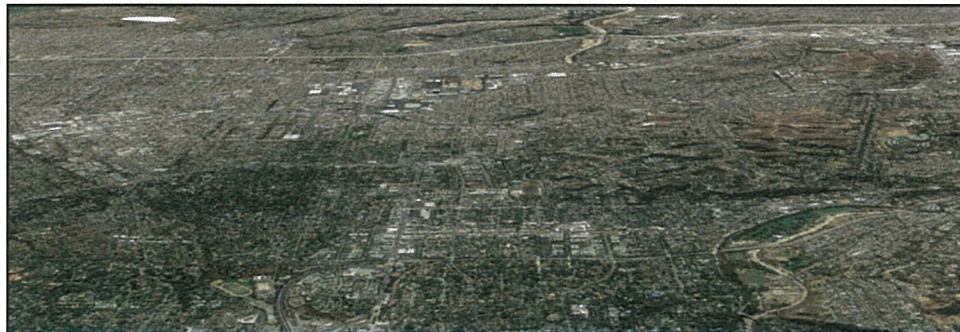
(cost estimates are planning level ranges; basic traffic rules of thumb considered, no traffic modeling)

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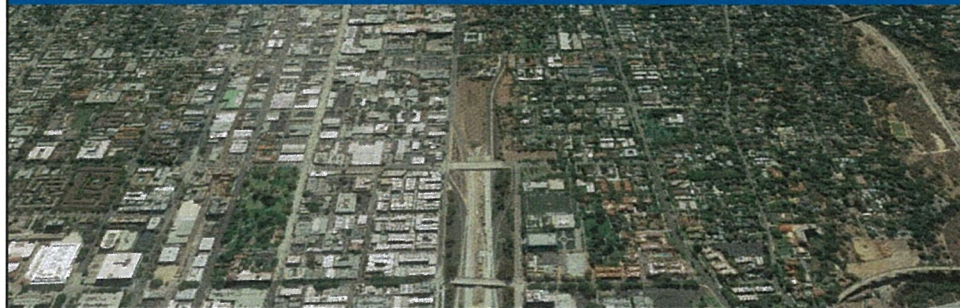
Process

- Evaluation conducted by Nelson\Nygaard
- Findings presented to joint Public Works/Freeway and Transportation Commission meeting Oct 17
- Based on PWC/FTC direction, Nelson\Nygaard drafted projects list report
- Public Works Commission provided additional direction following Nov 8 meeting
- Nelson\Nygaard revised projects list report for review by City Council tonight
- Letter to be submitted to Metro in December

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Projects/Evaluation



TSM/TDM Projects: Fremont S of Huntington

- Convert dedicated LT lanes along Fremont b/t Oneonta Knoll and 150 ft north of the Fremont/Alhambra intersection into a **reversible directional lane** to accommodate peak traffic flows
- Add a merging lane on NB Fremont just north of the Fremont/Alhambra intersection.
- Modify the intersections of Fremont/Oneonta Knoll, Fremont/Beech, Fremont/Maple and Fremont/Elmpark to prohibit LT movements to and from Oneonta Knoll, Beech, Maple, and Elmpark by adding pork chop median islands
- Convert dedicated RT lane from NB Fremont to EB Huntington into a shared through RT lane from NB Fremont
- Convert dedicated SB RT lane at Fremont/Huntington to a shared through RT lane.
- Add a merging lane on SB Fremont just south of Huntington
- **Widen the west side** of Fremont south of Huntington
- Restripe adjacent lanes accordingly

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TSM/TDM Projects: Fair Oaks, Grevelia-Monterey

- Convert dedicated LT lanes and median area along Fair Oaks b/t Monterey to Grevelia into a **reversible directional lane** to accommodate peak traffic flows and prohibit LT movements from Fair Oaks to Oxley, El Centro, Mission, and Hope and from SB Fair Oaks to EB Monterey
- Convert NB and SB outside lanes on Fair Oaks at Oxley, El Centro, Mission, and Hope intersections to shared through RT lanes
- Convert NB LT lane and NB through left lane on Fair Oaks at the Grevelia intersection to two through lanes
- Add one SB through lane on Fair Oaks at Grevelia and **eliminate parking** on the west side of Fair Oaks south of Grevelia
- Restripe adjacent lanes accordingly

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TSM/TDM Projects: Intersections

- Changes such as:
 - Convert turn lanes to shared turn/thru
 - Add lanes within roadway
 - Extend turn lanes
 - Relocate crosswalks
 - Implement adaptive signal control/coordination

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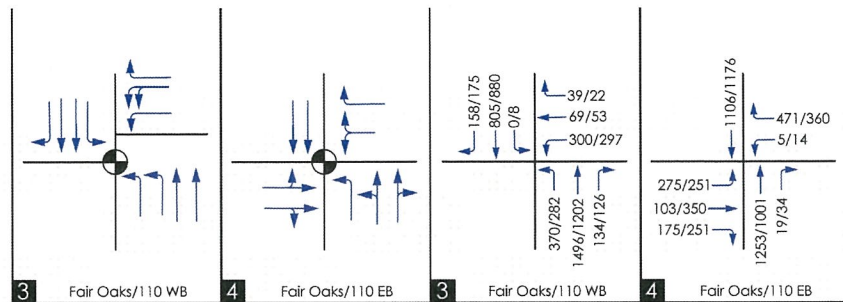
TSM/TDM Projects: Transit & Active Transportation

- Increased service on Metro 762
- More bike parking at Gold Line stations

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110/Fair Oaks Interchange

- Complex intersections of on- and off-ramps w/ arterial street
- Original 1940s design (limited capacity/safety)
- Complicated intersection on S side: EB off-ramp + Grevelia (LOS of F in both AM & PM)
- NB-to-WB on-ramp: dual left-turn lanes



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110/Fair Oaks Interchange

- Different designs possible – one concept shown below



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110/Fair Oaks Interchange

- Moderately expensive – but less costly if bridge reconstruction not required (previously estimated cost: \$38 million)
- Clear nexus to traffic – EB off-ramp/Grevelia is most congested intersection on Fair Oaks in South Pasadena

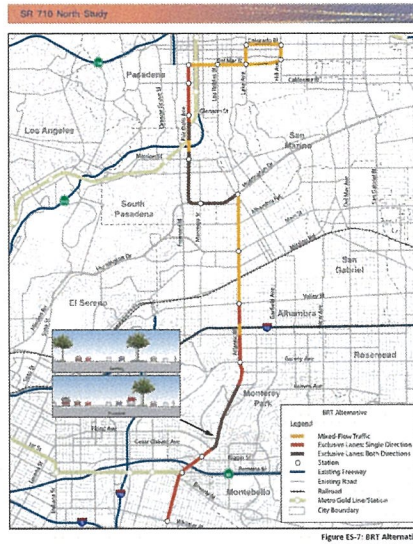
Fremont Speed Management

- 2010 traffic calming plan has not been implemented
- Congested at rush hour, but wide lanes encourage speeding at other times
- Not consistent with EIR direction of increased throughput on Fremont



Fair Oaks/Atlantic Bus Rapid Transit

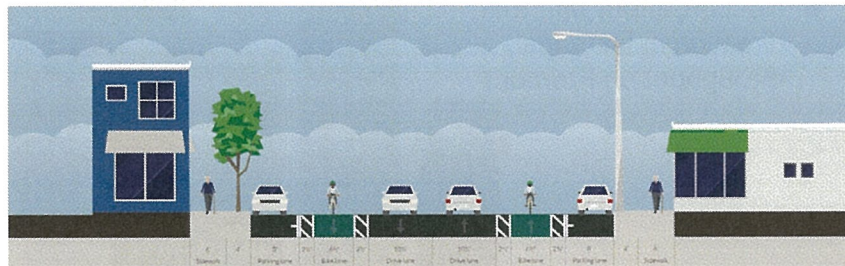
- Environmental document light rail alternative very expensive (\$2.4 billion)
- BRT \$139 million
- Peak-hour bus lanes would require narrowing sidewalks, limiting parking on Fair Oaks, Huntington
- If curb relocation eliminated, potentially less than \$100 million
- Would require all corridor cities, Metro buy-in



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General Plan Proposals

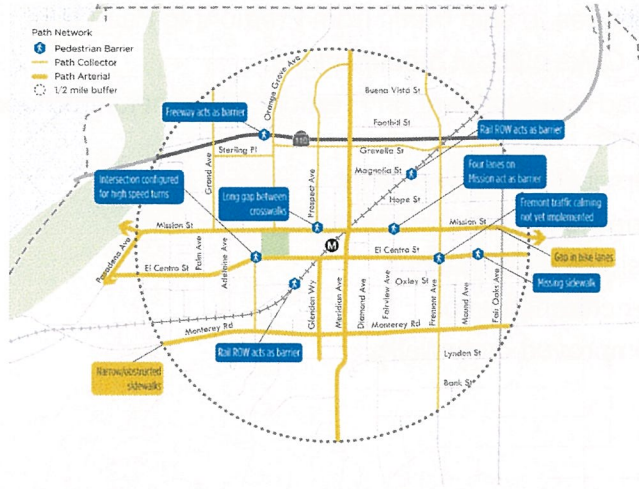
- Buffered bike lanes on Mission
- Bike lanes (phase 1)/cycletrack (phase 2) on Fair Oaks
- Bike and transit lanes on Huntington
- Circulator shuttle or dial-a-ride (on-demand) expansion



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General Plan Proposals

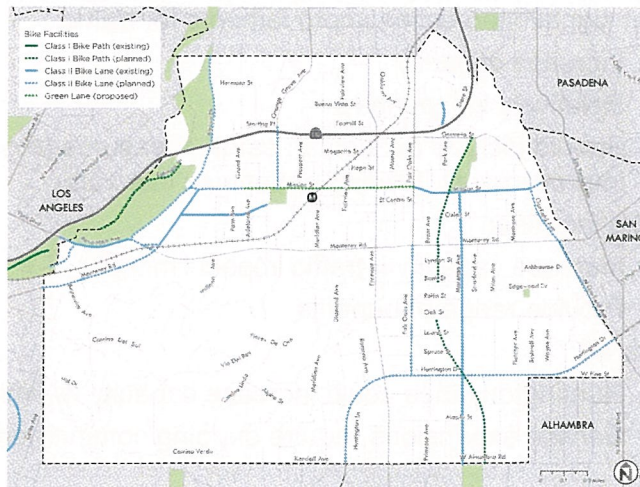
■ Gold Line access/station area safety improvements



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General Plan Proposals

■ Priority Bike Plan Projects



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Staff and Commission Concepts

- Adaptive signals on Fair Oaks, Huntington, Fremont
- Measures to shift traffic from Fremont to Fair Oaks
- Fair Oaks bulbout modifications
- Speed management on Fremont, other neighborhood streets
- Intersection improvements
 - new signals or roundabouts
 - signal modifications
 - rechannelization
 - improved crosswalks

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Evaluation Summary: TSM/TDM

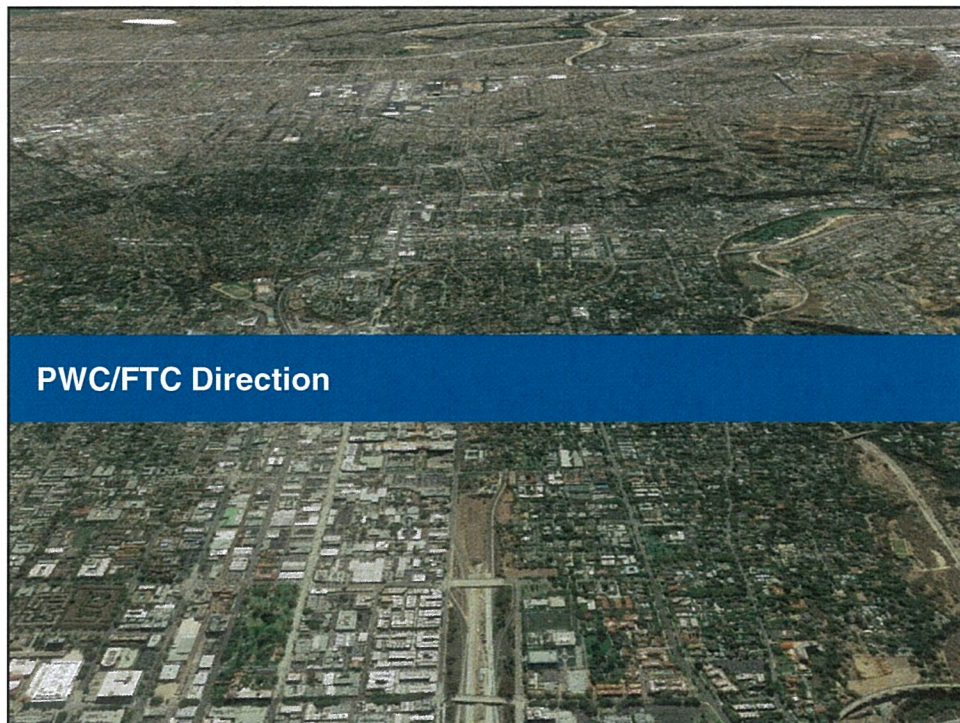
- Road widening, reversible lanes, parking removal not desirable
- But signal/intersection improvements for traffic:
 - Increase capacity
 - Relatively inexpensive
 - Should include pedestrian safety measures (e.g. crosswalk improvements, leading pedestrian intervals)
- Bike facilities:
 - Increase capacity if traffic impact limited
 - Provide range of benefits
- Transit:
 - Huntington lanes could increase capacity w/ limited impact
 - Service expansions require ongoing commitment

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Evaluation Summary: Other Projects

- Speed management/pedestrian safety projects relatively inexpensive, provide range of benefits
- Fair Oaks bulbout removal would provide modest benefit for traffic (right-turn pockets), but should be mitigated by alternate ped safety measures
- 110/Fair Oaks interchange reconfiguration costly, but could have major traffic benefit (requires truncation of Grevelia)
- Grade separation of Gold Line crossing at Pasadena/Monterey would benefit transit riders, motorists, pedestrians – but other locations (California Ave in Pasadena) likely more competitive for funding

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PWC/FTC Direction

- Do NOT proceed with TSM/TDM Alternative projects that would have substantial negative impacts
 - Reversible lanes on Fremont and Fair Oaks, road widening on Fremont, parking removal on Fair Oaks
 - Throughput improvements on Fremont north of Huntington (see below)
- DO proceed with TSM/TDM projects that would not have no or only minor negative impacts

PWC/FTC Direction

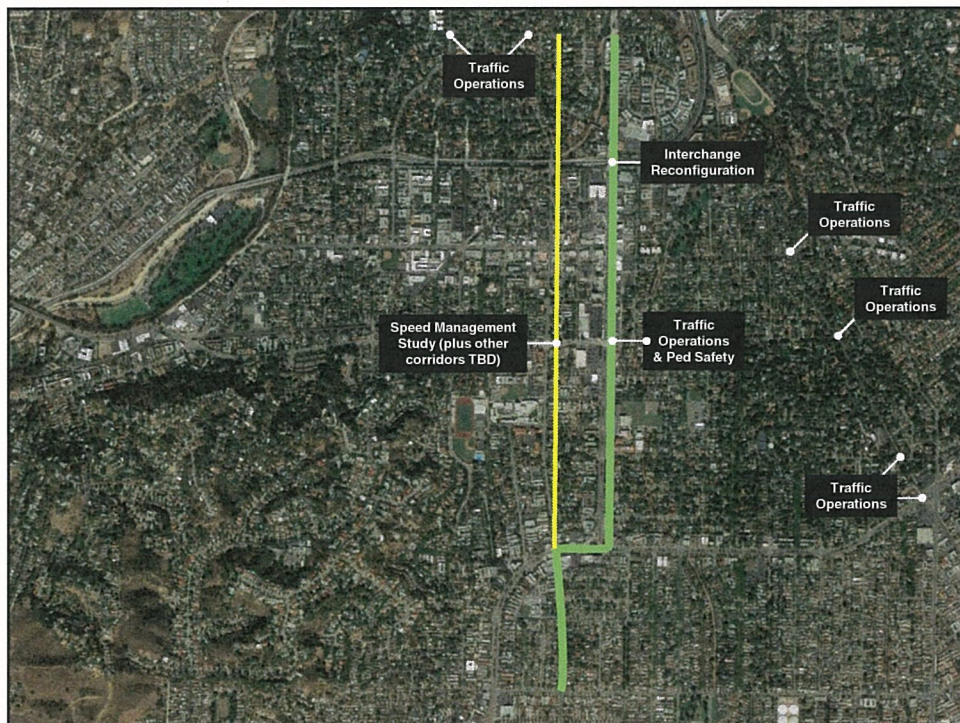
- Prioritize projects to shift regional traffic from neighborhoods to commercial arteries (from Fremont to Fair Oaks)
- Prioritize 110/Fair Oaks interchange reconfiguration
- Also request funding for neighborhood speed management studies/program
- 2nd-tier projects: ped safety projects, grade-separation and microtransit studies

PWC/FTC Direction

- Package 1: TSM/TDM projects in Fremont/Huntington/Fair Oaks corridor:
 - Adaptive signals and acceptable roadway reconfigurations (incl. bulbout modification)
 - SR 110/Fair Oaks reconfiguration
- Package 2: Remaining TSM/TDM funding
 - Citywide traffic operation improvements (signals, rechannelization)
 - Speed management program

Additional project development may be needed in some cases

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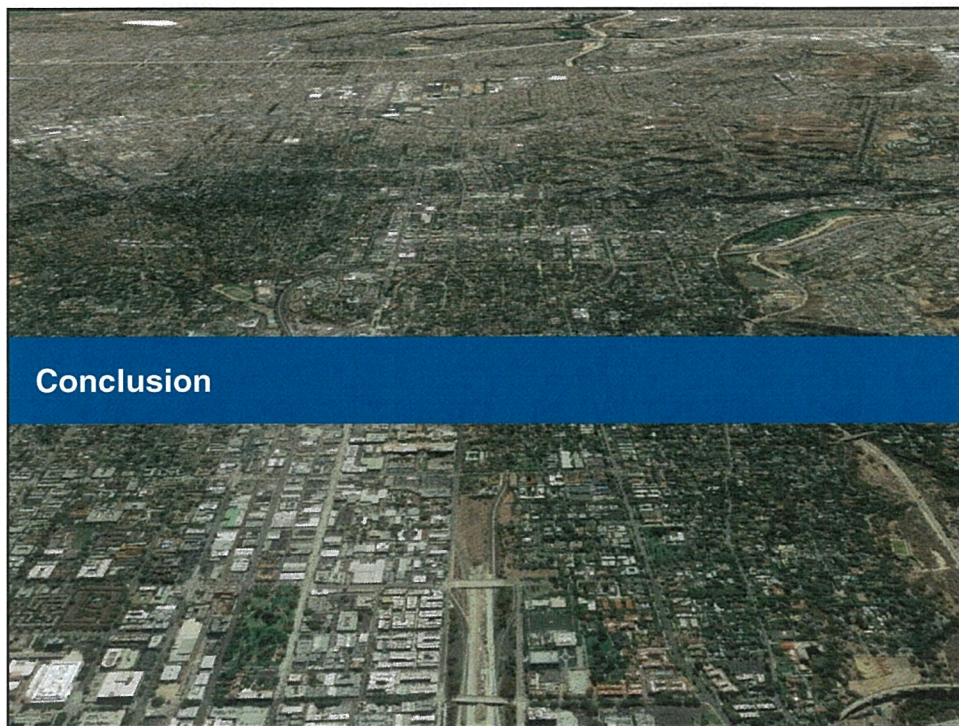




PWC/FTC Direction

- Package 3: Remaining funding
 - CIP projects (crosswalks, signals)
 - Additional ped safety projects from General Plan
 - Metro-funded study of Gold Line grade separations
 - Metro-funded study of microtransit connections to Gold Line





Additional Options

- 2011 Bicycle Master Plan projects:
 - Bike lanes on Fair Oaks S of Monterey (does not require removal of traffic lanes)
 - Bike lanes on Huntington

Related Actions

- Partner with Alhambra and Pasadena on projects to improve traffic flow on intercity arterial corridor (Fremont/Huntington/Fair Oaks)
- Partner with Alhambra and Pasadena on traffic study

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Thank You!



Paul Moore

213.785.5500
pmoore@nelsonnygaard.com

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From: Andy Au <[REDACTED]>
Date: November 18, 2017 at 2:31:44 AM PST
To: mcacciotti@southpasadenaca.gov,
rjoe@southpasadenaca.gov, rschneider@southpasadenaca.gov,
mkhubesrian@southpasadenaca.gov, dmahmud@southpasadenaca.gov
Cc: [REDACTED], "Wesley Reutimann & Kristin" [REDACTED]
Subject: 710 Money Under Consideration for Traffic Infrastructure Changes in South Pasadena

November 17, 2017

South Pasadena City Council
[1414 Mission St.](#)
[South Pasadena, CA 91030](#)

Re: 710 North | Transportation Demand and Systems Management | Project Recommendations

Dear Mayor Cacciotti and Council Members,

As a 21 year resident of the City of South Pasadena and having served on the ad hoc community committee on Monterey Road a few years ago, I am concerned about the safety of South Pasadena streets, health of our community, and future of our environment, I am writing today to urge your support for prioritizing 21st century transportation projects, policies and programs in the 710-N funding 'wish list'.

Local streets are one of our community's greatest yet often overlooked public assets. When designed well, city streets can support small businesses, improve air quality, encourage physical activity, reduce the number and severity of traffic collisions, capture stormwater, and better prepare our community for the impacts of climate change.

I drive and also bike around the City of South Pasadena on a Daily Basis. I would like both experiences to be SAFE. Implementing these requests would make it safer for All road users.

I plan to be at the November 21, 2017 City Council Meeting to Vocally support the proposed changes.

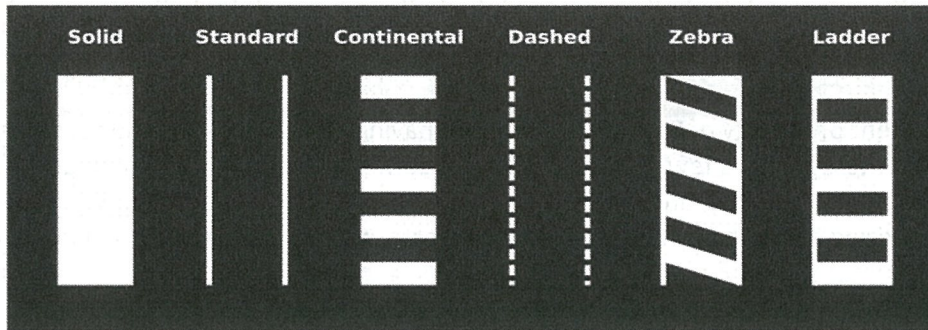
The over \$600 million in 710-N transportation alternative funds is a once-in-a-lifetime opportunity to advance the development of a healthier, more sustainable and economically-vibrant South Pasadena. I hope you will consider the following opportunities when finalizing the project 'wish list.'

Recommendations

CC: Council; AM; LDemi rjan; MLin; Laserfiche;
Original to 11/21/17 ADDL DOES

Additional Material
AGENDA ITEM # 3
11/21/17 City Council Mtg.
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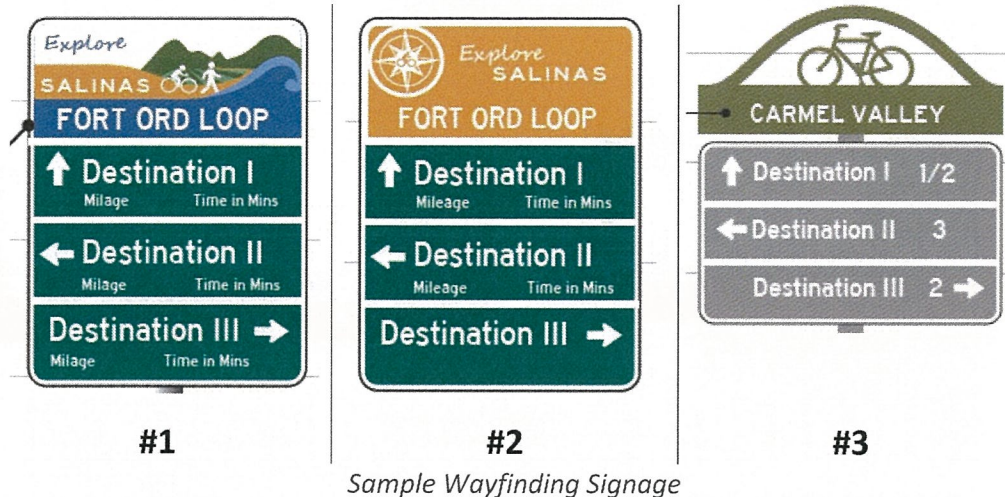
1. **Upgrade Existing Crosswalks with High-Visibility Striping (e.g. Continental or Zebra) in business districts, around school sites, and along higher speed corridors** where automobile yield rates are lower and injury risk to pedestrians is higher. Specific crossings that meet this criteria include, but are not limited to the below list. (Estimated cost - \$10,000 per intersection; 33 intersections - \$330,000)
 - Fair Oaks / State, Grevelia, Hope, Mission, El Centro, Oxley, Monterey, Bank, Spruce, Huntington Dr.
 - Fremont / Oak, Rollin, Bank, Lyndon, Monterey, Oxley, El Centro, Mission, Magnolia
 - Orange Grove / Mission, 110 on/off-ramps, Columbia
 - Monterey / Indiana, Orange Grove, Via del Rey, Meridian, Diamond, Fremont
 - Garfield / Clark, Mission, Monterey, Huntington
 - Grevelia / Stratford
 - **Install enhanced pedestrian crossings at high-use unsignalized intersections (HAWK)**
 - Garfield / Oak (adjacent to YMCA)



Crosswalk Striping Options

2. **Implement the City's 2011 Council Adopted [Bicycle Master Plan](#).** Only 1.5 miles of 7.7 miles of approved Class II bike lanes have been installed since the 2011 plan was adopted, an average of .25 miles per year. As a result, South Pasadena continues to lack a cohesive, connected network of bicycle-infrastructure, limiting the utility of existing facilities. The lack of comfortable, safe conditions for riding a bicycle remains a primary barrier to bicycling, particularly among youth and young adults, despite 60% of local trips being of less than 3 miles in distance. Plan projects include:
 - a. **Class I bike/ped paths**
 - i. Edison Utility Easement - 1.4 miles (Estimated cost - \$2,200,000)
 - b. **Class II bike lanes** - 6.2 miles outstanding in adopted plan (Estimated cost -\$650,000). Priority projects should include:
 - i. Huntington Drive (South to East City limit) - 1.5mi
 - c. **Comprehensive Bicycle Wayfinding** indicating primary destinations, including schools, transit, business districts, off-street paths (e.g., Arroyo Seco) and public facilities (Estimated cost - \$75,000)

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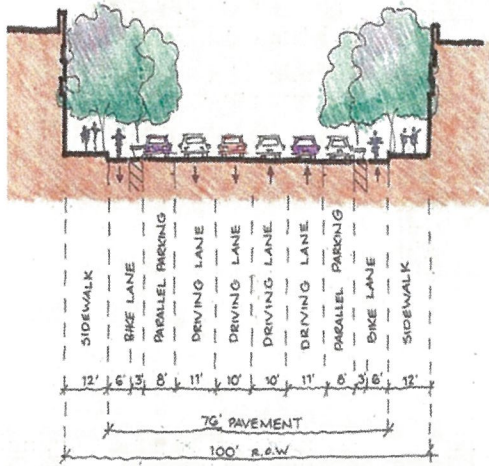


3. **Make Mission Multi-modal** - As part of the City's General Plan update, plan consultants have highlighted an opportunity to transform Mission Street into a greener, more inviting and pedestrian-friendly corridor. There is frankly no better street in the City to do so. Safer crosswalks, wider sidewalks, better street lighting, additional street trees, and dedicated bicycle infrastructure would lay the foundation for a truly multi-modal downtown district, capitalizing on the City's Gold Line stop and plans for mixed use development within the Mission St. Specific Plan. (Estimated cost dependent on which of the above-listed elements is included; range \$350,000 - \$1,750,000)

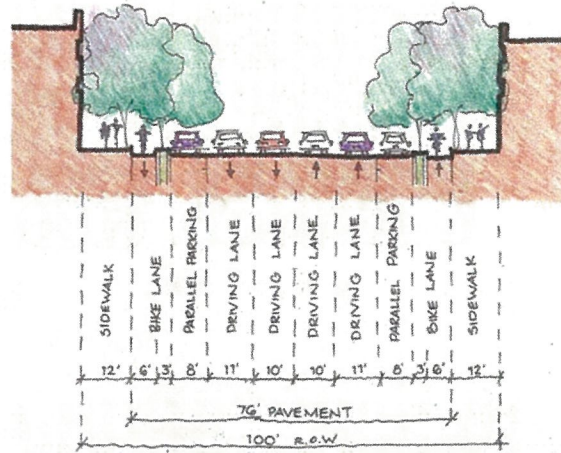


Draft General Plan Update Rendering of a Multimodal Mission (11/8/17)

4. **Create a Safer, More Sustainable Fair Oaks Ave** - The City's major north-south artery, Fair Oaks Ave has the potential to become a greener, more inviting and pedestrian-thoroughfare while still facilitating regional motorized traffic flow. Existing right-of-way is sufficient to provide additional street trees, stormwater capture, high-visibility crosswalks and an on-street, Class IV, protected bikeway from the City's northern limit to Huntington Drive, improving important north-south mobility options for all road users, including local families traveling to/from South Pasadena Middle School. 1.3 miles (Estimated cost - \$2-3,750,000)



Fair Oaks Avenue Option 2:
Painted bike lanes with potted plants in separator



Fair Oaks Avenue Option 3:
Raised separator with landscape and tree wells



Draft General Plan Update Renderings of a More Sustainable Fair Oaks Avenue (11/8/17)

5. **Install ADA Compliant sidewalks and Energy Efficient Street Lighting on Monterey Rd.** - Repair sidewalks along Monterey Rd., add energy efficient street lighting, and implement speed management best practices such as narrower lanes (Estimated cost - TBD)

6. **Incorporate Best Practices in Safe Design into all 'Wish List' Projects** - Too often major transportation projects such as freeway on/off-ramps fail to consider safety impacts for vulnerable road users, especially children, older adults, and mobility impaired individuals utilizing transportation alternatives. Any major infrastructure project funded through Measure R, M or other public funding should improve the roadway's safety performance by employing best practices in safe design such as those endorsed by the National Association of City Transportation Officials ([NACTO](#)).

7. **Ensure all projects on the City's wish list are aligned with regional and California climate goals**, including vehicle miles traveled (VMT) reduction targets, stormwater capture goals, and regional air quality improvement targets. As the number of extreme heat days continues to rise in the coming years, it is crucial that we combat the urban heat island effect on our streets to protect public health and the environment.

- **Add street trees, bioswales, and other multi-benefit green infrastructure elements** to major roadway projects to provide economic, environmental, health (physical, mental), safety, and community benefits. Trees, biomass and innovative materials, such as surface coatings that reflect more solar radiation than standard asphalt, should be included in any major roadway redesign or project.
- **Incorporate cool pavement in roadway resurfacing projects**, as recently piloted by the City of Los Angeles.

As local leaders faced with a tremendous opportunity to shape the future of the City for decades to come, I hope you will give serious consideration to the above-listed opportunities to improve public health, safety, quality-of-life, and the environment by directing this major influx in transportation dollars towards projects that will build upon South Pasadena's commitment to being a model sustainable community in Southern California.

Thank you,

Andy Au
858 Lyndon St.
South Pasadena, CA
91030-3713

--

Andy Au

323-344-8795 home / office

From: Dennis McCullough [REDACTED]
Date: November 20, 2017 at 9:07:47 AM PST
To: mcacciotti@southpasadenaca.gov,
rjoe@southpasadenaca.gov, rschneider@southpasadenaca.gov,
mkhubesrian@southpasadenaca.gov, dmahmud@southpasadenaca.gov
Subject: 710-North Transportation Alt Funding "Wish List"

November 20, 2017

South Pasadena City Council
1414 Mission St.
South Pasadena, CA 91030

Re: 710 North | Transportation Demand and Systems Management | Project Recommendations

Dear Mayor Cacciotti and Council Members,

As a *local resident of 24 years* I'm concerned about the safety of South Pasadena streets, health of our community, and future of our environment, I am writing today to urge your support for prioritizing 21st century transportation projects, policies and programs in the 710-N funding 'wish list'.

Local streets are one of our community's greatest yet often overlooked public assets. When designed well, city streets can support small businesses, improve air quality, encourage physical activity, reduce the number and severity of traffic collisions, capture stormwater, and better prepare our community for the impacts of climate change.

I'm an avid cyclist and know the need and ease of having safe bike lanes. My kids have grown up in the area, walking and riding to school regularly. Their paths to school and elsewhere have frequently put them at intersections that have been busy commuter feeders; Meridian and Monterey, or Fremont and any intersection. Their safety and the safety of other pedestrians, cyclist and drivers should be our priority.

The over \$600 million in 710-N transportation alternative funds is a once-in-a-lifetime opportunity to advance the development of a healthier, more sustainable and economically-vibrant South Pasadena. I hope you will consider the following opportunities when finalizing the project 'wish list.'

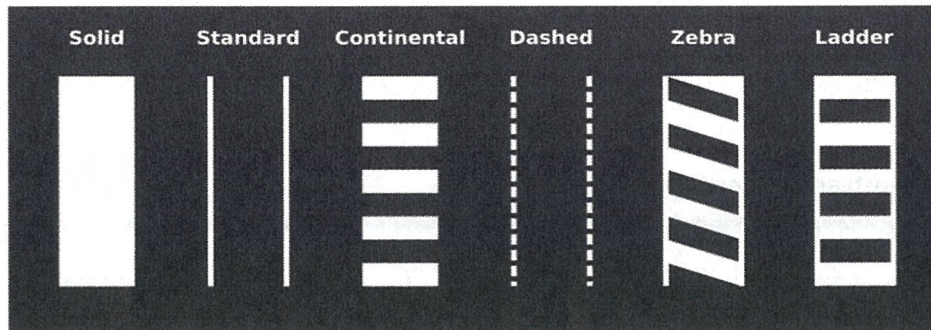
Recommendations

1. **Upgrade Existing Crosswalks with High-Visibility Striping (e.g. Continental or Zebra) in business districts, around school sites, and along higher speed corridors** where automobile yield rates are

Additional Material
AGENDA ITEM # 3
11/21/17 City Council Mtg.
DMcCullough

lower and injury risk to pedestrians is higher. Specific crossings that meet this criteria include, but are not limited to the below list. (Estimated cost - \$10,000 per intersection; 33 intersections - \$330,000)

- Fair Oaks / State, Grevelia, Hope, Mission, El Centro, Oxley, Monterey, Bank, Spruce, Huntington Dr.
- Fremont / Oak, Rollin, Bank, Lyndon, Monterey, Oxley, El Centro, Mission, Magnolia
- Orange Grove / Mission, 110 on/off-ramps, Columbia
- Monterey / Indiana, Orange Grove, Via del Rey, Meridian, Diamond, Fremont
- Garfield / Clark, Mission, Monterey, Huntington
- Grevelia / Stratford
- **Install enhanced pedestrian crossings at high-use unsignalized intersections (HAWK)**
 - Garfield / Oak (adjacent to YMCA)

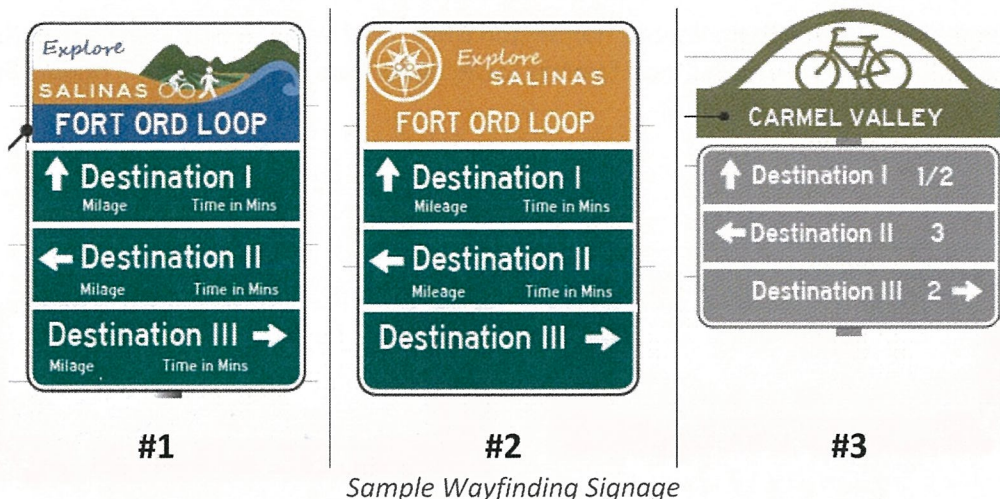


Crosswalk Striping Options

2. **Implement the City's 2011 Council Adopted [Bicycle Master Plan](#).** Only 1.5 miles of 7.7 miles of approved Class II bike lanes have been installed since the 2011 plan was adopted, an average of .25 miles per year. As a result, South Pasadena continues to lack a cohesive, connected network of bicycle-infrastructure, limiting the utility of existing facilities. The lack of comfortable, safe conditions for riding a bicycle remains a primary barrier to bicycling, particularly among youth and young adults, despite 60% of local trips being of less than 3 miles in distance.

- a. **Class I bike/ped paths**
 - i. Edison Utility Easement - 1.4 miles (Estimated cost - \$2,200,000)
- b. **Class II bike lanes** - 6.2 miles outstanding in adopted plan (Estimated cost -\$650,000)
 - i. Huntington Drive (South to East City limit) - 1.5mi
- c. **Comprehensive Bicycle Wayfinding** indicating primary destinations, including schools, transit, business districts, off-street paths (e.g., Arroyo Seco) and public facilities (Estimated cost - \$75,000)

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South Pasadena



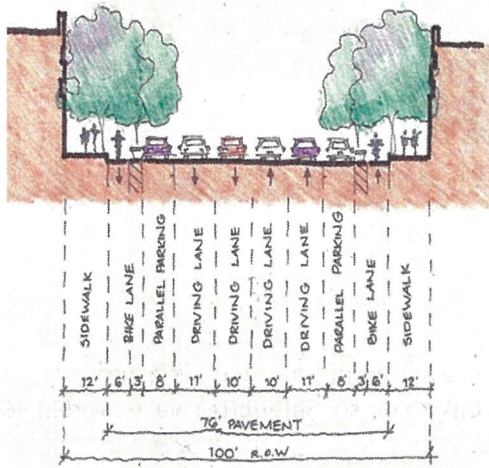
3. **Make Mission Multi-modal** - As part of the City's General Plan update, plan consultants have highlighted an opportunity to transform Mission Street into a greener, more inviting and pedestrian-friendly corridor. There is frankly no better street in the City to do so. Safer crosswalks, wider sidewalks, better street lighting, additional street trees, and dedicated bicycle infrastructure would lay the foundation for a truly multi-modal downtown district, capitalizing on the City's Gold Line stop and plans for mixed use development within the Mission St. Specific Plan. (Estimated cost dependent on which of the above-listed elements is included; range \$350,000 - \$1,750,000)



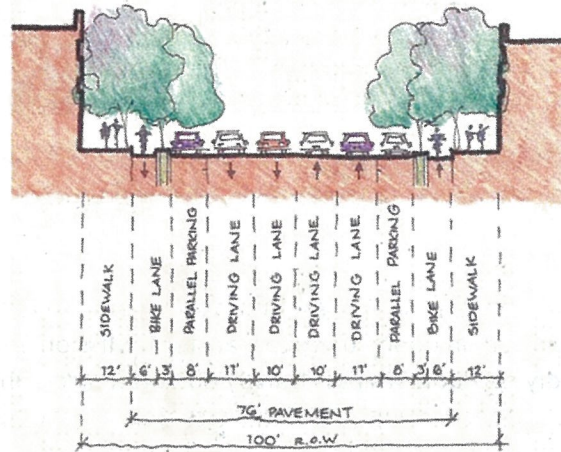
Draft General Plan Update Rendering of a Multimodal Mission (11/8/17)

4. **Create a Safer, More Sustainable Fair Oaks Ave** - The City's major north-south artery, Fair Oaks Ave has the potential to become a greener, more inviting and pedestrian-thoroughfare while still facilitating regional motorized traffic flow. Existing right-of-way is sufficient to provide additional street trees, stormwater capture, high-visibility crosswalks and an on-street, Class IV, protected

bikeway from the City's northern limit to Huntington Drive, improving important north-south mobility options for all road users, including local families traveling to/from South Pasadena Middle School. 1.3 miles (Estimated cost - \$2-3,750,000)



Fair Oaks Avenue Option 2: Painted bike lanes with potted plants in separator



Fair Oaks Avenue Option 3: Raised separator with landscape and tree wells



Draft General Plan Update Renderings of a More Sustainable Fair Oaks Avenue (11/8/17)

5. **Install ADA Compliant sidewalks and Energy Efficient Street Lighting on Monterey Rd.** - Repair sidewalks along Monterey Rd., add energy efficient street lighting, and implement speed management best practices such as narrower lanes (Estimated cost - TBD)

6. **Incorporate Best Practices in Safe Design into all 'Wish List' Projects** - Too often major transportation projects such freeway on/off-ramps fail to consider safety impacts for vulnerable road

users, especially children, older adults, and mobility impaired individuals utilizing transportation alternatives. Any major infrastructure project funded through Measure R, M or other public funding should improve the roadway's safety performance by employing best practices in safe design such as those endorsed by the National Association of City Transportation Officials ([NACTO](#)).

7. **Ensure all projects on the City's wish list are aligned with regional and California climate goals**, including vehicle miles traveled (VMT) reduction targets, stormwater capture goals, and regional air quality improvement targets. As the number of extreme heat days continues to rise in the coming years, it is crucial that we combat the urban heat island effect on our streets to protect public health and the environment.
 - o **Add street trees, bioswales, and other multi-benefit green infrastructure elements** to major roadway projects to provide economic, environmental, health (physical, mental), safety, and community benefits. Trees, biomass and innovative materials, such as surface coatings that reflect more solar radiation than standard asphalt, should be included in any major roadway redesign or project.
 - o **Incorporate cool pavement in roadway resurfacing projects**, as recently piloted by the City of Los Angeles.

As local leaders faced with a tremendous opportunity to shape the future of the City for decades to come, I hope you will give serious consideration to the above-listed opportunities to improve public health, safety, quality-of-life, and the environment by directing this major influx in transportation dollars towards projects that will build upon South Pasadena's commitment to being a model sustainable community in Southern California.

Dennis McCullough

323-376-9696

dennis@dennismccullough.com

From: Glen Eddy [REDACTED]
Date: November 20, 2017 at 12:52:52 PM PST
To: Marina Khubesrian <mkhubesrian@southpasadenaca.gov>, mcacciotti@southpasadenaca.gov, rjoe@southpasadenaca.gov, rschneider@southpasadenaca.gov, dmahmud@southpasadenaca.gov
Cc: Wesley Reutimann [REDACTED], [REDACTED]

Subject: 710 North | Transportation Demand and Systems Management | Project Recommendations

November 20, 2017

South Pasadena City Council
1414 Mission St.
South Pasadena, CA 91030

Re: 710 North | Transportation Demand and Systems Management | Project Recommendations

Dear Mayor Cacciotti and Council Members,

As a local resident since 2003 I am concerned about the safety of South Pasadena streets, health of our community, and future of our environment, **I am writing today to urge your support for prioritizing 21st century transportation projects in the 710-N funding 'wish list', including safer crosswalks, more sustainable streets, and the implementation of the City's 2011 adopted bicycle master plan.**

Local streets are one of our community's greatest yet often overlooked public assets. When designed well, city streets can support small businesses, improve air quality, encourage physical activity, reduce the number and severity of traffic collisions, capture stormwater, and better prepare our community for the impacts of climate change.

Since the addition of new left turn lanes on Monterey Road traffic has sped up, the road has become MORE HOSTILE to pedestrians and bicyclists, This was a step in the wrong direction. Traffic should be calmed, not accelerated, the road should be narrowed - road diet, not widened, residents and cross town traffic should be encouraged to use alternate forms of transportation. When you increase capacity you increase congestion, make it less safe to walk or bike to work, and encourage over use of the car for even the shortest local trips.

The over \$700 million in 710-N transportation alternative funds is a once-in-a-lifetime opportunity to advance the development of a healthier, more sustainable and economically-vibrant South Pasadena. I hope you will consider the following opportunities when finalizing the project 'wish list.'

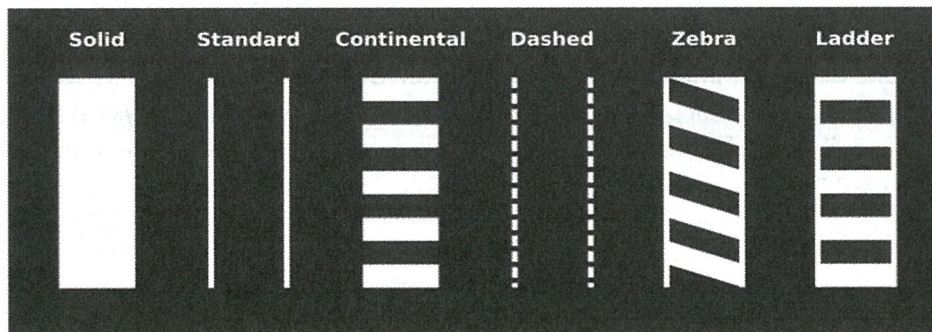
Recommendations

1. **Upgrade Existing Crosswalks with High-Visibility Striping (e.g. Continental or Zebra) in business districts, around school sites, and along higher speed corridors where automobile yield rates**

Additional Material
AGENDA ITEM # 3
11/21/17 City Council Mtg.
G Eddy

are lower and injury risk to pedestrians is higher. Specific crossings that meet this criteria include, but are not limited to the below list. (Estimated cost - \$10,000 per intersection; 33 intersections - \$330,000)

- Fair Oaks / State, Grevelia, Hope, Mission, El Centro, Oxley, Monterey, Bank, Spruce, Huntington Dr.
- Fremont / Oak, Rollin, Bank, Lyndon, Monterey, Oxley, El Centro, Mission, Magnolia
- Orange Grove / Mission, 110 on/off-ramps, Columbia
- Monterey / Indiana, Orange Grove, Via del Rey, Meridian, Diamond, Fremont
- Garfield / Clark, Mission, Monterey, Huntington
- Grevelia / Stratford
- **Install enhanced pedestrian crossings at high-use unsignalized intersections (HAWK)**
 - Garfield / Oak (adjacent to YMCA)
 - Grevelia / Park Ave



Crosswalk Striping Options

2. **Implement the City's 2011 Council Adopted [Bicycle Master Plan](#).** Only 1.5 miles of 7.7 miles of approved Class II bike lanes have been installed since the 2011 plan was adopted, an average of .25 miles per year. As a result, South Pasadena continues to lack a cohesive, connected network of bicycle-infrastructure, limiting the utility of existing facilities. The lack of comfortable, safe conditions for riding a bicycle remains a primary barrier to bicycling, particularly among youth and young adults, despite 60% of local trips being of less than 3 miles in distance. Plan projects include:

1. Class I bike/ped paths

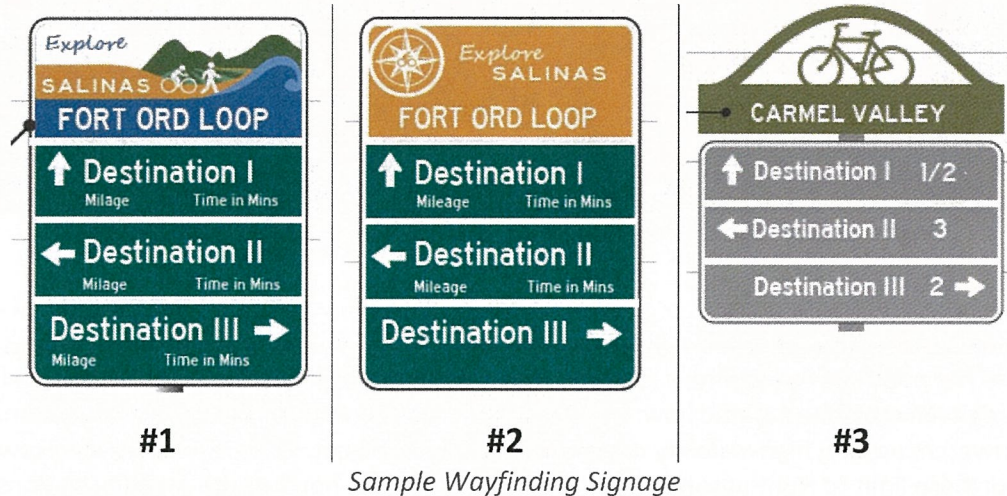
- i. Edison Utility Easement - 1.4 miles (Estimated cost - \$2,200,000)

3
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2. **Class II bike lanes** - 6.2 miles outstanding in adopted plan (Estimated cost -\$650,000). Priority projects should include:

1. Huntington Drive (South to East City limit) - 1.5mi

3. **Comprehensive Bicycle Wayfinding** indicating primary destinations, including schools, transit, business districts, off-street paths (e.g., Arroyo Seco) and public facilities (Estimated cost - \$75,000)



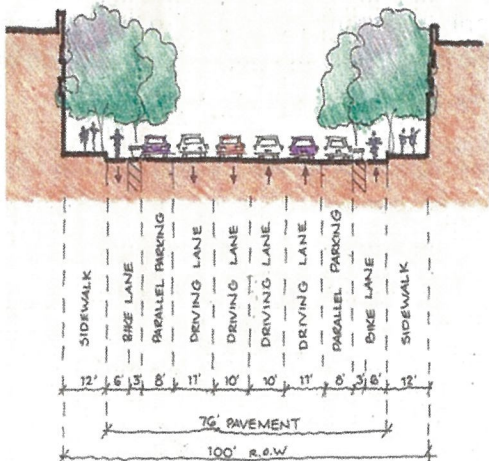
Sample Wayfinding Signage

3. **Make Mission Multi-modal** - As part of the City's General Plan update, plan consultants have highlighted an opportunity to transform Mission Street into a greener, more inviting and pedestrian-friendly corridor. There is frankly no better street in the City to do so. Safer crosswalks, wider sidewalks, better street lighting, additional street trees, and dedicated bicycle infrastructure would lay the foundation for a truly multi-modal downtown district, capitalizing on the City's Gold Line stop and plans for mixed use development within the Mission St. Specific Plan. (Estimated cost dependent on which of the above-listed elements is included; range \$350,000 - \$1,750,000)

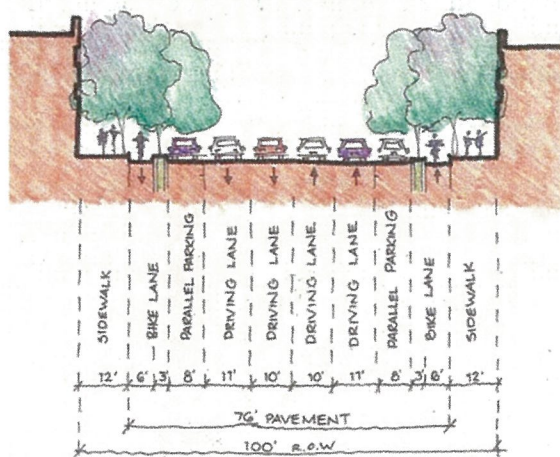


Draft General Plan Update Rendering of a Multimodal Mission (11/8/17)

4. **Create a Safer, More Sustainable Fair Oaks Ave** - The City's major north-south artery, Fair Oaks Ave has the potential to become a greener, more inviting and pedestrian-thoroughfare while still facilitating regional motorized traffic flow. Existing right-of-way is sufficient to provide additional street trees, stormwater capture, high-visibility crosswalks and an on-street, Class IV, protected bikeway from the City's northern limit to Huntington Drive, improving important north-south mobility options for all road users, including local families traveling to/from South Pasadena Middle School. 1.3 miles (Estimated cost - \$2-3,750,000)



Fair Oaks Avenue Option 2: ■
Painted bike lanes with potted plants in separator



Fair Oaks Avenue Option 3: ■
Raised separator with landscape and tree wells



Draft General Plan Update Renderings of a More Sustainable Fair Oaks Avenue (11/8/17)

5. **Install ADA Compliant sidewalks and Energy Efficient Street Lighting on Monterey Rd.** - Repair sidewalks along Monterey Rd., add energy efficient street lighting, study bike lane options, and implement speed management best practices such as narrower lanes (Estimated cost - TBD)

6. **Incorporate Best Practices in Safe Design into all 'Wish List' Projects** - Too often major transportation projects such freeway on/off-ramps fail to consider safety impacts for vulnerable road users, especially children, older adults, and mobility impaired individuals utilizing transportation alternatives. Any major infrastructure project funded through Measure R, M or other public funding should improve the roadway's safety performance by employing best practices in safe design such as those endorsed by the National Association of City Transportation Officials ([NACTO](#)).

7. **Ensure all projects on the City's wish list are aligned with regional and California climate goals**, including vehicle miles traveled (VMT) reduction targets, stormwater capture goals, and regional air quality improvement targets. As the number of extreme heat days continues to rise in the coming years, it is crucial that we combat the urban heat island effect on our streets to protect public health and the environment.
 - **Add street trees, bioswales, and other multi-benefit green infrastructure elements** to major roadway projects to provide economic, environmental, health (physical, mental), safety, and community benefits. Trees, biomass and innovative materials, such as surface coatings that reflect more solar radiation than standard asphalt, should be included in any major roadway redesign or project.

 - **Incorporate cool pavement in roadway resurfacing projects**, as recently piloted by the City of Los Angeles.

As local leaders faced with a tremendous opportunity to shape the future of the City for decades to come, I hope you will give serious consideration to the above-listed opportunities to improve public health, safety, quality-of-life, and the environment by directing this major influx in transportation dollars towards projects that will build upon South Pasadena's commitment to being a model sustainable community in Southern California.

Glen Eddy
844 Monterey Road
South Pasadena Ca 91030

From: Samuel Zneimer [REDACTED]
Sent: Monday, November 20, 2017 1:38 PM
To: CCO <cco@southpasadenaca.gov>; Michael Cacciotti <mcacciotti@southpasadenaca.gov>; Robert Joe <rjoe@southpasadenaca.gov>; Richard D. Schneider <rschneider@southpasadenaca.gov>; Marina Khubesrian <mkhubesrian@southpasadenaca.gov>; Diana Mahmud <dmahmud@southpasadenaca.gov>
Cc: Margaret Lin <mlin@southpasadenaca.gov>
Subject: 710-North Transportation Alternative Funding

November 20, 2017

South Pasadena City Council
1414 Mission St.
South Pasadena, CA 91030

Re: 710 North | Transportation Demand and Systems Management | Project Recommendations

Dear Mayor Cacciotti and Council Members,

As a life-time resident concerned about the safety of South Pasadena streets, health of our community, future of our environment, and as a professional in the field, I am writing today to urge your support for prioritizing 21st century transportation projects, policies and programs in the 710-N funding 'wish list'.

After reading the draft letter to LA Metro, I was disappointing with the overwhelming emphasis on increasing vehicle throughput; focusing on system improvement for cars and doing little to provide alternative transportation option to reduce demand for driving. The report goes so far as to specifically saying not to include projects from the 2011 Bicycle Master Plan.

This does not say there aren't great projects listed within the letter; the SR-110 off ramps/hook ramp project, improvements to specific intersections to enhance safety (pedestrian lead outs and HAWK system), as well as sidewalk improvements and the Huntington Drive class II bike lane, will have benefits to the community. What the letter lacks is meaningful transportation demand management projects; outside of a segment of a class II bike lane on Huntington Drive which at this point and if no future bike projects are implemented connect to Marengo Ave class II bike lane; which provides little to no options for potential riders. This is not a time to do more studies on grade separations or possible "microtransit" but rather these funds should be spent on projects that are concrete first/last mile solutions which also have that have additional benefits to the community such as the Mission Street multiple modal project and the Fair Oaks project described below and that are part of the City's ongoing General Plan. Its time we make a more complete and usable bicycle network; one that isn't only for confident and experienced riders but one for all riders to feel safe.

I want to see fundamental changes made to infrastructure to make alternative modes viable transportation; I want to see more than lip service paid to multi-modal transportation. The argument of induced demand should not stop at the highway; it should be considered when evaluating projects - when one increases speed/throughput/capacity you increase the number of vehicles that will use that capacity - this is also true at the local level. The project list may likely improve conditions for cars moving through the corridor but maybe we should be asking more of the projects - we should strive to be leaders in field with these funds, we should and can do more with these funds.

Additional Material
AGENDA ITEM # 3
11/21/17 City Council Mtg.
JZneimer

Below is a more detailed list of projects, programs, policies that these funds could be used for. These projects mainly focus on bicycle and pedestrian projects with additional ideas to consider when implementing projects such as cool pavement, street trees and more.

Local streets are one of our communities greatest and often overlooked public assets. When designed well, they can support local businesses, improve air quality, encourage physical activity, reduce the number and severity of traffic collisions, capture stormwater, and better prepare our community for the impacts of climate change.

Recognizing the 710-N transportation alternative funds as a once-in-a-lifetime opportunity to advance the development of a healthier, more sustainable and economically vibrant South Pasadena, I hope you will consider the following opportunities when finalizing the project 'wish list.'

Recommendations

1. **Upgrade All Existing Crosswalks to High-Visibility Continental or Zebra Crosswalk Striping** in business districts, around school sites, and along higher speed corridors where yield rates are lower and injury risk is higher. (Estimated cost - \$10,000 per intersection; 33 intersections - \$330,000)
 - o Fair Oaks / State, Grevelia, Hope, Mission, El Centro, Oxley, Monterey, Bank, Spruce, Huntington Dr.
 - o Fremont / Oak, Rollin, Bank, Lyndon, Monterey, Oxley, El Centro, Mission, Magnolia
 - o Orange Grove / Mission, 110 on/off-ramps, Columbia
 - o Monterey / Indiana, Orange Grove, Via del Rey, Meridian, Diamond, Fremont
 - o Garfield / Clark, Mission, Monterey, Huntington
 - o Grevelia / Stratford
 - o **Install enhanced pedestrian crossings at high-use unsignalized intersections (HAWK)**
 - Garfield / Oak (adjacent to YMCA)

2. **Implement the City's 2011 adopted Bicycle Master Plan.** Only 1.5 miles of 7.7 miles of approved Class II bike lanes have been installed since the 2011 plan was adopted, an average of .25 miles per year. As a result, South Pasadena continues to lack a cohesive, connected network of bicycle-infrastructure, limiting the utility of existing facilities. The lack of comfortable, safe conditions for riding a bicycle remains a primary barrier to bicycling, particularly among youth and young adults, despite 60% of local trips being of less than 3 miles in distance.
 - a. **Class I bike/ped paths**
 - i. Edison Utility Easement - 1.4 miles (Estimated cost - \$2,200,000)
 - b. **Class II bike lanes** - 6.2 miles outstanding in adopted plan (Estimated cost -\$600,000)
 - .Huntington Drive (South to East City limit) - 1.5mi
 - c. **Comprehensive Bicycle Wayfinding**
 - .Indicating primary destinations, including schools, transit, business districts and public facilities

3. **Make Mission Multi-modal** - As part of the City's General Plan update, plan consultants have highlighted an opportunity to transform Mission Street into a greener, more inviting and pedestrian-friendly corridor. There is frankly no better street in the City to do so. Safer crosswalks, wider sidewalks, better street lighting, additional street trees, and dedicated bicycle infrastructure would lay the foundation for a truly multi-modal downtown district, capitalizing on the City's Gold Line stop and plans for mixed use development within the Mission St. Specific Plan. (Estimated cost - TBD)

4. **Create a Safer, More Sustainable Fair Oaks Ave** - The City's major north-south artery, Fair Oaks Ave has the potential to become a greener, more inviting and pedestrian-thoroughfare while still facilitating regional motorized traffic flow. Existing right-of-way is sufficient to provide additional street trees, stormwater capture, high-visibility crosswalks and an on-street, Class IV, protected bikeway from the City's northern limit to Huntington Drive, improving important north-south mobility options for all road users, including local families traveling to/from South Pasadena Middle School. 1.3 miles (Estimated cost - \$3,750,000)
5. **Install ADA Compliant sidewalks and Energy Efficient Street Lighting on Monterey Rd.** - Repair sidewalks along Monterey Rd., add energy efficient street lighting (Estimated cost - TBD)
6. **Incorporate Best Practices in Safe Design into all 'Wish List' Projects** - Too often major transportation projects such freeway on/off-ramps fail to consider safe passage for vulnerable road users, including pedestrian, bicyclists, and mobility impaired individuals. Any major infrastructure project funded through Measure R, M or other public funding should improve the roadway's safety performance and track record by employing best practices endorsed by the National Association of City Transportation Officials (NACTO).
7. **Ensure all projects on the City's wish list are aligned with regional and California climate goals**, including vehicle miles traveled (VMT) reduction targets, stormwater capture goals, and regional air quality improvement targets. As the number of extreme heat days continues to rise in the coming years, it is crucial that we combat the urban heat island effect on our streets to protect public health and the environment.
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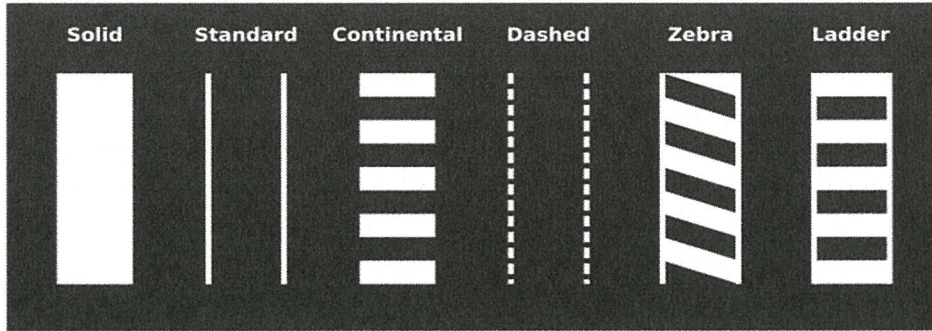
As local leaders faced with a tremendous opportunity to shape the future of the City for decades to come, I hope you will give serious consideration to the above-listed opportunities to improve public health, safety, quality-of-life, and the environment by directing this major influx in transportation dollars towards projects that will build upon South Pasadena's commitment to being a model sustainable community in Southern California.

Thanks,

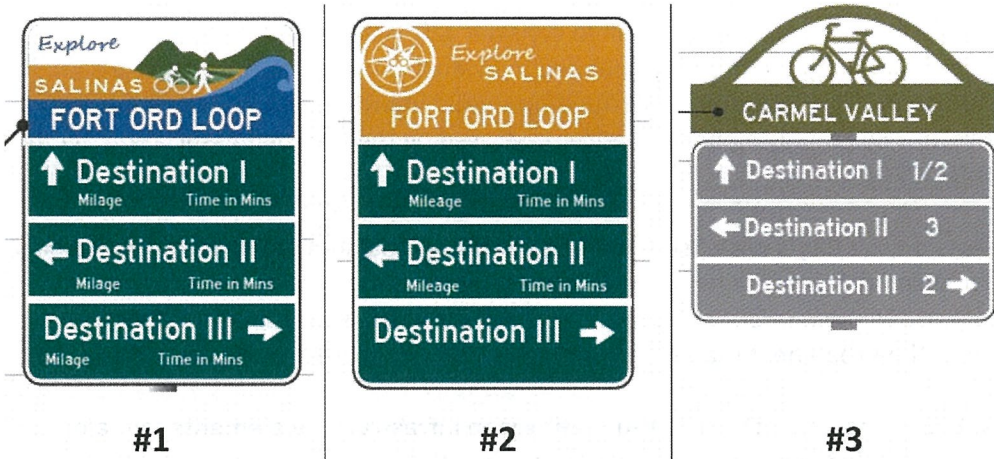
Samuel Zneimer

See below for renderings and examples:

Crosswalk Options: High-Visibility Zebra, Ladder or Continental Striping Recommended



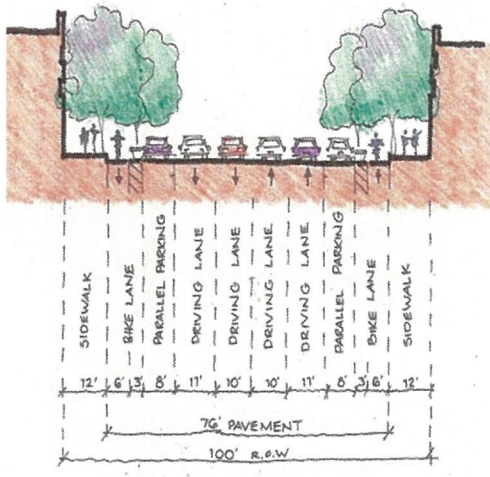
Sample Bike Plan Wayfinding Signage



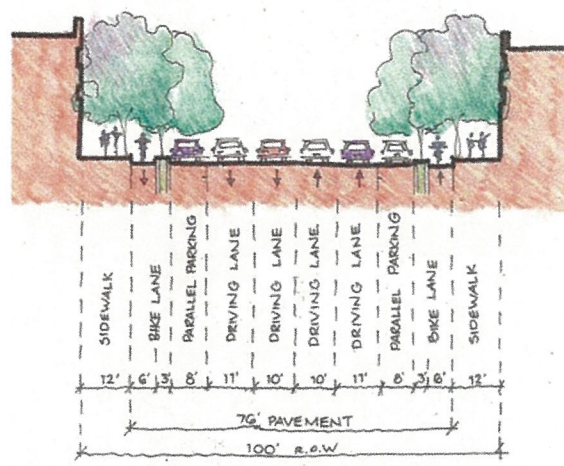
Draft General Plan Update Rendering of a Multimodal Mission (11/8/17)



Draft General Plan Update Renderings of a More Sustainable Fair Oaks Avenue (11/8/17)



Fair Oaks Avenue Option 2: Painted bike lanes with potted plants in separator



Fair Oaks Avenue Option 3: Raised separator with landscape and tree wells



From: 46 Jgrasshopper [REDACTED]
Date: November 20, 2017 at 7:07:55 PM PST
To: mcacciotti@southpasadenaca.gov,
rjoe@southpasadenaca.gov, rschneider@southpasadenaca.gov,
mkhubesrian@southpasadenaca.gov, dmahmud@southpasadenaca.gov
Subject: Metro 710 Metro Funding Project Recommendations

November 20, 2017

South Pasadena City Council
[1414 Mission St.](#)
[South Pasadena, CA 91030](#)

Re: Metro 710 Funding Project Recommendations

Dear Mayor Cacciotti and Council Members,

As a long-time resident concerned about the safety of South Pasadena streets, the health of our community, and the future of our environment, I am writing today to urge your support for prioritizing 21st century transportation projects in the 710-N funding 'wish list', including **safer crosswalks, more sustainable streets, and the implementation of the City's 2011 adopted bicycle master plan.**

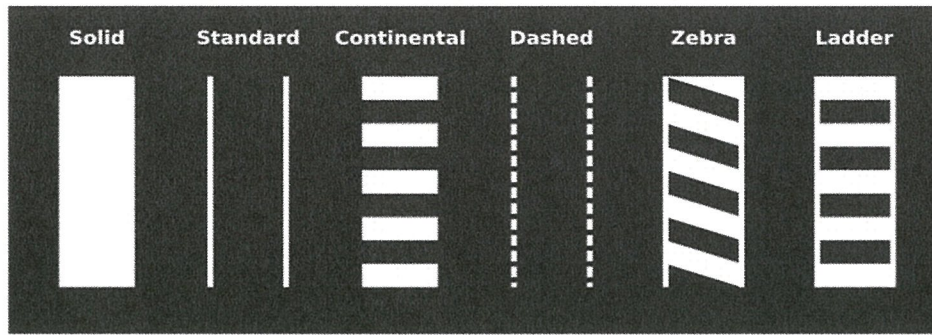
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The over \$700 million in 710-N transportation alternative funds is a once-in-a-lifetime opportunity to advance the development of a healthier, more sustainable and economically-vibrant South Pasadena. I **urge you to include the following improvements in the final project 'wish list.'**

Recommendations

1. **Upgrade Existing Crosswalks with High-Visibility Striping (e.g. Continental or Zebra) in business districts, around school sites, and along higher speed corridors** where automobile yield rates are lower and injury risk to pedestrians is higher. Specific crossings that meet this criteria include, but are not limited to the below list. (Estimated cost - \$10,000 per intersection; 33 intersections - \$330,000)
 - o Fair Oaks / State, Grevelia, Hope, Mission, El Centro, Oxley, Monterey, Bank, Spruce, Huntington Dr.
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 - o **Install enhanced pedestrian crossings at high-use unsignalized intersections (HAWK)**
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Additional Material
AGENDA ITEM # 3
11/21/17 City Council Mtg.
J Chew



Crosswalk Striping Options

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a. **Class I bike/ped paths**

i. Edison Utility Easement - 1.4 miles (Estimated cost - \$2,200,000)

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Sample Wayfinding Signage

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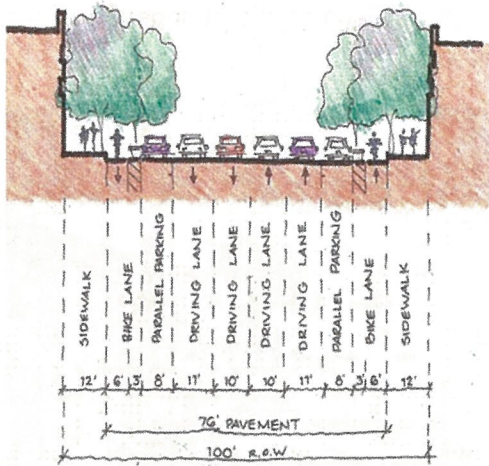
Handwritten notes:
 7/14/17
 WASH

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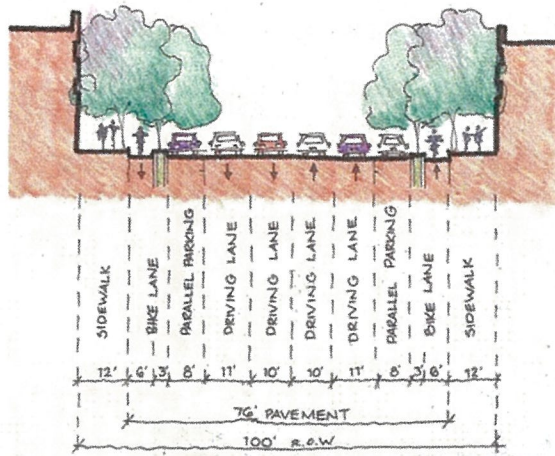


Draft General Plan Update Rendering of a Multimodal Mission (11/8/17)

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Janis Chew
[1744 Peterson Ave.](#)
[South Pasadena](#)

From: Spidra Webster [REDACTED]

Date: November 20, 2017 at 10:24:07 PM PST

To: mcacciotti@southpasadenaca.gov,
rjoe@southpasadenaca.gov, rschneider@southpasadenaca.gov,
mkhubesrian@southpasadenaca.gov, dmahmud@southpasadenaca.gov

Subject: Re: 710 North | Transportation Demand and Systems Management | Project Recommendations

November 20, 2017

South Pasadena City Council

[1414 Mission St.](#)

[South Pasadena, CA 91030](#)

Re: 710 North | Transportation Demand and Systems Management | Project Recommendations

Dear Mayor Cacciotti and Council Members,

As a someone who grew up in South Pasadena and returned to it 7 years ago, someone who's concerned about the safety of South Pasadena streets, health of our community, and future of our environment, **I am writing today to urge your support for prioritizing 21st century transportation projects in the 710-N funding 'wish list', including safer crosswalks, more sustainable streets, and the implementation of the City's 2011 adopted bicycle master plan.**

Local streets are one of our community's greatest yet often overlooked public assets. When designed well, city streets can support small businesses, improve air quality, encourage physical activity, reduce the number and severity of traffic collisions, capture stormwater, and better prepare our community for the impacts of climate change.

We are in a crucial time, with many crises besetting us. I think many people think of climate change as something where policy is only effective if made on an international level, but many decisions we make locally affect whether we are contributing to the greenhouse effect that causes climate change, or whether we are doing all that we can to ameliorate the effects of a couple centuries of increased CO2 output and thus provide a future for ourselves and our children. Furthermore, I believe making these changes will create a better and safer quality of life for our city, which will make more areas of our city attractive to those who want to linger to shop and dine here, which will increase tax revenue to the city.

The over \$700 million in 710-N transportation alternative funds is a once-in-a-lifetime opportunity to advance the development of a healthier, more sustainable and economically-vibrant South Pasadena. I hope you will consider the following opportunities when finalizing the project 'wish list.'

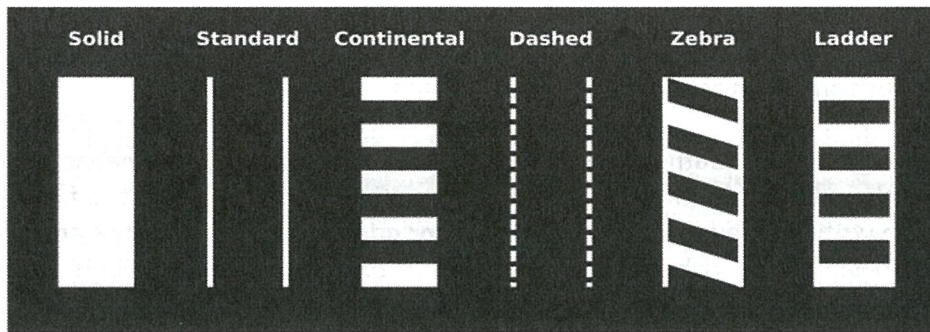
Recommendations

1. **Upgrade Existing Crosswalks with High-Visibility Striping (e.g. Continental or Zebra) in business districts, around school sites, and along higher speed corridors** where automobile yield rates are lower and injury risk to pedestrians is higher. Specific crossings that meet this

Additional Material
AGENDA ITEM # 3
11/21/17 City Council Mtg.
MLynch

criteria include, but are not limited to the below list. (Estimated cost - \$10,000 per intersection; 33 intersections - \$330,000)

- Fair Oaks / State, Grevelia, Hope, Mission, El Centro, Oxley, Monterey, Bank, Spruce, Huntington Dr.
- Fremont / Oak, Rollin, Bank, Lyndon, Monterey, Oxley, El Centro, Mission, Magnolia
- Orange Grove / Mission, 110 on/off-ramps, Columbia
- Monterey / Indiana, Orange Grove, Via del Rey, Meridian, Diamond, Fremont
- Garfield / Clark, Mission, Monterey, Huntington
- Grevelia / Stratford
- **Install enhanced pedestrian crossings at high-use unsignalized intersections (HAWK)**
 - Garfield / Oak (adjacent to YMCA)
 - Grevelia / Park Ave



Crosswalk Striping Options

2. **Implement the City's 2011 Council Adopted [Bicycle Master Plan](#).** Only 1.5 miles of 7.7 miles of approved Class II bike lanes have been installed since the 2011 plan was adopted, an average of .25 miles per year. As a result, South Pasadena continues to lack a cohesive, connected network of bicycle-infrastructure, limiting the utility of existing facilities. The lack of comfortable, safe conditions for riding a bicycle remains a primary barrier to bicycling, particularly among youth and young adults, despite 60% of local trips being of less than 3 miles in distance. Plan projects include:

a. **Class I bike/ped paths**

i. Edison Utility Easement - 1.4 miles (Estimated cost - \$2,200,000)

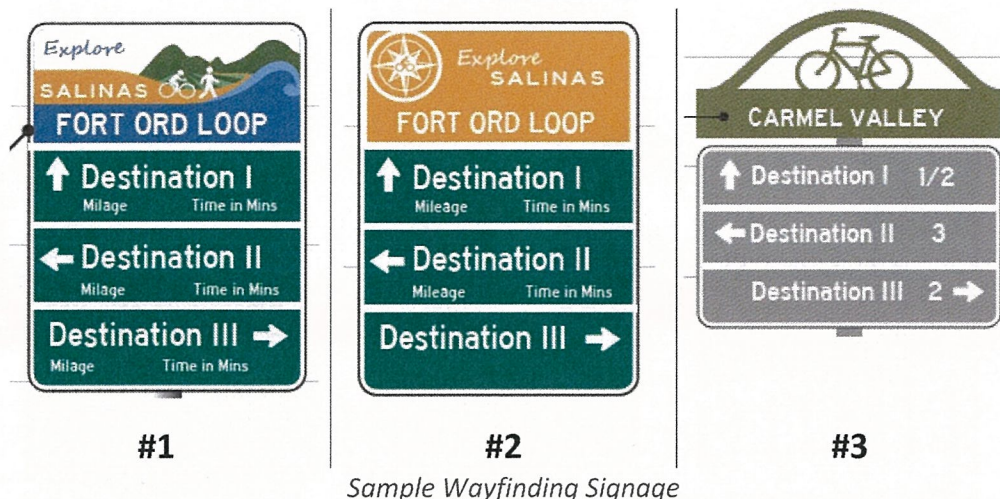
b. **Class II bike lanes** - 6.2 miles outstanding in adopted plan (Estimated cost - \$650,000). Priority projects should include:

.Huntington Drive (South to East City limit) -

1.5mi

c. **Comprehensive Bicycle Wayfinding** indicating primary destinations, including schools, transit, business districts, off-street paths (e.g., Arroyo Seco) and public facilities (Estimated cost - \$75,000)

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2017/10/16

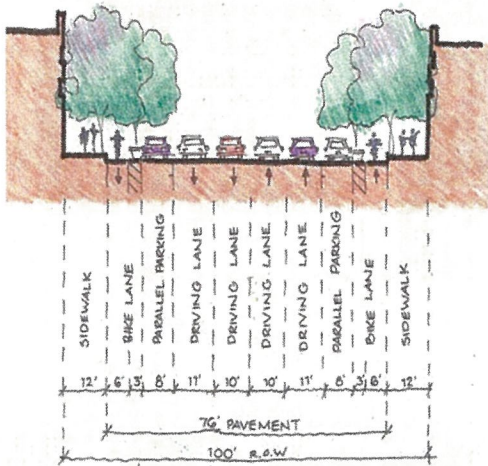


3. **Make Mission Multi-modal** - As part of the City's General Plan update, plan consultants have highlighted an opportunity to transform Mission Street into a greener, more inviting and pedestrian-friendly corridor. There is frankly no better street in the City to do so. Safer crosswalks, wider sidewalks, better street lighting, additional street trees, and dedicated bicycle infrastructure would lay the foundation for a truly multi-modal downtown district, capitalizing on the City's Gold Line stop and plans for mixed use development within the Mission St. Specific Plan. (Estimated cost dependent on which of the above-listed elements is included; range \$350,000 - \$1,750,000)

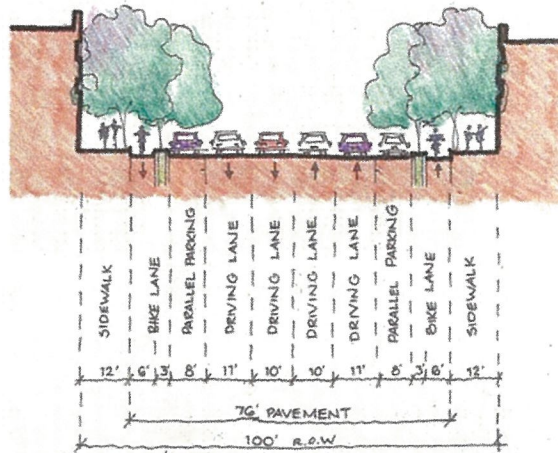


Draft General Plan Update Rendering of a Multimodal Mission (11/8/17)

4. **Create a Safer, More Sustainable Fair Oaks Ave** - The City's major north-south artery, Fair Oaks Ave has the potential to become a greener, more inviting and pedestrian-thoroughfare while still facilitating regional motorized traffic flow. Existing right-of-way is sufficient to provide additional street trees, stormwater capture, high-visibility crosswalks and an on-street, Class IV, protected bikeway from the City's northern limit to Huntington Drive, improving important north-south mobility options for all road users, including local families traveling to/from South Pasadena Middle School. 1.3 miles (Estimated cost - \$2-3,750,000)



Fair Oaks Avenue Option 2: Painted bike lanes with potted plants in separator



Fair Oaks Avenue Option 3: Raised separator with landscape and tree wells



Draft General Plan Update Renderings of a More Sustainable [Fair Oaks Avenue \(11/8/17\)](#)

5. **Install ADA Compliant sidewalks and Energy Efficient Street Lighting on Monterey Rd.** - Repair sidewalks along Monterey Rd., add energy efficient street lighting, study bike lane options, and implement speed management best practices such as narrower lanes (Estimated cost - TBD)
6. **Incorporate Best Practices in Safe Design into all 'Wish List' Projects** - Too often major transportation projects such as freeway on/off-ramps fail to consider safety impacts for vulnerable road users, especially children, older adults, and mobility impaired individuals utilizing transportation alternatives. Any major infrastructure project funded through Measure R, M or other public funding should improve the roadway's safety performance by employing best practices in safe design such as those endorsed by the National Association of City Transportation Officials ([NACTO](#)).

7. **Ensure all projects on the City's wish list are aligned with regional and California climate goals**, including vehicle miles traveled (VMT) reduction targets, stormwater capture goals, and regional air quality improvement targets. As the number of extreme heat days continues to rise in the coming years, it is crucial that we combat the urban heat island effect on our streets to protect public health and the environment.

- o **Add street trees, bioswales, and other multi-benefit green infrastructure elements** to major roadway projects to provide economic, environmental, health (physical, mental), safety, and community benefits. Trees, biomass and innovative materials, such as surface coatings that reflect more solar radiation than standard asphalt, should be included in any major roadway redesign or project.
- o **Incorporate cool pavement in roadway resurfacing projects**, as recently piloted by the City of Los Angeles.

As local leaders faced with a tremendous opportunity to shape the future of the City for decades to come, I hope you will give serious consideration to the above-listed opportunities to improve public health, safety, quality-of-life, and the environment by directing this major influx in transportation dollars towards projects that will build upon South Pasadena's commitment to being a model sustainable community in Southern California.

Thank you,

Megan Lynch
1635 Laurel St.
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Monterey Road Proposals

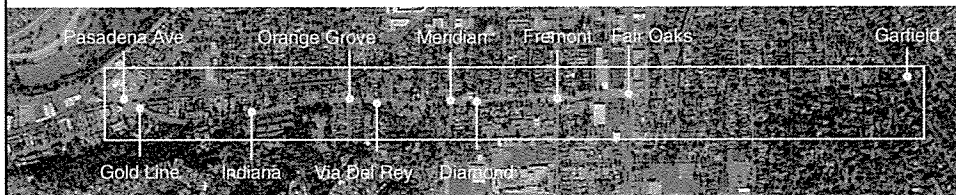
Presented by:
Steve Boland

November 2017



Monterey Road

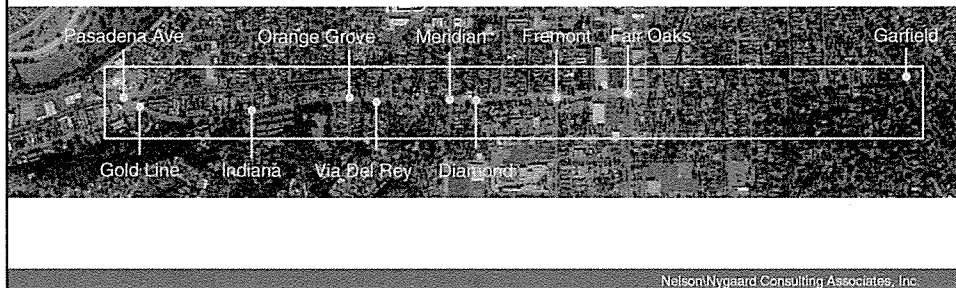
- Pasadena Ave-Garfield Ave = ~1.8 miles
- Minor Arterial – connects to LA to W (as York Blvd), San Marino to E
- 2 lanes each way W of Fair Oaks, 1 lane each way E of Fair Oaks, turn lanes at some intersections
- 2014 ADT 19,000 at Gold Line, 7,300 at Garfield



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Monterey Road

- Not a truck route
- No existing transit
- In Bike Plan, “status yet to be confirmed”
- City currently making ADA upgrades to sidewalks
- Land use mostly residential (retail at Pasadena, Fair Oaks)



Previous Study

- 2014 “road diet” study by Minagar & Associates
- Traffic modeling of:
 - 9 intersections on Monterey only, Gold Line-Fair Oaks
 - During AM and PM peaks, plus mid-day
 - 4 scenarios:
 - Existing (2014)
 - 2016, with new signal at Orange Grove
 - “4-to-3” scenario from Gold Line to Fair Oaks (2016)
 - 4-to-3, but keep 4 lanes from Orange Grove to Meridian

Previous Study

- Conclusions:
 - 16-60% increase in auto travel time in PM peak
 - But would function operationally (signal queues would not back up into intersections)
 - Traffic modeling only, so no detailed design or analysis of ped/bike/safety benefits

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Nelson\Nygaard Proposals

- Asked by City to submit proposals for two studies:
 - “Complete streets” conceptual design study
 - Updated traffic study
- Separate from General Plan Update
 - Needs to proceed with environmental analysis to be completed in 2018
 - This will not prevent Council from taking any action later

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Conceptual Design Study

- Design and analyze up to three concepts:
 - Minor change: Low-cost pedestrian safety improvements
 - Moderate change: Wider sidewalks, but traffic lanes maintained
 - Major change: Reduction in traffic lanes, wider sidewalks, bike lanes or other elements

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Conceptual Design Study

- Scope and budget:
 - New data collection (volumes, Gold Line delays)
 - Iterative process of concept development, Commission/Council review:
 - Council meeting to discuss existing conditions
 - Commission and Council meetings to discuss design concepts
 - Complete 25% drawings and technical memorandum
 - Cost for above: \$49,400
 - Optional: develop engineering plans

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Traffic Study

- Review Minagar analysis, confirm/update findings
- Scope and budget:
 - If NN provided with data and model used by Minagar
 - Can analyze AM and PM peaks at same 9 intersections on Monterey based on two scenarios – existing and road diet (from conceptual design study)
 - Cost for analysis, technical memorandum and presentation: \$19,400

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Next Steps

- Conceptual design study would need to precede traffic study

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Thank You!



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