



Additional Documents List City Council Meeting May 18, 2022

Item No.	Agenda Item Description	Distributor	Document
19	Introduction and First Reading of an Ordinance for the Creation of a Community Services Commission, and Change to the Meeting Frequency of the Public Art Commission Meetings	Domenica Megerdichian, Deputy City Manager	Memo with suggested edits.
	Emailed Public Comment Item Nos. 2, 12, 18 (Includes comments from May 4, 2022 Meeting), 20	Christina Muñoz, Deputy City Clerk	Attached are emailed public comment.



City of South Pasadena City Manager's Office

Memo

Date: May 17, 2022

To: The Honorable City Council

Via: Arminé Chaparyan, City Manager

From: Domenica Megerdichian, Deputy City Manager

Re: May 18, 2022 City Council Meeting Item No. 19 Additional Document – Introduction and First Reading of an Ordinance for the Creation of a Community Services Commission, and Change to the Meeting Frequency of the Public Art Commission Meetings

Attached is an additional document with suggested edits to the proposed ordinance from Councilmember Mahmud for the City Council's consideration in review of this item:

Councilmember Mahmud's Proposed Revisions to Community Services Commission Ordinance

(redlined to proposed, not current, Ordinance)

2.45. Composition; School District Representative.

The commission shall consist of seven ~~adult~~ members ~~appointed~~ who shall be appointed pursuant to SPMC 2.23. To encourage representation of the senior community, one ~~or more of the seven members~~ shall be a ~~resident who is a~~ member of the city's senior citizen population. To encourage representation of the youth community, ~~one or more shall prioritize appointing one of the seven members shall be between the ages of fourteen and eighteen as a resident who upon assuming the first~~

~~term shall be under the age of twenty one years of age.~~ The school district may appoint a non-voting representative to advise the commission on issues related to city sponsored youth services ~~provide to youth, and youth~~ recreation activities, ~~use of school district facilities, and services with the senior citizen community appoints one member of the commission, who shall serve a regular term.~~ [sic]

2.46 Powers and Duties

The powers and duties of the parks and recreation community services commission shall be to:

- (a) Act in advisory capacity to the city council and director of and the community services department in all matters pertaining to activities promoting the health, interests and well-being of the city's senior citizen and youth populations, all matters pertaining to parks and public recreation;

...

2.24 Eligibility for membership

- (a) To be eligible for appointment or retention on any board or commission, a citizen must be and must maintain his or her status as a resident ~~elector~~ of the city, with a strong commitment and demonstrated ability to work in a collaborative manner with other commission members and city staff and shall be in good standing with the city (no ~~open code enforcement actions or public safety issues pertaining to the resident or real property owned by them~~)....

**Open Session Public Comment
May 18, 2022
Item #2**

[REDACTED]

From: Ella Hushagen [REDACTED]
Sent: Wednesday, May 18, 2022 11:27 AM
To: City Council Public Comment; City Clerk's Division
Cc: Diana Mahmud; Michael Cacciotti - Personal; Jack Donovan; Jon Primuth; ezneimer; Armine Chaparyan
Subject: General Public Comment: second crossing guard at Huntington & Marengo
Attachments: 2022-05-18 general public comment re crossing guard.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.

Good morning,

I am submitting the attached general public comment for tonight's City Council meeting. Please include it in the agenda packet. We are requesting that the City install a second crossing guard at the intersection of Huntington and Marengo.

Thank you very much.

Ella Hushagen

May 18, 2022

General Public Comment Re: Crossing Guard at Huntington Dr. & Marengo Ave.

City Councilmembers and Staff,

We submit this comment to request a second crossing guard at the intersection of Huntington Drive and Marengo Avenue.

In the past school year, there have been a number of near misses, wherein drivers turning onto Huntington from Marengo have almost hit children and adults. A mom had to aggressively flag down a driver to prevent him from colliding with her 9-year-old kids, on their way to school. A dad had to essentially push his child out of the way of a turning vehicle. On Friday, May 13, 2022, a father heading home from dropping off his kids was nearly struck by a speeding car turning left onto Huntington. The car swerved wildly to avoid striking him.

The intersection serves many Marengo Elementary and South Pasadena Middle and High School students who live south of Huntington. The crossing guard stationed at the southeast corner of the intersection is attentive and reliable. But this is a large, busy intersection, with six lanes of traffic to cross. Commuters treat Huntington like a highway, driving at very high speeds. There are serious risks to student pedestrians and their parents that one crossing guard cannot mitigate alone.

The City's current contract for crossing guard services is \$177,716 per year—less than two percent of the \$10 million South Pasadena Police Department annual budget. The addition of one crossing guard at Marengo and Huntington to promote the safety of our students and pedestrians is reasonable and doable.

At a similar intersection with Huntington near Valentine Elementary in San Marino, the city has stationed two crossing guards.

South Pasadena is a wonderful city for walking, with its tree-lined streets and friendly neighbors. We want to encourage our students to walk by creating a safe environment for it. We request that you allocate funding in the FY 2022 budget to station a second crossing guard at Marengo and Huntington.

Signed,

- | | |
|----------------------------|----------------------|
| 1. William D. Allen, MD | 8. Kristin Boyle |
| 2. Bree Arnall-Hazard | 9. Candice Carter |
| 3. Elizabeth Arnall-Hazard | 10. Laurie Chatham |
| 4. Eva Bana Romero | 11. Francis Cholko |
| 5. Frederic Bana Romero | 12. Frank Chu |
| 6. Amy Betts | 13. Danelle Courtice |
| 7. James Boyle | 14. David Courtice |

15. Owen Ellickson
16. David Evans
17. Sally Evans
18. Bruce Finstead
19. David Foster
20. Katie Gallagher
21. Noel Garcia
22. Armi Gatdula
23. Bethesda Gee
24. Julie Giulioni
25. Sieu Ha
26. Elizabeth Hernandez
27. Elizabeth Hong
28. Ella Hushagen
29. Chris Kan
30. Jeff Kuhlman
31. Kristen Kuhlman
32. Julius Law
33. Judy Lee
34. Mindy Lee
35. Shannon Lee
36. Tony Lockhart
37. Deborah Louie

38. Irene Miller
39. Leonard Mlodinow
40. Lisa Montano
41. Jill Nemiro
42. Sarah Perez-Silverman
43. Ken Rudman
44. Shari Sakamoto
45. Peter Schubin
46. June Scott
47. Mike Shannon
48. Sandy Shannon
49. Peggy Shirreffs
50. David Sifuentes
51. Joyce Subject
52. Priscilla Swantner
53. Quinton Swantner
54. Andrew Terhune
55. Cassandra Terhune
56. Lulu Wang
57. Patrick Wright
58. Changhuei Yang
59. Alice Yung
60. Jason Zahn

**Open Session Public Comment
May 18, 2022
Item #12**

From: Josh Albrektson [REDACTED]
Sent: Monday, May 16, 2022 9:01 PM
To: City Council Public Comment
Subject: Item 12 Public Comment

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.

I am just writing this public comment so that in the current lawsuits or future lawsuits South Pasadena cannot claim that they didn't know the law and it was an honest mistake.

On page 121 of the Agenda packet it states:

"Building on the pro forma analysis completed in Task 2 and the understanding that the IHO will automatically trigger the State Density Bonus,"

The Inclusionary Housing Ordinance making the base zoning of South Pasadena financially infeasible is illegal. I have repeated this many times and I will repeat it again.

The 2,067 RHNA units are units that must be feasible under the base zoning of South Pasadena. This is the law. The 2,067 units refer to your base zoning.

You CANNOT use an inclusionary housing to make every base unit infeasible and just say they could use the density bonus.

This is specifically written out at the bottom of page 14 of the 6/10/2020 HCD memo on the Housing Element.

https://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/sites_inventory_memo_final06102020.pdf

"The analysis of "appropriate zoning" should not include residential buildout projections resulting from the implementation of a jurisdiction's inclusionary program or potential increase in density due to a density bonus, because these tools are not a substitute for addressing whether the underlining (base) zoning densities are appropriate to accommodate the RHNA for lower income households. Additionally, inclusionary housing ordinances applied to rental housing must include options for the developer to meet the inclusionary requirements other than exclusively requiring building affordable units on site. While an inclusionary requirement may be a development criterion, it is not a substitute for zoning. The availability of density bonuses is also not a substitute for an analysis, since they are not a development requirement, but are development options over the existing density, and generally require waivers or concessions in development standards to achieve densities and financial feasibility. "

Just making sure this is fully documented. I quoted this exact quote to your city attorney and then Mayor Mahmood multiple times last year.

Having EPS examine the feasibility of the IHO for density bonus projects will just cause you to waste tens of thousand dollars more because that is not the study you need to do.

I quoted the exact part of the HCD Memo above. Your staff is welcome to tell you differently. It might take a rejection

of the second and third Housing Draft until they believe what is written in the HCD memos is the actual law.

—

Josh Albrektson MD
Neuroradiologist by night
Crime fighter by day

Item #18 Comments Submitted from continued May 4, 2022 Meeting

**Open Session Public Comment
May 4, 2022
Item #13**

From: [Care First South Pasadena](#)
To: [City Council Public Comment](#)
Subject: May 4 Meeting, Agenda Item 13 Public Comment
Date: Tuesday, May 3, 2022 12:40:05 PM
Attachments: [22.05.04 Agenda 13 Public Comment.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 City Clerk,

Please find attached our public comment for Agenda Item 13.

Thanks,

Care First South Pasadena

May 3, 2022

Sent via email

RE: Public Comment, Agenda Item 13, Ordinance Adopting a Policy for Military Equipment by South Pasadena Police Department

Dear City Council:

We make these public comments to help the City's implementation of California law (AB 481). That law states the following:

The acquisition of military equipment and its deployment in our communities adversely impacts the public's safety and welfare, including increased risk of civilian deaths, significant risks to civil rights, civil liberties, and physical and psychological well-being, and incurment of significant financial costs.

The public has a right to know about any funding, acquisition, or use of military equipment by state or local government officials, as well as a right to participate in any government agency's decision to fund, acquire, or use such equipment.

Legally enforceable safeguards, including transparency, oversight, and accountability measures, must be in place to protect the public's welfare, safety, civil rights, and civil liberties before military equipment is funded, acquired, or used.

After reviewing the proposed South Pasadena Police Department Military Equipment Policy, we have strong concerns about the acquisition of any military equipment and use in our community. Toward that end, we request that the City Council fully address the following questions as part of its compliance with AB 481:

1. How is the decision made about when to use these weapons? Who makes that decision?
2. What less lethal methods are available for dealing with these situations?
3. What are the different options available for how SPPD could access military equipment, e.g., sharing some of these weapons with nearby police departments similar to the way fire departments share some equipment?
4. How has SPPD used these weapons in the past? What were the circumstances and outcomes?
5. AB 481 requires that legally enforceable accountability measures must be in place to protect the public's welfare before military equipment is funded, acquired or used.
 - a. Please describe in detail how the city plans to hold SPPD accountable for use of these weapons.
 - b. In compliance with AB 481, what measures will the city and/or SPPD have in place to notify the public when they have used one of these weapons, and provide information about the circumstances and outcomes?
6. How will the public be notified in the future when the city is proposing to acquire military equipment?
7. How will the city decide whether to acquire such equipment?
8. What are the costs to the city related to the acquisition, storage, safety protocols, and insurance of military equipment?

Sincerely,

Care First South Pasadena

Care First South Pasadena is a coalition of residents working to reimagine public safety and reallocate city dollars to reflect our community's priorities.

South Pasadena, CA | carefirstsouthpas@gmail.com

A.D. - 12



**Open Session Public Comment
May 18, 2022
Item #20**

From: Joubran, Raymond [REDACTED]
Sent: Friday, May 13, 2022 2:50 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Bike lanes plan

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 Council Members,

As a community member who cares about the safety of our streets, the quality of the air we breathe, and our future quality of life, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City (<https://www.change.org/p/south-pasadena-city-government-south-pas-needs-more-bike-lanes>).

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive

Monterey Class II (bike lane): West City Limit to Pasadena Avenue

Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave

Garfield Class II (bike lane): Mission Street to Oak Street

Orange Grove Class II (bike lane): Grevelia to Mission St.

Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities and counties around the state, nation, and world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally the City of Arcadia installed over 9 miles of bikeways in 2020 despite having never even adopted a local bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,



Raymond Joubran
Strategic Industry Director

raymond.ioubran@robertshaw.com

Pasadena, CA 91104 US

Office: +1 3109135030 ■ Mobile: +1 310 913 5030

<https://www.robertshaw.com>



[REDACTED]

From: Josh Albrektson [REDACTED]
Sent: Saturday, May 14, 2022 8:45 PM
To: City Council Public Comment
Subject: Item 20

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.

You do not have to actually spend all this money this year. If you do not spend it, it rolls over to next year when you can find better projects.

Almost \$800k of the list provided by MTIC serves very very few South Pasadena residents and should be rejected. The Orange Grove street widening would make the street more dangerous and would mostly serve Pasadena residents. The Columbia painting would also serve very few South Pasadena Residents.

You should reject these two projects and implement the approved bicycle plan. If you sit out on Mission street or Oxley near the library or near Eddie park you will see TONS of people riding their bikes. Enacting a bicycle network like most other cities like Culver City, Santa Monica, and Pasadena has would get more use than any of these North South Pasadena projects.

This money should be spent for South Pasadenians.

--

Josh Albrektson MD
Neuroradiologist by night
Crime fighter by day

[REDACTED]

From: Josh Albrektson [REDACTED]
Sent: Saturday, May 14, 2022 8:46 PM
To: City Council Public Comment
Subject: Item 20

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.

I forgot to mention, if any of you were out on May First, you saw Thousands of South Pasadenians using bike on the streets with the Mission to Mission open streets. This should show you the demand is there for a good bicycle network.

--
Josh Albrektson MD
Neuroradiologist by night
Crime fighter by day

From: Alex Judkins [REDACTED]
Sent: Sunday, May 15, 2022 4:13 PM
To: Jack Donovan; City Council Public Comment
Cc: Donna Judkins
Subject: Proposed Orange Grove Ave Project

Follow Up Flag: Follow up
Flag Status: Flagged

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 Councilmember Donovan,

I was surprised and deeply concerned to learn that the South Pasadena City Council is preparing to recommend a prioritized list of projects for the Measure M Multi-year Subregional Program Funding Plan that includes Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway without consulting or discussing with the residents of your district who live on Orange Grove Ave. who would be directly impacted. I am therefore writing to express my strong opposition to this proposal and hope that as our Councilmember you will vote against it and work to ensure that input from residents play a major role in any future versions that may be developed.

Having lived on Orange Grove Ave. for the last 11 years I am very concerned about the safety of Orange Grove Ave. for both residents and pedestrians. Cars currently travel at excessive speeds in both the north and southbound directions. All of us who live along the road have had multiple cars end up in our front yards. It is only by chance that a pedestrian or resident hasn't been injured. Traffic enforcement and better speed control are absolutely necessary for the safety of everyone along this portion of Orange Grove Ave. and it is disappointing that these appear not to have been considered in this proposal.

A second concern for everyone living along the east side of Orange Grove Ave. is the already unacceptably high level of road noise. This is in part a function of the speed of the traffic on Orange Grove Ave., as well as reflection of sound off the wall along the west side of Orange Grove Ave. If it wasn't already unsafe for our children and family members to be in our front yards due to the speeding traffic, we are unable to use our front yards or open our windows due to excessive traffic noise and exhaust.

Needless to say, the proposed addition of a second lane of southbound traffic to Orange Grove Ave. will only worsen the problems this proposal seeks to address and make an already unsafe situation even more dangerous for residents of your district who live on this street. Please do not vote to approve this proposal.

Alexander R. Judkins, M.D.
320 Orange Grove Ave.
South Pasadena CA 91030

[REDACTED]

From: Jairo Avalos [REDACTED]
Sent: Monday, May 16, 2022 10:08 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,
Jairo

[REDACTED]

From: Francisco Ojeda [REDACTED]
Sent: Monday, May 16, 2022 10:23 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

From: Bin Lee [REDACTED]
Sent: Monday, May 16, 2022 10:26 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a frequent visitor/shopper to South Pasadena via public transportation and biking, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,
Bin Lee
Pasadena resident

From: Topher Mathers [REDACTED]
Sent: Monday, May 16, 2022 10:27 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,
Topher Mathers

From: Aerieenne Russell [REDACTED]
Sent: Monday, May 16, 2022 10:28 AM
To: City Council Public Comment; Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, **I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.**

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. **Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.**

- **Fair Oaks Class II** (bike lane): Monterey Road to Huntington Drive
- **Monterey Class II** (bike lane): West City Limit to Pasadena Avenue
- **Arroyo Drive Class II** (bike lane): Northern City Limit to Pasadena Ave
- **Garfield Class II** (bike lane): Mission Street to Oak Street
- **Orange Grove Class II** (bike lane): Grevelia to Mission St.
- **Oak Street Class III** (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,
Aerienne Russell

From: Seleny Rodriguez [REDACTED]
Sent: Monday, May 16, 2022 11:07 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Seleny Rodriguez
Pronouns: They|She

Outreach Associate
Active San Gabriel Valley, El Monte (Tongva Territory)
626-247-4127 | seleny@activesgv.org
Follow Us: [Instagram](#) | [Facebook](#) | [Twitter](#)
www.ActiveSGV.org

[REDACTED]

From: Jeff Santner [REDACTED]
Sent: Monday, May 16, 2022 11:07 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,
Jeff Santner

[REDACTED]

From: Je-Show Yang [REDACTED]
Sent: Monday, May 16, 2022 11:11 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

From: Jorge Reynoso [REDACTED]
Sent: Monday, May 16, 2022 11:16 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

- Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
- Monterey Class II (bike lane): West City Limit to Pasadena Avenue
- Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
- Garfield Class II (bike lane): Mission Street to Oak Street
- Orange Grove Class II (bike lane): Grevelia to Mission St.
- Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

[REDACTED]

From: Amina Kinkhabwala [REDACTED]
Sent: Monday, May 16, 2022 11:54 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

[REDACTED]

From: Johnny Lam [REDACTED]
Sent: Monday, May 16, 2022 12:01 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who commutes by bicycle in South Pasadena and cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community, Johnny Lam

From: Austin Phung [REDACTED]
Sent: Monday, May 16, 2022 12:05 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.

Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Austin
Sent from my iPhone

[REDACTED]

From: Linh Tran [REDACTED]
Sent: Monday, May 16, 2022 12:32 PM
To: City Council Public Comment
Cc: Diana Mahmud; Evelyn Zneimer; Jack Donovan; Jon Primuth; Michael Cacciotti
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I **urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.**

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. **Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.**

- **Fair Oaks Class II** (bike lane): Monterey Road to Huntington Drive
- **Monterey Class II** (bike lane): West City Limit to Pasadena Avenue
- **Arroyo Drive Class II** (bike lane): Northern City Limit to Pasadena Ave
- **Garfield Class II** (bike lane): Mission Street to Oak Street
- **Orange Grove Class II** (bike lane): Grevelia to Mission St.
- **Oak Street Class III** (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Linh Tran

[REDACTED]

From: Trudy PENLAND [REDACTED]
Sent: Monday, May 16, 2022 1:01 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Trudy Penland

Sent from my iPhone

[REDACTED]

From: Matt Ruscigno [REDACTED]
Sent: Monday, May 16, 2022 1:50 PM
To: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan; City Council Public Comment
Subject: Please prioritize Bike Plan (agenda item 20)

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 Councilmembers,

I'd like to share my story about South Pasadena with you. For years I bike commuted through your beautiful city to my office until one day a careless driver nearly killed me on Mission St / Orange Grove Ave.

The impact was so forceful it broke 17 bones in my body including half my ribs, my shoulder, parts of my back, and my collarbone. I required surgery and permanent plates and spent 6 nights in the hospital and over a year recovering.

I no longer commute through South Pasadena because my injuries forced me to first close my office and then sadly to dissolve my company.

As an experienced cyclist I was riding legally and safely, but when drivers aren't accustomed to other road users, they don't look for them. Overwhelmingly community members walking and biking have the most deaths and injuries from car-centric development.

You have the power to help prevent injuries like mine by implementing the 2011 South Pasadena Bike Plan. From Paris to Mexico City to Portland how we use streets- and who we prioritize- is changing. Roads are safer, friendlier, and open to more people. And it's better for climate change!

Thank you for reading. There's more specific info below about this agenda item.
Matt Ruscigno, MPH, RD

>>
Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

The 2011 South Pasadena Bike Plan was the product of a comprehensive, year-long community engagement process, investing in safer streets for walking and bicycling and was strongly supported by South Pasadena residents then and today.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan.

Each project below can be installed without removing street parking or travel lanes for vehicles.

bike lanes:

Fair Oaks: Monterey Road to Huntington Drive
Monterey: West City Limit to Pasadena Avenue
Arroyo Drive: Northern City Limit to Pasadena Ave
Garfield: Mission Street to Oak Street
Orange Grove: Grevelia to Mission St.

bike route:

Oak Street: Meridian Avenue to Garfield Avenue

These can be implemented quickly and at low-cost, providing immediate benefits, connecting the City's network with regional bikeways. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized addressing dangerous street design, air pollution, and the climate crisis, and we can too!

Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan so surely we can implement our ready-to-go projects?

[REDACTED]

From: Jeffrey Lee [REDACTED]
Sent: Monday, May 16, 2022 2:51 PM
To: City Council Public Comment
Cc: Diana Mahmud; Evelyn Zneimer; Jack Donovan; Jon Primuth; Michael Cacciotti
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members, As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena. Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City. The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles. Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive Monterey Class II (bike lane): West City Limit to Pasadena Avenue Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave Garfield Class II (bike lane): Mission Street to Oak Street Orange Grove Class II (bike lane): Grevelia to Mission St. Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling. There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan. Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan. Thank you for your service to the South Pasadena community,

--
Best,
Jeffrey C. Lee

From: Chinnu Nelakurthy [REDACTED]
Sent: Monday, May 16, 2022 3:42 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Please consider this project as it will create lively atmosphere in the city

Thanks
Chinnu

From: John Aboud [REDACTED]
Sent: Monday, May 16, 2022 3:55 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a city resident who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. It's a great plan! Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

John Aboud

From: Nick Humby [REDACTED]
Sent: Monday, May 16, 2022 4:03 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Public Comment - Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a South Pasadena resident who cares about the safety of our streets, cycling in our community for both young and old, and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City (<https://www.change.org/p/south-pasadena-city-government-south-pas-needs-more-bike-lanes>). The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan.

Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane):
Monterey Road to Huntington Drive Monterey Class II (bike lane):
West City Limit to Pasadena Avenue Arroyo Drive Class II (bike lane):
Northern City Limit to Pasadena Ave Garfield Class II (bike lane):
Mission Street to Oak Street Orange Grove Class II (bike lane):
Grevelia to Mission St. Oak Street Class III (bike route):
Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan. Thank you for your service to the South Pasadena community,

Thank you

Nick Humby
1011 Park Avenue
South Pasadena
CA 91030

[REDACTED]

From: Casey Law [REDACTED]
Sent: Monday, May 16, 2022 4:24 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

I am a Commissioner on the NREC writing in my personal capacity as a community member and cyclist. I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

The city adopted a Bike Plan in 2011 and over the last decade only a few miles of dedicated bikeways have been implemented. The plan was comprehensive and engaged with the community well to define our priorities. Despite that effort and the strong endorsement of South Pasadena students in 2020, the city continues to deprioritize the safety of cyclists. The need only grows as climate change obliges us to act on our words to reduce our carbon footprint by driving less.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

Our city is full of cyclists who are afraid to use the roads. Investing in this infrastructure will help us live a healthier, safer, and less polluting lifestyle. The City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan. Our city cannot claim to be a leader in this area if it cannot implement its own plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community, Casey Law

From: Valeria Garcia [REDACTED]
Sent: Monday, May 16, 2022 4:49 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,
Valeria Garcia

[REDACTED]

From: Caroline Howell [REDACTED]
Sent: Monday, May 16, 2022 4:52 PM
To: City Council Public Comment
Cc: Jon Primuth; Diana Mahmud; Jack Donovan; Michael Cacciotti; Evelyn Zneimer
Subject: AGENDA ITEM 20 / Measure M funding - 5/18 City Council meeting

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.

City Council of South Pasadena —

I am opposed to the immediate widening of the southbound lane of Orange Grove between Columbia and Arroyo Parkway (Item V) as recommended by the MTIC until a full evaluation can be done. While I appreciate that the city is recognizing that there are major traffic issues on Orange Grove in South Pasadena, a full feasibility study, including design concepts and safety evaluations, should be done prior to the project. Please consider outreach to and input from the residents in the surrounding neighborhood on this project as we experience the problems on Orange Grove every day. A solution should not be proposed before a full study is completed. I support MTIC recommendations to use Measure M funding to study these issues and provide improvements once full assessments have been done.

I ask for your support of funding for striping and signals on Columbia Street. I hope that the City of South Pasadena can work with the City of Pasadena to determine if installing a southbound left turn lane onto Columbia from Orange Grove might improve accidents and traffic at the intersection and further south into South Pasadena. We watch accidents happen at that intersection so frequently.

Thank you for your service and your consideration,

Caroline Howell
300 Orange Grove Avenue

[REDACTED]

From: Victoria Eaton [REDACTED]
Sent: Monday, May 16, 2022 5:00 PM
To: City Council Public Comment
Cc: Jon Primuth
Subject: Agenda ITEM 20

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 THE CITY OF SOUTH PASADENA - PUBLIC COMMENT ON AGENDA ITEM 20 and John:
I am concerned about the immediate widening of the southbound lane of Orange Grove between Columbia and Arroyo Parkway (Item V) as recommended by the MTIC. As a South Pasadena resident and immediate neighbor I would like a complete evaluation to be done. I appreciate that the city is recognizing the major traffic issues on Orange Grove in South Pasadena, and believe a feasibility study, including design concepts and safety evaluations, should be done prior to the project. Please consider outreach to and input from the residents in the surrounding neighborhood on this project as we experience the problems on Orange Grove daily. A solution should be proposed only after more evaluation and outreach. I appreciate your timely attention to this matter,
Victoria Eaton
411 Prospect Circle

From: Adam Assad [REDACTED]
Sent: Monday, May 16, 2022 5:00 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

[REDACTED]

From: Michael Siegel [REDACTED]
Sent: Monday, May 16, 2022 5:01 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

Climate action is a multi-pronged attack. It will require us to focus our budget and energy toward those goals that help ensure both a safe community and sustainable future. As a community member and resident, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

The City Council adopted the South Pasadena Bike Plan in 2011 but it has since been abandoned with only a small percentage of it complete. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City and in 2021 we had a community bike ride with almost 200 participants, let alone the immense turnout for the Golden Streets events.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Michael Siegel
1029 Avon Place 91030

From: Andrea Knopf [REDACTED]
Sent: Monday, May 16, 2022 7:14 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.

Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Andrea Knopf
Sent from my iPhone

From: G Templeton [REDACTED]
Sent: Monday, May 16, 2022 8:10 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.

Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Gary J. Templeton

From: John Reimers [REDACTED]
Sent: Monday, May 16, 2022 8:47 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

I often ride in and through South Pasadena, stopping for coffee or lunch at one of fine establishments on Mission.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

John W. Reimers

From: Mariana Huerta [REDACTED]
Sent: Monday, May 16, 2022 11:04 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.

Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Mariana Huerta,
South Pasadena voter since 2014

Sent from my iPhone

[REDACTED]

From: Kirsten George [REDACTED]
Sent: Tuesday, May 17, 2022 6:53 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - We need more bike lanes!

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 Council Members,

The rest of this email below is from a template, so I'll put my personal message here: urban biking has been one of the only things that keeps my anxiety down enough for me to enjoy my life. If I can get somewhere by bike, I will do it. But I work in health care and I am scared when I see people who have been in bike v car accidents on the road, even minor ones can really do lasting damage physically and mentally. Please implement more bike lanes, there are numerous health benefits for everyone, even non bikers! Thank you!

As a community member who cares about the safety of our streets and the quality of the air we breathe, I **urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.**

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. **Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.**

- **Fair Oaks Class II (bike lane):** Monterey Road to Huntington Drive
- **Monterey Class II (bike lane):** West City Limit to Pasadena Avenue
- **Arroyo Drive Class II (bike lane):** Northern City Limit to Pasadena Ave
- **Garfield Class II (bike lane):** Mission Street to Oak Street
- **Orange Grove Class II (bike lane):** Grevelia to Mission St.
- **Oak Street Class III (bike route):** Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

From: Liliana Griego [REDACTED]
Sent: Tuesday, May 17, 2022 7:50 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.

Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Liliana Griego

[REDACTED]

From: Sari Steel [REDACTED]
Sent: Tuesday, May 17, 2022 8:20 AM
To: City Council Public Comment
Cc: 'saristeel@msn.com'
Subject: City Of South Pasadena City Council Meeting - AGENDA May 18, 2022 - PUBLIC COMMENT ON AGENDA ITEM 20

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.

AGENDA May 18, 2022 - PUBLIC COMMENT ON AGENDA ITEM 20

TO THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA:

I am opposed to the immediate widening of the southbound lane of Orange Grove between Columbia and Arroyo Parkway (Item V) as recommended by the MTIC until a full evaluation can be done.

While I appreciate that the city is recognizing that there are major traffic issues on Orange Grove in South Pasadena, a full feasibility study, including design concepts and safety evaluations, should be done prior to the project's implementation.

Please consider outreach to and input from the residents in the surrounding neighborhood on this project as we experience the problems on Orange Grove every day. A solution should not be proposed before a full study is completed.

Thank you,

Sari J. Steel
400 Orange Grove Avenue
South Pasadena

From: Edmond Ngo [REDACTED]
Sent: Tuesday, May 17, 2022 8:34 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Edmond Ngo

From: Ann Rector [REDACTED]
Sent: Tuesday, May 17, 2022 11:22 AM
To: City Council Public Comment
Subject: May 18 City Council public comment

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 Ann Rector. I own a home at 217 Orange Grove Ave. in South Pasadena. My sister's family (Sarah Rector and Albert Aguilar) live and own 301 Orange Grove Ave. (adjacent to my house) on the West side of Orange Grove Ave.

TO THE CITY OF SOUTH PASADENA - PUBLIC COMMENT ON AGENDA ITEM 20:

We are opposed to the immediate widening of the southbound lane of Orange Grove between Columbia and Arroyo Parkway (Item V) as recommended by the MTIC until a full evaluation can be done. While we appreciate that the city is recognizing that there are major traffic issues on Orange Grove in South Pasadena, a full feasibility study, including design concepts and safety evaluations, should be done prior to the project. Please consider outreach to and input from the residents in the surrounding neighborhood on this project as we experience the problems on Orange Grove every day. A solution should not be proposed before a full study is completed. Widening the street would negatively impact our TWO properties as our driveways and properties are located at the "merge" from two to one lane. South Pasadena funded the current design in the early 2000's (narrowing to one lane). We tolerated that extensive project and do not wish to see Orange Grove Ave. go back to what it was. We have lived here since 1962 and have a unique perspective. An appropriate solution must include the City of Pasadena's Dept. of Transportation.

*Thank you,
Ann Rector and Albert Aguilar
217 Orange Grove Ave
301 Orange Grove Ave*

[REDACTED]

From: Kristin Wingard [REDACTED]
Sent: Tuesday, May 17, 2022 12:26 PM
To: City Council Public Comment
Cc: Jon Primuth; Diana Mahmud; Jack Donovan; czneimer@southpasadenaca.gov; meacciotti@southpasadenaca.gov; Lawrence Wingard
Subject: Public comment on agenda item 20

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 during public comment for Agenda item 20. Thanks very much.

TO THE CITY OF SOUTH PASADENA - PUBLIC COMMENT ON AGENDA ITEM 20:

Hello, we are Kristin and Larry Wingard, South Pasadena residents who have lived on Prospect Circle with our two boys for more than 10 years.

We are writing in opposition to the immediate widening of the southbound lane of Orange Grove between Columbia and Arroyo Parkway (Item V) as recommended by the MTIC until a full evaluation can be done.

We appreciate that the city is recognizing that there are major traffic issues on Orange Grove in South Pasadena, but it is premature to move forward at this time. A comprehensive feasibility study, including design concepts and safety evaluations, should be conducted. In addition, outreach should be made to the residents in the surrounding neighborhood so the neighbor stakeholders can understand the project and the city can receive their input.

We are experiencing problems on Orange Grove every day, and it has grown substantially in the 10 years that we have been residing behind the road. But a solution should not be proposed before a full study is completed.

Thank you,
Kristin and Larry Wingard
471 Prospect Circle

From: Sean Meredith [REDACTED]
Sent: Tuesday, May 17, 2022 2:47 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

I am a resident who using a bike for most of my travel. I commute to work, visit friends, go to the grocery store, and other important trips via my bike. I often get passed close by vehicles traveling at high speeds. Often these the vehicles are large pickups and SUVs who “punish pass” which is passing very close on purpose to intimidate riders. Traffic fatalities in the United States and Southern California are way up. Over 10% in the U.S., which is the largest year over year increase since the national statistics began compilation in 1975. We need safe streets for many reasons:

- many people can't drive a car or afford to own one.
- pollution in LA County is the worst in the country.
- driving cars for all our trips is not sustainable for the climate or the environment in general • everyone aged 1 to 100 deserves to get from A to B without risking their lives.
- residents who ride bikes are not taking up parking spaces when they park their bikes.
- riding a bike is healthy and can be enjoyable is you're not scared for your life.

The City Council approved a bike plan in 2011. The vast majority of it is unbuilt. The City has discretion to utilize Measure M funds.

These projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive Monterey Class II (bike lane): West City Limit to Pasadena Avenue Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave Garfield Class II (bike lane): Mission Street to Oak Street Orange Grove Class II (bike lane): Grevelia to Mission St.

Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects should be implemented now. Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you.

Sean Meredith

[REDACTED]

From: Josh Bernal [REDACTED]
Sent: Tuesday, May 17, 2022 2:56 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Josh Bernal

[REDACTED]

From: Samuel Zneimer [REDACTED]
Sent: Tuesday, May 17, 2022 7:31 PM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Item 20

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 Mayor and City Council,

I'm emailing you today to provide input for Item 20, and to support the choice of active transportation projects, allocating those funds for bike lanes. We know climate change is one of our major issues facing us today and we know we need to address it now. Let's not wait another decade to implement our bicycle network and active transportation projects. Let's build our multimodal transportation system we've said is a priority for decades.

In every letter to Caltrans and Metro and in all of our talking points regarding the 710, the city stressed the need for multimodalism and transportation alternatives. We used those terms, I know because I helped write those letter, discuss those talking points and heard them at countless rallies and meetings.

So I hope, given the opportunity, you choose multimodalism, you act now on climate change and fund active transportation projects.

Thanks,

Samuel Zneimer
Former MTIC Chair

[REDACTED]

From: Amber X. Chen [REDACTED]
Sent: Wednesday, May 18, 2022 11:05 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan; Max Jimenez
Subject: High schoolers in support of new bike lanes — Public Comment

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 it may concern,

My name is Amber Chen, CC'd in this email is my friend Max Jimenez. When we were youth commissioners for the Natural Resources and Environmental Commission from 2019-2020, we compiled [this petition](#) in an effort to get the city to implement new bike lanes. We were sad to see that initiative not pass, even though our petition garnered over 500 signatures. But now we're happy to support the new initiative for bike lane implementation in South Pasadena. South Pasadena has almost full discretion over how it can use its Measure M Transportation sales tax revenue and it needs to spend it on making this town safer for us. Calls to implement new bike lanes in this city have been moved around the table for far too long and it is time to move that process speedily along. As students specifically, we want to be able to safely bike to school or with our friends and not rely on cars and the emissions and high gas prices that come with them.

In fact I actually have a survey recently conducted by me and a classmate at SPHS on this subject, because we chose the issue of bike lane implementation in South Pasadena to be the topic of our AP Government Civic Action Project:

Out of 130 responses, 94.6% came from SPHS students.

- we found that 91.6% of our respondents never/rarely bike in South Pasadena
- 98.5% did not ride a bike to school/work
- 63.1% said that South Pas needed more bike lanes
- 50.8% said that they would bike more if South Pasadena created more bike lanes

The streets where people felt we needed bike lanes the most were Monterey, Huntington, Oak, Fremont, and especially Fair Oaks

Thank you for considering my comment,
Amber

From: Martha Sensel [REDACTED]
Sent: Wednesday, May 18, 2022 11:21 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 20 - Please prioritize South Pasadena Climate and Bike Plan implementation

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 Council Members,

As a community member who cares about the safety of our streets and the quality of the air we breathe, I urge you to prioritize mobility projects that will support a healthier, safer, more sustainable South Pasadena.

Only a few miles of dedicated bikeways have been implemented since the City Council adopted the South Pasadena Bike Plan in 2011. The plan was the product of a comprehensive, year-long community engagement process. Investing in safer streets for walking and bicycling was strongly supported by South Pasadena residents then and today; in 2020 a South Pasadena student-led petition garnered over 500 signatures in support of more bike lanes in the City.

The City has full discretion to utilize Measure M funds to implement long-awaited safety improvements included in the 2011 plan. Each of the below-listed projects can be installed without removing street parking or travel lanes for vehicles.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.

Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed safety projects can be implemented quickly and at relatively low-cost, providing immediate benefits and connecting the City's network to regional bikeway facilities. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities around California and the world have prioritized investments to address dangerous street design, air pollution, and the climate crisis over the past few years. Locally, the City of Arcadia installed over 9 miles of bikeways in 2020 despite not even having a bike plan.

Please reconsider the current Measure M Sub-Regional project list and prioritize implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

[REDACTED]

From: Lawrence Abelson [REDACTED]
Sent: Wednesday, May 18, 2022 11:38 AM
To: City Council Public Comment
Cc: Jon Primuth; Jack Donovan; Diana Mahmud; Evelyn Zneimer; Michael Cacciotti - Personal; Armine Chaparyan; Ted Gerber; John E. Fisher
Subject: 5/18/22 City Council Meeting - Agenda item no. 20 (Measure M) - Public comment

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.

Honorable Mayor Cacciotti and Members of the City Council,

I am writing in support of the MTIC's recommendation to restore the second southbound lane of Orange Grove Avenue between Oliver Street (just south of Columbia Street) and the Arroyo Seco Parkway (110) interchange. Without question, this corridor is dangerous and is a major, demonstrated safety concern. Traffic collisions, many of them involving injuries, occur on this stretch of Orange Grove on a regular basis, including an injury accident along the 300 block of Orange Grove (the block where the lane reduction begins) just five days ago, on May 13.

The collision history for this section of Orange Grove paints a very clear picture. The removal of one of the southbound lanes 15+ years ago has created a dangerous condition and resulted in numerous traffic collisions and damage to both private and public property, including knocking down a host of expensive, ornamental lampposts in the parkway, a number of which still have not been replaced. Here are the particulars, which I understand are more fully discussed on Pages 20-3 through 20-5. of your agenda packet:

- There have been 53 collisions involving southbound vehicles between Columbia Street and the 110 on-ramp during the last 10 years.
- Of those 53, 50 were related to the removal of one of the southbound lanes. Of these 50, 9 involved rear-ends or side swipes with another vehicle. The other 41 were run off road or collided with fixed objects (e.g., ornamental lampposts).
- All 50 collisions could have been precluded by not having the lane drop.
- The proposal likely would not increase the speed of traffic. Rather, it would restore order. Today, cars speed up in order to try to claim the single lane.
- The length of the merge area for the lane drop does not meet state and national guidelines and cannot be lengthened as the roadway is currently configured.

I would like to address a number of misconceptions as well as untrue, unfair and unkind accusations and assertions which have been made by certain members of the community and special interests. First, the restoration of the second southbound lane will not result in the removal or disruption of any driveway or sidewalk along the frontage of any home along southbound Orange Grove. The lane drop is well south of the home of the commenter who lives at 217 Orange Grove Avenue, so that curb line would not be affected. Second, for the couple of driveways off of Orange Grove where the lane drops, the second lane can be restored by modifying the center median. Third, adding a second lane will NOT increase the volume or speed of traffic on Orange Grove. That volume is regulated by the traffic signal at the intersection of Orange Grove and Columbia (controlled by Pasadena), and this proposal does not affect that. Further, the speeds at and south of the lane drop now are actually quite high, resulting in the knockdown of lampposts south of Oliver. Restoring the second lane will remove the dangerous merge, better manage traffic, and actually reduce speeds through narrower lane widths and more controlled traffic flow. Fourth, the wide parkway south of the last driveway along southbound Orange Grove is riddled with debris, weeds and dirt and is an eyesore. Any narrowing of that parkway will if anything reduce the nuisance condition that currently exists.

Members of MTIC have spent numerous hours both at meetings and in the field discussing and working to resolve the safety situation on Orange Grove for quite some time, and that is what is behind this carefully thought-out proposal which we developed at our August 2021 meeting and discussed again at our November 2021 meeting.

Kicking the can down the road and calling for more studies is unacceptable and nothing more than a delay tactic. Action needs to be taken now to unwind this ill-conceived and failed project, which coincidentally was funded with the same Rogan funds as the disastrous bulbouts on Fair Oaks Avenue (whose similar failure prompted the creation of the prior version of the Public Works Commission whose work continues through the MTIC).

Cries for increased enforcement are unavailing. The problem is the design of the street and removal of the southbound lane. No amount of police presence (resources by the way which are already stretched and strained) can solve it. In addition, Pasadena is not interested in reducing the through lanes on southbound Orange Grove north of Columbia, which will simply cause congestion, backup and traffic diversion on their side of the border. The concept of two through lanes and a two-way turn lane on Orange Grove north of Columbia was considered and resoundingly rejected by the residents of that street quite some time ago. More recently, staff reached out to Pasadena in this regard, and there was no support for it.

If this project is not approved, then the plethora of traffic accidents and safety issues along this corridor will continue and remain unsolved. Please approve the project, and let's move forward. We've had enough hand-wringing and wheel spinning on this and so many other stalled projects to last a lifetime.

Thank you for your consideration,

Larry Abelson

[REDACTED]

From: Eric Dunlap [REDACTED]
Sent: Wednesday, May 18, 2022 11:39 AM
To: City Council Public Comment
Subject: Public Comment - Agenda Item 20 - Measure M MSP Funding

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.

Good evening Council,

I am submitting this public comment on Agenda Item 20 – Measure M MSP Funding Plan, and I want to share my concerns with the Orange Grove Av project. As a Mobility and Transportation Infrastructure Commission member, the proposal to return Orange Grove to two lanes southbound has not been adequately studied. The costs and impacts remain largely unknown, and the City has not obtained the minimum required community input from residents along the street.

Measure M – MSP is a five-year funding source for project implementation. It includes flexibility to fund various project stages, including Project Approvals/Environmental Documents (PA/ED) Plans Specs and Estimates (PS&E), and Construction. Before Council proceeds with programming funding for any project, I'd recommend understanding their all-in costs and how best to responsibly fund them. The cost allocated will not cover the full cost of the project. As a City, we owe it to our residents and potential funders to fully understand what we are committing them to.

Like the Orange Grove proposal, South Pasadena has several long-term projects; like this project, they still require study, outreach, design, funding, and finally, construction. In the meantime, I'd recommend we prioritize already-identified, cost-effective, and well-understood projects to improve the quality of life sooner than later, such as active transportation improvements. Further, this project would likely involve substantial coordination with Caltrans. Before any money is programmed with Metro, the City should do its diligence and confirm if Caltrans is amenable to changing its traffic signal at the ramp.

Regarding safety, the staff report attributes 94 percent of collisions to the merge. However, contrary to what is implied in the staff report, we cannot simply assume that additional vehicle lanes will solve the problem. Indeed, many of these crash types will likely still happen elsewhere along Orange Grove despite any widening. Moving to a two-lane configuration can introduce weaving conflicts as drivers jockey approaching the freeway ramp and increase sideswipe crashes. Similarly, rear-end collisions will always occur along the roadway regardless of its size.

The good news, if any, is that because the roadway is narrow, today's crashes are likely less severe than if the road were widened. By reducing the speed of vehicles, you reduce the kinetic energy in a crash (Kinetic Energy = $\frac{1}{2} \times \text{Mass} \times \text{Velocity}^2$). Regarding fixed object crashes, engineers know that step one is removing the obstacle in the hierarchy of road safety countermeasures. If that obstacle cannot be removed, you try to relocate, protect, or delineate it.

While the specific crash data that staff relied on for their analysis was not provided in the staff report, injury crash data is publicly available through UC Berkeley's TIMS database (tims.berkeley.edu). By my review, over the past 11 years, there have been no fatal crashes, one severe injury (potentially police motorcyclist) crash, two minor injury crashes, and eight complaints of pain in the southbound direction. Property damage crashes are not available through TIMS. By increasing the roadway to two lanes, I'm concerned that these injury crashes may become more severe with an increase in vehicular speeds. I'd encourage the City to explore options for making crash data public, so that residents can better understand the safety needs of our community.

I am encouraged that the City of South Pasadena and my fellow commissioners are interested in improving roadway safety in our community. However, I believe the next step should be a comprehensive, independent, and critical safety review of Orange Grove before jumping to conclusions. I'm optimistic that a thoughtful process will yield low-cost proven safety enhancements that can make the roadway better than today.

Sincerely, thank you for your service to South Pasadena. I look forward to continuing our partnership in making South Pasadena safer for everyone.

Eric Dunlap

From: Glen Eddy [REDACTED]
Sent: Tuesday, May 17, 2022 9:46 AM
To: City Council Public Comment
Cc: Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan
Subject: Agenda Item 15 - Please use Measure M MSP to fund South Pasadena climate and bike plan implementation
Attachments: Monterey Road diet study.pdf; ATT00001.htm; 20120810 Monterey Rd Report draft.pdf; ATT00002.htm

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 members of the South Pasadena City Council,

As a South Pasadena resident who cares about the safety of streets in my community, the quality of the air we breathe, and our future health and well-being, I urge you to improve the City's current Measure M Sub-Regional project list.

Several of the projects on the City's current list for the AVCJPA Measure M Multi-year Subregional Program are inconsistent with the City's adopted Climate Action Plan and commitment to public safety and public health. These include the proposed widening of Orange Grove Boulevard (\$500,000) to two lanes which would require the removal of the landscaped parkway between Columbia and Arroyo Parkway, and the proposed Garfield Ave / Monterey Road traffic signal (\$400,000), which would encourage more traffic and speeding along this corridor. Traffic studies have not been completed for these projects to understand safety impacts, and there has been limited to no outreach conducted to inform their development.

At the same time there are a number of projects that the City has formally studied and vetted with the community, yet remain unrealized. Only a few miles of dedicated bikeways have been implemented since the City adopted its bike plan in 2011 after a comprehensive, year-long community planning process. Investing in safer streets for walking and bicycling is also strongly supported by local residents, as made clear by a student-led petition that garnered over 500 signatures in 2020.

The City has full discretion to utilize Measure M sub-regional funds to implement long-awaited safety improvements including those listed below. Each of these projects can be installed without removing street parking or travel lanes for vehicles, and would connect the City to existing regional facilities.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive
Monterey Class II (bike lane): West City Limit to Pasadena Avenue
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave
Garfield Class II (bike lane): Mission Street to Oak Street
Orange Grove Class II (bike lane): Grevelia to Mission St.
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

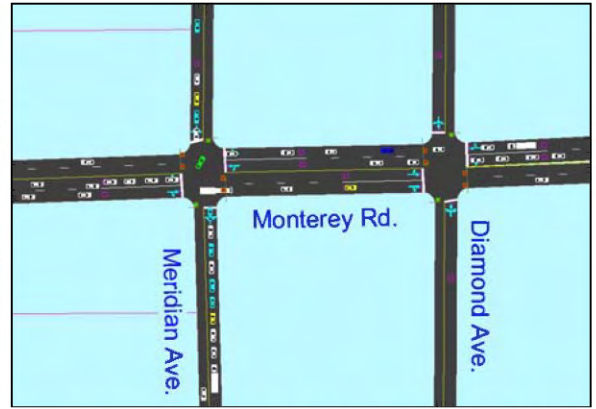
I would also like to bring the attention of the city council to the result of the Monterey Road Adhoc committee back in 2012 and a subsequent study which was paid for by city council, which recommended a test of road diet for Monterey road, the positive report on the idea is below, but the test was never undertaken. Instead the road has been widened, made less safe. I urge the city council to reconsider this plan in light of the more recent climate action plan and bike plan.

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



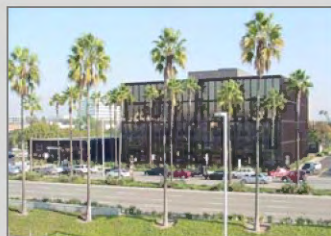
PRESENTED TO:



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
A.D. - 74



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.



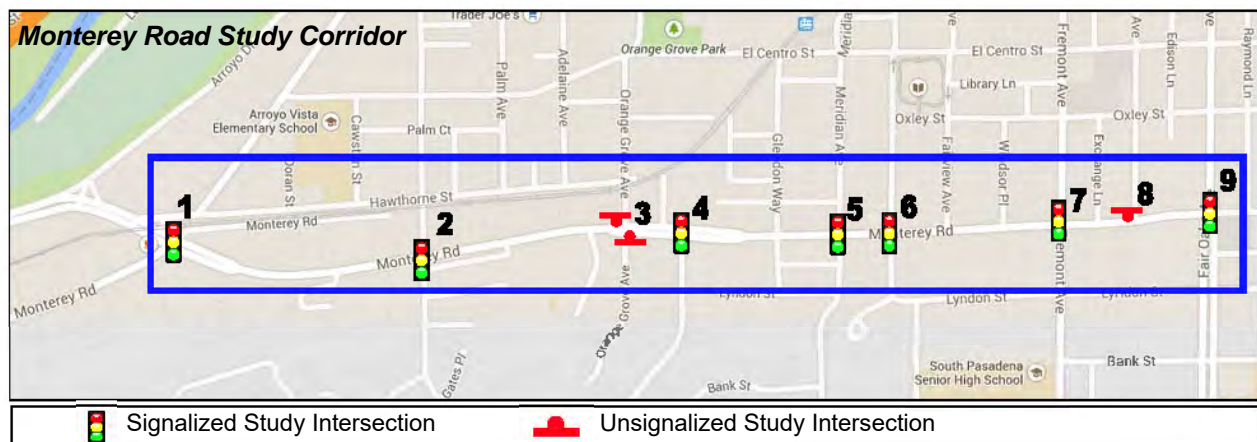


Introduction

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



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.



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

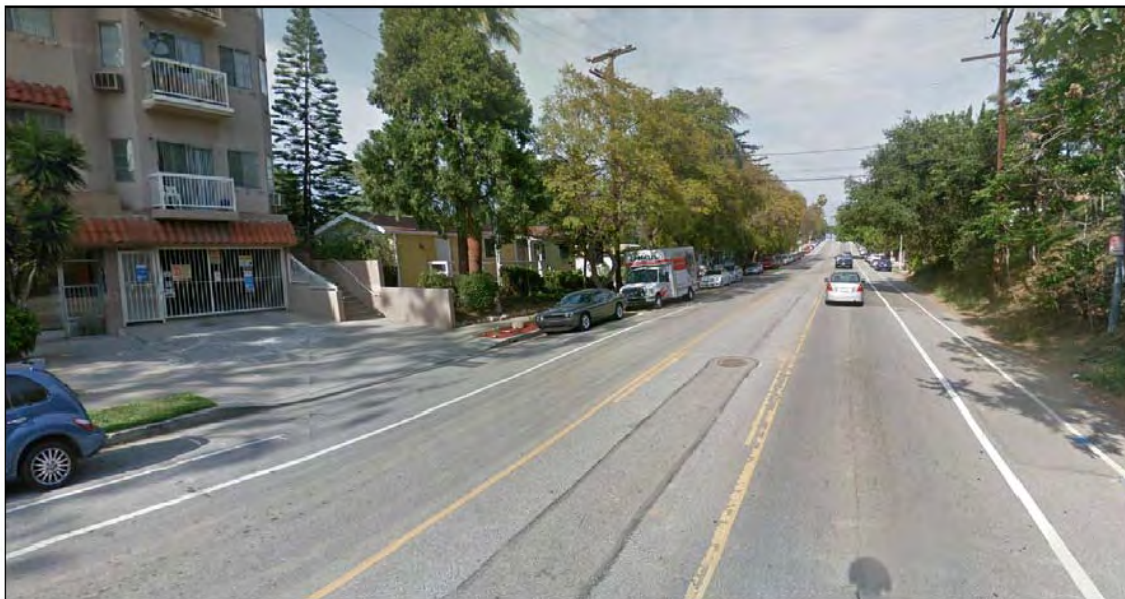
(source: Federal Highway Administration, http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_013.cfm)

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:

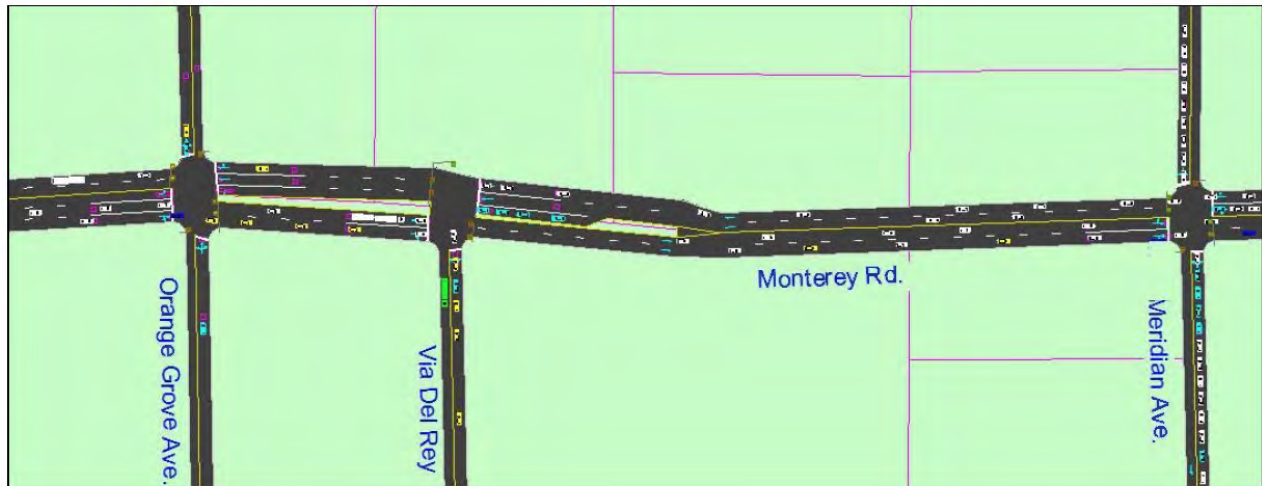
- Diamond Avenue—Eastbound Q95 observed to reach the easterly side of the intersection at Monterey Road and Meridian Avenue.

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.

DRAFT

MONTEREY ROAD COMMITTEE RECOMMENDATIONS



**DRAFT
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:

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

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:

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

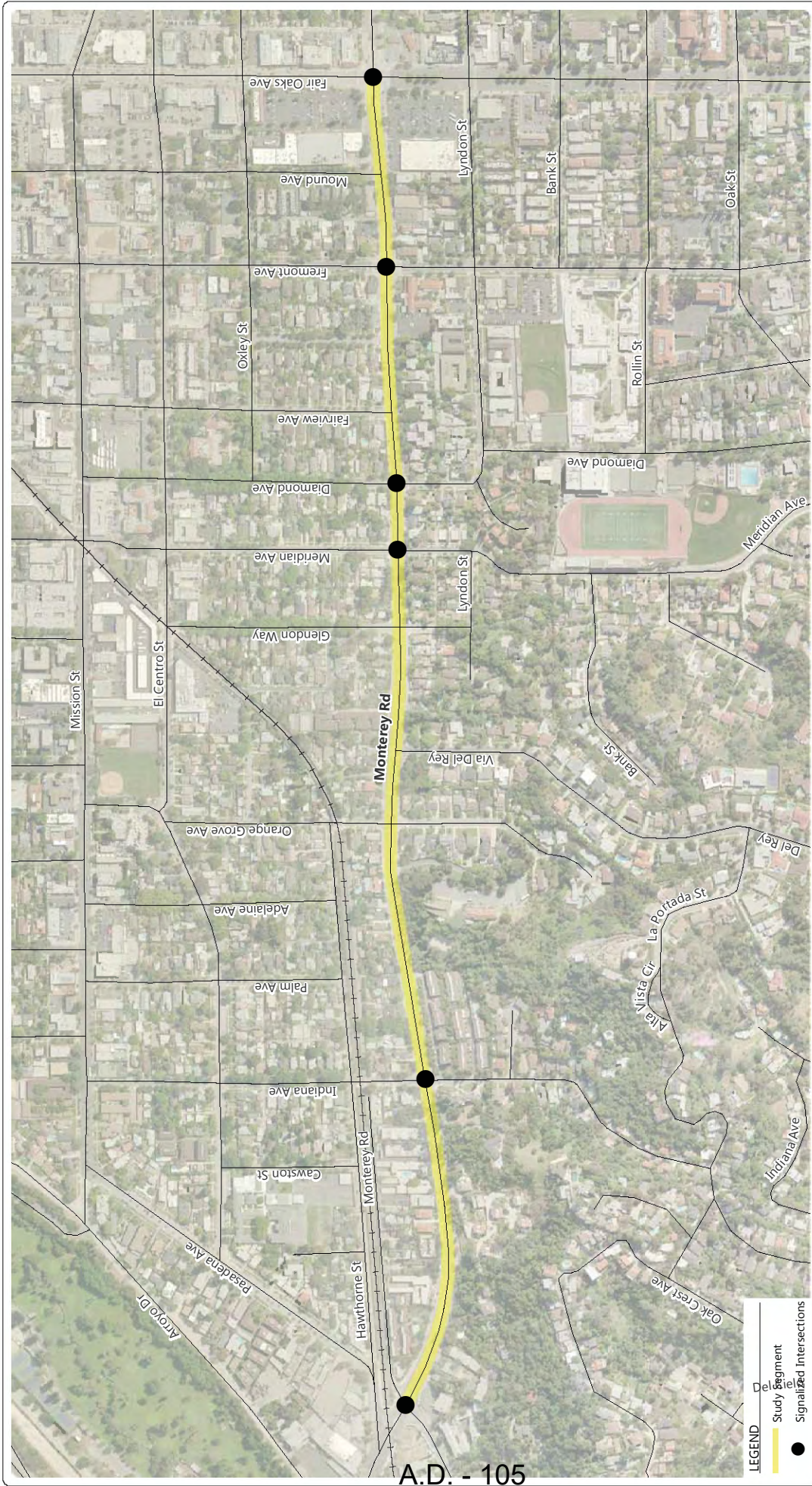
Exhibit 11 includes some, but not all, of the potential turn lanes mentioned by the committee as described in the "other considerations" section of this report. Further technical analysis should be conducted to determine the merits of more turn lanes than illustrated in Exhibit 11.

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.



A.D. - 105

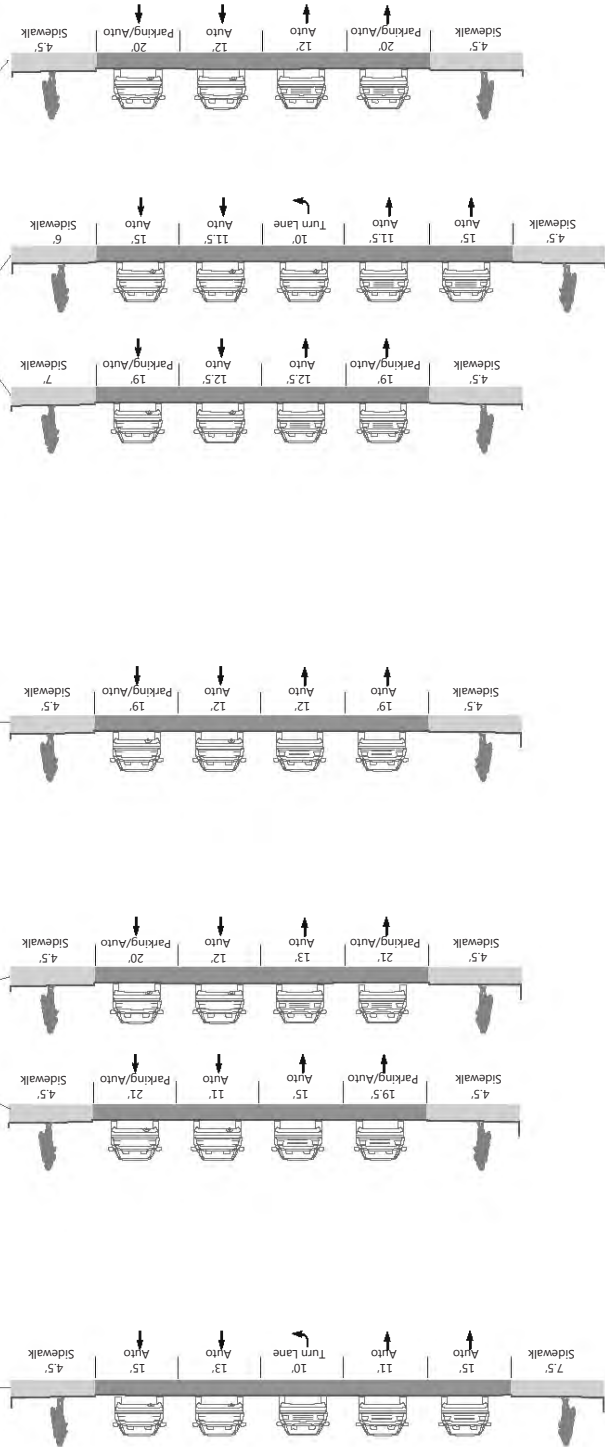
LEGEND

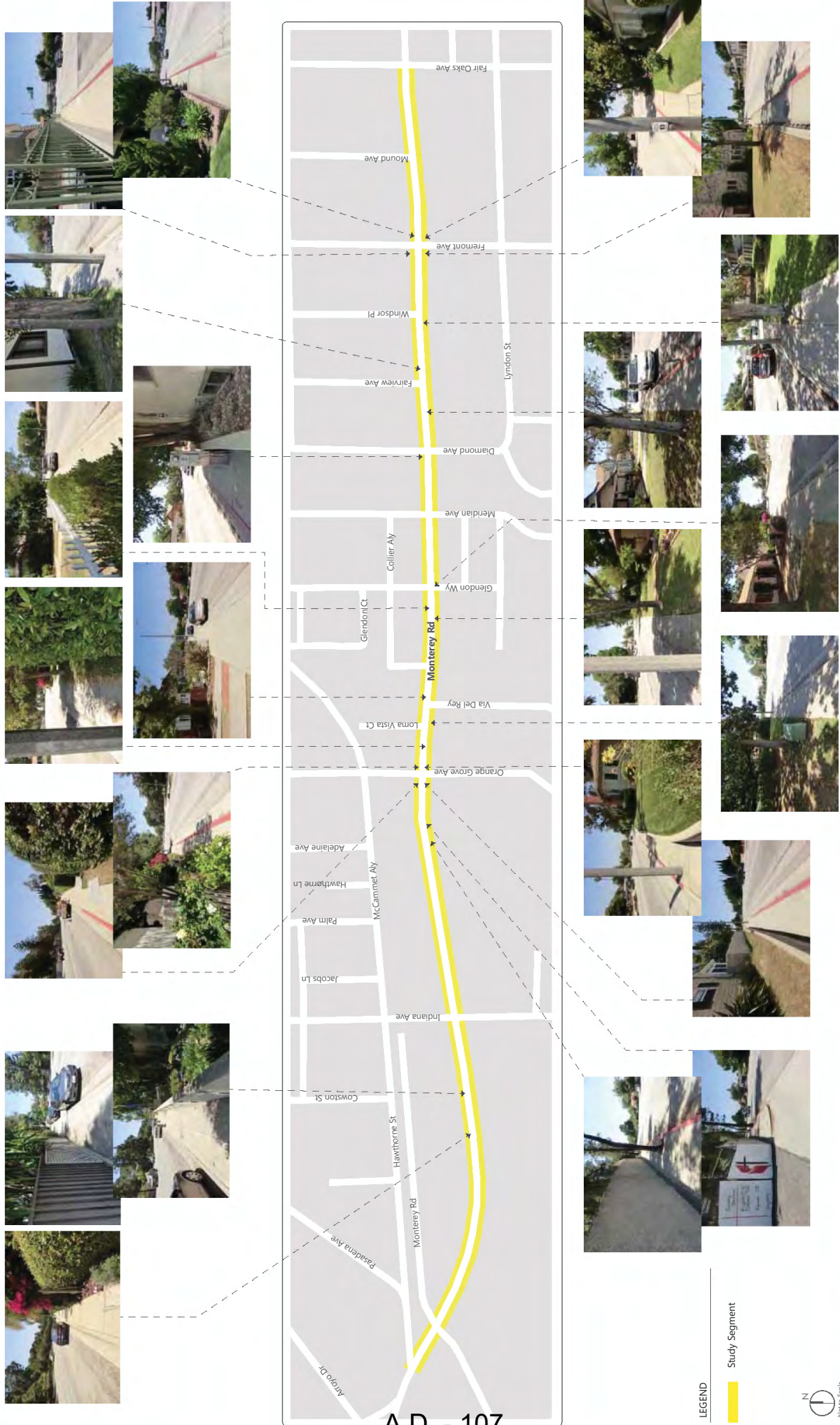
-  Study Segment
-  Signalized Intersections



North Arrow

FEHR PEERS
 Project SM12-2327/graphics/GIS





A.D. - 107

LEGEND

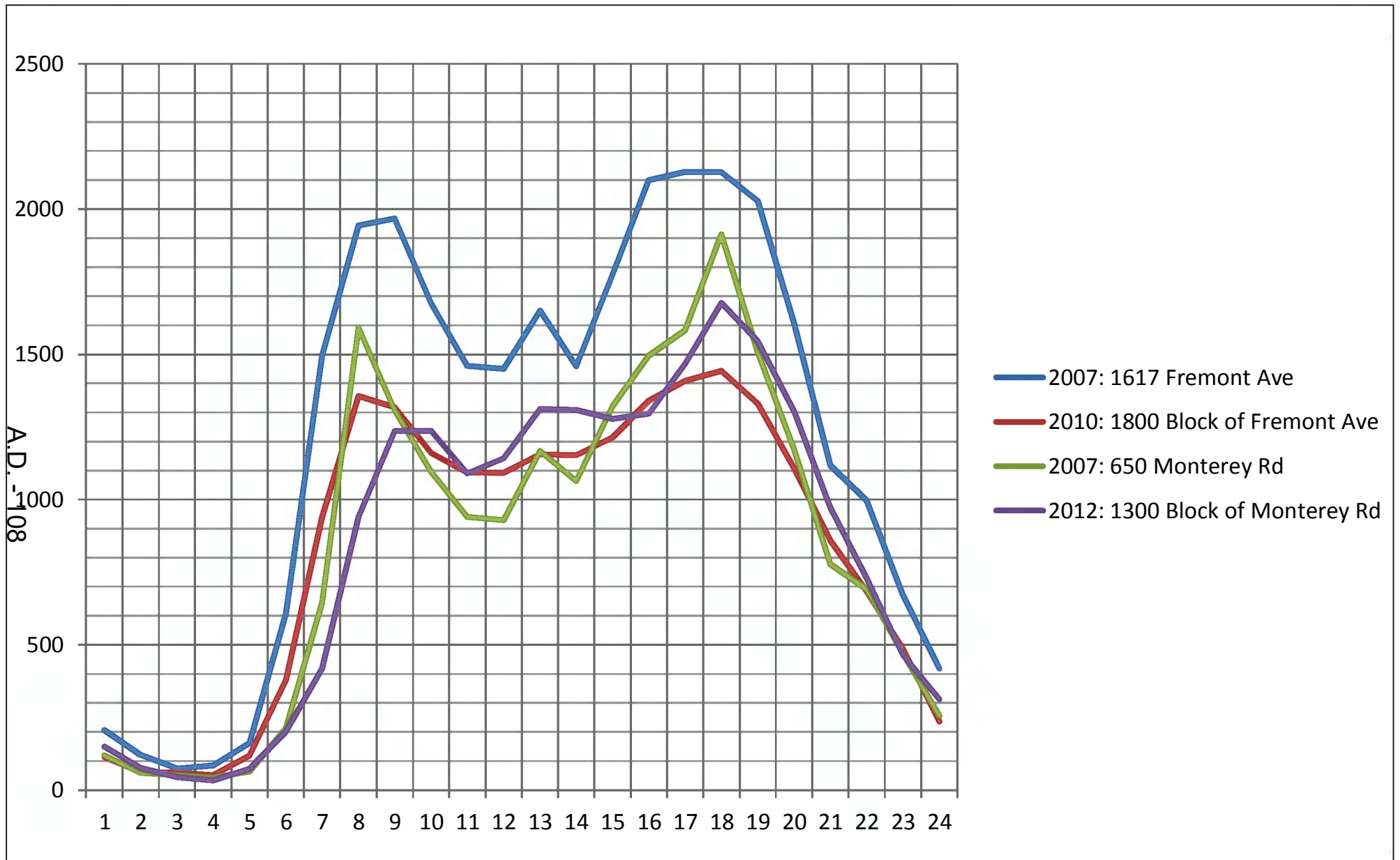
Study Segment

FEHR PEERS

Not to Scale

EXAMPLES OF SIDEWALK AREA

EXHIBIT 3



National Road Diet Inventory					
Location	Roadway Section	Lane Change		ADT	
		From	To	Before	After
Kirland, Washington	Lake Washington Boulevard	4 lanes	2 lanes with bike lanes and TWLTL ¹	23,000	25,913
Kirland, 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

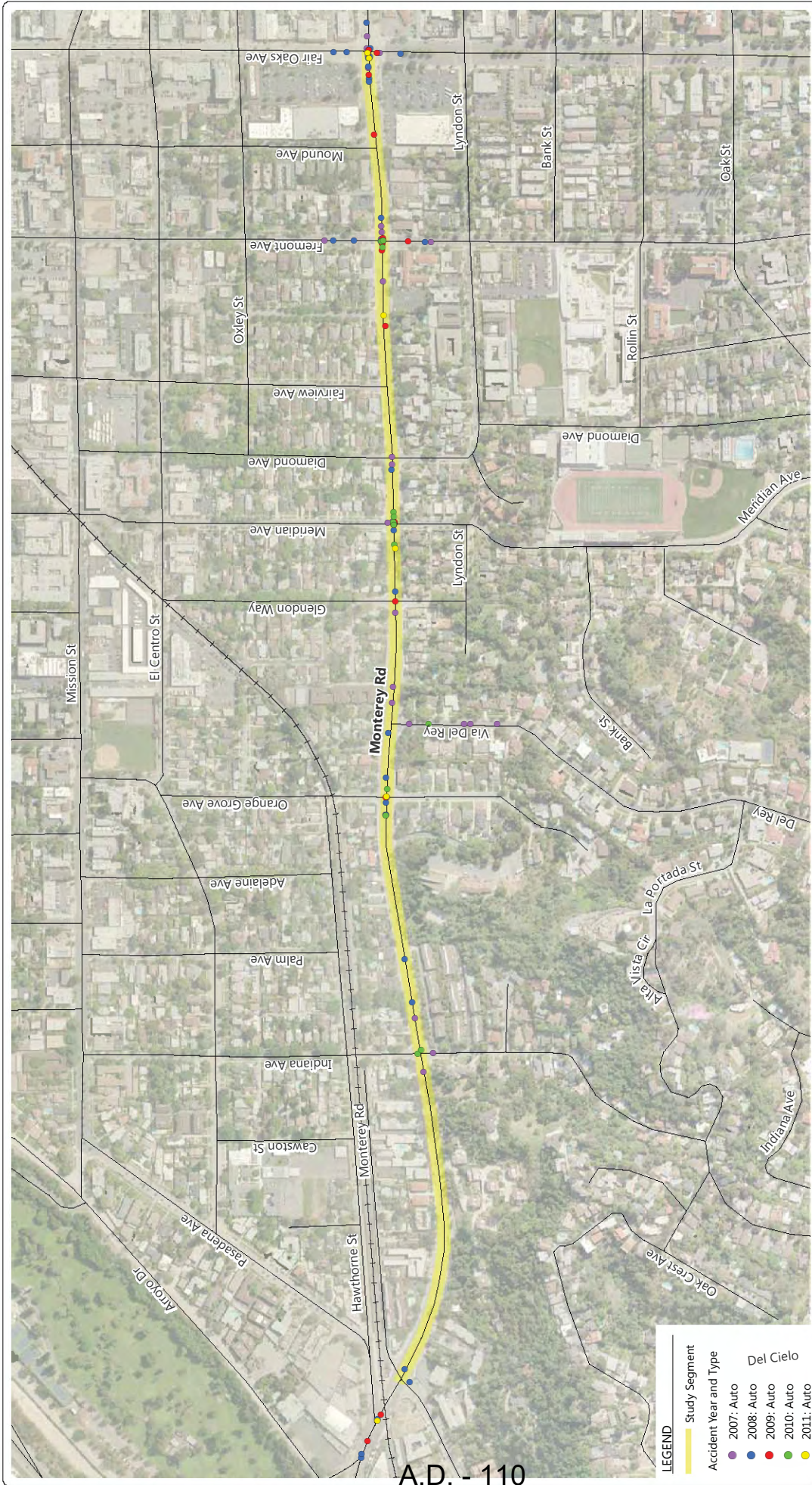
1. Two Way Left Turn Lane

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

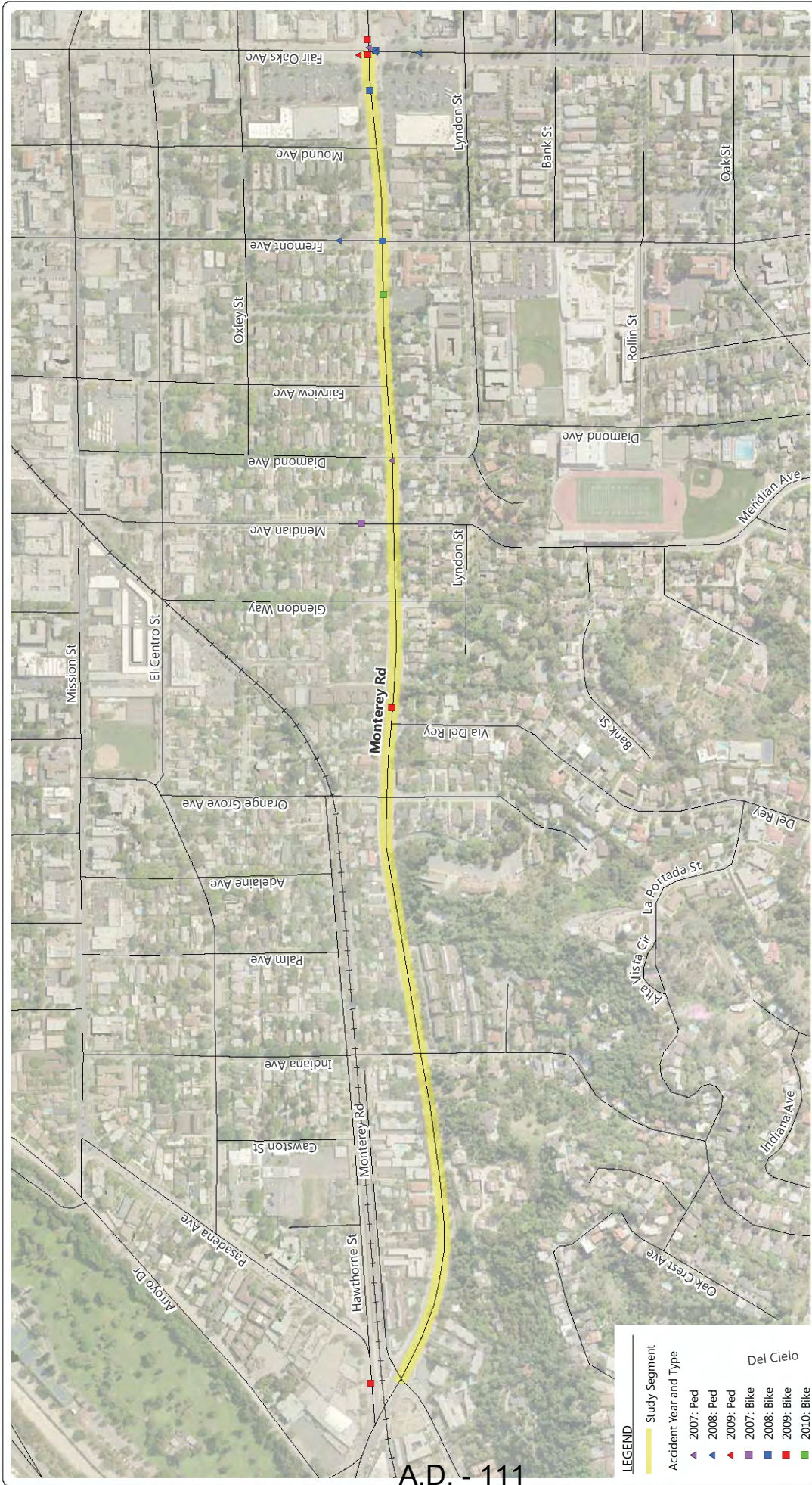
Southern California Road Diet Inventory					
Location	Roadway Section	Lane Change		ADT	
		From	To	Before	After
Boyle Heights	1st Street	4 lanes	2 lanes with bike lanes and TWLTL ¹	>20,000	<20,000
Burbank	Riverside Drive	4 lanes	2 lanes with bike lanes and TWLTL ¹	-	-
Highland Park	York Boulevard from Eagle Roack 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



A.D. - 110



A.D. - 111

LEGEND

- Study Segment
- Accident Year and Type**
- ▲ 2007: Ped
- ▲ 2008: Ped
- ▲ 2009: Ped
- 2007: Bike
- 2008: Bike
- 2009: Bike
- 2010: Bike

Source: SWITRS 1/1/2007 - 4/29/2011



FEHR PEERS
 Project SM12-2327/graphics/GIS

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

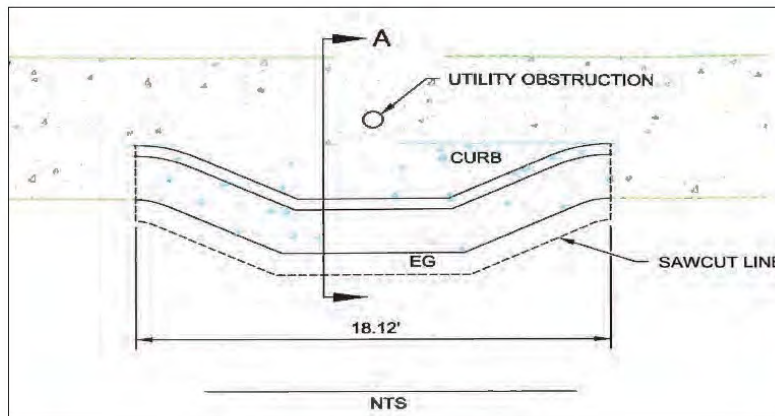


Image Source: City of South Pasadena

Exhibit 9.2: High Visibility Signs



Image Source: Fehr & Peers

Exhibit 9.1: Advanced Limit Line



Image Source: Fehr & Peers

Exhibit 9.3: Median Refuge Island



Image Source: Fehr & Peers

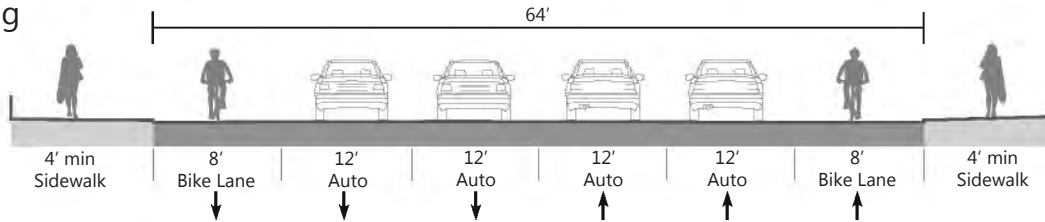
Exhibit 9.4: Flashing Beacons



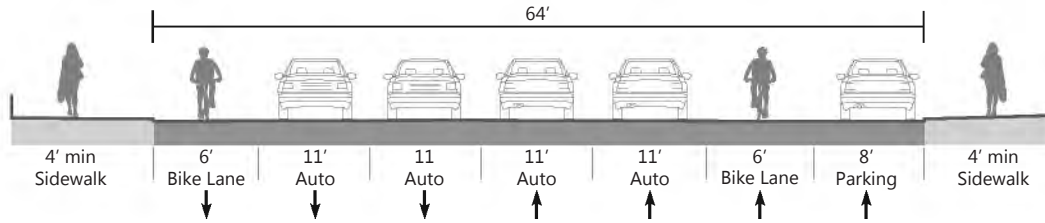
Image Source: tti.tamu.edu

TYPICAL MID BLOCK

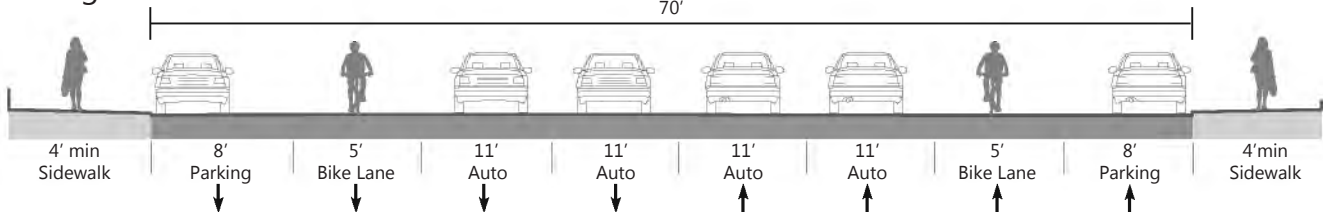
(A) No Parking



(B) Parking One Side

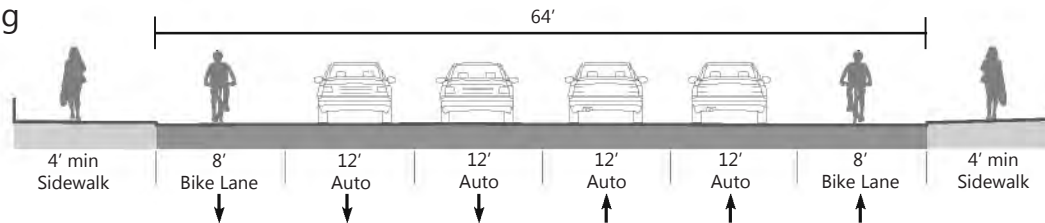


(C) Parking Both Sides



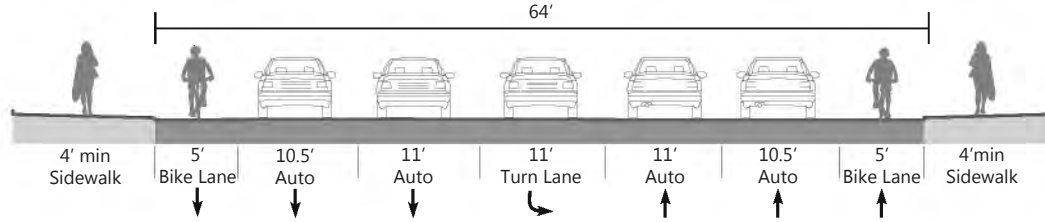
MINOR INTERSECTIONS

(D) No Parking

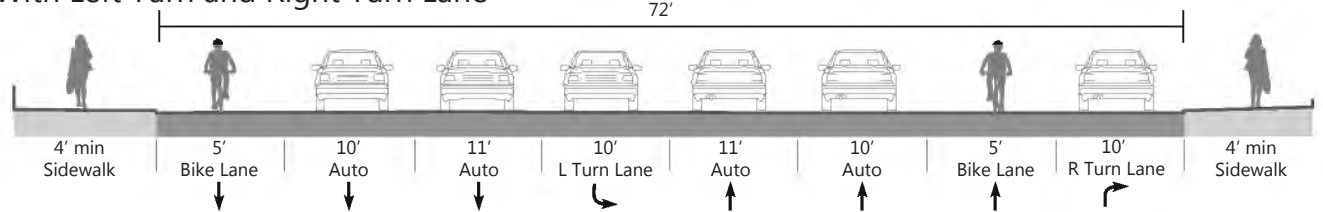


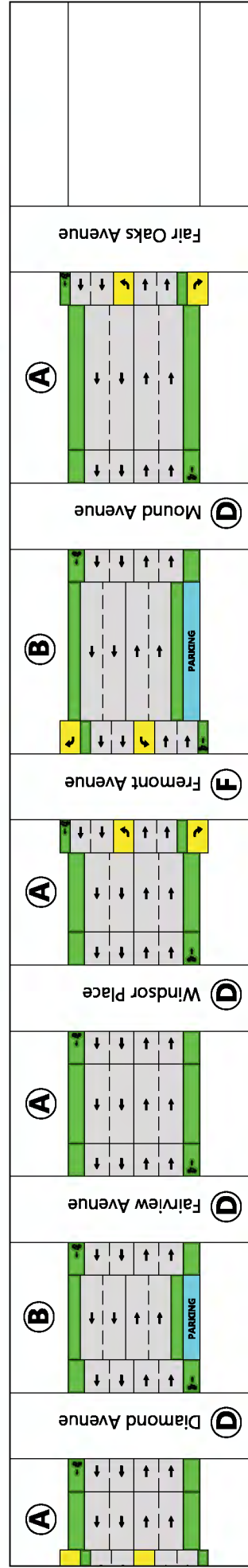
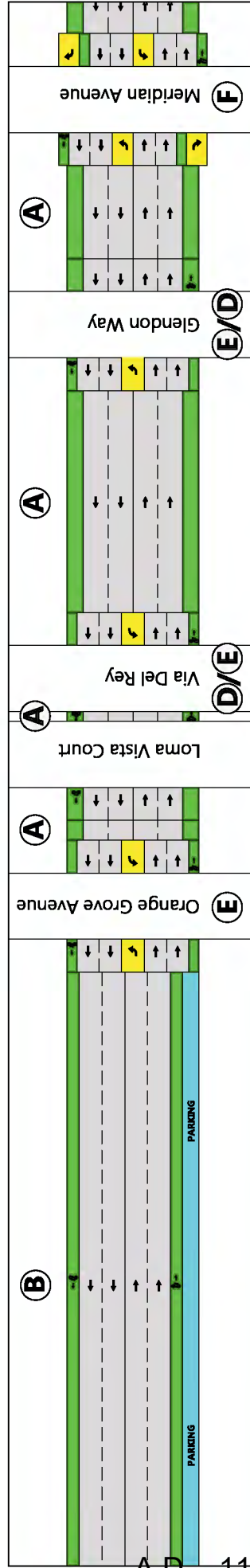
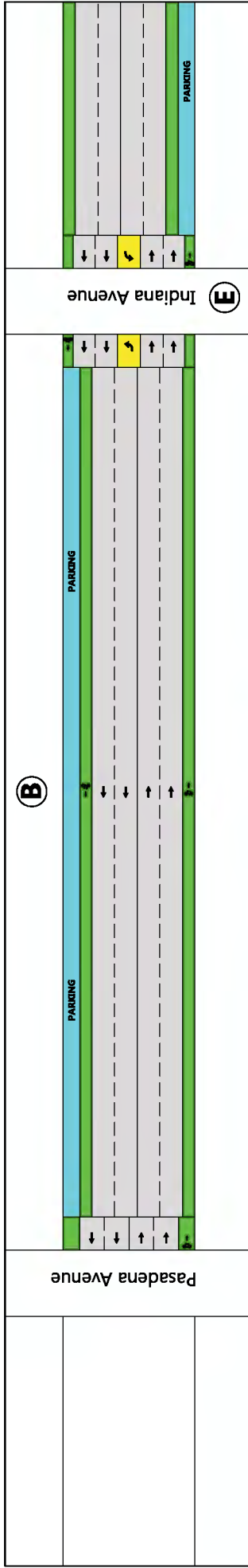
MAJOR INTERSECTIONS

(E) With Left Turn Lane



(F) With Left Turn and Right Turn Lane





A.D. - 115



NOT TO SCALE

APPENDIX A
TRAFFIC COUNTS

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		
					0	0						20,312		
							9,641			10,671				
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	1296
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
					0	0						20,312
							9,641			10,671		
AM Peak Hour			11:30	08:15	08:15	PM Peak Hour			16:45	17:00	17:00	
AM Pk Volume			588	735	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	0	0	925	1251	2176	4 - 6 Volume	0	0	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	0	0	546	707	1252	4 - 6 Pk Volume	0	0	798	891	1677	
Pk Hr Factor	0.000	0.000	0.892	0.893	0.932	Pk Hr Factor	0.000	0.000	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	3.1
G	Enhanced Bicycle-Safety and Comfort	4.0
F	Reduced Auto Speeds	4.9
K	Less "through" Auto Traffic (trips both starting and ending outside South Pasadena)	5.0
D	No worsening of Congestion	5.1
B	Improved Handicapped-Accessibility	5.1
C	Reduced Auto Congestion	6.0
H	Improved Aesthetics	6.3
E	Ability to Drive the Corridor with Fewer Stops at Signals	6.6
I	Retain Existing On-Street Parking Supply	9.1
J	Increase On-Street Parking Supply	10.7
Facility Preferences		
	Description	Average Result
A	Wider Sidewalks	2.0
B	On-street Bicycle Lanes	2.9
C	ADA-compliant Curb Ramps	3.4
G	Coordinated Signals	3.4
F	Enhanced Pedestrian Lighting	5.7
E	Decorative Treatments (e.g. stamped crosswalks, seasonal banner mounts)	6.0
D	Landscaped Median	6.1
H	More Street Trees	6.4

Respondents	
1	Judy Bergstresser
2	Tom Afschar
3	Andy Au
4	Glen Eddy
5	William Glauz
6	Walter Okitsu
7	Arroyo Vista Inn

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

Respondents	
1	Judy Bergstresser
2	Tom Afschar
3	Andy Au
4	Glen Eddy
5	William Glauz
6	Walter Okitsu
7	Arroyo Vista Inn
8	Dan Evans
9	David Margrave
10	Sofronio Abrbra
11	Jim Torre