



Additional Documents Distributed for the City Council Special Meetings of April 26, 2023

Item No.	Agenda Item Description	Distributor	Document
01.	PUBLIC COMMENT	John	Email to Council
01.	PUBLIC COMMENT	Yvonne LaRose	Email to Council
01.	PUBLIC COMMENT	Ella Hushagen	Email to Council
03.	STATE OF STREETS	Ted Gerber	PowerPoint
03 – 04.	STATE OF STREETS, APPROVAL OF A TASK ORDER WITH BUCKNAM INFRASTRUCTURE GROUP, INC. FOR PAVEMENT MANAGEMENT PROGRAM SERVICES AND GEOGRAPHIC INFORMATION SYSTEM (GIS) SUPPORT SERVICES	John	Email to Council
03 – 04.	STATE OF STREETS, APPROVAL OF A TASK ORDER WITH BUCKNAM INFRASTRUCTURE GROUP, INC. FOR PAVEMENT MANAGEMENT PROGRAM SERVICES AND GEOGRAPHIC INFORMATION SYSTEM (GIS) SUPPORT SERVICES	Delaine Shane	Email to Council
03 – 04.	STATE OF STREETS, APPROVAL OF A TASK ORDER WITH BUCKNAM INFRASTRUCTURE GROUP, INC. FOR PAVEMENT MANAGEMENT PROGRAM SERVICES AND GEOGRAPHIC INFORMATION SYSTEM (GIS) SUPPORT SERVICES	John	Email to Council
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03 – 04.	STATE OF STREETS, APPROVAL OF A TASK ORDER WITH BUCKNAM INFRASTRUCTURE GROUP, INC. FOR PAVEMENT MANAGEMENT PROGRAM SERVICES AND GEOGRAPHIC INFORMATION SYSTEM (GIS) SUPPORT SERVICES	Anthony Lai	Email to Council
03 – 04.	STATE OF STREETS, APPROVAL OF A TASK ORDER WITH BUCKNAM INFRASTRUCTURE GROUP, INC. FOR PAVEMENT MANAGEMENT PROGRAM SERVICES AND GEOGRAPHIC INFORMATION SYSTEM (GIS) SUPPORT SERVICES	Ella Hushagen	Email to Council
CS.	PUBLIC COMMENT	Ed and Bee Simpson	Email to Council

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From: [John C.](#)
To: [City Council Public Comment](#)
Subject: Email Comment For April 26, 2023 South Pasadena Special Joint Session Meeting for Agenda Item 3 & 4
Date: Monday, April 24, 2023 11:10:54 AM

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

To the South Pasadena City Council, City Manager and Mobility & Transportation Infrastructure Commission,

The Mobility & Transportation Infrastructure Commission should review the commission meeting for June 16, 2020 which brought up the state of the streets. Also, there was a presentation on the 2020-2025 citywide pavement management program. In addition, this program was done for the 2015-2020. Agenda Item 2 and 3 bring up the state of South Pasadena city streets and what the commission at the time was going to bring to city council on what streets in South Pasadena should be paved. Ten streets were approve by the commission to bring up to the South Pasadena City Council at that time. The South Pasadena City council and Mobility & Transportation Infrastructure commission should look back on agenda item 2 and 3 of how the state of the streets were at that time.

From, South Pasadena Resident John

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Mark Perez

From: Yvonne LaRose [REDACTED]
Sent: Wednesday, April 26, 2023 11:53 AM
To: City Council Public Comment
Subject: Public Comment: MTIC Joint Meeting of 4/26/23

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With regard to the matter of the pavement management program and services:

I'm elated that allocations and provisions are actively being pursued to handle the improvement and repair of our streets, both residential as well as business.

Please take note as these repairs and improvements are being made, it would be prudent to take into consideration some additional matters.

Passenger Loading Zone Allowances

Given the difficulties some who use shared ride services have with being picked up at the correct location, it would be good if the repairs provide initial introduction or margins for passenger loading zones (similar to the one at 1100 Oxley) in business districts.

Work from Home / Small Office Home Office Business Areas

Additionally, there are some streets that have been traditionally considered residential. The impact of COVID protocols required a great number of businesses to create remote and work-from-home (WFH) situations that, in turn, created hybrid street situations in those traditional residential areas. We now have many small office home office (SOHO) business operations that also need to be included in the business street considerations. The importance of these WFH sites should be given similar priority to the strictly business sites and corridors.

Creation of Sidewalks for Sloped Terrain Areas

Lastly, there are some residential streets in our city that traverse mountainous terrain and have no sidewalks on either side of the street. Please consider adding to our budget an allowance for installing at least one sidewalk on one side of such streets in order to provide safer pedestrian travel.

Yvonne LaRose, CAC
Organization Development Consultant: Diversity/Title VII, Harassment, Ethics

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Mark Perez

From: Ella Hushagen [REDACTED]
Sent: Wednesday, April 26, 2023 11:57 AM
To: City Council Public Comment
Subject: Crossing guards at Huntington and Marengo
Attachments: 2023-04-26 CC MTIC streets public comment.pdf

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Please accept the attached general public comment regarding the presence of two crossing guards at Huntington and Marengo. Thank you.

April 26, 2023

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

Dear City Councilmembers and MTIC Commissioners,

We support the presence of a second crossing guard at the intersection of Huntington Drive and Marengo Avenue.

Since the start of the school year, there have been two crossing guards present at opposite corners of the busy intersection of Huntington Dr. and Marengo Ave. The additional guard has offered relief to all of us as we make our way on foot to and from Marengo Elementary and South Pasadena Middle School.

We strongly disagree with the City's consultant's conclusion that two crossing guards are not necessary. The conclusion is, apparently, based on data showing that: 1) there were between 23 and 54 pedestrians crossing the intersection at peak times on September 1, 2022, and 2) only two recent collisions in the intersection involved pedestrians or cyclists.

The consultant does not explain why 23-54 pedestrians is "low volume," relative to any other guarded intersection in the city or along Huntington (such as at Valentine Elementary in San Marino). Characterizing the figure as too low to warrant two guards—without accounting for the fact that Huntington is a six-lane thoroughfare popular for commuters where motorists are frequently speeding excessively—is baffling. As Mayor Primuth pointed out during the July 2022 hearing, there is no other street like Huntington in South Pasadena.

The collision data covers 2018-2021, *i.e.*, a five-year period including two aberrant years during which our kids were educated remotely due to the COVID-19 pandemic. Regionally, pedestrian fatalities are on the rise.¹ More importantly, the fact that there were "only two" collisions between motorists and pedestrians or cyclists is cold comfort. A fatal collision involving a motorist and a pedestrian took place one block south of Huntington, at Marengo and Maple, less than a year ago. The community disagrees that because there were "only" two collisions involving motorists and pedestrians or cyclists, the city should scale back an important safety measure. These are our kids.

If the consultant is looking for data about the safety of the intersection, it could seek the South Pasadena Police Department's records about how many citations it has issued at the intersection when it has sent traffic enforcement. Anecdotally, the parents who walk their kids to school observe officers citing motorists for entering the crosswalk when pedestrians are crossing every time SPPD traffic enforcement is present.

¹ "L.A. Traffic Deaths Rose in 2022, surpassing 300 for the first time in two decades," Dakota Smith, *Los Angeles Times*, Jan. 14, 2023. Available online at <https://www.latimes.com/california/story/2023-01-14/traffic-deaths-rise-again-in-2022-with-marked-increase-in-pedestrian-fatalities>

Better yet, the City could seek to hear directly from the pedestrians who use the intersection every day, as well as the crossing guards themselves. The crossing guards stationed at Marengo and Huntington do not stay the full academic year—evidently, they request safer assignments after experiencing the hazards first hand.

We agree with the consultant’s recommendation that the City implement additional safety precautions at the intersection. The crossing guards alone cannot mitigate all the risks. But, the consultant omitted certain intersection modifications that merit consideration, such as scramble crossing, and prohibiting parking further from the intersection to allow for better visibility. All options to improve safety should be considered.

Notwithstanding any additional safety measures being considered by the City, the second crossing guard is essential for now. If the countervailing concern is the fiscal impact, it is trivial. The City pays each crossing guard less than \$20,000 for the entire academic year. That is less than the cost of *one day* of SPPD’s operations in FY 2022-2023. The cost of a second crossing guard at Marengo and Huntington to promote the safety of our students and pedestrians is reasonable and doable.

Signed,

- | | |
|--------------------------|---------------------------|
| 1. Ella Hushagen | 26. Laotong Ea |
| 2. Owen Ellickson | 27. Emily Lau |
| 3. Sarah Perez-Silverman | 28. Paula Imoto |
| 4. Tony Lockhart | 29. Nathalie Coppens |
| 5. Kristen Boyle | 30. Khairi Mdnor |
| 6. James Boyle | 31. Heather Bland |
| 7. Soo Baek | 32. Vincent Lee |
| 8. James Park | 33. Michelle Himawan |
| 9. Sandy Shannon | 34. Leslie Hanway |
| 10. Queena Ang | 35. Ada Lee |
| 11. Eva Romero Ramirez | 36. Stephanie Christensen |
| 12. Frederic Bana | 37. Kristen Swift |
| 13. Noel Garcia | 38. Todd W. Edwards |
| 14. Francis K. Cholko | 39. Victoria Inducil |
| 15. Quinton Swantner | 40. Joe Inducil |
| 16. Stephanie MacLean | 41. Bianca Ciebrant |
| 17. Vanessa Valencia | 42. Kristen Kuhlman |
| 18. Arturo Torres | 43. Jeff Kuhlman |
| 19. Linus Ang | 44. Andrew Terhune |
| 20. Michael Siegel | 45. Jessica Fang |
| 21. Danelle courtice | 46. Shari Sakamoto |
| 22. David Courtice | 47. Frederick Eberhardt |
| 23. Karen Tamis | 48. Minoli Ratnatunga |
| 24. Emily Porter | 49. Don Diego |
| 25. Lulu Wang | |

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State of Streets

April 26, 2023

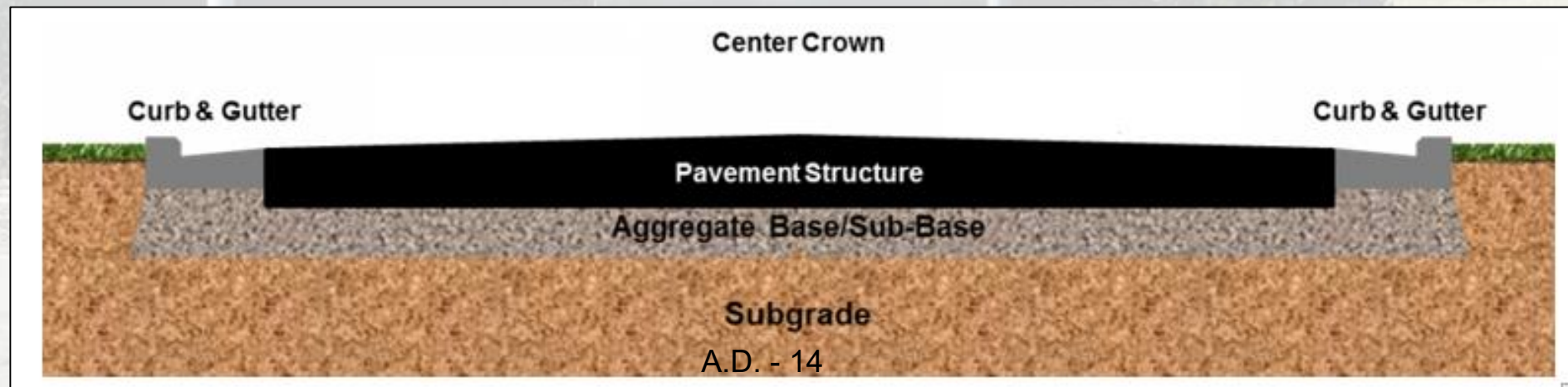
Prepared By: South Pasadena Public Works Department

Overview

- Street Construction
- Current Street Improvement Projects
- Transportation Projects
- Pavement Management & Condition Surveying
- Master Planning
- Funding

Street Construction Overview

- Reconstruction / Resurfacing
- Asphalt / Concrete Pavement
- Repairs / Dig Outs
- Curb & Gutter
- ADA Ramps & Sidewalks
- Striping & Markings
- Trees & Signal Loops
- Utilities, Drainage, and Catch Basins



Street Improvement Projects

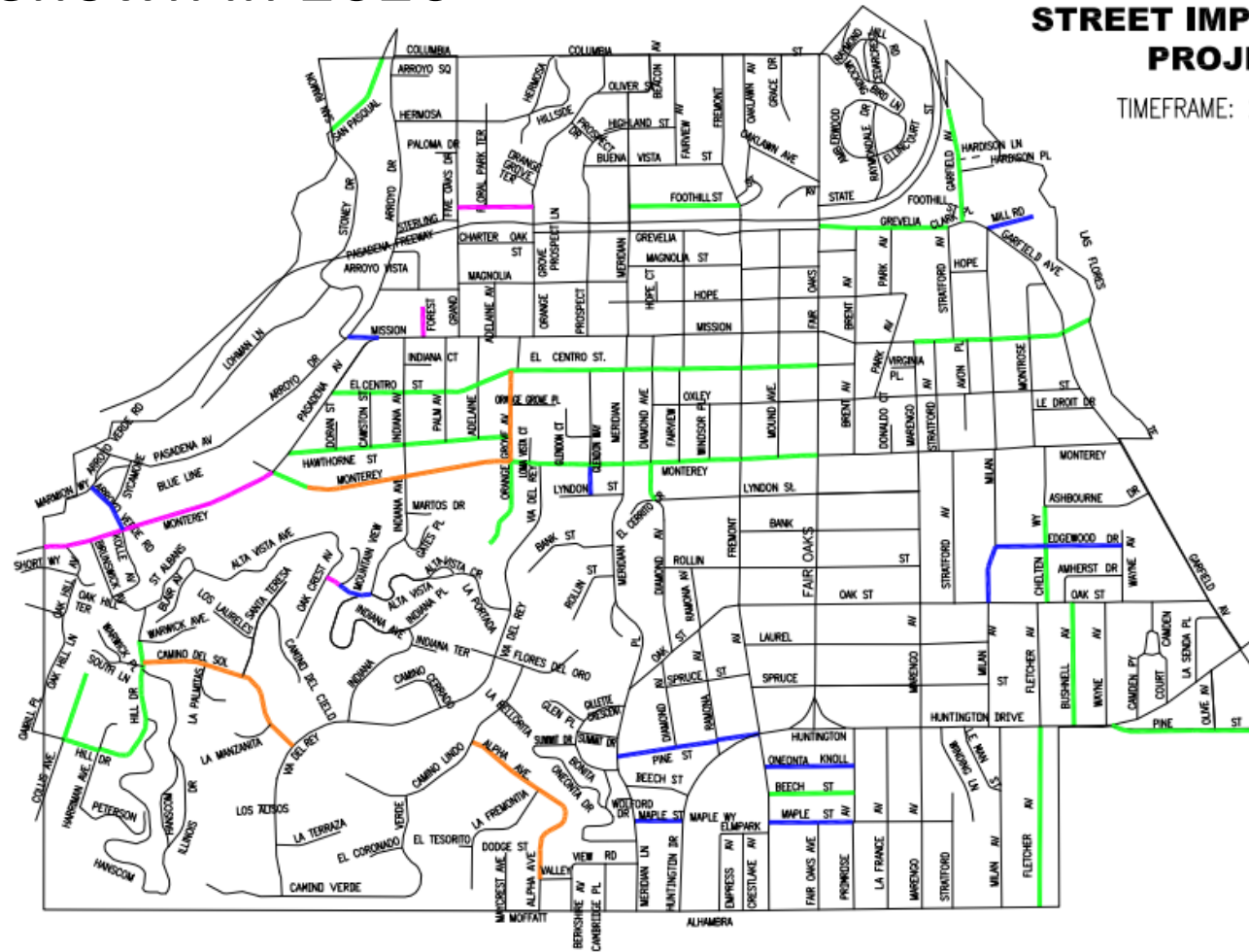
- **Project/Program Types**
 - Reconstruction – Plans & Specifications, Formal Bid, CUPCCAA*
 - Resurfacing / Repair – Specifications, Formal Bid, CUPCCAA*
 - Spot Repair & Maintenance – Staff
- **Project Bid Packages**
 - SB1 Council adopted lists

Street Improvement Projects

- Bid Package #1 (“2018-2019 Improvements”)
 - Portions of 2018-2019 Adopted List
 - Remainder of 2019-2020 Adopted List
- Bid Package #2 (“2018 Preventative Maintenance”)
 - Portions of 2018-2019 & 2020-2021 Adopted Lists
 - Additional Streets
- Bid Package #3 (“2019-2020 Improvements”)
 - Portion of 2020-2021 Adopted List
- Bid Package #4 (“Mission/Pasadena/Arroyo Intersections”)
 - Remainder of 2020-2021 Adopted List
- To Be Addressed
 - Remainder of 2018-2019 & 2021-2022 Adopted Lists

Street Improvement Projects

Shown in 2020



STREET IMPROVEMENT PROJECTS

TIMEFRAME: 2015-2020

73

LEGEND

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

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Street Improvement Projects

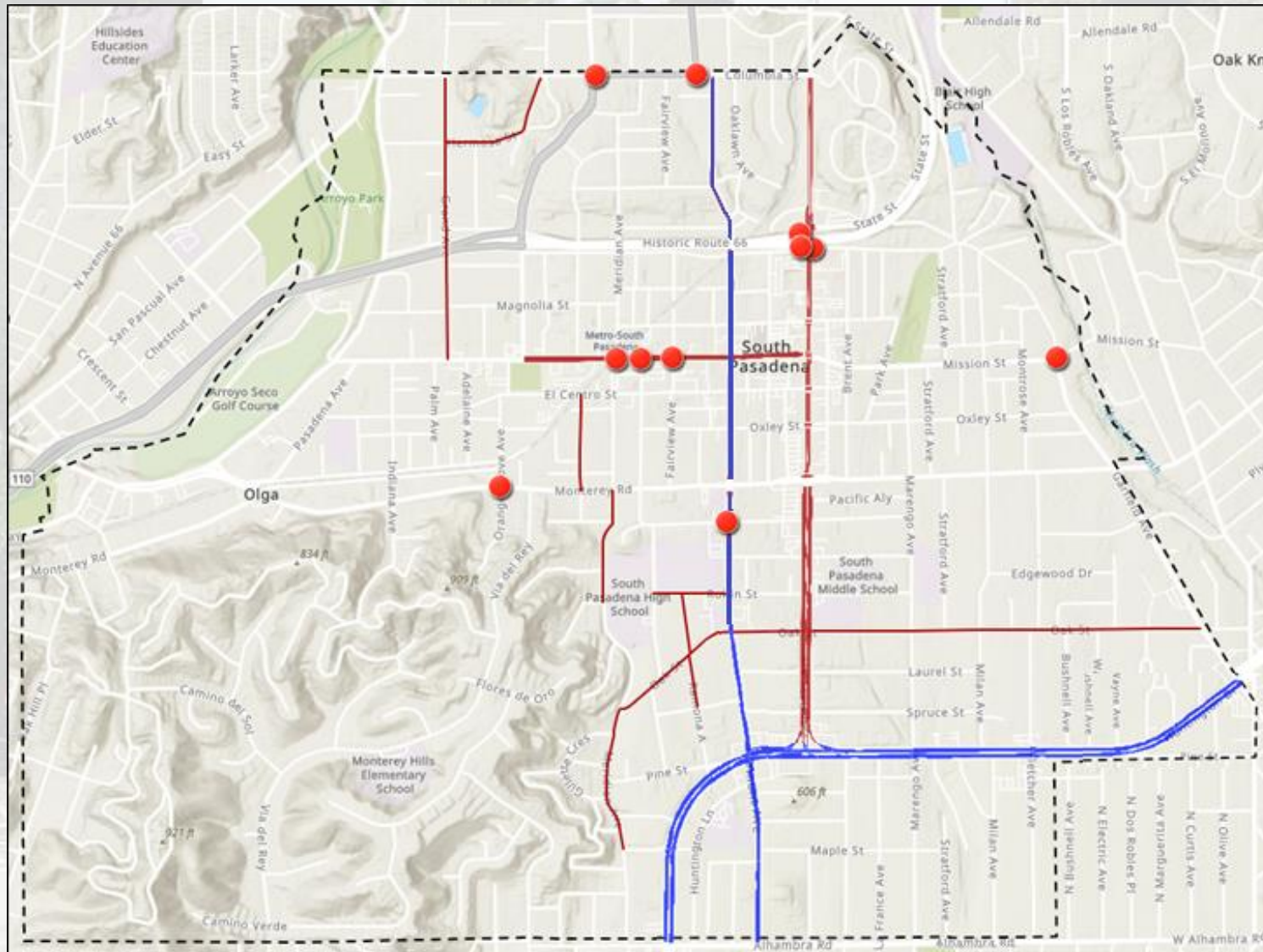
Priority Projects

- Review current status of projects and other City documents and provide recommendations/assistance with the goal of constructing as many projects as feasible, in a timely, cost effective manner
- Bid Package #1
 - “2018-2019 Street Improvement Project”
 - Working with City Attorney to finalize updated bid package template
 - Working with design consultant to secure a contract to update the specifications by early June

Transportation Projects

- Slow Streets Program
- Fair Oaks Traffic Signal Improvements
- North-South Corridor ITS Deployment (Rogan)
- Fair Oaks SR-110 Interchange Loop Ramp
- Fremont/Huntington MAT/MIP
- Measure M Projects
- Bicycle Lane Implementation

Transportation Projects



AD 20
Selection of In Progress Projects & Programs

Pavement Management Program

- *Approximately:*
- 68 miles of Streets
 - 28 miles Arterial/Collector streets
 - 40 miles Local
- Condition Assessment & Analysis

Asphalt Condition Examples



Alligator Cracking

Cracks that form a chicken wire or alligator scale like pattern.

Low Severity: Thin parallel longitudinal cracks that may come together at certain points, but full alligator pattern is not present yet.

Medium Severity: Further development of cracks into alligator pattern. Cracks are starting to spall.

High Severity: Alligator pattern is heavily developed, and cracks are spalled to the point where individual pieces may become separated.

Typical Recommendation: Low severity, R&R – Patching, crack sealing; high severity R&R-overlay

Asphalt Condition Examples



Depression

Localized area of pavement with a lower elevation than the surrounding pavement.

Low Severity: depth of ½ to 1 inch.

Medium Severity: depth of 1 to 2 Inches.

High Severity: depth greater than 2 inches.

Typical Recommendation: R&R - Patching



Block Cracking

Longitudinal and transverse cracks that intersect to form smaller than 10x10 ft blocks. Creates uniform blocks with straight edges.

Low Severity: Cracking is less than 3/8 inches.

Medium Severity: Cracking between 3/8 and 3 inches.

High Severity: Cracking is over 3 inches.



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Typical Recommendation: Low severity, crack sealing; high severity, R&R-overlay

Asphalt Condition Examples



Pothole

Severity Measured using the following Matrix.

Maximum Depth Of Pothole (in.) (mm)	Average Diameter (in.) (mm)		
	4 to 8 in. (100 to 200 mm)	8 to 18 in. (200 to 460 mm)	18 to 30 in. (460 to 760 mm)
1/2 to ≤ 1 in. (13 to 25 mm)	L	L	M
> 1 to ≤ 2 in. (25 to 50 mm)	L	M	H
> 2 in. (50 mm)	M	M	H

Concrete Condition Examples



Corner Break

Crack close to corner of slab that creates a corner piece.

Low Severity: Crack is less than ½ inches wide.

Medium Severity: Crack is between ½ and 2 inches wide.

High Severity: Crack is wider than 2 inches.



Punchout

Localized area of a slab that is broken into many pieces.
Severity is determined by the following matrix.

Severity of Majority of Cracks	Number of Pieces		
	2 to 3	4 to 5	> 5
L	L	L	M
M	L	M	H
H	M	H	H

Concrete Condition Examples



Divided Slab

Slab that is broken up into four or more pieces by cracks.

Severity is determined by the following matrix.

Severity Of Majority Of Cracks	Number Of Pieces In Cracked Slab		
	4 to 5	6 to 8	More than 8
L	L	L	M
M	L	M	H
H	M	H	H

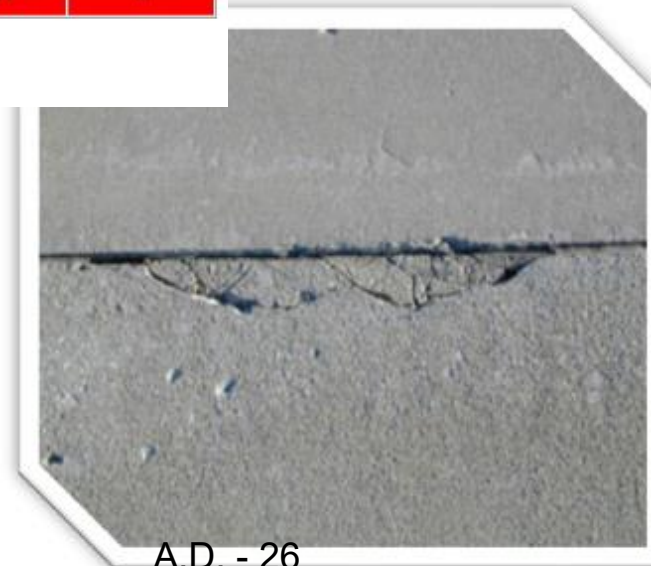


Joint Spall

Breakdown of slab at a joint. Crack angles toward joint as opposed to straight down.

Severity is determined by the following matrix.

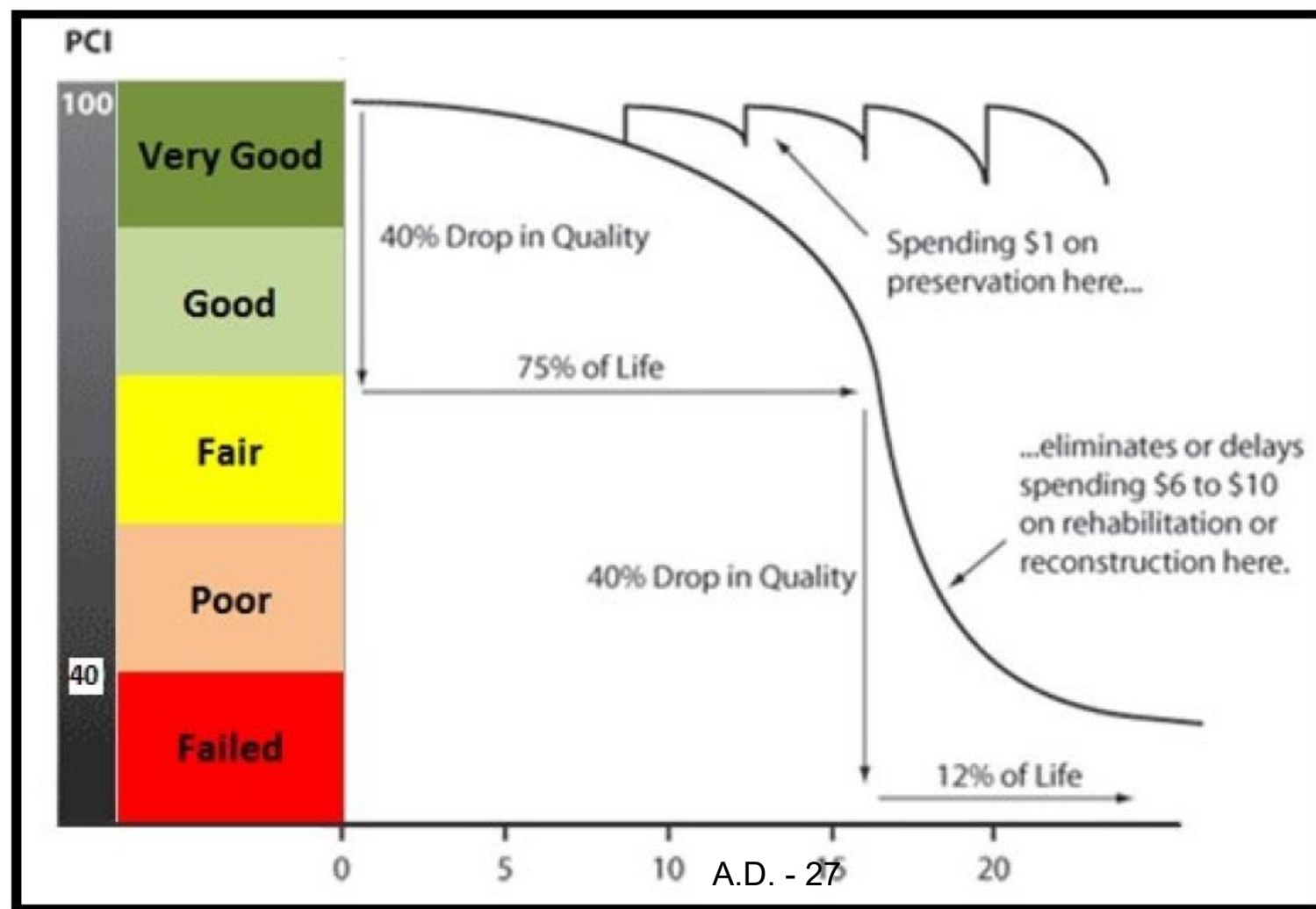
Spall Pieces	Width of Spall	Length of Spall	
		≤ 2 ft (0.6 m)	> 2 ft (0.6 m)
Tight: Cannot be easily removed (maybe a few pieces missing)	≤ 4 in. (102 mm)	L	L
	> 4 in.	L	L
Loose: Can be removed and some pieces are missing; if most or all pieces are missing, spall is shallow, less than 25 mm (1 in.)	≤ 4 in.	L	M
	> 4 in.	L	M
Missing: Most or all pieces have been removed	≤ 4 in.	L	M
	> 4 in.	M	H



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Pavement Management Program

Decay / Deterioration Curve



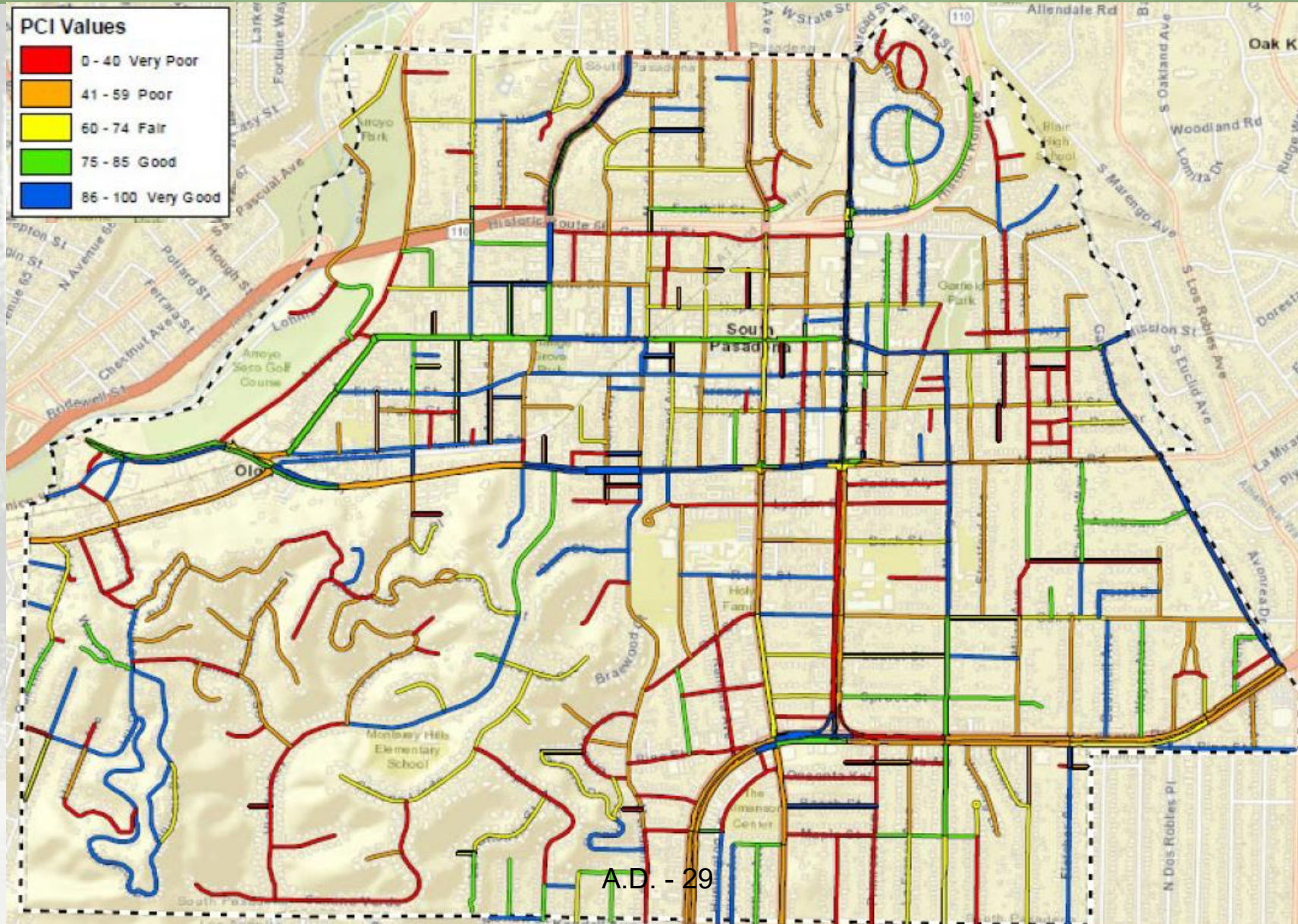
Pavement Management Program

- 2020 Pavement Condition Index
- Arterial / Collector PCI 68.2
- Local network PCI 58.9
- Average PCI 63.8

Condition	PCI Range	Arterial	Local	Alleys	Total	% of Network
Very Good	86-100	9.4	6.4	1.1	16.9	25%
Good	75-85	3.8	4.8	0.0	8.6	13%
Fair	65-74	2.8	6.8	0.0	9.6	14%
Poor	41-64	7.9	11.3	0.2	19.4	28%
Very Poor	0-40	3.2	10.1	1.0	14.3	21%
		27.1	39.4	2.3	68.8	

Table 1 – Condition Distribution by Mileage for All Streets

Pavement Management Program



Pavement Management Program

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

Five, Seven and Ten Year Budget Models to Reach PCI of 80

Master Planning

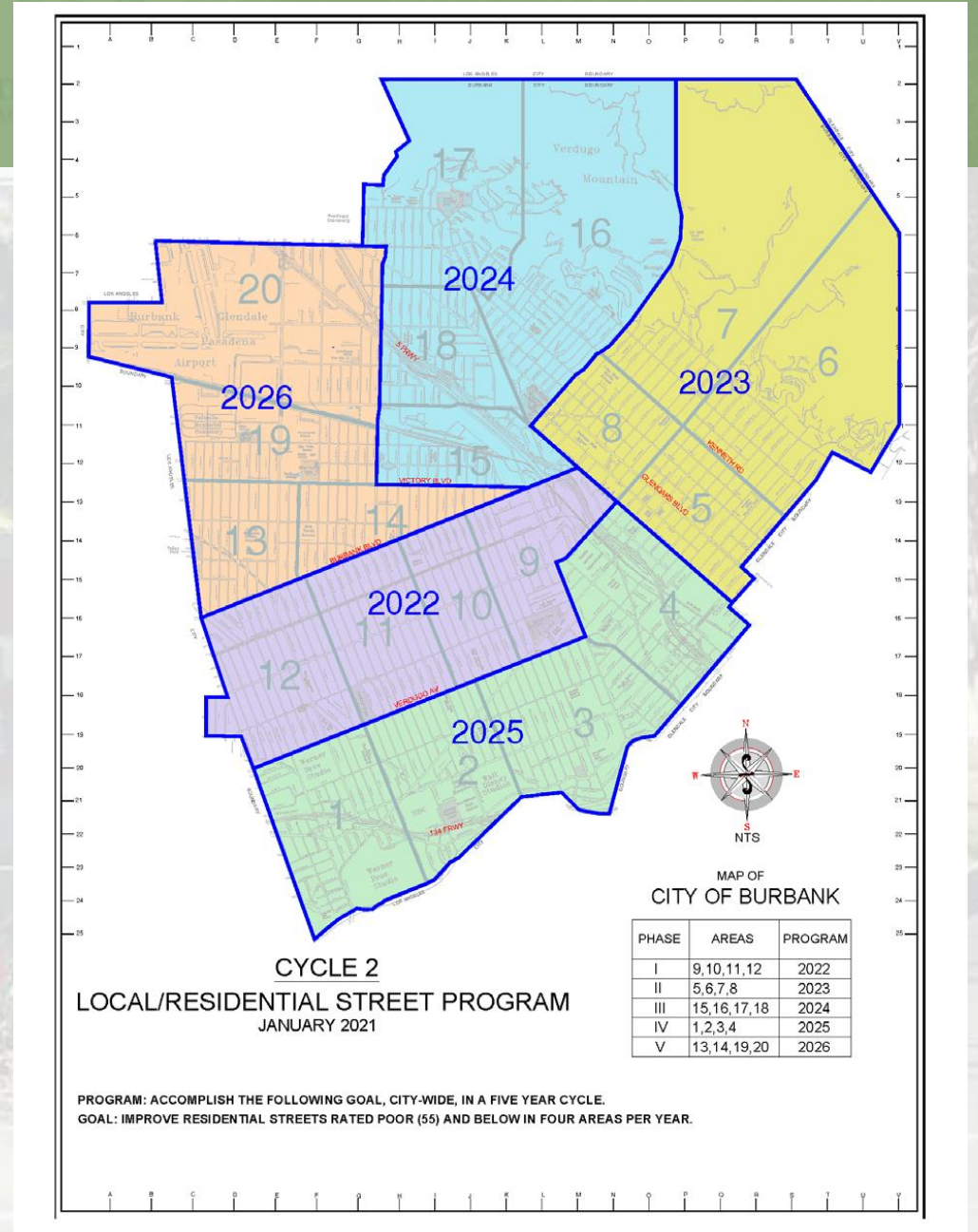
- Develop a long-term street improvement plan considering:
 - Street conditions (utilizing the Pavement Management Plan)
 - Arterial and residential streets
 - Available funding
 - Utility improvements
 - Water
 - Sewer
 - Stormwater
 - Third-Party
 - Other factors

Master Planning

Example Program in Burbank

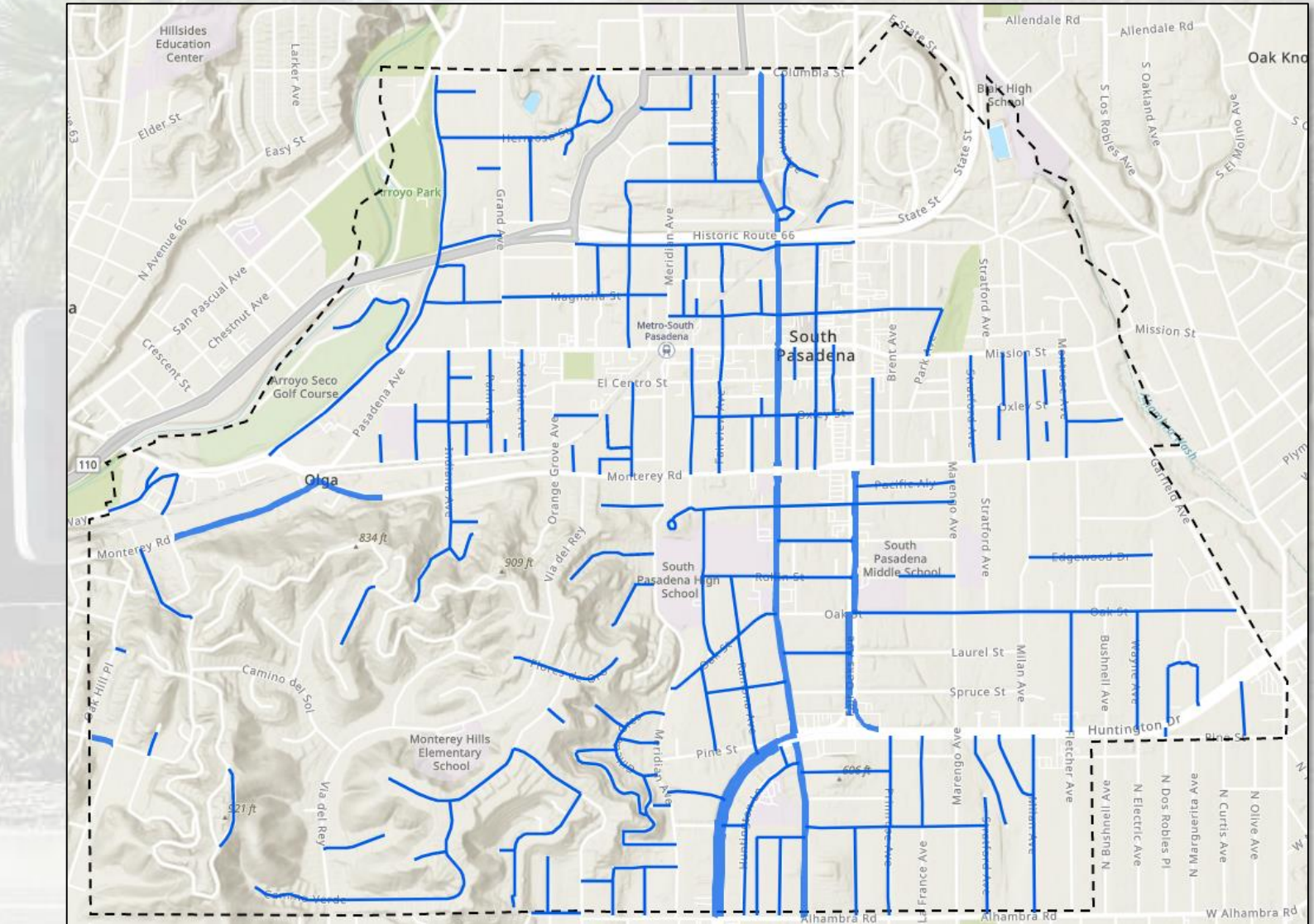
- Goal: Achieve Citywide PCI of 73 by FY 30-31 (as of 2021, Citywide PCI was 65)
- 20 designated zones
- Transitioned from a 10-year cycle to a 5-year cycle in 2022
- \$1.6M annually for arterial rehabilitation
- \$5M annually for residential rehabilitation
- \$1.4 annually for sidewalk rehabilitation – intended to be completed ahead of paving work
- Funding Sources: Gas Tax / SB 1 RMRA / Measure M / Municipal Infrastructure Fund (local sales tax)

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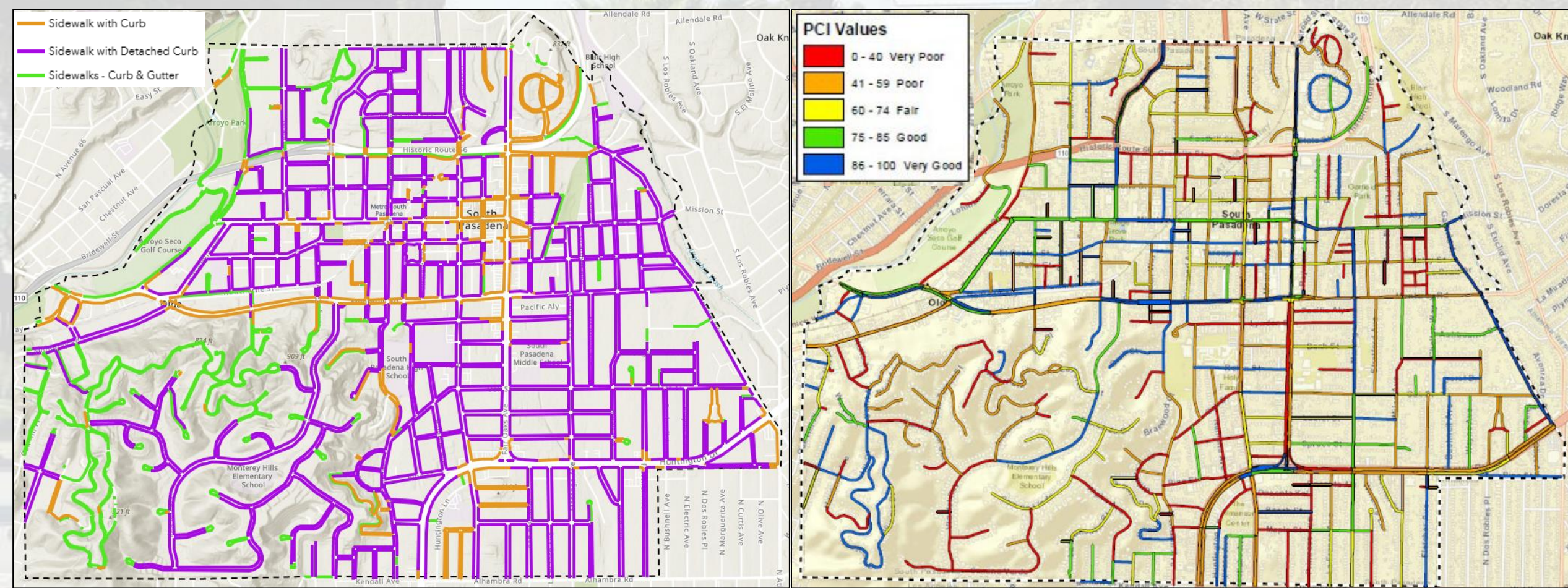


Master Planning

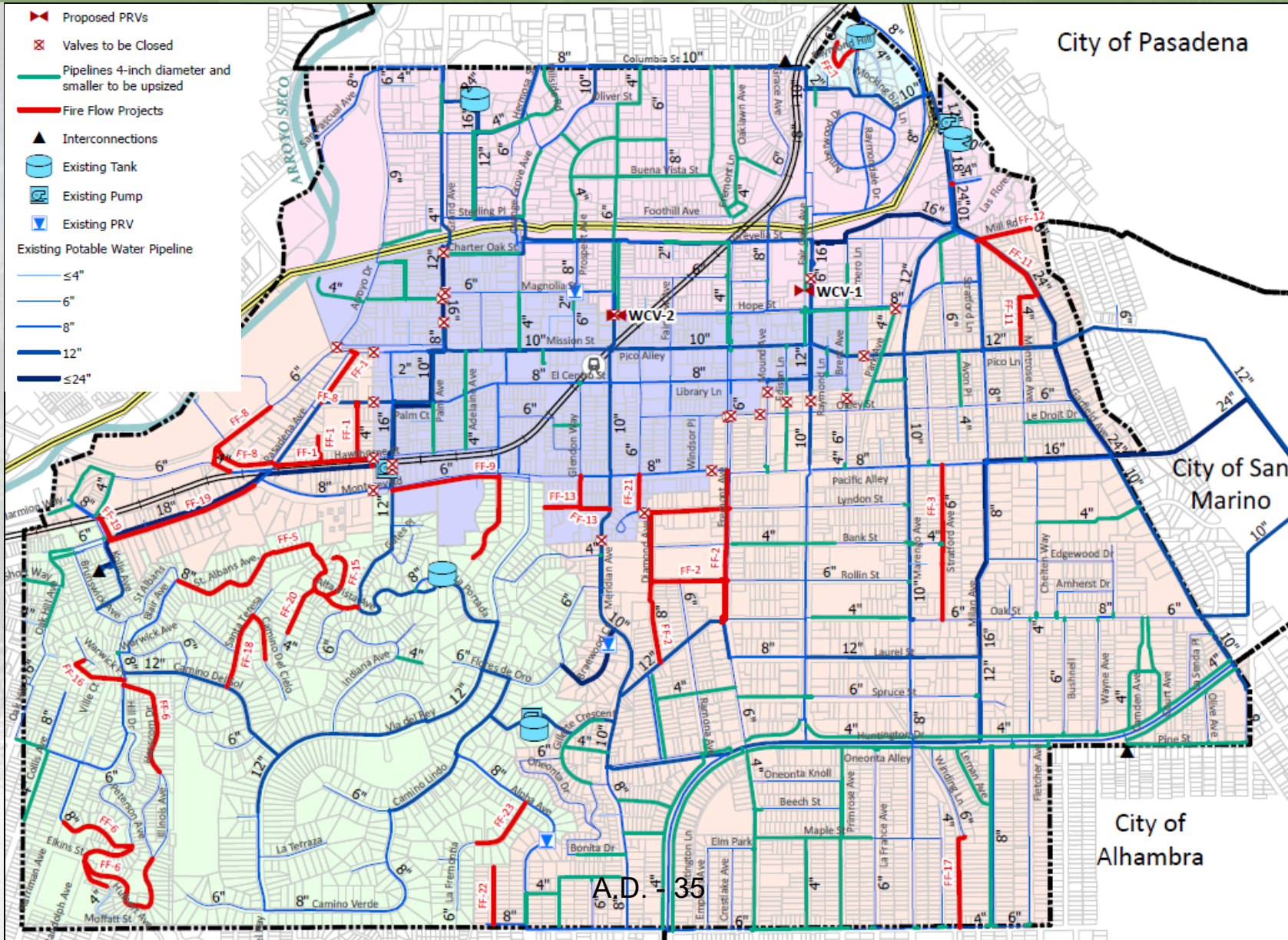
- 2020 Pavement Management Plan 5-Year Forecast
- Requires review considering utilities, costs, and other factors



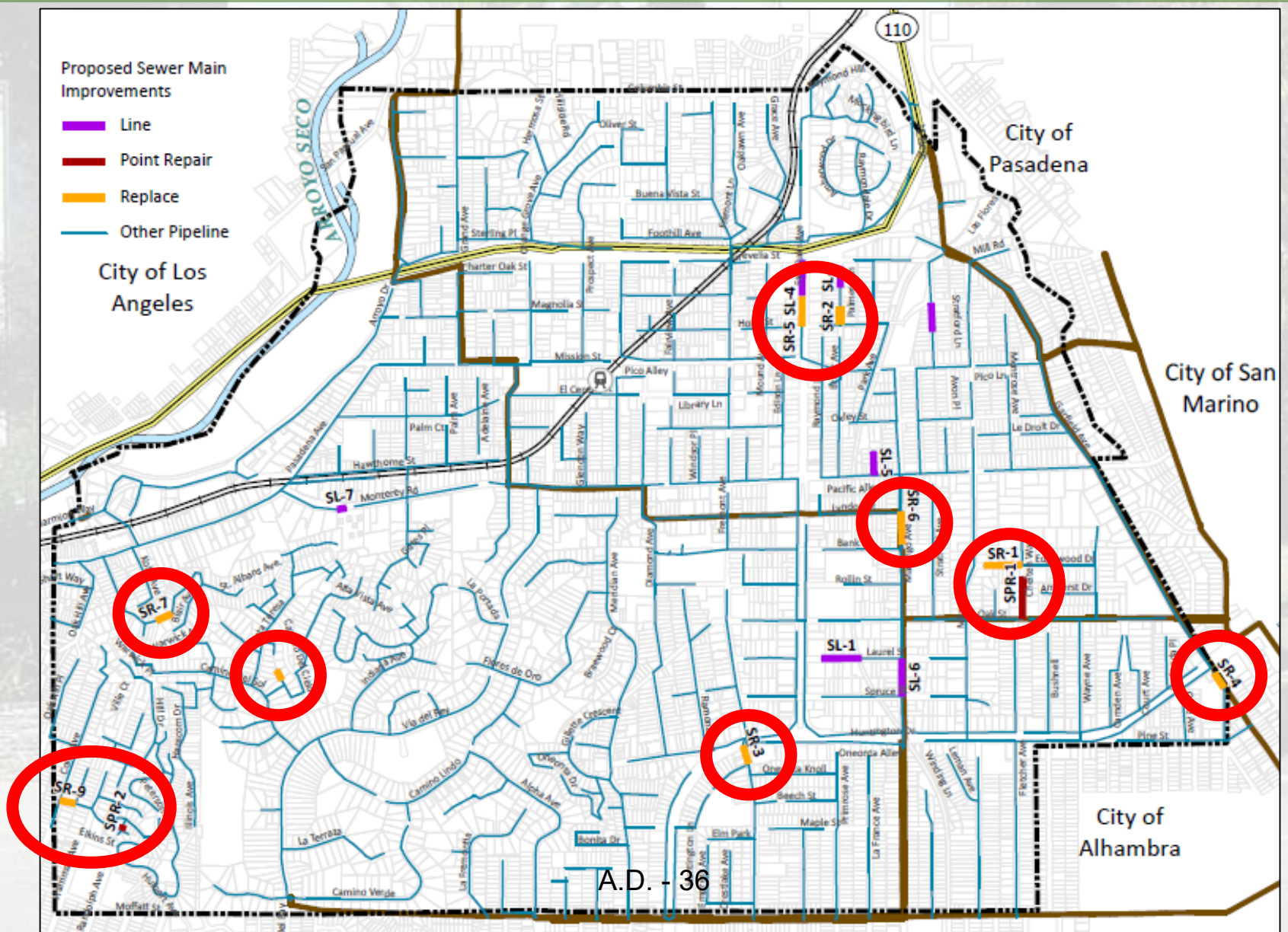
Master Planning – Curb & Gutter



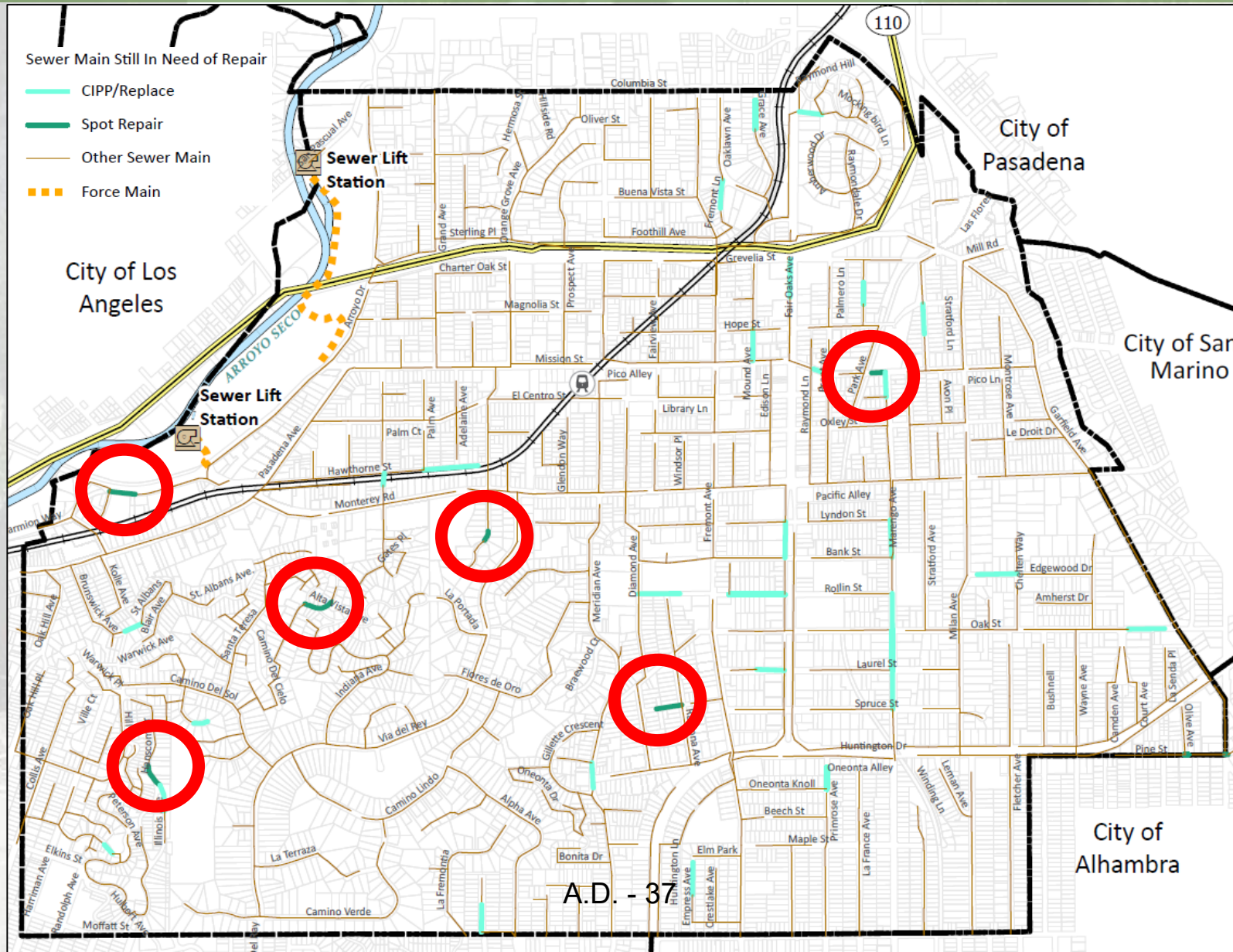
Master Planning – Water/Fire



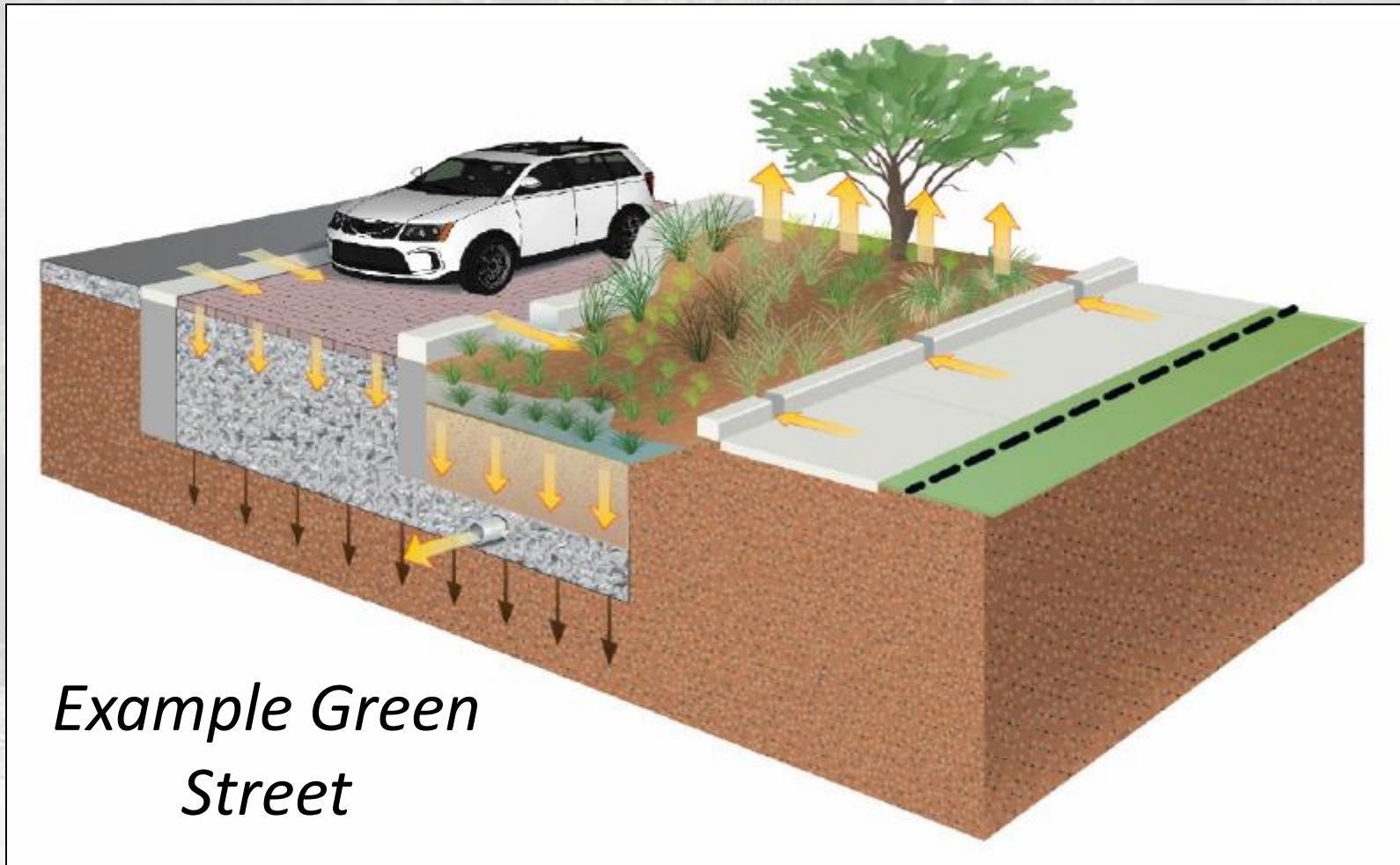
Master Planning – Sewer Short Term



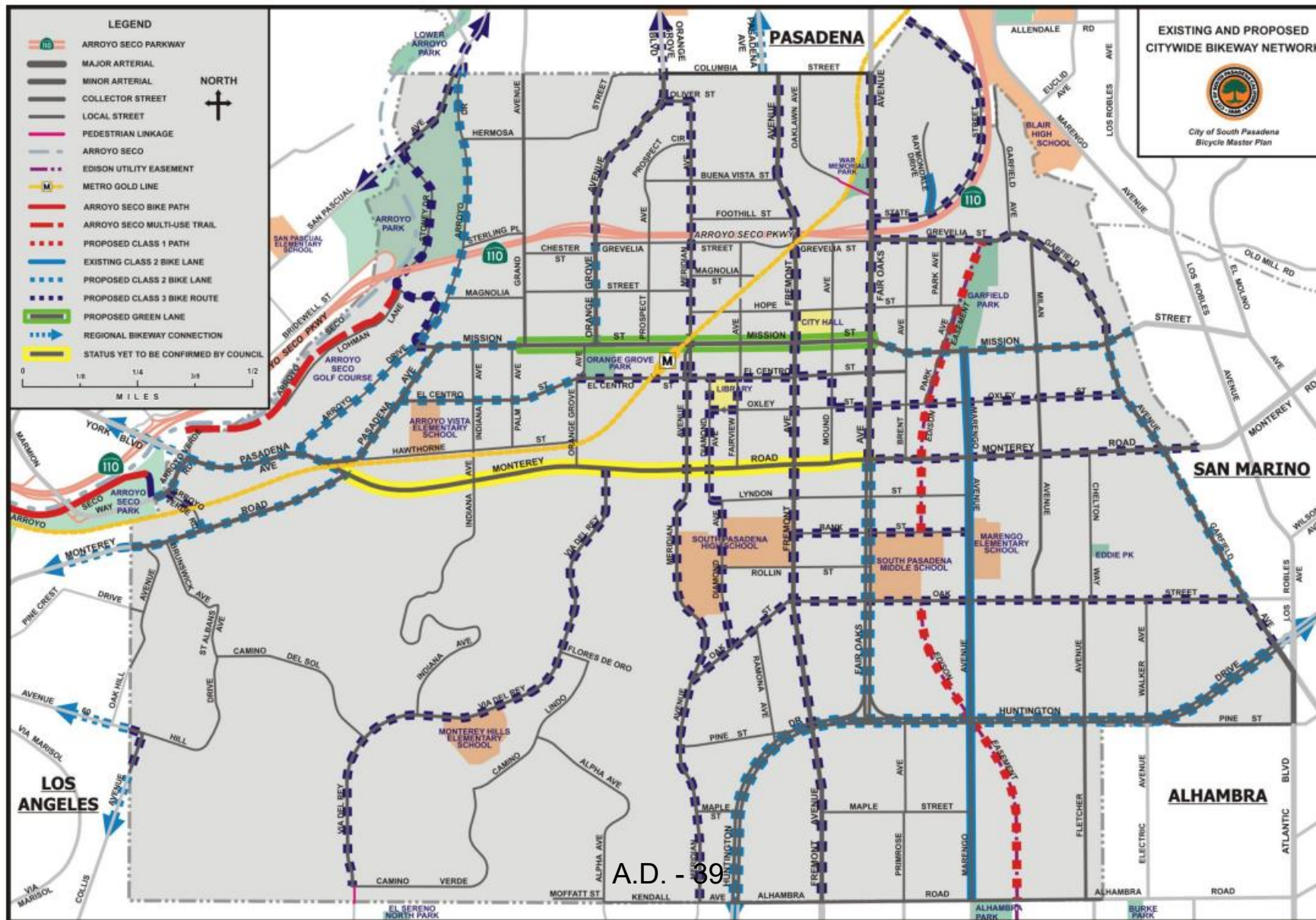
Master Planning – Sewer CJ



Master Planning – Stormwater



Master Planning – Bike Plan



Funding

- SB 1 Road Maintenance and Rehabilitation Program
- Measure M
 - Local Return
 - Metro Active Transportation (MAT)
 - Multi-Year Subregional Program (MSP)
- Measure R
 - Local Return
 - Mobility Improvement Projects (MIP)
- Proposition C
- State Gas Tax
- Other Special Funds
- General Fund

Accessing Funding

- City developed Draft Systemic Safety Analysis Report (SSAR) - collision analysis and safety measure recommendations related to signing, striping, and on-street parking inventory
- Develop Local Roadway Safety Plan and Systemic Safety Analysis Report (LRSP/SSAR) to address safety needs and provide eligibility for future Highway Safety Improvement Plan (HSIP) funds
- Develop Safe Streets and Roads for All (SS4A) “Action Plan” to access Bipartisan Infrastructure Law U.S. Department of Transportation Funding

SOUTH PASADENA CITY HALL

Questions?

Mark Perez

From: John C. [REDACTED]
Sent: Wednesday, April 26, 2023 6:42 AM
To: City Council Public Comment
Subject: Email Comment For April 26, 2023 South Pasadena Special Joint Session Meeting for Agenda Item 3 & 4
Attachments: 20230426_061157_HDR.jpg; 20230426_061646.jpg; 20230426_061059.jpg; 20230426_061834.jpg; 20230426_061820.jpg; 20230426_061745.jpg

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To the South Pasadena City Council, City Manager and Mobility & Transportation Infrastructure Commission, South Pasadena resident John's pictures of a street that is in need of repaving below:





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A.D. - 46



A.D. - 47





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Mark Perez

From: D.W. Shane [REDACTED]
Sent: Tuesday, April 25, 2023 11:53 PM
To: City Council Public Comment; MTIC Public Comments
Cc: City Manager's Office; PWC Public Comments; Jon Primuth; Jack Donovan; Evelyn Zneimer; Janet Braun; Michael Cacciotti
Subject: City Council/MTIC-April 26, 2023: Special Meeting: Open Session: Agenda Item Nos. 3 and 4: State of Streets & Task Order for Approval with Bucknam Infrastructure Group

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

Dear Honorable City Council and Mobility & Transportation Infrastructure Commission:

Reevaluating the conditions of our streets, sidewalks, and curbs by the City at tomorrow night's City Council/MTIC meeting is very much appreciated. This widespread, in many cases unsafe, and costly situation needs a comprehensive solution. It also appears that the proposed consulting firm for this important task is very well qualified.

SMART Families look forward to watching the City's presentation tomorrow night and in witnessing the Council's action in moving forward not only with the approval of the task order, but with ensuring that the Public Works Department will have the resources and funding to carry out this municipal core service when the time comes to implement the program. We are concerned about implementation because of previous street improvement projects, which were approved by the City Council but were never carried out. For example, in the Meridian Avenue neighborhood, two road segments, i.e., Maple and Pine streets, between Meridian Avenue and Huntington Drive were approved on June 16, 2020, by the City Council for repaving. Both local streets had a 2020 Pavement Condition Index (PCI) of 36 — out of 100. They continue to deteriorate to this day. For your reference, the 2019-2020 project documentation can be found at:

<https://www.southpasadenaca.gov/home/showpublisheddocument/21194/637278041326800000>. Going forward to the 2020-2021 fiscal year Senate Bill 1, Proposed Project List, two road segments were also listed at that time to be repaved. Beech Street had a PCI of 32, between Meridian Avenue and Huntington Drive; and Lyndon Street between Meridian Avenue and its Dead End had an unbelievable PCI of 11. Neither one has been repaved to date either.

Meridian Avenue needs to be repaved from Monterey Road to Kendall Avenue. Much of this 0.91-mile stretch hasn't been repaved since the late 1960s. Our incredible Public Works staff can not keep up with the ever-increasing numbers of potholes, major cracks, and in some instances areas of subsidence of the road itself, that are occurring along Meridian and on the adjacent side streets like Maple, Pine, Beech, Lyndon, etc. So, as we watch the State of Street presentation, we again request consideration for Meridian Avenue and its adjacent streets to be given priority for repaving within this comprehensive program. Consideration should also be made to make the final work products by the consultant available on the City's website. That way, City officials AND the public can be kept informed.

Lastly, thank you for supporting Armine and Ted in creating the Transportation Manager position in the Public Works Department. Both managers have worked very hard on our behalf with respect to our neighborhood and we are very grateful. We welcome Mr. Peña, wish him much success, and hope we can meet in the near future to listen to his perspectives and to hear ours on all matters of transportation.

Thank you so very much.

Sincerely,

Delaine W. Shane

Delaine W. Shane
[REDACTED]

On Behalf of SMART Families



Mark Perez

From: John C. [REDACTED]
Sent: Wednesday, April 26, 2023 7:26 AM
To: City Council Public Comment
Subject: Email Comment For April 26, 2023 South Pasadena Special Joint Session Meeting for Agenda Item 3 & 4

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 South Pasadena City Council, City Manager and Mobility & Transportation Infrastructure Commission,
South Pasadena resident John's two pictures of a street that is in need of repaving below:





Mark Perez

From: John C. [REDACTED]
Sent: Wednesday, April 26, 2023 7:34 AM
To: City Council Public Comment
Subject: Email Comment For April 26, 2023 South Pasadena Special Joint Session Meeting for Agenda Item 3 & 4

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To the South Pasadena City Council, City Manager and Mobility & Transportation Infrastructure Commission,
South Pasadena resident John picture of a street that is in need of repaving below:



Mark Perez

From: John C. [REDACTED]
Sent: Wednesday, April 26, 2023 7:37 AM
To: City Council Public Comment
Subject: Email Comment For April 26, 2023 South Pasadena Special Joint Session Meeting for Agenda Item 3 & 4

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To the South Pasadena City Council, City Manager and Mobility & Transportation Infrastructure Commission,
South Pasadena resident John picture of a street that is in need of repaving below:



Mark Perez

From: John C. [REDACTED]
Sent: Wednesday, April 26, 2023 7:42 AM
To: City Council Public Comment
Subject: Email Comment For April 26, 2023 South Pasadena Special Joint Session Meeting for Agenda Item 3 & 4

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To the South Pasadena City Council, City Manager and Mobility & Transportation Infrastructure Commission,
South Pasadena resident John picture of a street that is in need of repaving below:



Mark Perez

From: John C. [REDACTED]
Sent: Wednesday, April 26, 2023 7:46 AM
To: City Council Public Comment
Subject: Email Comment For April 26, 2023 South Pasadena Special Joint Session Meeting for Agenda Item 3 & 4

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 South Pasadena City Council, City Manager and Mobility & Transportation Infrastructure Commission,
South Pasadena resident John picture of a street that is in need of repaving below:



From: [John C.](#)
To: [City Council Public Comment](#)
Subject: Email Comment For April 26, 2023 South Pasadena Special Joint Session Meeting for Agenda Item 3 & 4
Date: Monday, April 24, 2023 11:10:54 AM

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

To the South Pasadena City Council, City Manager and Mobility & Transportation Infrastructure Commission,

The Mobility & Transportation Infrastructure Commission should review the commission meeting for June 16, 2020 which brought up the state of the streets. Also, there was a presentation on the 2020-2025 citywide pavement management program. In addition, this program was done for the 2015-2020. Agenda Item 2 and 3 bring up the state of South Pasadena city streets and what the commission at the time was going to bring to city council on what streets in South Pasadena should be paved. Ten streets were approve by the commission to bring up to the South Pasadena City Council at that time. The South Pasadena City council and Mobility & Transportation Infrastructure commission should look back on agenda item 2 and 3 of how the state of the streets were at that time.

From, South Pasadena Resident John

From: [Anthony Lai](#)
To: [Evelyn Zneimer](#); [PWC Public Comments](#); [City Council Public Comment](#); [MTIC Public Comments](#)
Subject: Public Comment (General) re: Monterey Hills Curb Ramps
Date: Wednesday, April 19, 2023 11:57:19 AM

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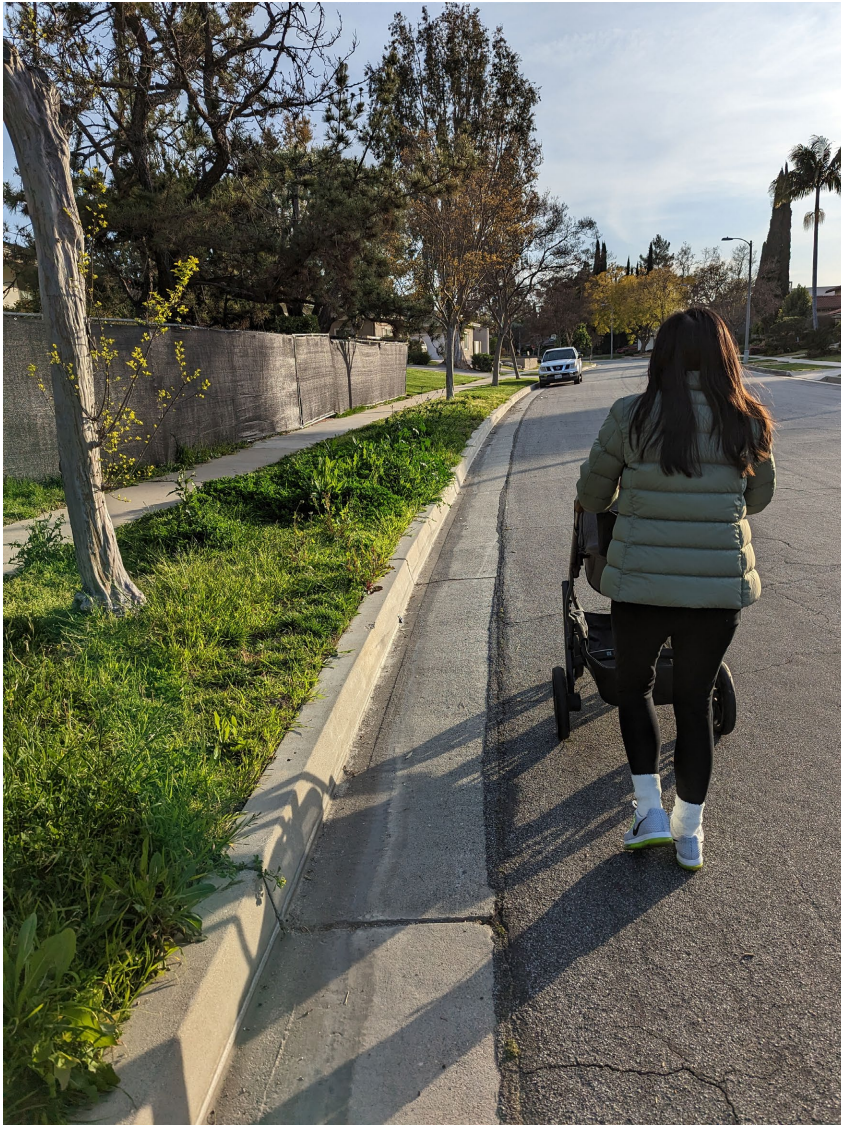
Dear Mayor Pro Tem Zneimer, City Council, and Related Commissions,

I am writing to request your urgent attention to the installation of curb ramps in the Monterey Hills area of South Pasadena. As a resident of this neighborhood, I am deeply concerned about the lack of curb ramps in the area, which poses a significant risk to pedestrians, including parents with strollers, seniors, and people with disabilities.

I have attached two photographs for your reference. The first photograph depicts my wife struggling to navigate the sidewalk with our infant daughter in a stroller, unable to cross the street due to the absence of a curb ramp. This forces her to go into the street, alongside vehicle traffic, putting both her and our daughter at risk.



The second photograph shows my wife pushing the same stroller in the street, with oncoming traffic driving well in excess of the speed limit, as she is unable to cross the street safely for approximately 100 yards due to the missing curb ramps.



The absence of curb ramps in the Monterey Hills area creates a hazardous situation for pedestrians, forcing them to either attempt to navigate steep curbs or venture into the street alongside moving vehicles. This puts vulnerable individuals, including children, elderly individuals, and people with disabilities, at risk of accidents and injuries. As a community, we cannot afford to ignore this issue, and action must be taken to prioritize the installation of curb ramps for the safety of all pedestrians.

I strongly urge the Public Works Commission and City Council to prioritize the installation of curb ramps in the Monterey Hills area as part of your upcoming infrastructure and safety improvement projects. This will ensure that all pedestrians, including parents with strollers, seniors, and people with disabilities, have safe and accessible routes for crossing streets and navigating sidewalks. The safety and well-being of our community members should be the top priority, and I believe that installing curb ramps in the Monterey Hills area is a crucial step towards achieving that goal.

Together we can build a better, safer and more walkable community for South Pasadena residents. Thank you.

Respectfully,

Anthony Lai
Resident

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From: [Ella Hushagen](#)
To: [City Council Public Comment](#)
Subject: Fwd: MTIC agenda item 3 - add"l public comment
Date: Wednesday, April 26, 2023 12:04:03 PM

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

Dear Councilmembers and Commissioners:

Last week, MTIC considered the issues surrounding the intersection of Huntington and Marengo. I encourage you to incorporate an evaluation of safety concerns at Huntington and Marengo with the City's overall assessment of hazards along Huntington Drive. In the meantime, please leave two crossing guards in place at the intersection during the coming school year to protect our kids walking to school.

Here are some points of clarification that were omitted during MTIC's discussion last week:

- There are already countdown signals at all four pedestrian boxes on Huntington and Marengo.
- Pedestrians have 30 seconds to cross Huntington, which is enough time to cross even with small children. The timing is adequate.
- The parking on Huntington, both east- and westbound, is extremely close to the intersection. As a result, motorists taking a right from Huntington onto Marengo have poor visibility to see pedestrians in the crosswalk.

The Commissioners agreed that the consultant's report about the presence of two crossing guards was incomplete.

- The consultant should request SPPD for all dates when they have performed traffic enforcement at the location, and for all citations issued at the location. The number of citations without the context of how often traffic enforcement has been stationed at the intersection will be meaningless.
- The consultant should provide data regarding collisions at the intersection at all times of day given that it is recommending structural changes.
- The consultant should include data about collisions at other intersections of Huntington Dr. in South Pasadena, and data regarding collisions along other major corridors in the City for comparison.

The consultant's report and staff memo are also lacking in qualitative data. One of the MTIC Commissioners characterized the community's request to add a crossing guard at Huntington and Marengo, after numerous near misses at the intersection, as "a political process." That undermines the value of community input. Right now, the public comment process is the only way for the community to alert decision-makers about our experiences.

I have spoken to the crossing guards who work or worked the intersection at Huntington and Marengo multiple times. They all agree that it is a peculiarly hazardous assignment, and two guards are necessary to protect kids and other pedestrians from hurried motorists. I encourage the Commissioners to walk there and speak with the crossing guards themselves.

Ella Hushagen

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Mark Perez

From: Ed Simpson [REDACTED]
Sent: Wednesday, April 26, 2023 11:01 AM
To: City Council Public Comment
Subject: Closed Session Item/Affordable Housing

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 Council Members,

We understand the affordable housing issue is on the agenda tonight in closed session.

Like most in our City, we came from somewhere else, and at that time we could afford a home here. Now that is not the case for many people; however, it is not fair to residents to radically change what we have so that others can live here.

The overpopulation of the planet has been ignored in this country because that fact has not affected us as it has elsewhere. We have looked away from the crowded American cities or rural towns with poor people living sad and hopeless lives. The U.S. population is increasing by our citizens, and many people move to America from crowded countries and from those hit by natural disasters. Eventually we all will be experiencing the pressure that more humans bring, including needing more food, water, medical care, schools, police, fire and other services.

We do not believe no affordable housing should be built here, but it must not mean that we have to accept changes that so negatively impact our lives.

Thank you.

Ed and Bee Simpson
[REDACTED]

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