



**CITY OF SOUTH PASADENA
CITY COUNCIL SPECIAL MEETING AGENDA**

**Amedee O. “Dick” Richards, Jr. Council Chamber
1424 Mission Street, South Pasadena, CA 91030**

Tuesday, November 21, 2017, at 7:00 p.m.

*In order to address the City Council, please complete a Public Comment Card.
Time allotted per speaker is three minutes.
No agenda item may be taken after 11:00 p.m.*

CALL TO ORDER: Mayor Michael A. Cacciotti

ROLL CALL: Councilmembers Robert S. Joe, Marina Khubesrian, M.D.,
Diana Mahmud; Mayor Pro Tem Richard D. Schneider,
M.D.; and Mayor Michael A. Cacciotti

PLEDGE OF ALLEGIANCE: Mayor Michael A. Cacciotti

OPPORTUNITY TO COMMENT ON CONSENT CALENDAR

In order to address the City Council, please complete a Public Comment card. Time allotted per speaker is three minutes. Items listed under the consent calendar are considered by the City Manager to be routine in nature and will be enacted by one motion unless an audience member or Councilmember requests otherwise, in which case the item will be removed for separate consideration. Any motion relating to an ordinance or a resolution shall also waive the reading of the ordinance or resolution and include its introduction or adoption as appropriate.

CONSENT CALENDAR

1. Award of Contract to Minagar & Associates, Inc. to Perform Professional Engineering Services for On-Street Parking and Traffic Study in the Monterey Hills

Recommendation

1. Accept a bid dated October 20, 2017, from Minagar & Associates, Inc. for on-street parking and traffic study in the Monterey Hills.
2. Authorize the City Manager to enter into a contract with Minagar & Associates, Inc. for an amount not-to-exceed \$14,210.
3. Reject all other bids received.

2. Adoption of a Resolution Approving the 4th Amendment of the San Gabriel Valley Council of Governments’ Joint Powers Agreement

Recommendation

Adoption of a resolution entitled “A Resolution of the City Council of the City of South Pasadena, California, approving amendments to the San Gabriel Valley Council of Governments Joint Powers Agreement as adopted by the SGVCOG’s Governing Board.”

ACTION/DISCUSSION

3. Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List

Recommendation

Approve a letter to the Los Angeles County Metropolitan Transportation Authority regarding the request for funding for Early Action Projects within the City of South Pasadena in lieu of the State Route 710 North Extension Tunnel Alternative.

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

Recommendation

1. Direct staff to complete the pavement rehabilitation, new traffic signal at Monterey Road, traffic signal synchronization, left-turn pockets, and Orange Grove Avenue, and the Americans with Disability Act components of the Monterey Road Rehabilitation Project from Pasadena Avenue to Meridian Avenue.
2. Accept the Public Works Commission’s recommendation to not proceed with the reconfiguration components of the Project and instead direct the PWC to provide recommendations on a feasible east-west bikeway alternative that will not reduce traffic capacity or result in negative safety impacts.

ADJOURNMENT

**FUTURE CITY COUNCIL MEETINGS
(OPEN SESSION)**

December 6, 2017	CANCELLED		
December 20, 2017	COUNCIL REORGANIZATION	Council Chamber	7:30 p.m.
January 3, 2018	Regular City Council Meeting	Council Chamber	7:30 p.m.

PUBLIC ACCESS TO AGENDA DOCUMENTS AND BROADCASTING OF MEETINGS

Prior to meetings, City Council Meeting agenda packets are available at the following locations:

- City Clerk's Division, City Hall, 1414 Mission Street, South Pasadena, CA 91030;
- South Pasadena Public Library, 1100 Oxley Street, South Pasadena, CA 91030; and
- City website: www.southpasadenaca.gov/agendas

Agenda related documents provided to the City Council are available for public inspection in the City Clerk's Division, and on the City's website at www.southpasadenaca.gov/agendas. During the meeting, these documents will be available for inspection as part of the "Reference Binder" kept in rear of the City Council Chamber.

Regular meetings are broadcast live on Time-Warner Cable Channel 19 and AT&T Channel 99. Meetings are also streamed live via the internet at www.southpasadenaca.gov/agendas.

AGENDA NOTIFICATION SUBSCRIPTION

Individuals can be placed on an email notification list to receive forthcoming agendas by calling the City Clerk's Division at (626) 403-7230.


ACCOMMODATIONS

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

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

11/17/2017

Date


Desiree Jimenez, CMC
Deputy City Clerk

City of South Pasadena Agenda Report

Michael A. Cacciotti, Mayor
Richard D. Schneider, M.D., Mayor Pro Tem
Robert S. Joe, Councilmember
Marina Khubesrian, M.D., Councilmember
Diana Mahmud, Councilmember

Evelyn G. Zneimer, City Clerk
Gary E. Pia, City Treasurer

COUNCIL AGENDA: November 21, 2017

TO: Honorable Mayor and City Council

VIA: Stephanie DeWolfe, City Manager

FROM: Paul Riddle, Fire Chief
Eric Zanteson, Division Chief 

SUBJECT: **Award of Contract to Minagar & Associates, Inc. to Perform Professional Engineering Services for On-Street Parking and Traffic Study in the Monterey Hills**

Recommendation

It is recommended that the City Council:

1. Accept a bid dated October 20, 2017, from Minagar & Associates, Inc. (Consultant) for on-street parking and traffic study in the Monterey Hills (Project); and
2. Authorize the City Manager to enter into a contract with Minagar & Associates, Inc. for an amount not-to-exceed \$14,210; and
3. Reject all other bids received.

Fiscal Impact

Funding for this Project was included in the Fiscal Year (FY) 2017-18 Budget in the Professional Services Account No. 101-5010-5011-8170 in the amount of \$14,210.

Environmental Analysis

This item is exempt from any California Environmental Quality Act (CEQA) analysis based on State CEQA Guidelines Section 15262 which exempts projects involving only feasibility or planning studies for possible future actions which the agency has not approved, adopted, or funded.

Commission Review and Recommendation

This matter was reviewed by the Public Safety Commission and the Public Works Commission.

Background

Several streets in the Monterey Hills area are too narrow to allow Emergency Services Vehicles to pass certain locations where on-street-parking is permitted and where vegetation grows out from areas adjacent to roadways and into traffic lanes. Staff is requesting Consultant to:

- Assess where and how “on-street parking” (OSP) affects vehicle traffic and access,

AGENDA ITEM 1

especially on narrow streets (those that are less than 20 feet in width) within the “Hill Area.”

- Assess where trees, shrubs, and bushes grow beyond the curblin into traffic lanes and where trees, shrubs, and bushes overhang streets to a height less than 15 feet.

Every year, homes are destroyed and or damaged by brush fires that occur in high hazard brush inter-face areas. Historically, some of the most damaging brush fires have occurred during critical weather conditions where there are high temperatures, wind speeds in excess of 25 miles per hour, and humidity of 15% or less. When these conditions are present, it is critical that responding fire apparatus and other emergency services vehicles have clear unobstructed access routes. It is equally important that citizens have the ability to quickly evacuate the affected area. Fire apparatus also need to be able to safely and quickly respond to calls for medical problems in all areas of South Pasadena. Approximately 80% of all calls for assistance received by the Fire Department are medical responses.

Fire apparatus and other emergency services vehicles responding to emergencies with limited access roadways in densely populated areas can be significantly delayed by having to navigate around parked vehicles. In some situations Fire apparatus are unable to pass legally parked vehicles causing significant delays in response times. Staff has identified specific locations within the high hazard hill area of the City that Fire apparatus cannot navigate when vehicles are legally parked. These legally parked vehicles create choke points that delay responding fire units. These choke points not only delay responding emergency services vehicles, but also restrict residents from safely evacuating the affected area.

The Consultant will assess a defined list of streets where choke points have been identified and provide a report on possible processes for mitigation. It is not staff’s intent to remove parking in order to mitigate these choke points, rather spaces may be moved, resulting in no net loss of parking.

Analysis

South Pasadena Municipal Code Section 2.99-29(12) (SPMC) provides that professional service contracts, such as the herein agreement, are exempt from the bidding process. This Section of the SPMC does require, “if possible,” that the City of South Pasadena (City) obtain three quotations before awarding the contract. In September 2017, a Request for Proposals (RFP) was distributed through direct mailing to consulting engineering firms experienced in Traffic Engineering and Consultation projects. The following firms responded to the RFP:

- Willdan Engineering Industry, CA
- KOA Corporation Orange, CA
- Albert Grover & Associates Fullerton, CA
- Minagar and Associates, Inc. Irvine, CA

On October 31, 2017, the Fire Department received and opened one proposal from Minagar &

Associates, Inc., in the amount of \$14,210. No other bids were received.

Government Code Section 4526 allows the selection of professional services of architectural, landscape architectural, engineering, environmental, land surveying, or construction project management firms to be on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required.

Minagar & Associates, Inc. is a qualified firm specializing in providing Traffic Engineering Consultation Services. Staff has checked the Consultants references, and their work was verified to be of good quality. The Consultant has completed other projects for the City including a traffic study for Trader Joe's parking, numerous stop sign studies, and the Traffic Calming Evaluation on Monterey Road.

Legal Review

The City Attorney has reviewed 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 and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments:

1. Professional Services Agreement
2. Consultant's Proposal

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ATTACHMENT 1
Professional Services Agreement
Minagar & Associates, Inc.

**PROFESSIONAL SERVICES AGREEMENT
FOR CONSULTANT SERVICES**

**(City of South Pasadena / Minagar and
Associates)**

1. IDENTIFICATION

This PROFESSIONAL SERVICES AGREEMENT (“Agreement”) is entered into by and between the City of South Pasadena, a California municipal corporation (“City”), and Minagar & Associates Inc., (“Consultant”).

2. RECITALS

- 2.1. City has determined that it requires the following professional services from a consultant: Traffic Engineering study (“study”) of on-street parking and vehicle access in the Monterey Hills Area.
- 2.2. Consultant represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. Consultant further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.
- 2.3. Consultant represents that it has no known relationships with third parties, City Council members, or employees of City which would (1) present a conflict of interest with the rendering of services under this Agreement under Government Code Section 1090, the Political Reform Act (Government Code Section 81000 *et seq.*), or other applicable law, (2) prevent Consultant from performing the terms of this Agreement, or (3) present a significant opportunity for the disclosure of confidential information.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, City and Consultant agree as follows:

3. DEFINITIONS

- 3.1. “Scope of Services”: Such professional services as are set forth in Exhibit A and incorporated herein by this reference.
- 3.2. “Agreement Administrator”: The Agreement Administrator for this project is Paul Toor, Public Works Director. The Agreement Administrator shall be the principal point of contact at the City for this project. All services under this Agreement shall be performed at the request of the Agreement Administrator. The Agreement Administrator will establish the timetable for completion of services and any interim milestones. City reserves the right to change this designation upon written notice to Consultant

- 3.3. "Approved Fee Schedule": Consultant's compensation rates are set forth in the fee schedule attached hereto as Exhibit B and incorporated herein by this reference. This fee schedule shall remain in effect for the duration of this Agreement unless modified in writing by mutual agreement of the parties.
- 3.4. "Maximum Amount": The highest total compensation and costs payable to Consultant by City under this Agreement. The Maximum Amount under this Agreement \$14,210.00.
- 3.5. "Commencement Date": November 21, 2017.
- 3.6. "Termination Date": July 31, 2018.

4. TERM

The term of this Agreement shall commence at 12:00 a.m. on the Commencement Date and shall expire at 11:59 p.m. on the Termination Date unless extended by written agreement of the parties or terminated earlier under Section 18 ("Termination") below. Consultant may request extensions of time to perform the services required hereunder. Such extensions shall be effective if authorized in advance by City in writing and incorporated in written amendments to this Agreement.

5. CONSULTANT'S DUTIES

- 5.1. **Services.** Consultant shall perform the services identified in the Scope of Services. City shall have the right to request, in writing, changes in the Scope of Services. Any such changes mutually agreed upon by the parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement.
- 5.2. **Coordination with City.** In performing services under this Agreement, Consultant shall coordinate all contact with City through its Agreement Administrator.
- 5.3. **Business License.** Consultant shall obtain and maintain in force a City business license for the duration of this Agreement.
- 5.4. **Professional Standards.** Consultant shall perform all work to the standards of Consultant's profession and in a manner reasonably satisfactory to City. Consultant shall keep itself fully informed of and in compliance with all local, state, and federal laws, rules, and regulations in any manner affecting the performance of this Agreement, including all Cal/OSHA requirements, the conflict of interest provisions of Government Code § 1090 and the Political Reform Act (Government Code § 81000 et seq.).
- 5.5. **Avoid Conflicts.** During the term of this Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working at the

Commencement Date if such work would present a conflict interfering with performance under this Agreement. However, City may consent in writing to Consultant's performance of such work.

- 5.6. **Appropriate Personnel.** Consultant has, or will secure at its own expense, all personnel required to perform the services identified in the Scope of Services. All such services shall be performed by Consultant or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. Sandeep Nayak shall be Consultant's project administrator and shall have direct responsibility for management of Consultant's performance under this Agreement. No change shall be made in Consultant's project administrator without City's prior written consent.
- 5.7. **Substitution of Personnel.** Any persons named in the proposal or Scope of Services constitutes a promise to the City that those persons will perform and coordinate their respective services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval of City. If City and Consultant cannot agree as to the substitution of key personnel, City may terminate this Agreement for cause.
- 5.8. **Permits and Approvals.** Consultant shall obtain, at its sole cost and expense, all permits and regulatory approvals necessary for Consultant's performance of this Agreement. This includes, but shall not be limited to, professional licenses, encroachment permits and building and safety permits and inspections.
- 5.9. **Notification of Organizational Changes.** Consultant shall notify the Agreement Administrator, in writing, of any change in name, ownership or control of Consultant's firm or of any subcontractor. Change of ownership or control of Consultant's firm may require an amendment to this Agreement.
- 5.10. **Records.** Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to Consultant under this Agreement. All such documents shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of City. In addition, pursuant to Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds ten thousand dollars, all such documents and this Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of City, for a period of three (3) years after final payment under this Agreement.

6. SUBCONTRACTING

- 6.1. **General Prohibition.** This Agreement covers professional services of a specific and unique nature. Except as otherwise provided herein, Consultant shall not assign or

transfer its interest in this Agreement or subcontract any services to be performed without amending this Agreement.

- 6.2. **Consultant Responsible.** Consultant shall be responsible to City for all services to be performed under this Agreement.
- 6.3. **Identification in Fee Schedule.** All subcontractors shall be specifically listed and their billing rates identified in the Approved Fee Schedule, Exhibit B. Any changes must be approved by the Agreement Administrator in writing as an amendment to this Agreement.
- 6.4. **Compensation for Subcontractors.** City shall pay Consultant for work performed by its subcontractors, if any, only at Consultant's actual cost plus an approved mark-up as set forth in the Approved Fee Schedule, Exhibit B. Consultant shall be liable and accountable for any and all payments, compensation, and federal and state taxes to all subcontractors performing services under this Agreement. City shall not be liable for any payment, compensation, or federal and state taxes for any subcontractors.

7. COMPENSATION

- 7.1. **General.** City agrees to compensate Consultant for the services provided under this Agreement, and Consultant agrees to accept payment in accordance with the Fee Schedule in full satisfaction for such services. As the Consultant is providing the investment grade audit at no cost to the City, there will not be any compensation for the work to be performed under this agreement. Consultant shall not be reimbursed for any expenses unless provided for in this Agreement or authorized in writing by City in advance.
- 7.2. **Invoices.** Consultant shall submit to City an invoice, on a monthly basis or as otherwise agreed to by the Agreement Administrator, for services performed pursuant to this Agreement. Each invoice shall identify the Maximum Amount, the services rendered during the billing period, the amount due for the invoice, and the total amount previously invoiced. All labor charges shall be itemized by employee name and classification/position with the firm, the corresponding hourly rate, the hours worked, a description of each labor charge, and the total amount due for labor charges.
- 7.3. **Taxes.** City shall not withhold applicable taxes or other payroll deductions from payments made to Consultant except as otherwise required by law. Consultant shall be solely responsible for calculating, withholding, and paying all taxes.
- 7.4. **Disputes.** The parties agree to meet and confer at mutually agreeable times to resolve any disputed amounts contained in an invoice submitted by Consultant.

- 7.5. **Additional Work.** Consultant shall not be reimbursed for any expenses incurred for work performed outside the Scope of Services unless prior written approval is given by the City through a fully executed written amendment. Consultant shall not undertake any such work without prior written approval of the City.
- 7.6. **City Verification as Precondition to Payment.** Notwithstanding any other terms of this Agreement, no payments shall be made to Consultant until City has verified that the services have been completed per the requirements defined in this agreement.
- 7.7. **Right to Withhold Payments.** If Consultant fails to promptly satisfy an indemnity obligation described in Section 11, City shall have the right to withhold payments under this Agreement to offset that amount.

8. PREVAILING WAGES

Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., (“Prevailing Wage Laws”), which require the payment of prevailing wage rates and the performance of other requirements on certain “public works” and “maintenance” projects. Consultant shall defend, indemnify, and hold the City, its elected officials, officers, employees, and agents free and harmless from any claim or liability arising out of any failure or alleged failure of Consultant to comply with the Prevailing Wage Laws.

9. OWNERSHIP OF WRITTEN PRODUCTS

All reports, documents or other written material (“written products” herein) developed by Consultant in the performance of this Agreement shall be and remain the property of City without restriction or limitation upon its use or dissemination by City except as provided by law. Consultant may take and retain copies of such written products as desired, but no such written products shall be the subject of a copyright application by Consultant.

10. RELATIONSHIP OF PARTIES

- 10.1. **General.** Consultant is, and shall at all times remain as to City, a wholly independent contractor.
- 10.2. **No Agent Authority.** Consultant shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise to act on behalf of City as an agent. Neither City nor any of its agents shall have control over the conduct of Consultant or any of Consultant’s employees, except as set forth in this Agreement. Consultant shall not represent that it is, or that any of its agents or employees are, in any manner employees of City.

- 10.3. **Independent Contractor Status.** Under no circumstances shall Consultant or its employees look to the City as an employer. Consultant shall not be entitled to any benefits. City makes no representation as to the effect of this independent contractor relationship on Consultant's previously earned California Public Employees Retirement System ("CalPERS") retirement benefits, if any, and Consultant specifically assumes the responsibility for making such a determination. Consultant shall be responsible for all reports and obligations including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation, and other applicable federal and state taxes.
- 10.4. **Indemnification of CalPERS Determination.** In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

11. INDEMNIFICATION

- 11.1 **Definitions.** For purposes of this Section 11, "Consultant" shall include Consultant, its officers, employees, servants, agents, or subcontractors, or anyone directly or indirectly employed by either Consultant or its subcontractors, in the performance of this Agreement. "City" shall include City, its officers, agents, employees and volunteers.
- 11.2 **Consultant to Indemnify City.** To the fullest extent permitted by law, Consultant shall indemnify, hold harmless, and defend City from and against any and all claims, losses, costs or expenses for any personal injury or property damage arising out of or in connection with Consultant's alleged negligence, recklessness or willful misconduct or other wrongful acts, errors or omissions of Consultant or failure to comply with any provision in this Agreement.
- 11.3 **Scope of Indemnity.** Personal injury shall include injury or damage due to death or injury to any person, whether physical, emotional, consequential or otherwise, Property damage shall include injury to any personal or real property. Consultant shall not be required to indemnify City for such loss or damage as is caused by the sole active negligence or willful misconduct of the City.
- 11.4 **Attorneys Fees.** Such costs and expenses shall include reasonable attorneys' fees for counsel of City's choice, expert fees and all other costs and fees of litigation. Consultant shall not be entitled to any refund of attorneys' fees, defense costs or expenses in the event that it is adjudicated to have been non-negligent.

- 11.5 **Defense Deposit.** The City may request a deposit for defense costs from Consultant with respect to a claim. If the City requests a defense deposit, Consultant shall provide it within 15 days of the request.
- 11.6 **Waiver of Statutory Immunity.** The obligations of Consultant under this Section 11 are not limited by the provisions of any workers' compensation act or similar act. Consultant expressly waives its statutory immunity under such statutes or laws as to City.
- 11.7 **Indemnification by Subcontractors.** Consultant agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Section 11 from each and every subcontractor or any other person or entity involved in the performance of this Agreement on Consultant's behalf.
- 11.8 **Insurance Not a Substitute.** City does not waive any indemnity rights by accepting any insurance policy or certificate required pursuant to this Agreement. Consultant's indemnification obligations apply regardless of whether or not any insurance policies are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

12. INSURANCE

- 12.1. **Insurance Required.** Consultant shall maintain insurance as described in this section and shall require all of its subcontractors, consultants, and other agents to do the same. Approval of the insurance by the City shall not relieve or decrease any liability of Consultant. Any requirement for insurance to be maintained after completion of the work shall survive this Agreement.
- 12.2. **Documentation of Insurance.** City will not execute this agreement until it has received a complete set of all required documentation of insurance coverage. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. Consultant shall file with City:
- Certificate of Insurance, indicating companies acceptable to City, with a Best's Rating of no less than A:VII showing. The Certificate of Insurance must include the following reference: South Pasadena Investment Grade Audit
 - Documentation of Best's rating acceptable to the City.
 - Original endorsements effecting coverage for all policies required by this Agreement.
 - City reserves the right to obtain a full certified copy of any Insurance policy and endorsements. Failure to exercise this right shall not constitute a waiver of the right to exercise later.
- 12.3. **Coverage Amounts.** Insurance coverage shall be at least in the following minimum amounts:
- Professional Liability Insurance: \$1,000,000 per occurrence,

\$2,000,000 aggregate

- General Liability:
 - General Aggregate: \$2,000,000
 - Products Comp/Op Aggregate \$2,000,000
 - Personal & Advertising Injury \$1,000,000
 - Each Occurrence \$1,000,000
 - Fire Damage (any one fire) \$ 100,000
 - Medical Expense (any 1 person) \$ 10,000

- Workers' Compensation:
 - Workers' Compensation Statutory Limits
 - EL Each Accident \$1,000,000
 - EL Disease - Policy Limit \$1,000,000
 - EL Disease - Each Employee \$1,000,000

- Automobile Liability
 - Any vehicle, combined single limit \$1,000,000

Any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements or limits shall be available to the additional insured. Furthermore, the requirements for coverage and limits shall be the greater of (1) the minimum coverage and limits specified in this Agreement, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured

12.4. **General Liability Insurance.** Commercial General Liability Insurance shall be no less broad than ISO form CG 00 01. Coverage must be on a standard Occurrence form. Claims-Made, modified, limited or restricted Occurrence forms are not acceptable.

12.5. **Worker's Compensation Insurance.** Consultant is aware of the provisions of Section 3700 of the Labor Code which requires every employer to carry Workers' Compensation (or to undertake equivalent self-insurance), and Consultant will comply with such provisions before commencing the performance of the work of this Agreement. If such insurance is underwritten by any agency other than the State Compensation Fund, such agency shall be a company authorized to do business in the State of California.

12.6. **Automobile Liability Insurance.** Covered vehicles shall include owned if any, non-owned, and hired automobiles and, trucks.

12.7. **Professional Liability Insurance or Errors & Omissions Coverage.** The deductible or self-insured retention may not exceed \$50,000. If the insurance is on a Claims-Made basis, the retroactive date shall be no later than the commencement of the work.

Coverage shall be continued for two years after the completion of the work by one of the following: (1) renewal of the existing policy; (2) an extended reporting period endorsement; or (3) replacement insurance with a retroactive date no later than the commencement of the work under this Agreement.

- 12.8. **Claims-Made Policies.** If any of the required policies provide coverage on a claims-made basis the Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work. Claims-Made Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Consultant must purchase “extended reporting” coverage for a minimum of five (5) years after completion of contract work.
- 12.9. **Additional Insured Endorsements.** The City, its City Council, Commissions, officers, and employees of South Pasadena must be endorsed as an additional insured for each policy required herein, other than Professional Errors and Omissions and Worker’s Compensation, for liability arising out of ongoing and completed operations by or on behalf of the Consultant. Consultant’s insurance policies shall be primary as respects any claims related to or as the result of the Consultant’s work. Any insurance, pooled coverage or self-insurance maintained by the City, its elected or appointed officials, directors, officers, agents, employees, volunteers, or consultants shall be non-contributory. All endorsements shall be signed by a person authorized by the insurer to bind coverage on its behalf. General liability coverage can be provided using an endorsement to the Consultant’s insurance at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10 and CG 20 37.
- 12.10. **Failure to Maintain Coverage.** In the event any policy is canceled prior to the completion of the project and the Consultant does not furnish a new certificate of insurance prior to cancellation, City has the right, but not the duty, to obtain the required insurance and deduct the premium(s) from any amounts due the Consultant under this Agreement. Failure of the Consultant to maintain the insurance required by this Agreement, or to comply with any of the requirements of this section, shall constitute a material breach of this Agreement.
- 12.11. **Notices.** Contractor shall provide immediate written notice if (1) any of the required insurance policies is terminated; (2) the limits of any of the required policies are reduced; (3) or the deductible or self-insured retention is increased. Consultant shall provide no less than 30 days’ notice of any cancellation or material change to policies required by this Agreement. Consultant shall provide proof that cancelled or expired policies of insurance have been renewed or replaced with other policies providing at least the same coverage. Such proof will be furnished at least two weeks prior to the expiration of the coverages. The name and address for Additional Insured

Endorsements, Certificates of Insurance and Notices of Cancellation is: City of South Pasadena, Attn: Paul Toor, Public Works Director, South Pasadena, CA 95945.

- 12.12. **Consultant's Insurance Primary.** The insurance provided by Consultant, including all endorsements, shall be primary to any coverage available to City. Any insurance or self-insurance maintained by City and/or its officers, employees, agents or volunteers, shall be in excess of Consultant's insurance and shall not contribute with it.
- 12.13. **Waiver of Subrogation.** Consultant hereby waives all rights of subrogation against the City. Consultant shall additionally waive such rights either by endorsement to each policy or provide proof of such waiver in the policy itself.
- 12.14. **Report of Claims to City.** Consultant shall report to the City, in addition to the Consultant's insurer, any and all insurance claims submitted to Consultant's insurer in connection with the services under this Agreement.
- 12.15. **Premium Payments and Deductibles.** Consultant must disclose all deductibles and self-insured retention amounts to the City. The City may require the Consultant to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within retention amounts. Ultimately, City must approve all such amounts prior to execution of this Agreement.

City has no obligation to pay any premiums, assessments, or deductibles under any policy required in this Agreement. Consultant shall be responsible for all premiums and deductibles in all of Consultant's insurance policies. The amount of deductibles for insurance coverage required herein are subject to City's approval.

- 12.16. **Duty to Defend and Indemnify.** Consultant's duties to defend and indemnify City under this Agreement shall not be limited by the foregoing insurance requirements and shall survive the expiration of this Agreement.

13. MUTUAL COOPERATION

- 13.1. **City Cooperation in Performance.** City shall provide Consultant with all pertinent data, documents and other requested information as is reasonably available for the proper performance of Consultant's services under this Agreement.
- 13.2. **Consultant Cooperation in Defense of Claims.** If any claim or action is brought against City relating to Consultant's performance in connection with this Agreement, Consultant shall render any reasonable assistance that City may require in the defense of that claim or action.

14. NOTICES

Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on: (i) the day of delivery if delivered by hand, facsimile or overnight courier service during Consultant's and City's regular business hours; or (ii) on the third business day following deposit in the United States mail if delivered by mail, postage prepaid, to the addresses listed below (or to such other addresses as the parties may, from time to time, designate in writing).

If to City

Paul Riddle
City of South Pasadena
Fire Department
817 Mound Ave.
South Pasadena, CA 91030
Telephone: (626) 403-7300
Facsimile: (626) 403-7301

If to Consultant

Fred Minagar
Minagar and Associates
23272 Mill Creek Drive, Suite 240 W
Laguna Hills, CA 92653
Tel: (949)707-1199 Ext. 2#

With courtesy copy to:

Teresa L. Highsmith, Esq.
South Pasadena City Attorney
Colantuono, Highsmith & Whatley, PC
790 E. Colorado Blvd. Ste. 850
Pasadena, CA 91101
Telephone: (213) 542-5700
Facsimile: (213) 542-5710

15. SURVIVING COVENANTS

The parties agree that the covenants contained in paragraph 5.11 (Records), paragraph 10.4 (Indemnification of CalPERS Determination), Section 11 (Indemnity), paragraph 12.8 (Claims-Made Policies), paragraph 13.2 (Consultant Cooperation in Defense of Claims), and paragraph 18.1 (Confidentiality) of this Agreement shall survive the expiration or termination of this Agreement, subject to the provisions and limitations of this Agreement and all otherwise applicable statutes of limitations and repose.

16. TERMINATION

- 16.1. **City Termination.** City may terminate this Agreement for any reason on five calendar days' written notice to Consultant. Consultant agrees to cease all work under this Agreement on or before the effective date of any notice of termination. All City data, documents, objects, materials or other tangible things shall be returned to City upon the termination or expiration of this Agreement.
- 16.2. **Consultant Termination.** Consultant may terminate this Agreement for a material breach of this Agreement upon 30 days' notice.

- 16.3. **Compensation Following Termination.** Upon termination, Consultant shall be paid based on the work satisfactorily performed at the time of termination. In no event shall Consultant be entitled to receive more than the amount that would be paid to Consultant for the full performance of the services required by this Agreement. The City shall have the benefit of such work as may have been completed up to the time of such termination.
- 16.4. **Remedies.** City retains any and all available legal and equitable remedies for Consultant's breach of this Agreement.

17. INTERPRETATION OF AGREEMENT

- 17.1. **Governing Law.** This Agreement shall be governed and construed in accordance with the laws of the State of California.
- 17.2. **Integration of Exhibits.** All documents referenced as exhibits in this Agreement are hereby incorporated into this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail. This instrument contains the entire Agreement between City and Consultant with respect to the transactions contemplated herein. No other prior oral or written agreements are binding upon the parties. Amendments hereto or deviations herefrom shall be effective and binding only if made in writing and executed on by City and Consultant.
- 17.3. **Headings.** The headings and captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and for convenience in reference to this Agreement. Should there be any conflict between such heading, and the section or paragraph thereof at the head of which it appears, the language of the section or paragraph shall control and govern in the construction of this Agreement.
- 17.4. **Pronouns.** Masculine or feminine pronouns shall be substituted for the neuter form and vice versa, and the plural shall be substituted for the singular form and vice versa, in any place or places herein in which the context requires such substitution(s).
- 17.5. **Severability.** If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to the extent necessary to, cure such invalidity or unenforceability, and shall be enforceable in its amended form. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

- 17.6. **No Presumption Against Drafter.** Each party had an opportunity to consult with an attorney in reviewing and drafting this agreement. Any uncertainty or ambiguity shall not be construed for or against any party based on attribution of drafting to any party.

18. GENERAL PROVISIONS

- 18.1. **Confidentiality.** All data, documents, discussion, or other information developed or received by Consultant for performance of this Agreement are deemed confidential and Consultant shall not disclose it without prior written consent by City. City shall grant such consent if disclosure is legally required. All City data shall be returned to City upon the termination or expiration of this Agreement.
- 18.2. **Conflicts of Interest.** Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Consultant further agrees to file, or shall cause its employees or subcontractor to file, a Statement of Economic Interest with the City's Filing Officer if required under state law in the performance of the services. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer, or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.
- 18.3. **Non-assignment.** Consultant shall not delegate, transfer, subcontract or assign its duties or rights hereunder, either in whole or in part, without City's prior written consent, and any attempt to do so shall be void and of no effect. City shall not be obligated or liable under this Agreement to any party other than Consultant.
- 18.4. **Binding on Successors.** This Agreement shall be binding on the successors and assigns of the parties.
- 18.5. **No Third-Party Beneficiaries.** Except as expressly stated herein, there is no intended third-party beneficiary of any right or obligation assumed by the parties.
- 18.6. **Time of the Essence.** Time is of the essence for each and every provision of this Agreement.
- 18.7. **Non-Discrimination.** Consultant shall not discriminate against any employee or applicant for employment because of race, sex (including pregnancy, childbirth, or related medical condition), creed, national origin, color, disability as defined by law, disabled veteran status, Vietnam veteran status, religion, age (40 and above), medical condition (cancer-related), marital status, ancestry, or sexual orientation. Employment actions to which this provision applies shall include, but not be limited to, the

following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; or in terms, conditions or privileges of employment, and selection for training. Consultant agrees to post in conspicuous places, available to employees and applicants for employment, the provisions of this nondiscrimination clause.

- 18.8. **Waiver.** No provision, covenant, or condition of this Agreement shall be deemed to have been waived by City or Consultant unless in writing signed by one authorized to bind the party asserted to have consented to the waiver. The waiver by City or Consultant of any breach of any provision, covenant, or condition of this Agreement shall not be deemed to be a waiver of any subsequent breach of the same or any other provision, covenant, or condition.
- 18.9. **Excused Failure to Perform.** Consultant shall not be liable for any failure to perform if Consultant presents acceptable evidence, in City's sole judgment, that such failure was due to causes beyond the control and without the fault or negligence of Consultant.
- 18.10. **Remedies Non-Exclusive.** Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance from the exercise by any party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such party of any or all of such other rights, powers or remedies.
- 18.11. **Attorneys' Fees.** If legal action shall be necessary to enforce any term, covenant or condition contained in this Agreement, the prevailing party shall be entitled to an award of reasonable attorneys' fees and costs expended in the action.
- 18.12. **Venue.** The venue for any litigation shall be Los Angeles County, California and Consultant hereby consents to jurisdiction in Los Angeles County for purposes of resolving any dispute or enforcing any obligation arising under this Agreement.

TO EFFECTUATE THIS AGREEMENT, the parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.

“City”
City of South Pasadena

“Consultant”
Minagar and
Associates

By: _____
Signature

By: _____
Signature

Printed: _____

Printed: _____

Title: _____

Title: _____

Date: _____

Date: _____

Attest:

By: _____
Evelyn G. Zneimer, City Clerk

Date: _____

Approved as to form:

By: _____
Teresa L. Highsmith, City Attorney

Date: _____

Exhibit A
Scope of Work

The Consultant will evaluate and propose applicable remedies as per the following:

Project Description

Several streets in the Monterey Hills area are too narrow to allow Emergency Services Vehicles to pass certain locations where on-street-parking is permitted and where vegetation grows over and into traffic lanes. Staff is requesting the Consultant to:

Assess where and how “on-street parking” (OSP) affects vehicle traffic and access, especially on narrow streets (those that are less than 20 feet in width) within the “Hill Area.”

Assess where trees, shrubs and bushes grow beyond the curblin into traffic lanes and where trees, shrubs and bushes overhang streets to a height less than 15 feet.

The project area will include the streets listed below in the “Monterey Hills” area.

The study shall focus on streets that are equal to, or less than, 20 feet in width. The streets to be included in the study are as follows:

- St. Albans Ave.
- Brunswick Ave.
- Hanscom Dr.
- Illinois Dr.
- Peterson Ave.
- South Lane
- Warwick Place
- Blair Ave.
- Hill Dr.
- Oak Hill Place
- Alta Vista Circle
- Alta Vista Ave.
- Indiana Ave.
- Indiana Terrace
- Indiana Place
- Mountain View
- Oak Crest Ave.
- Gates Place
- Gillette Crescent
- Summit Dr.
- Bonita Dr.
- Summit Dr.
- Oneonta Dr.

The study should not include those streets that are equal to, or greater than, 25 feet in width. Examples of streets that should not be included in the study are streets such as Via Del Rey, Camino Lindo and Camino Del Sol.

PROJECT OBJECTIVES AND SCOPE OF SERVICES

The Consultant shall visit and acquire familiarity with the streets (to mean any and all streets, roads, lanes, avenues, courts, places) within the study area. The Consultant shall assess on-street parking (OSP) on the affected streets and make recommendations regarding permissible on-street parking locations and areas where parking should be restricted. The Consultant shall assess where trees, shrubs and bushes grow beyond the curblin, into the street, and overhang to a height lower than 15 feet above street level. For the purposes of this study the Consultant shall:

- Assess the width of those streets in the study area
- Assess and provide a list of locations where trees, shrubs and bushes overhang roadways and negatively impact vehicle egress
- Assess the radius of streets where streets are curved, and be able to explain how that diminishes the usable width of the street
- Determine where two-way vehicle traffic is negatively impacted by on-street parking
- Determine where Emergency Service vehicles such as Fire Apparatus (Engine Companies, Truck Companies and Rescue Vehicles) are unable to safely pass with speed (at or around 25 miles per hour based on Prima Facie conditions) due to on-street parking and provide a list of those locations to Staff
- Provide recommendations to City Staff for alternate options to the current parking process and/or direction of traffic on those streets and roads
- Assist and present the recommendations at three stakeholders meetings (City Council, Commissions, Outreach meeting)
- Provide copies of the study to City Staff

The City retains the final decision on which potential projects to ultimately implement (some or all), and the prioritization/timing for project implementation. The City further retains the exclusive right to modify the project list prioritization and whether or not a potential project is ultimately contracted for implementation. City is under no obligation to contract with Consultant to implement any of the potential projects identified in the study.

ATTACHMENT 2
Consultant's Proposal
Minagar & Associates, Inc.

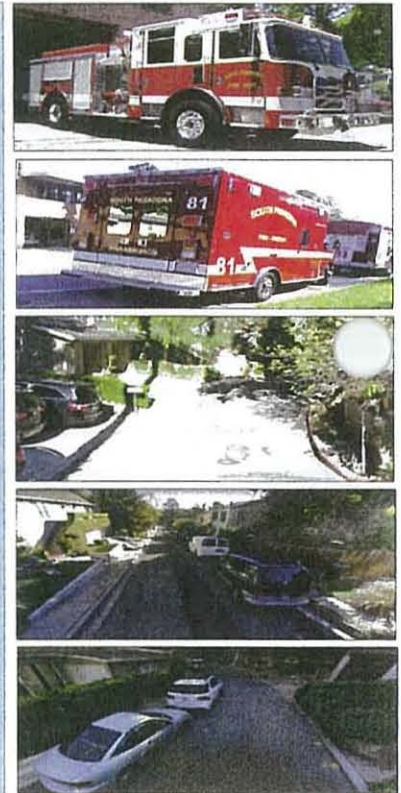
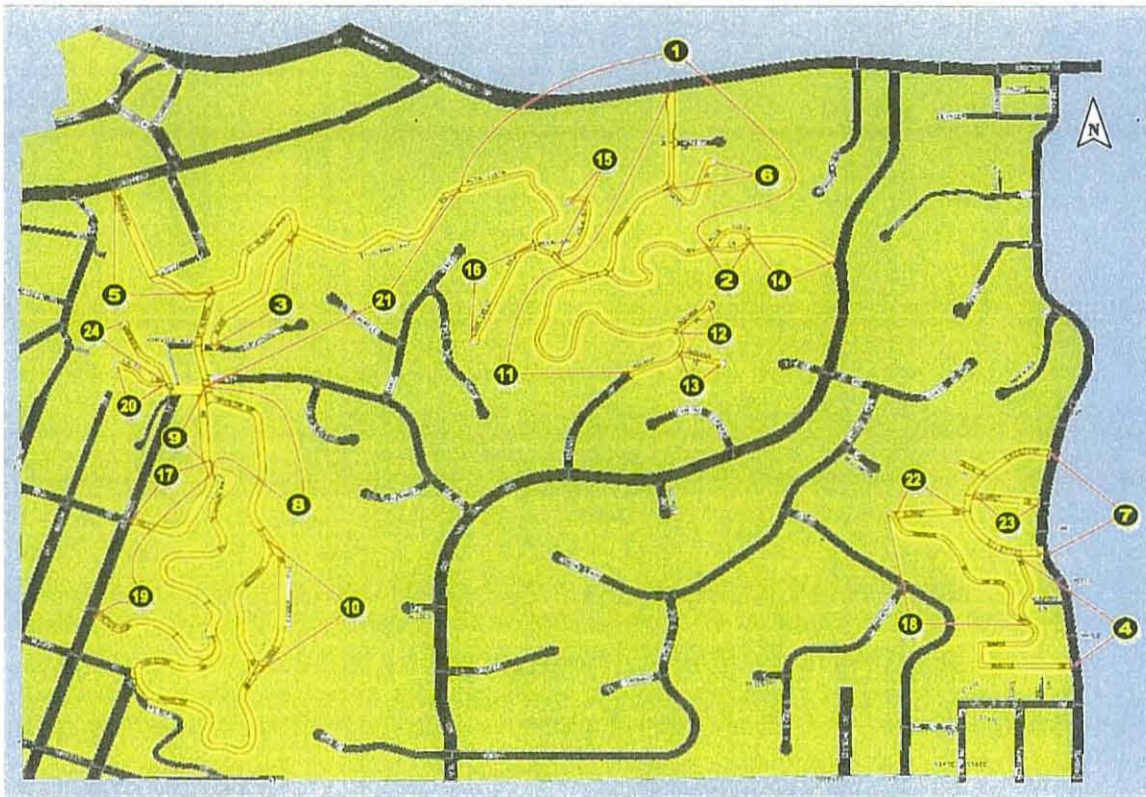
CITY OF SOUTH PASADENA

PROPOSAL

Traffic Engineering Services

On-Street Parking and Traffic Study in the Monterey Hills

October 20, 2017



PRESENTED TO:

CITY OF SOUTH PASADENA
Fire Department
817 Mound Avenue
South Pasadena, CA 91030



PREPARED BY:

MINAGAR & ASSOCIATES, INC.

Traffic Engineering – ITS – Civil/Electrical Engineering – CEM
23272 Mill Creek Drive, Suite 240W
Laguna Hills, CA 92653
Tel: (949)707-1199 • Email: minagarf@minagarinc.com
www.minagarinc.com



25 Years of Excellence





TABLE OF CONTENTS

1. **Background**
2. **Firm's Experience and References**
 - List of Recent Similar Project Experience
 - References
3. **Staff's Experience**
 - Key Staff Resumes and Experience on Recent Similar Projects
4. **Project Understanding and Work Plan**
5. **Project Schedule**
6. **Statement of Compliance**

Attachments: Fee Proposal (separate sealed envelope)





**Proposal for Traffic Engineering Services
On-Street Parking and Traffic Study in the Monterey Hills**
City of South Pasadena, CA



October 19, 2017

Mr. Paul Riddle, Fire Chief
City of South Pasadena Fire Department
817 Mound Ave.
South Pasadena, CA 91030



Subject: RFP – Providing Traffic Engineering Services for On-Street Parking and Traffic Study in the Monterey Hills Improvements

Dear Fire Chief Riddle:

Minagar & Associates, Inc. is pleased to submit this proposal to provide the City of South Pasadena with professional traffic engineering services for the above referenced project. Our services include all traffic engineering and parking-related services, field data collection work, and preparation of the engineering report.

Minagar & Associates, Inc. is a professional Traffic/Civil/Electrical Engineering, Transportation Planning & Intelligent Transportation Systems (ITS), firm based in Irvine, California. Since our firm's inception in 1993, we have completed over 500 traffic engineering projects in Southern California — including in the Cities of South Pasadena, Los Angeles, Lake Forest, Mission Viejo, Irvine, Rancho Santa Margarita, Laguna Beach, Laguna Woods, and many others—as well as 11 counties and 76 cities in the State of California, and 16 other U.S. states from Hawaii to New York. Our office is conveniently located in Irvine, offering us a unique ability to cost-effectively conduct field visits, collect traffic data, meet with city staff and attend public hearings as necessary at the City's convenience.

As our team's Principal-In-Charge and day-to-day Project Manager, I, Fred Minagar, MS, PE, RCE, FITE will personally manage our in-house staff to provide the City of South Pasadena with our reputable and responsive on-call traffic and transportation engineering services which we have provided for many similar public agencies over the past 22 years, including several currently such as the City of South Pasadena (in L.A. County) and the City of Colton (in San Bernardino County). As current City Councilmember and former Planning and also Traffic Commissioner for the City of Laguna Niguel for 18 years, I clearly understand the range of municipal issues, policies, procedures, and public works technical requirements that go into the analysis, design, administration and management of HSIP, SR2S, SRTS and CIP projects, particularly with respect to traffic engineering.

Minagar & Associates, Inc.'s successful completed projects have comprised the following:

- **10+** Bike Design & PS&Es
- **250+** Traffic Signal Designs;
- **80+** PS&Es for Traffic Signal, ITS, Interconnect & Street Improvement Projects
- **120+** Traffic Signal Operations Studies & Traffic Impact Analyses (TIA);
- **1,600+** Synchronized & Retimed Signals and System Evaluations;





**Proposal for Traffic Engineering Services
On-Street Parking and Traffic Study in the Monterey Hills**
City of South Pasadena, CA



- **16** Construction Engineering Management (CEM) Projects;
- **25** Traffic Control Plans (TCP);
- **25** EIS/EIR Projects;
- **47** Parking Studies;

Cumulatively, our team brings over 300 years of traffic engineering, transportation planning, ITS and civil/electrical engineering experience to the City of South Pasadena. We thank you for the opportunity to propose on this and for your continued support. As a bench-holder on the City's previous on-call consultant list, our project team looks forward to working with you and the City again on its upcoming project. I also attest that we have never been terminated from a contract during the past 15 years.

If you have any questions or need more information please call me at (949) 707-1199 ext. 2# or more conveniently via e-mail at minagarf@minagarinc.com.

Sincerely,

MINAGAR & ASSOCIATES, INC.
(A California Corporation)

Fred Minagar, MS, PE, RCE, FITE
President/Senior Project Manager





1 – Background

Minagar & Associates, Inc. is a full-service, professional traffic and transportation engineering consulting firm specialized in the areas of:

- **Traffic Engineering**
- **Transportation Planning**
- **Civil & Electrical Engineering**
- **Intelligent Transportation Systems (ITS) Design & Deployment**
- **Construction Engineering Management & Inspection (CEM/I)**
- **Municipal Engineering Support Services**



Since our firm’s inception in 1993, Minagar & Associates, Inc. has completed over 600 transportation engineering projects, including in 11 counties and 76 cities in the State of California, as well as 17 other states from Hawaii to New York. Current and former public clients include the City of South Pasadena, L.A. County Metro (LACMTA), the Metropolitan Water District of Southern California (MWD), City of Los Angeles, Los Angeles County Department of Public Works (LACDPW), and Caltrans (D7, D12, D8, HQ and many others).

Successful completed projects have comprised:

- **130+** Traffic Study Analysis/Study (TIA) Projects
- **38** Parking Studies and Surveys
- **7** On-Call Traffic/Transportation Engineering Consultant Contracts for Public Agencies; and
- Numerous Traffic and Parking Study Reports for the City of South Pasadena

Over the last 24 successful years of business, Minagar & Associates, Inc. has never been terminated from a contract, been involved in any litigation issues, judgments against the firm, disputes regarding labor or hiring practices, or filed for bankruptcy. Our firm has successfully completed several PS&E projects for the City of South Pasadena on-time and within the budget.

Primary Contact: Fred Minagar, MS, PE, RCE, FITE
(949) 727-3399, ext. 2#
minagarf@minagarinc.com
18662 MacArthur Boulevard, Suite 435, Irvine, CA 92612





2 – Firm’s Experience and References

Minagar & Associates, Inc. has completed numerous similar traffic and parking for public agencies all throughout the State of California, including several projects for the City of South Pasadena over the last 10 years. Sample excerpts from Minagar & Associates, Inc.’s various traffic and parking studies listed above projects are provided on the following pages.

As Project Manager and designated City Consultant Traffic Engineer, **Fred Minagar, MS, PE, RCE, FITE** will provide the City of South Pasadena with complete project management and outreach services, including participation in staff meetings, public hearings, and presentations to the City Council and Planning Commission.

- **Numerous Traffic and Parking Studies for the City of South Pasadena** (see following pages)
- **Chevron** South Pasadena Gas Station & Convenience Store Traffic Study - South Pasadena, CA
- **Woodbridge Development’s** Health Terrace Parking Study & Variance Application - Anaheim, CA
- **Randolph Village Shopping Center** Parking Survey & Study - Delano, CA
- **Chevron Site Industrial Development** Project on Trojan Way - City of La Mirada, CA
- **Lone Hill Plaza / Route 66 Promenade Center** Parking Survey for Bank of America, Del Taco, Starbucks & etc. - Glendora, CA
- **Vallarta Shopping Center** 107,360 SF Development Traffic Impact Study for Caltrans D-7 & City of Palmdale - Palmdale, CA
- **Wal-Mart** Corporation's Traffic Impact Report for Rye Canyon Business Park - Santa Clarita, CA
- **Village Court Yard** at Camino Real Shopping Center Traffic Impact Report - San Clemente, CA
- **Rite-Aid** Shopping Center / Halferty Development Traffic Impact Study - Palmdale, CA
- **Vallarta Shopping Center** Traffic Impact Study at NEC of SR-138 and Ave. R - Palmdale, CA
- **Los Jardines Shopping Center** & Market Place Traffic Impact Analysis - Bell Gardens, CA
- **Chevron** Service Station & Convenience Store Traffic Analysis - South Pasadena, CA
- **76 Convenience Store & Service Station** Traffic Impact Study - County of San Diego, CA
- **Rite-Aid** Technical Memo of Traffic Analysis for Caltrans D-7 & Palmdale at SR-138 & Ave. R - Palmdale, CA
- **ARCO** Convenience Store/Service Station & Truck Stop Traffic Impact Study for Caltrans & Los Angeles County - Castaic, CA
- Parking Study for Proposed **Village at Mission Lakes/Paradise Springs** - Desert Hot Springs, CA
- 500,000-SF Palmdale Gateway's **Home Depot & Target Shopping Center** TIS & EIR for Caltrans & City of Palmdale - Palmdale, CA
- **Lone Hill Plaza** Traffic Queuing & Circulation Assessment for a New Starbucks - Glendora, CA
- **Rite-Aid** Development Traffic Study for Caltrans D-7 & City of Palmdale - Palmdale, CA





LOCATION

➤ South Pasadena, L.A. County, California

SCOPE OF WORK

- **Traffic Signal Timing Charts**
- **Fiber-optic Backbone System Evaluation**
- **ITS Master Planning**
- **Grant Funding Application**
 - Metro Call-For-Projects Application Package for a Central Traffic Management and Central Control System ITS Project
 - PSRE Preparation
 - O&M Manual Preparation
 - Benefit/Cost (B/C) Forecast Analysis and Signal System Modeling
- **Traffic Studies**
 - Stop Sign Warrant Analyses
 - Before/After Traffic Simulation Analysis
 - Sight Distance Analyses
 - Truck Route Traffic Analysis & Legal Study
 - Traffic Calming Recommendations Study
- **Traffic Data Collection**
 - Intersection Turning Movement Counts (TMC)
 - Roadway 24-Hour Machine Counts
 - Radar Spot Speed Survey Counts
 - Vehicle Queuing Measurement
 - Vehicle Classification Counts
- **Traffic Operations Analysis**
 - CMP Intersection Capacity Analysis



As-Needed Consulting Traffic Engineering Services for the City of South Pasadena



PROJECT DESCRIPTION - Minagar & Associates, Inc. began providing contract city traffic engineering services to the City of South Pasadena in 2010. Major traffic engineering tasks have included traffic engineering studies, preparation of traffic signal timing charts (e.g., BI-Tran 233), fiber-optic backbone system evaluation, ITS master planning, and preparation of a grant application for a central traffic management and central control system citywide ITS project—including Project Study Report Equivalent (PSRE) and Operations & Maintenance (O&M) manuals. Additional traffic engineering task order included CMP intersection operations analysis, a traffic calming recommendations study, stop sign warrant and safety analyses at five (5) intersection locations, corner sight distance approach and departure analyses at two stop-controlled intersections, corner sight distance approach and departure analyses at two stop-controlled intersections, preparation of a local and regional truck route study with improvement recommendations, and numerous radar speed, intersection traffic volume, queuing and roadway machine counts field data collection tasks.

CLIENT

City of South Pasadena
 Paul Toor, P.E.
 Director of Public Works
 1414 Mission Street
 South Pasadena, CA 91030
 (626) 403-7240
ptoor@ci.south-pasadena.ca.us

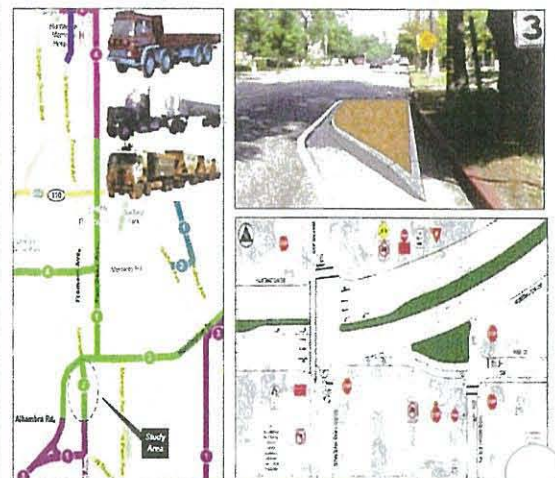


CONTRACT COST

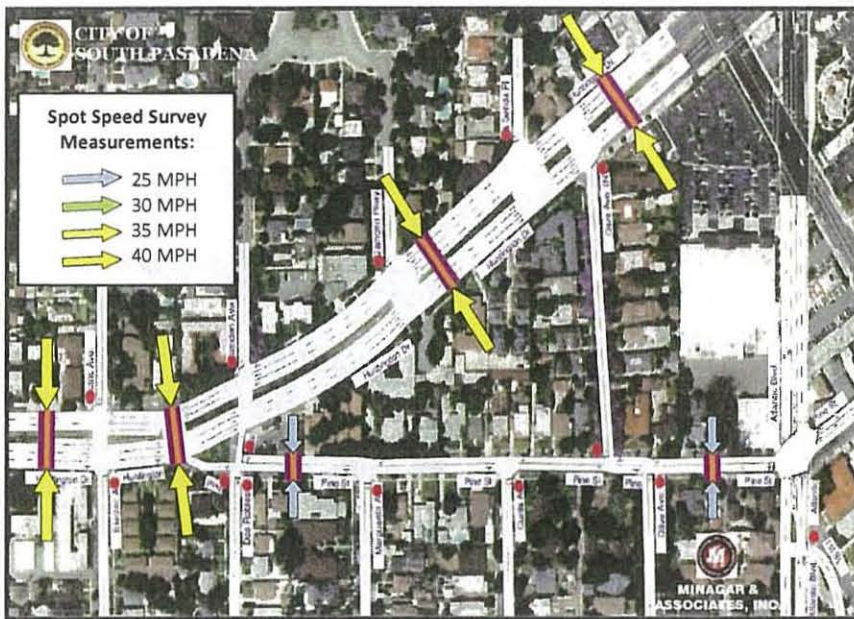
➤ \$60,000

CURRENT STATUS

➤ On-going



23 Years of Excellence
MINAGAR & ASSOCIATES, INC.



South Pasadena's Pine Street Traffic and Safety Study, including 12 Radar Speed Surveys and Machine Counts on 6 Arterial and Local Roadway Segments



PROJECT DESCRIPTION

Minagar & Associates, Inc. was retained by the City of South Pasadena to conduct a "Before and After" analysis for the City's *Pine Street Traffic Study* to assess the traffic and safety impacts of a newly-installed stop sign at the intersection of Pine Street and Dos Robles Place, located on the border line between the Cities of South Pasadena and Alhambra. The installation of the stop sign and associated striping modifications were approved in accordance with Minagar & Associates, Inc.'s previous study which analyzed the potential effects of implementing the improvements. The objective of the proposed action sought to discourage the use of Pine Street as a cut-through route between Huntington Drive and Atlantic Boulevard by interrupting uncontrolled traffic from eastbound Huntington Drive.

The field data collection effort included a survey of existing traffic operations and safety conditions on Huntington Drive and Pine Street, including machine counts and radar speed surveys in November 2009 and October 2010 for each of the six (6) roadway segments, as well as vehicle and pedestrian turning movement counts at six (6) nearby major stop-controlled and signalized intersections. The benefits of installing the stop sign included a reduction in measured speeds (radar based) along Pine Street, a reduction in daily cut-through traffic volumes (ADT-based), an improvement in Pine Street's proper functional use as a residential street, and an overall improvement in the level of traffic safety to Pine Street's residents and local road users.



LOCATION

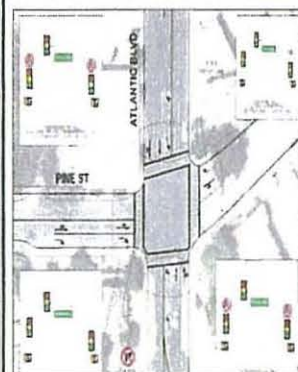
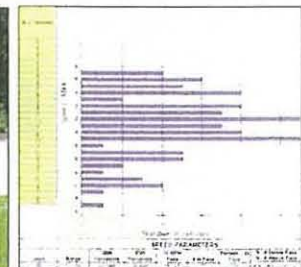
South Pasadena, Los Angeles County, CA

SCOPE OF WORK

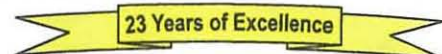
- 6 (x2) Passenger Vehicle, Heavy Vehicle and Pedestrian Turning Movement Intersection Counts
- 6 (x2) Radar Speed Survey Counts
- 6 (x2) Average Daily Traffic Machine Counts
- Field Survey of Traffic and Safety Conditions, including Roadway/Roadside Factors, Pedestrian Connectivity and Presence of Traffic Controls
- Delay Analysis for Signalized Intersection (in-field)
- SYNCHRO Modeling and Queuing Analysis
- Recommendation for Traffic Calming Measures

CLIENT / AGENCY

City of South Pasadena
 Paul Toor, P.E., Director of Public Works
 1414 Mission Street
 South Pasadena, CA 91030
 (626) 403-7240
ptoor@ci.south-pasadena.ca.us



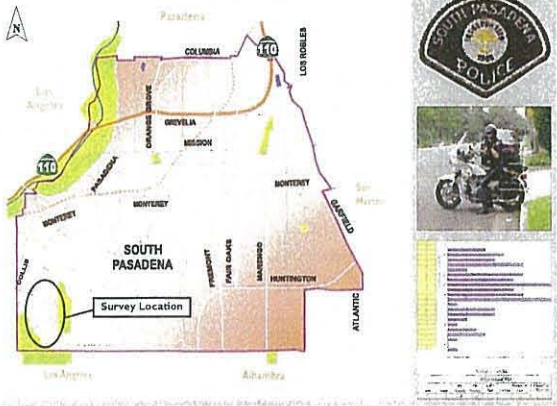
Segment	ADT	ADT/Day	ADT/Week	ADT/Month	ADT/Year
Huntington Dr	1200	1200	8400	36000	420000
Pine St	800	800	5600	24000	288000
Atlantic Blvd	1500	1500	10500	42000	504000



MINAGAR & ASSOCIATES, INC.



2012 ENGINEERING AND TRAFFIC SURVEY (E&T) REPORT
CITY OF SOUTH PASADENA, CA



PREPARED FOR:

CITY OF SOUTH PASADENA
Public Works Department
1414 Mission Street
South Pasadena, CA 91030-3298

PREPARED BY:

MINAGAR & ASSOCIATES, INC.
ITS - Traffic Engineering - Transportation Planning Consultants
10862 MacArthur Blvd - Suite 435
Airport Business Center
Irvine, CA 92612
Tel: (949) 727-3399 • Fax: (949) 727-4418
Web: www.minagarinc.com
Email: minagar@minagarinc.com

19 Years of Excellence

August 22, 2012



City of South Pasadena
2012 Engineering & Traffic Survey (E&T)



and radar speed data upon which the E&T and resulting proposed speed limits are based. A location map of the survey area is shown below.



Location Map of E&T Survey Area

MINAGAR & ASSOCIATES, INC.

3
August 22, 2012

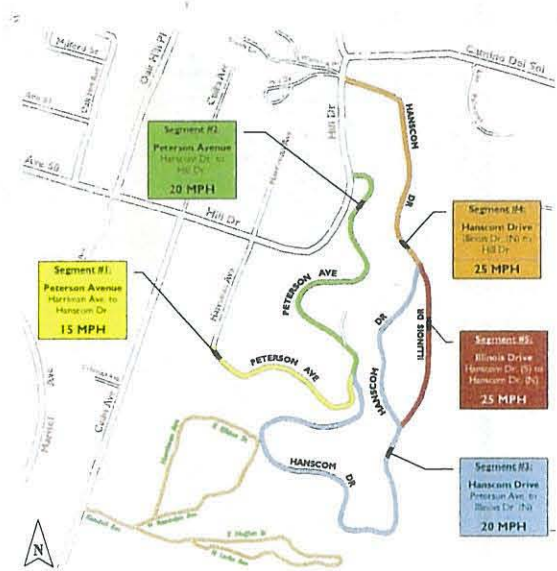


FIGURE I
Proposed Speed Limit Zones
2012 Engineering & Traffic Survey



City of South Pasadena, CA
MINAGAR & ASSOCIATES, INC.
Traffic Engineering - Transportation Planning - ITS Consultants

CITY OF SOUTH PASADENA
2012 ENGINEERING AND TRAFFIC SURVEY

STREET FROM	PETERSON AVENUE	SEGMENT NO.	1
TO	HARRIMAN AVENUE	TO	HANSCOM DRIVE

1 - ROADWAY CONDITIONS

Roadway Factors	
Segment Length	0.213 miles
FAU Street Classification	Local Street
Roadway Width	18 feet
Number of Lanes	2
Center Median Type	Undivided
Traffic Control	None
Horizontal Curvature?	Yes
Vertical Curvature?	Yes
Visibility	Fair
Lighting	Few
Crosswalks?	None
Shoulder/Roadside Factors	
Adjacent Zoning/Land Use	38 DH/m
On-Street Parking	Various parking restrictions
Bike Lanes?	None
On-ramps?	Few, both sides
Sidewalks?	None

2 - TRAFFIC VOLUMES

Average Daily Traffic	32 vehicles per day
Traffic Volume Count Date(s)	8/14/12
Pedestrian Traffic	Light
Truck Traffic	Light

3 - COLLISION HISTORY

Number of Years Considered	4.00 years (01/01/06 to 12/31/10)
Expected Annual Collision Rate	1.25 Collisions per Million Vehicle Miles
Total Mid-block Collisions (3-year period)	1 Collisions
Average Annual Collisions	0.25 Collisions per year
Calculated Annual Collision Rate	100.49 Collisions per Million Vehicle Miles (higher than expected)

4 - SPEED ZONING ANALYSIS

Speed Survey Day / Date / Time	TUE 8/14/2012 (2- hours)
Number of Survey Samples*	3 vehicles
50th Percentile Speed	14 mph
85th Percentile Speed	16 mph
15-mph Place	7-16 mph range
Percentage of Vehicles In Pace	100% In Pace
Posted/Prms Pace Speed Limit	15/25 mph (PF, 15 mph posted near westerly bend)
Speed Limit Justification	Closest to 85 th percentile speed; narrow residential roadways.

Recommended Speed Limit **15 mph** (decrease)
* Note: Repeated surveys were conducted for low sample locations

CERTIFICATION:

I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (MUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena streets.

Fred Minagar
Fred Minagar RCE #53466 8/22/2012
State Registration No. Date

MINAGAR & ASSOCIATES, INC.

CITY OF SAN SOUTH PASADENA
2012 ENGINEERING AND TRAFFIC SURVEY

STREET PETERSON AVENUE SEGMENT NO. 2
FROM HANSCOM DRIVE TO HILL DRIVE

1 - ROADWAY CONDITIONS

Roadway Factors	
Segment Length	0.287 miles
FAU Street Classification	Local Street
Roadway Width	18 feet
Number of Lanes	2
Center Median Type	Undivided
Traffic Control	None
Horizontal Curvature?	Yes
Vertical Curvature?	Yes
Visibility	Fair
Lighting	Few
Crosswalks?	None
Shoulder/Roadside Factors	
Adjacent Zoning/Land Use	30 DH/mi
On-Street Parking	Various parking restrictions
Bike Lanes?	None
Driveways?	Few, both sides
Sidewalks?	None

2 - TRAFFIC VOLUMES

Average Daily Traffic	170 vehicles per day
Traffic Volume Count Date(s)	8/14/12
Pedestrian Traffic	Light
Truck Traffic	Light

3 - COLLISION HISTORY

Number of Years Considered	4.00 years (01/01/06 to 12/31/10)
Expected Annual Collision Rate	1.25 Collisions per Million Vehicle Miles
Total Mid-block Collisions (3-year period)	0 Collisions
Average Annual Collisions	0.00 Collisions per year
Calculated Annual Collision Rate	0.00 Collisions per Million Vehicle Miles

4 - SPEED ZONING ANALYSIS

Speed Survey Day / Date / Time	TUE 8/14/2012 (2+ hours)
Number of Survey Samples*	18 vehicles
50th Percentile Speed	17 mph
85th Percentile Speed	22 mph
10-mph Pace	15-24 mph range
Percentage of Vehicles in Pace	100% in Pace
Posted/Prima Facie Speed Limit	25 mph
Speed Limit Justification	Closest to 85 th percentile speed
Recommended Speed Limit	20 mph (decrease)

CERTIFICATION:

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Fred Minagar RCE #53486 8/22/2012
Fred Minagar State Registration No Date

MINAGAR & ASSOCIATES, INC.

CITY OF SAN SOUTH PASADENA
2012 ENGINEERING AND TRAFFIC SURVEY

STREET HANSCOM DRIVE SEGMENT NO. 3
FROM PETERSON AVENUE TO ILLINOIS DRIVE (NORTH END)

1 - ROADWAY CONDITIONS

Roadway Factors	
Segment Length	0.640 miles
FAU Street Classification	Local Street
Roadway Width	18-25 feet
Number of Lanes	2
Center Median Type	Undivided
Traffic Control	Stop signs at Illinois Drive (north and south ends)
Horizontal Curvature?	Yes
Vertical Curvature?	Yes
Visibility	Fair
Lighting	Few
Crosswalks?	None
Shoulder/Roadside Factors	
Adjacent Zoning/Land Use	46 DH/mi
On-Street Parking	Various parking restrictions
Bike Lanes?	None
Driveways?	Few, both sides
Sidewalks?	None

2 - TRAFFIC VOLUMES

Average Daily Traffic	67 vehicles per day
Traffic Volume Count Date(s)	8/14/12
Pedestrian Traffic	Light
Truck Traffic	Light

3 - COLLISION HISTORY

Number of Years Considered	4.00 years (01/01/06 to 12/31/10)
Expected Annual Collision Rate	1.25 Collisions per Million Vehicle Miles
Total Mid-block Collisions (3-year period)	1 Collisions
Average Annual Collisions	0.25 Collisions per year
Calculated Annual Collision Rate	15.97 Collisions per Million Vehicle Miles (higher than expected)

4 - SPEED ZONING ANALYSIS

Speed Survey Day / Date / Time	TUE 8/14/2012 (2+ hours)
Number of Survey Samples*	10 vehicles
50th Percentile Speed	18 mph
85th Percentile Speed	21 mph
10-mph Pace	12-21 mph range
Percentage of Vehicles in Pace	90% in Pace
Posted/Prima Facie Speed Limit	25 mph (posted)
Speed Limit Justification	Closest to 85 th percentile speed
Recommended Speed Limit	20 mph (decrease)

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Fred Minagar RCE #53486 8/22/2012
Fred Minagar State Registration No Date

MINAGAR & ASSOCIATES, INC.

CITY OF SAN SOUTH PASADENA
2012 ENGINEERING AND TRAFFIC SURVEY

STREET HANSCOM DRIVE SEGMENT NO. 4
FROM ILLINOIS DRIVE (NORTH END) TO HILL DRIVE

1 - ROADWAY CONDITIONS

Roadway Factors	
Segment Length	0.230 miles
FAU Street Classification	Local Street
Roadway Width	25 feet
Number of Lanes	2
Center Median Type	Undivided
Traffic Control	Stop signs at Illinois Drive and Hill Drive
Horizontal Curvature?	Yes
Vertical Curvature?	Yes
Visibility	Fair
Lighting	Few
Crosswalks?	None
Shoulder/Roadside Factors	
Adjacent Zoning/Land Use	65 DH/mi
On-Street Parking	No parking on west side
Bike Lanes?	None
Driveways?	Many, both sides
Sidewalks?	None

2 - TRAFFIC VOLUMES

Average Daily Traffic	374 vehicles per day
Traffic Volume Count Date(s)	8/14/12
Pedestrian Traffic	Light
Truck Traffic	Light

3 - COLLISION HISTORY

Number of Years Considered	4.00 years (01/01/06 to 12/31/10)
Expected Annual Collision Rate	1.25 Collisions per Million Vehicle Miles
Total Mid-block Collisions (3-year period)	1 Collisions
Average Annual Collisions	0.25 Collisions per year
Calculated Annual Collision Rate	7.96 Collisions per Million Vehicle Miles (higher than expected)

4 - SPEED ZONING ANALYSIS

Speed Survey Day / Date / Time	TUE 8/14/2012 (2+ hours)
Number of Survey Samples*	32 vehicles
50th Percentile Speed	21 mph
85th Percentile Speed	27 mph
10-mph Pace	17-26 mph range
Percentage of Vehicles in Pace	72% in Pace
Posted/Prima Facie Speed Limit	25 mph (posted)
Speed Limit Justification	Closest to 85 th percentile speed
Recommended Speed Limit	25 mph (no change)

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Fred Minagar RCE #53486 8/22/2012
Fred Minagar State Registration No Date

MINAGAR & ASSOCIATES, INC.

CITY OF SAN SOUTH PASADENA
2012 ENGINEERING AND TRAFFIC SURVEY

STREET ILLINOIS DRIVE SEGMENT NO. 5
FROM HANSCOM DRIVE (SOUTH END) TO HANSCOM DRIVE (NORTH END)

1 - ROADWAY CONDITIONS

Roadway Factors	
Segment Length	0.176 miles
FAU Street Classification	Local Street
Roadway Width	18 feet
Number of Lanes	2
Center Median Type	Undivided
Traffic Control	Stop signs at Hanscom Drive (north and south ends)
Horizontal Curvature?	Yes
Vertical Curvature?	Yes
Visibility	Fair
Lighting	Few
Crosswalks?	None
Shoulder/Roadside Factors	
Adjacent Zoning/Land Use	71 DH/mi
On-Street Parking	No parking, both sides
Bike Lanes?	None
Driveways?	Many, both sides
Sidewalks?	None

2 - TRAFFIC VOLUMES

Average Daily Traffic	272 vehicles per day
Traffic Volume Count Date(s)	8/14/12
Pedestrian Traffic	Light
Truck Traffic	Light

3 - COLLISION HISTORY

Number of Years Considered	4.00 years (01/01/06 to 12/31/10)
Expected Annual Collision Rate	1.25 Collisions per Million Vehicle Miles
Total Mid-block Collisions (3-year period)	0 Collisions
Average Annual Collisions	0.00 Collisions per year
Calculated Annual Collision Rate	0.00 Collisions per Million Vehicle Miles

4 - SPEED ZONING ANALYSIS

Speed Survey Day / Date / Time	TUE 8/14/2012 (2+ hours)
Number of Survey Samples*	32 vehicles
50th Percentile Speed	24 mph
85th Percentile Speed	27 mph
10-mph Pace	18-27 mph range
Percentage of Vehicles in Pace	91% in Pace
Posted/Prima Facie Speed Limit	25 mph (posted)
Speed Limit Justification	Closest to 85 th percentile speed
Recommended Speed Limit	25 mph (no change)

CERTIFICATION:

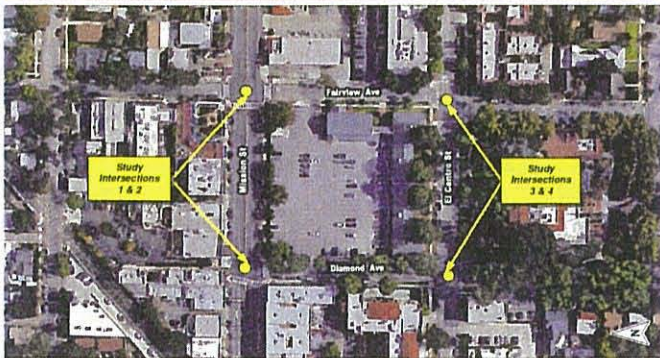
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Fred Minagar RCE #53486 8/22/2012
Fred Minagar State Registration No Date

MINAGAR & ASSOCIATES, INC.

TO#80A & B

Feasibility Assessment of Potential Conversion
of
Two (2) Street Segments into One-Way Streets:
Diamond and Fairview Avenues from El Centro Street to Mission Street
in the
City of South Pasadena, CA



PRESENTED TO:



CITY OF SOUTH PASADENA
Public Works Department
1414 Mission Street
South Pasadena, CA 91030



PREPARED BY:



MINAGAR & ASSOCIATES, INC.
Traffic Engineering – Transportation Planning – ITS Consultants
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December 2, 2016

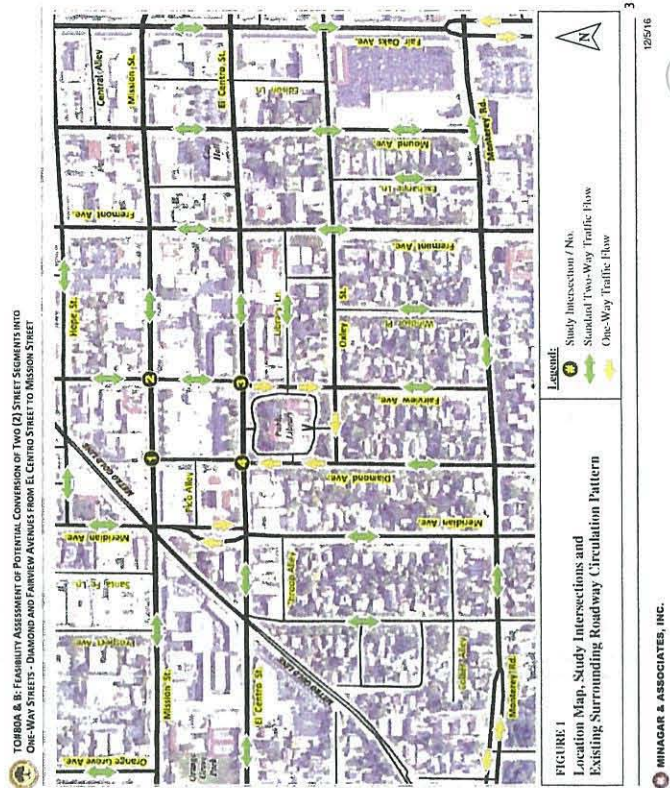


FIGURE 1
Location Map, Study Intersections and
Existing Surrounding Roadway Circulation Pattern

12/5/16

MINAGAR & ASSOCIATES, INC.

TO#80A & B: FEASIBILITY ASSESSMENT OF POTENTIAL CONVERSION OF TWO (2) STREET SEGMENTS INTO ONE-WAY STREETS - DIAMOND AND FAIRVIEW AVENUES FROM EL CENTRO STREET TO MISSION STREET

flow around the Public Library, located just to the south of El Centro Street between Diamond Avenue and Fairview Avenue. Each of the four study area unsignalized intersections were analyzed using the Highway Capacity Manual (HCM) Operations methodology. The HCM method determines LOS based on vehicle control delay for each approach movement of the intersection. The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Highway Research Board Special Report 209, Highway Capacity Manual (HCM 2010). The results of the comparative LOS analysis for the four study intersections are shown in TABLE 1. In addition, vehicle queuing was estimated through traffic simulation methods and modeling the peak hour traffic flows under two-way versus one-way conditions in *SimTraffic 8.0*. The results of the queuing analysis are shown in TABLE 2.

TABLE 1 - Level of Service (LOS) Analysis Summary

Analysis Scenario	Weekday Peak Hour			
	AM		PM	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Year 2017 Conditions (Two-Way Traffic)*				
1 Mission Street at Diamond Avenue	1.8	A	1.2	A
2 Mission Street at Fairview Avenue	1.8	A	2.0	A
3 El Centro Street at Fairview Avenue	8.5	A	9.3	A
4 El Centro Street at Diamond Avenue	9.0	A	9.1	A
Year 2017 Conditions (One-Way Traffic)**				
1 Mission Street at Diamond Avenue	2.6 (+0.8)	A	2.5 (+1.3)	A
2 Mission Street at Fairview Avenue	1.8 (+0.0)	A	1.6 (-0.4)	A
3 El Centro Street at Fairview Avenue	8.4 (-0.1)	A	9.0 (-0.3)	A
4 El Centro Street at Diamond Avenue	9.1 (+0.1)	A	9.0 (-0.1)	A

LOS: Level of Service

* Based on Opening Year 2017 Plus Project traffic projections, *Mission Place Mixed-Use Project Traffic Impact Study, April 2015*

** Assumes Diamond Avenue North/South orientation to become Northbound Only, and Fairview Avenue North/South orientation to become Southbound Only

The following conclusions were developed based upon the analysis findings summarized in Tables 1 and 2:

- Each of the four (4) intersections are currently operating at satisfactory AM and PM peak hour levels of service (LOS), and will continue to do so under the Year 2017 baseline traffic conditions.
- With the conversion of Diamond Avenue and Fairview Avenue from Two-Way circulation to One-way circulation between Mission Street and El Centro Street, the relative LOS levels will remain unchanged. Each of the four intersections would continue to operate under acceptable LOS "A" conditions follow the redistribution of traffic flows associated

4

TO#80A & B: FEASIBILITY ASSESSMENT OF POTENTIAL CONVERSION OF TWO (2) STREET SEGMENTS INTO ONE-WAY STREETS - DIAMOND AND FAIRVIEW AVENUES FROM EL CENTRO STREET TO MISSION STREET

with converting Diamond Avenue to One-way Northbound and Fairview Avenue to One-way Southbound. This includes prohibiting westbound left turns and eastbound right turns from Mission Street onto Diamond Avenue, and prohibiting westbound right turns eastbound left turns from El Centro Street onto Fairview Avenue. The results of the LOS analysis show that both marginal increases and decreases in traffic delays would result from the change (see Table 1).

- The findings of the queuing analysis (see Table 2) show that maximum observed traffic queues would both increase and decrease in certain areas at each of the four intersections as a result of redirected traffic and the conversion of Diamond Avenue and Fairview Avenue to one-way traffic movements.

TABLE 2 - Queuing Analysis Summary

Analysis Scenario	Vehicle Queuing by Intersection Approach (in feet)							
	AM Peak Hour				PM			
	EB	WB	NB	SB	EB	WB	NB	SB
Year 2017 Conditions (Two-Way Traffic)*								
1. Mission Street at Diamond Avenue	-	-	56	-	-	31	31	-
2. Mission Street at Fairview Avenue	31	55	31	53	55	50	32	-
3. El Centro Street at Fairview Avenue	32	51	-	31	52	28	-	79
4. El Centro Street at Diamond Avenue	45	58	31	31	45	73	78	32
Year 2017 Conditions (One-Way Traffic)**								
1. Mission Street at Diamond Avenue	31	-	74	-	-	-	72	-
2. Mission Street at Fairview Avenue	-	50	-	31	-	69	-	56
3. El Centro Street at Fairview Avenue	75	31	-	50	50	64	-	79
4. El Centro Street at Diamond Avenue	74	52	79	-	96	71	59	-

* Maximum observable queue in the typical peak hour analysis period

No queuing to result

Decrease in max vehicle queuing Increase in AM Peak Hour Max. Vehicle Queue
No change in queues Increase in PM Peak Hour Max. Vehicle Queue

- As indicated in Table 2, the following intersection movements would experience consistent **increases** in the anticipated maximum traffic queue during both the AM and PM peak hours:
 - Northbound traffic on Diamond Avenue, turning onto Mission Street
 - Eastbound traffic on El Centro Street stopping at Fairview Avenue
- The following intersection movements would experience consistent **decreases** in the anticipated maximum traffic queue during both the AM and PM peak hours:
 - Eastbound traffic on Mission Street at Fairview Avenue
 - Northbound traffic on Fairview Avenue at Mission Street (approaching traffic movements eliminated)

5

Revised Traffic Study (TO#75)

for

Evaluation of Westbound No Turn On Red (NTOR) Turning Restriction at the Intersection of Fair Oaks Avenue at Grevelia Street / SR-110 Northbound Off-Ramp

in the

City of South Pasadena, CA



PRESENTED TO:



CITY OF SOUTH PASADENA
Public Works Department
1414 Mission Street
South Pasadena, CA 91030



PRESENTED TO:



MINAGAR & ASSOCIATES, INC.
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22 Years of Excellence






November 9, 2015

Executive Summary

At the request of the City of South Pasadena, Minagar & Associates, Inc. reviewed the existing weekday peak period traffic conditions at the intersection of Fair Oaks Avenue at Grevelia Street and the SR-110 Northbound Off-Ramp. The City has reported concerns regarding westbound traffic back-ups on Grevelia Street at the intersection due to the existing No Right Turn On Red (NTOR) restriction, and has indicated interest in identifying potential solutions to reduce this delay by modifying or eliminating the NTOR restriction.

No Turn on Red signs are typically installed at intersections where certain conditions exist that cause this maneuver to be hazardous to other road users, such as inadequate sight distance of vehicles approaching from the left, intersection blocking or queuing over railroad tracks. The City of South Pasadena has installed "No Turn on Red" signs on the westbound approach on Grevelia Street for right-turn movements headed north onto Fair Oaks Avenue.

Based on Minagar's inspection it appears that the NTOR signs are necessary during certain times of the day due to the potential for some turning movement and sight conflicts between the high traffic volumes on Fair Oaks Avenue, westbound right-turning traffic on Grevelia Street, and pedestrians in the east-leg crosswalk. In order to balance the need for adequate traffic safety during the peak times of the day while also minimizing unnecessary traffic delays at all other times of the day, it is recommended that the existing posted NTOR signage on the westbound intersection approach be revised as follows.

Existing Signage		Proposed Signage	
Mast Arm	Signal Pole Shaft	Mast Arm	Signal Pole Shaft
 R81-11 (CA)	 R10-11	 R81-11 (CA)	 R10-11 MON-FRI 7AM-7PM  R10-15
		(No Change)	

AM Period Intersection Traffic Volumes: Hour 1 (7-8AM), Hour 2 (8-9AM) and AM Peak Hour (7:30-8:30AM)

Fair Oaks Avenue

		1,353		
SR-110	▲ 343			863 ▲
NB Off	▶ 99	13 peds	7-8AM	66 peds
Grevelia St.	▼ 130		3 peds	10 ▼
	▼ 8	1,905		15
	▲ 128	1,777		▶

Grevelia Street

Fair Oaks Avenue

		1,496		
SR-110	▲ 439			704 ▲
NB Off	▶ 133	11 peds	8-9AM	77 peds
Grevelia St.	▼ 178		11 peds	8 ▼
	▼ 4	2,181		27
	▲ 118	2,063		▶

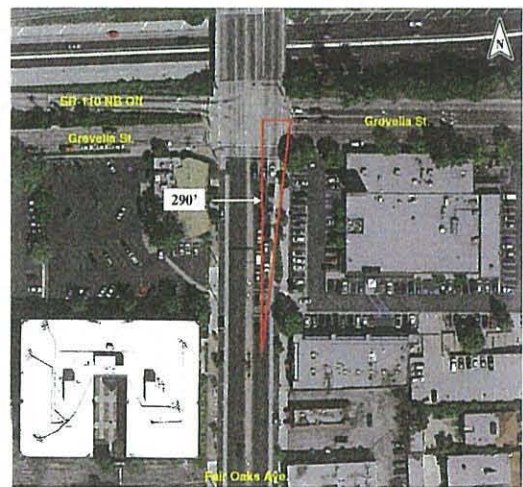
Grevelia Street

Fair Oaks Avenue

		1,584		
SR-110	▲ 430			788 ▲
NB Off	▶ 146	17 peds	Peak Hour 7:30-8:30AM	64 peds
Grevelia St.	▼ 181		10 peds	6 ▼
	▼ 8	2,167		20
	▲ 128	2,039		▶

Grevelia Street

Complete removal of the NTOR signage could potentially worsen this condition during the peak hours, since vehicles in both of the westbound lanes would be given the opportunity to attempt to force into the northbound lanes (and cause further blockages) while traffic south of the intersection waits for the green interval to clear the northbound queues



Minimum Intersection Sight Distance: Westbound Right vs. Northbound Through

- C. An exclusive pedestrian phase; and
- D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;

Sidewalks, marked crosswalks and exclusive pedestrian phases exist on the west, south and east legs of the intersection. Due to the proximity of South Pasadena Middle School and several shopping centers and plazas both to the north and south of the intersection, Fair Oaks Avenue serves a relatively large volume of pedestrians through this intersection crossing north-south over the SR-110 overpass. The number of pedestrians crossing the east leg in opposition to

TO#79: Traffic, Parking & Circulation Analysis
 for
**Trader Joe's at 613 Mission Street and
 Adelaine Avenue between Mission Street & El Centro Street**
 in the
City of South Pasadena, CA



PRESENTED TO:

CITY OF SOUTH PASADENA
 Public Works Department
 1414 Mission Street
 South Pasadena, CA 91030

PREPARED BY:

MINAGAR & ASSOCIATES, INC.
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March 9, 2016



TO#79: TRAFFIC, PARKING & CIRCULATION ANALYSIS FOR TRADER JOE'S AT 610 MISSION STREET, SOUTH PASADENA 91030

Exhibit 1 - Study Intersections, Roadway and Parking Areas

TO#79: TRAFFIC, PARKING & CIRCULATION ANALYSIS FOR TRADER JOE'S AT 610 MISSION STREET, SOUTH PASADENA 91030

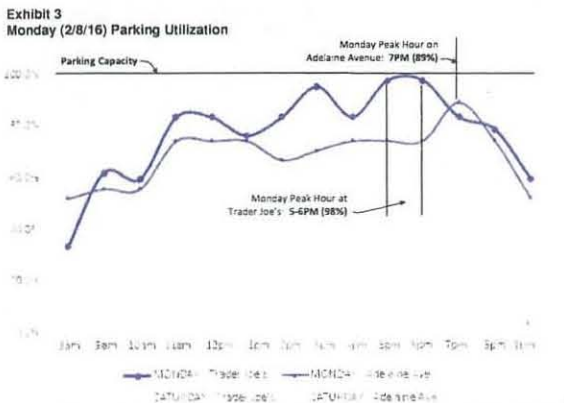
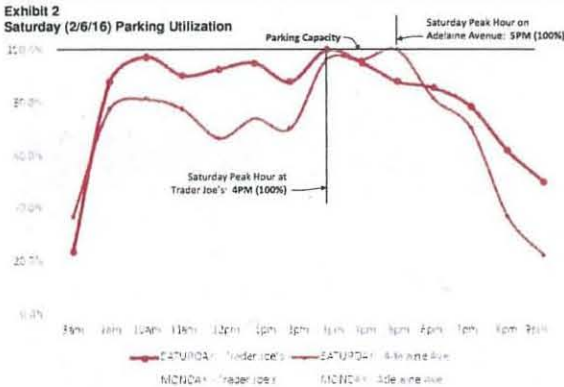
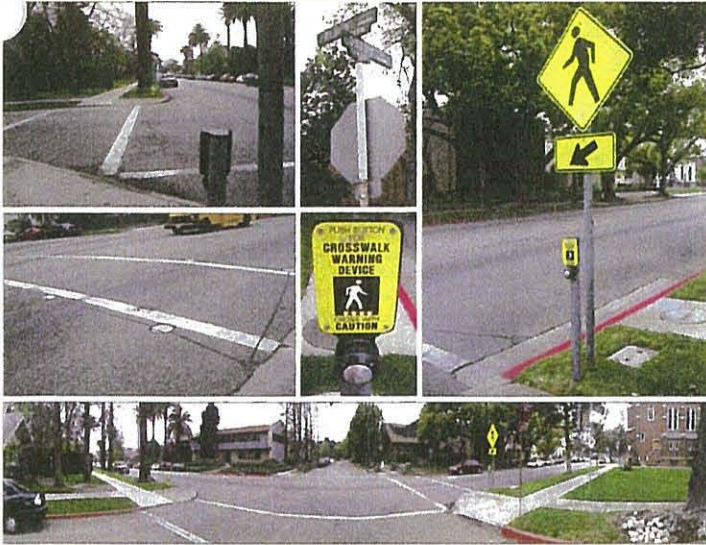


Exhibit 4 - Saturday Parking Survey Summary (February 6, 2016)

Hour	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
Off-street (Blue) Parking	0	0	0	0	0	0	0	0	0	0	0	0	0
On-street Parking	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Parking	0	0	0	0	0	0	0	0	0	0	0	0	0
Capacity	0	0	0	0	0	0	0	0	0	0	0	0	0
Utilization (%)	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Study for
Fremont Avenue at Oxley Street
City of South Pasadena, CA



PREPARED FOR



CITY OF SOUTH PASADENA
Public Works Department
1414 Mission Street
South Pasadena, CA 91030-3298



PREPARED BY



MINAGAR & ASSOCIATES, INC.
Traffic Engineering - ITS - Transportation Planning - CEM
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15 Years of Excellence

March 12, 2012

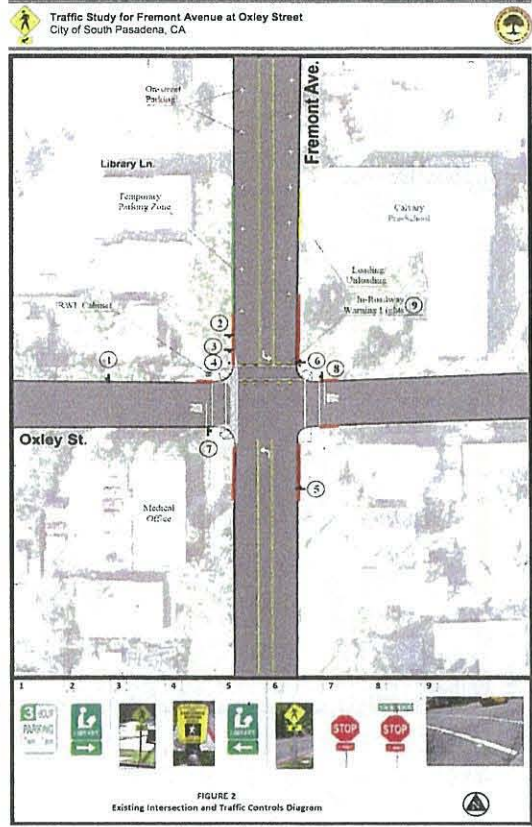


FIGURE 2
Existing Intersection and Traffic Controls Diagram

MINAGAR & ASSOCIATES, INC.

03/12/2012

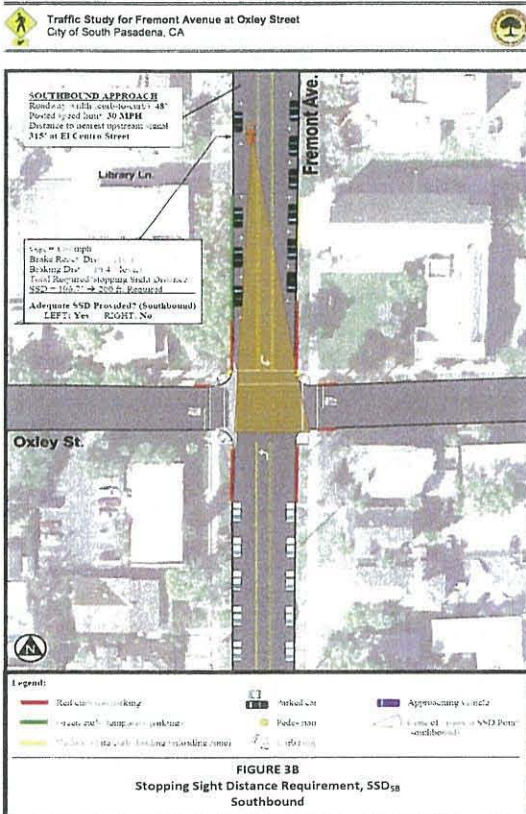
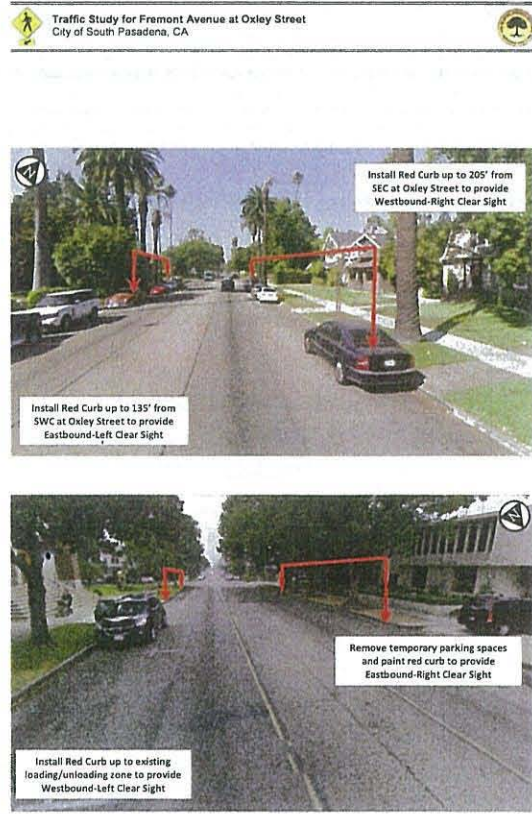


FIGURE 3B
Stopping Sight Distance Requirement, SSD₃₅
Southbound

MINAGAR & ASSOCIATES, INC.

03/12/2012



MINAGAR & ASSOCIATES, INC.

03/12/2012

**Stop Sign Installation Assessment for the Intersection of Bonita Drive at Oneonta Drive
City of South Pasadena, CA**



PREPARED FOR:



CITY OF SOUTH PASADENA
Public Works Department
1414 Mission Street
South Pasadena, CA 91030-3298



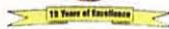
PREPARED BY:



MINAGAR & ASSOCIATES, INC.
Traffic Engineering – ITS – Transportation Planning – CEM
18662 MacArthur Blvd., Suite 435
Airport Business Center, Irvine, CA 92612
Tel: (949)727-3399 • Fax: (949)727-4418
Web: www.minagarinc.com • E-mail: minagar@minagarinc.com



June 4, 2012



1.0 Introduction

1.1 Background

A traffic study was requested by the City of South Pasadena to determine the feasibility and need for installing one or more stop controls at the existing residential intersection at Bonita Drive and Oneonta Drive.

Figure 1 shows the location of the study intersection.



FIGURE 1 – Location Map

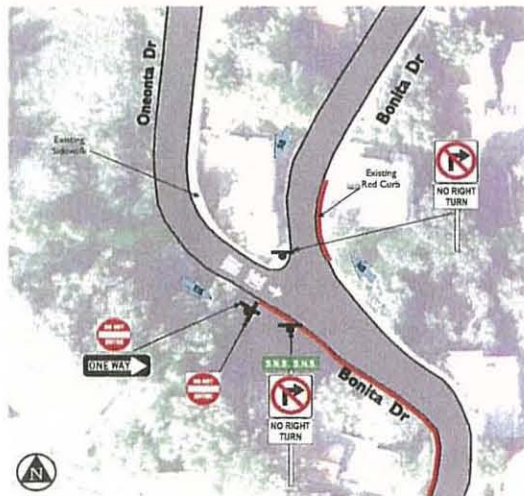


FIGURE 2 – Existing Conditions Diagram

2.0 Analysis

Using the collected data, Minagar & Associates, Inc. conducted a sight distance analysis and stop sign warrant assessment to determine the potential need for installing stop controls at the intersection. The basis of the analysis included an eight-hour survey of weekday peak period vehicular and pedestrian intersection traffic volumes collected at the intersection, prevailing prima facie speed limits, general traffic operations observations, and a visual inspection of various sight distance, physical roadway and

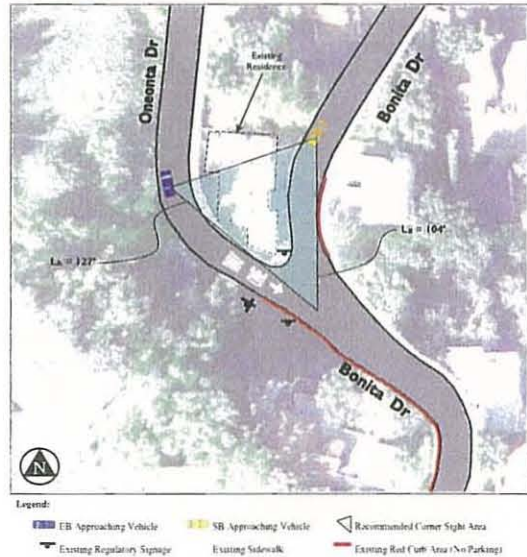


FIGURE 3 – Corner Sight Distance Diagram

The sight distance diagram presented above reveals that due to the existing geometric conditions of the two roadways, the various physical obstructions adjacent to the intersection, and given the existing lack of STOP controls, adequate corner departure sight is not available. Sight line obstructions include an existing residence located between the two approaches within the acute angle of the intersection legs, landscaping along the roadside, on-street parking, and various cut slopes and concrete retaining walls at the edge of the curb.

**All-way Stop Sign Installation Assessment for the Intersection of Oak Hill Avenue at Short Way
City of South Pasadena, CA**



PREPARED FOR:



CITY OF SOUTH PASADENA
Public Works Department
1414 Mission Street
South Pasadena, CA 91030-3298



PREPARED BY:



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18 Years of Excellence

July 25, 2012

Field Survey Photos:
Oak Hill Avenue at Short Way/Oak Hill Terrace (07/12/2012)



Eastbound on Short Way:
Approaching Oak Hill Avenue



Westbound on Oak Hill Terrace:
Approaching Oak Hill Avenue



Southbound on Oak Hill Avenue:
Approaching uphill toward Short Way



Westbound on Oak Hill Terrace:
Approaching downhill toward Short Way

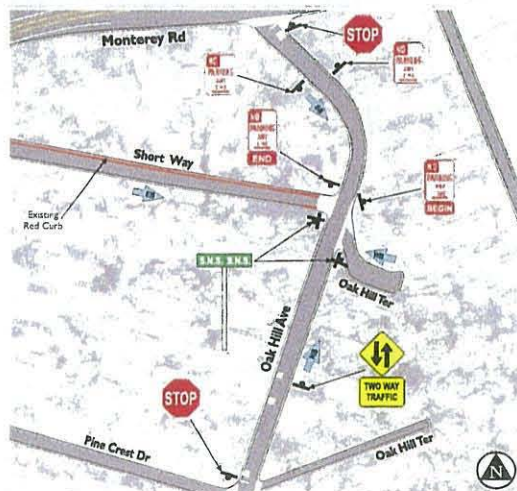
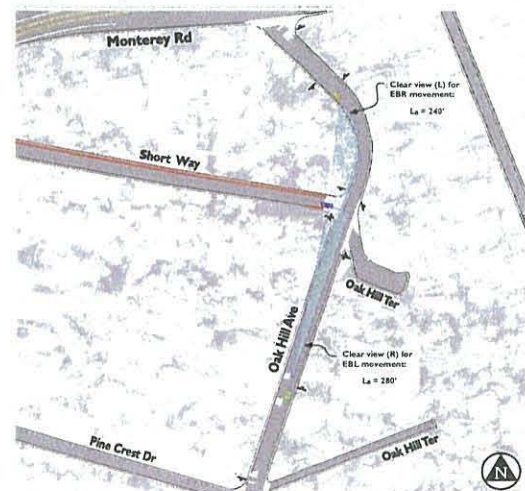


FIGURE 2 - Existing Conditions Diagram

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Using the collected data, Minagar & Associates, Inc. conducted a sight distance analysis and stop sign warrant assessment to determine the potential need for installing stop controls at the intersection. The basis of the analysis included an eight-hour survey of weekday peak period vehicular and pedestrian intersection traffic volumes collected at the intersection, prevailing prima facie speed limits, general traffic operations observations, and a visual inspection of various sight distance, physical roadway and

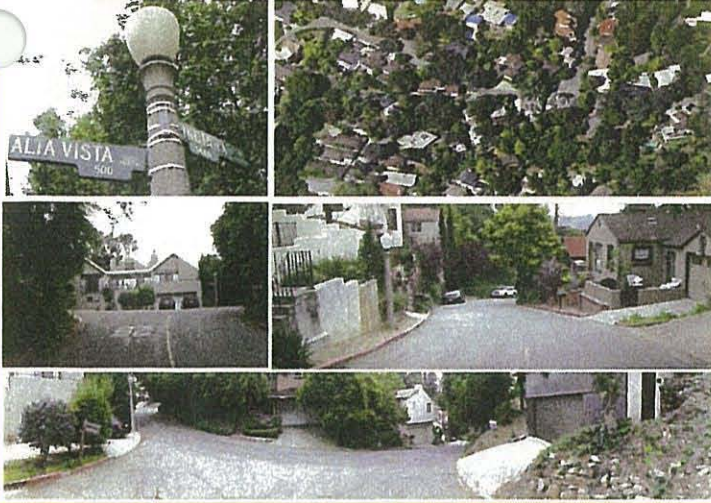


Legend:
 ■ EB Approaching Vehicle ■ SB Approaching Vehicle ■ Recommended Corner Sight Area
 ■ Existing Roadside Sign ■ NB Approaching Vehicle ■ Existing Red Curb Area (No Parking)

FIGURE 3A - Eastbound Corner Sight Distance Diagram

A comparison of sight-line measurements in the field and the presented corner sight distance diagrams reveal that due to the existing geometrics and roadside conditions of the intersecting roadways, the recommended corner departure sight is currently only available in one of the four conflicting movements (i.e., eastbound-left versus northbound approaching vehicles). For the remaining three movements, sight line obstructions include existing residences located along the curved portion of roadway

Stop Sign Installation Study
Indiana Avenue at Alta Vista Avenue
City of South Pasadena, CA



PREPARED FOR:



CITY OF SOUTH PASADENA
Public Works Department
1414 Mission Street
South Pasadena, CA 91030-3298



PREPARED BY:



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10 Years of Excellence

March 13, 2012

Stop Sign Installation Study for Indiana Avenue at Alta Vista Avenue
City of South Pasadena, CA

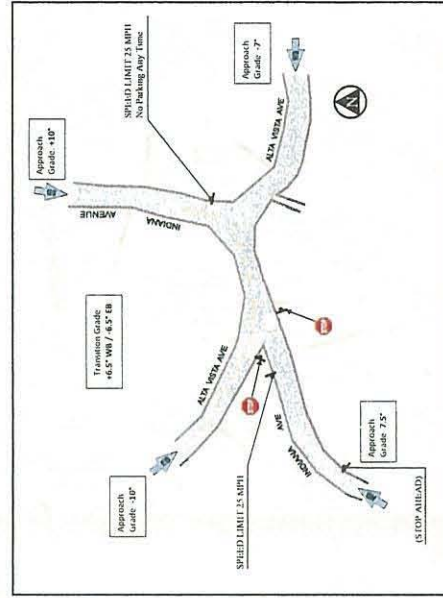


FIGURE Z
Intersection Diagram: Indiana Avenue at Alta Vista Avenue

03/13/2012

MINAGAR & ASSOCIATES, INC.

Stop Sign Installation Study for Indiana Avenue at Alta Vista Avenue
City of South Pasadena, CA



Left-turn and right-turn Line of Sight Views (panoramic) for Oncoming Vehicles on Indiana Avenue
TOP: Westbound approach—vehicle decision point at 14' behind edge of Indiana Avenue travelled way
CENTER: Eastbound approach—vehicle decision point at 14' behind the stop bar on Alta Vista Avenue
BOTTOM: Northbound approach—vehicle decision point at 14' behind the stop bar on Indiana Avenue

10

03/13/2012

MINAGAR & ASSOCIATES, INC.



Stop Sign Installation Study for Indiana Avenue at Alta Vista Avenue
City of South Pasadena, CA

- Remove by grinding or sandblasting the existing worn YIELD pavement marking on the eastbound approach on Alta Vista Avenue to prevent motorists from having to interpret the conflicting yield/stop message. The legend is still somewhat visible and may contribute to a number of drivers which were seen to "roll" through the stop sign.



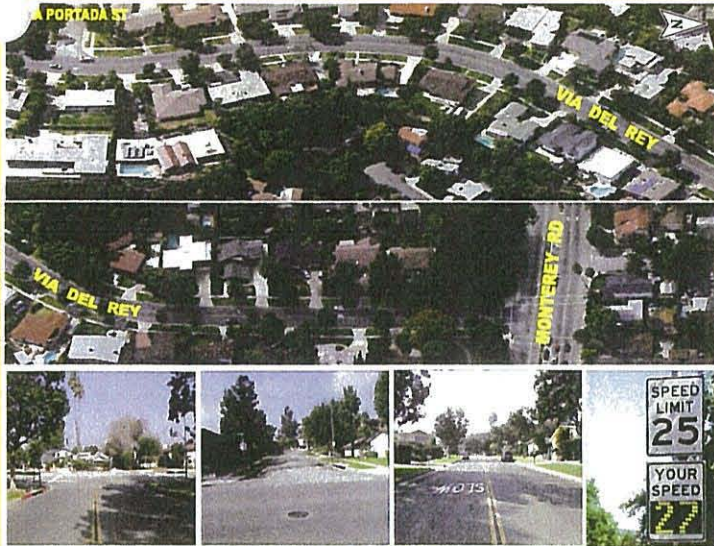
- Trim overhanging tree branches up to 7 feet above the roadway surface on the north side of Indiana Avenue at the roadway bend to increase sight distance between road users.



03/13/2012

MINAGAR & ASSOCIATES, INC.

TECHNICAL MEMORANDUM
Traffic Calming Evaluation for Via Del Rey between
Monterey Road and La Portada Street
 South Pasadena, California



PREPARED FOR:



CITY OF SOUTH PASADENA
 Public Works Department
 1414 Huntington Drive
 South Pasadena, CA 91030-3298



PREPARED BY:



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February 14, 2013

which are facing downhill (southbound) traffic, with electronic radar speed feedback signs. The proposed locations were evaluated in terms of their potential effectiveness, and sun exposure as the signs would be solar powered.

It is important to note that although the electronic, solar-powered radar speed feedback signs may not necessarily and congruently match the residential character of the street, the designation of Via Del Rey as a School Route presents important safety needs of pedestrians and local traffic which would supersede this aspect.

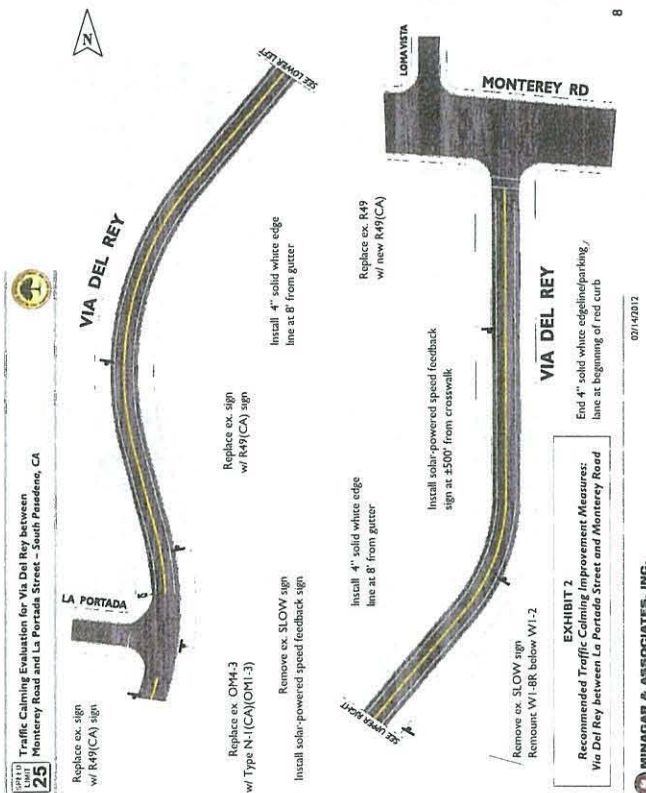
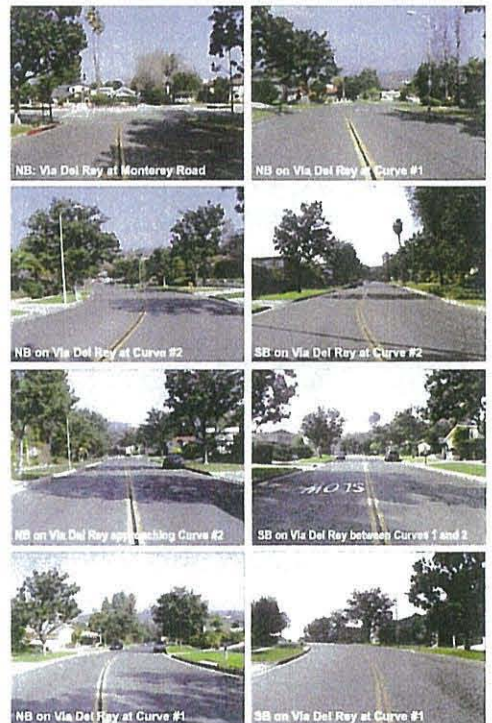
In addition to the above measures, the following existing signs should be removed/and or modified as follows:

- Remove existing SLOW signs. These warning signs were deleted from the CA-MUTCD many years ago due to not providing a clear advisory speed and conveying ambiguous information about the approaching driving conditions.
- Replace the existing red object marker (CA Type N-2 / OM4-3) located on the east side of Via Del Rey at La Portada Street with a yellow object marker (CA Type N-1 / OM1-3) as per CA-MUTCD guidelines for T-intersections.
- Replace all SPEED CHECKED BY RADAR signs with updated R48(CA)(SPEED ENFORCED BY RADAR) signs.



Left: South Pasadena motorcycle traffic enforcement on Pine Street
 Right: Existing solar-powered speed feedback sign in 25MPH residential zone on Pine Street

Via Del Rey Field Survey Photo Log - 1 of 2





3 – Staff’s Experience

Minagar & Associates, Inc. is home to eight traffic engineering, civil/electrical engineering, ITS design and transportation planning professionals. The key staff listed below are proposed for this project. Project commitments in percent of available time are also listed. Detailed project experience, expertise and qualifications for key staff members are provided under the *Resumes* section.

Staff Resources Table:

Proposed Key Staff Member	Title/Position	Years	%
		Exp.	Availability
• Fred Minagar, MS, RCE, PE, FITE	President, Project Manager	34	80%
• Henry Trinh, BSEE	Senior Traffic Engineer	18	55%
• Greg Garces	Project Engineer	10	75%
• Tony Minegar, ASME	Field Data Collection Manager	18	65%

4 – Project Understanding and Approach

Project Understanding. The City of South Pasadena has initiated this study project to evaluate and provide recommendations to improve the on-going vehicle access and on-street parking issues in the Monterey Hills Area of the South Pasadena. It is a well-known concern in this area of the City that several stretches of on-street parking (OSP) along various narrow, winding and tightly landscaped streets in the Monterey Hills area pose a potentially significant impedance to the ability of ambulances, fire trucks and other emergency service vehicles (ESVs) to access the area. Specifically, the City has identified several streets in this area are too narrow to allow for ESVs to pass certain locations where either OSP is permitted and/or adjacent roadside vegetation grows over and into traffic lanes.

Project Approach. As the City’s designated traffic consulting engineer, the foundation of our management approach which we have provided to the City of South Pasadena for the last 8 years, centers around the direct and active involvement of our company’s President—**Fred Minagar, MS, PE, RCE, FITE**—to manage each project and task orders on a day-by-day basis. Fred is a recognized national authority in the areas of traffic engineering and has over 30 years of real world practice, public office and instructive experience.

By having already completed several traffic and parking studies in the Monterey Hills area of South Pasadena, Minagar & Associates, Inc. has a thorough understanding of the local conditions which the City is attempting to successfully address. Due to the significantly fluctuating conditions in horizontal and vertical curvature, as well as the limited roadway infrastructure (e.g., narrow pavements, absence



of shoulders, sidewalks and/or curb and gutter, lack of street lighting, limited corner sight due to dense roadside vegetation), vehicle mobility in many parts of the Monterey Hills area of South Pasadena is significantly restricted, and to some degree poses a significant slow-down threat to emergency service vehicles which would attempt to traverse the neighborhood during emergency situations.

Staff will visit the field and collect measurements, make observations and confirm the existing conditions and roadway/roadside constraints with respect to vehicle traffic and on-street parking. Engineering staff will analyze the field data and provide recommendations to improve critical areas along the study area streets in the Monterey Hills neighborhood. Fred will attend City staff meetings to obtain the latest data and notes from the Fire Department, and attend all required public hearings to approve and present the findings of the study. Overall, Minagar & Associates, Inc. proposes to complete the project within 30 days.

Project Tasks Summary. The following section outlines Minagar & Associates, Inc. proposed work plan to complete this project for the City:

1. Project Management

- 1.1 Coordination with City/Fire Department**
 - 1.1a Kick-off meeting/teleconference
 - 1.1b Draft Traffic & Parking Study Report
 - 1.1c Final Traffic & Parking Study Report
- 1.2 Additional Stakeholder Meetings/Presentations**
 - 1.2a City Council meeting
 - 1.2b Planning Commission
 - 1.3c Outreach meeting

2. Field Reconnaissance

2.1 Site Walk/Drive Inspections
 Minagar field engineering staff will visit each of the study area locations listed below and prepare an inventory of the existing roadway, roadside and traffic/parking conditions and observations along each street:

- | | | | |
|----------------------|-----------------------|-------------------------|---------------------|
| 1.) Alta Vista Ave. | 2.) Alta Vista Circle | 3.) Blair Ave. | 4.) Bonita Dr. |
| 5.) Brunswick Ave. | 6.) Gates Pl. | 7.) Gillette Crescent | 8.) Hanscom Dr. |
| 9.) Hill Dr. | 10.) Illinois Dr. | 11.) Indiana Ave. | 12.) Indiana Pl. |
| 13.) Indiana Ter. | 14.) La Portada St. | 15.) Mountain View Ave. | 16.) Oak Crest Ave. |
| 17.) Oak Hill Pl. | 18.) Oneonta Dr. | 19.) Peterson Ave. | 20.) South Ln. |
| 21.) St. Albans Ave. | 22.) Summit Dr.(W) | 23.) Summit Dr.(E) | 24.) Warwick Pl. |



3. On-Street Parking (OSP) Assessment

Minagar will assess the existing on-street parking conditions observed and documented from Task 2. The parking assessment will consist of the following sub-tasks:

3.1 Permissible OSP

Minagar staff will review the existing on-street parking (OSP) conditions to determine where OSP should be permitted and/or remain in place along each subject study roadway.

3.2 Restricted OSP

In conjunction with Task 3.1, staff will provide recommendations as to where OSP should be restricted, whether by curb paint, traffic signage or both prohibitive signing/stripping. OSP restrictions will take into accounts important factors such as sight distance, minimum design criteria, prevailing traffic speeds and daily volumes, pedestrian safety, and aim to balance overall traffic safety and emergency service vehicle mobility with the parking needs of residents.

3.3 OSP Alternatives

Task 3.3 will involve developing modifications to the existing circulation patterns on one or more street segments as necessary, and/or recommending alternate options to the City's current parking process on the whole in the Monterey Hills area based on the findings of Tasks 3.1 and 3.2.

4. Traffic Assessment

Minagar will assess the existing traffic, mobility and emergency service vehicles access conditions based on the field measurements and observations documented from Task 2. The traffic assessment will include a detailed evaluation of the following components for each study street segment:

4.1 Geometric Conditions

- *Assess street widths* – For two-way traffic without OSP, two 10' vehicle traffic lanes (20' total paved roadway width) should be provided on local residential streets in the Monterey Hills area. Street widths less than 20' are considered to be "pinch points" and require that opposing vehicular traffic approach slowly and with caution, since narrow streets can be problematic for effective ingress/egress.
- *Assess curve radii* – Where streets are curved, staff will discuss the degree to which horizontal curvature and radii are impacting the usable width of the street.

4.2 Vehicle Access

- *OSP impacts on two-way vehicle traffic* – Minagar will determine the locations where two-way vehicle traffic is negatively impacted by existing permissible on-street parking.





- *Emergency Service Vehicle (ESV) access* – As part of Task 4, Minagar will determine and list where ESVs such as Fire Apparatus (e.g., Engine Companies, Truck Companies, Rescue Vehicles) would be unable to safely pass with speed (at or around 25 miles per hour based on Prima Facie conditions) due to on-street parking.

4.3 Roadside Vegetation

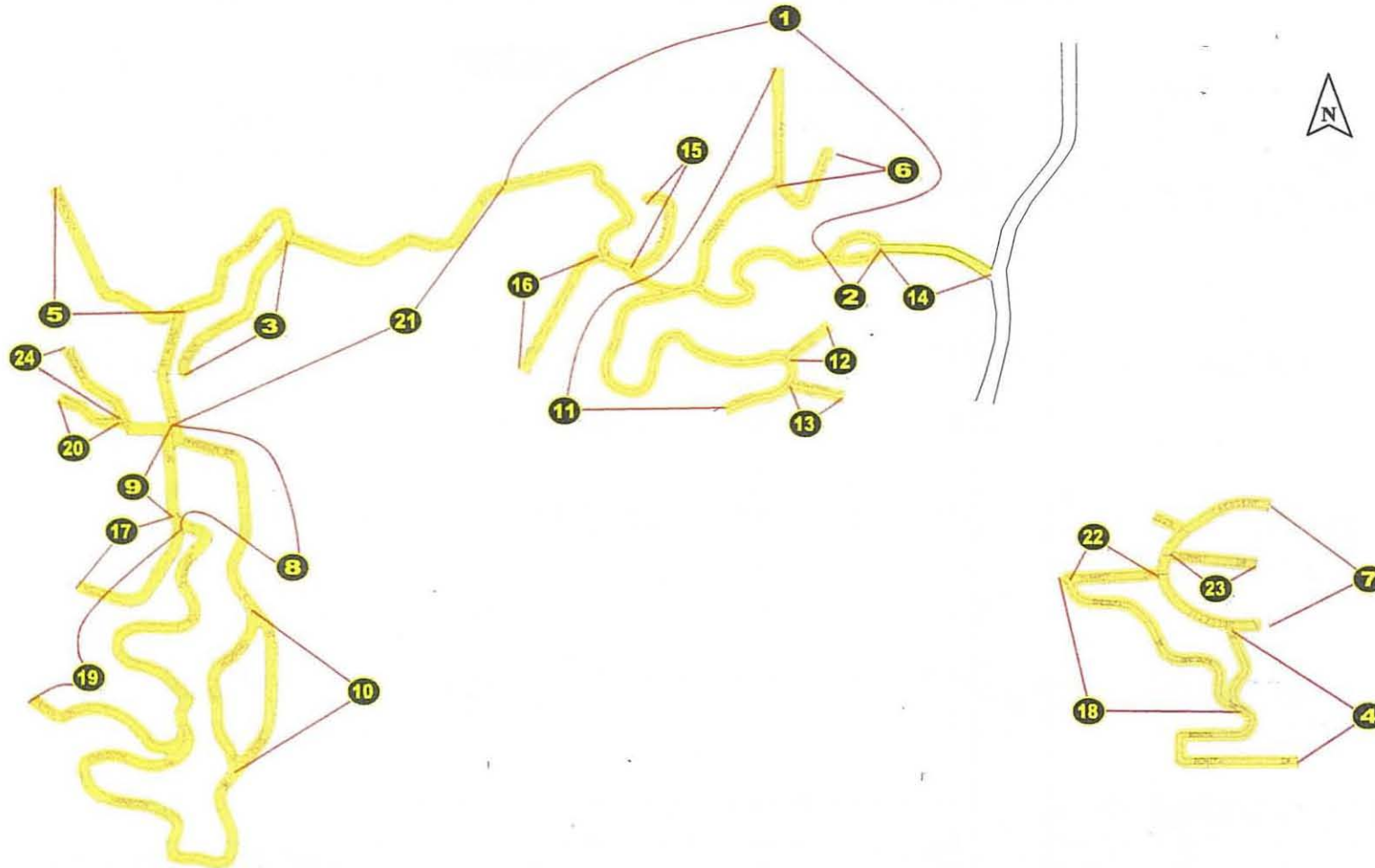
- *Obstructive trees and shrubs* – Minagar will also identify and list locations where trees, shrubs and bushes are presently growing beyond the curbline, and into the street, and overhanging roadways to a height lower than 15 feet above street level, negatively impacting vehicle egress.



Sample "Pinch Point" Locations and Overhanging/Obstructive Roadside Vegetation

5. Report Preparation

The final task will involve preparing a comprehensive Draft and Final report presenting the findings of the study, and incorporating and addressing the City of South Pasadena’s comments as well as any additional concerns.



24 Study Area Streets:

- | | | | | | |
|-----------------------|---------------------|-------------------------|---------------------|---------------------|------------------|
| 1.) Alta Vista Ave. | 2.) Alta Vista Cir. | 3.) Blair Ave. | 4.) Bonita Dr. | 5.) Brunswick Ave. | 6.) Gates Place |
| 7.) Gillette Crescent | 8.) Hanscom Dr. | 9.) Hill Dr. | 10.) Illinois Dr. | 11.) Indiana Ave. | 12.) Indiana Pl. |
| 13.) Indiana Terrace | 14.) La Portada St. | 15.) Mountain View Ave. | 16.) Oak Crest Ave. | 17.) Oak Hill Pl. | 18.) Oneonta Dr. |
| 19.) Peterson Ave. | 20.) South Lane | 21.) St. Albans Ave. | 22.) Summit Dr. (W) | 23.) Summit Dr. (E) | 24.) Warwick Pl. |

1 - 47





5 – Project Schedule

Project Schedule								
Tasks	Weeks	November				December		
		6	13	20	27	4	11	18
NTP: Monday, November 20, 2017								
1 - Project Management								
1.1 Kick-off meeting								
1.2 Progress Meetings & Status Updates								
2 - Field Reconnaissance								
2.1 Field/Site Walk and Drive Runs								
2.2 Pinch Point Observations and Measurements								
2.3 Inventory of Field Data								
3 - On-Street Parking Assessment								
3.1 Permissive OSP Evaluation								
3.2 Restricted OSP Evaluation								
3.3 OSP Alternatives Assessment								
4 - Traffic Assessment								
4.1 Geometric Conditions Assessment								
4.2 Vehicle Access Assessment								
4.3 Evaluation of Roadside Vegetation Impacts								
5 - Report Preparation								
Draft Traffic & Parking Study Report								
Final Traffic & Parking Study Report								

Task

Sub-task

City Review





6 – Statement of Compliance

Minagar & Associates, Inc. hereby acknowledges receipt of all RFP and addenda issued by the City of South Pasadena. Minagar & Associates, Inc. does not take any exception to the RFP as issued by the City, and shall comply with all of the City's procedures, specifications and contract requirements for this project. Minagar & Associates, Inc. accepts all the terms and conditions outlined in the City's standard consultant services agreement, and can meet all insurance requirements made part of the agreement.



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City of South Pasadena Agenda Report

Michael A. Cacciotti, Mayor
Richard D. Schneider, M.D., Mayor Pro Tem
Robert S. Joe, Councilmember
Marina Khubesrian, M.D., Councilmember
Diana Mahmud, Councilmember

Evelyn G. Zneimer, City Clerk
Gary E. Pia, City Treasurer

COUNCIL AGENDA: November 21, 2017
TO: Honorable Mayor and City Council
VIA: Stephanie DeWolfe, City Manager
FROM: Margaret Lin, Principal Management Analyst **ML**
SUBJECT: **Adoption of a Resolution Approving the 4th Amendment of the San Gabriel Valley Council of Governments' Joint Powers Agreement**

Recommendation

It is recommended that the City Council adopt a Resolution approving the 4th Amendment of the San Gabriel Valley Council of Governments' (SGVCOG) Joint Powers Agreement (JPA).

Fiscal Impact

There are no fiscal impacts.

Commission Review and Recommendation

This matter was not reviewed by a commission.

Background

In 1998, the Alameda Corridor-East Construction Authority (ACE) was created by the SGVCOG as a subsidiary to address traffic congestion associated with goods movement from the San Pedro Ports. ACE currently functions independently and will conclude their work by 2023. On November 9, 2016, Los Angeles County Voters approved Measure M; a new sales tax measure to fund a Los Angeles County Traffic Improvement Plan. SGVCOG is estimated to receive \$20.7 million per year in local return allocations from Measure M. On August 16, 2017, the City Council discussed and supported the integration of the ACE into the SGVCOG.

Analysis

As part of its Strategic Planning process, the SGVCOG Governing Board reviewed the future role of ACE and approved the full integration of ACE into the SGVCOG to accomplish the following objectives:

- Restructure ACE so it will be an ongoing operation as a division of SGVCOG, and not expire at the end of its mission (currently estimated to be in FY 2022-23).
- Expand the jurisdiction of ACE as a construction and projects entity that can serve all of the San Gabriel Valley.

- Restructure the ACE Board so that it has representation from the entire San Gabriel Valley and revise its role so it is no longer a separate Board with management control over ACE but instead will be a standing committee advisory to the Governing Board regarding the ACE operation.
- Integrate SGVCOG and ACE staff under a single personnel system reporting to the Executive Director of SGVCOG.

The SGVCOG has adopted the following guiding principles for undertaking construction projects:

Threshold Criteria & Member Benefit

- SGVCOG action will result in a measurable benefit to the region and member cities and/or non-action will result in a measurable disadvantage or loss to the San Gabriel Valley region.
- Collaborative relationships with impacted communities, Los Angeles Metropolitan Transportation Authority, California Department of Transportation, Los Angeles County, and/or other entities are explored before SGVCOG acts to plan or implement a program or project.
- Majority support from SGVCOG members is secured before a major program or project is undertaken.¹

Liability & Risk

- Structures are in place, including proper insurance and indemnification, to ensure there is no financial exposure or increased legal liability to member cities as a result of SGVCOG taking action.
- Agreements have been defined for long term ownership and maintenance by a responsible entity of the completed project.

Financial Impact

- SGVCOG may pursue funding for planning activities that may, or may not, result in programs or projects, but could fund staff costs.
- SGVCOG will not proceed with a program or project without securing all funding sources necessary to complete the phase.
- Member agencies may volunteer to fund a program, project, or study through an assessment in which only the participating members benefit from the work.
- SGVCOG may secure short term financing to fund start-up costs or accelerate a program or project with approval of a majority of SGVCOG members.

Legal Authority & Project Oversight

- Action will conform to SGVCOG's existing legal authority. If it does not, all legal risks and changes to authority will be identified before taking action.
- Oversight may be performed by a new organization created by SGVCOG that could plan, program, or implement projects in the San Gabriel Valley, and the SGVCOG might enter into agreements with this organization for the completion of those programs or projects.

On October 19, 2017, the SGVCOG Governing Board approved the revised JPA and directed SGVCOG staff to distribute the JPA to all member agencies for adoption. The primary revisions to

¹ Preliminary concept planning is considered part of normal administration as part of assembling information for the SGVCOG Governing Board to consider as part of their review and approval of a program or project.

the JPA include the following:

- To expand the jurisdiction of the SGVCOG's construction scope to include projects anywhere in the San Gabriel Valley;
- Modify all references to the ACE Construction Authority to instead reference the Capital Projects and Construction Committee (Committee); and
- Strike all details regarding the operations and authority of the Committee, with all of that information being moved to the SGVCOG bylaws.

The City of South Pasadena (City) is currently a member of both the SGVCOG and the Arroyo Verdugo Subregion (AVS). Furthermore, the City along with the Cities of Pasadena and La Cañada Flintridge, would receive its Measure M funds through the AVS. While the proposed Committee would provide representation for the City, the City would not directly benefit from ACE's construction capabilities through the SGVCOG.

Legal Review

The City Attorney has reviewed 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 and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments:

1. Resolution
2. 4th Amendment of the SGVCOG JPA

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ATTACHMENT 1
Resolution

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SOUTH PASADENA, CALIFORNIA,
APPROVING AMENDMENTS TO THE SAN GABRIEL
VALLEY COUNCIL OF GOVERNMENTS JOINT
POWERS AGREEMENT AS ADOPTED BY
THE SGVCOG'S GOVERNING BOARD**

WHEREAS, the San Gabriel Valley Council of Governments (SGVCOG) is a Joint Powers Authority, which was established pursuant to Chapter 5 of Division 7, Title 1, of the Government Code of the State of California (Sections 6500, et seq.); and

WHEREAS, the City of South Pasadena (City) is one of the member agencies of the Council; and

WHEREAS, the Council is currently governed by the Third Amended and Restated Joint Exercise of Powers Agreement, effective March 12, 2007, which was entered into, and modified from time to time, by its public entity members (Agreement); and

WHEREAS, the City Council desires to approve modifications to the Agreement, as adopted by the SGVCOG's Governing Board, in order to revise the structure of the SGVCOG and extend the role of the SGVCOG in developing and constructing projects in the San Gabriel Valley, and to restructure and integrate the Alameda Corridor East Construction Authority (ACE Construction Authority), as well as to clarify member tort liability and indemnification obligations of member agencies under the Agreement.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City Council adopts, ratifies, and approves the modifications to the Agreement, namely the Fourth Amended and Restated Joint Exercise of Powers Agreement, approved by the Governing Board of the SGVCOG on October 19, 2017, relating to the extension of the SGVCOG's role in developing and constructing projects throughout the San Gabriel Valley, to establish the Capital Projects and Construction Committee, and to clarify the agreement regarding tort liability and indemnification obligations of member agencies, which Amendment is attached hereto and incorporated herein by reference.

SECTION 2. The City Council expressly states its intent that the City not be responsible for the debts, liabilities, and obligations of the SGVCOG to the maximum

extent permitted by law, and that each member agency shall indemnify other member agencies to the extent of any agency liability, as specified in the revisions adopted and ratified hereby.

SECTION 3. This Resolution shall take effect immediately upon its adoption. The City Clerk of the City of South Pasadena is directed to send a certified copy of this resolution to the Secretary of the SGVCOG upon adoption.

SECTION 4. The City Clerk of the City of South Pasadena shall certify to the passage and adoption of this resolution and its approval by the City Council and shall cause the same to be listed in the records of the City.

PASSED, APPROVED AND ADOPTED ON this 21st day of November, 2017.

Michael A. Cacciotti, Mayor

ATTEST:

APPROVED AS TO FORM:

Evelyn G. Zneimer, City Clerk
(seal)

Teresa L. Highsmith, City Attorney

I HEREBY CERTIFY the foregoing resolution was duly adopted by the City Council of the City of South Pasadena, California, at a regular meeting held on the 21st day of November, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Evelyn G. Zneimer, City Clerk
(seal)

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ATTACHMENT 2
4th Amendment of the SGVCOG JPA

**SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS
A JOINT POWERS AUTHORITY**

**FOURTH AMENDED AND RESTATED
JOINT EXERCISE OF POWERS AGREEMENT**

EFFECTIVE _____

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**FOURTH AMENDED AND RESTATED JOINT EXERCISE OF POWERS
AGREEMENT OF THE “SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS”
(A JOINT POWERS AUTHORITY)**

This Fourth Amended and Restated Joint Exercise of Powers Agreement (“Agreement”) is made and entered into by and between the public entities (individually, “Member” and collectively, “Members”) whose names are set forth on Exhibit A, attached hereto and incorporated herein by this reference, pursuant to Section 6500, *et seq.* of the Government Code and other applicable law:

WITNESSETH:

The parties hereto do agree as follows:

Section 1. Recitals. This Agreement is made and entered into with respect to the following facts:

- a. Historically, the San Gabriel Valley Council of Governments, formerly known as the San Gabriel Valley Association of Cities, an unincorporated association, played a valuable role in serving as a forum for the exchange of ideas and information among its Member cities; however, the growing need for the cities in the San Gabriel Valley to develop and implement their own subregional policies and plans and voluntarily and cooperatively resolve differences among themselves required a more representative and formal structure;
- b. There is further a growing need for the cities in the San Gabriel Valley to involve the unincorporated areas of Los Angeles County (the “County”) and other public agencies located in the San Gabriel Valley in the development and implementation of subregional policies, plans, and projects, and in the voluntary and cooperative resolution of differences between the cities, public agencies and the unincorporated areas.
- c. The public interest requires a joint powers agency to conduct studies and projects designed to improve and coordinate the common governmental responsibilities and services on an area-wide and subregional basis through the establishment of a council of governments;
- d. The public interest requires that an agency explore areas of inter-governmental cooperation and coordination of government programs and provide recommendations and solutions to problems of common and general concern to its Members;
- e. The public interest requires that an agency with the aforementioned goals not possess the authority to compel any of its Members to conduct any activities or implement any plans or strategies that they do not wish to undertake (except for the payment of dues);
- f. Each Member is a public agency as defined by Section 6500 of the Government Code;
- g. Each Member, by and through its legislative body, has determined that a subregional organization in the San Gabriel Valley is required in furtherance of the public interest, necessity and

convenience to assist in planning, voluntary coordination and implementing projects among the cities, unincorporated areas and other public agencies; and

h. Each Member, by and through its legislative body, has independently determined that the public interest, convenience and necessity requires the execution of this Agreement by and on behalf of each such Member.

i. This Fourth Amended and Restated Joint Exercise of Powers Agreement of the San Gabriel Valley Council of Governments is intended to supersede and replace the Third Amended and Restated Joint Exercise of Powers Agreement dated March 12, 2007, as amended by Amendment One, effective on May 9, 2008.

Section 2. Creation of Separate Legal Entity. It is the intention of the Members to create, by means of this Agreement, a separate legal entity within the meaning of Section 6503.5 of the Government Code. Accordingly, there is hereby created a separate legal entity which shall exercise its powers in accordance with the provisions of this Agreement and applicable law.

Section 3. Name. The name of the said separate legal entity shall be the San Gabriel Valley Council of Governments ("Council").

Section 4. Purpose and Powers of the Council.

a. Purpose of Council. The purpose of the creation of the Council is to provide a vehicle for the Members to voluntarily engage in regional and cooperative planning and coordination of government services and responsibilities to assist the Members in the conduct of their affairs, including the ability to design and construct public works projects to benefit the region or individual Members. It is the clear intent among Members that the Council shall not possess the authority to compel any of its Members to conduct any activities or implement any plans or strategies that they do not wish to undertake (except for the payment of dues). The goal and intent of the Council is one of voluntary cooperation among Members for the collective benefit of cities, other public agencies and unincorporated areas in the San Gabriel Valley.

b. Common Powers. The Council shall have, and may exercise, the following powers:

- (1) Serve as an advocate in representing the Members of the Council at the regional, state and federal levels on issues of importance to the San Gabriel Valley;
- (2) Serve as a forum for the review, consideration, study, development and recommendation of public policies and plans with regional significance;
- (3) Assemble information helpful in the consideration of problems peculiar to the Members;
- (4) Utilize Member resources or presently existing single purpose public and public/private groups to carry out its programs and projects;

- (5) Explore practical avenues for voluntary intergovernmental cooperation, coordination and action in the interest of local public welfare and improving the administration of governmental services;
- (6) Assist in coordinating subregional planning efforts and in resolving conflicts among the cities, other public agencies, and unincorporated areas in the San Gabriel Valley as they work toward achieving planning goals;
- (7) Build a consensus among the Members on the implementation of policies and programs for addressing subregional and regional issues;
- (8) Serve as a mechanism for obtaining state, federal and regional grants to assist in financing the expenditures of the Council;
- (9) Make and enter into contracts, including contracts for the services of engineers, consultants, planners, attorneys, contractors, and single purpose public/private groups;
- (10) Employ agents, officers and employees;
- (11) Apply for, receive and administer a grant or grants under any federal, state, or regional programs;
- (12) Receive gifts, contributions and donations of property, funds, services and other forms of financial assistance from persons, firms, corporations and any governmental entity;
- (13) Lease, manage, maintain, and operate any buildings, works, or improvements;
- (14) Delegate some or all of its powers to the Executive Director as hereinafter provided; and
- (15) To make and enter into contracts for the services of engineers, consultants, planners, and single purpose public or private groups, including contracts for design, materials and public works construction contracts, on behalf of and in the name of the Council;
- (16) To acquire, by purchase or eminent domain, construct, reconstruct, rehabilitate, maintain in whole or in part, dispose of in whole or part on behalf of and in the name of the Council, land, facilities and appurtenances necessary or convenient for the completion of the public works construction projects approved by the Governing Board of the Council;

- (17) To provide for or obtain insurance for the Council and its Members, and their agents, officers, and employees and contract for risk management services;
- (18) Borrow money, incur indebtedness and/or issue bonds pursuant to the Constitution of the State of California and any of the laws of the State of California and to exercise any implied power necessary to exercise the express powers provided for in this subparagraph 15, provided, however, that any borrowing hereunder shall be for the purpose of financing construction projects approved by the Governing Board and shall be repaid solely from funds pledged or otherwise designated for such projects. Borrowings authorized hereunder shall be in the name of the Council and shall be subject to Section 16 of this Agreement.

c. Exercise of Powers. The Council shall, in addition, have all implied powers necessary to perform its functions. It shall exercise its powers only in a manner consistent with the provisions of applicable law, this Agreement and the Bylaws. For the purposes of determining the restrictions to be imposed on the Council in its manner of exercising its powers pursuant to Government Code section 6509, reference shall be made to, and the Council shall observe, the restrictions imposed upon the City of West Covina, a general law city.

Section 5. Creation of Governing Board. There is hereby created a Governing Board for the Council ("Governing Board") to conduct the affairs of the Council. The Governing Board shall be constituted as follows:

a. Designation of Governing Board Representatives. Except with regard to the County, one person, who is a resident of the San Gabriel Valley, shall be designated as a representative to the Governing Board by the legislative body of each of the Members ("Governing Board Representative"). The County, in its sole discretion but subject to the requirement that it shall pay dues and assume all obligations under this Agreement in proportion to the number of its Representatives, shall have one, two or three Governing Board Representatives. The Governing Board Representative(s) for the County shall reside in and/or represent one of the First, Fourth or Fifth Supervisorial Districts and shall be selected by the respective County Supervisor. No Member shall be entitled to "ex officio" non-voting representation on the Governing Board; however, the Governing Board, at its sole discretion, may allow "ex officio" non-voting representation from public entities that are not Members.

b. Designation of Alternate Governing Board Representatives. Except with regard to the County, one person, who shall be a resident of the San Gabriel Valley, shall be designated as an alternate representative to the Governing Board by the legislative body of each of the Members ("Alternate Governing Board Representative"). The County shall have one, two or three Alternate Governing Board Representatives, each acting as an alternate for only one of the First, Fourth and/or Fifth Supervisorial Districts. The Alternate Governing Board Representative(s) for the County shall be selected by the respective County Supervisor(s) for the First, Fourth or Fifth Supervisorial Districts and shall reside in and/or represent that same Supervisorial District.

c. Eligibility. No person shall be eligible to serve as a Governing Board Representative or an Alternate Governing Board Representative unless that person is, at all times during the tenure of that person as a Governing Board Representative or Alternate Governing Board Representative, either a member of the legislative body of the appointing Members for city Members or an elected official of a public agency for public agency Members, except that Governing Board Representatives and Alternate Governing Board Representatives for the County do not have to be members of any legislative body but shall serve at the pleasure of their respective County Supervisors. Should any person serving on the Governing Board fail to maintain the status as required by this Section 5, that person's position on the Governing Board shall be deemed vacated as of the date such person ceases to qualify pursuant to the provisions of this Section 5 and the Member shall be entitled to appoint a qualified replacement.

Section 6. Use of Public Funds and Property. The Council shall be empowered to utilize for its purposes, public and/or private funds, property and other resources received from the Members and/or from other sources. Subject to the approval of the Governing Board of the Council, the Members shall participate in the funding of the Council in such a manner as the Governing Board shall prescribe, subject to the provisions of Section 23 of this Agreement. Where applicable, the Governing Board of the Council may permit one or more of the Members to provide in kind services, including the use of property, in lieu of devoting cash to the funding of the Council's activities.

Section 7. Functioning of Governing Board.

a. Voting and Participation. Each Member may cast only one vote for each issue before the Governing Board through its representative except that each Governing Board Representative for the County may cast one vote which shall be independent of and separate from the vote of any other Governing Board Representative for the County. An Alternate Governing Board Representative may participate or vote in the proceedings of the Governing Board only in the absence of the respective Governing Board Representative. Governing Board Representatives and Alternate Governing Board Representatives seated on the Governing Board shall be entitled to participate in and vote on matters pending before the Governing Board only if such person is physically present at the meeting of the Governing Board and if the Member which that Governing Board Representative or Alternate Governing Board Representative represents has timely and fully paid dues as required by this Agreement and the Bylaws. Each Governing Board Representative (or the Alternate Governing Board Representative) for the County who is physically present at the meeting of the Governing Board shall be entitled to participate in and vote on matters pending before the Governing Board without regard to the attendance or vote of any of the other Governing Board Representatives for the County if all dues owed by the County for the Supervisorial District of said Governing Board Representative are timely and fully paid as required by this Agreement and the Bylaws.

b. Proxy Voting. No absentee or proxy voting shall be permitted.

c. Quorum. A quorum of the Governing Board shall consist of not less than fifty percent (50%) plus one (1) of its total voting membership.

d. Committees. As needed, the Governing Board may create permanent or ad hoc advisory committees to give advice to the Governing Board on such matters as may be referred to such committees by the Governing Board. All committees shall have a stated purpose before they are formed. Such a committee shall remain in existence until it is dissolved by the Governing Board. Qualified persons shall be

appointed to such committees by the pleasure of the Governing Board. Committees, unless otherwise provided by law, this Agreement, the Bylaws or by direction of the Governing Board, may be composed of representatives to the Governing Board and non-representatives to the Governing Board.

e. Actions. Actions taken by the Governing Board shall be by not less than fifty percent (50%) plus one (1) of the voting Governing Board Representatives who are present with a quorum in attendance, unless by a provision of applicable law, this Agreement, the Bylaws or by direction of the Governing Board, a higher number of votes is required to carry a particular motion.

Section 8. Duties of the Governing Board. The Governing Board shall be deemed, for all purposes, the policy making body of the Council. All of the powers of the Council, except as may be expressly delegated to others pursuant to the provisions of applicable law, this Agreement, the Bylaws or by direction of the Governing Board, shall be exercised by and through the Governing Board.

Section 9. Robert's Rules of Order. The substance of Robert's Rules of Order shall apply to proceedings of the Governing Board, except as may otherwise be provided by provisions of applicable law, this Agreement, the Bylaws or by direction of the Governing Board.

Section 10. Meetings of Governing Board. The Governing Board shall, by means of the adoption of Bylaws, establish the dates and times of regular meetings of the Governing Board. The location of each such meeting shall be as directed by the Governing Board.

Section 11. Election of President and Vice-President. The President shall be the chairperson of the Governing Board, shall conduct all meetings of the Governing Board and perform such other duties and functions as required of such person by provisions of applicable law, this Agreement, the Bylaws or by the direction of the Governing Board. The Vice-President shall serve as President in the absence of the President and shall perform such duties as may be required by provisions of applicable law, this Agreement, the Bylaws, or by the direction of the Governing Board or the President. Additional officers of the Governing Board shall be as provided in the Bylaws.

A Governing Board Representative shall be elected to the position of President of the Governing Board, and a different Governing Board Representative shall be elected to the position of Vice-President of the Governing Board at the first regular meeting of the Governing Board held in May of each calendar year. The terms of office of the President and Vice-President shall commence and expire on July 1.

If there is a vacancy, for any reason, in the position of President or Vice-President, the officer in the next successive position shall fill that position for the remainder of the term, and every successive officer below shall accordingly move up one position. Except as the Governing Board by two thirds (2/3) vote may otherwise decide, the Governing Board shall forthwith conduct an election to fill any remaining vacancy for the unexpired term of such prior incumbent, unless the remaining term to be filled is three month or less.

Section 12. Executive Director. The Governing Board may appoint by a vote of fifty percent (50%) plus one (1) of the total voting membership a qualified person to be Executive

Director on any basis it desires including, but not limited to, a contract or employee basis. The Executive Director shall be neither a Governing Board Representative, nor an Alternate Governing Board Representative, nor an elected official of any Eligible Public Entity (as defined in Section 21 (c) of this Agreement). The Executive Director shall be the chief administrative officer of the Council. The Executive Director shall serve at the pleasure of the Governing Board and may be relieved from such position at any time, without cause, by a vote of fifty percent (50%) plus one (1) of the total voting membership of the Governing Board taken at a regular, adjourned regular or special meeting of the Governing Board. The Executive Director shall perform such duties as may be imposed upon that person by provisions of applicable law, this Agreement, the Bylaws, or by the direction of the Governing Board.

Section 13. Designation of Treasurer and Auditor. The Governing Board shall, in accordance with applicable law, designate a qualified person to act as the Treasurer for the Council and a qualified person to act as the Auditor of the Council. If the Governing Board so designates, and in accordance with provisions of applicable law, a qualified person may hold both the office of Treasurer and the office of Auditor of the Council. The compensation, if any, of a person or persons holding the offices of Treasurer and/or Auditor shall be set by the Governing Board.

Section 14. Council Treasurer. The person holding the position of Treasurer of the Council shall have charge of the depositing and custody of all funds held by the Council. The Treasurer shall perform such other duties as may be imposed by provisions of applicable law, including those duties described in Section 6505.5 of the Government Code, and such duties as may be required by the Governing Board. The Council's Auditor shall perform such functions as may be required by provisions of applicable law, this Agreement, the Bylaws and by the direction of the Governing Board.

Section 15. Designation of Other Officers and Employees. The Governing Board may employ such other officers or employees as it deems appropriate and necessary to conduct the affairs of the Council.

Section 16. Obligations of Council. The debts, liabilities and obligations of the Council shall be the debts, liabilities or obligations of the Council alone. No Member of the Council shall be responsible, directly or indirectly, for any obligation, debt or liability of the Council, whatsoever, to the fullest extent allowed by law. No Member of the Council shall be responsible for the debts or liabilities of any other Member solely by reason of Membership on the Council. Implementation Agreements to provide for the design and/or construction of projects with Members or other agencies ("Implementation Agreement") shall provide for indemnification of the individual Members of the Council who are not parties to the Contracts.

Section 17. Control and Investment of Council Funds. The Governing Board shall adopt a policy for the control and investment of its funds and shall require strict compliance with such policy. The policy shall comply, in all respects, with all provisions of applicable law.

Section 18. Implementation Agreements. When authorized by the Governing Board, affected Members may execute an Implementation Agreement for the purpose of authorizing the Council to implement, manage and administer area-wide and regional programs or projects in the interest of the local public welfare. The costs incurred by the Council in implementing a program

or projects, including indirect costs, shall be assessed only to those Members who are parties to that Implementation Agreement. Such Implementation Agreements shall provide for appropriate insurance and indemnification by the parties to the Agreement for whom the local project is being designed and/or built to protect the Council and all of its Members who are not parties to the Implementation Agreement.

Section 19. Term. The Council created pursuant to this Agreement shall continue in existence until such time as this Agreement is terminated. This Agreement may not be terminated except by an affirmative vote of not less than fifty percent (50%) plus one (1) of the then total voting membership of the Governing Board.

Section 20. Application of Laws to Council Functions. The Council shall comply with all applicable laws in the conduct of its affairs, including, but not limited to, the Ralph M. Brown Act. (Section 54950, *et seq.*, of the Government Code.)

Section 21. Members.

a. Withdrawal. A Member may withdraw from the Council by filing its written notice of withdrawal with the President of the Governing Board 60 days before the actual withdrawal. Such withdrawal shall be effective at 12:00 o'clock a.m. on the last day of that 60-day period. The withdrawal of a Member shall not in any way discharge, impair or modify the voluntarily-assumed obligations for the withdrawn Member in existence as of the effective date of its withdrawal. Withdrawal of a Member shall not affect the remaining Members. Withdrawn Members shall not be entitled to any reimbursement of annual dues paid. Withdrawal from any Implementation Agreement shall not be deemed withdrawal from the Council. At a minimum, withdrawal from an Implementation Agreement shall not relieve the withdrawing party from liability or obligations for any work undertaken pursuant to the Implementation Agreement already completed, or partially completed. In addition to being entitled to completely withdraw from the Council, the County may also partially withdraw and prospectively reduce its annual dues with a corresponding reduction in its ability to participate in and vote on matters before the Governing Board by filing a written notice of partial withdrawal with the President of the Governing Board 60 days before the actual partial withdrawal. Such notice of partial withdrawal shall indicate which Supervisorial District(s) shall remain active in the Council and which are being withdrawn and shall be effective at 12:00 o'clock a.m. on the last day of that 60-day period. Partial withdrawal shall not change the rights and obligations of the County under this Agreement except that the County shall no longer be able to participate in or vote on behalf of the withdrawn Supervisorial District(s) on any matter before the Governing Board or Council committees.

b. Non-Payment of Dues. If a Member fails to pay dues within three months of its annual dues assessment as required under Section 23 of this Agreement and the Bylaws, and after a 30-day written notice is provided to that Member, the Member shall be deemed to be suspended from this Agreement and the Council. When a Member is suspended, no representative of that Member shall participate or vote on the Governing Board or any committee. Such a Member shall be readmitted only upon the payment of all dues then owed by the Member, including dues incurred prior to the suspension and during the suspension. In the case of the County, if the County fails to pay dues for one or more of its Supervisorial Districts within three months of the County's annual dues assessment as required under Section 23 of this Agreement and the Bylaws, and after a 30-day written notice is provided to the County, no representative of the delinquent Supervisorial District(s) shall participate or vote on the Governing Board. The delinquent Supervisorial District(s) shall be able to resume participation and voting on the Governing Board only upon the payment

of all dues then owed by the County on behalf of the delinquent Supervisorial District including dues incurred prior to and during the period of non-payment by the County.

c. Admitting and Readmitting Eligible Members. Eligible public entities whose names are set forth on Exhibit A to this Agreement (“Eligible Public Entities”) shall be admitted to the Council by: adopting this Agreement by majority vote of the legislative body of the Eligible Public Entity; properly signing this Agreement; and paying in full all dues owed for the then current fiscal year. Since the County may be admitted to the Council with voting representatives from one, two or three Supervisorial Districts, the dues to be paid by County will be based upon the number of Supervisorial Districts that will represent the County in the Council. County, in its sole discretion, may be admitted to the Council with representation from fewer than three Supervisorial Districts and may subsequently increase County’s representation by one or more additional Supervisorial Districts contingent only on payment in full at the time that any additional Supervisorial District commences representation of the County of all dues for the then current fiscal year for said Supervisorial District. An Eligible Public Entity may be admitted regardless of whether it adopted and signed this Agreement before or after the Effective Date (as defined in Section 26 of this Agreement). An Eligible Public Entity that has withdrawn from the Council in accordance with Section 21 may be readmitted to the Council by adopting this Agreement or any subsequent version of this Agreement by a majority vote of the legislative body of the Eligible Public Entity; properly signing this Agreement or any subsequent version of this Agreement and paying in full all dues owed for the current fiscal year and any fiscal years for which the Eligible Public Entity had been withdrawn from the Council. No vote of the Governing Board shall be required to admit or readmit an Eligible Public Entity. County may reactivate representation by any withdrawn Supervisorial District (as defined in this Section 21) by paying in full all dues owed for the then current fiscal year and any fiscal years for which the Supervisorial District has been withdrawn and no vote of the Governing Board shall be required for said reactivation.

d. Admitting New Members. New Members who are not Eligible Public Entities may be admitted to the Council upon an affirmative vote of not less than fifty percent (50%) plus one (1) of the total voting membership of the Governing Board provided that such a proposed new Member is a city or public entity whose jurisdiction, or part thereof, lies within and/or immediately adjacent to, the San Gabriel Valley. Admission shall be subject to such terms and conditions as the Governing Board may deem appropriate.

Section 22. Interference with Function of Members. The Governing Board shall not take any action which constitutes an interference with the exercise of lawful powers by a Member of the Council.

Section 23. Dues of Members. The Members of the Council shall be responsible for the payment to the Council, annually, of dues for each fiscal year in the amounts periodically budgeted by the Governing Board, as and for the operating costs of the Council as provided in the Bylaws. The dues of any non-city and non-County Members of the Council shall be no more than the maximum dues assessed to any of the city Members of the Council. An annual dues assessment will be issued to all Members in July of each calendar year except that the annual dues assessment for the County will be issued in July of each calendar year for those Supervisorial Districts whose representation of the County began in the first six months of a Council fiscal year and in January of the following calendar year for those whose representation of the County began in the last six months of a Council fiscal year. Further, the annual dues assessment will also be issued each January for any new Members, including Eligible Public Entities and other entities, who have

become Members of the Council for the first time and whose membership commenced in the last six months of a Council fiscal year.

Section 24. Disposition of Assets. Upon termination of this Agreement, after the payment of all obligations of the Council, and subject to any grant funding restrictions or other funding agreements, any assets remaining shall be distributed to the Members in proportion to the then obligation of those Members' obligation to participate in the funding of the Council as provided in Section 23 hereof.

Section 25. Amendment. This Agreement may be amended at any time with the consent of fifty percent (50%) plus one (1) of all of the legislative bodies of the then parties hereto.

Section 26. Effective Date. The effective date ("Effective Date") of this Amended and Restated Agreement shall be the first date on which fifty percent (50%) plus one (1) of the Eligible Public Entities, whose names are set forth in Exhibit A, adopt this Agreement by a majority vote of the legislative body of each Eligible Public Entity and sign this Agreement.

Section 27. Capital Projects and Construction.

a. The Council shall have the authority to plan, review, design, manage, oversee, monitor and/or construct projects throughout the San Gabriel Valley as authorized in Section 4 of this Agreement. In addition, the Council may contract with other public agencies within or outside of the San Gabriel Valley to perform these functions outside of the San Gabriel Valley. Such projects will be determined by the Governing Board. The management and implementation of these projects will be the ultimate responsibility of the Executive Director.

b. The Governing Board of the Council previously formed the Alameda Corridor – East, Gateway to America Construction Authority (the "ACE Construction Authority") to implement a Project known as the Alameda Corridor – East, Gateway to America Project (the "Project"), which was expected to be of limited scope and duration. All responsibilities of the construction authority previously known as Alameda Corridor – East, Gateway to America Construction Authority shall continue to be the responsibilities of the Council. The ACE Project shall continue to completion and the Council will continue to use the name ACE in connection with its capital projects until such time as the Governing Board takes action to change identification of the Council's construction activities.

c. The Governing Board shall be advised regarding capital project and construction activities by a Standing Policy Committee established pursuant to the Council By-Laws. Such capital project and construction policy committee shall have a membership comprised of Council Governing Board members selected to represent the Council as provided in the By-Laws.

d. Implementation Agreements between the Council and any of its Members or other agencies shall provide for the agency or entity which will accept the project upon completion to properly approve the plans and specifications for any such project designed by Council employees, agents or contractors in order to ensure that all defenses and immunities available to public entities are fully preserved. Insurance shall be purchased for any such project.

That the Members of this Joint Powers Agreement have caused this Fourth Amended and Restated Agreement to be executed on their behalf, respectively, as follows:

PUBLIC AGENCY

Supervisor/Mayor/Chairperson

ATTEST

_____ Clerk

DATE

EXHIBIT A

Eligible Public Entities

Alhambra	
Arcadia	Monrovia
Azusa	Montebello
Baldwin Park	Monterey Park
Bradbury	Pasadena
Claremont	Pomona
County of Los Angeles	Rosemead
Covina	San Dimas
Diamond Bar	San Gabriel
Duarte	San Gabriel Valley Water Districts Joint Powers Authority
El Monte	
Glendora	Sierra Madre
Industry	South El Monte
Irwindale	South Pasadena
La Canada-Flintridge	Temple City
La Puente	Walnut
La Verne	West Covina

City of South Pasadena Agenda Report

Michael A. Cacciotti, Mayor
Richard D. Schneider, M.D., Mayor Pro Tem
Robert S. Joe, Councilmember
Marina Khubesrian, M.D., Councilmember
Diana Mahmud, Councilmember

Evelyn G. Zneimer, City Clerk
Gary E. Pia, City Treasurer

COUNCIL AGENDA: November 21, 2017

TO: Honorable Mayor and City Council

VIA: Stephanie DeWolfe, City Manager

FROM: Paul Toor, Public Works Director
Margaret Lin, Principal Management Analyst *ML*

SUBJECT: **Approval of a Letter to the Los Angeles County Metropolitan Transportation Authority Regarding the State Route 710 North Extension Early Action Projects List**

Recommendation

It is recommended that the City Council approve the attached letter to the Los Angeles County Metropolitan Transportation Authority (Metro) regarding the request for funding for Early Action Projects (EAPs) within the City of South Pasadena (City) in lieu of the State Route 710 (SR-710) North Extension Tunnel Alternative.

Analysis

The Cities of Pasadena and South Pasadena have both retained the services of Nelson\Nygaard Consulting Associates (Nelson\Nygaard) and have been able to coordinate their efforts to ensure that the combined project lists will have complimentary benefits in both cities and individual projects will not result in any negative impacts on the adjacent city. In an effort to improve regional mobility, the City has also reached out to the City of Alhambra to identify projects that will provide benefits throughout the corridor. The three Cities have come together to develop a comprehensive approach towards maximizing the benefits of the available funding; and are currently preparing to submit a joint letter to the Metro Board to request funding for the planning and evaluation of potential joint projects beyond the projects lists that will be submitted by each individual city.

Nelson\Nygaard has provided a report outlining the City's mobility priorities and the list of projects for which the City would like to request funding. The project list includes all of the recommendations provided by the Freeway and Transportation Commission (FTC) and Public Works Commission (PWC) and also includes an additional Class II bicycle lane on Fair Oaks Avenue. The final report will be included as an attachment to the proposed letter to Metro. In February 2018, it is anticipated that Metro staff will report back to the Metro Board regarding the consolidated EAPs list. If approved, Metro staff will amend the Fiscal Year 2018-19 Metro Budget to initiate and implement funding for the EAPs as early as March 2018.

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Fiscal Impact

Metro staff has indicated that there is approximately \$1 billion available to implement local mobility improvement projects. The funds are comprised of the following sources:

Fund Sources (\$'s in millions)					
Eligible Project Areas/Sponsors	Local	State			Federal
	Measure R	710 North Rehabilitation Account	Regional Improvement Program (RIP)	Congestion Mitigation and Air Quality (CMAQ)	Regional Surface Transportation Program (RSTP)
	\$780	TBD*	\$214	\$69.6	\$13.7
Category 1 Projects					
710 North Corridor Cities, 710 North Study Area, San Gabriel Valley Subregion	X				
Los Angeles Central Subregion			X	X	X
Unincorporated East Los Angeles			X	X	X
Category 2 Projects					
Alhambra, La Cañada Flintridge, Pasadena, South Pasadena, and 90023		X			
<i>*710 North Rehabilitation Account funding will be determined by the sale of the Caltrans Surplus Properties</i>					

Of the \$1 billion available, the City is eligible to receive funding for projects from the remaining Measure R Funds (approximately \$780 million) and the SR-710 North Rehabilitation Account (funding amount will be based on the sale of the Caltrans Surplus Properties). Metro staff has not provided specific information on how the funds will be allocated or how the projects will be selected at this time.

Background

On May 25, 2017, the Metro Board made an unanimous decision to adopt the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative as the Locally Preferred Alternative for the SR-710 North Extension Project; allocate \$105 million in remaining Measure R funds to the development and implementation of the projects listed in the TSM/TDM Alternative; allocate the remaining Measure R funds and other funding dedicated to the SR-710 North Extension Project towards new mobility improvement projects in the corridor. Metro staff has requested that cities submit their project lists in December 2017. On July 19, 2017, the City Council authorized the City Manager to execute a Professional Services Agreement with NelsonNygaard for transportation consulting services to identify appropriate transportation projects for the City.

Commission Review and Recommendation

On October 17, 2017, the FTC and PWC held a joint meeting to receive a presentation provided by Nelson\Nygaard regarding the proposed projects. The FTC and PWC made the following recommendations:

- Priority should be given to the State Route 110 Hookramp Project
- Priority should be given to projects that will shift existing cut-through traffic on neighborhood streets to Fair Oaks Avenue and provide speed management improvements
- Remaining funding should be allocated to select proposed and adopted projects including “microtransit,” and potential Metro Gold Line grade separations at Monterey Road and Pasadena Avenue.

On November 8, 2017, the PWC considered the draft report provided by Nelson\Nygaard and provided edits to the report to reflect the PWC’s comments and discussion.

All of the recommendations and modifications provided by the FTC and PWC were incorporated in the final draft report provided by Nelson\Nygaard.

Legal Review

The City Attorney has reviewed 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 and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments:

1. Proposed Letter to Metro with Nelson\Nygaard Final Draft Report
2. Nelson\Nygaard Draft Report with PWC Comments
3. Metro Board Box

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ATTACHMENT 1
Proposed Letter to Metro with
Nelson\Nygaard Final Draft Report



CITY OF SOUTH PASADENA

OFFICE OF THE CITY COUNCIL

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: (626) 403-7210 • FAX: (626) 403-7211

WWW.SOUTHPASADENACA.GOV

November 21, 2017

Metro Board
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Garcetti and Board Directors,

On behalf of the City of South Pasadena (City), we commend the Los Angeles Metropolitan Transportation Authority (Metro) Board's decision on March 25, 2017, to select the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative as the Locally Preferred Alternative and to allocate the remaining State Route 710 (SR-710) North Extension Project Measure R funds to new mobility improvement projects in the San Gabriel Valley.

In accordance with Metro staff's direction, the City is pleased to submit the following Early Action Projects List to improve mobility in the region. The proposed projects will improve cross jurisdictional traffic flows while minimizing cut-through traffic impacts on residential neighborhoods and improve safety for pedestrians and bicyclists.

Priority	Project	Description	Cost	Notes
1	State Route 110 (SR-110)/Fair Oaks Avenue Interchange Modifications	Includes modifications to the SR-110 on- and off-ramp at Fair Oaks Avenue and additional street improvements on Fair Oaks Avenue	\$35-38 million	The current configuration is a key bottleneck that impedes north/south traffic flow in the region
	Fremont Avenue/Huntington Drive/Fair Oaks Regional Traffic Corridor Improvements	Package of road upgrades that will increase vehicular throughput and person capacity while maintaining or improving pedestrian and bicyclist safety and reducing impacts on adjacent neighborhoods	\$15-20 million	Provides increased north/south capacity connecting to the Cities of Pasadena and Alhambra
2	Operational Improvements	Safety improvement projects	\$10 million	Improved safety along the main cut-through traffic corridors (i.e. Fremont Avenue, Columbia Street, Grand Avenue, etc.)

Priority	Project	Description	Cost	Nexus
	Traffic Calming/Speed Management	Traffic safety study that will focus on speed management and safety improvements along specified corridors	\$5 million	Improves safety along the main cut-through traffic corridors
3	Local and Regional Transportation Improvements	Package of projects to improve local and regional transportation conditions	TBD	Projects will be developed with consensus with neighboring jurisdictions

Additional details regarding these individual projects and the nexus they provide towards mitigating the impacts of the SR-710 are available in the attached report provided by the City's consultant, Nelson\Nygaard Consulting Associates, Inc. The City of South Pasadena has also been working with the Cities of Alhambra and Pasadena in an attempt to develop regional consensus on the proposed project lists and will submit a separate letter regarding this effort shortly.

We look forward to working closely with you to mitigate the regional traffic concerns within the SR-710 corridor and to implement these essential projects in a timely fashion. If you have any questions or comments, please feel free to contact Stephanie DeWolfe, City Manager, at SDeWolfe@SouthPasadenaCA.gov or (626) 403-7210.

Sincerely,

Michael A. Cacciotti
Mayor

Richard D. Schneider, M.D.
Mayor Pro Tem

Robert S. Joe
Councilmember

Marina Khubesrian, M.D.
Councilmember

Diana Mahmud
Councilmember

cc: Phillip A. Washington, Metro CEO

Attachment: Nelson\Nygaard Final Report



MEMORANDUM

To: South Pasadena City Council
From: Paul Moore and Steve Boland
Date: November 21, 2017
Subject: Draft Language for Metro Funding Request

As requested, we have drafted language for the City's funding request to Metro. This is based on our understanding of the direction we received in the October 17 joint meeting of the Freeway and Transportation Commission and Public Works Commission.

The general direction we were provided is as follows:

- For the initial \$105 million in funding set aside for TSM/TDM projects, the City will prioritize projects to improve throughput (without widening the roadway or removing substantial parking, and while maintaining or improving pedestrian safety) Fremont south of Huntington, Huntington between Fremont and Fair Oaks, and Fair Oaks. (The City will take the position with Metro that regional traffic should be diverted from Fremont north of Huntington to Huntington and Fair Oaks.) This will include the SR-110/Fair Oaks interchange "hook ramp," as well as modifications to/removal of bulbouts along Fair Oaks.
- As part of the TSM/TDM package, the City will also request funding for improvements to intersection operations on other streets as well as traffic calming mitigations to "cut-through" traffic impacts on neighborhoods. As part of this request, the City will also ask for funding for speed management improvements (reducing speeding, but not throughput) to Fremont to be identified through a future study.
- The City will request that remaining funding be allocated to select proposed and adopted projects (not including Bicycle Master Plan projects) as well as a proposed "microtransit" pilot project and a study of potential Gold Line grade separations including Monterey Road/Pasadena Avenue.

Draft language is below.

INTRODUCTION

The City of South Pasadena is very pleased to have this opportunity to look to a new mobility future for the Southern California region and to partner with the Los Angeles County Metropolitan Transportation Authority (Metro) and our neighboring cities in forging a new vision of inclusive and sustainable transportation. With our neighboring cities and working with our residents and businesses, we have envisioned a new way to look at the traditional State Route 710 North corridor. We see opportunities for improving mobility for area residents, businesses and visitors.

We have identified the following list of priority projects that the City of South Pasadena would like to propose for Metro funding. While many of these projects are more defined, some remain conceptual. Project costs are estimated on the best current information. Some individual project elements might need to be adjusted and we do believe that some flexibility should be considered, as projects are rolled out and impacts are realized.

We have identified projects that we believe are candidates for Transportation System Management and Transportation Demand Management (TSM/TDM) funding with the understanding that some of them may be funded under the remaining allocation.

The packages of projects described below were developed through a community-based process involving local residents, business representation and the city's elected officials. The City of South Pasadena collaborated with its neighboring cities of Pasadena and Alhambra to better understand the traffic flows from city to city and the future goals of the cities in regards to overall mobility. The projects we are proposing for funding include:

- **Priority 1 for TSM/TDM funding:** Projects to improve vehicular throughput, while maintaining or improving pedestrian safety. We see steps that can be taken to improve traffic flow that will not require extensive street widening or parking impacts. A key transportation route related to the current SR710 traffic flow is Fremont Avenue. This has been the key traffic route between the City of Alhambra and the City of South Pasadena. Flow on the street can be improved, by directing traffic away from Fremont Avenue at or near Huntington Drive and directing that traffic to Fair Oaks Avenue. We have again been in discussions with both the City of Alhambra and the City of Pasadena regarding accompanying improvements to their segments of these corridors. As part of this package of projects, we are proposing improvements to the interchange of State Route 110/Arroyo Parkway and Fair Oaks Avenue, based on a refined concept developed by members of our City of South Pasadena Public Works Commission that would require further analysis and project development by Metro and Caltrans. (Please note that the concept may be revised based on future discussions with Metro and Caltrans.)
- **Priority 2 for TSM/TDM or remaining funding:** This package consists of operational improvements at intersections on other City of South Pasadena streets used by regional traffic. In recognition of the fact that some regional traffic will continue to use neighborhood streets, we are also requesting funding for traffic safety and speed management improvements to reduce negative impacts on neighborhoods that bear a disproportionate burden and to assist in maintaining the residential nature of those streets. We believe these projects can be implemented in such a way that they will not reduce regional mobility, but will improve safety and quality-of-life for residents and visitors.
- **Priority 3 for remaining funding:** We have identified a number of additional projects that would improve mobility, safety, sustainability and quality-of-life for both residents and visitors. We are also requesting that Metro in partnership with the City of South Pasadena and other neighboring corridor cities conduct a pair of studies: one, of potential grade separations of at-grade intersections along the Metro Rail Gold Line; and a second study of a potential microtransit pilot program to improve first/last mile access and connectivity to current and future Gold Line stations.

Following are detailed descriptions of each package.

PRIORITY 1: TSM/TDM FUNDING

SR-110/Fair Oaks Avenue Interchange Modifications

One of the key bottlenecks that impedes the flow of south and north traffic in the region is the current SR-110 “on” and “off” ramps that connect to Fair Oaks Avenue. The current configuration impacts the multiple street traffic lights on Fair Oaks Avenue and causes back-up both north and south bound impacting not only the City of South Pasadena, but also the City of Pasadena. The City of South Pasadena would like to see developed a new freeway “hook ramp” that would streamline the freeway “on” and “off” access, while also smoothing the traffic backups on Fair Oaks Avenue

This “hook ramp” project would modernize the 1930s-era interchange at SR-110 and Fair Oaks Avenue. Currently, access to the southbound SR-110 on-ramp from northbound Fair Oaks is via dual left-turn lanes, and the off-ramp from northbound SR-110 to Fair Oaks is constrained by adjacent Grevelia Street, resulting in level of service “F” at this intersection during both the weekday AM and PM peak periods. The City of South Pasadena SR-710 Design Advisory Group identified this project as a priority in 2002, and Caltrans has previously approved a conceptual design. The refined concept recently developed by the City of South Pasadena’s Public Works Commission may be briefly described as follows:

- Construct a new southbound SR-110 “hook” on-ramp accessible via eastbound State Street, east of Fair Oaks Avenue
- Restripe northbound Fair Oaks Avenue between Grevelia Street and State Street to replace northbound left-turn lanes with a right-turn lane continuing onto a new right-turn lane to be built on the south side of State Street. Remove the existing traffic island at the current SR-110 on-ramp.
- Northbound Fair Oaks Avenue between Hope Street and Grevelia Street, remove the existing bulbout in order to provide a shared through and right-turn lane, and replace the left-turn lane with a through lane.
- On southbound Fair Oaks Avenue north of the existing southbound on-ramp, project would extend the existing right-turn lane to north of Oaklawn Street (requires removal of bulbout north of Mound Street).
- Truncate Grevelia Street between Fair Oaks Avenue and Mound Avenue (access to the adjacent Shakers Restaurant parking lot would be retained via Fair Oaks Avenue).
- Widen northbound SR-110 off-ramp and restripe for two left-turn lanes, one through lane, and one right-turn lane.
- Add second right-turn lane on westbound Grevelia Street at Fair Oaks Avenue
- Remove bulbout on northbound Fair Oaks Avenue prior to the Orchard Supply Hardware shopping center driveway. The current bus stop would be moved to far side of intersection.

Caltrans has provided an estimated capital cost for the previous version of for this project of \$38 million. We believe that the project cost may ultimately be lower. We also believe this project is critical to ensuring efficient movement of regional traffic on Fair Oaks Avenue, and would both leverage and support the improvements described below.

Fremont Avenue/Huntington Drive/Fair Oaks Avenue Regional Traffic Corridor Improvements

This is a proposed package of improvements designed to increase vehicular throughput and person capacity on north-south arterials connecting to the cities of Pasadena and Alhambra, while simultaneously maintaining or improving safety for pedestrians and cyclists and minimizing impacts on adjacent neighborhoods. It incorporates elements of the SR 710 North EIR/EIS TSM/TDM Alternative. After reviewing a number of the alternatives, we are not proposing the reversible lanes concept, as we believe that it would represent a safety risk.

The traffic flow improvements we propose include:

- Implement an Adaptive Traffic Control System and synchronize signals throughout the corridor. Include leading pedestrian intervals in all signal cycles. These signals would run on Fair Oaks Avenue from the City of South Pasadena into and through the City of Pasadena.
- Extend the northbound left-turn pocket at Monterey Road and Fair Oaks Avenue
- Remove bulbouts and replace with right-turn pockets on Fair Oaks Avenue at: the northwest and northeast corners at Monterey Road (extending to the Vons shopping center driveway); the northwest, southwest and southeast corners at El Centro Street; the northwest, southwest and southeast corners at Mission Street; and the northwest, southwest and southeast corners at Hope Street At Mission Street, ensure that resulting corner radii are no greater than necessary given the desired design vehicle. Reconstruct remaining bulbouts to prevent auto intrusions on the sidewalk.
- At the SR-110 ramp intersections, implement the changes previously described
- Increase the visibility of all crosswalks using continental or ladder (perpendicular) striping.
- Extend the existing merging lane on northbound Fremont Avenue just north of the Fremont/Alhambra intersection.
- Restripe Fremont Avenue south of Huntington Drive to clearly delineate eight-foot parking lanes (marked using continuous edge striping), 11-foot travel lanes, and a 10-foot left-turn lane.
- On Fremont Avenue between Huntington Lane and Huntington Drive, remove some existing parking (six spaces), add a southbound merging lane and re-designate the northbound through lane as shared through/right-turn. Prohibit right turns on red.
- Add signage on Fremont Avenue approaching Huntington Drive northbound directing Pasadena-bound motorists to turn right at Huntington Drive and directing the traffic to Fair Oaks Avenue
- On Huntington Drive between Fremont Avenue and Fair Oaks Avenue, add a second westbound left-turn lane and adjust signal timing accordingly.
- Widen the median on Huntington Drive east of Fremont to six feet and realign the crosswalk in order to provide a median refuge with a “nose.” Accommodate by narrowing eastbound general-purpose lanes as necessary or by narrowing the median between the westbound right-turn and through lanes.
- Add flashing beacons or other enhanced safety measures at the crosswalk on the right-turn lanes from westbound Huntington Drive to northbound Fair Oaks Avenue

- Restripe Fair Oaks between Huntington Drive and Grevelia Street to accommodate Class II bicycle lanes. This can be accomplished without removing existing general-purpose or parking lanes or narrowing existing raised medians, by narrowing the general-purpose lanes to 10 to 11 feet.
- Add HAWK pedestrian-actuated signals or other enhanced safety measures at the unsignalized crosswalk at Spruce Street (Note that when actuated, this would disrupt signal progression.)

Given that the recommended changes would largely consist of restriping and signal upgrades, with relatively few curb line modifications required, we believe that the total cost of this package should not exceed \$10 to 20 million.

PRIORITY 2: TSM/TDM OR REMAINING FUNDING

Additional Operational Improvements

The changes described below would improve throughput and safety, and would largely consist of restriping, signal upgrades and new signals, with relatively few curb line modifications required. For this reason, we believe that the total cost of this package should not exceed \$10 million. These improvements would be designed subject to a more detailed determination of feasibility.

- On Huntington Drive at Garfield Ave, convert the existing eastbound shared through and right-turn lane to a right-turn lane.
- On Columbia Street at Pasadena Avenue, stripe eastbound left-turn and shared through/right-turn lanes.
- On westbound Columbia Street at Orange Grove Avenue, install protected left turn of sufficient duration to clear the queue and actuated/time-limited green for through move and restripe for 1 left turn lane and 1 combined right turn/through lane.
- On Garfield Avenue at Mission Street, provide a longer green phase for Garfield Avenue
- At Garfield Avenue and Monterey Road, replace the existing all-way stop with a signal.
- At Garfield Avenue and Oak Street, add a signal. (Note that the distance between this intersection and the signalized intersection of Garfield Avenue and Huntington Drive is approximately 600 feet, so queueing analysis may need to occur. Alternately, traffic might be diverted from Garfield Avenue at Huntington Drive to Fair Oaks Avenue or Los Robles Avenue)

Traffic Calming/Speed Management

Pending a City study of potential improvements to increase safety and reduce other impacts from regional “cut-through” traffic on local streets, we are proposing measures to manage speeds and improve safety where necessary on high volume streets as well as neighborhood traffic management and calming measures to protect local and low-volume residential streets which are currently and/or are projected to be impacted by the intrusion of commuter and cut-through traffic in the corridor, including but not limited to:

- Fremont Avenue north of Huntington Drive
- Columbia Street, Hermosa Street, and Grand Avenue, west and south of Orange Grove Avenue

- Arroyo Drive from Columbia Street to Pasadena Avenue
- Meridian Avenue south of Monterey Road

Because these projects have not yet been fully defined, their cost is not yet known. However, we are requesting a grant of \$5 million, sufficient for the City of South Pasadena to establish a neighborhood traffic safety programs and make initial improvements in the corridor.

(Note that the City has previously studied traffic calming improvements on Fremont, but many of the study's recommendations were ultimately found to be unacceptable to the community, in part because they were believed to be more appropriate to lower-volume local streets. While the City's position is that regional traffic should be diverted to Fair Oaks, Fremont is likely to remain a relatively high-volume street for the foreseeable future, and the City would like to study speed management options in that context.)

PRIORITY 3: REMAINING FUNDING

This category of proposed projects consists of other projects that would improve local and regional transportation conditions in a variety of ways. They include:

- Adopted projects in our Capital Improvement Program including:
 - Flashing crosswalks on Mission Street (which has a capital cost of less than \$1 million).
 - Upgrades to the existing signal at Monterey Road and Via Del Rey (which, along with the new signal below, have costs of more than \$1 million).
 - A new signal at Monterey Road and Orange Grove Avenue
 - Installation of electric charging station at City-owned parking lot.
- Reduction of the curb radius on the northwest corner of El Centro Avenue and Orange Grove Avenue, and restriping to eliminate the buffer on the southbound approach between the through/left and right-turn lanes. (This and the following two projects should be relatively inexpensive, well less than \$1 million each.)
- A new sidewalk on the north side of El Centro Street between Edison Lane and Mound Avenue (and accompanying reconfiguration of the adjacent City-owned parking lot).
- A new un-signalized crosswalk with accompanying enhanced safety measures on Mission Street at Prospect Avenue
- A Metro-funded study of potential grade separations of at-grade intersections along the Metro Rail Gold Line, including Monterey Road and Pasadena Avenue
- Another Metro-funded study of a potential microtransit pilot program to improve first/last mile access and connectivity to Gold Line stations. (Note: this could leverage recommendations of the countywide microtransit study Metro is currently pursuing).

The City of South Pasadena is open to other traffic improvement opportunities and welcomes new ideas and other collaborative efforts to move the Southern California region into a more sustainable mobility future.

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ATTACHMENT 2

Nelson\Nygaard Draft Report with PWC Comments



MEMORANDUM

To: South Pasadena City Council
From: Paul Moore and Steve Boland
Date: November 21, 2017
Subject: Draft Language for Metro Funding Request

As requested, we have drafted language for the City's funding request to Metro. This is based on our understanding of the direction we received in the October 17 joint meeting of the Freeway and Transportation Commission and Public Works Commission.

The general direction we were provided is as follows:

- For the initial \$105 million in funding set aside for TSM/TDM projects, the City will prioritize projects to improve throughput (without widening the roadway or removing substantial parking, and while maintaining or improving pedestrian safety) Fremont south of Huntington, Huntington between Fremont and Fair Oaks, and Fair Oaks. (The City will take the position with Metro that regional traffic should be diverted from Fremont north of Huntington to Huntington and Fair Oaks.) This will include the SR-110/Fair Oaks interchange "hook ramp," as well as modifications to/removal of bulbouts along Fair Oaks.
- As part of the TSM/TDM package, the City will also request funding for improvements to intersection operations on other streets as well as traffic calming mitigations to "cut-through" traffic impacts on neighborhoods. As part of this request, the City will also ask for funding for speed management improvements (reducing speeding, but not throughput) to Fremont to be identified through a future study.
- The City will request that remaining funding be allocated to select proposed and adopted projects (not including Bicycle Master Plan projects) as well as a proposed "microtransit" pilot project and a study of potential Gold Line grade separations including Monterey Road/Pasadena Avenue.

Draft language is below.

INTRODUCTION

The City of South Pasadena is very pleased to have this opportunity to look to a new mobility future for the Southern California region and to partner with the Los Angeles County Metropolitan Transportation Authority (Metro) and our neighboring cities in forging a new vision of inclusive and sustainable transportation. With our neighboring cities and working with our residents and businesses, we have envisioned a new way to look at the traditional State Route 710 North corridor. We see opportunities for improving mobility for area residents, businesses and visitors.

710 Extension Alternatives Funding Request to Metro (Draft)
[City of South Pasadena]

We have identified the following list of priority projects that the City of South Pasadena would like to propose for Metro funding. While many of these projects are more defined, some remain conceptual. Project costs are estimated on the best current information. Some individual project elements might need to be adjusted and we do believe that some flexibility should be considered, as projects are rolled out and impacts are realized.

We have identified projects that we believe are candidates for Transportation System Management and Transportation Demand Management (TSM/TDM) funding with the understanding that some of them may be funded under the remaining allocation.

The packages of projects described below were developed through a community-based process involving local residents, business representation and the city's elected officials. The City of South Pasadena collaborated with its neighboring cities of Pasadena and Alhambra to better understand the traffic flows from city to city and the future goals of the cities in regards to overall mobility. The projects we are proposing for funding include:

- **Priority 1 for TSM/TDM funding:** Projects to improve vehicular throughput, while maintaining or improving pedestrian safety. We see steps that can be taken to improve traffic flow that will not require extensive street widening or parking. A key transportation route related to the current SR710 traffic flow is Fremont Avenue. This has been the key traffic route between the City of Alhambra and the City of South Pasadena. Flow on the street can be improved, by directing traffic away from Fremont Avenue at or near Huntington Drive and directing that traffic to Fair Oaks Avenue. We have again been in discussions with both the City of Alhambra and the City of Pasadena regarding accompanying improvements to their segments of these corridors. As part of this package of projects, we are proposing improvements to the interchange of State Route 110/Arroyo Parkway and Fair Oaks Ave., based on a refined concept developed by members of our City of South Pasadena Public Works Commission that would require further analysis and project development by Metro and Caltrans. (Please note that the concept may be revised based on future discussions with Metro and Caltrans.)
- **Priority 2 for TSM/TDM or remaining funding:** This package consists of operational improvements at intersections on other City of South Pasadena streets used by regional traffic. In recognition of the fact that some regional traffic will continue to use neighborhood streets, we are also requesting funding for traffic safety and speed management improvements to reduce negative impacts on neighborhoods that bear a disproportionate burden and to assist to maintain the residential nature of those streets. We believe these projects can be implemented in such a way that they will not reduce regional mobility, but will improve safety and quality-of-life for residents and visitors.
- **Priority 3 for remaining funding:** We have identified a number of additional projects that would improve mobility, safety, sustainability and quality-of-life for both residents and visitors. We are also requesting that Metro in partnership with the City of South Pasadena and other neighboring corridor cities conduct a pair of studies: one, of potential grade separations of at-grade intersections along the Metro Rail Gold Line; and a second study of a potential microtransit pilot program to improve first/last mile access and connectivity to current and future Gold Line stations.

Following are detailed descriptions of each package.

PRIORITY 1: TSM/TDM FUNDING

SR-110/Fair Oaks Interchange Modifications

One of the key bottlenecks that impedes the flow of south and north traffic in the region is the current SR-110 "on" and "off" ramps that connect to Fair Oaks Avenue. The current configuration impacts the multiple street traffic lights on Fair Oaks Ave. and causes back-up both north and south bound impacting not only the City of South Pasadena, but also the City of Pasadena. The City of South Pasadena would like to see developed a new freeway "hook ramp" that would streamline the freeway "on" and "off" access, while also smoothing the traffic backups on Fair Oaks Ave.

This "hook ramp" project would modernize the 1930s-era interchange at SR-110 and Fair Oaks Ave. Currently, access to the southbound SR-110 on-ramp from northbound Fair Oaks is via dual left-turn lanes, and the off-ramp from northbound SR-110 to Fair Oaks is constrained by adjacent Grevelia Street, resulting in level of service "F" at this intersection during both the weekday AM and PM peak periods. The City of South Pasadena SR-710 Design Advisory Group identified this project as a priority in 2002, and Caltrans has previously approved a conceptual design. The refined concept recently developed by the City of South Pasadena's Public Works Commission may be briefly described as follows:

- Construct a new southbound SR-110 "hook" on-ramp accessible via eastbound State Street, east of Fair Oaks Ave.
- Restripe northbound Fair Oaks Ave. between Grevelia St. and State St. to replace northbound left-turn lanes with a right-turn lane continuing onto a new right-turn lane to be built on the south side of State St. Remove the existing traffic island at the current SR-110 on-ramp.
- Northbound between Hope St. and Grevelia St., remove the existing bulbout in order to provide a shared through and right-turn lane, and replace the left-turn lane with a through lane.
- On southbound Fair Oaks Ave. north of the existing southbound on-ramp, project would extend the existing right-turn lane to north of Oaklawn St. (requires removal of bulbout north of Mound St.).
- Truncate Grevelia St. between Fair Oaks Ave. and Mound Ave. (access to the adjacent Shakers Restaurant parking lot would be retained via Fair Oaks Ave.).
- Widen northbound SR-110 off-ramp and restripe for two left-turn lanes, one through lane, and one right-turn lane.
- Add second right-turn lane on westbound Grevelia St. at Fair Oaks Ave.
- Remove bulbout on northbound Fair Oaks Ave. prior to the Orchard Supply Hardware shopping center driveway. The current bus stop would be moved to far side of intersection.

Caltrans has provided an estimated capital cost for the previous version of for this project of \$38 million. We believe that the project cost may ultimately be lower. We also believe this project is critical to ensuring efficient movement of regional traffic on Fair Oaks Avenue, and would both leverage and support the improvements described below.

Fremont/Huntington/Fair Oaks Regional Traffic Corridor

This is a proposed package of improvements designed to increase vehicular throughput and person capacity on north-south arterials connecting to the cities of Pasadena and Alhambra, while simultaneously maintaining or improving safety for pedestrians and cyclists and minimizing impacts on adjacent neighborhoods. It incorporates elements of the SR 710 North EIR/EIS TSM/TDM Alternative. After reviewing a number of the alternatives, we are not proposing the reversible lanes concept, as we believe that they would represent a safety risk.

The improvements traffic flow improvements we propose include:

- Implement an Adaptive Traffic Control System and synchronize signals throughout the corridor. Include leading pedestrian intervals in all signal cycles. These signals would run on Fair Oaks Avenue from the City of South Pasadena into and through the City of Pasadena.
- Extend the northbound left-turn pocket at Monterey Road at Fair Oaks Ave.
- Remove bulbouts and replace with right-turn pockets on Fair Oaks Ave. at: the northwest and northeast corners at Monterey Road (extending to the Vons shopping center driveway); the northwest, southwest and southeast corners at El Centro Street; the northwest, southwest and southeast corners at Mission Street; and the northwest, southwest and southeast corners at Hope St. At Mission St., ensure that resulting corner radii are no greater than necessary given the desired design vehicle. Reconstruct remaining bulbouts to prevent auto intrusions on the sidewalk.
- At the SR-110 ramp intersections, implement the changes previously described
- Increase the visibility of all crosswalks using continental or ladder (perpendicular) striping.
- Extend the existing merging lane on northbound Fremont Ave. just north of the Fremont/Alhambra intersection.
- Restripe Fremont Ave. south of Huntington Dr. to clearly delineate eight-foot parking lanes (marked using continuous edge striping), 11-foot travel lanes, and a 10-foot left-turn lane.
- On Fremont Ave. between Huntington Lane and Huntington Drive, remove some existing parking (six spaces), add a southbound merging lane and re-designate the northbound through lane as shared through/right-turn. Prohibit right turns on red.
- Add signage on Fremont Ave. approaching Huntington Dr. northbound directing Pasadena-bound motorists to turn right at Huntington Dr. and directing the traffic to Fair Oaks Ave.
- On Huntington Dr. between Fremont Ave. and Fair Oaks Ave., add a second westbound left-turn lane and adjust signal timing accordingly.
- Widen the median on Huntington Dr. east of Fremont Ave. to six feet and realign the crosswalk in order to provide a median refuge with a "nose." Accommodate by narrowing eastbound general-purpose lanes as necessary or by narrowing the median between the westbound right-turn and through lanes.
- Add flashing beacons or other enhanced safety measures at the crosswalk on the right-turn lanes from westbound Huntington Dr. to northbound Fair Oaks Ave.

710 Extension Alternatives Funding Request to Metro (Draft)
[City of South Pasadena]

- Add HAWK pedestrian-actuated signals or other enhanced safety measures at the un-signalized crosswalk at Spruce St. (Note that when actuated, this would disrupt signal progression.)
- ~~▪ Ensure that resulting corner radii are no greater than necessary given the desired design vehicle. Reconstruct remaining bulbouts to prevent auto intrusions on the sidewalk.~~
- ~~▪ At the SR-110 ramp intersections, implement the changes previously described~~

Given that the recommended changes would largely consist of restriping and signal upgrades, with relatively few curb line modifications required, we believe that the total cost of this package should not exceed \$10 to 20 million.

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PRIORITY 2: TSM/TDM OR REMAINING FUNDING

Additional Operational Improvements

The changes described below would improve throughput and safety, and would largely consist of restriping, signal upgrades and new signals, with relatively few curb line modifications required. For this reason, we believe that the total cost of this package should not exceed \$10 million. These improvements would be designed subject to a more detailed determination of feasibility.

- On Huntington Dr. at Garfield Ave., convert the existing eastbound shared through and right-turn lane to a right-turn lane.
- On Columbia St. at Pasadena Avenue, stripe eastbound left-turn and shared through/right-turn lanes.
- On westbound Columbia St. at Orange Grove Ave., install protected left turn of sufficient duration to clear the queue and actuated/time-limited green for through move and restripe for 1 left turn lane and 1 combined right turn/through lane.
- On Garfield Ave. at Mission St., provide a longer green phase for Garfield Ave.
- At Garfield Ave. and Monterey Road, replace the existing all-way stop with a signal.
- At Garfield Ave. and Oak St., add a signal. (Note that the distance between this intersection and the signalized intersection of Garfield Ave. and Huntington Dr. is approximately 600 feet, so queueing analysis may need to occur. Alternately, traffic might be diverted from Garfield Ave. at Huntington Dr. to Fair Oaks Ave. or Los Robles Ave.)

Traffic Safety/Speed Management

Pending a City study of potential improvements to increase safety and reduce other impacts from regional "cut-through" traffic on local streets, we are proposing measures to manage speeds and improve safety where necessary on high volume streets as well as neighborhood traffic management and calming measures to protect local and low-volume residential streets which are currently and/or are projected to be impacted by the intrusion of commuter and cut-through traffic in the corridor, including but not limited to:

- Fremont Ave. north of Huntington Dr.
- Columbia St., Hermosa St., and Grand Ave., west and south of Orange Grove Ave.
- Arroyo Drive from Columbia St. to Pasadena Ave.
- Meridian Ave. south of Monterey Rd.

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Because these projects have not yet been fully defined, their cost is not yet known. However, we are requesting a grant of \$5 million, sufficient for the City of South Pasadena to establish a neighborhood traffic safety programs and make initial improvements in the corridor.

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(Note that the City has previously studied traffic calming improvements on Fremont, but many of the study's recommendations were ultimately found to be unacceptable to the community, in part because they were believed to be more appropriate to lower-volume local streets. While the City's position is that regional traffic should be diverted to Fair Oaks, Fremont is likely to remain a relatively high-volume street for the foreseeable future, and the City would like to study speed management options in that context.)

PRIORITY 3: REMAINING FUNDING

This category or proposed projects consists of other projects that would improve local and regional transportation conditions in a variety of ways. They include:

- Adopted projects in our Capital Improvement Program including:
 - Flashing crosswalks on Mission Street (which has a capital cost of less than \$1 million).
 - Upgrades to the existing signal at Monterey Road and Via Del Rey (which, along with the new signal below, have costs of more than \$1 million).
 - A new signal at Monterey Road and Orange Grove Ave.
 - Installation of electric charging station at City-owned parking lot.
- Reduction of the curb radius on the northwest corner of El Centro Ave. and Orange Grove Ave., and restriping to eliminate the buffer on the southbound approach between the through/left and right-turn lanes. (This and the following two projects should be relatively inexpensive, well less than \$1 million each.)
- A new sidewalk on the north side of El Centro St. between Edison Lane and Mound Ave. (and accompanying reconfiguration of the adjacent City-owned parking lot).
- A new un-signalized crosswalk with accompanying enhanced safety measures on Mission St. at Prospect Ave.
- A Metro-funded study of potential grade separations of at-grade intersections along the Metro Rail Gold Line, including Monterey Road and Pasadena Ave.
- Another Metro-funded study of a potential microtransit pilot program to improve first/last mile access and connectivity to Gold Line stations. (Note: this could leverage recommendations of the countywide microtransit study Metro is currently pursuing).

The City of South Pasadena is open to other traffic improvement opportunities and welcomes new ideas and other collaborative efforts to move the Southern California region into a more sustainable mobility future.

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ATTACHMENT 3
Metro Board Box



Metro

September 12, 2017

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: RICHARD F. CLARKE *RF Clarke*
CHIEF PROGRAM MANAGEMENT OFFICER

SUBJECT: STATE ROUTE 710 NORTH EARLY ACTION PROJECTS

ISSUE

At the May 2017 Board of Directors meeting, Chair Fasana and Directors, Barger, Solis, Garcetti, and Najarian introduced a motion (Attachment A) to implement local mobility improvements that can be funded within the current budget of the SR-710 North Project as shown on the Measure R Expenditure Plan to bring relief to the affected State Route 710 North (SR-710 North) corridor cities and the unincorporated areas of the County of Los Angeles in the near term. According to the motion, these local improvements will include the Transportation System Management/Transportation Demand Management (TSM/TDM) projects identified in the SR-710 North final environmental document, as well as any new mobility improvement projects that are identified by the corridor cities and the County of Los Angeles (Project Sponsors) within the area of impact of the SR-710 gap to alleviate the traffic impacts caused by the absence of the SR-710 North between Interstate Routes 10 and 210. In addition, the motion referenced implementation of other transportation improvements that can be funded through the sale of State-owned properties under the SR-710 North Rehabilitation Account (710 North Rehab Account), in accordance with Government Code 54237.7.

DISCUSSION

Completion of the SR-710 North freeway gap between I-10 and I-210 has been the subject of various technical and environmental studies for several decades. Although the State, Metro, and the corridor cities have attempted to identify solutions to reduce the impacts of the absence of the freeway on the regional transportation network and the corridor cities, mutual consensus on the scope and extent of a major investment has not been reached yet. Meanwhile, both north-south and east-west local arterials in the SR-710 North study area are impacted by the absence of the freeway. The spillover of the regional traffic from the SR-710 North freeway north and south stubs onto local

streets and arterials has contributed heavily to traffic congestion and delay, and noise and air pollution in the corridor cities. Implementing the SR-710 North Early Action projects referenced in the attached Board motion would help alleviate the local problem in the interim until a decision is made on the final preferred alternative/major investment and significant improvements are implemented.

Pursuant to the Board Motion, Staff initiated discussions with the Project Sponsors to identify local impacts and the appropriate mitigation projects. Based on input received from the Project Sponsors, Metro staff will establish a list of eligible projects in two categories for implementation.

Category 1: Will include mitigation projects that relieve congestion on local streets affected by the absence of the freeway. These projects will be prioritized based on the level of impact and the anticipated benefits. All Category 1 projects must show nexus to the SR-710 freeway gap. These projects are also known as the State Route 710 North Early Action Projects (710 North EAPs).

Category 2: Will include projects that may not qualify under Category 1 but might be eligible to receive funds from the 710 North Rehab Account in accordance with Government Code 54237.7.

Project Sponsors will be responsible for complying with the terms and conditions described in the attached motion when developing project lists. Metro will support and assist Project Sponsors (and Caltrans, if necessary) in identifying eligible projects. As noted in Attachment B of this Board Report, project lists from Project Sponsors are due to Metro by the end of the 2017 calendar year, coinciding with the anticipated date of completion of the SR-710 North final environmental document, to allow for the start of the TSM/TDM projects and other EAPs in 2018. All available funding for the Category 1 projects are also identified in Attachment B. Regarding the Category 2 projects, staff will provide an update on the availability of proceeds from the sale of State properties under the 710 North Rehab Account as properties are sold and funds become available.

NEXT STEPS

Staff will continue to communicate with and assist Project Sponsors interested in identifying and implementing the 710 North EAPs.

In February 2018, staff will report back to the Board with the State Route 710 North Early Action project list. Pending Board approval of the project list, staff will amend the FY18 budget to initiate and implement the 710 North EAPs.

ATTACHMENTS

Attachment A – State Route 710 North May 25, 2017 Board Motion
(Item 29.1; File # 2017-0358)

Attachment B – State Route 710 North Early Action Projects Schedule & Fund Sources

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA



Board Report

File #:2017-0358, File Type:Motion / Motion
Response

Agenda Number:29.1

**REVISED
REGULAR BOARD MEETING
MAY 25, 2017**

Motion by:

FASANA, BARGER, SOLIS, GARCETTI and NAJARIAN

May 25, 2017

Relating to Item 29; File ID 2017-0097: SR-710 North

The Expenditure Plan for Measure R, approved by voters in 2008, included \$780 million assigned to the San Gabriel Valley sub-region for the SR-710 North project, under the Highway Capital Subfund. The estimated \$3+ billion (in 2014\$) that will be required to pay for design and construction of a single bore freeway tunnel is not available and the BRT and LRT alternatives may not produce the expected traffic impact mitigation.

CONSIDER Revised Motion by Fasana, Barger, Solis, Garcetti and Najarian that to implement mobility improvements that are fundable with existing resources and bring some relief to affected corridor cities, the Metro Board:

- A. **SUPPORT adoption of the Transportation System Management/Transportation Demand Management Alternative as the Locally Preferred Alternative (LPA) and defer a decision on any other alternative for future consideration by the Board until the community collectively agrees on the value of that investment and funds are identified to implement a project. This decision and the Board's vote will allow for timely implementation of cost-effective transportation improvements that would include the projects that have support by affected jurisdictions on the TSM/TDM list in the EIS/EIR as well as additional improvement projects that can promote capacity enhancements and operational improvements consistent with the Purpose and Need statement of the project in communities along the corridor. The new Measure R and Government Code 54237.7 projects, described in this motion, that are not included in the environmental document will undergo their own environmental process and clearance as necessary.**
- B. **ALLOCATE \$105 million of Measure R funds available for the "Interstate 710 North Gap Closure (tunnel) Project" for development and implementation of TSM/TDM projects listed in the EIS/EIR.**
- C. **ALLOCATE remaining Measure R funds available for the "Interstate 710 North Gap Closure**

(tunnel) Project" for new mobility improvement projects within the San Gabriel Valley sub-region, if consistent with the purpose and need of the Gap Closure Project to relieve congestion on local streets along the SR-710 alignment between I-10 and I-210, with highest priority for projects proximate to I-10. Newly proposed projects not included in the environmental document will undergo their own environmental process and clearance as necessary. Other funding dedicated to this project, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and Regional Improvement Program funds, shall be allocated for use in the Central sub-region, including Unincorporated East Los Angeles. Funds shall be prioritized for multi-modal and safety enhancement projects within the SR-710 North Study Area. To ensure equitable cashflow, these funds shall be scheduled proportionally to Measure R funding in the next Long Range Transportation Plan update.

- D. **CONSULT WITH** affected jurisdictions and Caltrans and report back to the Metro Board within 90 days on a procedure to initiate the identification of projects to be funded through the SR-710 Rehabilitation Account, as prescribed in Government Code 54237.7. Such projects are to be located in Pasadena, South Pasadena, Alhambra, La Cañada Flintridge, and the 90032 postal ZIP Code, and may include, but are not limited to: sound walls; transit and rail capital improvements; bikeways; pedestrian improvements; signal synchronization; left turn signals; and major street resurfacing, rehabilitation, and reconstruction. Metro shall be responsible for submitting the list of projects to the California Transportation Commission (CTC) who will have the final authority to approve those projects.
- E. **ENCOURAGE** the corridor cities, Caltrans, and Metro to collectively pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance the performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.
- F. **ENCOURAGE** Caltrans, working with Metro and affected jurisdictions, to identify corrective measures to contain the regional traffic on the freeway system and minimize impacts on the local street network in the SR-710 corridor.
- G. **DIRECT** the Metro staff to work with Caltrans, the corridor cities, and other affected jurisdictions to identify and pursue the new Measure R and the Government Code 54237.7 projects referenced in this motion.
- H. **REPORT BACK** to the Board when Caltrans selects the Preferred Alternative.

STATE ROUTE 710 NORTH EARLY ACTION PROJECTS
Schedule & Fund Sources

Table 1: Schedule of Activities

ACTIVITIES	2017						2018			
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Metro meetings with local jurisdictions										
Draft lists of local projects submitted to Metro										
Metro finalizes lists of eligible projects										
Final list is presented to Metro Board for adoption										
Metro initiates Funding Agreements for Category 1 Projects ¹										
Metro supports funding for Category 2 projects ¹										

¹ Refer to Board Report for definition of project Categories 1 and 2

Table 2: Fund Sources

	FUND SOURCES				
	LOCAL	STATE	FEDERAL		STATE
	Measure R Allocation	Regional Improvement Program (RIP)	Congestion Mitigation & Air Quality (CMAQ)	Regional Surface Transportation Program (RSTP)	710 North Rehab Account
	(\$s mil)	(\$s mil)	(\$s mil)	(\$s mil)	(\$s mil)
Eligible Project Areas/Sponsors¹	780.0²	214.0	69.6	13.7	TBD³
Category 1 Projects					
710 North Corridor Cities ⁴ , 710 North Study Area ⁵ , San Gabriel Valley Subregion	X				
Los Angeles Central Subregion		X	X	X	
Unincorporated East Los Angeles		X	X	X	
Category 2 Projects					
Alhambra, La Canada Flintridge, Pasadena, South Pasadena and 90023					X

Notes:

¹ Source: State Route 710 North May 2017 Board Motion (#2017-0358).

² Only Measure R Funds have been expended on the project. Approximately, \$105M was earmarked for the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative identified in the draft environmental document. The remaining Measure R funds (in excess of \$600M) will be reserved for NEW mobility improvement projects (including new TSM/TDM projects) identified by Project Sponsors for the eligible project areas noted.

³ Proceeds from the sale of State properties along the 710 corridor are anticipated next year. (To date there have been no sales.)

⁴ Corridor cities (Alhambra, South Pasadena and Pasadena) and the community of El Sereno are in close proximity to the 710 gap.

⁵ The 710 North Study Area is located in East/North East Los Angeles, and western San Gabriel Valley (generally bounded by Routes 2 and 5 on the west; 10 on the south; 210 on the north; and 605 on the east).

City of South Pasadena Agenda Report

Michael A. Cacciotti, Mayor
Richard D. Schneider, M.D., Mayor Pro Tem
Robert S. Joe, Councilmember
Marina Khubesrian, M.D., Councilmember
Diana Mahmud, Councilmember

Evelyn G. Zneimer, City Clerk
Gary E. Pia, City Treasurer

COUNCIL AGENDA: November 21, 2017

TO: Honorable Mayor and City Council

VIA: Stephanie DeWolfe, City Manager

FROM: Paul Toor, Public Works Director
Rafael O. Casillas, P.E., Deputy Director of Public Works

SUBJECT: **Authorize Staff to Complete the American's with Disabilities Act Components of the Monterey Road Rehabilitation Project from Pasadena Avenue to Fair Oaks Avenue**

Recommendation

It is recommended that the City Council:

1. Direct Staff to complete the pavement rehabilitation, new traffic signal at Monterey Road and Orange Grove Avenue, traffic signal synchronization, left-turn pockets, and the Americans with Disability Act (ADA) components of the Monterey Road Rehabilitation Project (Project) from Pasadena Avenue to Meridian Avenue; and
2. Accept the Public Works Commission's (PWC) recommendation to not proceed with the reconfiguration components of the Project and instead direct the PWC to provide recommendations on a feasible east-west bikeway alternative that will not reduce traffic capacity or result in negative safety impacts.

Analysis

The current Project is a hybrid of the original proposal and the recommendations provided by the Monterey Road Citizens' Design Ad Hoc Advisory Committee (Ad Hoc Committee), Freeway and Transportation Commission (FTC), and PWC. The proposed Project will mitigate existing deteriorated pavement conditions, eliminate pedestrian impediments, enhance safety, and improve traffic flow. The original Project explored the option of a "Road Diet" which would have resulted in the reduction of traffic lanes from four lanes to three; and the introduction of a Class-II Bike Lane on Monterey Road. The PWC recommended that the Project move forward with the ADA improvement, designate a sharrow on El Centro Avenue from Orange Grove Avenue to Brent Avenue, proceed with traffic safety/traffic flow improvements, and to not proceed with the "Road Diet" due to concerns regarding traffic safety and other impacts with the Gold Line rail crossings and diversion of traffic onto local streets.

RECEIVED: OCTOBER 4

Monterey Road Rehabilitation Project from Pasadena Avenue to Fair Oaks Avenue

November 21, 2017

Page 2 of 3

<u>Project Components</u>	<u>Road Diet Proposal</u>	<u>Commission Recommendations</u>	<u>Current Proposal</u>
Sidewalks – ADA Compliance	X	X	X
Bicycle Infrastructure - Bike lanes on Monterey Road	X		To Be Determined
Bicycle Infrastructure - Sharrow on El Centro Avenue		X	To Be Determined
Traffic signal synchronization	X	X	X
Enhanced crosswalks	X	X	X
Maintain Traffic Lanes		X	X
New Traffic Signal at Orange Grove Avenue	X	X	X
Left-Turn Pockets		X	X
Restriping	X	X	X
Speed Enforcement	X	X	X

The City is currently in the process of obtaining approval from the California Public Utilities Commission (CPUC) and Los Angeles County Metropolitan Transportation Authority (Metro) to construct the new traffic signal at the intersection of Monterey Road and Orange Grove Avenue. These proposed projects are consistent with the City’s Complete Streets Policy to promote sustainability, safety, walkable neighborhoods, improve travel demand and economic benefits.

Alternatives

In addition to the staff recommendation stated above, the City Council may consider the following alternatives:

Alternative 1

Authorize review of the existing Monterey Road studies generated by Fehr & Peers and Minagar & Associates, Inc. and provide recommendations on potential roadway improvements along the corridor that meet the City’s multi-modal Complete Streets transportation objectives. The estimated proposal cost for this scope of work is twenty thousand dollars (\$20,000). This alternative is unfunded and potential funding options need to be explored. It may be noted that the PWC recommendation is to reject the findings of the Minagar & Associates Inc. report.

Alternative 2

Analysis of the Monterey Road Corridor and develop a comprehensive master plan for Monterey Road design concepts at key intersections and roadway segments. The consultant will develop the concept plan incorporating complete street design elements for review and approval by the City Council. The estimated proposal cost for this scope of work is fifty to sixty thousand dollars (\$50,000-\$60,000). If the City Council elects to proceed with a detailed comprehensive master plan, staff will solicit proposals from transportation planning consultants and bring it back to the City Council for consideration.

Commission Review and Recommendation

The previous Monterey Road Corridor Studies were reviewed by the Monterey Road Citizens' Design Ad Hoc Advisory Committee, Freeway and Transportation Commission (FTC), and PWC.

Background

In March 2012, the City Council established the Monterey Road Citizens' Design Ad Hoc Advisory Committee to obtain public input on the Project. The City of South Pasadena retained Fehr & Peers and Minagar & Associates, Inc. to conduct traffic studies and micro-simulation of the traffic impacts associated with the Project on the surrounding corridors. Public meetings were held between March 2012 to February 2017, and presentations were made to the Design Ad Hoc Advisory Committee, FTC and PWC. On September 4, 2013, the City Council received a presentation from Fehr & Peers regarding the Project and asked staff to investigate whether the City was obligated to bring both sides of Monterey Road into compliance with the ADA. On October 18, 2017, the City Council expressed a desire to discuss the Project in conjunction with the General Plan Update.

Fiscal Impact

Funding for the Project was included in the Fiscal Year (FY) 2016-17 and 2017-18 Budgets in the Street Improvement Program. Additional funds may be requested for the completion of the Project in the FY 2018-19 Budget.

Environmental Analysis

This item is exempt from any California Environmental Quality Act (CEQA) analysis based on State CEQA Guidelines Section 21084 of the Public Resources Code, in accordance with Article 19, Section 15301, Class 1 "existing facilities."

Legal Review

The City Attorney has not reviewed 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 and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments:

1. City Council Staff Report – October 18, 2017
2. Memorandum to City Council – October 18, 2017
3. Staff Report – September 4, 2013
4. City Council Minutes – September 4, 2013
5. FTC Minutes – December 18, 2012
6. PWC Minutes – June 12, 2013
7. Minagar Traffic Study – January 12, 2013

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ATTACHMENT 1
City Council Staff Report – October 18, 2017


City of South Pasadena Agenda Report

Michael A. Cacciotti, Mayor
Richard D. Schneider, M.D., Mayor Pro Tem
Robert S. Joe, Councilmember
Mariua Khubesrian, M.D., Councilmember
Diana Mahmud, Councilmember

Evelyn G. Zneimer, City Clerk
Gary E. Pin, City Treasurer

COUNCIL AGENDA: October 18, 2017

TO: Honorable Mayor and City Council

VIA: Elaine Aguilar, Interim City Manager 

FROM: Paul Toor, Public Works Director
Rafael O. Casillas, P.E., Deputy Director of Public Works *ROC*

SUBJECT: **Receive and File Monterey Road Configuration Project from Pasadena Avenue to Fair Oaks Avenue**

Recommendation

It is recommended that the City Council receive and file this report regarding the Monterey Road Configuration Project, from Pasadena Avenue to Fair Oaks Avenue.

Fiscal Impact

None.

Environmental Analysis

This item is exempt from any California Environmental Quality Act (CEQA) analysis based on State CEQA Guidelines Section 15301(c) Existing Facilities.

Commission Review and Recommendation

This matter was reviewed by the Freeway and Transportation Commission (FTC) and Public Works Commission (PWC), and Ad Hoc Design Advisory committee.

Background

On September 4, 2013, the Monterey Road Citizens' Design Advisory committee Report (see attached) was presented to the City Council and previously presented to FTC on December 18, 2012 and PWC on June 12, 2013. Former, Deputy Director of Public Works Shin Furukawa, and Steven Brown, Principal for Fehr and Peers, presented the findings of the Committee Report to the City Council, as recommended by the FTC and PWC. The Commission recommended that the City Council authorize appropriation of funds to perform a microsimulation to study the effects of a potential road diet. In addition, various citizens expressed concerns to the City Council at the meeting. In conclusion, the City Council directed staff to assess obstacles and impediments on the sidewalk along both sides of Monterey Road from Pasadena Avenue to Fair Oaks Avenue and to obtain estimates for relocation of impediments (see Attached No. 2).

AGENDA ITEM 18

Receive and File Monterey Road Configuration

October 18, 2017

Page 2 of 3

On January 20, 2015, City of South Pasadena's city traffic engineering consultant, Minagar and Associates, Inc. (Consultant) generated a traffic study for the Feasibility of Road Diet Traffic Calming Improvements on Monterey Road between Pasadena Avenue and Fair Oaks Avenue. The findings of the traffic study indicate that road diet concept is feasible, however, will result in substantial delays during peak hours. The road diet concept will protect on-street parking, provide bike lanes and would increase safety and operation to and from the side street on Monterey Road. The Consultant recommends that a trial road diet be considered before considering a complete redesign of the street. A basic "test project" of the road diet could be implemented through minimal re-striping of specific, shortened portions of Monterey Road. The Project would serve to observe and validate the impact on peak hour vehicular traffic with the reduced lane configuration, and include a "before and after" study of vehicle speeds, queue lengths, and observations of left-turn and bicycle interactions to determine the level of scalability of the road diet for the remaining portions on Monterey Road as well as potential impacts on the alternate streets.

At the September 6, 2017 City Council Meeting, Mayor Pro-Tem Richard D. Schneider, M.D. made a motion and Councilmember Diana Mahmud seconded to bring this item to City Council for a status update.

Analysis

As presented on September 4, 2013, the consensus reached by the FTC, PWC, and Ad Hoc Design Advisory Committee was to recommend a minimum four (4) foot clear path of travel of sidewalks, incorporate bicycle lanes, maintain traffic capacity, enforce speed limits, implement traffic signal synchronization, and enhance crosswalk visibility. As the Public Works Department continues to perform on-going pavement restoration and concrete repairs to eliminate potholes and concrete displacements, attainable recommended elements are incorporated into the Monterey Road capital improvement projects.

The Public Works Department has successfully removed pedestrian impediments, such as narrow sidewalk widths and nonstandard curb ramps, by maintaining a four (4) foot clear path of travel, installed ADA curb ramps, enhanced pedestrian crosswalks, added left-turn lanes, and modified existing traffic signal equipment on Monterey Road Phase 1 from Meridian Avenue to Fair Oaks Avenue. Monterey Road Phase 2 & 3 improvements from Meridian Avenue to Pasadena Avenue incorporate similar path of travel impediment removals, restriping improvements, and signal modifications.

Public Works staff is coordinating with the California Public Utilities Commission (CPUC) and Los Angeles County Metropolitan Transportation Authority (Metro) to obtain approval for the installation of a new traffic signal at the intersection of Monterey Road and Orange Grove Avenue. In addition, the Public Works Department is also working with the Los Angeles County Department of Public Works to incorporate traffic signal synchronization on the Monterey Road corridor. These proposed improvements will improve multi-modal pedestrian, bicycle, and commuter traffic along the Monterey Road corridor.

The City will pursue grant funding opportunities from Metro, California Department of Transportation (Caltrans), and Federal Highway Administration (FHWA) in order to execute the Committee Report. The findings presented by Fehr and Peers, August 2012, and Minagar and Associates, January 2015, reports will be utilized to submit on Metro Call-For Projects and grant applications.

Legal Review

The City Attorney has not reviewed 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 and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachments:

1. Staff Report – September 4, 2013
2. City Council Minutes – September 4, 2013
3. FTC Minutes – December 18, 2012
4. PWC Minutes – June 12, 2013
5. Minagar Traffic Study – January 12, 2013

ATTACHMENT 2
Memorandum to City Council – October 18, 2017



CITY OF SOUTH PASADENA

INTER-OFFICE MEMORANDUM

Date: October 18, 2017

To: City Council

Via: Elaine Aguilar, Interim City Manager *EAG*

From: Paul Toor, Public Works Director *PT*

Re: October 18, 2017 City Council Meeting Agenda Item No. 18 – Monterey Road Configuration Project from Pasadena Avenue to Fair Oaks Avenue

The purpose of this memorandum is to provide supplemental information from the Public Works Commission (PWC) Meeting of February 11, 2015, in reference to the Monterey Road Diet Traffic Study. The staff report submitted to City Council for the Meeting of October 18, 2017, did not include the recommendation of the PWC, which was inadvertently left out.

On February 11, 2015, the Deputy Public Works Director and City Traffic Engineer presented the findings of the micro simulation for the installation of road diet features on Monterey Road. The outcome of road diet simulation on Monterey Road provide benefits to pedestrian and bicycle modes of travel, divert traffic to smaller residential streets, and significantly increase traffic delays. The City Traffic Engineer recommended a pilot program for a road diet with pavement striping and marking legends, in case the City elects to proceed with the road diet option.

During Public Comments, several residents spoke in opposition of the installation of road diets. Other concerned residents supported the installation of road diets, a pilot program, and traffic signal synchronization.

Upon closing the Public Comment period, the PWC discussed the findings presented by staff and took into consideration the resident concerns. The PWC motioned to proceed with ADA - compliant sidewalk improvements on Monterey Road, designate El Centro Avenue as a bicycle route with sharrow markings from Orange Grove Avenue to Brent Avenue, not to proceed with a road diet or related pilot program on Monterey Road due to traffic safety and other impacts with the Gold Line rail crossings and diversion of traffic onto local streets, and proceed with traffic safety and traffic flow improvements on Monterey Road previously recommended by the PWC.

Attached: Public Works Commission Minutes of February 11, 2015

CC: Council; CM; CA; CCC; PW; Reference Binder; Original to 10/18/17 Add Docs

10/18/17 18

**MINUTES OF THE
PUBLIC WORKS COMMISSION
11TH DAY OF FEBRUARY, 2015 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 7:00p.m. by Chair Granath. Present were Commissioner Abelson, Vice Chair Fisher, Commissioner Glauz, Commissioner Pendo and Council Liaison Schneider. Staff present: Deputy Public Works Director Shin Furukawa and Public Works Assistant Leaonna DeWitt.

2. PLEDGE OF ALLEGIANCE

Commissioner Glauz led the pledge of allegiance.

3. APPROVAL OF MINUTES – Meeting of January 14, 2015.

Minutes approved as amended. (Abelson, Glauz 5-0)

4. PUBLIC COMMENTS -- Items not on the agenda

No public comment.

5. COUNCIL LIAISON COMMENTS

Council Liaison Schneider is pleased to be the liaison to the Commission.

6. STAFF COMMENTS

Deputy Public Works Director Furukawa thanked Chair Granath and Vice Chair Fisher for attending the Citizen's Strategic Planning workshop on Saturday, February 7, 2015.

7. DISCUSSION/ACTION ITEMS:

A. Monterey Rd. Road Diet Traffic Study

Deputy Public Works Director Furukawa presented a brief overview of the Monterey Rd. Road Diet traffic study conducted by Minagar & Associates. The study identifies two alternatives: 1) a road diet for the entire corridor from Pasadena Avenue to Fair Oaks Avenue and 2) same as alternative one, but excludes the segment of Orange Grove Avenue to Meridian Avenue. While a road diet will have benefits for other modes of travel (bicycle and pedestrian), the simulation performed by Minagar & Associates indicates that a road diet will significantly increase traffic delays.

Consulting City traffic engineer Fred Minagar introduced himself and discussed the Monterey Rd. Road Diet Traffic Study, accompanied by a micro simulation presentation. The micro simulation incorporates the proposed signalized intersection at Orange Grove Ave, assuming it will be completed in 2016; and the Gold Line Rail system. Mr. Minagar recommends a trial installation of one of the proposed road diets concepts by temporarily re-striping the pavement markings along select portions of Monterey Road.

Chair Granath opened the meeting for Public Comment.

Bill Suter - 1319 Via Del Rey. Mr. Suter indicated opposition to a road diet on Monterey Road.

Shlomo Nitzani – 1107 Fair Oaks #433. Mr. Nitzani indicated opposition to a road diet on Monterey Road.

Kathy Green – 867 Monterey Road. Ms. Green indicated support of a pilot program.

Ron Rosen - 901 Wolford Lane. Mr. Rosen indicated opposition to a road diet on Monterey Road.

Andy Au – 858 Lyndon Street. Mr. Au indicated support of synchronized signals and trial striped lanes.

Tom Dolan – 1756 Las Palmitas. Mr. Dolan indicated opposition to a road diet on Monterey Road.

Barbara Sinclair – 706 Flores De Oro. Ms. Sinclair indicated opposition to a road diet on Monterey Road.

Gretchen Robinette – 921 Indiana Avenue. Ms. Robinette indicated opposition to a road diet on Monterey Road.

Jose Zavala – 381 Monterey Road. Mr. Zavala indicated support of a trial road diet on Monterey Road.

Glenn Eddy – 844 Monterey Road. Mr. Eddy indicated support of making Monterey Road more convenient for pedestrians and bicyclists.

Al Benzoni – 1617 Monterey Road. Mr. Benzoni commented on updating the General Plan.

Mr. Dong – 1205 Orange Grove. Mr. Dong inquired about the trial road diet on Monterey Road.

Public Comment period closed.

Commissioner Glauz expressed concern with unsynchronized traffic signals on Monterey Road and traffic delays causing traffic intrusion to side streets. Commissioner Glauz commented the City has already experienced road diets on Orange Grove Avenue to Columbia and on Fair Oaks Avenue with the elimination of right turn lanes.

Fred Minagar explained the differences between traffic signalization and traffic calming.

Chair Granath commented the need to accommodate bicyclists, but narrowing down the highway will be difficult. Chair Granath suggested moving forward with ADA requirements on the sidewalks.

Commissioner Abelson expressed concern with congestion on arterials and diversion of traffic to smaller residential streets, which contradicts the strategic goals recommended by the Commission. Commissioner Abelson recommended investigating other signage or road markings options to address any concerns regarding bicycle safety.

Commissioner Fisher expressed concerns with increased delays on Monterey Road and queuing at the Gold Line crossing.

A motion was made to recommend to City Council to: 1) proceed with ADA compliant sidewalk improvements on Monterey Road; 2) designate El Centro Avenue as a bike route with sharrow

markings from Orange Grove Avenue to Brent Avenue; 3) not proceed with a road diet or related pilot program on Monterey Road due, among the other concerns raised during the hearing, traffic safety and other impacts with the Gold Line rail crossings and diversion of traffic onto local streets; and 4) proceed with traffic safety and traffic flow improvements on Monterey Road previously recommended by this Commission. (Fisher, Abelson 5-0)

B. Designation of Commission Secretary

Deputy Public Works Director Furukawa briefly introduced the item.

A nomination was made by Chair Granath to designate Commissioner Abelson as Secretary, seconded by Commissioner Glauz. The motion passed unanimously. Absent: Pendo

C. Capital Improvement Project Update

Deputy Public Works Director Furukawa gave a brief update on the current Capital Improvement Projects.

8. COMMISSIONER COMMENTS

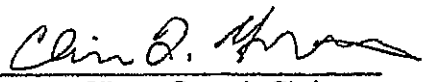
Commissioner Abelson requested to agendaize an item for discussion regarding closing certain local streets during the Rose Parade.

9. ADJOURNMENT

Vice Chair Granath declared the meeting adjourned at 9:52p.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 February 11, 2015.

AYES: 5
NOES:
ABSENT:
ABSTAIN:


Clinton Granath, Chair 2/16/15

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ATTACHMENT 3
Staff Report – September 4, 2013

City of South Pasadena/ Redevelopment Successor Agency/ Public Financing Authority Agenda Report

Richard D. Schneider, M.D., Mayor
Marina Khubasrian, M.D., Mayor Pro Tem
Michael A. Cacciotti, Councilmember
Robert S. Joe, Councilmember
Phillip C. Putnam, Councilmember

Sally Kilby, City Clerk
Gary E. Pla, City Treasurer

COUNCIL AGENDA: September 4, 2013
TO: Honorable Mayor and City Council
VIA: Sergio Gonzalez, City Manager *JA*
FROM: Paul Toor, P.E., Public Works Director *PT*
Shin Furukawa, P.E., Deputy Public Works Director *SF*
SUBJECT: Presentation of Monterey Road Citizens' Design Advisory
Committee Report

Recommendation

It is recommended that the City Council provide direction on how to proceed with the design of Monterey Road.

Fiscal Impact

If approved, a microsimulation to study the effects of a potential road diet for the roadway is estimated to cost approximately \$15,000.

Commission Review and Recommendation

This matter was discussed by the Freeway & Transportation Commission several times, most recently at its December 18, 2012 meeting. The Commission unanimously recommended to receive the Monterey Road Committee's report and forward it to the City Council, with a request that a technical study of a road diet (reducing the number of travel lanes) be performed before a final design is selected.

This matter was also discussed by the Public Works Commission at its June 12, 2013 meeting. The Commission recommended funding a microsimulation study to look at the potential changes in level of service and queue lengths at the intersections through the corridor before a decision on a road diet is made.

Background

Monterey Road is a 2.3-mile-long asphalt paved local collector street running the entire length of the City. With many utility cuts, alligator cracking and potholes, the pavement is in need of repair, with pavement condition index (PCI) scores averaging 45 west of the Gold Line crossing at Pasadena Avenue and 57 east of the Gold Line crossing.

The award of the design of the Monterey Road Street Improvement Project was considered at the

December 1, 2010 City Council meeting. At that meeting, the City Council directed staff to develop design alternatives to reconstruct the curb and sidewalk to create sufficient Americans with Disabilities Act (ADA) clearance on the roadway, for the length of Monterey Road from Pasadena Avenue to just east of Fair Oaks Avenue. These obstructions were created when Monterey Road was widened in 1972 by Los Angeles County, who at the time owned and maintained the roadway. In widening the road, interferences were created with obstructions in the sidewalk such as light poles, traffic signal poles, air vents and fire hydrants.

This issue has been discussed at several subsequent City Council meetings, most recently at the November 2, 2011 City Council meeting. The City Council expressed desire to seek input from stakeholders prior to initiating the design of the proposed Monterey Road Street Improvement Project. A press release was issued to local media outlets to recruit interested members of the public to serve on the committee. Members of the Committee were selected by the City Council and confirmed at the March 21, 2012 City Council meeting. The committee consisted of eleven members, two of which were Freeway & Transportation Commissioners. The background and expertise of the members included such areas as traffic engineering, civil engineering, bicyclists, legal, businesses, residents, Americans with Disability Act, and architecture. Under the guidance of a facilitator from the transportation planning firm of Fehr & Peers, the Committee held three public meetings during the summer of 2012 to develop the report.

Analysis

As summarized on page 4 of the attached report, the committee reached a consensus on certain elements of the proposed design but was split on others. The fundamental item on which the Committee could not reach consensus on was whether a road diet should be considered for the street. On this item, the Committee was evenly split, and the Committee, the Freeway & Transportation Commission and the Public Works Commission felt that further study of the applicability of a road diet would be necessary as a first step before other decisions on the design of the roadway could be made by the City Council. A microsimulation would evaluate the level of congestion in the corridor (travel time, delay, etc.) for alternative scenarios. It would also allow the public and decision-makers to "see" the conditions. A microsimulation of the effects of a road diet could be performed for approximately \$15,000.

The Committee had the following recommendations for the corridor:

- Creation of unobstructed 4' sidewalk space
- Addition of Class II bicycle lanes
- Reduce auto speeds but not capacity
- Coordination of traffic signals through corridor
- Installation of higher visibility crosswalks

In order to accomplish these goals, the design should include:

- Limiting parking to high demand locations and one side of the street. May want to consider El Centro or Mission as alternate east-west bicycle routes

- Adding left turn and right turn lanes at key intersections
- Moving existing obstructions to back of sidewalk and/or flare curb around obstructions
- Adding speed management features such as speed feedback signs and textured crosswalks
- Implementing traffic signal coordination

There are various grant opportunities available to the City that could assist in funding some of these efforts, such as Caltrans Transportation Planning grants, Caltrans Highway Safety Improvement Program grants and Metro Call for Projects grants.

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 of the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachment: Monterey Road Committee Report

MONTEREY ROAD COMMITTEE RECOMMENDATIONS



**MONTEREY ROAD
COMMITTEE RECOMMENDATIONS**

August 2012

Prepared for:

CITY OF SOUTH PASADENA

Prepared by:

FEHR & PEERS
201 Santa Monica Boulevard, Suite 500
Santa Monica, California 90401
(310) 458-9916

Ref: 2527

PURPOSE

This report represents the recommendations of a citizen's committee commissioned by the South Pasadena City Council for the purpose of developing recommendations for the future design of Monterey Road between Pasadena Road and Fair Oaks Avenue (Exhibit 1). The committee, as listed below, met on three occasions in Summer 2012 to review information and develop consensus recommendations to the Freeway & Transportation Commission.

- Sofronio Abrera, CE - Tom Afschar - Andy Au - Judy Bergstresser
- Glen Eddy - Dan Evans - William Glauz - David Margrave
- Walter Okitsu, TE - Jim Tavarres - Patricia Wright

This report offers the committee's collective opinion on the optimum use of Monterey Road based on their discussions, recent data (e.g., speed, traffic volume, collisions), input from the public, and the opinion survey completed by the committee.

In the initial committee meeting, staff explained that the City's financial resources are limited, and while no specific budget has been identified for changes to Monterey Road, the committee should consider cost implications in developing their recommendations. Cost estimates were not developed for this effort (insufficient time and resources), but the committee was mindful of cost as one factor in not recommending significant physical changes in the corridor and instead focused on better use of the available space.

CONTEXT

Physical

Exhibit 2 shows the nature of Monterey Road in the study area. The street is generally 64' from the face-of-curb to face-of-curb, within an 80' right-of-way. Within the study area, Monterey Road is two lanes in each direction, with left-turn lanes at some of the major cross-streets. Parking is generally allowed throughout the corridor, and no bike lanes are provided. The sidewalk is generally 4' wide, but many obstructions (utility poles and vents) create an effective space that is less than 4', and as little as 1.5' in some areas.

Immediately beyond the existing sidewalk (in the direction away from the street) is an area of City-owned right-of-way that is generally 4.5' wide in most of the corridor. This area contains some public utilities (mostly vaults) and City-planted trees, but it has largely been viewed and used by the adjacent property owner as part of their "yard". Exhibit 3 shows examples of how this space is currently being used.

Signal System

The seven signalized intersections in this corridor are not coordinated (i.e., they do not function as a system). The signal at Pasadena Avenue is greatly influenced by the operations of the Gold Line light rail. Every time a train approaches, this signal reverts to an "all red" phase until the train passes. This condition serves to meter traffic approaching the study area from the west.

Traffic Volumes

Traffic volumes in the study area, just west of Fremont, are approximately 20,300 vehicles per day during a non-school period (July 2012). This compares to a November 2007 count of 20,700 vehicles per day. This level of traffic is very similar to Fremont Avenue near Monterey Road. The pattern of traffic over the course of the day is also very similar to Fremont Avenue, as illustrated on Exhibit 4. The hourly results of the two counts taken on Monterey Road (2007 and 2012) are included in Appendix A.

Traffic Speeds

The corridor is currently posted as 35 MPH. A speed study conducted by the City in 2007 (midway between Orange Grove and Indiana) showed that traffic speeds averaged 37 mph, with an 85th percentile speed of 40 mph. The 85th percentile speed is the value at which 85 percent of the vehicles are going at that speed or slower. The California Vehicle Code requires that speed limits be set in recognition of the measured 85th percentile speed if they are to be enforced with radar¹.

Road Diets

One of the central questions that was considered by the committee is whether the number of through lanes on Monterey Road can/should be reduced from two to one in each direction. This is commonly

¹ As of January 1, 2012, California Vehicle Code Section 21400 specifies that a local authority may round the measured 85th percentile speed to a 5 MPH increment. This rounding may be "up" or "down" from the measured value.

referred to as a "road diet". The most typical type of road diet is converting a 4-lane roadway into a 3-lane roadway (one lane in each direction plus a left-turn lane). The professional literature on this subject suggests that road diets can be accommodated on roadways with daily traffic volumes of up to 20,000 to 25,000 vehicles (depending on details such as cross-street spacing and percentage of turning movements). Exhibit 5 presents a list of local and national examples of road diets. This list is not a comment on the merits of these road diets, but rather a point of reference.

Collision History

Exhibit 6 shows all reported vehicle collisions from January 2007 through April 2011. These collisions are typically recorded by City Police, but some could be from Highway Patrol. All reported collisions are inventoried in a central database maintained by the State, known as the Statewide Integrated Traffic Reporting System (SWITRS). The collisions tended to cluster around the major intersections: Fair Oaks, Fremont, Meridian, Orange Grove, and Indiana.

Exhibit 7 presents the bicycle and pedestrian-involved collisions for the same period (January 2007 to April 2011). Only seven of these types of collisions occurred on Monterey Road (plus six nearby) over more than five years. This may be a consequence of the relative unattractiveness of Monterey Road for both bicyclists and pedestrians, reducing the sheer number of users, thereby reducing the exposure to potential collisions.

COMMITTEE SURVEY

The committee members completed a survey for the purpose of identifying their top concerns and priorities. The survey and the complete results are contained in Appendix B. According to this survey, the top priorities for future use of Monterey Road should be:

- A relatively wide (4-6') sidewalk free of obstructions (e.g., poles, utility vents)
- ADA-compliant curb ramps
- On-street bicycle lanes
- Coordinated traffic signals

COMMITTEE RECOMMENDATIONS

The committee reached a consensus on many elements and was split on a few. On perhaps the most fundamental item, whether to recommend a road diet (removing one through lane in each direction), the committee was evenly split and could not reach a common opinion. Those who favored a road diet thought it would accomplish several things: reduce speeds, reduce "through" traffic, and provide space for bicycle lanes and wider sidewalks. Those who did not favor a road diet thought the degree of resulting congestion would be too great and it would create spill-over to other streets with corresponding impacts.

Recommendation #1 – Create a sidewalk space that provides a continuous 4' (minimum) of unobstructed walking area

In accomplishing this recommendation, the committee suggests minimizing new intrusions into the 4.5 feet of public right-of-way behind the existing sidewalk. While this area already contains some utility vaults and other public service facilities, most property owners have an historic expectation that this space is privately controlled/owned. The committee believes these impacts can be minimized if the sidewalk were extended into the street in the form of a "bulb-out" (Exhibit 8) where such a treatment would only extend into the parking area and not impact a proposed bicycle lane or travel lane. If the space behind the sidewalk must be used to accomplish the broader goals, then each circumstance should be examined to determine if it would be less impactful to either extend the sidewalk or relocate poles/vents to the area behind the existing sidewalk.

Recommendation #2 – Add a bicycle lane along Monterey Road

While not a unanimous opinion, most committee members felt that adding a bicycle lane on Monterey Road would be beneficial and appropriate. Some felt that using El Centro bike lane (and perhaps extending further west) would be a better choice for an east/west facility. Adding a bicycle lane on Monterey Road would compete for the space currently used as parking in some portions of the corridor. For much of the corridor, where current parking demand is very light, parking can be prohibited to create the space for bicycle lanes. For the handful of areas with high on-street parking demand (typically adjacent to multi-family housing), the committee recommends that parking be retained on the side of the street with the high demand.

Recommendation #3 – Reduce auto speeds

The committee favors reducing auto speeds but not auto capacity in the corridor. Reducing speeds in the corridor (traffic calming) is desired but not easily accomplished on an arterial street. Potential treatments include speed feedback signs, textured crosswalks, and/or selected "pinch" points. The coordination of signals (see below) can also reduce speeds if the coordination is set for the desired speed and publicized accordingly.

Recommendation #4 – Coordinate the signals (from Fair Oaks to Pasadena)

Coordinated (or "synchronized") traffic signals are typically a very cost-effective measure to increase capacity without increasing lanes. If properly managed and communicated, coordinated signals can also moderate traffic speeds by benefiting drivers who respect the speed limit. This corridor has a challenge in dealing with the signal pre-emption needed for the Gold Line train impacts, but that is not a fatal problem for coordination.

Recommendation #5 – Install higher visibility crosswalks

The committee favored the implementation of crosswalks of greater visibility. The intent would be to make them more visible to motorists. In the case of unsignalized intersections, the crosswalks can be accompanied by high-visibility signage and related treatments. Exhibit 9 provides examples of higher visibility crosswalks.

OTHER CONSIDERATIONS

Several committee members wanted consideration of additional turn lanes at selected locations. Sufficient space exists within the existing 64' paved area for either a right-turn or left-turn lane at the intersection, while also having room for an on-street bike lane in each direction. Two turn lanes can be installed if no bike lanes are provided. The committee members mentioned the following possibilities for turn lanes:

- o Eastbound right-turn lanes at Fremont, Indiana, Meridian, and Diamond
- o Left-turn lanes at Orange Grove, Glendon, Meridian, and Diamond

Monterey Road Committee Recommendations

August 2012

The committee identified a parking problem in residential neighborhoods near the Gold Line Station, despite the available and free parking at the station lot located at Mission Meridian Village. The committee asked that parking restrictions be added on Glendon and Lyndon to discourage Metro-related parking on those streets and any other residential streets in the area.

Some committee members and some public comments were in favor of a new traffic signal at Orange Grove Avenue but others were opposed.

While a continuous or a substantial landscape median would be visual appealing, the committee did not think it was possible to accomplish this while achieving the other goals. Creating a continuous landscape strip (between the street and sidewalk) is highly desirable, but would necessitate moving the sidewalk into the currently unused public right-of-way through the entire corridor, which the committee does not feel is practical or appropriate.

ILLUSTRATION OF COMMITTEE RECOMMENDATIONS

The consultant prepared two types of illustrations to show how the committee's ideas would be realized in actual application. The example cross-sections (Exhibit 10) show a typical condition along the corridor. Exhibit 11 illustrates how transitions would occur throughout the corridor to accommodate parking (where needed), bicycle lanes, turn lanes, etc. The application of the committee's preferences would result in bike lanes throughout and turn lanes and parking areas at locations where warranted and needed. Only the following areas would require widening of the street section:

- o The eastbound and westbound approaches at Fremont Avenue
- o The eastbound and westbound approaches at Meridian Avenue

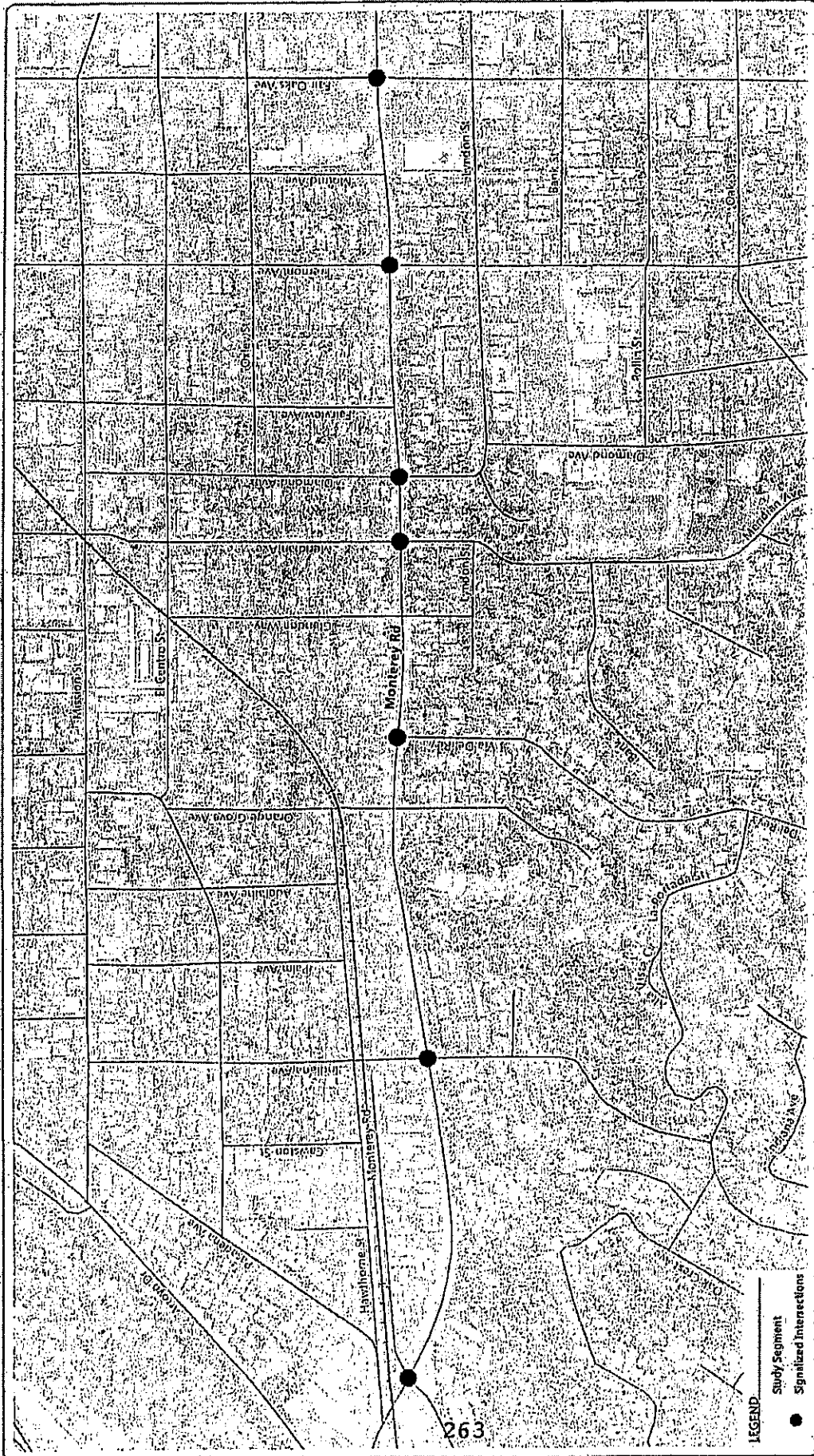
Exhibit 11 includes most, but not all, of the potential turn lanes mentioned by the committee as described in the "other considerations" section of this report. Further technical analysis should be conducted to determine the merits of more turn lanes than illustrated in Exhibit 11.

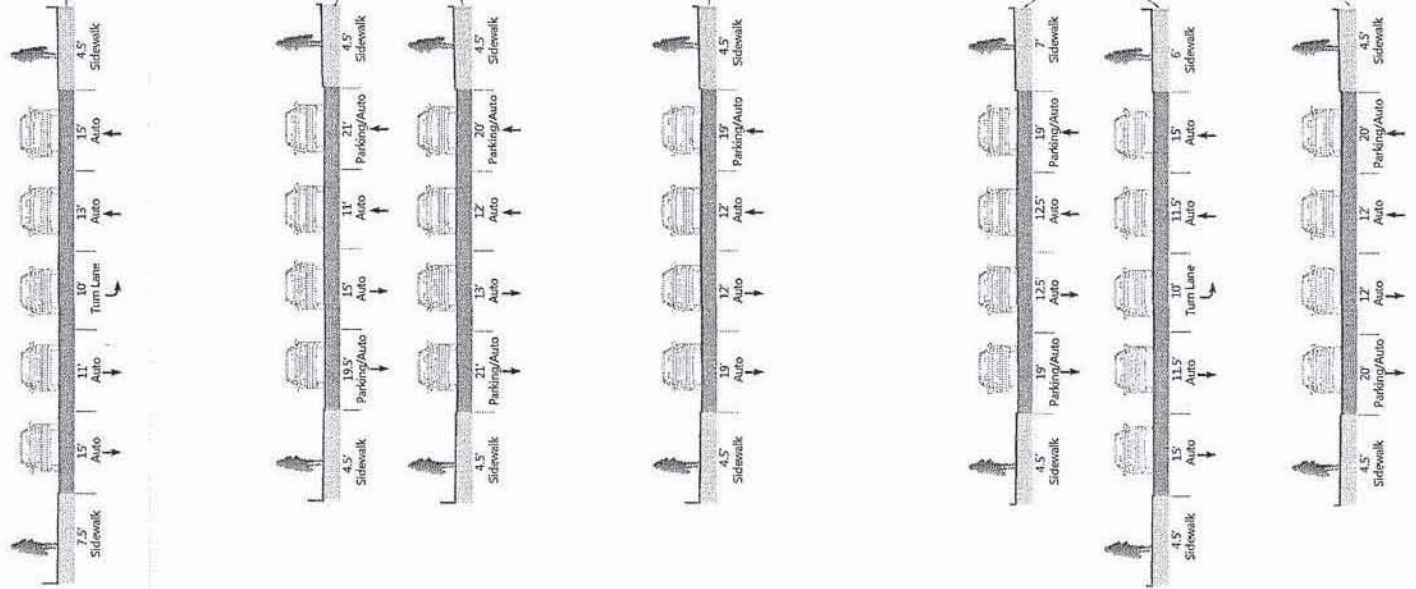
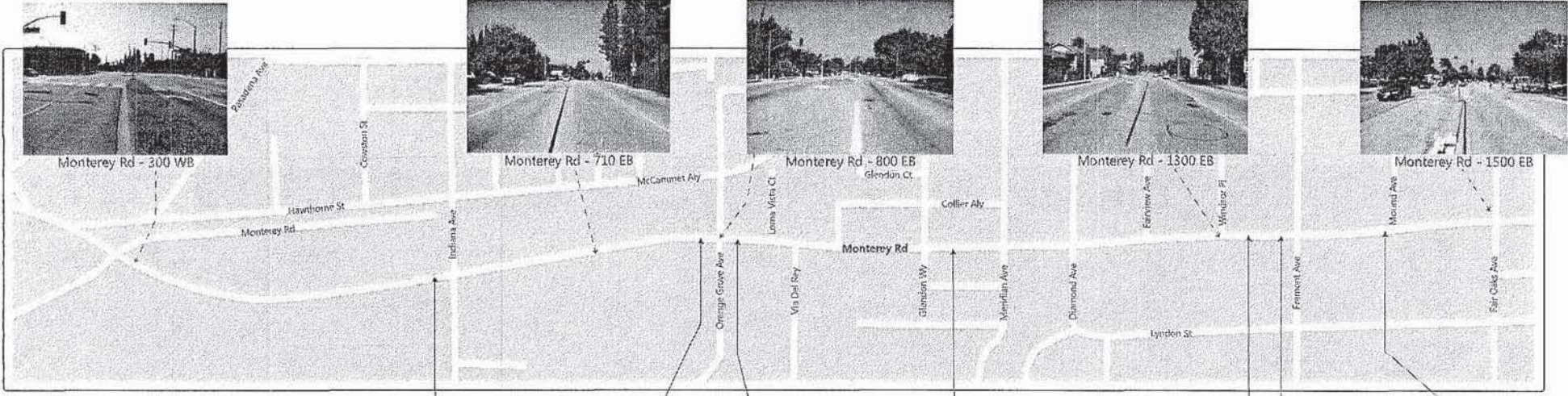
STAFF & CONSULTANT COMMENTS

If the Council elects to consider a road diet (reducing the number of through lanes), then staff recommends a more formal and thorough traffic study to evaluate the degree of congestion that would be expected and magnitude/location of any diverted traffic.

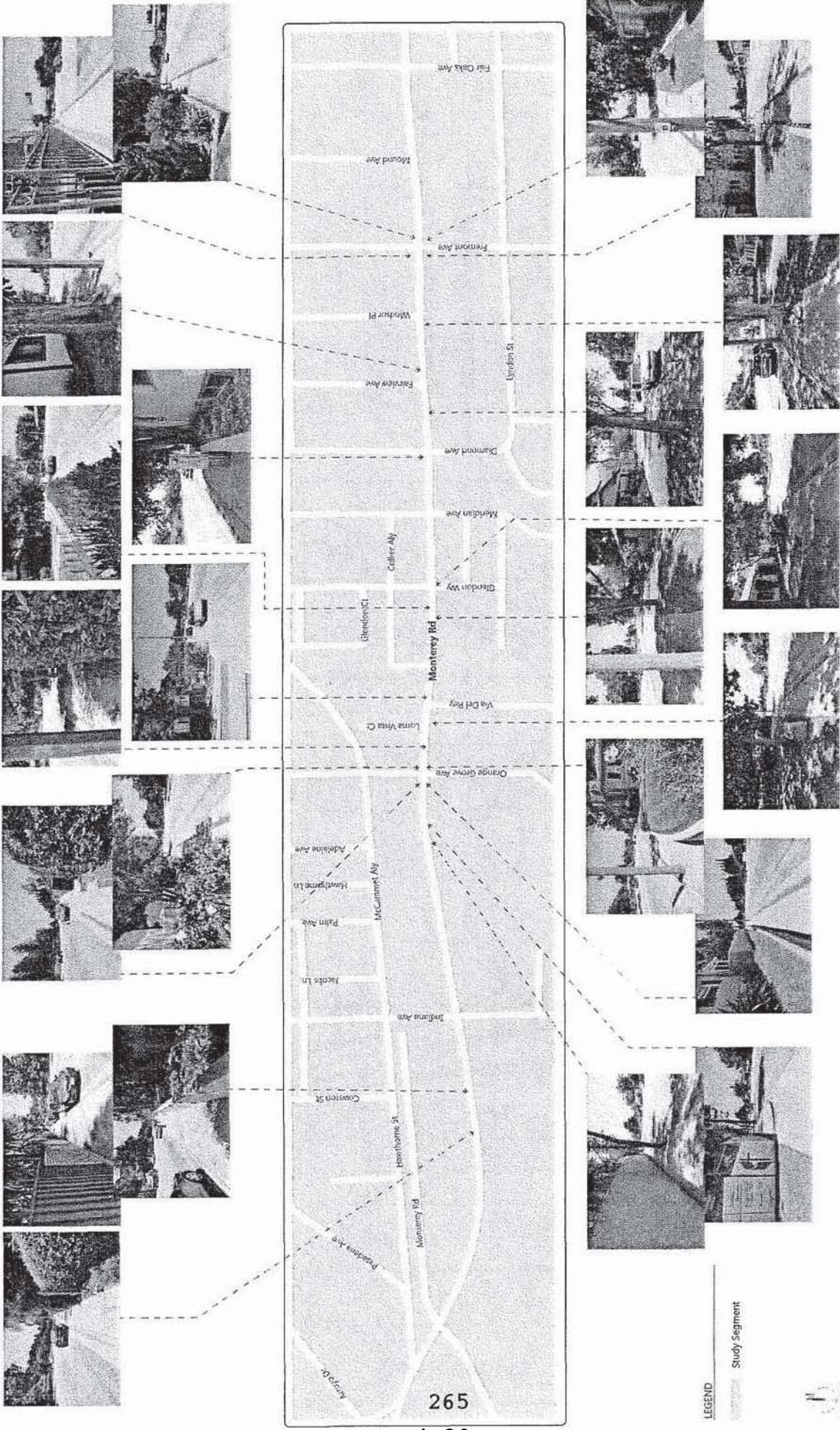
In considering the installation of bicycle lanes, the Council may want to revisit the east/west bicycle system as defined in the City's Bicycle Master Plan to determine if El Centro Street or Mission Street are better alternatives. Both of these streets have more on-street parking, which is a challenge for bicycle safety, but they both have lower auto volumes and speeds.

If the Council is interested in pursuing a signal on Monterey Road at Orange Grove Avenue, then the staff can collect data and prepare a "warrant" analysis to see if the conditions meet the applicable standards as established in the California Manual of Traffic Control Devices.





LEGEND
 Study Segment

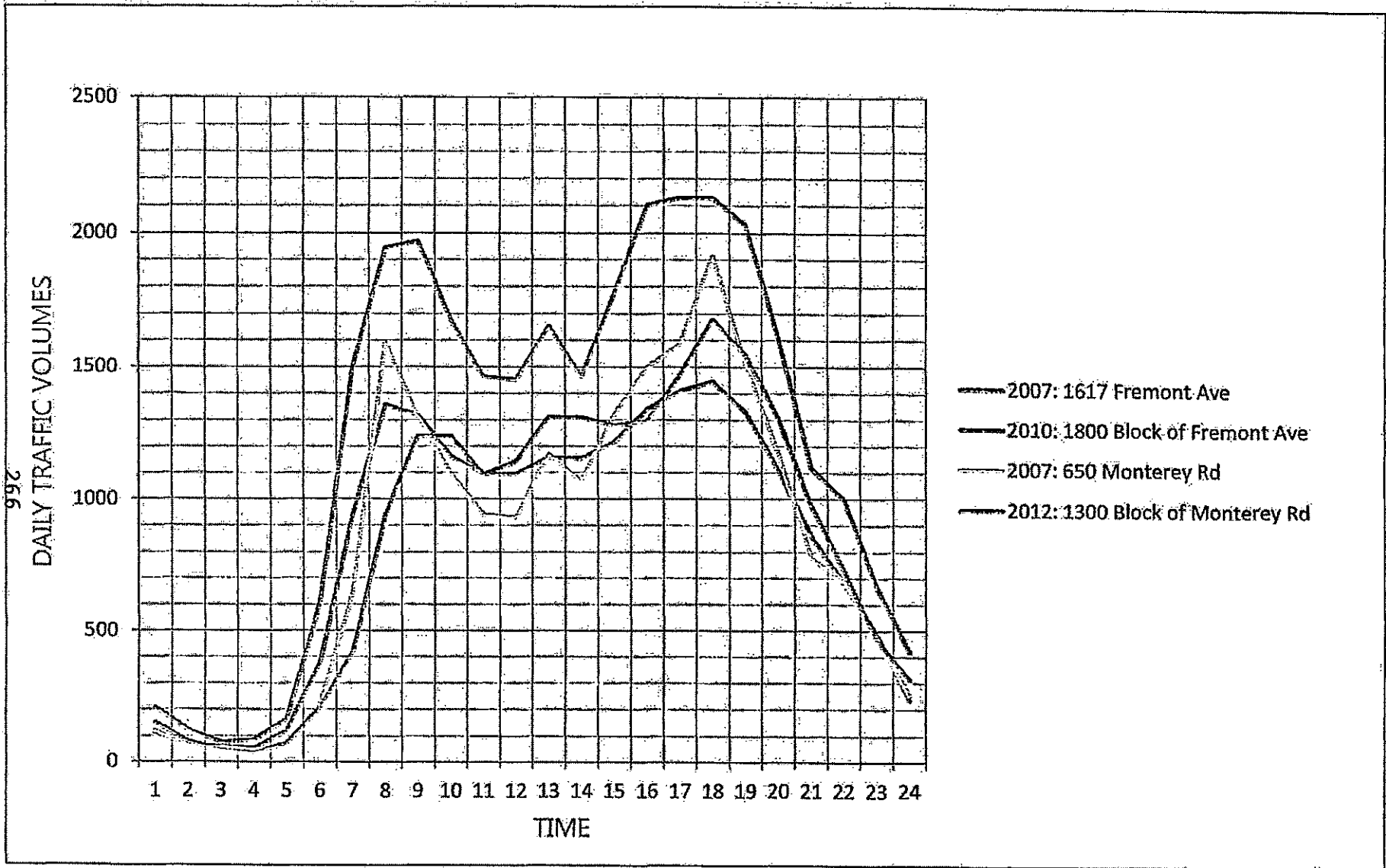


EXAMPLES OF SIDEWALK AREA
EXHIBIT 3

LEGEND

Study Segment

FEHR & PEERS



National Road Diet Inventory					
Location	Roadway Section	Lane Change		ADT	
		From	To	Before	After
Kirkland, Washington	Lake Washington Boulevard	4 lanes	2 lanes with bike lanes and TWLTL ¹	23,000	25,913
Kirkland, Washington	Lake Washington Boulevard (Downtown)	4 lanes	2 lanes with bike lanes and TWLTL ¹	11,000	12,610
Lewistown Pennsylvania	Electric Avenue	4 lanes	2 lanes with bike lanes and TWLTL	13,000	14,500
East Lansing, Michigan	Burcham Road	4 lanes	2 lanes with bike lanes and TWLTL ¹	14,000	14,000
East Lansing, Michigan	Grand River Boulevard	4 lanes	2 lanes with bike lanes and TWLTL ¹	23,000	23,000
Toronto, Ontario, Canada	St. George Street	4 lanes	2 lanes with bike lanes	15,000	15,000
Bellevue, Washington	120th Avenue	4 lanes	2 lanes with TWLTL ¹	16,900	16,900
Bellevue, Washington	Montana Street	4 lanes	2 lanes with bike lanes and TWLTL ¹	18,500	18,500
Toronto, Ontario, Canada	Danforth	4 lanes	2 lanes with bike lanes	22,000	22,000

1. Two Way Left Turn Lane

Source: "Road Diets Fixing the Big Roads" by Dan Burden and Peter Lagerwey (Walkable Communities, Inc. March 1999)

Southern California Road Diet Inventory					
Location	Roadway Section	Lane Change		ADT	
		From	To	Before	After
Boyle Heights	1st Street	4 lanes	2 lanes with bike lanes and TWLTL ¹	>20,000	<20,000
Burbank	Riverside Drive	4 lanes	2 lanes with bike lanes and TWLTL ¹	-	-
Highland Park	York Boulevard from Eagle Rock Boulevard to Avenue 56	4 lanes	2 lanes with bike lanes and TWLTL ¹	23,000	<20,000
Los Angeles	7th Street from Norton to Figueroa	4 lanes	2 lanes with bike lanes and TWLTL ¹	-	-
Los Angeles	Main Street from Rose to Windward	4 lanes	2 lanes with bike lanes and TWLTL ¹	-	-
Los Angeles	Myra Avenue from Santa Monica Boulevard to Fountain Avenue	4 lanes	2 lanes with bike lanes and TWLTL ¹	-	-
Santa Monica	Main Street	4 lanes	2 lanes with bike lanes and TWLTL ¹	20,000	18,000
Santa Monica	Ocean Avenue	4 lanes	2 lanes with bike lanes	18,000	18,000

1. Two Way Left Turn Lane

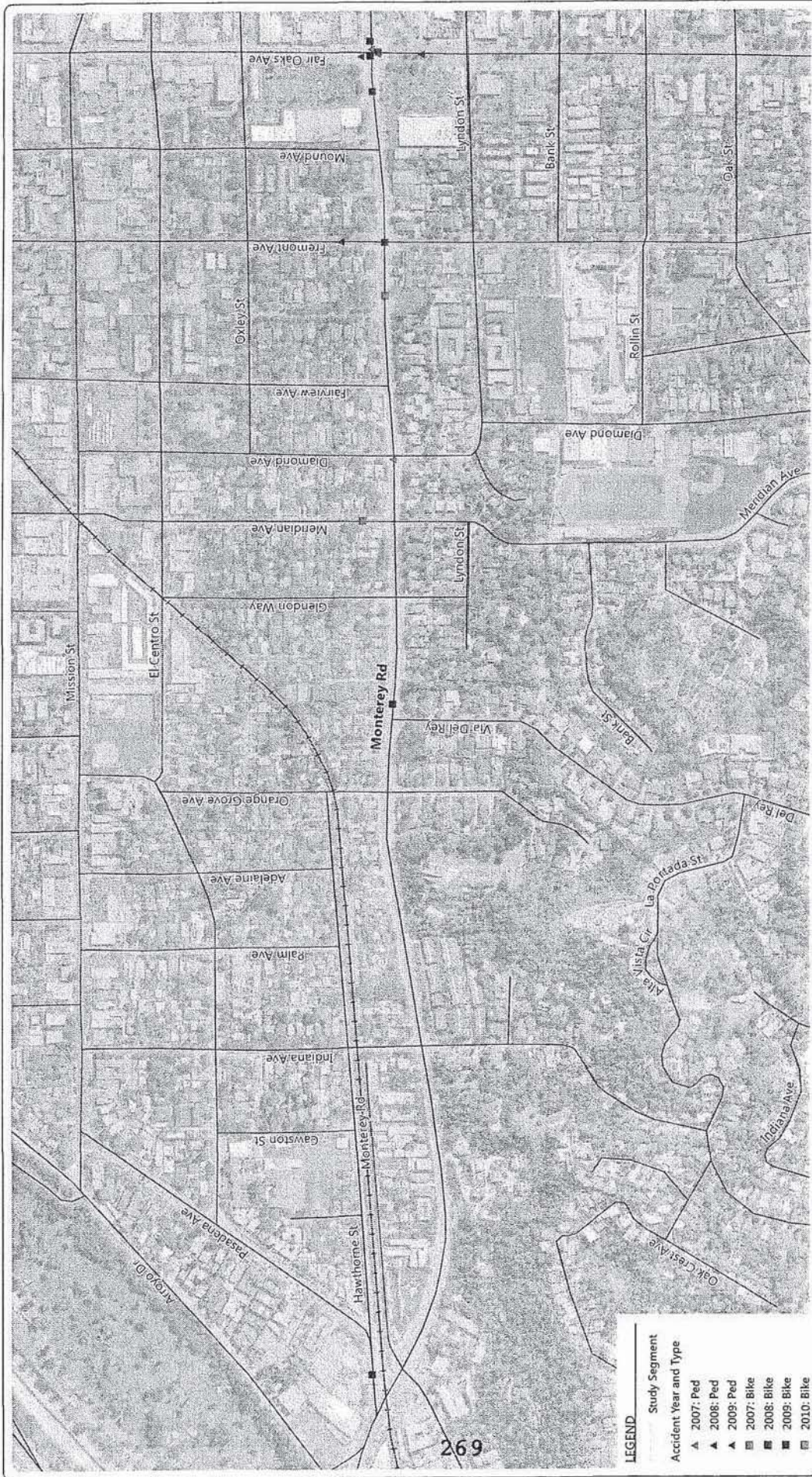
Source: Fehr and Peers



Source: SHRPIS 171/2007 - 4/29/2011



FEHR PEERS
 Project: 2011-2502-0000-005



LEGEND

Study Segment	
(Solid line)	Study Segment
Accident Year and Type	
(Triangle)	2007: Ped
(Square)	2008: Ped
(Circle)	2009: Ped
(Diamond)	2007: Bike
(Star)	2008: Bike
(Hexagon)	2009: Bike
(Octagon)	2010: Bike

269

Source: SWITES 1/1/2007 - 4/2/2011
 DATE: 4/2/11

FEHR & PEERS
 ENGINEERS ARCHITECTS

Exhibit 8.1

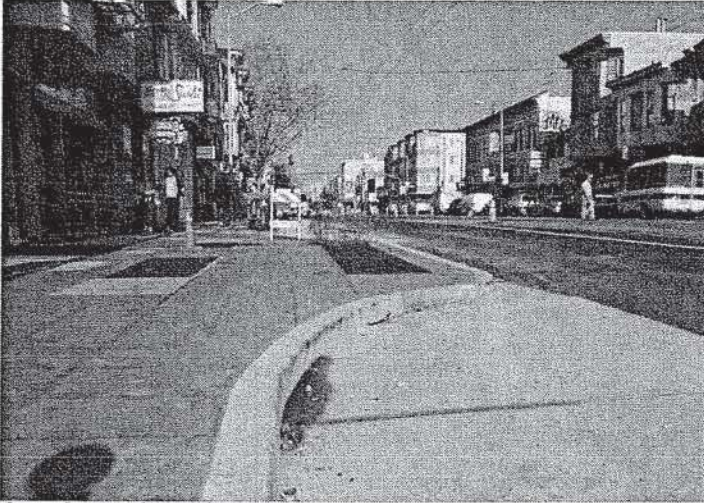


Image Source: sfstreetsblog.org

Exhibit 8.2

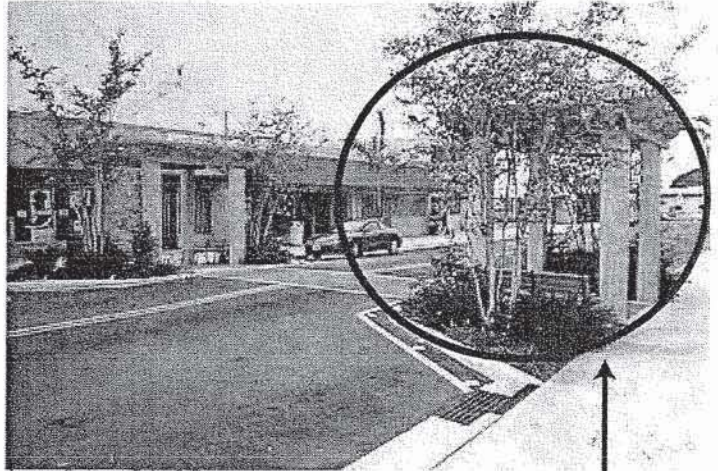


Image Source: Fehr & Peers

Landscaping will not be as prevalent and no crosswalk will be included

Exhibit 8.3



Image Source: US Traffic Calming Manual

Exhibit 8.4

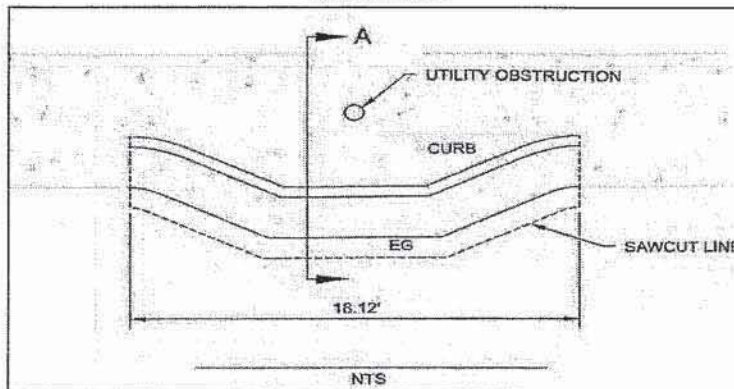


Image Source: City of South Pasadena

Exhibit 9.1: Advanced Limit Line



Image Source: Fehr & Peers

Exhibit 9.2: High Visibility Signs



Image Source: Fehr & Peers

Exhibit 9.3: Median Refuge Island

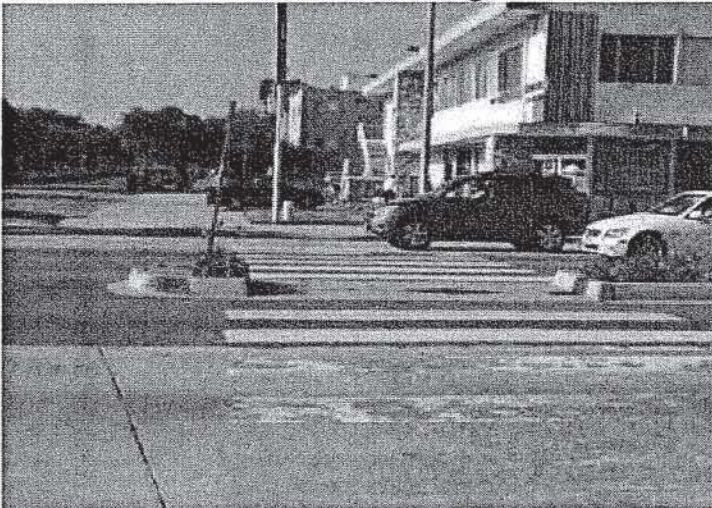


Image Source: Fehr & Peers

Exhibit 9.4: Flashing Beacons

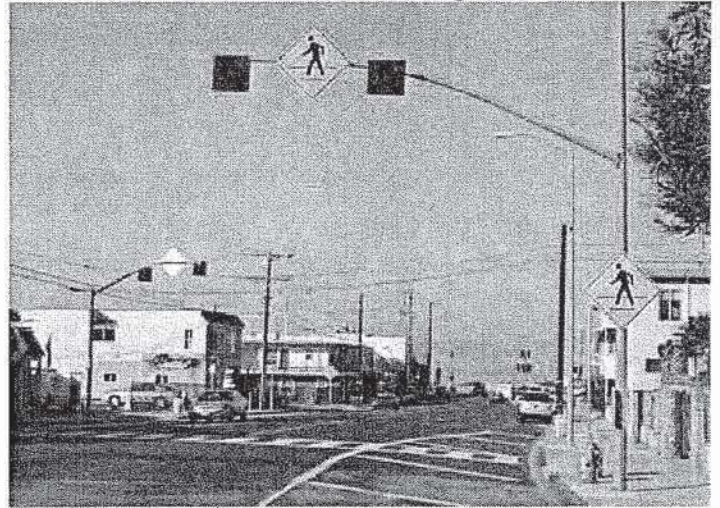
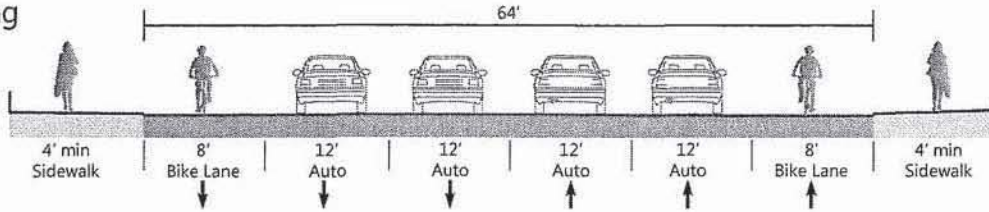


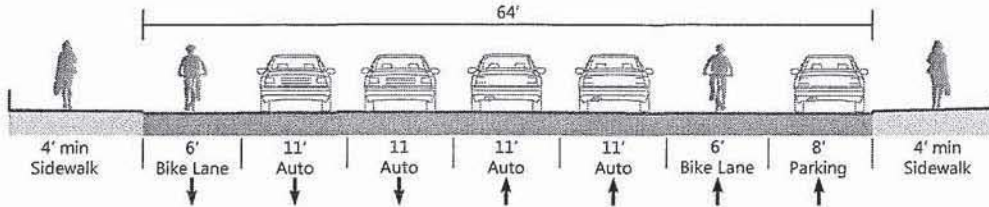
Image Source: tti.tamu.edu

TYPICAL MID BLOCK

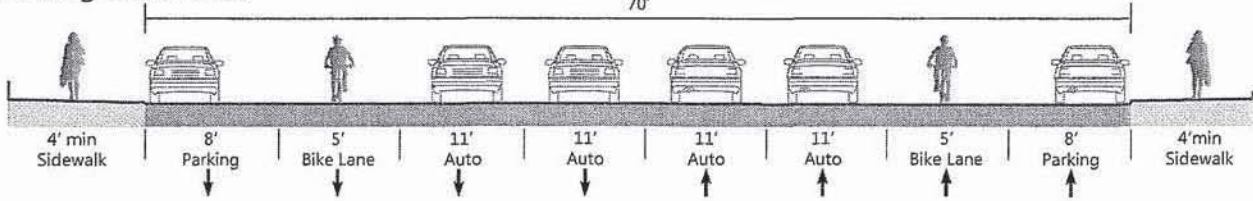
(A) No Parking



(B) Parking One Side

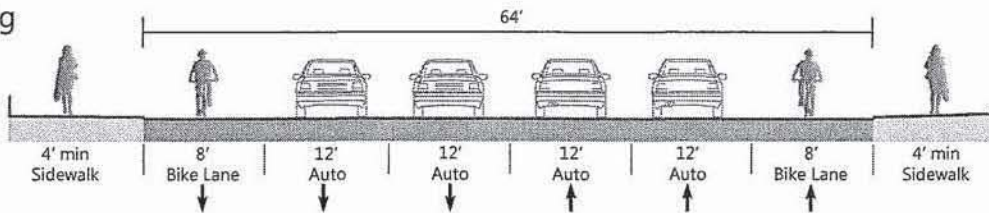


(C) Parking Both Sides



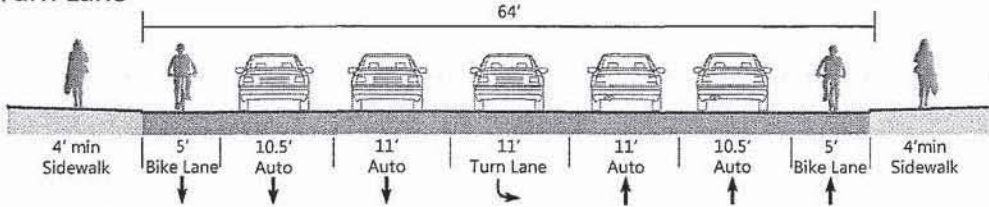
MINOR INTERSECTIONS

(D) No Parking

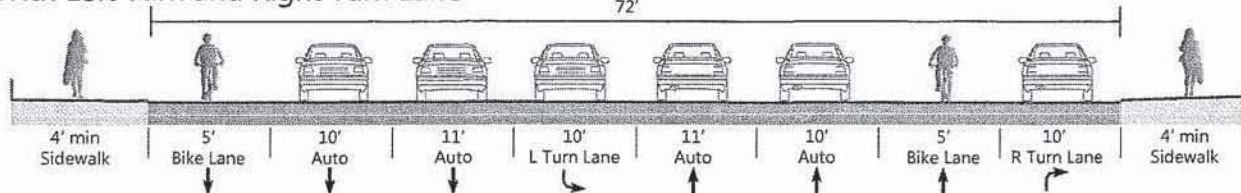


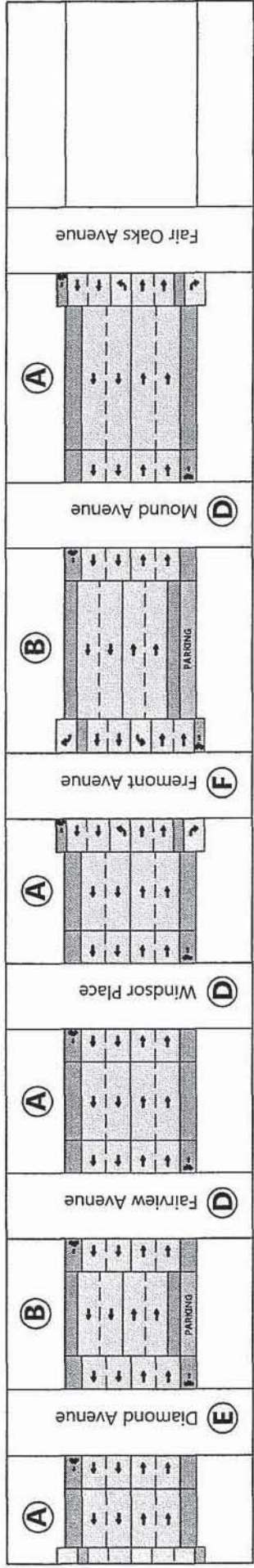
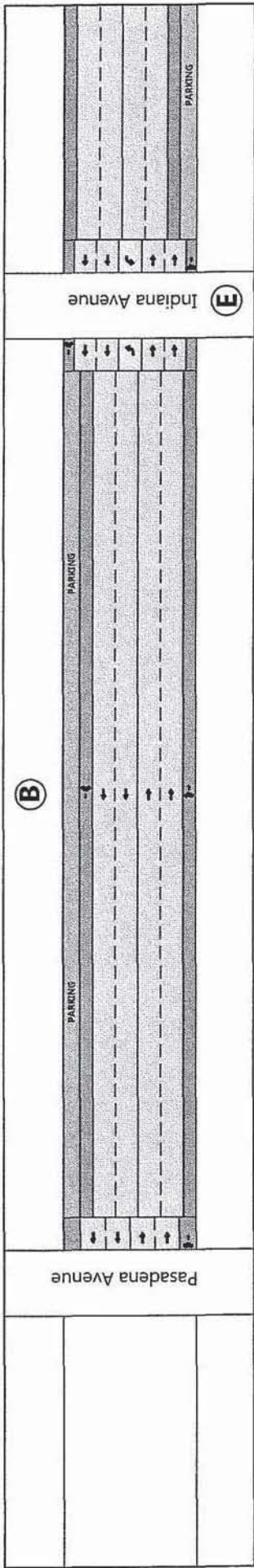
MAJOR INTERSECTIONS

(E) With Left Turn Lane



(F) With Left Turn and Right Turn Lane





NOT TO SCALE

APPENDIX A
TRAFFIC COUNTS

Prepared by NPS/ATD
VOLUME
 Monterey Rd W/o Fremont Ave

Day: Thursday
 Date: 7/12/2012

City: South Pasadena
 Project #: CA12_5298_001

DAILY TOTALS		NB	SB	TOTAL		DAILY TOTALS		NB	SB	TOTAL				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			29	18	47	12:00			147	223	370			
00:15			16	18	34	12:15			139	135	274			
00:30			13	21	34	12:30			128	177	305			
00:45			24	82	11	68	12:45		153	567	210	745	363	1312
01:00			8	4	12	13:00			147	200	347			
01:15			13	11	24	13:15			147	162	309			
01:30			19	10	29	13:30			175	164	339			
01:45			6	46	6	31	13:45		142	611	172	698	314	1309
02:00			11	4	15	14:00			163	152	315			
02:15			8	7	15	14:15			155	155	310			
02:30			7	2	9	14:30			184	160	344			
02:45			1	27	5	18	14:45		152	654	157	624	309	1278
03:00			4	6	10	15:00			139	164	303			
03:15			6	4	10	15:15			146	162	308			
03:30			2	4	6	15:30			159	167	326			
03:45			3	15	4	18	15:45		177	621	182	675	359	1796
04:00			5	8	13	16:00			162	168	330			
04:15			8	11	19	16:15			172	169	341			
04:30			8	9	17	16:30			179	215	394			
04:45			8	29	16	44	16:45		195	708	208	760	403	1468
05:00			13	16	29	17:00			210	236	446			
05:15			10	26	36	17:15			205	221	426			
05:30			36	37	73	17:30			188	210	398			
05:45			23	82	41	120	17:45		183	786	224	891	407	1677
06:00			32	36	68	18:00			174	221	395			
06:15			45	50	95	18:15			200	206	406			
06:30			40	67	107	18:30			173	207	380			
06:45			59	176	90	243	18:45		155	702	209	843	364	1545
07:00			76	100	176	19:00			189	187	376			
07:15			70	122	192	19:15			154	160	314			
07:30			99	141	240	19:30			168	166	334			
07:45			134	379	198	561	19:45		148	659	131	644	279	1303
08:00			153	183	336	20:00			142	128	270			
08:15			146	180	326	20:15			141	116	257			
08:30			112	146	258	20:30			135	109	244			
08:45			135	546	181	690	20:45		121	539	82	435	203	974
09:00			162	228	390	21:00			117	95	212			
09:15			135	175	310	21:15			114	89	203			
09:30			124	142	266	21:30			84	67	151			
09:45			133	554	138	683	21:45		97	412	66	317	163	729
10:00			124	127	251	22:00			83	67	150			
10:15			112	166	278	22:15			67	58	125			
10:30			113	165	278	22:30			71	48	119			
10:45			126	475	157	615	22:45		37	258	34	207	71	465
11:00			115	160	275	23:00			56	30	86			
11:15			123	131	254	23:15			40	42	82			
11:30			144	155	299	23:30			44	42	86			
11:45			158	540	156	602	23:45		33	173	25	139	58	312
TOTALS			2951	3693	6644	TOTALS			6690	6978	13668			
SPLIT %			44.4%	55.6%	32.7%	SPLIT %			48.9%	51.1%	67.3%			

DAILY TOTALS		NB	SB	TOTAL		DAILY TOTALS		NB	SB	TOTAL	
AM Peak Hour	11:30	08:15	08:15	PM Peak Hour	16:45	17:00	17:00				
AM Pk Volume	588	795	1290	PM Pk Volume	798	891	1677				
Pk Hr Factor	0.930	0.806	0.827	Pk Hr Factor	0.950	0.944	0.940				
7 - 9 Volume	925	1251	2176	4 - 6 Volume	1494	1651	3145				
7 - 9 Peak Hour	08:00	07:45	07:45	4 - 6 Peak Hour	16:45	17:00	17:00				
7 - 9 Pk Volume	546	707	1252	4 - 6 Pk Volume	798	891	1677				
Pk Hr Factor	0.892	0.893	0.932	Pk Hr Factor	0.950	0.944	0.940				

APPENDIX B
SURVEY RESULTS

Monterey Road Survey Results		
Desired Outcomes		
	Description	Average Result
A	Improved Pedestrian-Safety and Comfort	3.0
D	No worsening of Congestion	4.5
B	Improved Handicapped-Accessibility	4.5
G	Enhanced Bicycle-Safety and Comfort	4.7
F	Reduced Auto Speeds	4.9
C	Reduced Auto Congestion	5.6
H	Improved Aesthetics	5.6
E	Ability to Drive the Corridor with Fewer Stops at Signals	6.5
K	Less "through" Auto Traffic (trips both starting and ending outside South Pasadena)	6.5
I	Retain Existing On-Street Parking Supply	8.1
J	Increase On-Street Parking Supply	9.7
Facility Preferences		
	Description	Average Result
A	Wider Sidewalks	2.2
C	ADA-compliant Curb Ramps	3.0
B	On-street Bicycle Lanes	3.6
G	Coordinated Signals	3.7
F	Enhanced Pedestrian Lighting	5.7
E	Decorative Treatments (e.g. stamped crosswalks, seasonal banner mounts)	5.9
D	Landscaped Median	6.3
H	More Street Trees	6.5

ATTACHMENT 4
City Council Minutes – September 4, 2013

**ADOPTION OF
RESOLUTION NO. 7319
REVISING THE PARKING
REGULATIONS FOR THE
MISSION-MERIDIAN
PREFERENTIAL PARKING
DISTRICT, CHANGING THE
TIME DESIGNATION FOR A
SECTION OF THE NORTH
SIDE OF MISSION STREET
AND RESCINDING
RESOLUTION NO. 7187**

Public Works Director Toor presented the staff report on adopting a resolution revising the parking regulations for the Mission-Meridian Preferential Parking District, changing the time designation for a section of the north side of Mission Street, and rescinding Resolution No. 7187. He and City Manager Gonzalez responded to questions.

Councilmember Putnam requested that Assistant City Manager Straus, who will be working on the parking issue at Mission Meridian Village, be notified of the necessity to encompass this parking area into the Mission and Meridian parking zone.

By roll call vote (5 ayes), the City Council adopted Resolution No. 7319, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, RESCINDING RESOLUTION NO. 7187 AND REVISING THE MISSION-MERIDIAN AND THE FARMERS' MARKET PREFERENTIAL PARKING DISTRICTS AND RESPECTIVE PARKING REGULATIONS.

(Joe, Cacciotti)

**PRESENTATION OF
MONTEREY ROAD
CITIZENS' DESIGN
ADVISORY COMMITTEE
REPORT**

Deputy Public Works Director Furukawa provided the background on the Monterey Road repair project. He introduced Steven Brown, Principal, Fehr & Peers, who presented the Monterey Road Citizens' Design Advisory Committee Report. They responded to questions.

Brandy Guenveur, 1142 Meridian Avenue, said that parking is at a premium in the area and advised against eliminating parking on Monterey Road. She suggested that El Centro Street would be more suitable for bicycles. She recommended adding left-turn lanes on Monterey Road at Meridian Avenue.

Beverly Biber, 1250 Oak Hill Avenue, said that Monterey Road is a major thoroughfare for west-side residents. When "the Rube Goldberg convoluted Pasadena Avenue/Monterey Road complex was created" for the Gold Line, she said residents in that area experienced a major change. There is major congestion during rush hour, she said. She indicated opposition to taking additional property

from the Monterey Road property owners to create traffic lanes.

Glen Eddy, 844 Monterey Road, Member, Monterey Road Citizens' Design Advisory Committee, said the needs of various users of Monterey Road need to be balanced. He said he preferred to have the road returned to its original width prior to the earlier widening by Los Angeles County.

Mitchell Sawasy said he was a local architect representing St. James Church (Church), 1325 Monterey Road. He commented on the proposed street widening at the Church's location at Fremont Avenue and Monterey Road. He said the Church building is five feet from the curb line and that the sidewalk contains utility poles and vents. Across the street, he said, there is a dental office that is located approximately six feet from the curb line. He opposed any impact on the Church's front yard and garden area, where there is a historic wall. He said the Church relies on street parking for services and meetings, and he requested that parking not be eliminated.

Discussion followed. Consultant Brown, Deputy Public Works Director Furukawa, Public Works Director Toor, and City Manager Gonzalez responded to questions. A proposed microsimulation to test implementing a "road diet" for sections of Monterey Road was discussed in detail.

Public speaker Beverly Biber commented that the York Boulevard road diet in Los Angeles is problematic on the west side of York where vehicles are being transitioned to the narrowed road width.

By consensus, the City Council requested that staff investigate whether the City is required to bring both sides of Monterey Road into compliance with Americans with Disabilities (ADA) requirements or only one side.


By roll call vote (5 ayes), the City Council directed staff to assess the obstacles and impediments (utility company poles and equipment, traffic light control boxes, vaults, etc.) on the sidewalk along Monterey

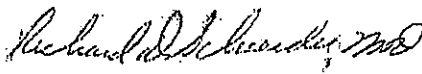
Road on both sides from Fair Oaks Avenue to Pasadena Avenue and to obtain an estimate of costs to relocate the impediments.

(Schneider, Cacciotti)

ADJOURNMENT

By consensus, the City Council adjourned the regular meeting of the South Pasadena City Council/Redevelopment Successor Agency/Public Financing Authority/Housing Authority at 10:45 p.m.


Sally Kilby
City Clerk


Richard D. Schneider, M.D.
Mayor

ATTACHMENT 5
FTC Minutes – December 18, 2012

**MINUTES OF THE REGULAR MEETING OF THE
FREEWAY AND TRANSPORTATION COMMISSION
OF THE CITY OF SOUTH PASADENA
CONVENED THIS 18TH DAY OF DECEMBER 2012 6:30 P.M.
AMEDEE O. "DICK" RICHARDS, JR., COUNCIL CHAMBERS
1424 MISSION STREET**

- 1. ROLL CALL** The regular meeting of the Freeway and Transportation Commission was convened at 6:30 p.m. Commissioners present: Margrave, Reynolds, Vice-Chair Sherman and Chair Glaeser. Council Liaison: Schneider. Staff present: Transportation Manager Woods and City staff Zneimer.
- 2. APPROVAL OF NOVEMBER 20, 2012 REGULAR MEETING** The Commission approved (4 ayes, 0 noes, 1 absent) November 20, 2012 Regular meeting.

(Margrave, Sherman)
- 3. COMMISSIONER COMMENTS** Commissioner Margrave said he recently saw bollards used in the City of Pasadena to increase safety on Washington east of Lake. He thought that bollards could be used on Fair Oaks to increase safety at the bulb out locations. Mr. Woods said he would pass on the suggestion to Public Works. Commissioner Margrave also thought that it would be good for bike lanes to be extended on Pasadena Ave/Mission St all the way to Grand Ave and that a road diet would be a great way to provide the space necessary for a bike lane. Mr. Woods agreed and said that this treatment is in the approved Bicycle Master Plan and is waiting funding and timing to be implemented.
- 4. STAFF COMMENTS** None.
- 5. PUBLIC COMMENTS (ITEMS NOT ON THE AGENDA)** None.
- 6. DISCUSSION ITEMS**
- A. MONTEREY RD AD-HOC COMMITTEE UPDATE** Chair Glaeser recited the City Council motion on establishing the Monterey Road Citizens' Design Advisory Committee and discussed his understanding of what the Freeway & Transportation Commission could do. Steve Brown with Fehrs & Peers, consultant for this project, gave a presentation on the technical information about Monterey Rd and presented the Committee's report. The presentation

included information about right-of-way, traffic statistic, sidewalk/utility issues and the Committee's recommendations. The Commission asked questions throughout the presentation. Chair Glaeser opened the item for public comment.

Bill Glaus, Monterey Rd Design Advisory Committee member, thanked the Commission, City Council and the City for the opportunity to serve and thanked other committee members for their work on the report. Public comment was then closed.

Commissioner Margrave wanted to see more information on a road diet. The Commission discussed the elements that would need to be looked at in further study of a road diet and asked the consultant specific questions about how a road diet would work on Monterey Rd. Commissioner Reynolds asked about who would pay for the movement of utilities, the Commission discussed this further.

The Commission passed a motion 4-0 to receive and forward the report to the City Council with a request that a future report include a technical study of a road diet with medians when evaluating street design for Monterey Rd.

(Glaeser, Reynolds)

B. FAIR OAKS – LESSONS LEARNED

Commissioner Reynolds explained what happened at the last meeting, saying that he has not been able to recruit members of the public to serve on the ad-hoc committee to assist Chair Glaeser and himself with this issue. The Commission discussed the item in more detail and asked Mr. Woods about the current study being performed by Public Works, Mr. Woods answered to the best of his knowledge. The Commission discussed the item further with Commissioner Margrave saying that bollards should be looked at as an added safety enhancement.

C. COMMISSION ANNUAL REPORT

The Commission reviewed a draft report produced by Chair Glaeser. The Commission discussed the report and decided it

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ATTACHMENT 6
PWC Minutes – June 12, 2013

Chair requested a break – 8:29pm.

E. Monterey Road Presentation

Deputy Public Works Director Furuwaka gave a brief presentation about the Monterey Road Project and the recommendations of the Monterey Road Citizens Ad-Hoc Advisory Committee. Staff would like the Commission to review the report and submit any comments or changes before the report is submitted to City Council. The Committee's recommendations are to create a 4' sidewalk space for unobstructed walking area, add a bicycle lane along Monterey Road, reduce auto speeds, coordinate signals from Fair Oaks to Pasadena and install higher visibility crosswalks. The Committee could not agree upon whether a road diet is appropriate or not. The applicability of a road diet would require additional study.

Chair Garcia opened the meeting for public comment.

Gretchen Robinette – 920 Indiana Avenue. She was concerned with more traffic on Indiana Avenue between Monterey Road and Mission Street due to a road diet.

Chair Garcia declared the public comment closed.

Commissioner Pendo requested bicycle/pedestrian counts on Monterey Road if available.

Commissioner Fisher made a motion to request staff to have the consultant to conduct a micro simulation study of impacts to the level of service and queue lengths at intersections on Monterey Road at Fremont, Diamond, Meridian and Indiana to determine the traffic impacts of having an operation with left turns lane, one through lane in each direction, bicycle lanes and parking along residential frontage. (seconded by: Pendo)

The motion was amended to make a recommendation to the City Council. (seconded by: Pendo)

Commissioner Fisher wanted to make a full disclosure that he worked for the City of Los Angeles and on occasion the firm Fehr and Peers contacts him on certain matters, but he is not an employee of the firm and has not worked on this study.

Motion approved: 4-0

8. COMMISSIONER COMMENTS

Chair Garcia gave a brief update on the Ad Hoc Mobile Vending Committee. The meeting was about two proposed ordinances 1) vending on public streets and 2) vending trucks on private property.

Chair Garcia also mentioned a major issue with Global Water collection for water billing. He stated he is really upset because he received a delinquent notice. The delinquent notice had two phone numbers that were incorrect and the tear off portion on the notice had an incorrect address. He stated this is totally unacceptable.

9. Adjournment – Chair Garcia declared the meeting adjourned at 9:08p.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 June 12, 2013.

AYES:

NOES:

ABSENT:

ABSTAIN:

Steven Garcia, Chair

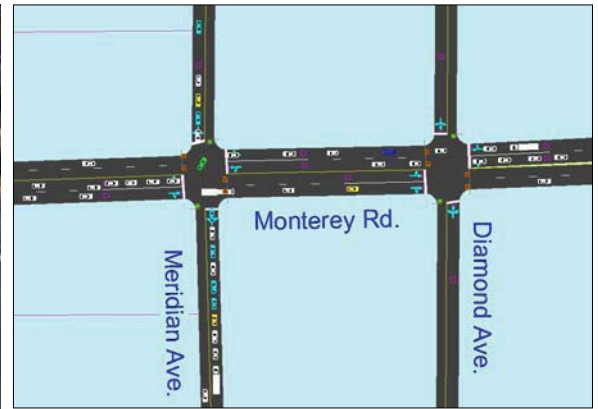
ATTACHMENT 7
Minagar Traffic Study – January 2015

Traffic Study

for the

Feasibility of Road Diet Traffic Calming Improvements on Monterey Road between Pasadena Avenue and Fair Oaks Avenue

City of South Pasadena, CA



PRESENTED TO:



City of South Pasadena
Public Works Department
1414 Mission Street
South Pasadena, CA 91030-3298



PRESENTED TO:



MINAGAR & ASSOCIATES, INC.
Traffic Engineering – Transportation Planning – ITS Consultants
18662 MacArthur Blvd., Suite 435
Airport Business Center
Irvine, CA 92612
Tel: (949)727-3399 • Fax: (949)727-4418
Web: www.minagarinc.com • Email: minagarf@minagarinc.com



22 Years of Excellence

January 20, 2015



Executive Summary

The City of South Pasadena has expressed its desire to redesign Monterey Road between the Metro Gold Line LRT Crossing and Fair Oaks Avenue as a "Complete Street"; that is, one which is less auto-centric and more characteristic of a livable, walkable, and safer roadway that accommodates all modes of transportation. In 2012, a citizen committee commissioned by the South Pasadena City Council, in cooperation with an independent traffic consultant, conducted a study of Monterey Road to identify alternatives for a feasible future design of this segment. The "Monterey Road Committee Recommendations Report" introduced several possible improvements to Monterey Road with mixed unanimity on which measures should be implemented, including adding bicycle lanes, widening the sidewalks, relocating utilities obstructing walkways, implementing traffic calming measures, coordinating traffic signal, and installing higher visibility crosswalks.

Other considerations in the Monterey Road Committee Recommendations Report included adding exclusive left- and right-turn lanes to selected intersections; restricting on-street parking in certain areas; and/or implementing a "road diet" on Monterey Road. Road diets are essentially a reduction in the number of existing travel lanes, and a reassignment/redesign of the remaining roadway space for other safety features such as bicycle lanes, pedestrian crossing enhancements, traffic calming features and/or protected parking lanes/bays. These additional measures, however, were beyond the budget and scope of the Committee's study to analyze thoroughly.

The South Pasadena City Council subsequently approved the go-ahead for a study on the feasibility of a road diet on Monterey Road between Pasadena Avenue and Fair Oaks Avenue. Minagar & Associates, Inc. collected existing traffic data in the field, built a computerized traffic model and tested the effects of two alternative road diet concepts for this segment. The road diet concept would re-stripe the existing street cross-section from two lanes per direction to one lane per direction, and add a center two-way left turn lane, Class-II bikeways (marked bike lanes) and a striped parking lane on both sides of the street.

The results of the traffic model and microsimulation analysis showed that while a road diet on Monterey Road between Pasadena Avenue and Fair Oaks Avenue is geometrically feasible and would provide safety benefits to vehicles, bicyclists and pedestrians, corridor travel times, delay and arterial speeds would worsen during the weekday AM and PM peak hours. Alternative #1, which would implement a three-lane configuration across the full length of the corridor, would result in an average increase in delays by 36% and a 4-MPH decrease in travel speeds.

Alternative #2 would implement the same geometrics as Alternative #1, only on limited areas of Monterey Road west of Orange Grove Avenue and east of Meridian Avenue, while maintaining a four-lane cross-section with bike lanes at mid-segment. While the latter alternative minimizes the potential for peak hour traffic spillovers between adjacent intersections and increases traffic delays by only about 15%, it would also require the prohibition of on-street parking along a major portion of the segment in order to keep a continuous bicycle lane alongside the travel lanes.



Ultimately, while both of the road diet alternatives would negatively impact the travel performance of the corridor for autos during the peak hours, it would nevertheless provide certain offsetting benefits which may be preferred by the City and road users. For motorists accessing the adjacent abutting residential properties, a center two-way left turn lane would provide a refuge area for vehicles to enter or exit the traffic stream on Monterey Road, and reduce the likelihood of certain types of crashes.

For pedestrians and bicyclists, the slower and more consistent speeds of the road diet conversion would be more desirable given that the three-lane roadway would allow for fewer conflict points between vehicles and other, non-motorized users. In addition, providing a dedicated bicycle lane along this segment would serve to meet the goals and policies of the City's General Plan and Bicycle Master Plan by providing a continuous bikeway connection between the west and east segments of Monterey Road.

In light of the findings of the traffic study, Minagar & Associates, Inc. recommends that a trial road diet be considered before considering a complete redesign of the street. A basic "test project" of the road diet could be implemented through minimal re-striping of specific, shortened portions of Monterey Road. The project would serve to observe and validate the impacts on peak hour vehicular traffic with the reduced lane configuration, and include a "before and after" study of vehicle speeds, queue lengths, and observations of left-turn and bicycle interactions to determine the level of scalability of the road diet for the remaining portions on Monterey Road.

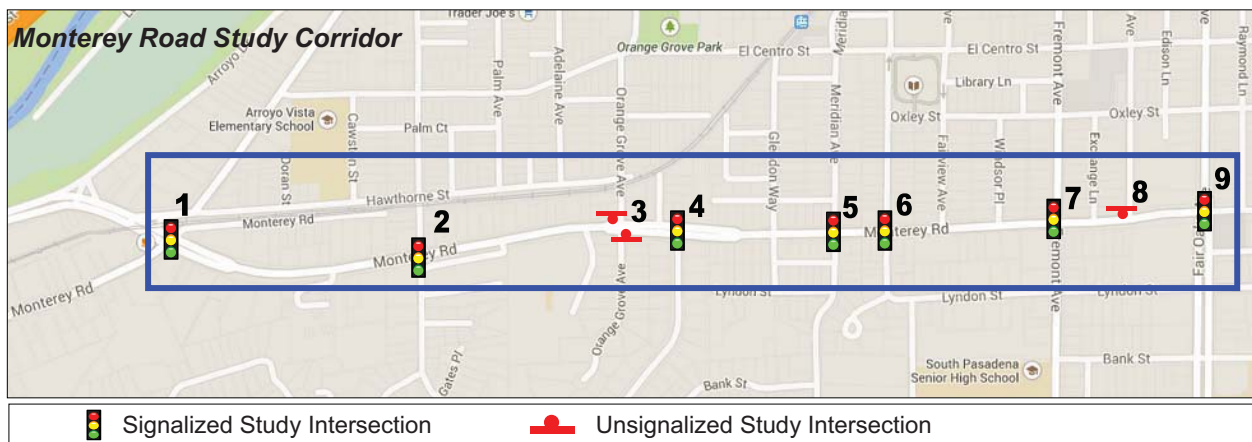


Introduction

This report summarizes the findings of a traffic study conducted by Minagar & Associates, Inc. which evaluates the feasibility of a “road diet” concept and other traffic calming measures on Monterey Road between Pasadena Avenue and Fair Oaks Avenue. The City of South Pasadena has requested that Minagar identify the potential impacts of re-striping this existing undivided four-lane portion of Monterey Road with a three-lane cross section consisting of a through travel lane in each direction plus a two-way left turn center lane. The study included the development of a representative, computer traffic model and microsimulation to analyze and compare the existing peak hour traffic conditions on Monterey Road with those after the implementation of the road diet configuration. The traffic simulation model was programmed on the basis of both field-collected and city-provided traffic data and measurements. The traffic simulation was then used to identify impacts to travel times, delays, and arterial speeds, and evaluate the possible trade-offs of implementing this type of road diet concept in relation to the mobility, access and safety of road users on Monterey Road.

Study Area

The study area is assumed to consist of the mile-long portion of Monterey Road extending from the intersection at the Metro Gold Line railroad crossing, on the west end, to the intersection with Fair Oaks Avenue, on the east end. The segment connects the adjacent westerly two-lane portion of Monterey Road leading into the City of Los Angeles with the easterly two-lane portion of Monterey Road leading into the neighboring City of San Marino.



Existing Conditions

This section provides a summary of the existing corridor conditions on Monterey Road within the context of the surrounding transportation system. Prior to evaluating potential options for an alternative conceptual cross-section/lane configuration, Minagar & Associates, Inc. staff conducted a field inventory of the existing roadway, roadside and traffic environment across the



study corridor. Traffic volume data collection consisted of 8-hour turning movement counts at nine (9) major intersections on Monterey Road.

Monterey Road is a 2.22-mile long Minor Arterial in the City of South Pasadena, stretching from the neighboring City of Los Angeles at the west city limit to the City of San Marino at the east city limits. Monterey Road is a primary east/west route through the City of South Pasadena connecting with Pasadena Avenue and nearby 110 Freeway to the west, and serving as an alternate route to Huntington Drive and Mission Street. The central 1.1-mile long portion of Monterey Road in the City that spans between Pasadena Avenue and Fair Oaks Avenue is a four-lane undivided roadway that carries an average daily traffic volume of about 15,700 vehicles per day. The street is characterized by a paved roadway width of between 60 and 84 feet, with four undivided travel lanes (two per direction), a striped centerline, and several intermittent raised medians along the wider sections near Fair Oaks Avenue, Via Del Rey, and the Gold Line Crossing.

The current posted speed limit on Monterey Road is 35 miles per hour. Surrounding land uses consists predominantly of mixed density residential properties with abutting driveway access onto Monterey Road, and some commercial uses at the east end of the segment near Fair Oaks Avenue. In determining the feasibility of Monterey for a road diet conversion, several parameters were considered and assessed, including: roadway function and environment; traffic volumes and corridor mobility/performance (e.g., travel time, delay and arterial speed); access points; turning volumes and patterns; frequency of stop and slow-moving vehicles; and pedestrian and bicycle activity.

Passenger Vehicle Traffic Conditions

Minagar & Associates, Inc. collected intersection turning movement traffic counts of passenger cars/autos and trucks at each of the nine study intersections. Several of the study intersections were surveyed by Minagar & Associates, Inc. in 2012 and 2013; consequently, this traffic count data was adjusted upwardly to reflect the current Year 2014 by considering local ambient traffic growth in the City of South Pasadena as well as the latest regional forecasts developed in the Southern California Association of Governments' (SCAG) Regional Transportation Plan.

From the field visits it was observed that auto conditions were generally free-flow along the Monterey Road corridor during the weekday off-peak hours. During the morning and afternoon peak hours, however, traffic conditions become gradually more congested, particularly at the intersections on the easterly end of Monterey Road at Meridian Avenue and Fremont Avenue. The highest time-of-day peak hour occurs during the afternoon, where eastbound/westbound traffic volumes average about 3,000 vehicles.

Table 1 summarizes the general characteristics of Monterey Road from the Metro Gold Line LRT crossing to Fair Oaks Avenue, and provides an estimate of peak hour traffic volumes for each intermediate roadway segment based on the intersection turning movement counts.



Pedestrian Conditions

Pedestrian facilities on Monterey Road are generally adequate, with paved sidewalks provided along both sides of the street, and marked crosswalks provided at signalized intersections and across most unsignalized side streets. There are two uncontrolled marked crosswalks at Orange Grove Avenue directing pedestrians north/south across Monterey Road which do not provide ideal refuge for pedestrians. This intersection, however, is planned for future signalization and will include protected signal phases for pedestrian movements over Monterey Road. A summary of pedestrian crossing volumes through the corridor is shown in **Table 2**.

Pedestrian crossing volumes at intersections along Monterey Road are moderate during the peak hours. Most of the pedestrian volumes along the corridor are concentrated at intersections with access to major pedestrian destinations such as schools (e.g. South Pasadena High, Arroyo Vista Elementary) and downtown/commercial centers near the east end of the corridor. However, Monterey Road itself does not appear to be not an overwhelmingly bicyclist or pedestrian friendly area due to the number of vehicle lanes that must be crossed, vehicular speeds, the absence of bike lanes, and fewer pedestrian crossing options on the westerly portion of the corridor. The intersections on Monterey Road at Fair Oaks Avenue, Via Del Rey, and the Gold Line Crossing have curb-to-curb crossing distances in excess of 80 feet which require longer walks and signal phases for pedestrians of 20 seconds or more.

Bicycle Conditions

Monterey Road serves primarily as a cross-town regional bicycle route connecting with the existing Class-II striped bike lanes in Los Angeles on Monterey Road and Pasadena Avenue. While Monterey Road is a designated bikeway in the City's Bicycle Master Plan, there are no existing bicycle facilities in place between the Gold Line rail crossing and Fair Oaks Avenue. Bicyclists currently ride in the mixed-flow shoulder lanes due to the lack of a dedicated bike lane on-street and limited options to traverse the city east/west on nearby parallel routes.

In recent years the City has installed marked bicycle lanes on Mission Street and El Centro Street which provide some alternate parallel access routes north of Monterey Road. South of Monterey Road, however, there generally are no parallel bikeway alternatives due to the surrounding topography and alignment of the street network.

Transit Conditions

The Los Angeles County Metropolitan Transportation Authority (Metro) provides bus transit services in the City of South Pasadena. Several Metro bus lines traverse the City, including one Metro Rapid line, a Metro Express line, and other local service routes. Currently, there are no designated local bus routes or stops on this segment of Monterey Road. The nearest Metro Bus Route, Line 176, traverses east/west through the City along Pasadena Avenue and Mission Street and connecting the neighboring Cities of Los Angeles/Highland Park and San Marino.

(continued on page 7)



Table 1
Summary of Roadway Segment Characteristics and Vehicle Volumes

Street segment: Monterey Road from Metro Gold Line Rail Crossing (west end) to Fair Oaks Avenue (east end)
Length: 5,900 feet (1.12 miles)
General Plan Roadway Classification: Minor Arterial
Average Daily Traffic (ADT) volume: 15,700 vehicles per day
Posted Speed Limit: 35 MPH

Study segments:	Length	Paved Roadway Width	Peak Hour Volume* (PHV, in vehicles per hour)								
			AM Hour			Mid-day Hour			PM Hour		
			EB	WB	Total	EB	WB	Total	EB	WB	Total
1. Gold Line LRT Xing to Indiana Ave.	1,450'	82' to 60'	1,259	1,185	2,444	1,116	966	2,082	1,818	1,596	3,414
2. Indiana Ave. to Orange Grove Ave.	1,150'	60' to 64'	1,317	1,185	2,502	1,036	898	1,934	1,601	1,466	3,067
3. Orange Grove Ave. to Via Del Rey	320'	64' to 80'	1,538	1,434	2,972	845	852	1,697	1,678	1,422	3,100
4. Via Del Rey to Meridian Ave.	890'	80' to 60'	1,629	1,378	3,007	1,075	1,070	2,145	1,802	1,478	3,280
5. Meridian Ave. to Diamond Ave.	300'	60'	1,387	1,281	2,668	1,175	991	2,166	1,620	1,524	3,144
6. Diamond Ave. to Fremont Ave.	960'	60'	1,596	1,461	3,057	1,127	926	2,053	1,836	1,595	3,431
7. Fremont Ave. to Mound Ave.	410'	60'	1,284	1,258	2,542	821	900	1,721	1,506	943	2,449
8. Mound Ave. to Fair Oaks Ave.	420'	64 to 84'	1,013	1,144	2,157	690	851	1,541	1,247	1,022	2,269

Study intersections	Control	Peak Hour		
		AM Hour	Mid-day Hour	PM Hour
1. Monterey Rd. at Metro Gold Line Xing	Signalized	7:30am - 8:30am	11:45am - 12:45pm	4:45pm - 5:45pm
2. Monterey Rd. at Indiana Ave.	Signalized	8:00am - 9:00am	12:00pm - 1:00pm	4:45pm - 5:45pm
3. Monterey Rd. at Orange Grove Ave.	Two-way Stop	7:30am - 8:30am	11:45am - 12:45pm	4:30pm - 5:30pm
4. Monterey Rd. at Via Del Rey	Signalized	7:30am - 8:30am	12:30pm - 1:30pm	4:45pm - 5:45pm
5. Monterey Rd. at Meridian Ave.	Signalized	7:30am - 8:30am	12:45pm - 1:45pm	4:45pm - 5:45pm
6. Monterey Rd. at Diamond Ave.	Signalized	7:30am - 8:30am	11:45am - 12:45pm	5:00pm - 6:00pm
7. Monterey Rd. at Fremont Ave.	Signalized	7:30am - 8:30am	11:45am - 12:45pm	4:45pm - 5:45pm
8. Monterey Rd. at Mound Ave.	Two-way Stop	7:45am - 8:45am	11:45am - 12:45pm	5:00pm - 6:00pm
9. Monterey Rd. at Fair Oaks Ave.	Signalized	7:45am - 8:45am	11:15am - 12:15pm	4:45pm - 5:45pm

* PHV based on the combination of bi-directional turning movements at major intersections along the corridor during the peak hours

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Table 2
Pedestrian Crossing Volumes

Study segments	AM Peak Hour					Mid-day Peak Hour					PM Peak Hour					Total	
	WL	EL	SL	NL	All	WL	EL	SL	NL	All	WL	EL	SL	NL	All	Peds	Count Period
1. Monterey Rd. at Metro Gold Line Xing	-	48	13	17	78	-	24	16	2	42	-	14	6	0	20	385	7 hrs
2. Monterey Rd. at Indiana Ave.	5	9	3	8	25	6	7	10	21	44	0	17	3	17	37	185	6 hrs
3. Monterey Rd. at Orange Grove Ave.	0	0	28	21	49	1	6	15	13	35	1	0	10	11	22	297	8 hrs
4. Monterey Rd. at Via Del Rey	0	11	35	-	46	2	0	15	-	17	2	9	32	-	43	168	6 hrs
5. Monterey Rd. at Meridian Ave.	7	5	29	21	62	4	3	6	15	28	13	11	19	25	68	377	7 hrs
6. Monterey Rd. at Diamond Ave.	103	54	45	84	286	12	12	8	27	59	15	43	12	3	73	622	6 hrs
7. Monterey Rd. at Fremont Ave.	46	42	18	20	126	11	22	17	10	60	22	34	14	31	101	608	7 hrs
8. Monterey Rd. at Mound Ave.	3	1	30	11	45	0	2	12	9	23	3	0	21	39	63	244	6 hrs
9. Monterey Rd. at Fair Oaks Ave.	21	40	23	23	107	39	19	16	17	91	32	51	26	26	135	629	7 hrs

(continued from page 5)

Metro Local Line 260 and Rapid Line 762 cross Monterey Road in the north/south direction on Fair Oaks Avenue. Express Line 485 also crosses Monterey Road north/south along Fremont Avenue. The Metro Gold Line is a light rail service that runs parallel to Monterey Road (approximately 200 to 300 feet to the north) between the west city limit and Orange Grove Avenue, where the train alignment turns northeastward toward the Metro station at Mission Street and Meridian Avenue.

There is an existing grade crossing and railway signal where the Gold Line crosses between Monterey Road and Pasadena Avenue. The Gold Line runs on 5-minute headways in both directions throughout most of the day and peak hours, and 10-minute headways during the off-peak hours.

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Related Plans and Studies

This section includes a summary of key findings from related plans and studies that formed the context for the proposed road diet strategy and other elements of this traffic study.

City of South Pasadena General Plan: *Circulation & Accessibility Element* (Amended February 2001)

- **Principal Goals/Vision:**
 - Provide for convenient and efficient mobility within the City, while reducing reliance on the automobile as the principal mode of travel.
 - City's policy direction will be to make South Pasadena a place where bicycling and walking are encouraged and fostered.

- **Alternative Transportation Modes:**
 - The City has identified a need to meet growing demands for safe places to ride bicycles.
 - Bicycle travel in the City of South Pasadena is increasing in popularity as a mode of travel for commuter and recreational purposes.
 - There is also an increasing awareness and desire for travelers to utilize clean-air travel methods, and the acceptance of the bicycle for personal health, exercise, and increased mobility.
 - The City reduce auto conflicts with pedestrians and bicyclists on public street by separating these modes to the extent possible

- **Recommended Traffic Congestion Mitigation Strategies:**
 - Prioritize the existing street network and promote a multi-mode/low-build concept.
 - Implement traffic calming in residential areas.

- **Master Planning of City Streets:**
 - Monitor and study existing arterials to determine how capacity can be increased, and how congestion and delay can be reduced.
 - Capacity and operational improvements could include, but are not limited to, signal timing and system upgrades, revised lane configurations, minor intersection improvements such as new turn lanes, traffic calming techniques, and elimination of conflicts such as multiple driveways.
 - The City's adopted street capacity standard should be used when evaluating the impact of roadway capacity modifications as a street improvement measure, and with respect to vehicle interactions with pedestrian, bicycle and transit services.

- **Issues:**
 - Bottlenecks at key locations in the City.
 - Principal transportation corridors within the City will carry transit vehicles, bicycles, pedestrians and auto traffic, rather than being principal streets for autos only.
 - "Pass through" trips in the City of South Pasadena should be managed and controlled so that they travel on designated routes and do not infiltrate residential neighborhoods
 - Local bike lanes are largely non-existent.
 - Need to coordinate improvements to the existing street network with transit, bike and pedestrian needs.



(cont.'d)

**City of South Pasadena General Plan: *Circulation & Accessibility Element*
(Amended February 2001)**

- Goals and Policies:
 - City's policy direction will be to make South Pasadena a place where bicycling and walking are encouraged and fostered.
 - Manage traffic flow into designated corridors.
 - Establish and maintain a citywide traffic count program to assure availability of data needed to monitor other policies and improvements.
 - City's policy direction will be to make South Pasadena a place where bicycling and walking are encouraged and fostered.
 - Manage traffic flow into designated corridors.
 - Establish and maintain a citywide traffic count program to assure availability of data needed to monitor other policies and improvements.
 - Promote traffic signal coordination where feasible to lessen congestion, delay, and to enhance safety.
 - Support the development of additional circulation routes through the City.
 - Develop and maintain a road system that is based upon and balanced with the Land Use Element of the General Plan.
 - Maintain existing pedestrian facilities.
 - Implement the Master Plan of Bikeways over a multi-year timeframe.
 - Provide bicycle connections in the street network system to transit-oriented development, commercial areas and transit stops.
 - Consider and evaluate various Transportation System Management (TSM) techniques and implement as appropriate, such as: Auxiliary (accel/decel) lanes; Intersection improvements such as turn lanes, channelization, and signal coordination; Restriction of peak hour parking; Commuter Information Systems (ITS related strategies).

**City of South Pasadena Bicycle Master Plan Update
(Adopted August 17, 2011)**

- Purpose of the BMP:
 - Make bicycling a viable transportation options and reinforce the City's/region's commitment to multi-modal transportation solutions.
 - Updates the City's previous 2005 Bicycle Master Plan
 - Ensure multi-modal integration by connecting the bicycle network to the Gold Line through bicycle facilities such as lanes and routes.
- Proposed Tier I (short-term) Bikeway Project #8 – Monterey Road
 - Destinations include: Arroyo Seco Stables; Fair Oaks Commercial Corridor; and other areas serving the east/west regional and crosstown bikeway connection.
 - Class II bikeway (striped bike lanes) from the west city limit to Monterey Road/Gold Line.
 - Class III bikeway (shared use lane/bike route) from Fair Oaks Avenue to the east city limit
 - Monterey Road/Gold Line to Fair Oaks Avenue: To be determined; however, the City is committed to establishing a continuous and integrated bikeway facility along the entire Monterey Road corridor within the City. Potential options include CL-2 bike lanes, CL-3 bike routes, protected bike lanes, or a CL-1 cycle track on one side of the roadway.



(cont.'d)

**California Complete Streets Act (CCSA), per Assembly Bill 1358
(Last updated March 2010)**

- State of California Requirements:
 - Local jurisdictions must establish a comprehensive program to reduce greenhouse gas emissions through the implementation of non-motorized transportation plans and developing a more balanced transportation network.

**Traffic Signal Warrant Assessment for Monterey Road at Orange Grove Avenue
(June 2014)**

- Purpose:
 - Determine if the existing unsignalized (two-way stop controlled) intersection of Monterey Road at Orange Grove is warranted and recommended for signalization.
- Findings and Recommendations:
 - The subject intersection is both warranted and recommended for signalization based on California MUTCD warrants considering the prevailing weekday and weekend traffic conditions, pedestrian characteristics and physical characteristics of the location.

**Monterey Road Intersection Capacity and Level of Service (LOS) Assessment at
Pasadena Avenue, Meridian Avenue, Fremont Avenue and Fair Oaks Avenue
(May 2012)**

- Purpose:
 - Conduct a traffic assessment to determine the current weekday peak hour levels of service at four major signalized intersections on Monterey Road at Pasadena Ave., Meridian Ave., Fremont Ave., and Fair Oaks Ave.
- Findings:
 - All four (4) study intersections were found to be operating at deficient level of service (LOS) standards "E" or worse during the weekday AM and PM peak hours.

**Citywide Engineering and Traffic Survey (E&TS) for the City of South Pasadena
(November 2014)**

- Purpose:
 - Field validate and update posted prima facie speed limits on City of South Pasadena streets.
- Findings:
 - The 85th percentile speed on Monterey Road between Pasadena Avenue and Fair Oaks Avenue is 40 miles per hour.
 - The 50th percentile speed on the segment is 36 miles per hour.
 - Due to numerous prevailing factors such as the uncontrolled pedestrian crosswalks, adjacent residential land use and frequency of signalized intersections, the .



(cont.'d)

**Monterey Road Committee Recommendations
(August 2012)**

- Purpose:
 - Present the recommendations of a South Pasadena citizen's committee for the future design of Monterey Road between Pasadena Road and Fair Oaks Avenue.
- Findings:

Committee's Top Priorities for future use of Monterey Road:

 - Relatively wide (4-6') sidewalk, free of obstructions
 - ADA-compliant curb ramps
 - On-street bike lanes
 - Coordinated traffic signals

Recommendations:

 - 1. Provide continuous 4' min. unobstructed sidewalk space, and construct bulb-outs where appropriate to relocate utility obstructions (e.g., vaults, vents, poles, risers) in the pedestrian walkway.
 - 2. Add a bicycle lane on Monterey Road, and restrict parking (or retain on one side only) where appropriate to facilitate bike lanes.
 - 3. Deploy traffic calming measures (e.g., speed feedback signs, textured crosswalks, "pinch" points, signal coordination, etc.) to reduce auto speeds along the corridor.
 - 4. Synchronize traffic signals on Monterey Road
 - 5. Install higher visibility crosswalk
 - 6. Consider additional turn left/right-turn lanes at selected locations (EB Right at Fremont, Indiana, Meridian and Diamond; EB/WB Lefts at Orange Grove, Glendon, Meridian, and Diamond.
 - 7. Consider parking restrictions on Glendon and Lyndon near Monterey Road to discourage Metro-related parking on those streets.
 - 8. Consider a new traffic signal at Orange Grove Avenue.



Analysis Scenarios

At the request of the City of South Pasadena, Minagar & Associates, Inc. has studied the viability to which a “road diet” would work on this portion of Monterey Road. Road diets are essentially a reduction in the number of travel lanes and reassignment of the remaining roadway space for other purposes. Road diets generally provide new opportunities for bike lanes, protected on-street parking bays, increased median refuge space, and pedestrian crossing enhancements at signalized intersections. Common benefits documented by numerous public agencies include improvement in traffic safety, reduction in rear-end and side-swipe crashes, improvement in speed limit compliance, decreasing crash severity when crashes do occur, improved accommodation of mid-block left-turning movements, enhanced multi-modal use of the street, and in many cases a reduction in vehicle throughput volumes.



Typical Road Diet Reconfiguration

(source: Federal Highway Administration, http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.cfm)

Monterey Road has the potential to be a complete street that accommodates motorists, bicycles and pedestrians, with a lane configuration that could be redesigned within the existing right-of-way to meet the City’s goals of establishing a continuous and integrated bikeway facility along the entire Monterey Road corridor within the City. The paved traveled way along Monterey Road ranges from 60’ to 84’ between the Metro Gold Line LRT Crossing to Fair Oaks Avenue. Dimensionally, the roadway geometry is viable for considering a road diet cross section concept. A typical configuration would call for a reduction in the existing four-lane cross-section to a three-lane cross-section, resulting in one travel lane per direction plus a two-way left-turn lane (TWLTL) along the center. The remaining roadway space would be allocated for on-street parking lane along the shoulder, coupled with a dedicated Class-II bike lane on each side of the street. At signalized intersections, the center two-way left turn lane would gradually transition into a dedicated left-turn pocket for the eastbound and westbound approaches.

The analysis scenarios developed by Minagar & Associates, Inc. for the Monterey road diet evaluation are described below. Each analysis alternative was developed in consideration of current known plans to modify or improve the roadway conditions on this portion of Monterey Road, including a future traffic signal at Orange Grove Avenue, and the City’s goal to implement appropriate class of bikeway on Monterey Road throughout the project limits as identified in the City’s Bicycle Master Plan.



1. Scenario 1 – Existing Year 2014 Conditions. Reflects the current four-lane undivided cross-section conditions and traffic controls along Monterey Road.
2. Scenario 2 – Existing Plus Planned Improvements (No Build scenario). Considers the future installation of a traffic signal at the intersection of Monterey Road at Orange Grove Avenue, along with the existing four-lane section on Monterey Road (i.e., two travel lanes per direction). It is assumed that the traffic signal installation improvements would be completed on a two-year time frame by the Year 2016.
3. Scenario 3 – Existing Plus Road Diet Option #1. Under the Year 2016 conditions, reduce Monterey Road from four lanes to three lanes (one per direction plus a two-way left turn center lane) and install Class-II bike lanes with protected on-street parking bays from the Metro Gold Line crossing to Fair Oaks Avenue. Due the sufficient roadway width on Monterey Road at the west and east ends of the corridor, a four-lane cross-section would be maintained across the east leg at the Metro Gold Line crossing, and across the west leg at Fair Oaks Avenue.
4. Scenario 4 – Existing Plus Road Diet Option #2. Under the Year 2016 conditions, reduce Monterey Road from four lanes to three lanes (one per direction plus a two-way left turn center lane) and install Class-II bike lanes with protected on-street parking bays from the Metro Gold Line crossing to Fair Oaks Avenue. Maintain a four-lane undivided cross-section from just west of Orange Grove Avenue to just east of Meridian Avenue (remove the on-street parking and keep dedicated CL-2 bicycle lanes). The purpose of Option #2 is to provide a road diet that incorporates the three-lane concepts on Option #1, but also provides traffic congestion relief at the corridor midpoint where the simulation shows significant peak hour queuing between the closely-spaced intersections from Orange Grove Avenue to Diamond Avenue.



Existing Road Diet Configuration on Monterey Road in the City of Los Angeles



Several variations of the traffic model were developed to analyze the above alternative scenarios for the weekday AM, mid-day and PM peak hours. Intersection traffic volume and lane geometries data collected by Minagar were used to build the base traffic model network in Synchro 8.0. Lane utilization behaviors were coded into the model based on field observations from traffic data collection staff. De-facto right-turn lane movements at intersections were generally excluded from the traffic operations model unless a significant portion of turning vehicles were observed to use the shoulder as an unmarked turning lane; for example, eastbound right-turns from Monterey Road onto Fair Oaks Avenue. In all other cases, the shoulder lane was coded with the appropriate lane width depending on the alternative considered. The number 2 lane will generally be narrower (10' to 11', rather than the existing 13' to 18' width) with the addition of on-street parking bays and bicycle lanes.

The City of South Pasadena also provided Minagar & Associates, Inc. with the existing peak hour traffic signal timing plans for input into the simulation model. From a review of this data and discussions with the City, Minagar & Associates, Inc. determined that the existing traffic signals on this portion of Monterey Road are not synchronized, and that most operate on designated time-of-day timing plans during the weekday AM peak, PM peak and off-peak hours of the day. In order to minimize the impact of reducing the number of travel lanes dedicated to motorist travel (i.e., from 4 to 2) and optimize the remaining roadway capacity, careful attention was given proposing traffic signal timing and phasing adjustments at each intersection along the corridor as necessary to accommodate each road diet concept.

Due to the proximity of the Metro Gold Line LRT north of Monterey Road across Orange Grove Avenue, traffic simulation model was also programmed with an extra "dummy" node and relevant information to simulate the train and its effect on the future traffic signal at Monterey Road and Orange Grove Avenue. It is important to note that the Synchro/SimTraffic software in its present state is not designed to model rail interactions or traffic signal pre-emption. However, in order to better understand how vehicular and pedestrian traffic might be affected by the frequent railroad gate activations near the intersection, and to best replicate this interaction with the proposed signal operation, a simplistic version of the LRT signal was coded into the traffic simulation.

For these purposes, the simulation assumed a three-minute minimum headway between successive rail crossings, and a pre-timed signal with a long pre-timed cycle. The traffic simulation model was calibrated to ensure a 60-second gate down period, at which time the railroad activation signal goes "red", the Gold Line is "green", southbound traffic south of the rail is cleared of the track area along with pedestrians crossing north/south on Monterey Road, and southbound traffic north of the tracks is held until the train departs and the gates are up.

Analysis Method and Findings

Existing Conditions. Using the field collected data, Minagar & Associates, Inc. built the Synchro/SimTraffic traffic model and fine-tuned the simulation to reflect actual operations of the existing four-lane, undivided cross-section of Monterey Road for the weekday AM, mid-day and PM peak hours based on staff's field observations. The results of the travel time and delay



simulation runs indicate that Monterey Road corridor currently does not have good traffic progression. Since the traffic signals are independently timed and do not operate together, from the Gold Line Crossing to Fair Oaks Avenue. This is in part due to the lack of a synchronized timing plans, but is also the result of the signalized light rail at-grade crossings at the west end of the corridor near at Pasadena Avenue, Indiana Avenue and Orange Grove Avenue which activate frequently throughout the day and cause disruptions in progressive traffic flow on Monterey Road.

Observations of the traffic model also found that some congestion and spillback would occur in the Year 2016, prior to the implementation of any road diet lane modifications. Peak hour vehicle queues—which include both slow-moving (7 miles per hour or less) and stopped vehicles—were observed to extend significant distances upstream at a few locations in the traffic model simulation, including:

AM Peak Hour “Before” Queues:

- Orange Grove Avenue—Westbound 95th percentile queue (Q95) observed to reach the westerly side of the intersection at Monterey Road and Via Del Rey.
- Diamond Avenue—Eastbound Q95 observed to reach the easterly side of the intersection at Monterey Road and Meridian Avenue.
- Meridian Avenue—Westbound Q95 observed to reach the westerly side of the intersection at Monterey Road and Diamond Avenue.

Mid-day Peak Hour “Before” Queues:

- Diamond Avenue—Eastbound Q95 observed to reach the easterly side of the intersection at Monterey Road and Meridian Avenue.

PM Peak Hour “Before” Queues:

- Monterey Road (two-lane portion, west of the study segment) turning northeast onto the primary four-lane portion Monterey Road.
- Fremont Avenue northbound approach
- Fair Oaks Avenue northbound-left movements, turning west onto Monterey Road
- Diamond Avenue—Eastbound Q95 observed to reach the easterly side of the intersection at Monterey Road and Meridian Avenue.

Proposed Road Diet Conditions. Using a combination of geometric and traffic signal timing adjustments, Minagar & Associates, Inc. modified the existing baseline traffic model to evaluate the peak hour conditions reflecting the road diet concepts. For the majority of the corridor, this required removing one through travel lane from the traffic model in each direction on Monterey Road. Exclusive left-turn lanes were also added where needed at each signalized intersection. Based on the volume of left-turning traffic on Monterey Road at these intersections, none of the proposed left-turns were justified for a protected left-turn signal turn phase and were maintained as running on the existing permissive signal phase system.



Synchro/SimTraffic Simulation Model (Existing 4-Lane Cross-section, AM peak hour)



Synchro/SimTraffic Simulation Model (Road Diet Option #1, MD peak hour)

The results of the traffic simulations showed that corridor travel times and delays would be substantially increased due to the loss of the two eastbound and westbound travel lanes. The traffic model simulation showed that the Q95 reached upstream signalized intersections at several few locations shown below due to the road diet modifications during the peak hours:

Peak Hour “After” Queues – Alternative 1:

- AM Peak Hour
 - Orange Grove Avenue: EB spillback to the intersection of Monterey/Indiana;
WB spillback to the intersection of Monterey/Via Del Rey
 - Via Del Rey: EB spillback to the intersection of Monterey/Orange Grove
 - Meridian Avenue: WB spillback to the intersection of Monterey/Diamond
 - Diamond Avenue: EB spillback to the intersection of Monterey/Meridian
- Mid-day Peak Hour
 - Orange Grove Avenue: EB spillback to the intersection of Monterey/Indiana;
WB spillback to the intersection of Monterey/Via Del Rey
 - Meridian Avenue: WB spillback to the intersection of Monterey/Diamond



- Diamond Avenue: EB spillback to the intersection of Monterey/Meridian
- PM Peak Hour
 - Indiana Avenue—WB spillback in Lane #1 reaches the east side of the intersection at Monterey Road at the Metro Gold Line Crossing
 - Orange Grove Avenue: EB spillback to the intersection of Monterey/Indiana; WB spillback to the intersection of Monterey/Via Del Rey
 - Via Del Rey: EB spillback to the intersection of Monterey/Orange Grove
 - Meridian Avenue: WB spillback to the intersection of Monterey/Diamond. Significant queuing would also occur on the northbound approach. This is partly attributable to the narrow lane width of the northbound approach, but also due to the proposed traffic signal cycle length adjustment from 40 seconds to 120 seconds to accommodate east/west traffic volumes on Monterey Road.
 - Diamond Avenue: EB spillback to the intersection of Monterey/Meridian

Peak Hour “After” Queues – Alternative 2:

- AM Peak Hour
 - Orange Grove Avenue: WB spillback to the intersection of Monterey/Via Del Rey
 - Via Del Rey: EB spillback to the intersection of Monterey/Orange Grove
 - Meridian Avenue: WB spillback to the intersection of Monterey/Diamond
 - Diamond Avenue: EB spillback to the intersection of Monterey/Meridian
 - Fremont Avenue: EB spillback to the intersection of Monterey/Diamond
- Mid-day Peak Hour
 - Orange Grove Avenue: WB spillback to the intersection of Monterey/Via Del Rey
 - Diamond Avenue: EB spillback to the intersection of Monterey/Meridian
- PM Peak Hour
 - Indiana Avenue—WB spillback in Lane #1 reaches the east side of the intersection at Monterey Road at the Metro Gold Line Crossing
 - Orange Grove Avenue: WB spillback to the intersection of Monterey/Via Del Rey
 - Via Del Rey: EB spillback to the intersection of Monterey/Orange Grove
 - Diamond Avenue: EB spillback to the intersection of Monterey/Meridian
 - Fremont Avenue: EB spillback to the intersection of Monterey/Diamond

It is important to note that the Q95 spillbacks listed at the locations above represent a theoretical queue length (rather than one that is observed in the simulation), calculated by SimTraffic as the average queue plus 1.65 standard deviations. This queue in theory has only a 5% probability of being exceeded during the peak analysis period. None of the *average queues* observed in the traffic model simulation exceeded the available lane capacity; in other words, on average, more vehicles were discharged from queues than entered. The performance results of the traffic model simulation are summarized in the table below. The “Before and After” evaluation is based on the metrics of the simulation program (i.e., travel time, delay, speed) rather than traditional intersection level of service (LOS). This is because LOS is intended to describe traffic operations at isolated intersections, and would not yield very meaningful results for a traffic signal system or corridor like Monterey Road which has mid-block pedestrian



Interactions, closely-spaced signalized intersections, variable lane widths and median types, turning pocket conditions, and other features which are tied to the overall performance of the corridor. Based on a comparison of Year 2016 (“before”) conditions with the two alternative road diet scenarios, it was found that the implementation of a road diet lane configuration would increase corridor-wide travel times, delays and average speeds to varying degrees, depending on the alternative considered. As shown in **Table 3**, Option #2 would result in a lesser negative impact on arterial mobility than Option #1.

Table 3. Simulation Results Summary

EASTBOUND MONTEREY ROAD												
Analysis Scenario	AM Peak Hour			Mid-day Peak Hour			PM Peak Hour					
	Travel Time (mm:ss)	Delay (s/veh)	Avg. Speed (mph)	Travel Time (mm:ss)	Delay (s/veh)	Avg. Speed (mph)	Travel Time (mm:ss)	Delay (s/veh)	Avg. Speed (mph)			
Existing Year 2014	6:39	284	12	4:57	178	15	8:28	347	10			
Before — Year 2016 (4-lane)	6:34	250	13	5:42	227	13	10:12	469	8			
After — Option #1 (3-lane)	16:26	587	7	8:27	344	10	14:43	634	6			
Difference	9:52	337	-6	2:45	117	-3	4:31	165	-2			
Percent Change	60%	57%	-86%	33%	34%	-30%	31%	26%	-33%			
After — Option #2 (3-lane mod)	10:55	422	9	12:29	515	7	12:09	515	7			
Difference	4:21	172	-4	6:47	288	-6	1:57	46	-1			
Percent Change	40%	41%	-44%	54%	56%	-86%	16%	9%	-14%			

WESTBOUND MONTEREY ROAD												
Analysis Scenario	AM Peak Hour			Mid-day Peak Hour			PM Peak Hour					
	Travel Time (mm:ss)	Delay (s/veh)	Avg. Speed (mph)	Travel Time (mm:ss)	Delay (s/veh)	Avg. Speed (mph)	Travel Time (mm:ss)	Delay (s/veh)	Avg. Speed (mph)			
Existing Year 2014	3:01	284	15	3:43	122	19	6:00	231	13			
Before — Year 2016 (4-lane)	3:30	210	14	4:35	163	16	6:36	202	14			
After — Option #1 (3-lane)	8:25	249	12	7:38	329	10	10:37	303	11			
Difference	4:55	39	-2	3:03	166	-6	4:01	101	-3			
Percent Change	58%	16%	-17%	40%	50%	-60%	38%	33%	-27%			
After — Option #2 (3-lane mod)	6:55	238	12	5:27	212	14	7:58	227	13			
Difference	3:25	28	-2	0:52	49	-2	1:22	25	-1			
Percent Change	49%	12%	-17%	16%	23%	-14%	17%	11%	-8%			





Conclusions and Recommendations

Based on the results of a comprehensive data collection effort and traffic model simulation analysis of the Monterey Road corridor, Minagar & Associates, Inc. concludes that a three-lane cross-section road diet concept could function properly on this portion of Monterey Road, if implemented properly. While the arterial performance of the corridor (i.e., travel time, delay, speed) would be substantially diminished in the peak hour with the removal of a through lane in each direction, the average observed queue lengths of additional vehicles stacking at each signalized intersections were not shown to reach upstream intersections or exceed the available lane capacity.

Whether a road diet configuration on Monterey Road is acceptable to the City of South Pasadena would be dependent on several factors, two of the most important being: (1) that if a road diet is implemented, then peak period traffic signal timing plans at each signalized intersections affected by changes in traffic patterns and demands should also be revised and optimized; and (2) that the resulting increases in peak hour travel time and delays, and decreases in arterial travel speeds are found to be an acceptable tradeoff by the City in light of the converse benefits provided by the road diet (e.g., increased safety, improved bicycle access, protected on-street parking lanes, reduction in left turn gaps at mid-block locations, etc.).

Several factors were considered in the analysis, including: the residential character of the street; the driveway density along Monterey Road; the City of South Pasadena's vision and current plans for a dedicated bicycle connection between the west and east ends of Monterey Road within the city; the need for improved pedestrian facilities; the available paved roadway width along Monterey Road; the location and operational characteristics of intersections; and a comprehensive analysis of field-collected traffic and roadway data. On one hand, many of these baseline traffic and roadway characteristics appear to support the conversion. Numerous residential driveways with access to both single-family homes and apartment complexes abut the north and south sides of Monterey Road throughout the segment. And in several cases, field staff noted that the inside lane often served as a de-facto turning lane for motorists accessing these properties, which resulted in temporary traffic back-ups when peak hour through traffic volumes were large and less maneuverable.

In addition, Monterey Road is neither a designated truck route nor transit route, and is therefore not as susceptible to the frequent stopping and queue building of large, slow-moving vehicles on similar types of three-lane streets. Past research and case studies documented by the Federal Highway Administration (FHWA) also show that roadways with an ADT of less than 20,000 are likely to be good candidates for a road diet, and that road diets implemented on streets with 15,000 ADT or less have demonstrated very good results in the areas of safety, operations, and livability. The current average daily traffic (ADT) on Monterey Road is about 15,700 vehicles per day, which may indicate that the road diet concept could work from a traffic volume perspective.

Other studies, however, have suggested that urban streets with high bi-directional traffic volumes (i.e., in excess of 1,750 vehicles during the peak hour) are likely to experience a reduction in arterial level of service with the implementation of a road diet, and should be



analyzed in closer detail to determine if such a four-lane undivided to three-lane conversion is appropriate. Minagar & Associates, Inc.'s estimate of bi-directional peak hour volumes (PHV) on Monterey Road shows that the AM, mid-day and PM PHV ranges between 1,500 and 3,400 vehicles in both directions, which would suggest a probable decrease in arterial performance. The results of the traffic model and microsimulation analysis runs support this peak hour principle, in that the corridor travel times, delays and speeds on Monterey Road are all expected to worsen with the removal of an eastbound and westbound lane. Considering both lines of reasoning, the City should weigh the advantages and disadvantages of all alternatives, including the option to not construct any type of road diet improvement, and/or to explore other minor improvements or traffic calming measures at specific locations along the corridor. A summary of advantages and disadvantages of each scenario is provided below.

Summary of Advantages and Disadvantages of Alternatives

■ "No Build" Conditions (Year 2016 without Road Diet)

Advantages:

- Shorter travel times, less delay and faster arterial speeds with a four-lane cross-section

Disadvantages:

- No designated/marked roadway space for bicyclists
- No protected lanes for on-street parking
- Lack of a center refuge area for left-turning vehicles at mid-block

■ Road Diet Concept #1 (3-Lane configuration across full length)

Advantages:

- Protected on-street parking lanes all throughout the corridor
- Striped bike lanes all throughout the corridor
- Bike lanes provide buffer for on-street parking
- Dedicated left-turning lanes at intersections and mid-block locations would improve the safety and operation to and from side streets on Monterey Road

Disadvantages:

- 31-60% increase in travel time, 16-57% increase in delays, 2-6 mph decrease in speed compared to "No Build"

■ Road Diet Concept #2 (3-Lane Configuration with 4-Lane Section at Mid-Segment)

Advantages:

- Protected on-street parking lanes along major portions of the corridor
- Striped bike lanes all throughout the corridor
- Bike lanes provide buffer for on-street parking
- Dedicated left-turning lanes at intersections and mid-block locations would improve the safety and operation to and from side streets on Monterey Road
- Maintains a four-lane section and bicycle lanes at closely spaced intersections from Orange Grove Avenue to Meridian Avenue



- Less impact to travel times, delays and corridor speeds compared to Concept #1

Disadvantages:

- 16-54% increase in travel time, 9-56% increase in delays, 1-6 mph decrease in speed compared to "No Build"
- Removes on-street parking from mid-block areas from west of Orange Grove Avenue to east of Meridian Avenue

As described above, while the arterial performance of Monterey Road would substantially worsen, a road diet would also improve the safety and efficiency of mid-block turning movements, as well as provide dedicated areas for bicyclists, on-street parking and better options for multi-modal travel, as contemplated in the City of South Pasadena's General Plan and Bicycle Master Plan. In light of this, Minagar & Associates, Inc. recommends that the City consider a trial installation of one of the proposed road diet concepts by temporarily re-striping the pavement markings along select portions of the Monterey Road corridor. A "before and after study" would be conducted to verify corridor travel times, signal delay, vehicle stops, speeds and traffic queues in the vicinity of the road diet area by using a test car and GPS equipment (i.e., a "floating car study") to track the actual conditions prior to and following the implementation of the road diet test striping plan.

Depending on the City's position on this type of road diet trial project, and the timeframe for its implementation, a follow-up study would likely require re-collecting one or more of the intersection turning counts while schools are in session for a more accurate evaluation of its real effects on corridor traffic volumes. A comparative analysis would reveal if the City's desired outcomes are being achieved (e.g., reduction in left turn gaps from side streets at mid-block locations, observation that left-turners are utilizing the center lane for refuge and stacking without blocking the travel lanes on Monterey Road, an overall measured reduction in through traffic volumes, positive support and public perception from bicyclists, pedestrians and other road users on Monterey Road, etc.), and would validate if the road diet re-striping concept could be implemented permanently, as well as on a larger scale across the full length of the segment from the Gold Line LRT Crossing to Fair Oaks Avenue.

If the before-and-after study results are both positive and accepted by the City, then the final road diet design could be programmed into the capital improvements budget and later implemented as a part of the City's periodic repaving program the following year.

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