



Additional Documents List

Regular City Council Meeting

July 1, 2020

(Updated on 7/1/2020 at 1:25 p.m.)

Item No.	Agenda Item Description	Distributor	Document
15	Adoption of a Resolution Identifying the Proposed Projects in Fiscal Year 2020-21 to be funded by Senate Bill 1: Road Maintenance and Rehabilitation Account Program	Shahid Abbas, Public Works Director Kristine Courdy, Deputy Public Works Director	PowerPoint Presentation
PC	Public Comment submitted for: General Public Comment	City Clerk Division	Public Comment E-mails

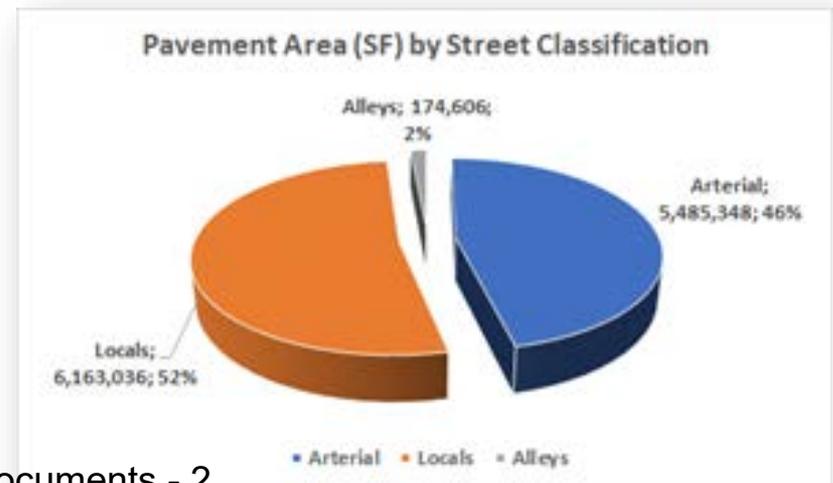


PAVEMENT MANAGEMENT PROGRAM & SB1 PROJECTS

City Council
July 1, 2020

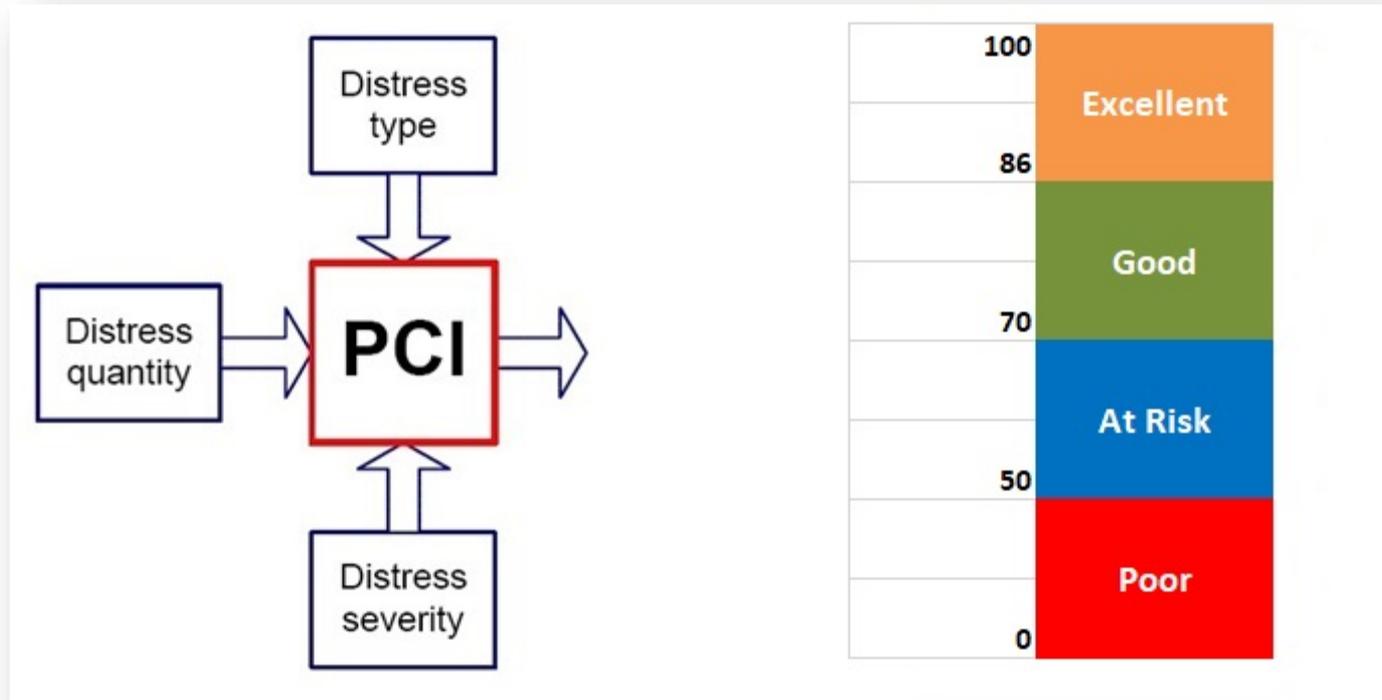
Pavement Management Program (PMP) Background

- Previous PMP completed in 2011 and updated in 2015
- 11,822,990 SF of pavement throughout City
- Citywide network – approx. 68.8 lane miles
- Completely updated the PMP study in 2020
- The pavement network is the City's largest asset with an estimated replacement cost of \$87.5 million



Pavement Condition Index (PCI)

- PCI is a condition rating that ranges from 0 to 100



PCI Ranges

PCI = 100 to 86	PCI = 85 to 61	PCI = 60 to 41	PCI = 40 to 0
Excellent	Good to At Risk	At Risk to Poor	Very Poor/Failed
			
Action → Preventative/Stop Gap	Action → Surface Treatment (Slurry Seal)	Action → 1.5" – 3" Overlays	Action → 6" to 12" Full Depth Reclamation



2020 PCI

- 2020 PCI = 63.8
- Overall condition rated Poor
- Note: Statewide average PCI = 65

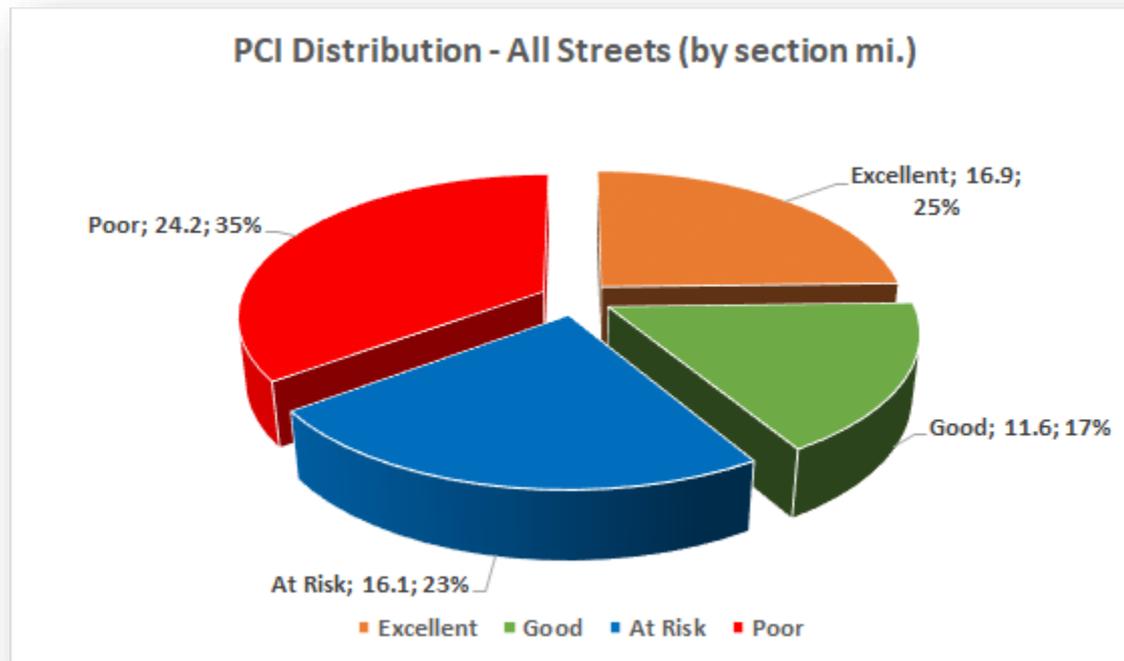
Rank	Mileage	SF	2020 PCI	2015 PCI
Arterial/Collector	27.1	5,485,348	68.2	62.3
Locals	39.4	6,163,036	58.9	57.8
Citywide	68.8*	11,648,384	63.8	59.4

* Includes 2.3 miles of alleys

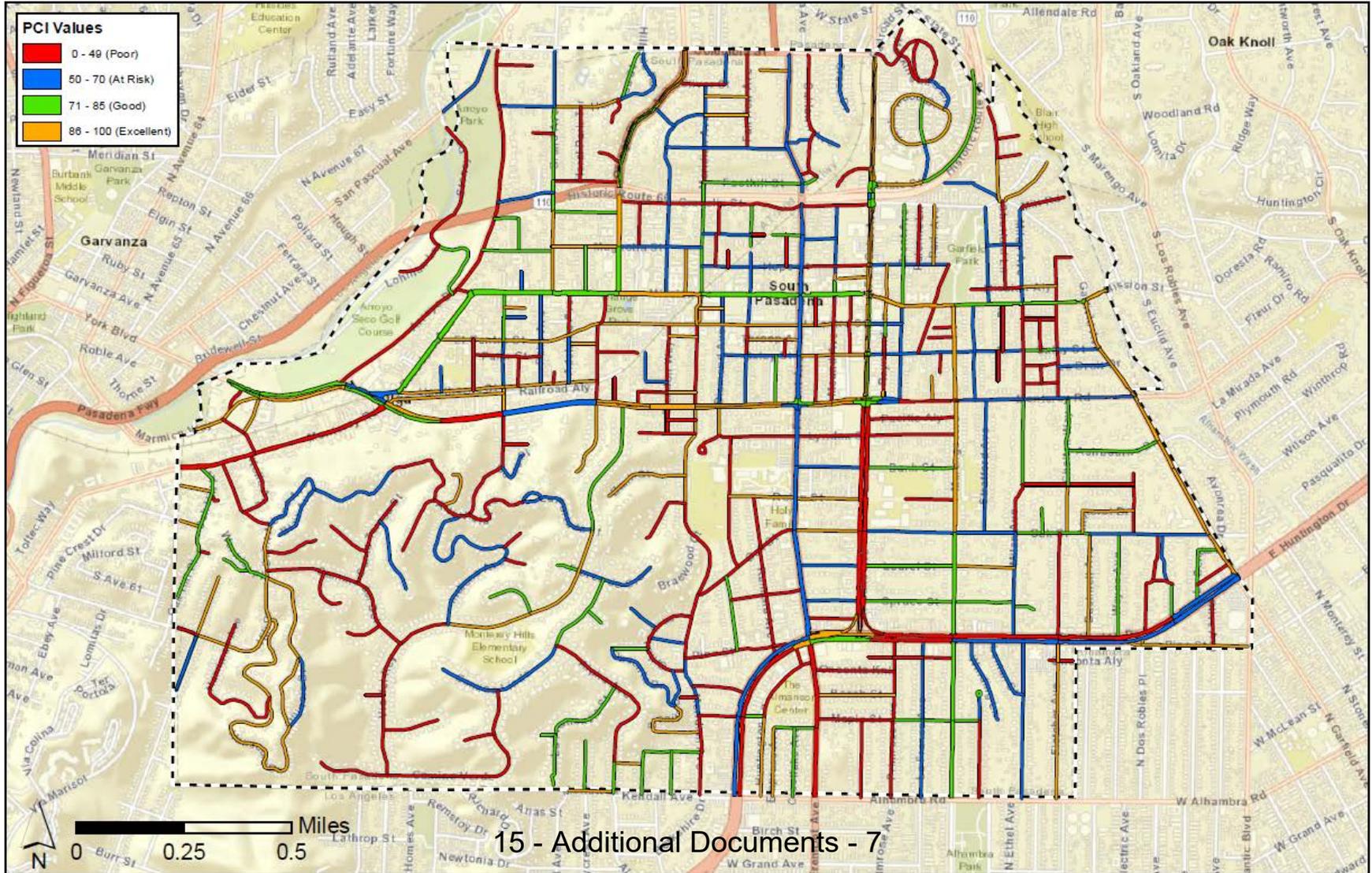


2020 Pavement Condition Distribution

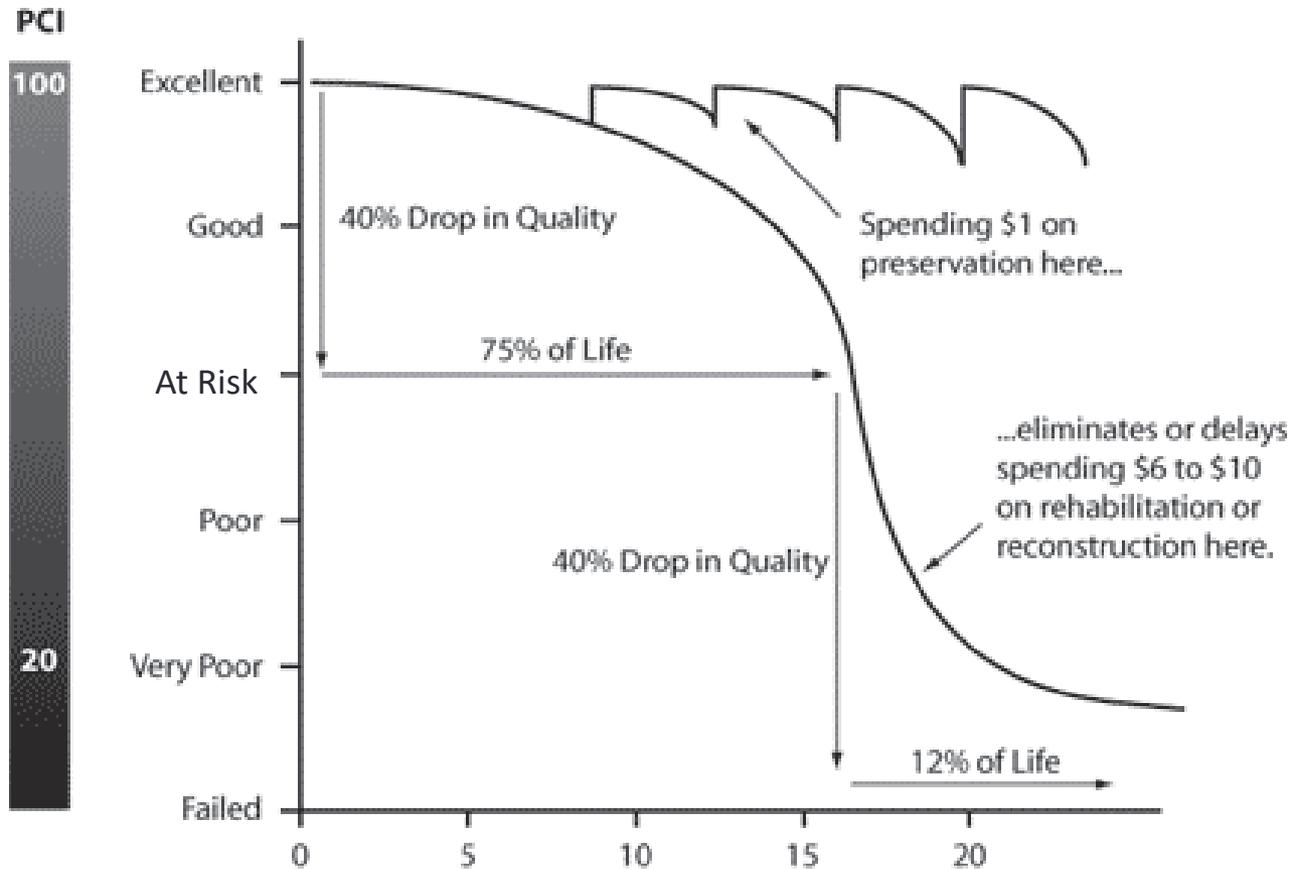
Condition	PCI Range	Arterial	Local	Alleys	Total	% of Network
Excellent	86-100	9.4	6.4	1.1	16.9	25%
Good	71-85	4.8	6.8	0.0	11.6	17%
At Risk	50-70	5.2	10.8	0.1	16.1	23%
Poor	0-49	7.7	15.4	1.1	24.2	35%
		27.1	39.4	2.3	68.8	



2020 Citywide Street Network PCI Map



Sample Pavement Life Cycle





PMP Funding

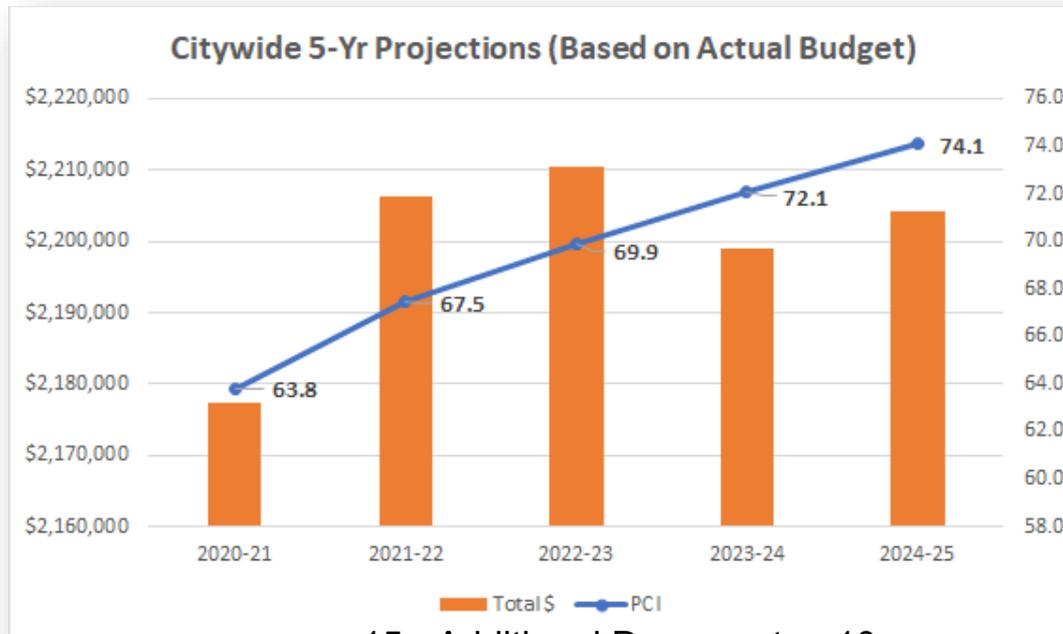
- Typical Annual Pavement Funding Available: \$2.57M
- Funding sources:
 - Measure M Local Return
 - Measure R Local Return
 - Senate Bill 1 (SB1)
 - General Fund (SB1 Maintenance of Effort)
- PMP evaluated three budget scenarios:
 - 1) The condition of the pavement based on the City's actual budget
 - 2) The necessary annual funding to maintain the current PCI 63
 - 3) Funding scenarios to reach a PCI of 80



Scenario 1: PCI Projection Utilizing Existing Funding \$11M over 5 Years

Plan Year	PCI	R&R / Slurry	Overlay / Recon	Total \$	Deferred Maint.
2020-21	63.8	\$115,727	\$2,061,600	\$2,177,327	\$23,515,600
2021-22	67.5	\$346,209	\$1,860,028	\$2,206,237	\$20,212,500
2022-23	69.9	\$125,469	\$2,085,094	\$2,210,563	\$19,050,700
2023-24	72.1	\$154,319	\$2,044,598	\$2,198,917	\$17,574,600
2024-25	74.1	\$82,694	\$2,121,445	\$2,204,139	\$15,987,100
		\$824,418	\$10,172,765	\$10,997,183	

Deferred Maintenance cost decreasing over the 5 years

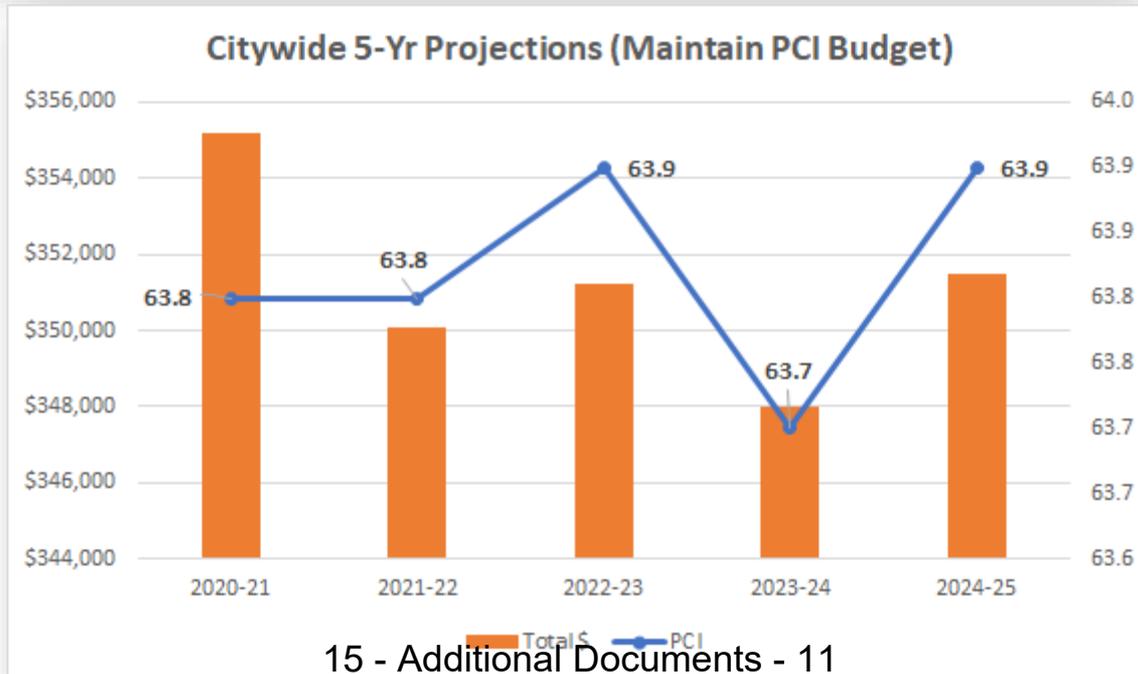




Scenario 2: Necessary Annual Funding to Maintain Current PCI of 63 over 5 Years

Plan Year	PCI	R&R / Slurry	Overlay / Recon	Total \$	Deferred Maint.
2020-21	63.8	\$55,400	\$299,800	\$355,200	\$23,515,600
2021-22	63.8	\$88,700	\$261,400	\$350,100	\$24,201,400
2022-23	63.9	\$56,100	\$295,100	\$351,200	\$25,254,900
2023-24	63.7	\$45,300	\$302,700	\$348,000	\$26,360,600
2024-25	63.9	\$38,900	\$312,600	\$351,500	\$27,622,500
		\$284,400	\$1,471,600	\$1,756,000	

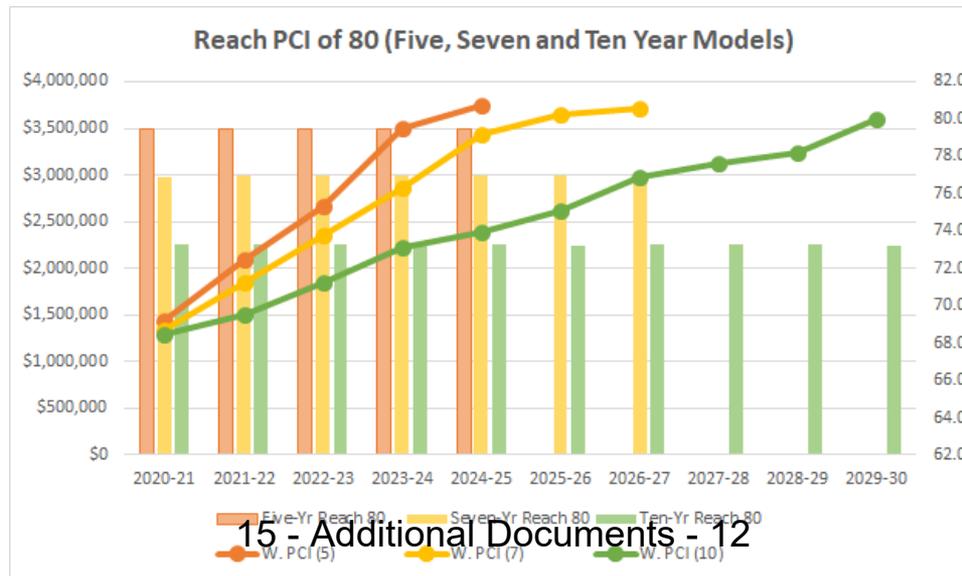
Deferred Maintenance cost increasing over the 5 years





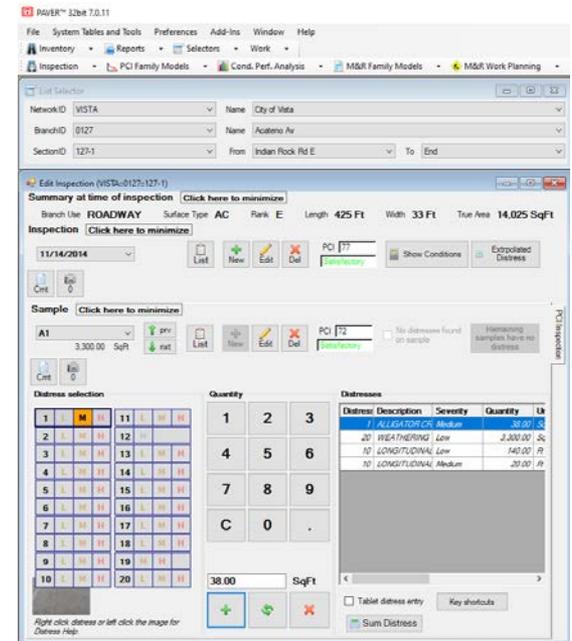
Scenario 3: Reach PCI of 80 in 5, 7, or 10 Years

Plan Year	Five-Yr Reach 80	W. PCI	Seven-Yr Reach 80	W. PCI	Ten-Yr Reach 80	W. PCI
2020-21	\$3,491,900	69.2	\$2,982,400	68.7	\$2,253,300	68.5
2021-22	\$3,490,300	72.5	\$2,988,400	71.2	\$2,250,800	69.5
2022-23	\$3,488,700	75.3	\$2,989,200	73.8	\$2,249,600	71.2
2023-24	\$3,492,400	79.5	\$2,989,600	76.3	\$2,251,400	73.1
2024-25	\$3,494,800	80.7	\$2,986,300	79.2	\$2,251,900	73.9
2025-26	~	~	\$2,988,400	80.2	\$2,245,400	75.1
2026-27	~	~	\$2,984,200	80.6	\$2,253,100	76.9
2027-28	~	~	~	~	\$2,253,800	77.6
2028-29	~	~	~	~	\$2,248,900	78.2
2029-30	~	~	~	~	\$2,248,600	80.0
	\$17,458,100		\$20,908,500		\$22,506,800	



Looking Ahead

- Maintenance & Rehabilitation Strategies:
 - Microsurfacing
 - Chip seals
 - **Rubberized Asphalt:** Cost effective alternative to extend pavement life
- MicroPAVER: Staff will have access to software to manage the City's pavement network





Proposed SB1 Project List

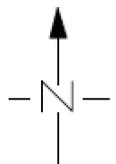
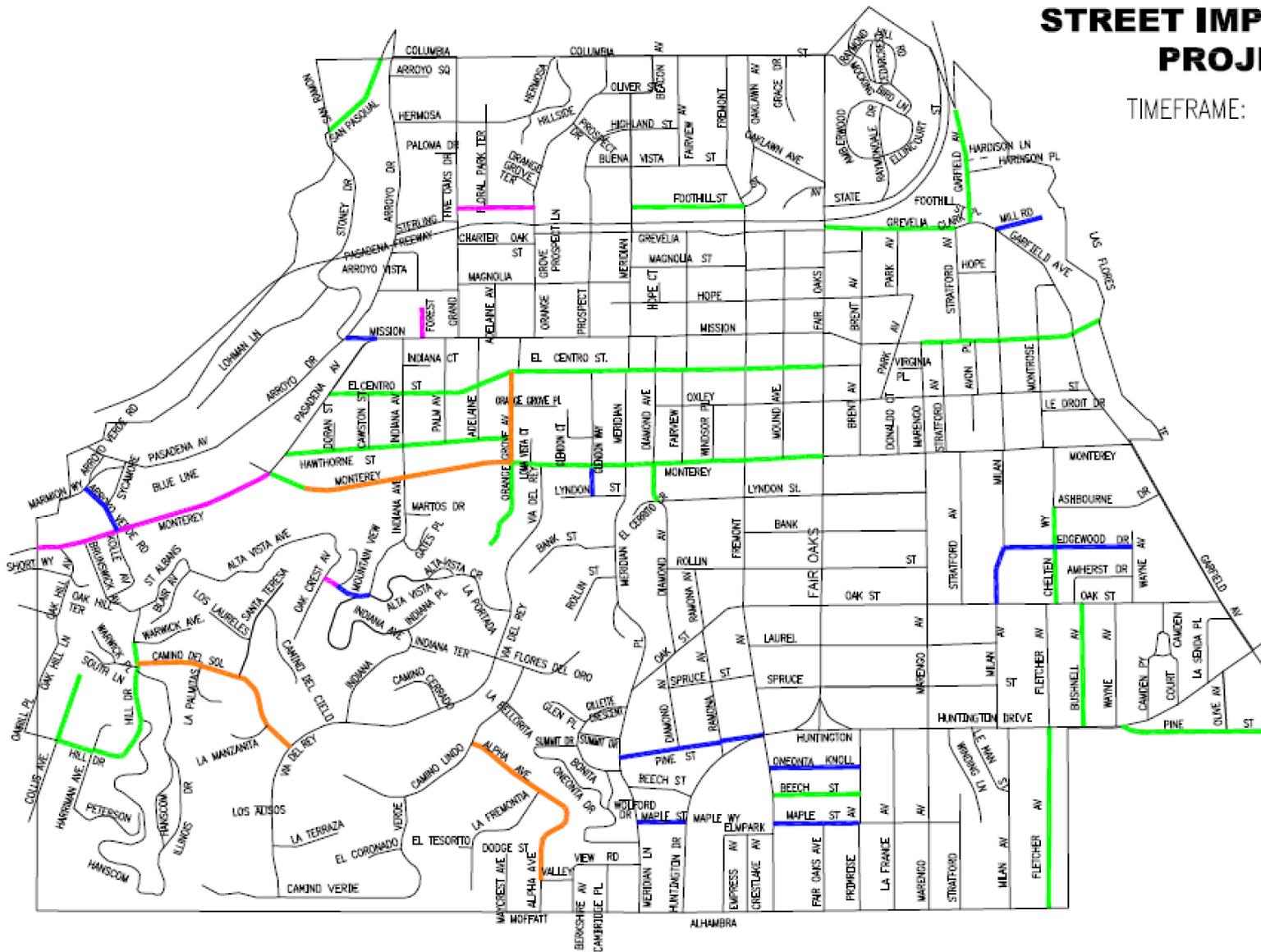
Street Segment	Project Limits		PCI	Est. Life	FY	Est. Cost
	From	To				
Pine Street	Meridian Ave	Huntington Dr	36	15/17 Yrs.	2020-21	\$740,000
Maple St	Fremont Ave	Primrose Ave	41	15/17 Yrs.	2020-21	\$91,000
Maple St	Meridian Ave	Huntington Dr	36	15/17 Yrs.	2020-21	\$64,000
Mill Rd	Garfield Ave	End of street	40	15/17 Yrs.	2020-21	\$38,000
Oneonta Knoll St	Fremont Ave	Primrose Ave	34	15/17 Yrs.	2020-21	\$89,000
Milan Ave	Edgewood Dr	Oak St	47	15/17 Yrs.	2020-21	\$150,000
Edgewood Dr	Milan Ave	Wayne Ave	40	15/17 Yrs.	2020-21	\$200,000
Mission Street	Pasadena Ave	Arroyo Dr	37	15/17 Yrs.	2020-21	\$80,000
Glendon Way	Monterey Rd	Lyndon Street	45	15/17 Yrs.	2020-21	\$35,000
Arroyo Verde Rd	Monterey Rd	Arroyo Verde Rd	55	15/17 Yrs.	2020-21	\$70,000

15 - Additional Documents - 14



STREET IMPROVEMENT PROJECTS

TIMEFRAME: 2015-2020



LEGEND

- COMPLETED PROJECTS
- PROJECTS UNDER CONSTRUCTION
- PROJECTS UNDER DESIGN
- 2019-20 PROPOSED PROJECTS



Questions

Public Comment 7/1/2020 City Council Meeting

GENERAL PUBLIC COMMENT

1. Coll Metcalfe
2. Josh Albrektson
3. Christian Muro
4. Aliza Hood
5. Haileigh Tomlinson
6. Rachel Johnson
7. Courtney Jeong
8. Josephina King
9. Chris Bray
10. Robert Conte
11. Casey Law
12. Nathaniel Imel
13. Josh Atlas
14. Christian Muro
15. Delaine, Russell, and Sara Shane (on behalf of 22 families / 39 individuals)
16. Kimberley Hughes

Kenia Lopez

From: Coll Metcalfe [REDACTED]
Sent: Monday, June 22, 2020 11:31 AM
To: publiccomment@spusd.net
Cc: City Council Public Comment; media@southpasadenan.com
Subject: Sea Tigers Swim Team

Categories: Red Category

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Members of the Board and District Administrators,

As a Sea Tiger board member and parent to two swimmers, we have been working hard to develop a plan to get our kids back into the water. Our efforts so far, haven't been fruitful. As pools around the state and region re-open, we are asking that you consider our proposal for re-opening and that the district make it a priority to develop a plan for a phased re-opening of athletics in the district.

Our club has been a fixture in this community for decades. Recent events now threaten its existence. The pool was funded through public bonds 40 some-odd years ago to serve as a community resource. As such, we are asking the district to consider our proposal to let our socially-distanced team jump back into those 400,000 gallons of chlorinated water. Doing so would save *this* community resource...the Sea Tigers.

Coll Metcalfe

From: [Josh Albrektson](#)
To: [City Council Public Comment](#)
Subject: July First City Council public comment.
Date: Monday, June 29, 2020 3:13:16 AM

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Can you replace my July first public comment with this one??? Thanks.

Please read in Public.

Full disclaimer, I am a doctor, like two of you.

Since the start of the pandemic we have learned a lot about COVID-19. Of one the main things we learned is that it is spread through respiratory droplets and tends to be more easily spread in enclosed areas with loud yelling/singing.

The consensus is that bars are the most risky place in the spread of COVID.

South Pasadena has one bar.

It violated the shutdown law on Saint Patrick's day.

It was told to shut down two times and didn't, and only did when the Health inspectors showed up. When interviewed for newspaper articles the owner repeatedly lied and said he didn't know there was an order for bars to not be open, even though the Chief of police personally told him at noon and 3 PM.

The vast majority of outbreaks over the past month in the US has been linked to Bars.

South Pasadena shouldn't allow it's one bar to reopen until the pandemic is over, even if the Governor says it is Ok.

The safety and lives of South Pasadenians are more important than one business that didn't care about South Pasadenian lives 3 months ago.

Attached is the consensus risk for COVID.

Bars
Risk level: 9

Buffets
Risk level: 8

Sports stadiums
Risk level: 8

Gyms
Risk level: 8

Amusement parks
Risk level: 8

Churches
Risk level: 8

Basketball
Risk level: 7

Public pools
Risk level: 7

Casinos
Risk level: 6

Restaurants, indoor seating
Risk level: 6

Playgrounds
Risk level: 6

Hair salons, barbershops
Risk level: 6

Pontoon boat rides
Risk level: 6

Movie theaters
Risk level: 6

Dinner parties at a house
Risk level: 5

Airplanes
Risk level: 5

Backyard barbecues
Risk level: 5

Malls
Risk level: 5

Beaches
Risk level: 5

Bowling
Risk level: 5

Dentist's offices
Risk level: 4

Walking in a busy downtown
Risk level: 4

Offices
Risk level: 4

Doctor's waiting rooms
Risk level: 4

Eating outside at a restaurant
Risk level: 4

Getting groceries
Risk level: 3

Camping
Risk level: 3

Hotels
Risk level: 3

Golfing
Risk level: 3

Libraries and museums
Risk level: 3

Going for a walk, run or bike ride with others
Risk level: 2

Getting fuel
Risk level: 2

Getting takeout from a restaurant
Risk level: 1

Playing tennis
Risk level: 1

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Josh Albrektson MD
Neuroradiologist by night
Crime fighter by day

From: [daniel muro](#)
To: [City Council Public Comment](#)
Subject: RE: 314 Monterey Road Blind Drive
Date: Monday, June 22, 2020 1:09:31 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Petition to restrict parking at 314 Monterey Road in South Pasadena

Background:

In the past year, prior to March 13, 2020 but worse since, the parking along Monterey Road between our driveway at 314 and the apartment building to the east of us (334 Monterey Road) has increased dramatically. This would not be a problem if the street were straight but it is not.

Monterey road makes a sweeping parabolic arc from Indiana Avenue until it reaches the intersection at Pasadena Avenue. Not only does the arc make it difficult to see, but cars parking in front of 334 block all view of the road. To make matters worse Monterey Road declines steeply towards the intersection so traffic is often moving at near highway speeds (speeds of 40 to 50 miles per hour).

The City of South Pasadena was notified of this problem and the response was to paint a red parking restriction zone of 8 feet to the East and West of the driveway at 314 Monterey Road.

The trouble is that a vehicle traveling at 40 miles per hour takes 80 feet, NOT 8 feet, to reach a full stop.

We the residents of 314 Monterey Road must pull out into a completely blind curve, we cannot see the oncoming traffic. They cannot see us. Someone is going to get hurt.

On the opposite side of the street at 699 Monterey Road there is a similar curve and the City of South Pasadena has painted at least 75 feet of red curb to restrict parking so that churchgoers do not have to exit their church driveway blindly.

We are requesting a similar red zone from the fire hydrant East of 334 to the driveway at 314 Monterey Road.

We would like to point out that this will sacrifice exactly zero parking spaces since the curb West of our driveway is unrestricted and is NEVER used for parking. There is well over 100 feet of unused parking space West of the driveway.

Also, parking on the street is not an issue for the other apartment buildings because they all

have access to their buildings from the back alley.

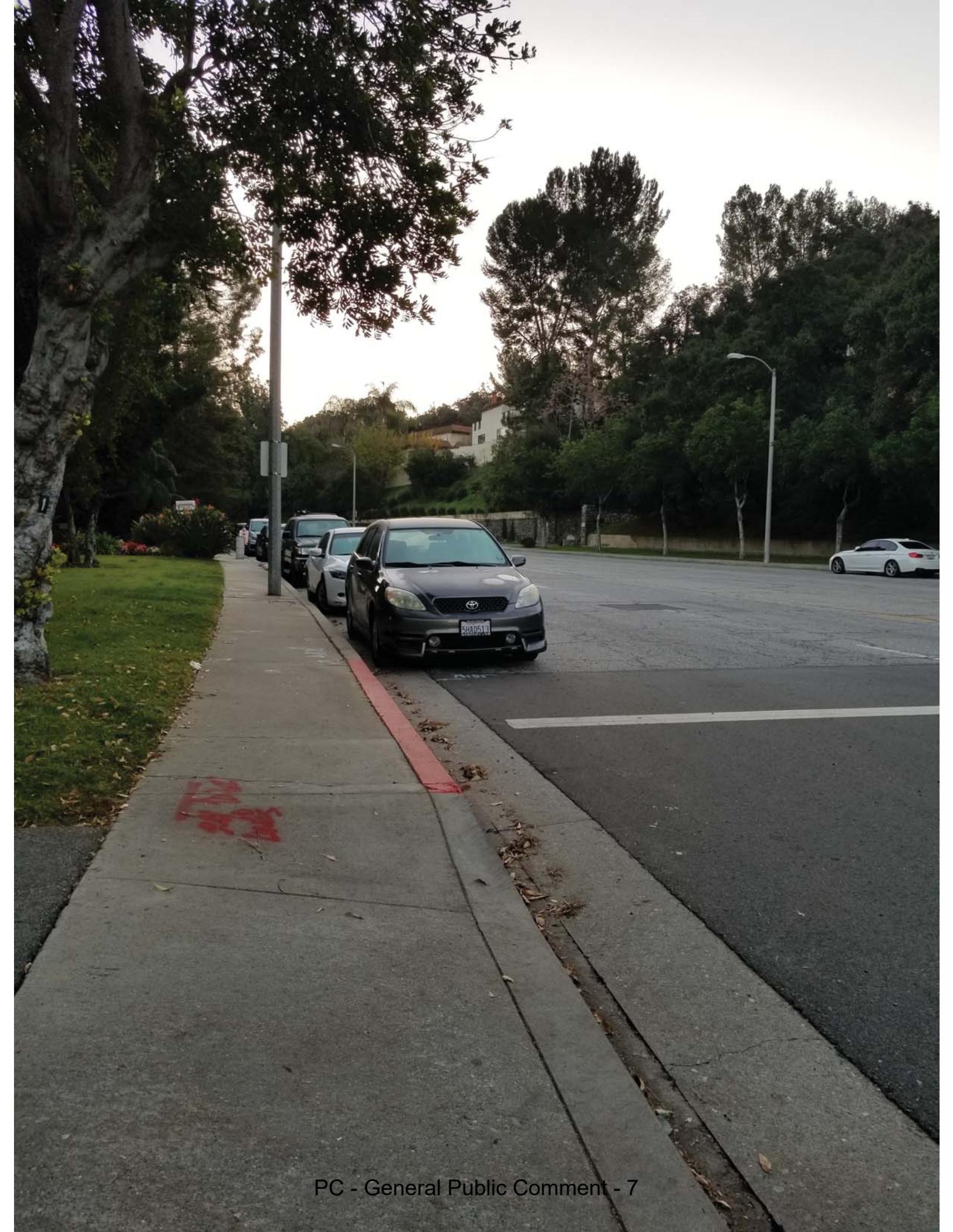
Unfortunately, we, the residents of 314 Monterey Road, do not have a building entrance in the alley.

Again this is a safety issue. There are 24 families that live at 314. Many of the families have teenage drivers. Some have more than one teen driver.

Sincerely,
Christian Muro

A black rectangular redaction box covering the signature area.

PS: Attached is a photo of a driver's view looking East as we attempt to exit.
Also attached is a petition signed by 15 families of 314 Monterey Road.



...denna, call for the City of Seattle
 north side of the street between 334 and our driveway at 3...

nit #

Name
 (print first and last)

Signature and date

	Name (print first and last)	Signature and date
[REDACTED]	Penjakee Kennedy	Penjakee Kennedy 1.4.20
[REDACTED]	Nelson Diaz	[Signature] 1-4-20
[REDACTED]	Jessica Williams	[Signature] 1-4-20
[REDACTED]	Xiaodong Li	[Signature] 1-4-20
[REDACTED]	TERESA TUTKO	Teresa Tutko 1/4/20
[REDACTED]	Sea Ju	[Signature] 1/4/2020
[REDACTED]	Diane T. Scoville	D Scoville 1/11/2020
[REDACTED]	OLGA C. SURO	Olga C Suro 1-17-20
[REDACTED]	Yu Yukang	[Signature] 1.29.2020
[REDACTED]	Giong Fang Li	[Signature] 1/29/2020
[REDACTED]	Zhang Kang Guang	[Signature] 1/29/2020
[REDACTED]	Zhang Ji	[Signature] 1/29/2020

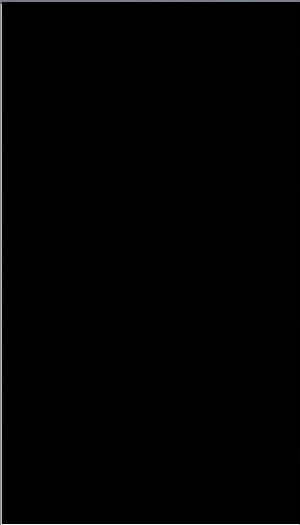
Petition: We the undersigned, all residents of 314 Monterey Road in South Pasadena, call for the City of South Pasadena to restrict parking on the North side of the street between 334 and our driveway at 314.

Unit #

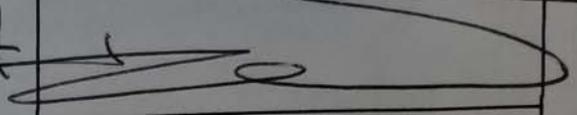
Name

Signature and date

(print first and last)



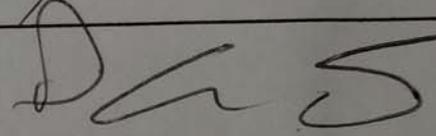
Deëna Kaufeldt

 1-31-20

Joane C. Muro

Joane C. Muro

① Christian Muro



From: [Aliza Rood](#)
To: [City Council Public Comment](#)
Subject: Petition for the removal of spit bags
Date: Wednesday, June 24, 2020 7:49:11 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

- My name is Aliza and this is a general public comment I want to be read out loud during the meeting. I am petitioning for the removal of spit bag use from South Pasadena police protocol. As cited in the Oakland Reporter article, “Justified by Myth, Spit Hoods Can Kill,” written by author Scott Morris, when improperly administered or placed on the victims/suspects head, in combination of other forms of restraint, spit hoods can, and have on multiple occasions, lead to death by asphyxiation. In the case that the suspect has pre-existing health conditions, Scott argues that, “At times, victims might bleed or vomit into the mask, clogging the mesh so they’re unable to breathe...Some departments have enacted policies to prevent injury or death from spit masks, but they often fail to account for the range of possible injury. For example, in Pleasanton, California, the police department has enacted a spit hood policy drafted by Lexipol, a private company that provides policies to 95 percent of California law enforcement agencies...Lexipol’s policy language also does not set restrictions on how and when spit hoods can be used in combination with other restraints, which led to at least two in-custody deaths in Alameda County last year.” In light of this evidence, I am proposing that use of spit bags be removed from Police practice, or that a new policy be drafted to ensure the well-being of those in police custody, regardless of their crime.

From: [Haileigh Tomlinson](#)
To: [City Council Public Comment](#)
Subject: Removal of Spit Hood
Date: Tuesday, June 23, 2020 7:21:51 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, my name is Haileigh. This is a comment and concern that I believe and should be read aloud. I am petitioning for the removal of the spit bag use from South Pasadena Police protocol.

As cited in the Oakland reporter article, “Justified by myth, spit hoods can kill,” written by author Scott Morris, when improperly administered or placed on the victim/suspects head in combination with other forms of restraint, spit hoods can, and have on multiple occasions lead to death by asphyxiation. In the case that the victim/suspect has a pre-existing condition, Scott argues that “At times suspects might bleed or vomit into the mask, clogging the mesh, so they’re unable to breathe. . . Some departments have enacted policies to prevent injury or death from spit masks, but they often fail to account for the range of possible injury For example, in Pleasanton, California, the police department enacted a spit good policy enacted by Lexipol, a private company that provides policies to 95% of California’s law enforcement agencies. Lexipol’s policy language also does not set restrictions on how and when spit hoods can be used in combination with other restraints, which led to at least two in-custody deaths in Alameda County last year.” In light of this evidence, I am urging the South Pasadena Police department abolish the use of spit bags.

From: [Rachel Johnson](#)
To: [City Council Public Comment](#)
Subject: Responsible Waste Management in South Pasadena
Date: Wednesday, June 24, 2020 11:39:59 AM

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Name: Rachel Johnson

Agenda Item: General Comment

Read During Meeting: Yes

Comment:

South Pasadena's approach to waste management is environmentally irresponsible. Athens Services collects all trash, with residents doing no sorting for recycled materials. Athens reportedly uses a conveyer belt to sort waste, but any waste that's in any way soiled is considered impossible to recycle. Because all waste is mixed together, almost all theoretically recycled waste is unlikely to be recycled in practice. As a forward thinking, environmentally aware city, we can't simply throw all our waste out because it's the cheapest and easiest option.

In my understanding the City Council and Mayor's Office control the Athens contract. There currently appears to be little or no oversight over what is actually recycled, and beyond that state law will soon require additional steps to ensure separation of food waste. What will the City Council do to improve both oversight of waste management and to become a more responsible environmental citizen for all future generations of South Pasadena residents?

From: [Courtney Jeong](#)
To: [City Council Public Comment](#)
Subject: South Pasadena Police Disgusting Arrest
Date: Tuesday, June 23, 2020 10:37:57 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom this may concern,

I have been a resident of South Pasadena my whole life. I saw a video circulating the internet on how a person was treated when arrested by SPPD. They put a spit bag on this person's head. I do not want my tax dollars going towards such cruel actions of the police. Please know I have heard the watch commanders side of the story, but I still do not agree on how this situation was handled. There is currently a 9.3 million dollar budget going towards police in this community and you are looking to raise it to 9.7 million next year. I say heck no to that!!! I do not feel safe with police treating human beings like that. Also not ok with the person answering the phone at the police station nor the watch commander. Both were not helpful and were trying to justify their actions. "Oh the police officer's mask fell." "The suspect was spitting." "they injured one of our officers" "there is no one you can contact. you can post on social media." The conversation with both these people felt childish and belittling. I am calling to reduce the police budget. I would like to reimagine a different safety net. CARE NOT COPS! I do not want my tax dollars going towards SPPD. And here is a good snippet of an article "When we say Black Lives Matter, we're talking about more than police brutality. We're talking about incarceration, health care, housing, education, and economics — all the different components of a broader system that has created the reality we see today, where Black people are incarcerated at more than [five times the rate](#) of white people, where Black people are given harsher sentences for the same offenses, where Black people are more likely to be held on bail pretrial, and where Black people are dying not only at the hands of police, but because of an unequal health care system. Black lives should matter in all stages of life — and to honor that truth, we must radically transform the system from its roots." On that note, we need our tax dollars to be going towards other resources other than cops!!

My name is Josephina King. This is a general public comment that I wish to be read out loud during the meeting. I am petition for the removal of spit bag use from South Pasadena Police protocol. As cited in the Oakland reporter article, "Justified by myth, spit hoods can kill," written by author Scott Morris, when improperly administered or placed on the victim/suspects head in combination with other forms of restraint, spit hoods can, and have on multiple occasions, lead to death by asphyxiation. In the case that the victim/suspect has pre-existing health conditions, Scott argues that "At times suspects might bleed or vomit into the mask, clogging the mesh so they're unable to breathe...Some departments have enacted policies to prevent injury or death from spit masks, but they often fail to account for the range of possible injury...For example, in Pleasanton, California, the police department has enacted a spit hood policy drafted by Lexipol, a private company that provides policies to 95 percent of California law enforcement agencies...Lexipol's policy language also does not set restrictions on how and when spit hoods can be used in combination with other restraints, which led to at least two in-custody deaths in Alameda County last year." In light of this evidence, I am proposing that use of spit bags be removed from Police practice, or that a new policy be drafted to ensure the well-being of those in police custody, regardless of their crime.

From: [Chris Bray](#)
To: [City Council Public Comment](#)
Subject: general public comment -- July 1
Date: Tuesday, June 30, 2020 8:39:31 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

(Please read to the council.)

I direct this message to the city's current department heads.

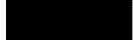
Over the last few weeks, during the public debate over the city's changing budget numbers and increasingly late audited financial report, several members of the council have decried attacks on city staff. You've been sounding this theme for a long time. I just went back and re-read an email message that Councilmember Khubesrian sent to me about "rules of engagement," and that message says her first rule is that she won't tolerate "personal attacks on me or other members of the South Pasadena community and city staff."

At the same time, the council has watched and participated in a sustained attack on the reputations of the late David Batt, a former finance director, and his staff. The public has been repeatedly reassured that everyone who worked for the finance department for many years was incompetent, unprofessional, incapable, and generally worthless.

South Pasadena has become the cultural equivalent of a toxic waste dump. We won't tolerate criticism of city staff! We prefer vicious and defamatory attacks on *former* city staff, especially the dead ones.

If you're a department head in this city, David Batt is your Ghost of Christmas Future. When you're gone, if the leaders of this city think they can get through a crisis by savaging your reputation, they won't hesitate. There's plenty of room under Stephanie DeWolfe's bus, and the city council won't mind seeing you go under it.

Chris Bray



From: [Conte, Robert \(USACAC\)](#)
To: [City Council Public Comment](#)
Cc: [Robert Conte](#)
Subject: General Public Comment to be Read at Next Meeting
Date: Sunday, June 28, 2020 8:42:03 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Manager and City Council,

Please have city staff re stripe the parking line that runs down oak hill place. This stripe helps slow cars down. There are no side walks on our street and we walk our dogs and take walks on the street. The stripe is very faded. If the city can paint SLOW DOWN on street that would help too.

Thank you, Robert Conte

Sent from my iPhone

From: [Casey Law](#)
To: [City Council Public Comment](#)
Subject: City Council Comment
Date: Monday, June 29, 2020 1:51:18 PM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a general public comment to be read aloud at the July 1, 2020 city council meeting.

Dear Council Members,

I was inspired by the recent editorial in the South Pasadena High School Tiger newspaper that was entitled "We Need to Teach Our History of Racism". The editorial describes the unjust history of our city as a place for "whites only" as recently as 1964.

That may feel like history, and certainly none of us would seek to exclude non-whites today. And yet, we do live with the legacy of that time. One example is the wall built at the southern border of Via Del Rey. It was asserted that the wall was intended to reduce dangerous traffic, but it was widely seen as a way to exclude our poorer neighbors in El Sereno.

This wall was the subject of intense debate when it last appeared on the city council agenda more than a decade ago. Unfortunately, we need to revisit that debate. I ask the city council to add an item to the agenda to consider allowing free traffic flow between Via Del Rey and Van Horne Avenue.

casey

From: [Nathaniel Imel](#)
To: [City Council Public Comment](#)
Subject: July 1 Council Meeting: general comment
Date: Tuesday, June 30, 2020 11:51:50 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Nathaniel Imel
Please read out loud:

Dear Mayor and Council Members,

I applaud last week's movements towards creating a forum for dialogue about SPPD reform. I ask that the council remember there are still residents protesting every day in our city, asking that South Pasadena act urgently to stand with the Movement for Black Lives. I support all of South Pasadena Youth for Police Reform's demands, and I urge the council to study them carefully as we begin to make decisions that affect the safety of historically oppressed populations. Indeed, if you are seriously considering budget changes, charter amendments, reforming policy, and releasing transparency materials, then you will be spending a lot of time on the topic of police reform. I would like to see more time spent on police reform in our council meetings very soon.

Thank you.

From: [Josh Atlas](#)
To: [City Council Public Comment](#)
Subject: Public Comment for Upcoming Meeting
Date: Monday, June 29, 2020 9:49:36 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Name: Josh Atlas

Address: [REDACTED]

Desire to have comment read aloud: Yes.

I am upset by the state of policing and police oversight in our community. Though there are local and national protests, the city council and public safety commission have offered little acknowledgment that our local police office is in need of reform. The city council should immediately enact the reforms outlined in Campaign Zero (found at 8cantwait.org). Specific policy language can be found there as well.

As labor negotiations progress with SPPD, the city must also insist that officers involved in violent and abusive conduct be removed from their positions and held legally accountable for their actions.

In the June 2020 Public Safety Commission meeting, Sherriff Ortiz said that "most, if not all" of his officers had received anti-bias training. Why haven't all officers been trained? When will all officers have received training? These are all very minimal questions and requests to start creating a more just community. We cannot tolerate the council's negligence.

--

Josh Atlas
[REDACTED]
[REDACTED]

From: [daniel muro](#)
To: [City Council Public Comment](#)
Subject: For Public Comment: Parking Danger on Monterey Road
Date: Wednesday, July 1, 2020 10:52:47 AM

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attention City Council:

Over the past year the parking along Monterey Road between our driveway at 314 and the apartment building to the east of us (334 Monterey Road) has increased dramatically. This would not be a problem if the street were straight but it is not.

Monterey road makes a sweeping parabolic arc from Indiana Avenue until it reaches the intersection at Pasadena Avenue. Not only does the arc make it difficult to see, but cars parking in front of 334 block all view of the street To make matters worse Monterey Road declines steeply towards the intersection so traffic is often moving at near highway speeds (speeds of 40 to 50 miles per hour). And since March 13, due to lighter traffic, cars now travel at even faster speeds.

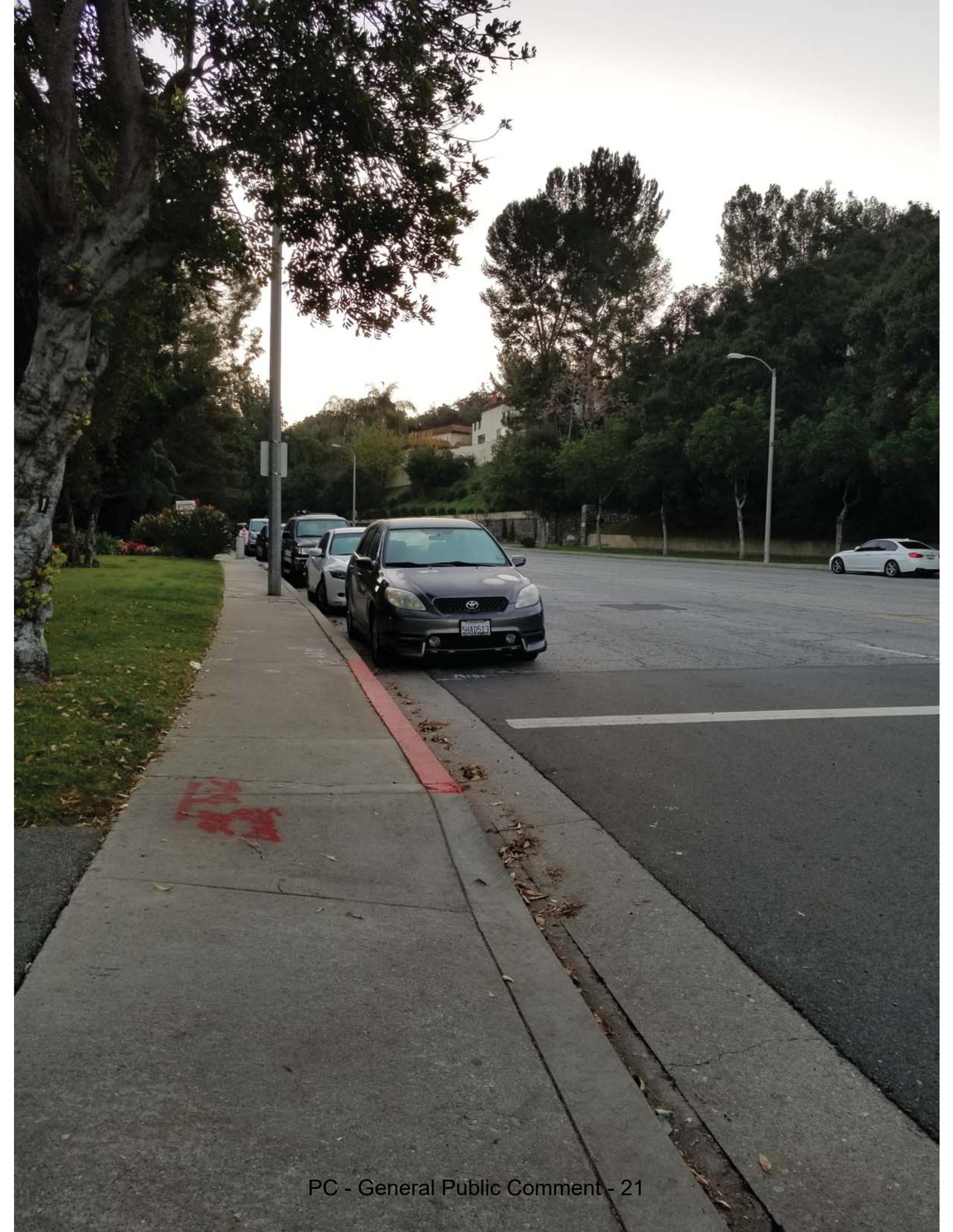
The City of South Pasadena was notified of this problem and the response was to paint a red parking restriction zone of 8 feet to the East and West of the driveway at 314 Monterey Road.

The trouble is that a vehicle traveling at 40 miles per hour takes 80 feet, NOT 8 feet, to reach a full stop.

We the residents of 314 Monterey Road must pull out into a completely blind curve, we cannot see the oncoming traffic. There are 24 units at 314 Monterey Road, most with two or three drivers, many, including my unit, have teenage drivers. Someone is going to get hurt, or far worse.

Christian Muro


PS: Please see attached photo with view from a driver's side window looking East on Monterey Road as we exit.



From: [D. Shane](#)
To: [City Council Public Comment](#); [Maria Ayala](#)
Cc: [REDACTED]; [Stephanie DeWolfe](#); [Shahid Abbas](#); [Kristine Courdy](#)
Subject: July 1st City Council Meeting: Agenda Item No. 2 (General Public Comment): Please Read this Petition Out Loud to City Council Tonight-Thank you (From 22 Families composed of 39 Individuals and Growing)
Date: Wednesday, July 1, 2020 11:42:23 AM
Importance: High

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and City Council:

Save **M**eridian **A**venue for its **R**esidents **T**ogether or **SMART** is a collective voice of South Pasadena residents who want the City to act on Meridian's dangerous traffic conditions and move beyond the 710 Freeway issues that have long afflicted our neighborhood. We thank Councilmember Schneider's recognition in acknowledging the traffic problems on Meridian on June 17th and getting this issue onto the Council's agenda. Sadly, this Council motion is not the first time for a discussion on Meridian. While we look forward to the two Meridian stop sign studies promised in January 2020 by the Public Works Director, we expect the next Council meeting to provide solutions NOW.

SMART families have long paid City taxes and fees. We expect to safely walk, jog, use a wheelchair, or bicycle on Meridian Avenue, as we cross the street on our way to work, school or simply to enjoy being outdoors. We want to drive on our local streets and turn safely onto Meridian without being involved in a collision. We want to enter our parked cars and back out of our driveways without fear of being sideswiped or t-boned. We want friends' parked cars not totaled when visiting us.

Meaningful, necessary, and immediate solutions must be implemented! On behalf of the children and adults living in the shadow of the 710, **SMART** asks you to elevate our traffic issues on Meridian Avenue to the level of concern focused on other neighborhoods including Fremont Avenue. No more studies, no more excuses. Act NOW!

Thank you.

SMART Families

Delaine, Russell, and Sara Shane
[REDACTED]

Susan Sulsky
[REDACTED]

Denise Philley, Paul Wood, and Linus Wood
[REDACTED]

Jason Wallace and Wendy Kim
[REDACTED]

Wende and Robert Lee

[REDACTED]

Margot Healey

[REDACTED]

Talia and Rolando Marin

[REDACTED]

Nancy Michler

[REDACTED]

Peggy O'Leary & John Vandercook

[REDACTED]

Stephanie Stein and Johan Garcia

[REDACTED]

Glen Duncan

[REDACTED]

Ron Rosen

[REDACTED]

Sally and Sean Takada Teer

[REDACTED]

Kim Carlson

[REDACTED]

Claire Gibbs

[REDACTED]

Ava and Ed Herrera

[REDACTED]

Joanne and Tom Nuckols

[REDACTED]

Caleb & Betsy Smith

[REDACTED]

Amber and Patrick Haley

[REDACTED]

Jeff Tran



Joanne Heyler



Alan, Stephanie, and Justin Ehrlich, and Banjong Muninnopmas



From: [Hughes, Kimberley](#)
To: [City Council Public Comment](#)
Subject: General Public Comment
Date: Wednesday, July 1, 2020 12:04:28 PM
Attachments: [scanner@ladwp.com_20200617_135659.pdf](#)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Honorable Mayor and South Pasadena City Council:

I wanted to again bring up a very troubling issue. As you look at the projects listed on your agenda in regards to SB1 funding, be aware that you are seeing again piecemeal information. As has been brought up, the Mobility and Transportation Infrastructure Commission at their last meeting were told about changes to the City's proposed Measure R and M planned projects. They were also presented three new street plan concepts and basically told that there was no time to really review, as there was a deadline for the City to submit the suggested plan to the Arroyo Verdugo Communities Joint Power Authorities (AVCJPA). The outline of the three proposed projects again contained no specifics, no cost estimates and they are for years 6 and 7. Again, we haven't really begun the first five year projects. I don't understand the rush and why would the joint organization be in such a hurry for the information, especially when funding for Measure M and R could be in flux, due to the current economic situation.

Again, it appears that the planned list of Measure M and R projects is being altered. So much time was spent on developing our Metro project list and I recall how the City worked to meet the project submission deadline. Much time was put in to the development of the project list and to earmark projects that would really make a difference in traffic as it is being experienced in the City. We know that some of the proposed projects were on the border of the city and would require multi-city cooperation. This was a key point, as much of the traffic travels thru the neighboring cities and we showed our collaborative effort in working with our neighboring cities in defeating the SR710. We were told that the projects that would require other city corporation were taken off the list. This is very disconcerting, because as we look to the future and the possible development of neighboring city's "stubs," we should be collaborating now and more in the future.

We keep hearing about the Neighborhood Traffic Study, but now understand that it only impacts "policy." Our resident want action now on traffic on key streets, such as Fremont and Meridian.

There needs to be a comprehensive report on all of the street projects, their funding sources and project timing, so the public has a clear understanding.

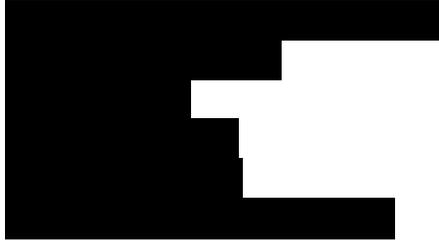
I have again attached a list of the projects for Measure M and R from last year for reference.

Now is the time for action in tackling our local traffic issues.

Thank you for your time and consideration.

Warmest Wishes,

Kim Hughes
Advertising and Placement Manager
LADWP Communications and Public Affairs
Los Angeles Department of Water and Power



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Public Works Commission
 Status of Recommendations - Summary List
 As of September 2019

Category	Item Date	Agenda Item	Status or Reference	Update
		Implementation of Projects Approved by the City Council		
		Measure M: MSP Project List		
Street & Street Scapes	10/10/18	Columbia St @ Pasadena Ave: turn lanes striping	CIP FY 2020-24: Street & Street Scapes, Priority #10, FY 2020-21	\$150,000 with Columbia St @ Orange Grove Ave projects
Street & Street Scapes	10/10/18	Columbia St @ Orange Grove Ave: striping	CIP FY 2020-24: Street & Street Scapes, Priority #10, FY 2020-21	\$150,000 with Columbia St @ Pasadena Ave projects
Street & Traffic Light	10/10/18	Garfield Ave @ Monterey Rd: signal	CIP FY 2020-24: Street & Traffic Lighting, Priority #3, FY 2020-21	\$400,000;
Street & Traffic Light	10/10/18	Garfield Ave @ Oak St: signal	CIP FY 2020-24: Street & Traffic Lighting, Priority #4, FY 2020-21	\$400,000;
Street & Street Scapes	10/10/18	Huntington Dr @ Fremont Ave: add signs	CIP FY 2020-24: Street & Street Scapes, Priority #11, FY 2022-23	\$140,000
Street & Street Scapes	10/10/18	Huntington Dr @ Fremont Ave: adjust signals	CIP FY 2020-24: Street & Street Scapes, Priority #8, FY 2020-22	projects included under Regional Traffic Corridor Improvements
Street & Street Scapes	10/10/18	Fair Oaks Ave @ Grevelia St: striping, adjust signal	CIP FY 2020-24: Street & Street Scapes, Priority #12, FY 2022-23	\$50,000
Street & Street Scapes	8/28/17	Garfield Ave @ Mission St: adjust signal	not included in CIP FY 2020-24	see email of 8/28/17 from Larry Abelson to Margaret Lin; could be included under Regional Traffic Corridor Improvements \$1,290,000
		Measure R: TSMITDM Early Action Project List		
Street & Street Scapes	10/11/17	Arroyo Seco Parkway Loop Ramp to southbound SR-110 from Fair Oaks Ave & related intersection improvements on Fair Oaks Ave @ State St & Grevelia St	CIP FY 2020-24: Street & Street Scapes, Priority #7, FY 2020-22	from DEIR excerpts PWC Minutes 10/11/17; see email of 8/28/17 from Larry Abelson to Margaret Lin; minutes from April 2019 meeting with Intervest Consulting; original estimate for construction only \$43M, revised estimate for CIP FY 2020-24 is \$67M
Street & Street Scapes	10/11/17	Fremont Ave from Columbia St to Alhambra Rd: street improvements	not included in CIP FY 2020-24	could be included under Regional Traffic Corridor Improvements
Street & Street Scapes	10/11/17	Fair Oaks Ave: striping, street improvements, removal of selected bulbouts	not included in CIP FY 2020-24	could be included under Regional Traffic Corridor Improvements
Street & Traffic Light	10/11/17	Fair Oaks Ave: signal synchronization	CIP FY 2020-24: Street & Traffic Lighting, Priority #2, FY 2019-20	\$665,400
Street & Street Scapes	10/11/17	Fremont Ave @ Monterey Rd & Huntington Dr: intersection improvements	CIP FY 2020-24: Street & Street Scapes, Priority #8, FY 2020-22	projects included under Regional Traffic Corridor Improvements
Street & Street Scapes	10/11/17	Fair Oaks Ave @ Monterey Rd & Huntington Dr: intersection improvements	CIP FY 2020-24: Street & Street Scapes, Priority #8, FY 2020-22	projects included under Regional Traffic Corridor Improvements
Street & Street Scapes	8/28/17	Garfield Ave @ Huntington Dr: intersection improvements	CIP FY 2020-24: Street & Street Scapes, Priority #8, FY 2020-22	see email of 8/28/17 from Larry Abelson to Margaret Lin; projects included under Regional Traffic Corridor Improvements
Street & Street Scapes	8/28/17	Orange Grove Ave @ Columbia St: adjust signal, intersection improvements	CIP FY 2020-24: Street & Street Scapes, Priority #10, FY 2020-21	see email of 8/28/17 from Larry Abelson to Margaret Lin; \$150,000 with Columbia St @ Pasadena Ave projects
Street & Street Scapes	8/28/17	Columbia St @ Pasadena Ave: adjust signal, intersection improvements	not included in CIP FY 2020-24	see email of 8/28/17 from Larry Abelson to Margaret Lin; could be included under Regional Traffic Corridor Improvements
Street & Street Scapes	8/28/17	Columbia St @ Fremont Ave: striping, adjust signal, intersection improvements	not included in CIP FY 2020-24	see email of 8/28/17 from Larry Abelson to Margaret Lin; could be included under Regional Traffic Corridor Improvements
Street & Street Scapes	8/28/17	Fletcher Dr from Huntington Dr to Alhambra Rd: traffic calming devices	CIP FY 2020-24: Street & Street Scapes, Priority #4, FY 2020-24	see email of 8/28/17 from Larry Abelson to Margaret Lin; \$75,000/FY; resident complaints to PWC 6/14/17

Public Works Commission
 Status of Recommendations – Summary List
 As of September 2019

Category	Item Date	Agenda Item	Status or Reference	Update
Street & Street Scapes	6/14/17	Speed Hump Policy	Motions to be implemented by the Public Works Department Bring back after General Plan is adopted	motion to bring back to PWC 6/14/17
Street & Street Scapes	12/13/17	Grevelia St & Fremont Ave NW corner pedestrian access & safety issues	CIP FY 2020-24: Street & Street Scapes, Priority #5; CalTrans & Metro will look into improvements in this area; staff to investigate possible crosswalk locations; status?	residents have complained about pedestrian access due to the closed sidewalk on the east side of the 110-fwy bridge; motion to staff investigate 9/13/17
Street & Street Scapes	6/13/18	Via Del Rey south of Monterey Rd roadway edge striping, other devices for safety	CIP FY 2020-24: Street & Street Scapes, Priority #4; bring back status report with costs in Aug 2018	motion for status update 6/13/18; related to Monterey Road Paving Project Phase 3
Street & Street Scapes	3/14/18	Crosswalks, stop signs Oak St at various intersections for pedestrian safety (route to Marengo School)	CIP FY 2020-24: Street & Street Scapes, Priority #5; traffic study requested in July 2018	see this location under Measure M projects
Street & Street Scapes	11/14/18	Fair Oaks Ave @ Grevelia St: modify striping & signal timing, northbound off-ramp reconfiguration		\$1.18M; Measure R funding; package is out for bids
Street & Street Scapes	11/14/18	Monterey Road Paving Project Phase 3	CIP FY 2020-24: Street & Street Scapes, Priority #3	
Street & Traffic Light	11/14/18	5 Objectives to Address Traffic Delays @ Gold Line Crossings	request PWD to provide status of timing improvements; not included in CIP FY 2020-24	
		1) reducing long pre-emption times for north bound trains	1) to 5) \$80,000 previously allocated for consultant	
		2) provide longer recovery cycle after pre-emption to clear Mission St traffic		
		3) provide exclusive pedestrian phase during pre-emption across Mission St		
		4) provide a leading pedestrian interval, when actuated, prior to each circular green so that pedestrians are well into the intersection and can be seen by vehicles turning right		
		5) correct a programming error when the signal can dwell in a solid all-red statu for up to 25-seconds before pre-emption begins		
Street & Street Scapes	5/8/19	Fair Oaks Ave @ Grevelia St: curb & ramp modifications	not included in CIP FY 2020-24	
Street & Street Scapes		CalTrans to improve safety of existing railings on (7) bridges over SR-110	some may be replaced as part of Measure R Arroyo Seco Loop Ramp project	from 2013 correspondence between SPPW & CalTrans
			Commissioner or Public Issues & Concerns	
Street & Street Scapes		Measure R Project: removal of certain Bulbouts on Fair Oaks Ave		PWC suggested projects to Ad Hoc Technical Advisory Committee, see 9/13/17 PWC minutes
Street & Traffic Light		proposed traffic signal at Monterey Rd & Orange Grove Ave	public & commissioner concerns related to Orange Grove Ave & intersection problems	coupled with Monterey Rd Phase 3 paving project; project is out for bids;
Street & Street Scapes		Stop Sign Study including the intersections: - Arroyo Dr @ Hermosa St, Arroyo Square, Arroyo Vista Pl, Magnolia St - Oak St @ Fletcher Ave, Milan Ave - Chelton Ave @ Fletcher Ave - Lohman Ln @ Stoney Dr		PWC motion 2/10/16
Street & Street Scapes		Neighborhood Traffic Management	CIP FY 2020-24: Street & Street Scapes, Priority #4	residents request & school route 3/14/18 PWC minutes residents request & school route 3/14/18 PWC minutes request by Comm Abelson 3/13/19 PWC minutes
Traffic	8/14/19	Meridian Ave Issues	including traffic, safety	resident complaint
	8/14/19	Fremont Ave Issues	including traffic, safety, pedestrian	resident complaint
		Grand Ave Issues	including traffic, safety	resident complaint, Commissioner request
	2/13/19	Orange Grove Ave Issues	including traffic, safety, congestion, turning	resident complaint, Commissioner request
	6/13/18	Via Del Rey Issues	including traffic, safety, pedestrian	resident complaint