CITY OF SOUTH PASADENA
PUBLIC WORKS INFRASTRUCTURE COMMISSION
REGULAR MEETING AGENDA

WEDNESDAY DECEMBER 10, 2025 at 6:30 p.m.
CITY COUNCIL CHAMBERS
1424 MISSION STREET, SOUTH PASADENA, CA 91030

South Pasadena Commission Statement of Civility

As your appointed governing board, we will treat each other, members of the public, and city employees with patience, civility and courtesy as a model of the same behavior we wish to reflect in South Pasadena for the conduct of all city business and community participation. The decisions made today will be for the benefit of the South Pasadena community and not for personal gain.

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

The South Pasadena Mobility and Transportation Infrastructure Commission Meeting will be conducted in-person from the Council Chambers, Amedee O. "Dick" Richards, Jr., located at 1424 Mission Street, South Pasadena. The meeting will be available:

- In Person – City Council Chambers, 1424 Mission Street, South Pasadena, CA 91030
- Via Zoom – **Meeting ID: 847 2772 5295**

To maximize public safety while still maintaining transparency and public access, members of the public can observe the meeting via Zoom in one of the three methods below.

1. Go to the Zoom website, https://zoom.us/join and enter the Zoom Meeting information; **or**
2. Click on the following unique Zoom meeting link: https://us02web.zoom.us/j/84727725295
3. You may listen to the meeting by calling: +1-669-900-6833 and entering the Zoom Meeting ID (847 2772 5295)

CALL TO ORDER: Chair Abelson

ROLL CALL:

Vice Chair Hannah Brunelle	Commissioner Sam Hernandez
Commissioner Eric Dunlap	Commissioner Avin Sharma
Commissioner Russell Kerwin	Commission David Maling
Commissioner Ryan Jones	

CITY COUNCIL LIAISON: Councilmember Omari Ferguson

STAFF PRESENT: Julian Lee, Public Works Director ("PWD"), Anteneh Tesfaye, Public Works Deputy Director ("PWDD"), Bassam AL-Beitawi, Transportation Program Manager ("TPM"), Michael Vartanians, City Engineer ("CE"), Phillip Tran, Management Analyst, Rigoberto Escobedo, Management Assistant.

PLEDGE OF ALLEGIANCE: Commissioner Jones

PUBLIC COMMENT AND SUGGESTIONS ***(****Public Comments are limited to 3 minutes****)*** The PWIC welcomes public input. If you would like to comment on this agenda item, members of the public may participate by means of one of the following options:

Option 1: Participants will be able to "raise their hand" using the Zoom icon during the meeting, and they will have their microphone un-muted during the comment portion of the agenda to speak for up to 3 minutes; or

Option 2: Email public comment(s) to: pwicpubliccomments@southpasadenaca.gov. **Public Comments received in writing will not be read aloud at the meeting but will be part of the meeting record.** Written Public Comments will be uploaded online for public viewing under Additional Documents. There is no word limit on emailed Public Comment(s).

Please make sure to indicate:
1) Your name (optional)
2) What agenda item you are submitting public comment on, and/or
3) Submit by no later than 12:00 pm., on the day of the Commission meeting.

NOTE: Pursuant to State law, the Commission may not discuss or take action on issues not on the meeting agenda, except that members of the Commission or staff may briefly respond to statements made or questions posed by persons exercising public testimony rights (Government Code Section 54954.2). Staff may be asked to follow up on such items.

1. PUBLIC COMMENT – GENERAL

CHANGES TO AGENDA

2. REORDERING OF, ADDITIONS, OR DELETIONS TO AGENDA

PRESENTATION

3. NEIGHBORHOOD TRAFFIC CALMING TOOLBOX

4. UPDATE ON STATUS OF CIP PROJECTS

ACTION/DISCUSSION

5. ADOPTION OF RESOLUTION SETTING THE DATE, TIME AND PLACE OF REGULAR COMMISSION MEETINGS

Recommendation

It is recommended that the Commission review and consider for adoption the Resolution setting the date, time and place of regular commission meetings.

6. APPROVAL OF MINUTES OF REGULAR PWIC MEETING ON NOVEMBER 12, 2025

Recommendation
It is recommended that the Commission review and consider approval of the November 12, 2025, Regular PWIC Meeting Minutes.

COMMUNICATIONS

7. CITY COUNCIL LIAISON COMMUNICATIONS

8. COMMISSIONER COMMUNICATIONS

9. STAFF LIAISON COMMUNICATIONS

ADJOURNMENT

FOR YOUR INFORMATION

FUTURE PUBLIC WORKS INFRASTRUCTURE COMMISSION MEETINGS

January 14, 2026	Council Chamber	6:30 P.M.
February 11, 2026	Council Chamber	6:30 P.M.
March 11, 2026	Council Chamber	6:30 P.M.

PUBLIC ACCESS TO AGENDA DOCUMENTS AND BROADCASTING OF MEETINGS

Commission meeting agenda packets are available online at the City website: https://www.southpasadenaca.gov/Your-Government/Boards-Commissions/Public-Works-Infrastructure-Commission

ACCOMMODATIONS

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

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

12/4/2025 /s/
Date Phillip Tran, Public Works Management Analyst

ITEM 3

NEIGHBORHOOD TRAFFIC CALMING TOOLBOX

Neighborhood Traffic Calming Toolbox

Public Works Infrastructure Commission (PWIC) Meeting
December 10th, 2025

Prepared By: Public Works Department – Transportation Division

City of SOUTH PASADENA

Neighborhood Traffic Calming Toolbox

Introduction:

The Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE) have collaborated to produce a Traffic Calming ePrimer with a toolbox that includes a variety of traffic calming tools. The ePrimer/Toolbox is the result of several decades of traffic calming experience in the U.S.

Definition and Purpose of Traffic Calming:

FHWA and ITE have defined traffic calming as reduction of automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling. Traffic Calming helps increase the quality of life by reducing automobile speeds and volumes on residential streets by implementing various tools to meet broader social needs and facilitate safe and efficient movement of all street users.

Traffic Calming Measures Included in the Toolbox:

Traffic calming measures are grouped within four categories:

- Horizontal deflection
- Vertical deflection
- Street width reduction
- Routing restriction

Neighborhood Traffic Calming Toolbox

Horizontal deflection hinders the ability of a motorist to drive in a straight line by creating a horizontal shift in the roadway. This shift forces a motorist to slow the vehicle to comfortably navigate the measure. These include:

- Lateral shift
- Chicane
- Realigned intersection
- Traffic circle
- Small modern roundabout and mini-roundabout
- Roundabout

Vertical deflection creates a change in the height of the roadway that forces a motorist to slow down to maintain an acceptable level of comfort. The types of vertical deflections are:

- Speed hump
- Speed cushion
- Speed table
- Raised crosswalk
- Raised intersection

Neighborhood Traffic Calming Toolbox

Street width reduction narrows the width of a vehicle travel lane. As a result, a motorist slows the vehicle in order to maintain an acceptable level of comfort and safety. The types of street width reductions are:

- Corner extension (i.e., a curb extension at an intersection)
- Choker (i.e., a midblock curb extension)
- Median island
- On-street parking
- Road diet

Routing restriction prevents particular vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic. The types of routing restrictions :

- Diagonal diverter
- Full closure
- Half closure, as illustrated in Figure 1.4
- Median barrier
- Forced turn island

Neighborhood Traffic Calming Toolbox

Measures NOT Included in the Toolbox

Why some traffic calming measures are not included in the Toolbox :

- The measure is a standard traffic control measure typically used for improving traffic flow and has a secondary benefit for non-motorist safety.
- The measure produces only a temporary or short-lived benefit.
- The measure requires enforcement.
- The measure has minimal or no measurable effect on vehicle speed or non-motorist safety.

The excluded measures include:

- **Signs** (Stop, Yield, turn prohibition, traffic calmed neighborhood, through traffic prohibition, one-way, speed limit, commercial vehicle restriction, motorist feedback)
- **Pavement markings** (marked crosswalk, pavement color change, narrowed lanes, transverse markings, school zones)
- **Corner radius reduction**
- **Textured pavement** and rumble strips
- S**treetscaping**/landscaping

Although the Toolbox focuses on mostly physical measures to calm traffic, non-physical measures can also be an effective part of traffic calming. For example, educational and enforcement efforts have long been used as part of a neighborhood traffic calming program and should continue to be considered as either supplements to self-enforcing physical means or as a precursor to physical measures.

Neighborhood Traffic Calming Toolbox

Toolbox of Individual Traffic Calming Measures:

Three important factors should be taken into consideration when selecting traffic calming measures:

1. **Applicability and Acceptability of Individual Traffic Calming Measures:**
    a. Location – Intersection or Roadway Segment
    b. Roadway Functional Classification
    c. Other attributes of Roadway Function – Emergency Service Access, Presence of a Transit Route, Etc.

Neighborhood Traffic Calming Toolbox

2. <u>Cost of Individual Traffic Calming Measures (continued):</u>

The cost of a measure is an important consideration in its evaluation and, ultimately, selection. The wide variance in the cost estimate for each measure is due to the following five key factors:

- **Size** – the area covered by a traffic calming measure can significantly influence the cost (for example, a forced turn island at a local residential street intersection is likely to be smaller than one provided at a collector/arterial intersection);

- **Project Scale** – the overall project scale and number of measures constructed has a significant impact on the cost of a project (for example, the unit cost per speed hump for a single installation can be significantly more than for a series of speed humps);

- **Landscaping** – the extent and type of landscaping (and the cost of providing the appropriate environment in which to flourish) can have a wide cost range;

- **Drainage** – the addition of a traffic calming measure may influence the drainage of the roadway and improvements would be required to maintain proper roadway drainage; and

- **Utility Access Points** – the relocation or redesign of access to drains, valves, etc. can represent a significant cost

Neighborhood Traffic Calming Toolbox

3. Temporary Versus Permanent Installation

It may be appropriate to install a temporary version of a traffic calming measure under certain circumstances. Examples include:

- When there is a need to verify that the location, configuration, and geometry of a traffic calming measure will produce the desired effect (e.g., vehicle speed change, motorist compliance, vehicle maneuverability), before investment in a permanent feature When there are insufficient funds available for permanent construction

- When there is a desire to gauge community reaction to, or opinion of, the measure before investment in a permanent feature; or

- A short-term initiative is needed to provide traffic calming on a local street during a major traffic generating event or nearby construction on the highway system.

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

Toolbox of Individual Traffic Calming Measures:

1. Roundabout:

A roundabout is an intersection design used as a replacement for signalized intersection or All-Way stop-controlled intersection. A full roundabout is typically appropriate only at the intersection of two arterial streets or of an arterial street with a collector street. The full roundabout does not generally fit within lower classification street intersections such as residential streets.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Intersections of arterial and/or collector streets. • One or more entering lanes. • Can be used at intersections with high volumes of large trucks and buses, depending on design.	• Effectively reduces vehicle speeds. • Reduces collision potential. • Better side-street access.	• Parking Removal Required • May increase bicycle/automobile conflict • Requires additional right –of-way • Expensive	• Reduce vehicle speeds. • Reduce delay at an intersection.	$300,000 - $2M for medium to large roundabout. (small roundabouts are considered mini-roundabouts)

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

2. Small Modern Roundabout and Mini Roundabout (Not Traffic Circle):

A small modern roundabout and mini-roundabout are raised islands, placed within an unsignalized intersection.

The principal difference between a small modern roundabout and a mini-roundabout is at the center island. For a small modern roundabout, the center island is not traversable and can be landscaped. In contrast, the center island of a mini-roundabout is fully traversable.

Small Modern Roundabout

Mini Roundabout

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Intersections of local and/or collector streets. • One lane each direction entering intersection. • Not typically used at intersections with high volume of large trucks or buses turning left.	• Effectively reduces vehicle speeds. • Reduces collision potential. • Better side-street access. • Opportunity for landscaping.	• Parking removal required. • May increase bicycle/automobile conflicts. • Requires additional right-of-way. • Expensive.	• Reduce vehicle speeds. • Reduce delay at an intersection.	$50,000 - $150,000 per street intersection

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

3. Traffic Circle (Not a Roundabout):

A traffic circle is a raised island, placed within an unsignalized intersection. A traffic circle can have Stop signs or Yield signs on the intersection approaches.

The primary benefit of a traffic circle is an expected reduction in the number of angle and turning collisions. An additional benefit is that it can slow high-speed traffic at the intersection.

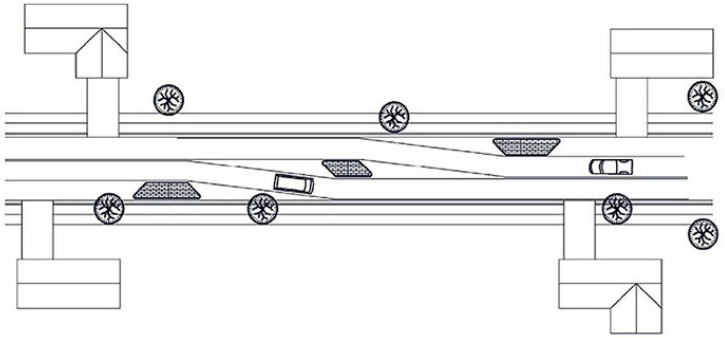
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate at intersections of local streets. • One lane each direction entering intersection. • Not typically used at intersections with high volumes of large trucks or buses turning left	• On average can achieve 11% reduction in 85th percentile speeds. • 71% decrease in annual collisions. • 5% reduction in traffic volumes. • Can have positive aesthetic value.	• Requires careful design to allow passage of emergency vehicles and avoid traffic encroaching on pedestrian crosswalks	• Reduce excessive vehicle speeds. • Improve pedestrian and bicyclist safety. • Enhance neighborhood identity.	$75,000 - $200,000 per intersection

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

4. <u>Lateral Shift:</u>

A lateral shift is a realignment of an otherwise straight street that causes travel lanes to shift in one direction.



Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for local, collector, or arterial roadways. • Appropriate for one-lane one-way and two-lane two-way streets. • Appropriate on roads with or without dedicated bicycle facilities, and transit routes.	• Effectively reduces vehicle speeds. • Low impact on emergency vehicles. • Opportunity for landscaping.	• Loss of parking. • Increased maintenance. • May impact driveways. • May be expensive.	• Reduce vehicle speeds	$10,000 per 1000 ft. on typical residential street (striping only). $ $50,000 with raised islands (two on a 1000 ft. long residential street)

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

5. Chicane:

A chicane is a series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path.

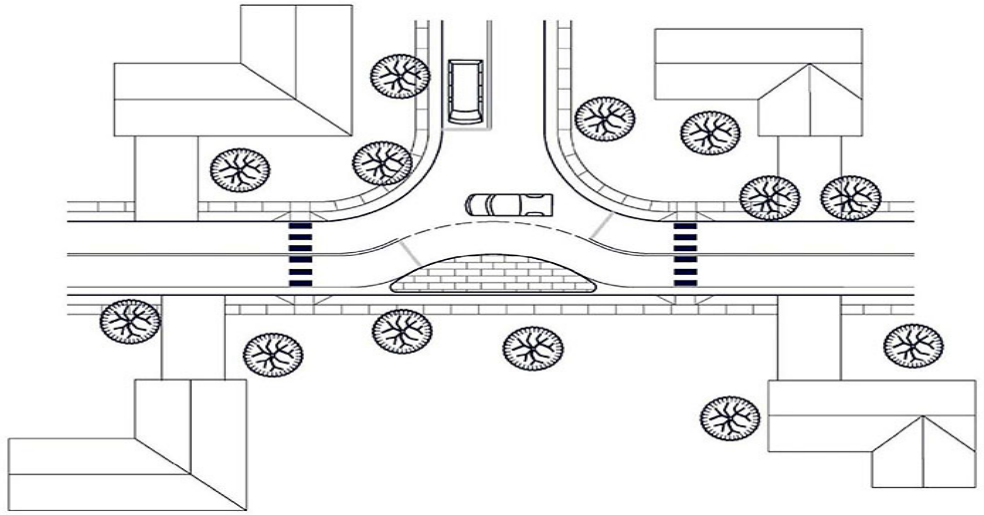
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for mid-block locations but can be an entire block if it is short • Effective with low volumes and speed limit of 35 mph or less. • Applicable on one-lane one-way and two-lane two-way roadways	• On average can achieve reduction in 85th percentile speeds by 6%. • Can reduce vehicular volume by15% per day. • Little or no increase in noise levels. • Little if any impediment to transit/bus service.	• Loss of on-street parking at chicane location	• Reduce excessive vehicle speeds • Enhance neighborhood identity	$8,000 - $25,000 depending on project size

Neighborhood Traffic Calming Toolbox

Horizontal Deflection

6. Realigned Intersection:

A realigned intersection is the reconfiguration of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection. The most common application is the conversion of a T-intersection with straight approaches into curving streets meeting at right angles.



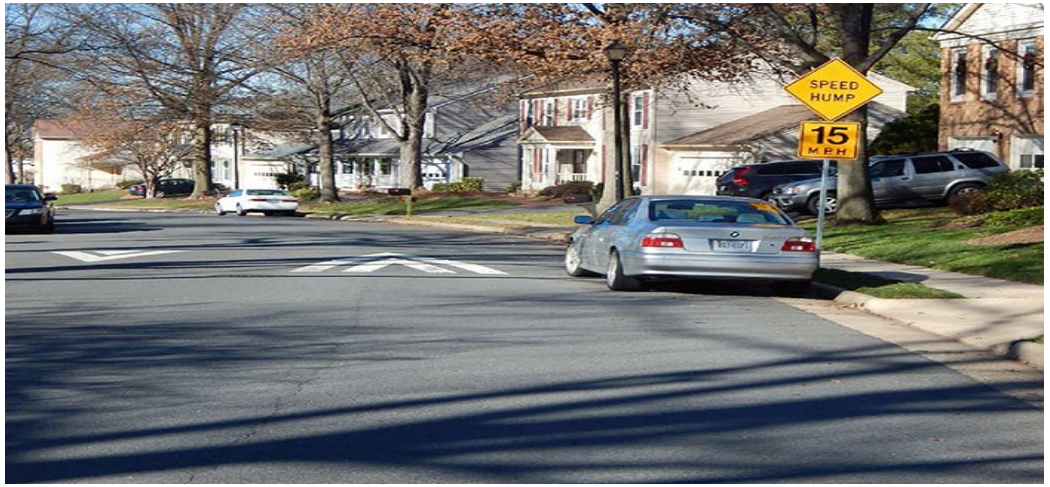
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for collector or local streets. • Most applicable at T-intersections. • Applicable on one-way and two-way roadways. • Most commonly installed on closed-section.	• Reduces vehicle speeds. • No significant impact on emergency and transit service. • May discourage through traffic. • Opportunity for landscaping.	• Removal of parking required. • Increased maintenance. • May divert traffic to other streets.	• Reduce vehicular speed approaching intersection	$10,000 - $20,000

Neighborhood Traffic Calming Toolbox

Vertical Deflection

7. Speed Humps:

A speed hump is an elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow. A speed hump is typically 3 inches in height (with applications as high as 4 inches) and 12 feet in length along the vehicle travel path.



Application	Advantage	Disadvantage	Targeted Goals	Cost
• Residential local streets and residential /neighborhood collectors. • Appropriate for mid-block placement. • Can be used on a one-lane one-way or two-lane two-way street.	• relatively inexpensive • They are relatively easy for bicycles to cross if designed appropriately • Very effective in slowing travel speeds.	• May not be appropriate for use near curves • Speed humps will not be considered on streets with grades steeper than 8%; traffic volumes greater than 5,000 vehicles per day; or designated evacuation, truck, or transit routes • Noise from vehicles slowing	• Reduce excessive vehicle speeds.	Approximately $9,000 (3 sets of speed hump on a typical residential street of 1,000 ft. long)

Neighborhood Traffic Calming Toolbox

Vertical Deflection

8. Speed Cushion:

speed cushion consists of two or more raised areas placed laterally across a roadway. The height and length of the raised areas are comparable to the dimensions of a speed hump. The primary difference is that a speed cushion has gaps between the raised areas to enable a vehicle with a wide track (e.g., a large emergency vehicle, some trucks, some buses) to pass though the feature without any vertical deflection.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• local and collector streets. • mid-block locations only.	• Very effective in reducing speeds. • Can reduce vehicle volumes. • Emergency response vehicle friendly. • Minimum maintenance	• May divert traffic to parallel streets. • Not aesthetically pleasing • Increases noise in the vicinity of the cushions.	• Reduce excessive vehicle speeds	3 Sets of Cushions on a typical residential street. Rubber Cushion = $12,000 Asphalt Cushion = $18,000

Neighborhood Traffic Calming Toolbox

Vertical Deflection

9. Speed Table:

speed table is a raised area placed across the roadway designed to physically limit the speed at which a vehicle can traverse it. Like a speed hump, it extends across the travel way. However, **Unlike a speed hump**, a speed table has a long enough flat top (typically, 10 feet) to accommodate the entire wheelbase of most passenger cars.

Speed Table

Raised Crosswalk

When a speed table is designated as a crosswalk through the use of striping, it is known as a raised crosswalk.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• local and collector streets; mid-block or at intersections. with/without crosswalks. • Can be used on a one-lane one-way or two-lane two-way street.	• Smoother on large vehicles (such as fire trucks) than Speed Humps. • Effective in reducing speeds, though not to the extent of Speed Humps.	• Questionable aesthetics, if no textured materials are used. • Textured materials, if used, can be expensive. • May increase noise and air pollution.	• Reduce excessive vehicle speeds.	3 sets of speed tables on a typical residential street = $24,000

Neighborhood Traffic Calming Toolbox

10. Raised Intersection:

A raised intersection is a flat, raised area covering an entire intersection with ramps on all approaches. It is essentially a speed table that covers an entire intersection, including the crosswalks. A raised intersection typically rises to sidewalk level.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Intersections of collector, local, and residential streets • Installed at signalized or all-way stop controlled intersections with high pedestrian crossing demand.	• Effectively reduces vehicle speeds at uncontrolled intersections. • Enhances pedestrian safety. • Can be aesthetically pleasing.	• Expensive to construct and maintain. • Requires drainage modifications. • Affects emergency vehicle response time.	• Reduce excessive vehicle speeds. • Enhance Pedestrian Safety.	$100,000 per intersection.

Neighborhood Traffic Calming Toolbox

11. Corner Curb Extension / Bulb-Out:

A curb extension is a horizontal extension of the sidewalk into the street resulting in a narrower roadway section. This device may be used at either corner or midblock. *A curb extension at an intersection is called a* **corner extension or bulb-out**. *A curb extension located midblock is called a* ***choker***

Corner Extension / Bulb-Out

Chocker

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Arterials, collectors, or local streets • Can be used on one-way and two-way streets. • Installed only on closed-section roads (i.e. curb and gutter)	• Improve pedestrian visibility. • Shorter pedestrian crossing width. • May reduce vehicle speeds. • Opportunity for landscaping	• May require parking removal. • May be problematic for bicyclists. • May create drainage issues. • Impacts large vehicle turns.	• Reduce excessive vehicle speeds. • Improve Pedestrian Safety. • Enhance neighborhood identity.	**Curb extension:** **No drainage:** $12,000 per intersection (four corners) **With drainage:** up to $40,000.

Neighborhood Traffic Calming Toolbox

Street Width Reduction

12. Chocker:

When a curb extension is located at a midblock location it is called Chocker

A choker can be located at any spacing desired for traffic calming.

A choker may be a good location to place a midblock crosswalk (either level with the roadway or as a raised crosswalk) because it shortens the distance a pedestrian walks on the travel way.

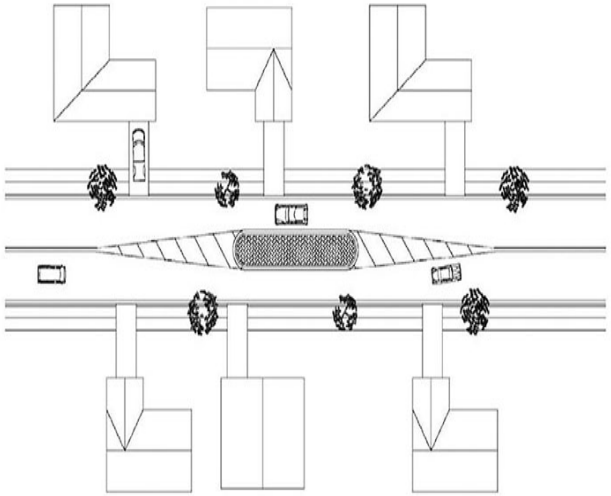
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Can be created by a pair of curb extensions. • Can be located at any spacing desired • Suitable for a mid-block crosswalk • Appropriate for arterials, collectors, or local streets	• Encourages lower speeds. • Can result in shorter pedestrian crossing distances if a mid-block crossing is provided.	• May force bicyclists and motor vehicles to share the travel lane • May require some parking removal • May require relocation of drainage features and utilities	• Reduce excessive vehicle speeds. • Enhance neighborhood identity	**Chocker:** $15, 000 per set. 3-4 sets on a 1,000 ft. street segment

Neighborhood Traffic Calming Toolbox

Street Width Reduction

13. Median Island:

A median island narrowing is a raised island located along the street centerline that narrows the travel lanes at that location. The visual appearance of narrowed lanes encourages a motorist to slow.



Application	Advantage	Disadvantage	Targeted Goals	Cost
• Arterial, collector, or local roads. • Can often double as a pedestrian/bicycle refuge islands if a cut in the island is provided along a marked crosswalk, or bike facility.	• Reduces vehicle speeds. • Can reduce vehicle conflicts. • Reduces pedestrian crossing width. • Landscaping opportunity.	• May require parking removal. • May reduce driveway access. • May impact emergency vehicles. • May divert traffic to other streets.	• Manage traffic volumes. • Reduce excessive vehicle speeds. • Improve pedestrian and bicyclist safety. • Enhance neighborhood identity.	$25,000 - $75,000 depending on island width.

Neighborhood Traffic Calming Toolbox

Street Width Reduction

14. Striped Lane Narrowing (On-Street Parking):

Striped lane narrowing can effectively narrow the roadway travel lanes by adding side friction (parking lane delineation) to the traffic flow. On-street parking can be allowed on one or both sides of a roadway.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Acceptable for all roadway functional classifications. • Can combine with curb extensions for protected parking. • Can be used on one-way or two-way streets • Appropriate along bus transit routes	• Inexpensive. • Striping can repurpose excess width to create bike and/or parking lanes without reducing number of travel lanes. • Does not physically slow emergency vehicles (or buses).	• Has not been shown to significantly reduce travel speeds. • Requires regular maintenance	• Reduce excessive vehicle speeds • Improve pedestrian and bicyclist safety	$3,000 (one side) per 1,000 ft. long typical residential street segment.

Neighborhood Traffic Calming Toolbox

15. Road Diet:

A road diet is the conversion of an undivided roadway to a cross-section with fewer or narrower through motor vehicle travel lanes. The reduction in the number of lanes permits the inclusion of facilities for other uses, such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking.

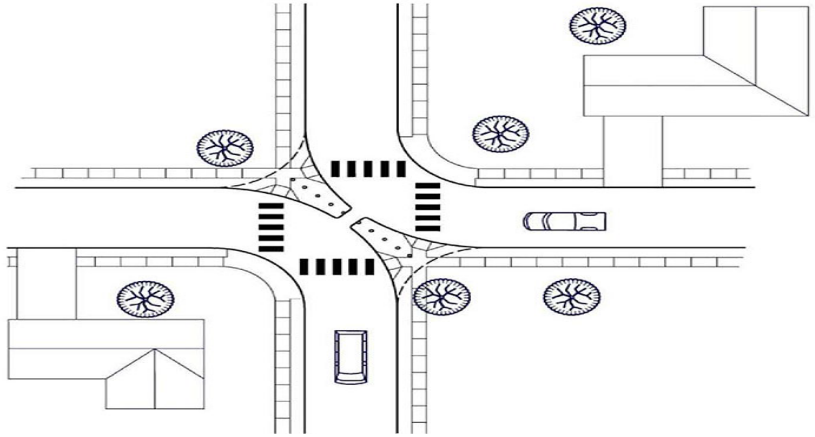
Application	Advantage	Disadvantage	Targeted Goals	Cost
• Acceptability for nearly all roadway functional classifications. • Can be applied in urban, suburban, or rural settings. • Appropriate for most common speed limits. • Can be applied at/near intersections or along road segments. • Appropriate along transit routes. • Appropriate along emergency vehicle routs	• Reduces severity of pedestrian/vehicle conflicts. • Reduces severity of bicyclist/vehicle conflicts. • Potential crash reduction of between 19% and 47%	• Elimination of On-Street parking spaces • Reduced capacity and increased congestion	• Vehicular Speed Reduction	A minimum of $25,000 per quarter (1/4) mile.

Neighborhood Traffic Calming Toolbox

Routing Restriction

16. Diagonal Diverter:

A diagonal diverter is a physical barrier placed diagonally across a four-legged intersection. The barrier creates two unconnected intersections. Traffic approaching the intersection is restricted to one receiving leg, rather than three.



Application	Advantage	Disadvantage	Targeted Goals	Cost
• Applied only after other measures are deemed ineffective or inappropriate. • Often used in sets to make travel through neighborhoods more circuitous	• Reduces cut-through traffic. • Self-enforcing. • Reduces vehicle conflicts. • Opportunity for landscaping.	• Increases out of direction travel. • Increases trip lengths. • Impedes emergency vehicles.	• Reduction of vehicular volume. • Reduction of vehicular speed approaching intersection.	$15,000 per simple intersection. $100,000 per large/complex diverter with drainage issues.

Neighborhood Traffic Calming Toolbox

Routing Restriction

17. Full Street Closure:

A full street closure is a physical barrier placed across a street to close the street completely to through vehicle traffic. Full closure can be done at either an intersection or midblock. A full closure can be designed to allow bicyclists and pedestrians to pass through.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for local streets, at intersection, or mid-block. • Typically applied only after other measures have failed or are deemed inappropriate or ineffective • Typically found on closed-section roadways (i.e. curb and gutter)	• Can achieve 44% reduction in vehicles per day. • Able to maintain pedestrian and bicycle connectivity. • Emergency access provided in design. • Potential for stormwater capture.	• Causes access issues for local residents • Diverts traffic to another street • May not be feasible if impacts to drainage to other utilities	• Manage traffic volumes • Improve pedestrian and bicyclist safety. • Enhance neighborhood identity.	$30,000 - $200,00 (with drainage) per location.

Neighborhood Traffic Calming Toolbox

Routing Restriction

18. Partial/Half Street Closure:

A Partial/Half street closure is a physical barrier that blocks vehicle travel in one direction (i.e., creates a one-way street) for a short distance on an otherwise two-way street. A half closure is to be placed at an intersection with the intent to obstruct selected traffic movements to or from the intersection.

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Appropriate for local streets, and at intersection • Typically applied only after other measures have failed or are deemed inappropriate or ineffective. • Typically found on closed-section roadways (i.e. curb and gutter).	• On average can achieve reduction in 85th percentile speeds by 19%. • 42% reduction in vehicles per day • Able to maintain full pedestrian and bicycle access. • Potential for stormwater capture	• Causes access issues for local residents • Drivers can bypass the barriers by entering oncoming traffic	• Manage traffic volumes • Reduce excessive vehicle speeds • Improve pedestrian and bicyclist safety • Enhance neighborhood identity	$15,000 - $150,000 (with drainage) per location.

Neighborhood Traffic Calming Toolbox

Routing Restriction

19. Median Barrier and Forced Turn Island:

Median barrier and forced turn island are two variations of physical turn restrictions at an intersection that can be used to eliminate specific traffic flows (in particular, cut-through traffic) from entering or exiting a side street.

Forced Turn Island

Median Barrier

Application	Advantage	Disadvantage	Targeted Goals	Cost
• Used on arterial or collector roadways to restrict access to minor roads. • Typically applied only after other measures have failed or been deemed inappropriate / ineffective. • Used in sets to make travel to/through neighborhoods more circuitous.	• On average can achieve 31% reduction in vehicles per day. • Can improve safety at an intersection by prohibiting critical turning movements • Able to maintain. pedestrian and bicycle connectivity.	• May cause access issues for some residents	• Manage traffic volumes • Improve pedestrian and bicyclist safety • Enhance neighborhood identity	$15,000 - $40,000 per intersection

ITEM 4

UPDATE ON STATUS OF CIP PROJECTS

Capital Improvement Project Updates

South Pasadena Public Works Department

As of: 11/19/25

Table of Contents

General Building & Facilities

Citywide Facilities Repairs

Phase: Construction

Project No.: 5139

Project Description

Multiple projects are assigned to this project number. Some include renovation of the library Teen Room, flooring replacement at the library restroom lobby area, renovation of the HVAC system for the library Children's Room and for the Library Director's Office.

Project Data

Project Manager: Alex Main

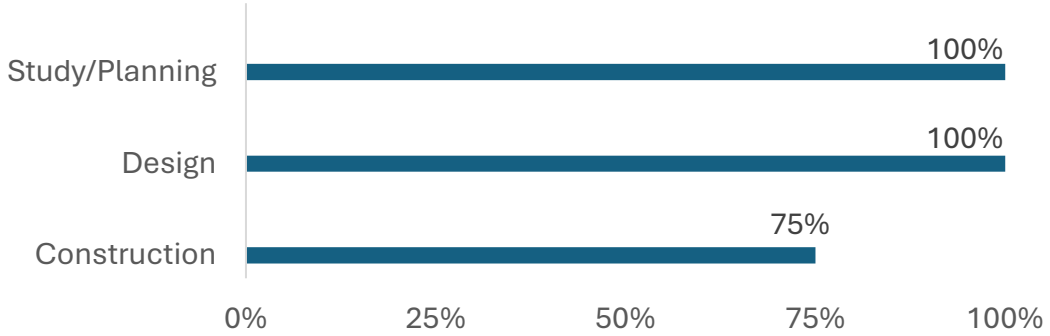
Designer/Contractor: Various

Funding Source(s): 105

Project Updates

- Multiple improvement projects were identified and created for construction.
- Projects under this category account includes improvements for the Children's Room & Library Director's Office, renovation of the Teen Room and replacement of damaged flooring at the restroom lobby area.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

FD Fire Station Front Bay Apparatus Door Replacement

Phase: Complete

Project No.: 5178

Project Description

This project replaces the retractable garage doors at the Fire Department and repairs associated components, enhancing overall functionality and security.

Project Data

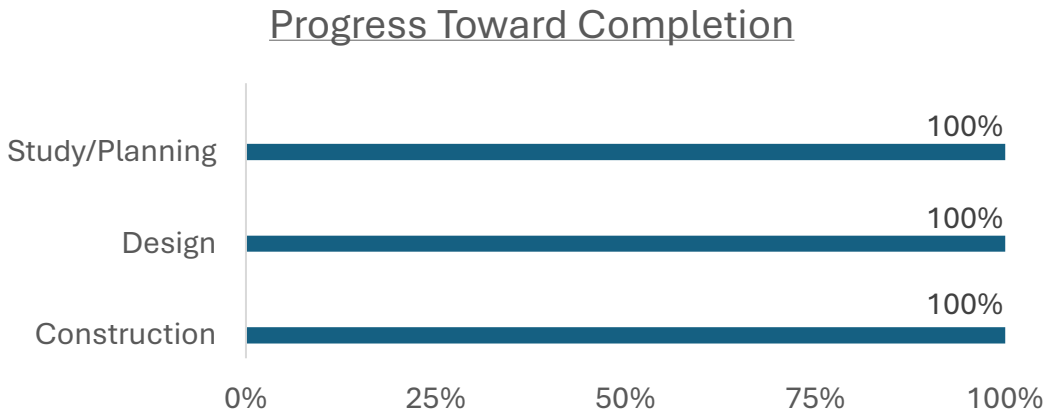
Project Manager: Michael Vartanians

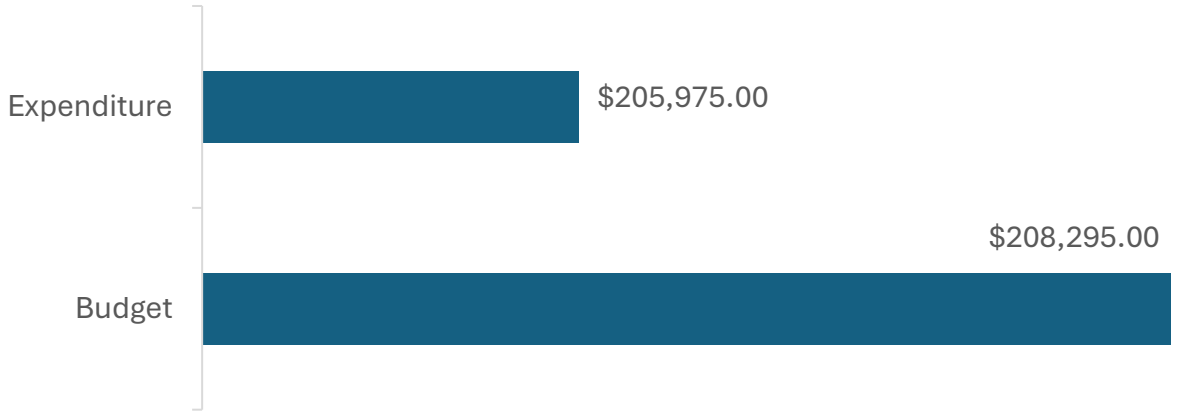
Designer/Contractor: Commercial Door Company, Inc.

Funding Source(s): 105, 116

Project Updates

- Contract Awarded: 11/6/24.
- Construction Started: 3/31/25.
- Project Completed: 7/2/25.





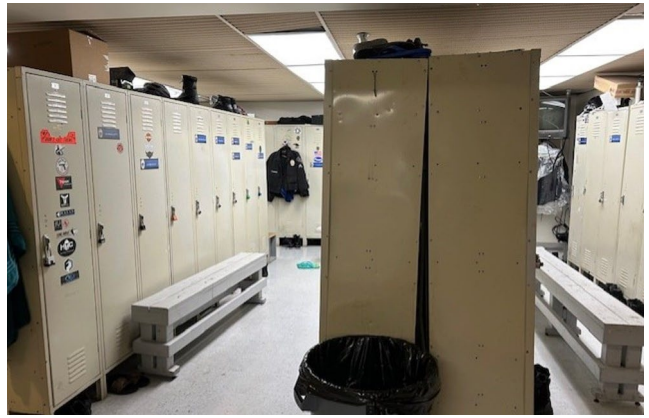
City of SOUTH PASADENA

As of: 11/19/25

PD Locker Room Remodel

Phase: Study/Planning

Project No.: 5175



Project Description

Project aims to remodel the men and women's locker rooms located in the basement located at City Hall. Remodel is intended to provide a more functional space with new flooring, lighting, restrooms, lockers, plumbing repairs, painting, signage, technology updates, television and other elements of interior improvements.

Project Data

Project Manager: Alex Main

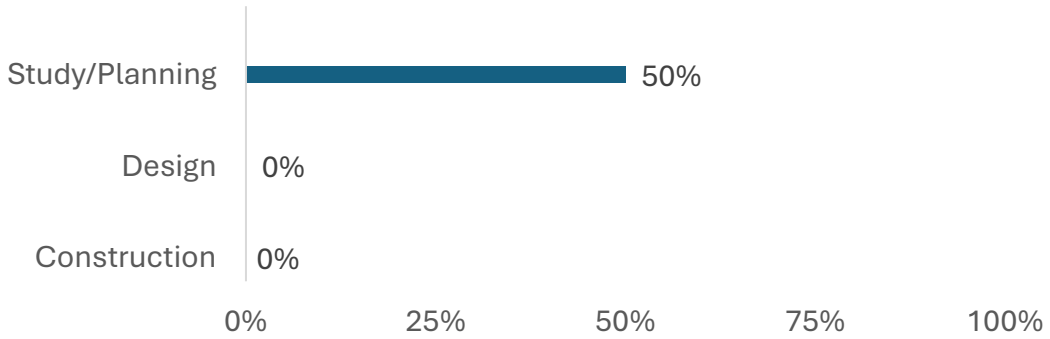
Designer/Contractor: PBK Architects

Funding Source(s): 105, 270

Project Updates

- Architecture firms solicited from Public Works prequalified list.
- PBK Architects selected for design experience with similar projects.
- Approval of PBK agreement and purchase order pending.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Police Department Front Counter/Lobby Remodel

Phase: Study/Planning

Project No.: 5174

Project Description

Remodel of front entrance counter and lobby to comply with ADA requirements. Scope includes replacing the existing pass-through countertop/window, redesign non-functioning east side window, new flooring, lighting, paint, technical display upgrades and signage.

Project Data

Project Manager: Alex Main

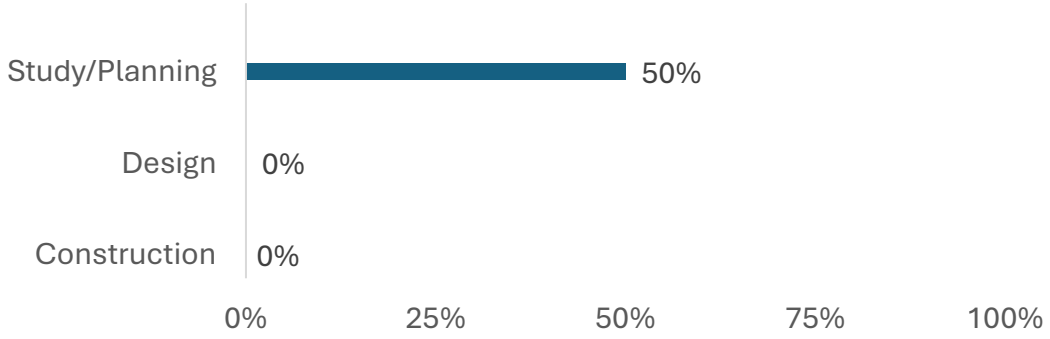
Designer/Contractor: TBD

Funding Source(s): 105

Project Updates

- Project pending budget assessment and project priority.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Police Department Briefing/Training Room Update

Phase: Study/Planning

Project No.: 5176

Project Description

Remodel of the Briefing Room located in the basement. Remodel is intended to provide a more functional space with expanded reconfiguration to allow for more tables, technology upgrades for presentations, new flooring, lighting, painting, signage and other elements of interior improvements.

Project Data

Project Manager: Alex Main

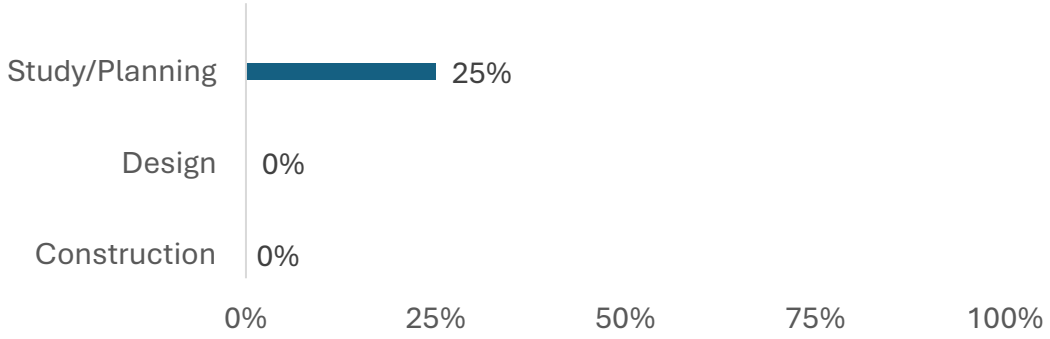
Designer/Contractor: TBD

Funding Source(s): 105

Project Updates

- Project pending budget assessment and project priority.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

War Memorial Sound System

Phase: Study/Planning

Project No.: 5159

Project Description

Install a new audio/visual (A/V) system at the War Memorial Building. The War Memorial building does not have any A/V components. This project will enable us to have the system in place including a projector, screen, and speakers complete with installation.

Project Data

Project Manager: Lucy Hakobian

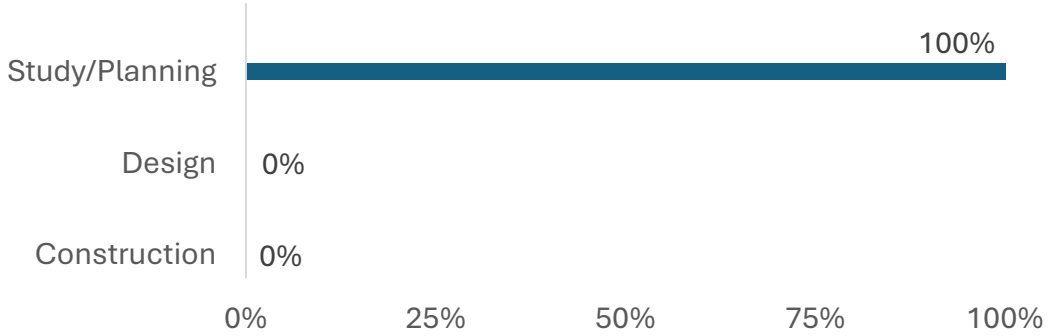
Designer/Contractor: Spectrum Studios

Funding Source(s): 105

Project Updates

- Solicited bids utilizing California Multiple Award Schedule (CMAS) 10/23/25.
- Staff report to be presented for approval at December City Council meeting.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Citywide Facilities Key System

Phase: Construction

Project No.: 5160

Project Description

Assessment and recommendation for an access key system in City building that do not have electrified access control and/or video surveillance security or where existing systems are obsolete. Evaluation of keyed and electronic access systems appropriate for city government operations that can be owner-operated, non-proprietary to providers, expandable and upgradable as technology advances.

Project Data

Project Manager: Alex Main

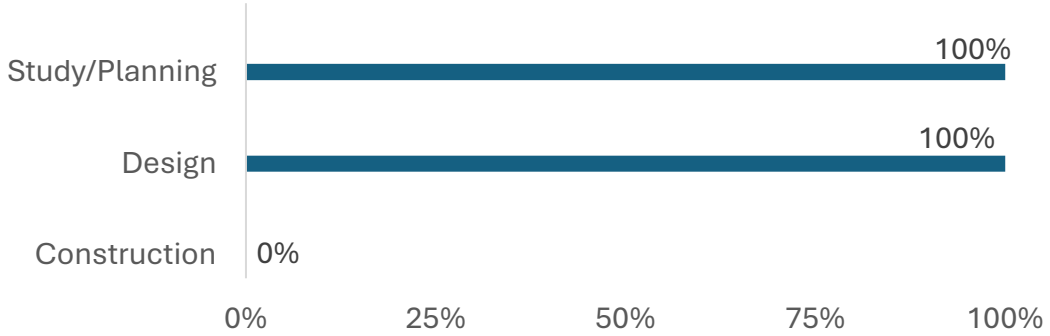
Designer/Contractor: Convergint Technologies LLC

Funding Source(s): 105

Project Updates

- A “Genetic” system was selected based on its technical attributes, expandability, industry reputation and recommendations from cities such as Pasadena.
- A “pilot project” at the library is scheduled to start on 11/17/25.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Citywide Facilities Assessment/Security Enhancement

Phase: Construction

Project No.: 5138

Project Description

Provide a new integrated security system in City buildings that do not have electrified access control and/or video surveillance security or where existing systems are obsolete. A “pilot project” is designated for the library. Scope includes new door card readers and CCTV cameras. Upon successful demonstration, the system is intended to be expanded to other city facilities.

Project Data

Project Manager: Alex Main

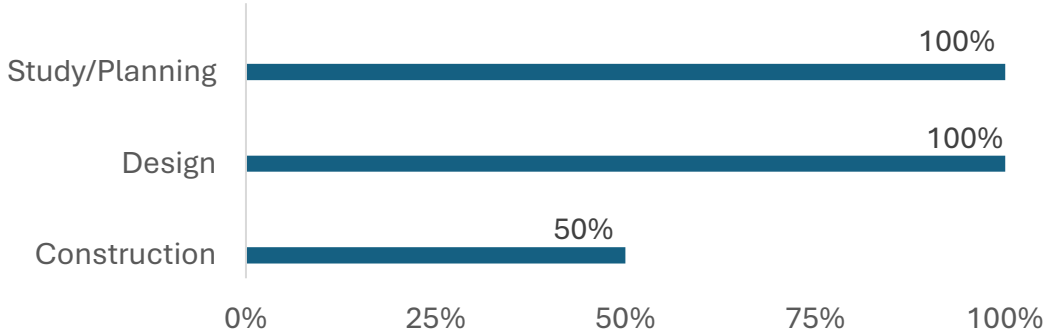
Designer/Contractor: Convergint Technologies LLC

Funding Source(s): 105

Project Updates

- Design and installation contractor has been selected and a non-proprietary system was determined to be the best solution.
- Pilot project at library in construction.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

FD Diesel Exhaust System Replacement

Phase: Construction

Project No.: 5213

Project Description

The project involves removing the outdated exhaust and ducted air systems at Fire Station 81 and installing a new rail-based magnetic diesel exhaust extraction system to safely capture and remove vehicle emissions at the source. This upgrade enhances firefighter health and safety, ensures compliance with air quality standards, and improves overall operational safety.

Project Data

Project Manager: Anthony Porraz

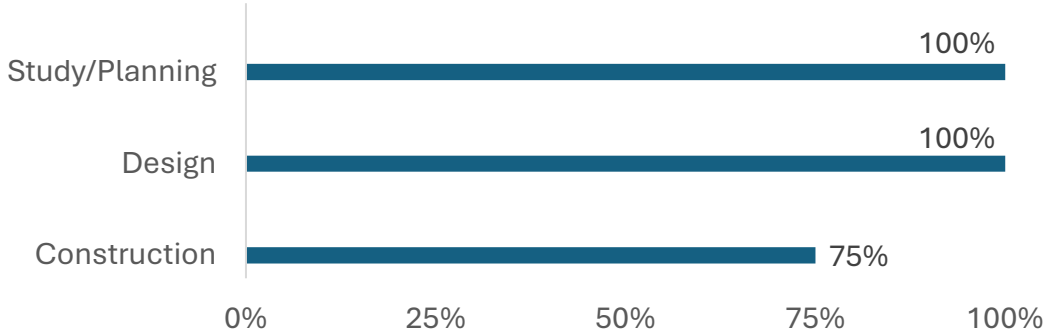
Designer/Contractor: Air Exchange, Inc.

Funding Source(s): 105

Project Updates

- Contract agreement approved by Council 10/1/25.
- PO issued (6-week lead time on parts) 10/22/25.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Senior Center Flooring

Phase: Complete

Project No.: 5210

Project Description

Replacement of the old orange color VCT (vinyl composition tile) with new wood pattern LVP (luxury vinyl plank) tile including new wall base. Related work included patching of roofs and exterior wall cracks at the entrances along Fairview Ave to protect against previously experienced rainwater intrusion.

Project Data

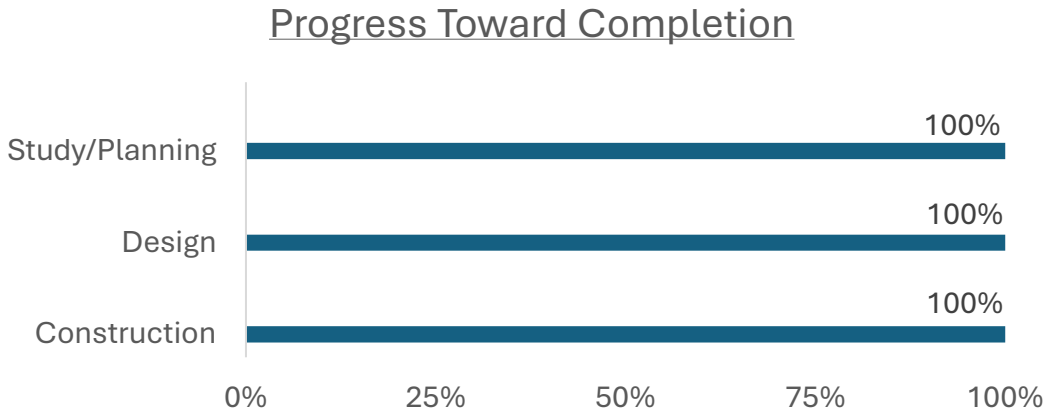
Project Manager: Alex Main

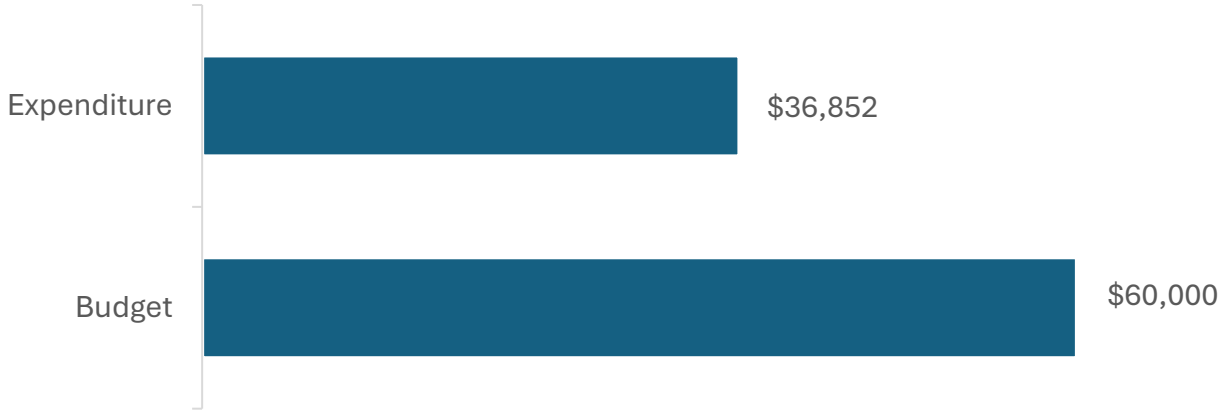
Designer/Contractor: Dream Floor Covering, Inc.

Funding Source(s): 105

Project Updates

- Project Completed: 6/26/25.





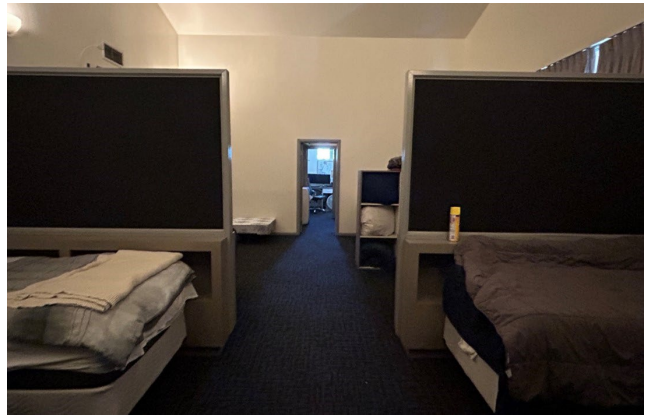
City of SOUTH PASADENA

As of: 11/19/25

Fire Department Dormitory Expansion

Phase: Study/Planning

Project No.: TBD



Project Description

The current dormitory layout is an open space and does not allow for privacy of employees. Additionally, there are no gender specific restroom/shower facilities.

Project Data

Project Manager: Greg Lloyd

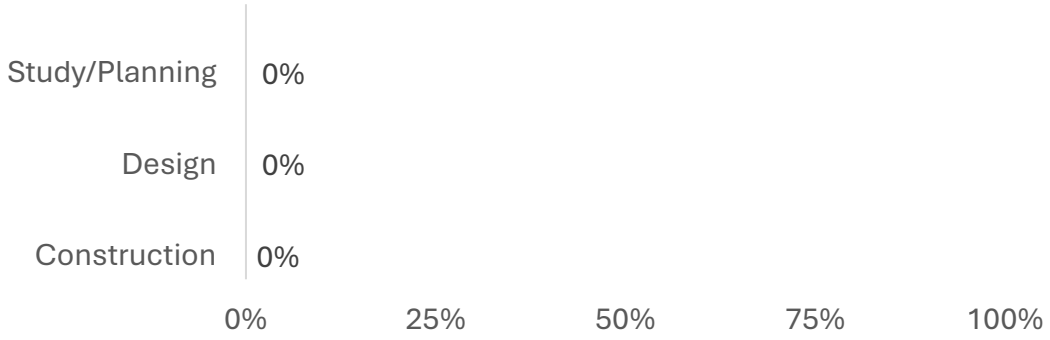
Designer/Contractor: TBD

Funding Source(s): 105

Project Updates

- Funding for current fiscal year budget has been repurposed to another urgent project.
- Current fiscal year budget has been repurposed for bathroom remodel.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

War Memorial Basement Waterproofing

Phase: Study/Planning

Project No.: TBD

Project Description

This project aims to repair the waterproofing along the lower-level west side of the War Memorial Facility to prevent water infiltration.

Project Data

Project Manager: TBD

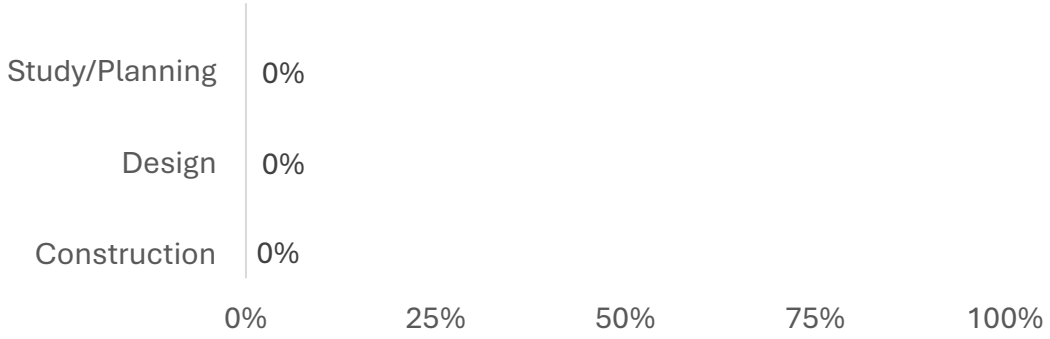
Designer/Contractor: TBD

Funding Source(s): 105

Project Updates

- Staff to begin exploring potential solutions that could be implemented to resolve water intrusion issues.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Police & Fire Vehicle Access Gate Rehabilitation

Phase: Study/Planning

Project No.: TBD

Project Description

Replace the motors that operate the vehicle gates for the Police and Fire parking lots.

Project Data

Project Manager: Michael Vartanians

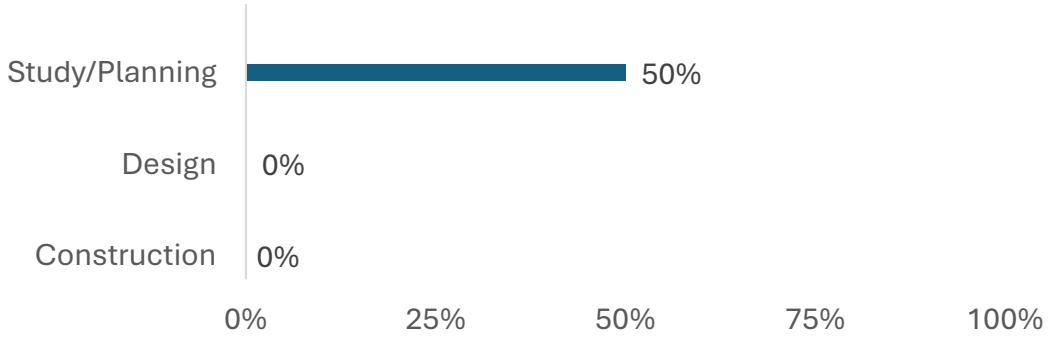
Designer/Contractor: TBD

Funding Source(s): 105

Project Updates

- Staff working on preparing specifications for project advertisement.
- Staff has obtained preliminary pricing based on current infrastructure. Design will not be needed.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Library

Library Northeast Ramp Lighting & Improvements

Phase: Construction

Project No.: 5149

Project Description

Scope includes new ADA compliant handrails, integrated rail lighting for the walkway, lighting bollards, waterproofing of the exterior wall, and improved surface drainage next to the building.

Project Data

Project Manager: Alex Main

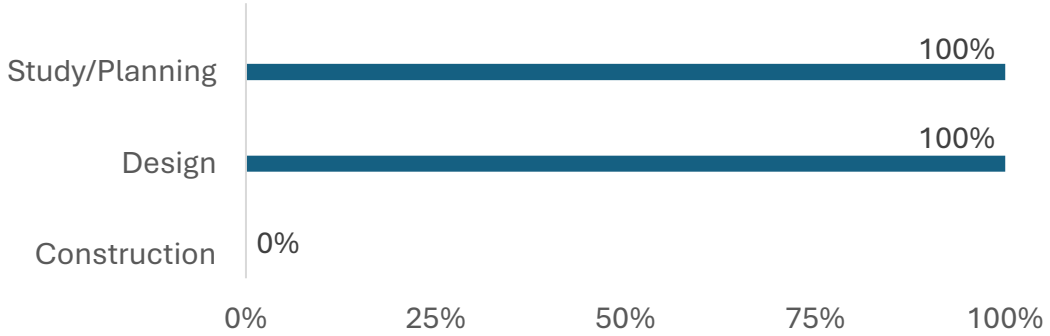
Designer/Contractor: ONYX Architects, Inc.

Funding Source(s): 105

Project Updates

- Design plans by ONYX Architects were approved by City Building & Safety.
- Project will be advertised within next two weeks.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Library Security Improvements

Phase: Complete

Project No.: 5147

Project Description

Install new wrought iron gates and fencing in archways of east and west exterior balconies of the Library. Both east and west gates are installed with push-bar hardware for emergency exit egress.

Project Data

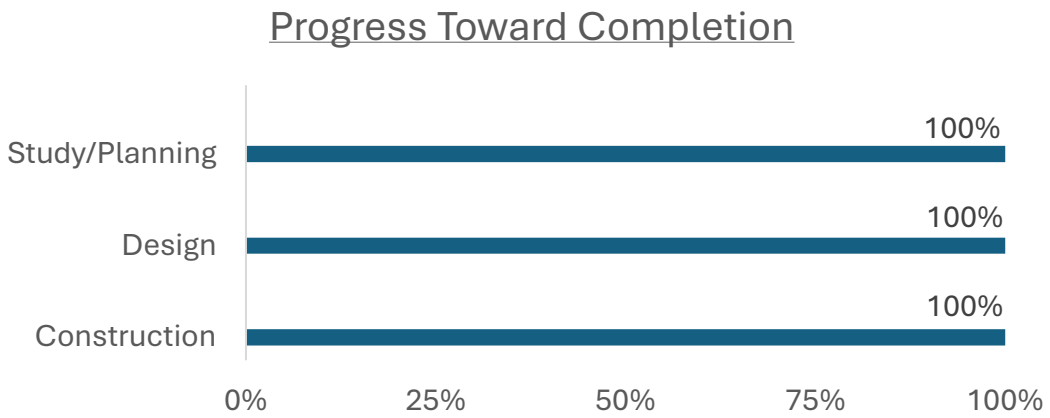
Project Manager: Alex Main

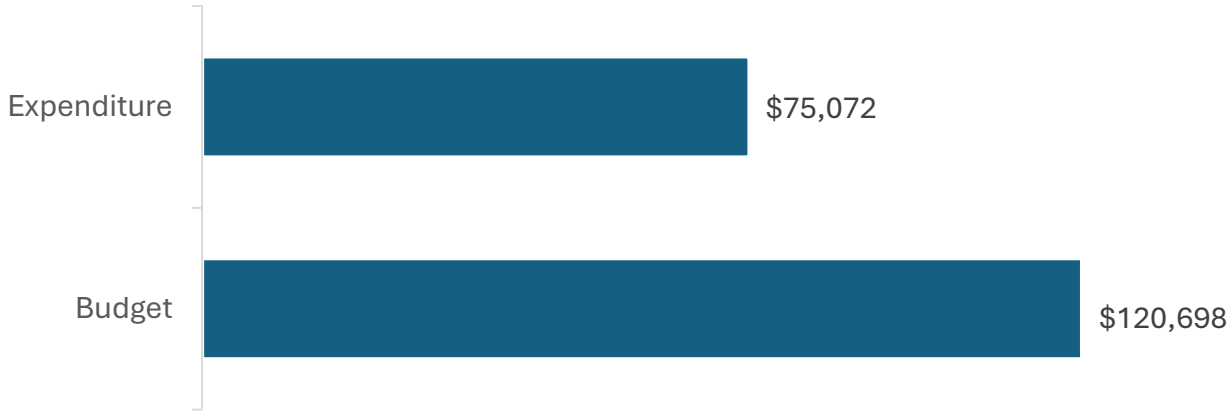
Designer/Contractor: Raffi's Metal Design

Funding Source(s): 105

Project Updates

- Project Completed: 8/29/2025.
- Closeout in progress.
- Contractor awaiting final payment.





City of SOUTH PASADENA

As of: 11/19/25

Library Roof & Waterproofing

Phase: Study/Planning

Project No.: 5217

Project Description

Replace or repair the leaking roof at the library. The Senior Center has been added to this project because the building are connected, and roofs are in the same deteriorating condition. Considerations for repair or replacement include cost evaluation and the possibility of a larger library rebuild in the future.

Project Data

Project Manager: Alex Main

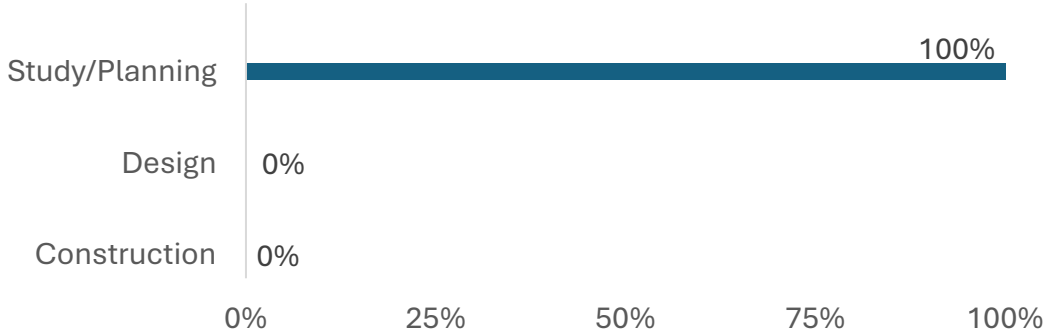
Designer/Contractor: TBD

Funding Source(s): 105

Project Updates

- Multiple roofing systems have been assessed, and staff has preliminarily selected one of the systems.
- Project on hold for future funding options.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Library Radio Frequency Identification (RFID)

Phase: Design

Project No.: 5152

Project Description

RFID tags store information about library items and share data via radio waves to the software/hardware components of the Integrated Library System (ILS). Benefits of RFID include increased efficiency, enhanced customer self-service options, improved inventory management, and theft detection capabilities.

Project Data

Project Manager: Jennifer Rodriguez

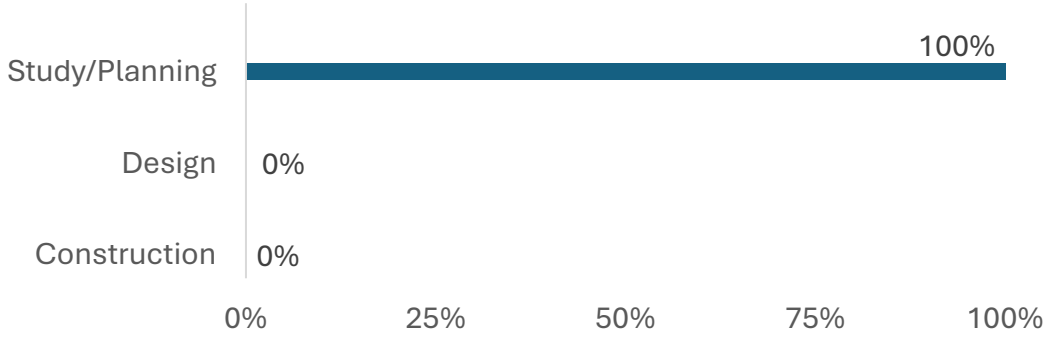
Designer/Contractor: TBD

Funding Source(s): 116

Project Updates

- Request for Proposals published on Planet Bids: 10/20/25.
- Vendor proposals due: 11/6/25.
- Intend to award contract before end of calendar year.

Progress Toward Completion



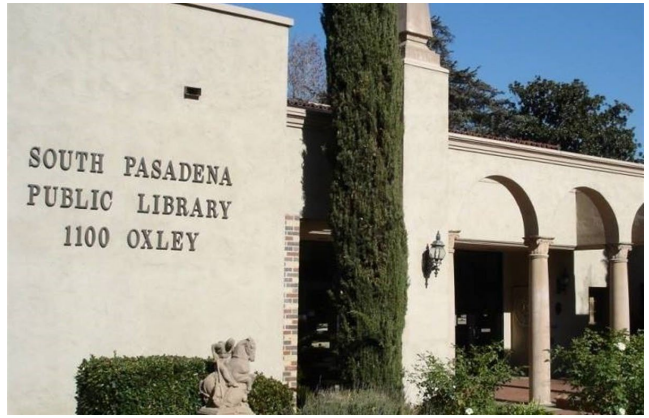
City of SOUTH PASADENA

As of: 11/19/25

Library & Community Center Comprehensive Site Plan

Phase: Complete

Project No.: TBD



Project Description

Consultant conducting needs assessment (including community engagement) and developing site plan options for the Library Park Campus as a first phase of exploring the possibility of building a new facility in Library Park that would be shared by the Library and Community Services Departments.

Project Data

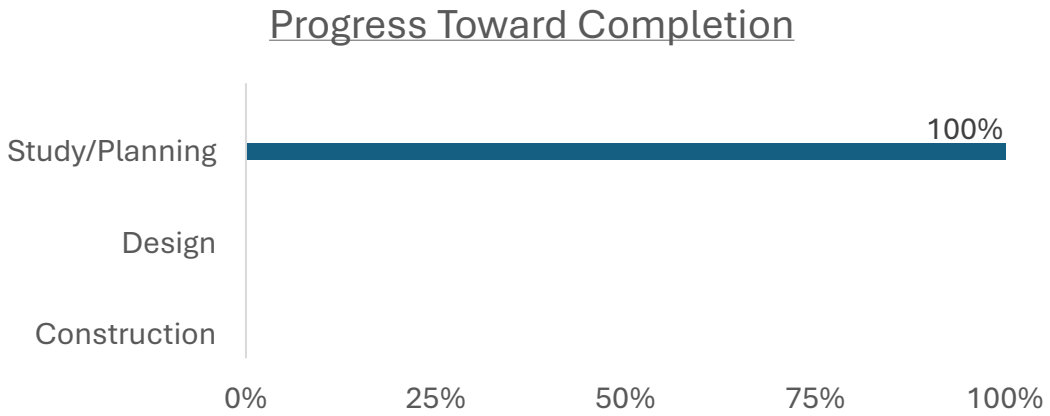
Project Manager: Cathy Billings

Designer/Contractor: Group 4 Architecture Research + Planning, Inc

Funding Source(s): 116

Project Updates

- After 12 months of work with the consultant and staff, the Site Plan Ad Hoc Committee established by the City Council is scheduled to present its recommendations to the Council on November 5, 2025.



City of SOUTH PASADENA

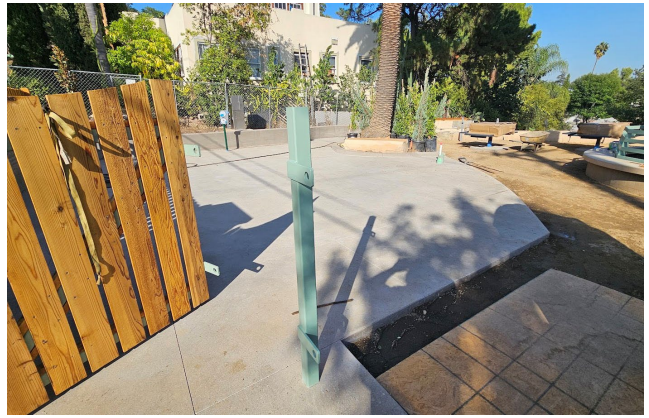
As of: 11/19/25

Community Services & Parks

Grevelia & Berkshire Pocket Parks

Phase: Construction

Project No.: 5157



Project Description

This project will design and construct the Grevelia and Berkshire Pocket Parks.

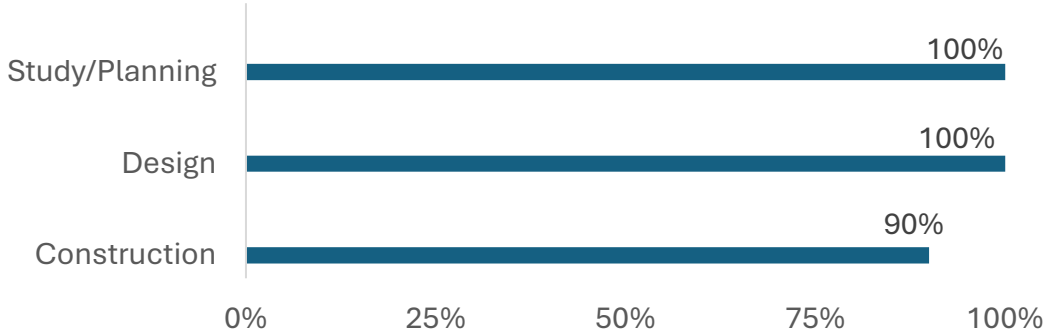
Project Data

Project Manager: Michael Vartanians

Designer/Contractor: David Volz Design Landscape Architects & Monet Construction

Funding Source(s): 116, 251, 252, 275

Progress Toward Completion



Project Updates

- Contract Awarded: 11/6/24.
- Construction Started: 3/3/25.
- Project scheduled to be completed November 2025.
- Opening ceremony scheduled for December 2025.

City of SOUTH PASADENA

As of: 11/19/25

Golf Course/Driving Range Netting Replacement

Phase: Study/Planning

Project No.: 5158

Project Description

This project repairs netting along the west and south sides of the Arroyo Driving Range and repairs poles and netting that has collapsed by Hole 13 on golf course.

Project Data

Project Manager: Michael Vartanians

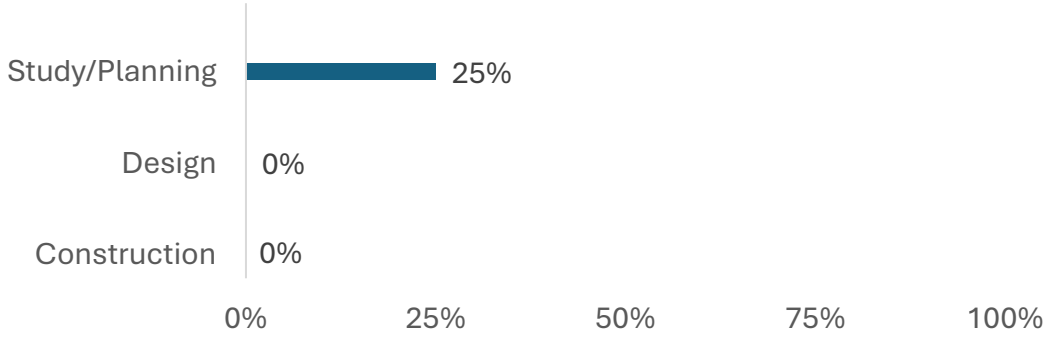
Designer/Contractor: TBD

Funding Source(s): 295

Project Updates

- Staff has contacted various contractors to request proposals and is waiting to receive fee proposals.
- Construction contract award scheduled for early 2026.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Parks Master Plan

Phase: Complete

Project No.: 5161

Project Description

The Parks Comprehensive Plan is an approach to evaluating existing parks including all on-site amenities, and identifying potential open space and facility demands.

Project Data

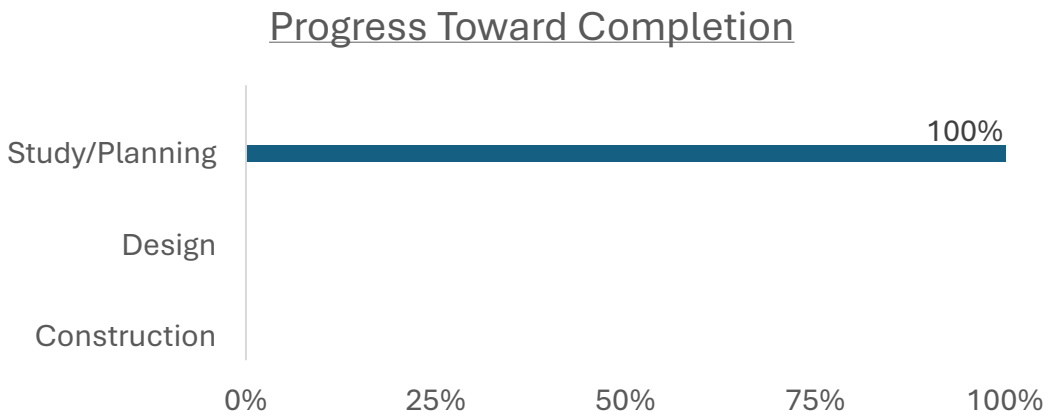
Project Manager: Lucy Hakobian

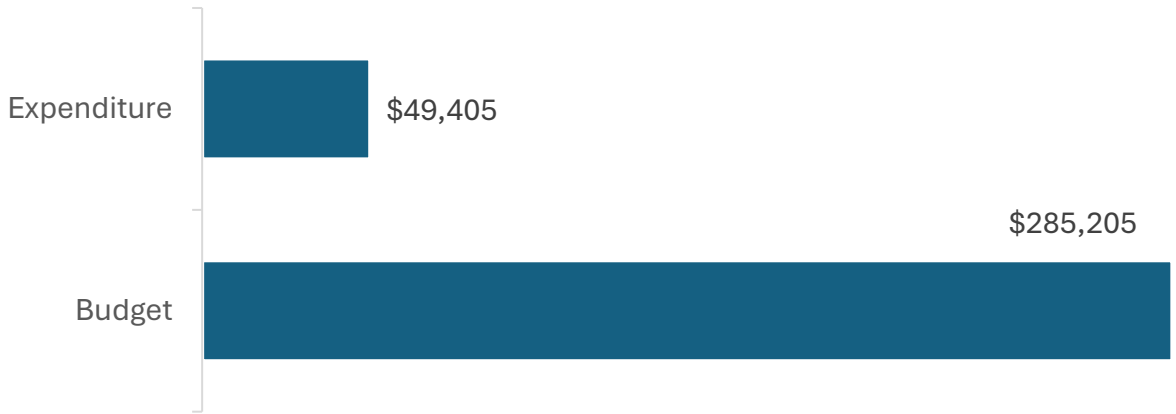
Designer/Contractor: RHA Landscape Architects Planners, Inc.

Funding Source(s): 116, 275

Project Updates

- Community Outreach/Stakeholder meeting took place January 2025.
- Statistically valid surveys mailed to randomly selected households.
- Online surveys open to the public through August 2025.
- Consultant to provide an update to the Community Services Commission December 2025.





City of SOUTH PASADENA

As of: 11/19/25

San Pascual Main Arena Flooring

Phase: Study/Planning

Project No.: TBD

Project Description

Project aims to replace equestrian flooring at one of the arenas.

Project Data

Project Manager: Michael Vartanians

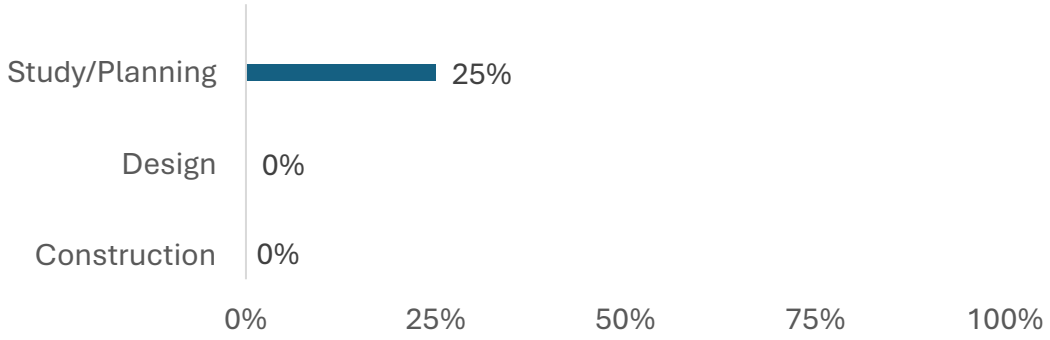
Designer/Contractor: TBD

Funding Source(s): Stables

Project Updates

- Staff has met with stable operator to determine scope of work.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Side Arena Footing, Fencing, Irrigation, Lighting, and Groundcover/Base Replacement

Phase: Study/Planning

Project No.: TBD

Project Description

This project aims to replace the fencing around the arenas at the San Pascual stables. The project also includes replacement of the footing within the arena.

Project Data

Project Manager: Michael Vartanians

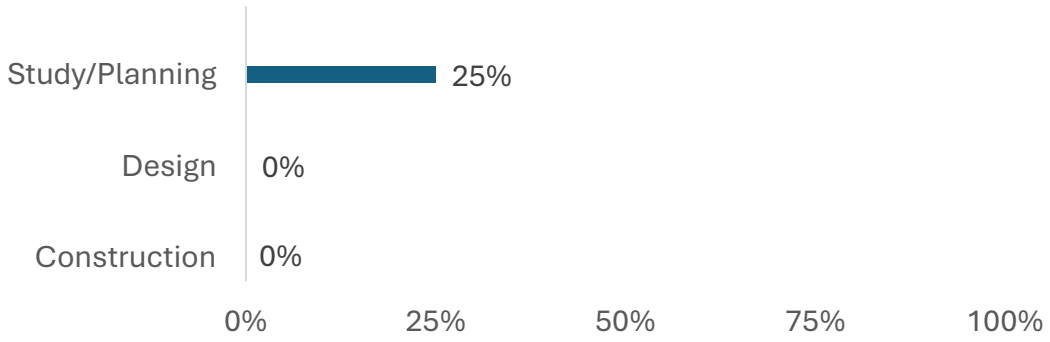
Designer/Contractor: TBD

Funding Source(s): Stables

Project Updates

- Staff has met with stable operator to determine scope of work.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Sewer

Sewer System Repair, Rehabilitation, & Replacement

Phase: Construction

Project No.: 5179

Project Description

This project is an annual replacement of sewer pipelines and infrastructure, utilizing the wastewater systems assessment in the One Water 2050 Plan. Scope includes maintenance, cleaning, and CCTV recording of sanitary sewer network for next six years.

Project Data

Project Manager: Anteneh Tesfaye

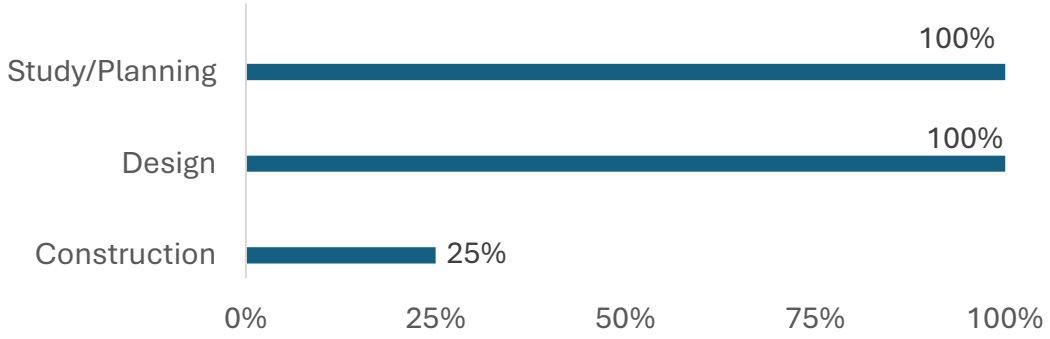
Designer/Contractor: Pipe-Tec, Inc.

Funding Source(s): 210

Project Updates

- Contract Awarded: 7/16/25.
- Contractor to start January 2026.

Progress Toward Completion



City of SOUTH PASADENA

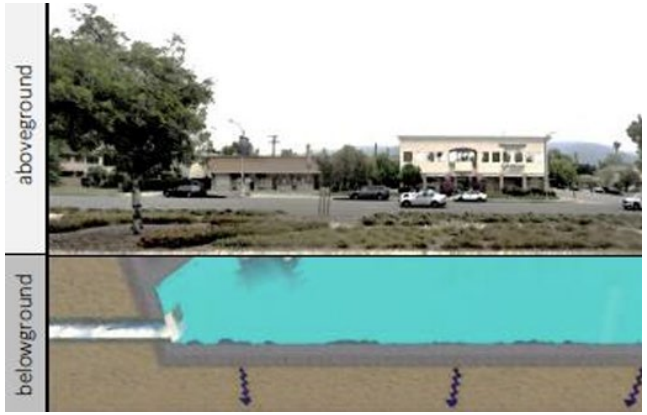
As of: 11/19/25

Stormwater

Huntington Drive Green Street

Phase: Study/Planning

Project No.: 5182



Project Description

The City street medians along Huntington Drive from Marengo Avenue to Wayne Avenue cover open space that could be retrofitted to capture stormwater and urban runoff from the upstream drainage area, as well as the roadway and surrounding neighborhood. This project would consist of installing underground storage chambers or dry wells beneath the medians and connecting them via diversion pipes to an underground storm drain. The existing turf would also be replaced with drought tolerant plants, and stormwater reuse educational signage would be incorporated in the walkways at pedestrian crossings.

Project Data

Project Manager: Anteneh Tesfaye

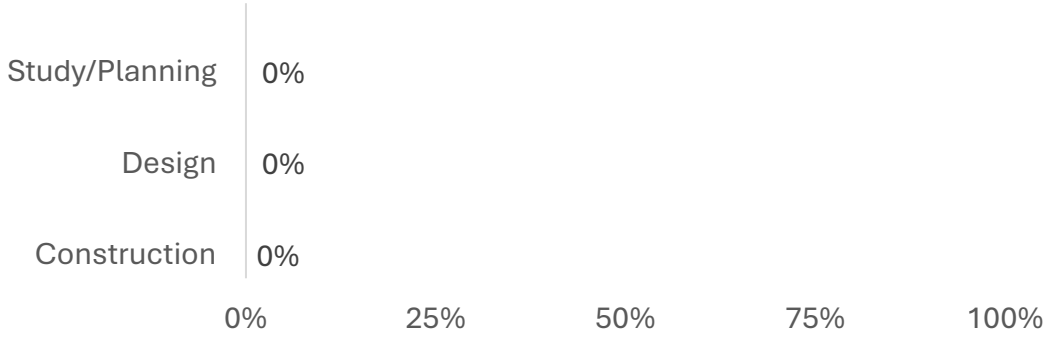
Designer/Contractor: UltraSystems Environmental, Inc. & Ninyo & Moore

Funding Source(s): 239

Project Updates

- Project in Study/Planning Phase due to potential change in scope of work.

Progress Toward Completion



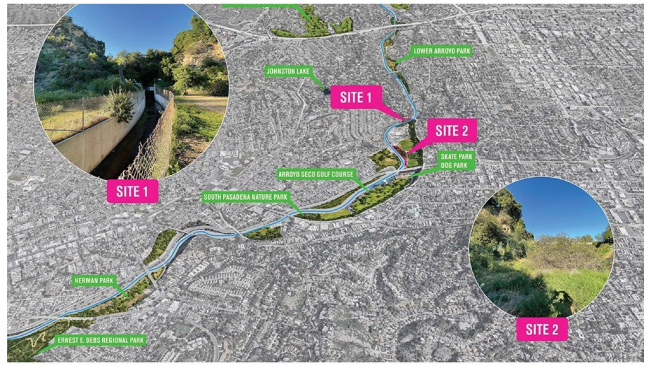
City of SOUTH PASADENA

As of: 11/19/25

Arroyo Seco San Rafael & San Pascual Projects

Phase: Design

Project No.: 5180



Project Description

A collaborative project between South Pasadena and Pasadena that will address water quality issues and assist in complying with a state mandated requirement to reduce the bacteria levels from tributaries that flow into the Los Angeles River. This project constructs two water retention basin sites at San Pascual (South Pasadena) and San Rafael (Pasadena).

Project Data

Project Manager: Anteneh Tesfaye

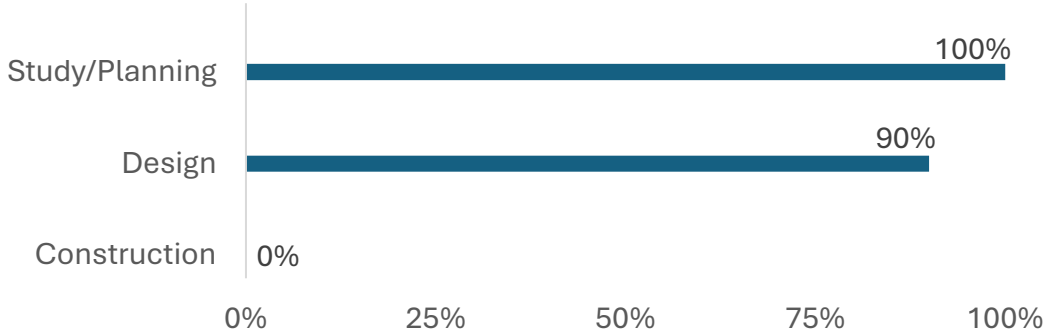
Designer/Contractor: TBD

Funding Source(s): 116, 239, 503

Project Updates

- Environmental Impact Report review in progress.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Hanscom Drive Drainage Improvements

Phase: Study/Planning

Project No.: TBD

Project Description

Drainage infrastructure improvements to minimize impact to residents on Las Palmitas. Project aims to construct storm drain infrastructure between Hanscom Drive and Los Palmitas. Goal to reduce flood risk.

Project Data

Project Manager: Anteneh Tesfaye

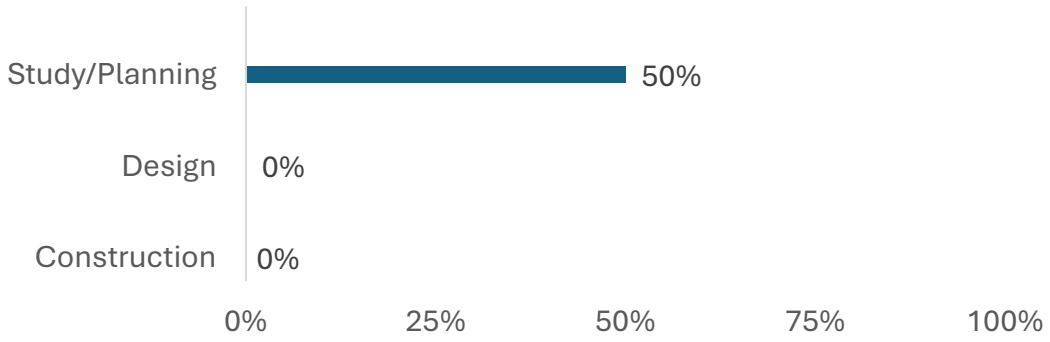
Designer/Contractor: Willdan Engineering & MV Cheng & Associates, Inc.

Funding Source(s): 239

Project Updates

- Assessment currently underway to design primary and secondary drainage infrastructure on city right-of-way.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Streets & Sidewalks

Street Repavement & Repairs
(formerly FY19-20 Street Improvement Project)

Phase: Construction

Project No.: 5185

Project Description

This project reconstructs several local residential asphalt streets throughout the City. Additionally, this project replaces water and sewer infrastructure.

Project Data

Project Manager: Michael Vartanians

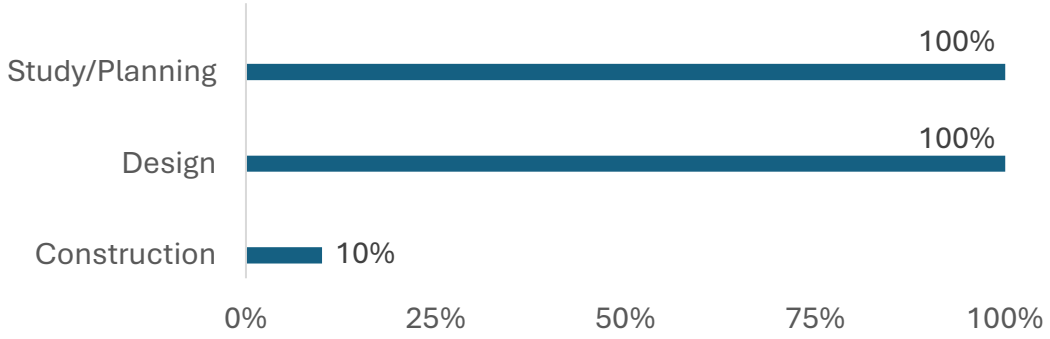
Designer/Contractor: RKA Consulting Group & Gentry Brothers, Inc.

Funding Source(s): 104, 207, 210, 230, 233, 236, 237, 245, 500

Project Updates

- Contract Awarded: 6/18/25.
- Construction Started: 9/22/25.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

FY20-24 Sidewalk Replacement & ADA Ramps

Phase: Construction

Project No.: 5186

Project Description

The project consists of reconstructing lifted and damaged sidewalk and installation of ADA access ramps at various locations within the City. The sidewalk repair locations are selected based on City's Sidewalk Inspection Report in combination with high-use pedestrian areas.

Project Data

Project Manager: Michael Vartanians

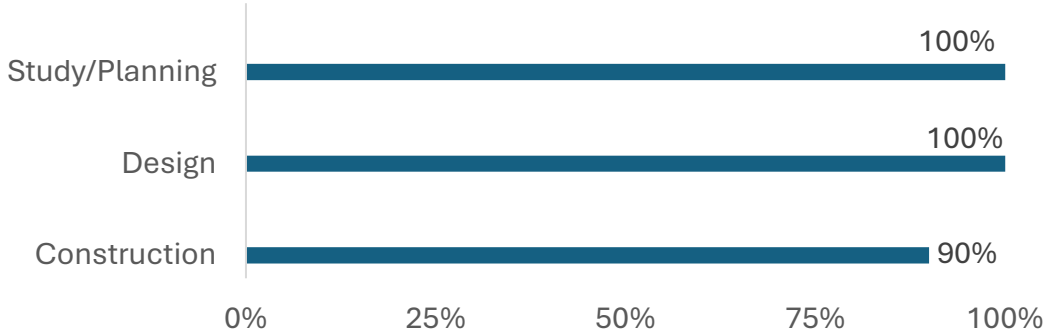
Designer/Contractor: Kabbara Engineering & CT&T Paving, Inc.

Funding Source(s): 236, 260

Project Updates

- Contract Awarded: 12/18/24.
- Construction Started: 3/31/25.
- 40 curb ramps and over 1,500 square feet of sidewalk constructed.
- Locations citywide but focused on Meridian Avenue between Monterey Road and Maple Street.

Progress Toward Completion



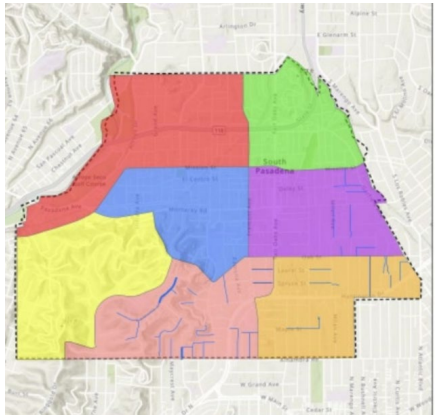
City of SOUTH PASADENA

As of: 11/19/25

2025-2026 Street Maintenance

Phase: Study/Planning

Project No.: TBD



Project Description

Annual Residential Slurry Seal Project.

Project Data

Project Manager: Michael Vartanians

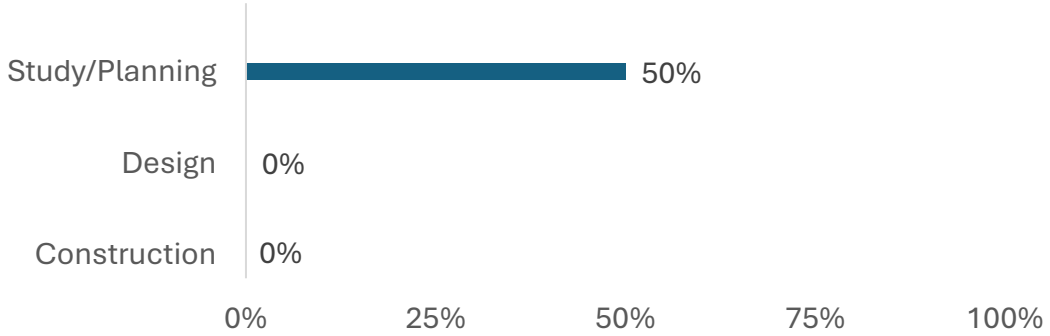
Designer/Contractor: TBD

Funding Source(s): 233, 236

Project Updates

- Staff has identified streets that are appropriate candidates for slurry seal application.
- Construction anticipated Summer 2026.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

2025-2026 Marengo Maintenance & Improvements

Phase: Study/Planning

Project No.: TBD

Project Description

This project aims to slurry seal the Marengo Avenue corridor and improve traffic striping and signage along the corridor.

Project Data

Project Manager: Michael Vartanians

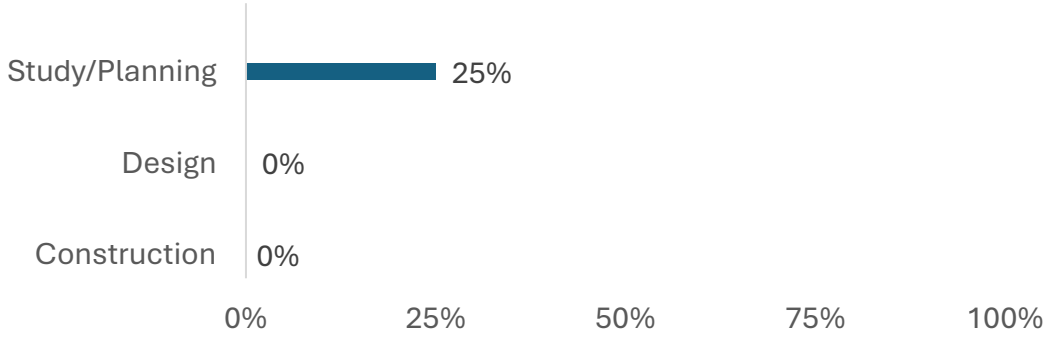
Designer/Contractor: TBD

Funding Source(s): 233, 236

Project Updates

- Project in Study/Planning Phase.

Progress Toward Completion



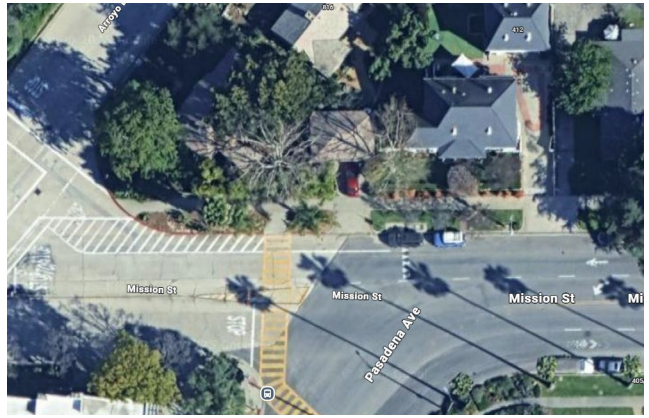
City of SOUTH PASADENA

As of: 11/19/25

Mission/Arroyo/Pasadena Intersections Improvements

Phase: Study/Planning

Project No.: TBD



Project Description

This project aims to reconstruct the intersection of Mission Street, Arroyo Drive, and Pasadena Avenue.

Project Data

Project Manager: Michael Vartanians

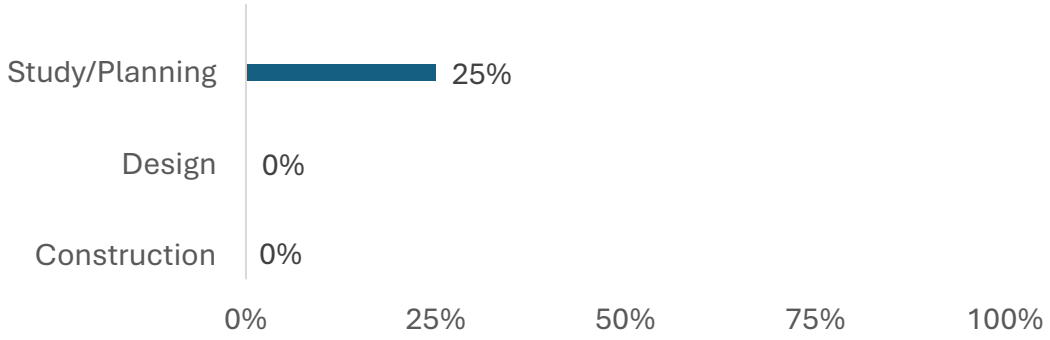
Designer/Contractor: TBD

Funding Source(s): 104, 210, 233, 236, 240, 245, 500

Project Updates

- Staff to prepare request for proposals to advertise to award design contract for this construction project.
- Request for proposal to be advertised early 2026.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Indiana & Pasadena Reconstruction

Phase: Design

Project No.: 5229

Project Description

Pavement rehabilitation and other improvements on Indiana Avenue from Monterey to Via del Rey and Pasadena Avenue from Hawthorne to Monterey. Photometric analysis to determine lighting needs, pavement, water and sewer spot upgrades.

Project Data

Project Manager: Michael Vartanians

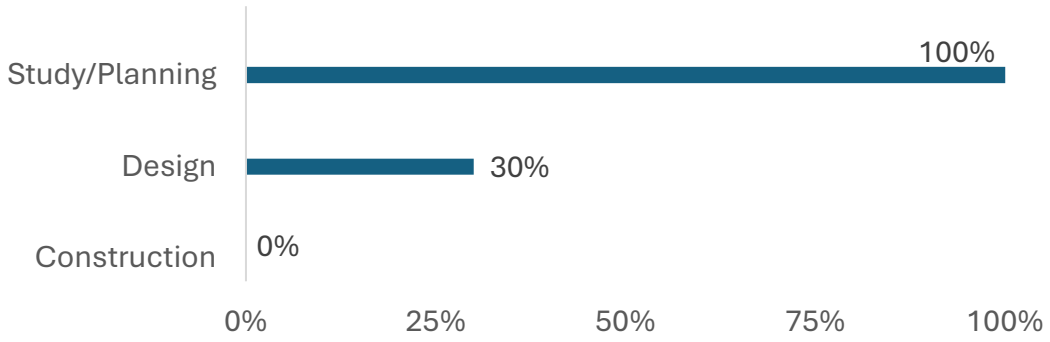
Designer/Contractor: Lochner

Funding Source(s): 104, 210, 233, 236, 237, 500

Project Updates

- 30% plans received: October 2025.
- Staff provided comments.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

FY24-25 Sidewalk Replacement & ADA Ramps

Phase: Study/Planning

Project No.: TBD

Project Description

The project consists of reconstructing lifted and damaged sidewalk and installation of ADA access ramps at various locations within the City using CDBG funding that the City receives annually. The sidewalk repair locations are selected based on City's Sidewalk Inspection Report in combination with high-use pedestrian areas.

Project Data

Project Manager: Michael Vartanians

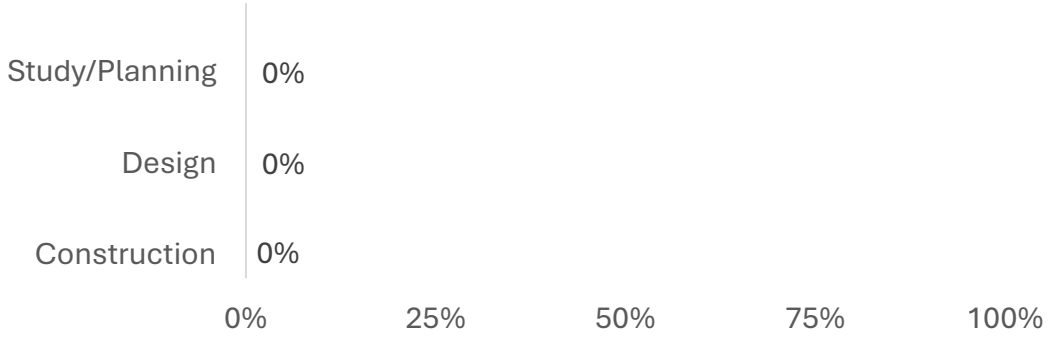
Designer/Contractor: TBD

Funding Source(s): 260

Project Updates

- Project in Study/Planning Phase.

Progress Toward Completion



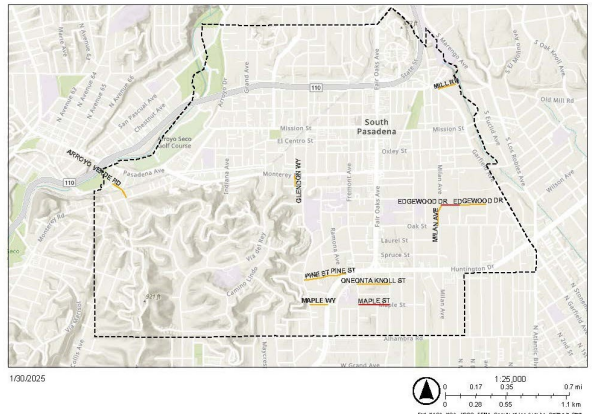
City of SOUTH PASADENA

As of: 11/19/25

Orange Zone Reconstruction

Phase: Design

Project No.: 5230



Project Description

Pavement rehabilitation, curb, gutter, sidewalk repair, utility adjustments, water line replacement, sewer spot repair and streetlight improvements along City's Orange Zone.

Project Data

Project Manager: Michael Vartanians

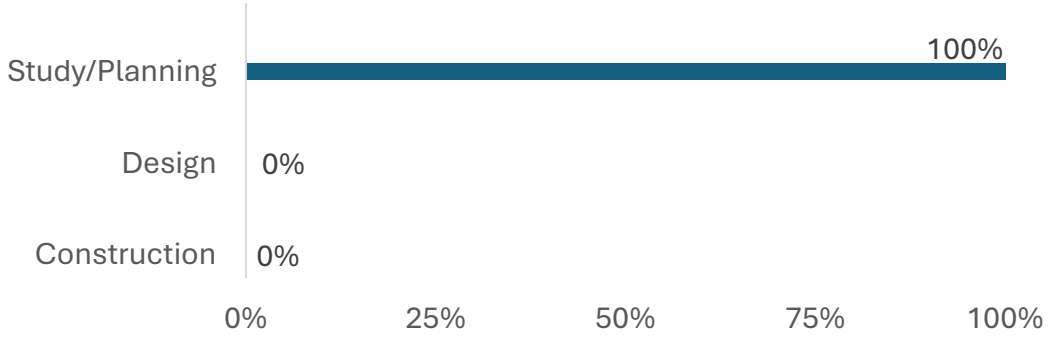
Designer/Contractor: Kabbara Engineering

Funding Source(s): 104, 210, 233, 236, 237, 500

Project Updates

- Contract Awarded: 10/1/25.
- Task order for design effort in progress.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Sustainability

Civic Center/City Hall EV Charging Installation

Phase: Design

Project No.: 5103

Project Description

This project installs electric vehicle (EV) chargers in the Civic Center parking lots including Police, Fire, and City staff lots. Utility-funded electrical infrastructure installation is available through the Southern California Edison (SCE) Charge Ready program, as the City entered into a long-term agreement with the utility. The City would fund the purchase and installation of the EV charger units.

Project Data

Project Manager: Phillip Tran

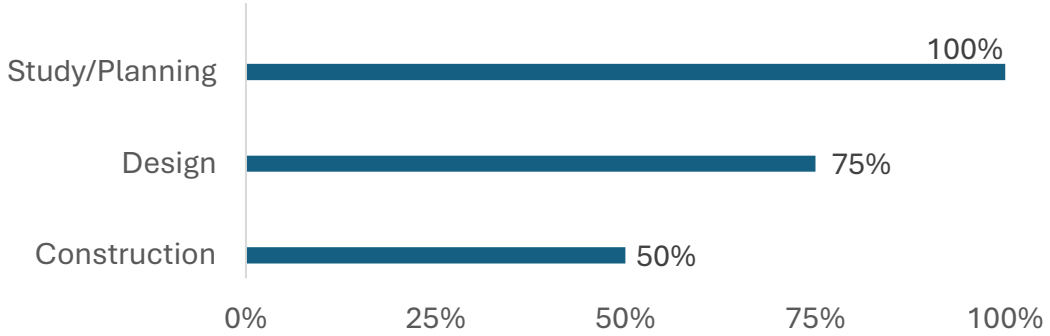
Designer/Contractor: Pacifica Services, Inc.

Funding Source(s): 116, 238

Project Updates

- Nineteen (19) Level 2 chargers installed and operational.
- Two (2) Level 3 chargers for Police Department in Design Phase.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Storage Yard EV Charging Systems

Phase: Design

Project No.: 5188

Project Description

This project aims to install two Level 2 chargers at the Storage Yard to be used by Community Services Dial-a-Ride vans.

Project Data

Project Manager: Phillip Tran

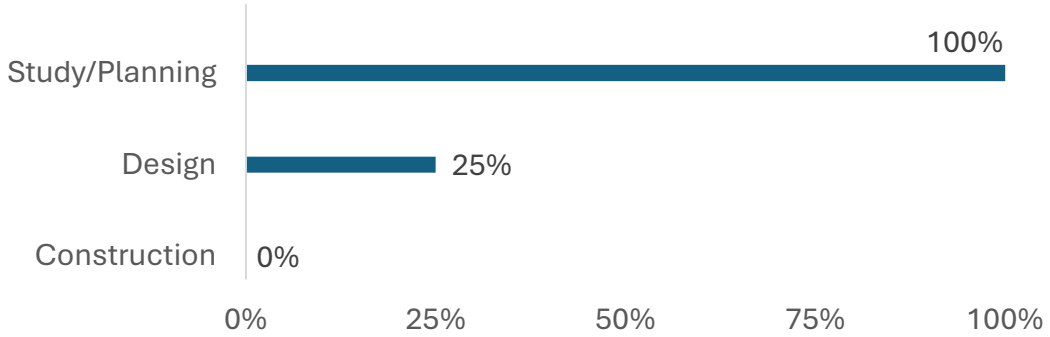
Designer/Contractor: Southern California Edison

Funding Source(s): 116

Project Updates

- Southern California Edison reviewing proposed EV charger installation and preparing comments for underground utility improvements

Progress Toward Completion



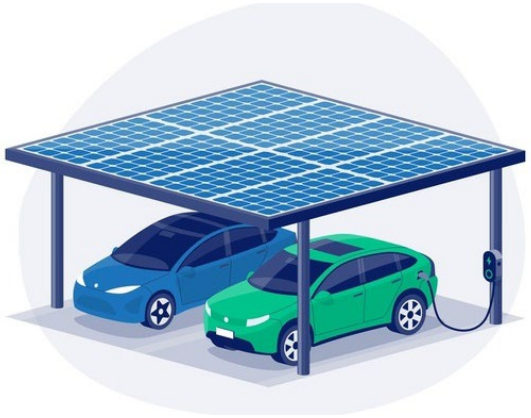
City of SOUTH PASADENA

As of: 11/19/25

Civic Center/Mound Solar Panel Installation

Phase: Design

Project No.: TBD



Project Description

This project continues City's efforts to develop and maintain a solar carport structure battery backup system that will provide locally generated clean energy as part of Memorandum of Understanding with the Clean Power Alliance, under the Power Ready Program.

Project Data

Project Manager: Phillip Tran

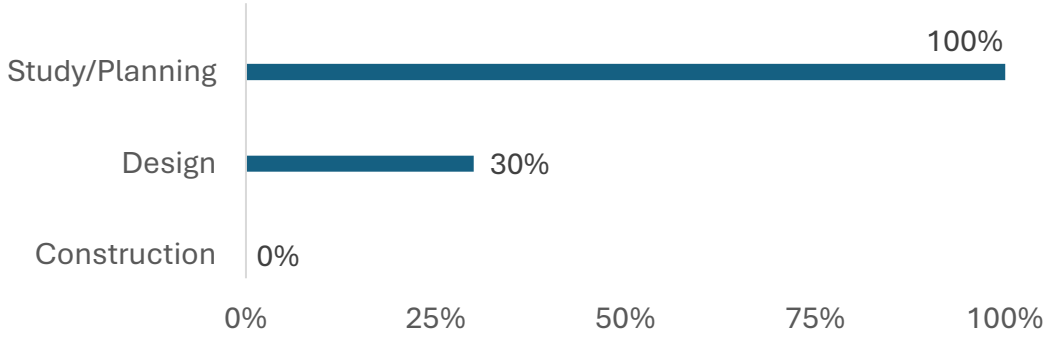
Designer/Contractor: Coast Energy DevCo, LLC

Funding Source(s): 116

Project Updates

- The City has conducted initial site walk of the project with Coast Energy and Clean Power Alliance.
- The designs are being develop and all parties are looped in regularly through biweekly meetings with Coast Energy.
- 30% Design Plans to be received mid-November. Plan Check to commence February 2026.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Transportation

Fremont/Huntington (MAT) Mobility Active Transportation Project

Phase: Design

Project No. 2008

Project Description

Project would provide corridor improvements along Fremont Avenue and Huntington Drive. Improvements include bike facilities, curb ramp upgrades, high visibility crosswalks, advanced warning signage, traffic signals, lane reconfigurations, among others.

Project Data

Project Manager: Bassam AL-Beitawi

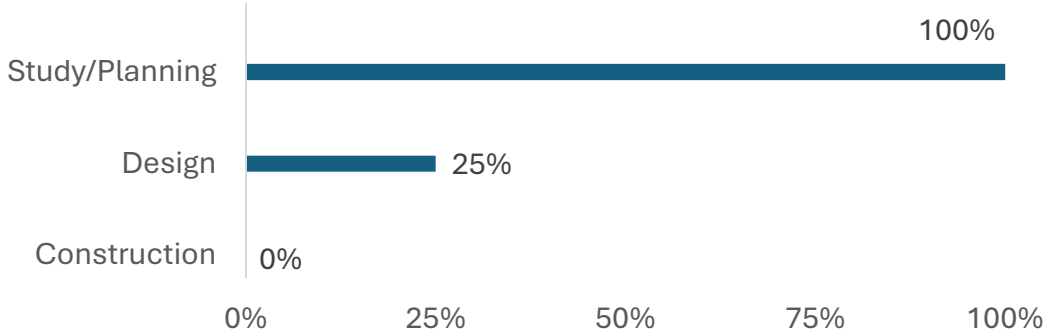
Designer/Contractor: Kimley-Horn & Associates

Funding Source(s): 234, 243

Project Updates

- City Council selected Kimley-Horn & Associates as design consultant: 10/1/25.
- Staff held design kickoff meeting with designer: 10/16/25.

Progress Toward Completion



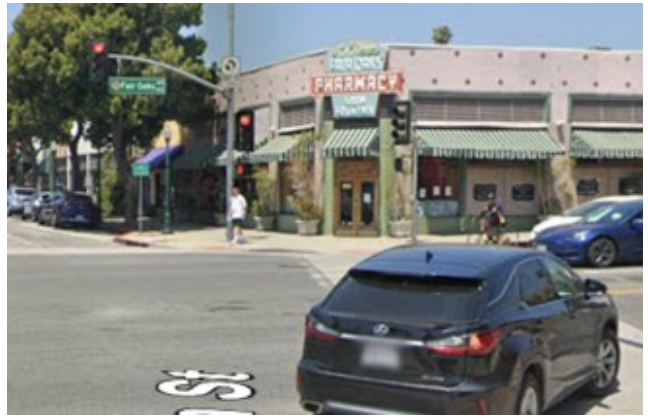
City of SOUTH PASADENA

As of: 11/19/25

North-South Corridor (Fair Oaks) ITS Deployment

Phase: Design

Project No.: 2002



Intelligent Transportation Systems Deployment

Project includes replacement of traffic signals to improve traffic flow and reduce congestion along the Fair Oaks Avenue corridor, adds fiber optic connection from City Hall to Public Works Garfield Yard, improves pedestrian crossings and upgrades curb ramps to meet current ADA standards.

Project Data

Project Manager: Bassam AL-Beitawi

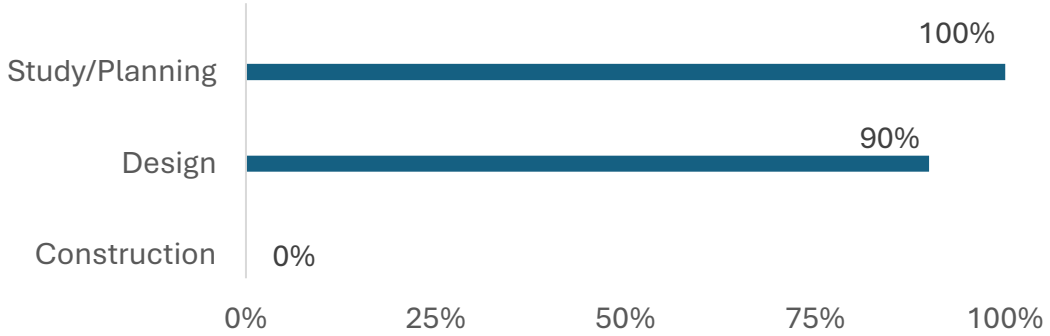
Designer/Contractor: Lochner

Funding Source(s): 108, 205, 207, 214, 255

Project Updates

- Design Plans at 50% complete, 90% expected mid-November.
- 10/1/25 City Council selected bulbout alternative.
- Designer making plan modifications.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Grevelia Street and Fair Oaks Avenue

Phase: Study/Planning

Project No.: 5129

Project Description

Traffic engineering study to explore the reconfiguration of the signalized intersection of Fair Oaks Avenue at Grevelia Street/SR 110 Northbound off-ramp to improve vehicular movement within the intersection to better accommodate the westbound to northbound dual left-turn movement.

Project Data

Project Manager: Bassam AL-Beitawi

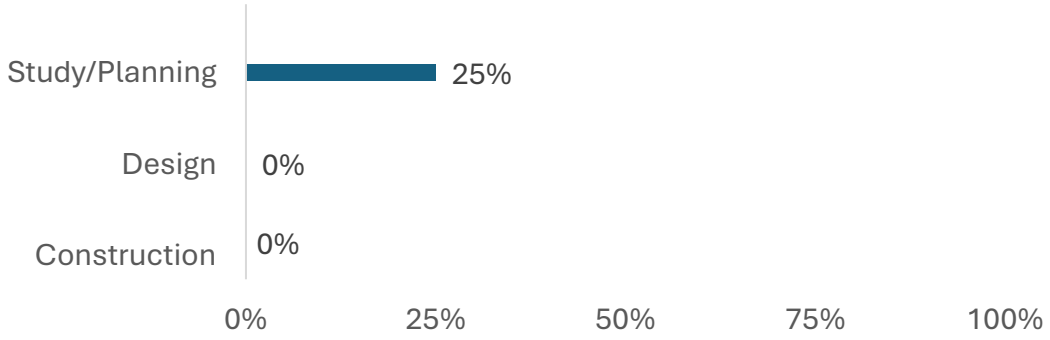
Designer/Contractor: Gibson Transportation Consulting, Inc.

Funding Source(s): 240

Project Updates

- Public Works staff reviewing consultant fee proposal.
- Public Works staff are preparing to issue task order to consultant to start work.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Pedestrian Crossing Devices

Phase: Study/Planning

Project No.: 5130

Project Description

Design services for the installation of Rectangular Rapid Flashing Beacon (RRFB) at two locations: 1) Grevelia Street at Park Avenue, and 2) Meridian Avenue at Bank Street.

Project Data

Project Manager: Bassam AL-Beitawi

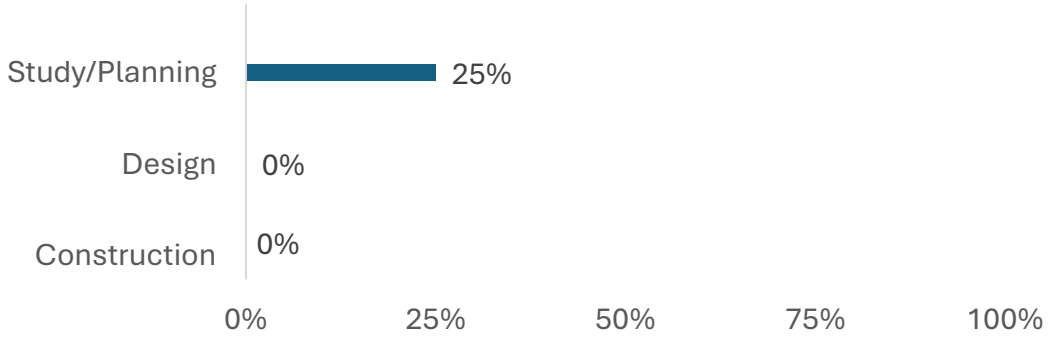
Designer/Contractor: HDR Engineering, Inc.

Funding Source(s): 240

Project Updates

- Public Works staff reviewing fee proposal for design services.
- Public Works staff are preparing to issue task order to consultant to start work.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Rectangular Rapid Flashing Beacons (Mission & Fremont)

Phase: Design

Project No.: 1512

Project Description

Installation of Rectangular Rapid Flashing Beacons (RRFB) at Fremont Avenue and Lyndon Street, Mission Street and Diamond Avenue, Mission Street and Fairview Avenue.

Project Data

Project Manager: Michael Vartanians

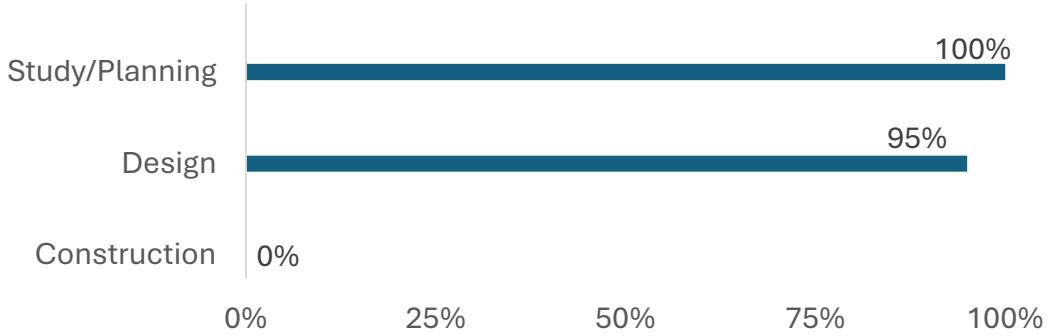
Designer/Contractor: Adhami Engineering Group

Funding Source(s): 236,277

Project Updates

- Final Design in progress.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Special Transportation Accounts

Phase: Complete

Project No.: 5218

Project Description

Installation of various transportation related equipment at multiple City locations, including speed feedback signs.

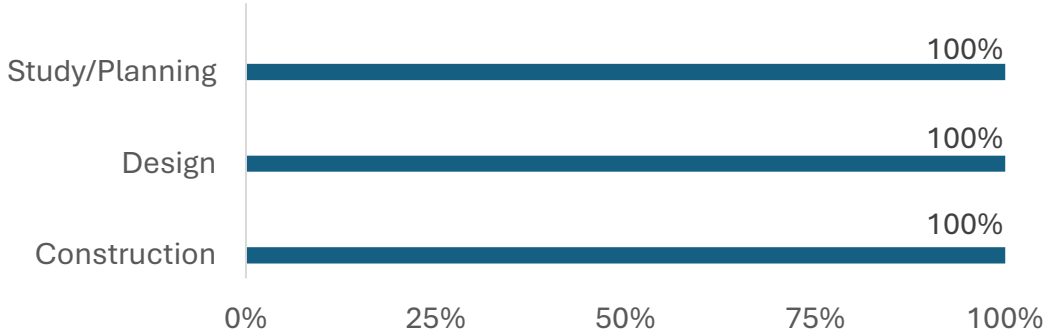
Project Data

Project Manager: Bassam AL-Beitawi

Designer/Contractor: Yunex, LLC

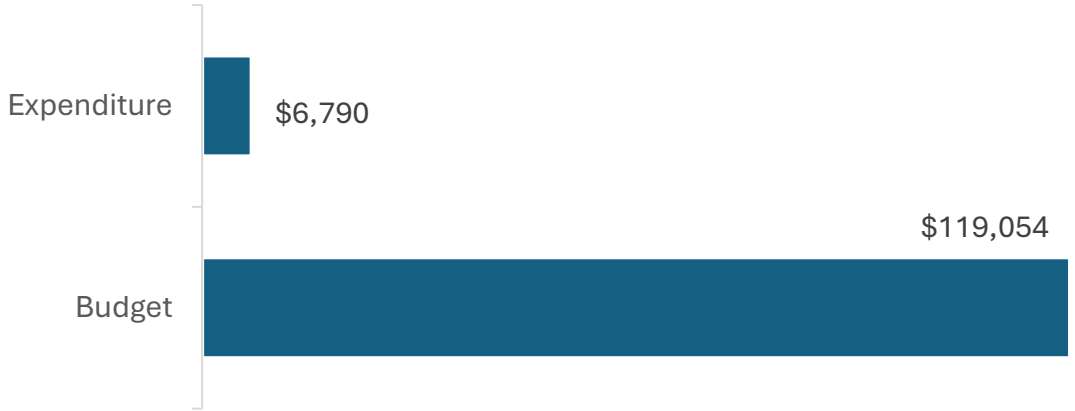
Funding Source(s): 233, 236

Progress Toward Completion



Project Updates

- Speed feedback signs installed at following locations:
  - Fremont Avenue south of Columbia St.
    - Northbound and Southbound traffic
  - Huntington Dr.
    - West of Fletcher Avenue & East of Bushnell Avenue
- Project Completed: 8/27/25.



As of: 11/19/25

City of SOUTH PASADENA

Citywide Mobility/Active Transportation Plan Update

Phase: Study/Planning

Project No.: 5135

Project Description

The scope of the work for this project consist primarily of updating the City Bicycle Master Plan, establishing the existing and proposed bicycle network within the city. Additionally, exploring recommendations for improving pedestrian safety.

Project Data

Project Manager: Bassam AL-Beitawi

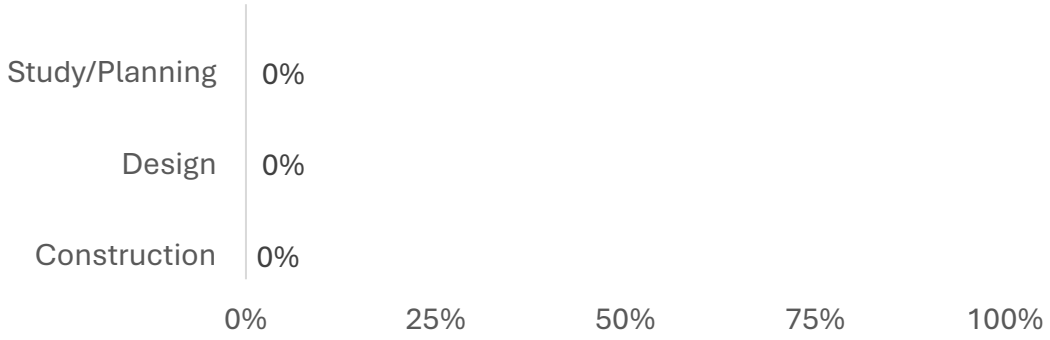
Designer/Contractor: Alta Planning + Design, Inc.

Funding Source(s): 233, 236

Project Updates

- City reviewing consultant proposal.
- City pursuing grant funding opportunities.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Garfield Avenue and Monterey Road Traffic Signal and Garfield Avenue Signal & Bicycle Lane Improvements

Phase: Study/Planning

Project No.: 5131

Project Description

This project would evaluate the need for a traffic signal at the currently all-way stop-controlled intersection. The analysis would include a traffic study, impact analysis, public outreach, as well as coordination and potential cost sharing with the City of San Marino. This project would also consider potential bicycle lane implementation along portions of Garfield Avenue.

Project Data

Project Manager: Bassam AL-Beitawi

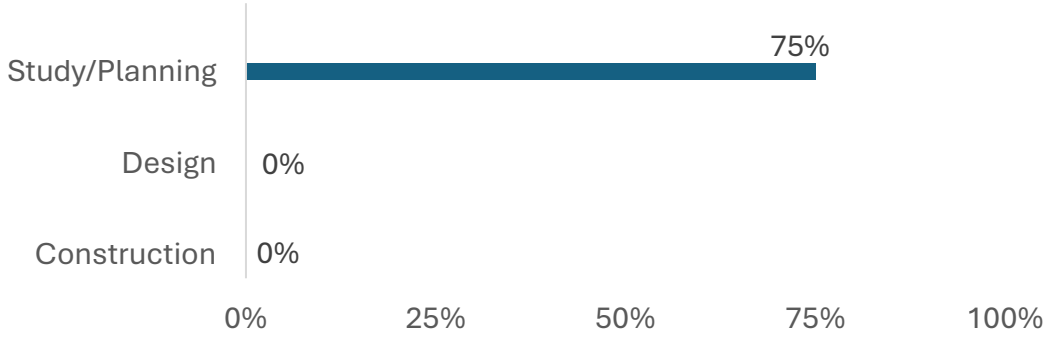
Designer/Contractor: JMDiaz, Inc.

Funding Source(s): 240

Project Updates

- Study has been completed, and a traffic signal is warranted.
- Project pending coordination efforts with City of San Marino.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Orange Grove Avenue Project

Phase: Study/Planning

Project No.: 5133

Project Description

This project evaluates various options to redesign southbound Orange Grove Avenue.

Project Data

Project Manager: Bassam AL-Beitawi

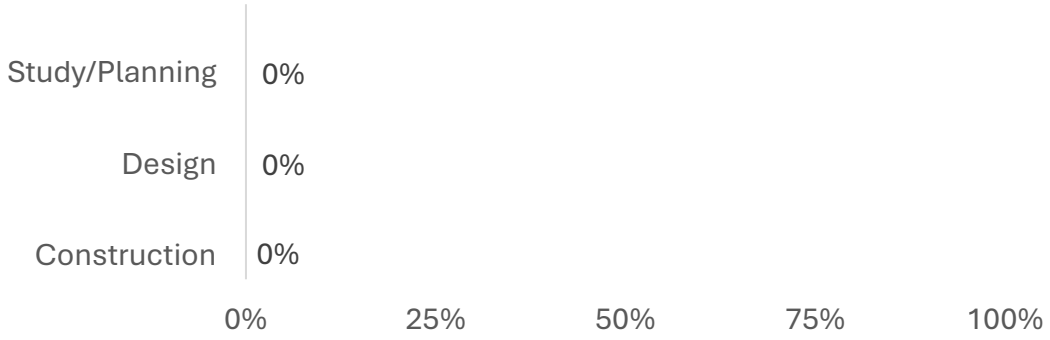
Designer/Contractor: Gibson Transportation Consulting, Inc.

Funding Source(s): 240

Project Updates

- A comprehensive evaluation of existing roadway conditions and potential traffic calming measures are being assessed by Gibson consultant.
- Traffic study to be completed 2026.
- Staff to install short-term improvements by end of year.

Progress Toward Completion



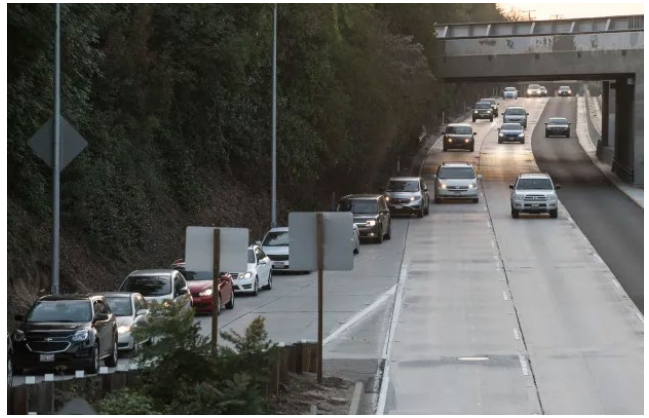
City of SOUTH PASADENA

As of: 11/19/25

Fair Oaks SR-110 Interchange On/Off-Ramps

Phase: Study/Planning

Project No.: 2007



Project Description

This project is in a preliminary planning phase which includes environmental study and analysis of various design options for freeway ramps.

Project Data

Project Manager: Bassam AL-Beitawi

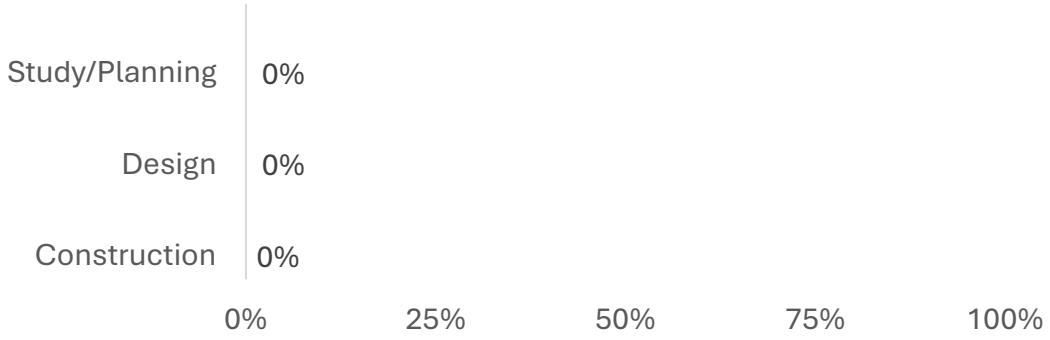
Designer/Contractor: TBD

Funding Source(s): 243

Project Updates

- Staff evaluating the funding allocation.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Mission Maintenance & Slow Street

Phase: Study/Planning

Project No.: TBD

Project Description

This project aims to reconfigure Mission Street between Fair Oaks Avenue and Orange Grove Avenue to a three-lane configuration and install a class two bicycle lane connecting to existing bicycle lane east of Fair Oaks Avenue.

Project Data

Project Manager: Michael Vartanians

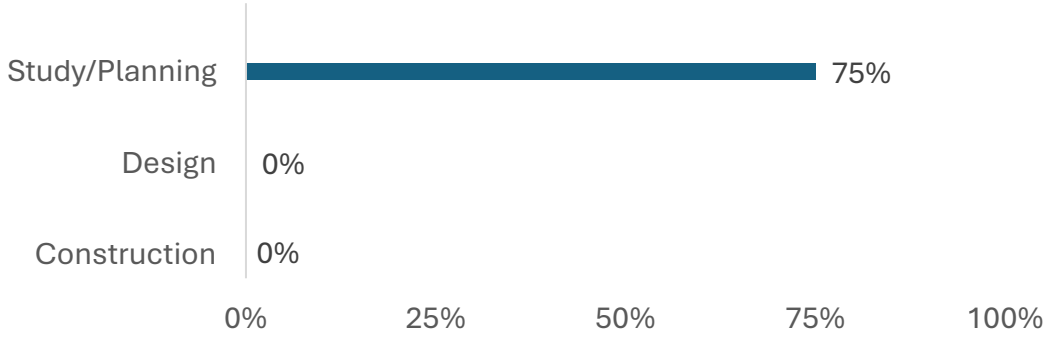
Designer/Contractor: TBD

Funding Source(s): 104, 207, 327

Project Updates

- Staff to conduct public outreach effort to receive feedback from community.
- Staff has developed preliminary concept plans that will be used during the Design Stage.

Progress Toward Completion



City of SOUTH PASADENA

As of: 11/19/25

Water

Westside Reservoir Design/Construction

Phase: Design

Project No.: 5110

Project Description

The Westside Reservoir Replacement Project will reconstruct the existing two-million-gallon reservoir at 821 Glen Place, originally built in 1963. The project includes a new reservoir, pump station, and related site improvements to enhance water reliability and system performance. Once complete, the updated facility will continue to provide essential storage and pressure for South Pasadena's largest water pressure zone, ensuring consistent delivery of potable water to the community.

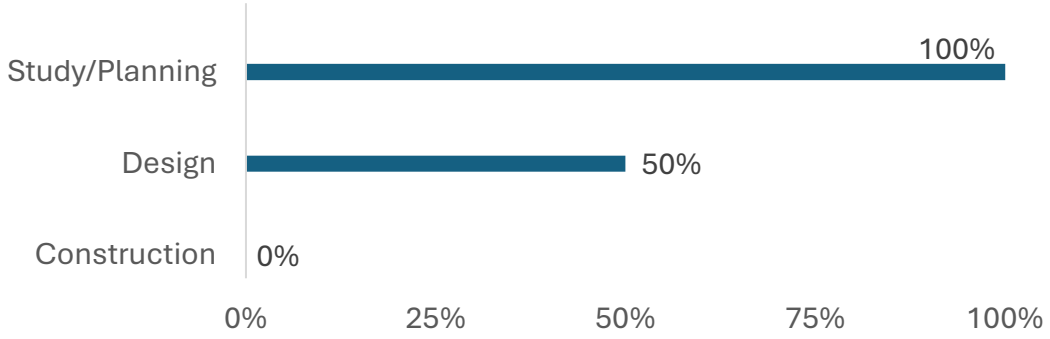
Project Data

Project Manager: Anteneh Tesfaye

Designer/Contractor: AKD Consulting & UltraSystems Environmental, Inc.

Funding Source(s): 500

Progress Toward Completion



Project Updates

- Preliminary Design Report in progress. Evaluating construction of a new reservoir, pumping station and supporting building(s) and infrastructure.
- AKD Consulting is providing the projects (1) site civil master planning & (2) preliminary structural analysis and alternatives analysis support.
- UltraSystems will prepare the project's environmental documentation in the form of an Initial Study/Mitigated Negative Declaration (IS/MND).

City of SOUTH PASADENA

As of: 11/19/25

Funding Sources

101	General Fund
104	Street Improvement Fund
105	Facilities & Equipment Replacement Fund
108	North-South Corridor ITS Deployment Fund (former SR-110)
116	Special Projects Fund
205	Proposition A Local Return (Transit)
207	Proposition C Local Return (Transit)
209	Carlyle Library Bequest
210	Sewer Enterprise Fund
210	Sewer Contracted Maintenance Repairs (6501-8180)
213	SB2 Planning Grant
214	Rogan Federal Transportation Fund
228	Housing Authority
230	State Gas Tax
230	Street & Sidewalk Contracted Maintenance Repairs (6116-8180)
233	Measure R Local Return (Transportation)
234	Measure M Mat Cycle 1 Grant
236	Measure M Local Return (Transportation)
237	Road Maintenance & Rehabilitation (RMRA) SB1 Fund
238	Mobile Source Reduction Committee (MSRC) AQMD Grants
239	Measure W Local Return (Stormwater)
239	Storm Drain Contracted Maintenance Repairs (6011-8180)
240	Measure M Subregional Program (MSP) Fund
243	Measure R Mobility Improvement Program (MIP) Fund
245	Transportation Development Act (TDA) Fund
248	Potential Award
250	Metropolitan Water District Grant
251	LA Count Regional Park & Open Space District (RPOSD) Measure A
252	Proposition 68 2018 Parks Bond Act Per Capita Grant
255	Capital Growth
260	Community Development Block Grant (Federal)
270	Asset Forfeiture
275	Park Impact Fees Fund
277	Highway Safety Improvement Program
295	Golf Course Enterprise Fund
327	2000 Tax Allocation Bond Fund
500	Water Enterprise Fund
500	Water Contracted Maintenance Repairs (6710-8180)
503	Water Efficiency Fund ($.14/cubic unit of water sold)
710-LATIP	SR-710 Local Alternative Transportation Improvement Program Fund
Stables	San Pascual Stables CIP Fund

ITEM 5

ADOPTION OF RESOLUTION SETTING THE DATE, TIME AND PLACE OF REGULAR COMMISSION MEETINGS

RESOLUTION

A RESOLUTION OF THE PUBLIC WORKS INFRASTRUCTURE COMMISSION OF THE CITY OF SOUTH PASADENA SETTING THE DATE AND TIME AND PLACE OF ITS REGULAR MEETINGS

WHEREAS, the City Council of the City of South Pasadena has created the Public Works Infrastructure Commission pursuant to Section 2.47-1 of Chapter 2 of the South Pasadena Municipal Code;

WHEREAS, Government Code Section 54954 provides that each legislative body of a local agency shall provide by ordinance or resolution the time and place for holding regular meetings; and

WHEREAS, the Public Works Infrastructure Commission of the City of South Pasadena desires to set the time and place of its regular meetings;

NOW, THEREFORE, THE PUBLIC WORKS INFRASTRUCTURE COMMISSION OF THE CITY OF SOUTH PASADENA HEREBY RESOLVES AS FOLLOWS:

Section 1. Recitals. The Public Works Infrastructure Commission hereby finds that the above recitals are true and correct and are incorporated herein as if set forth in full.

Section 2. Regular Meetings. The regular meetings of the Public Works Infrastructure Commission of the City of South Pasadena ("Commission") shall be held on second Wednesday of each month at 6:30 p.m. The regular meeting location shall be in the Amedee O. "Dick" Richards Jr. Council Chambers, located at 1424 Mission Street, South Pasadena, California.

Section 3. Circumstances Under Which Regular Meeting Is Cancelled. In the event an agenda for a regular meeting of the Commission is not posted timely in accordance with the provisions of Section 54954.2 of the Government Code, such regular meeting is cancelled without any further action of the Commission, except as may be required by the Ralph M. Brown Act.

Section 4. Special and Adjourned Meetings. The Commission may hold special meetings or adjourn its regular meeting to other dates and times and locations as may be necessary subject to compliance with the noticing requirements of the Ralph M. Brown Act, Government Code Section 54950 et. seq.

Section 5. Effective Date. This Resolution shall be in full force and effect immediately upon its passage and adoption thereof. To the extent there is any inconsistency between this Resolution and any other resolution previously adopted on the same matter, this Resolution shall prevail, and the portions of the previously adopted resolution shall be automatically repealed and have no further force or effect.

PASSED, APPROVED AND ADOPTED ON this 10th day of December, 2025.

_____
Larry Abelson
Chair

ATTEST:

_____
Michael Vartanians
City Engineer

ITEM 6

APPROVAL OF MINUTES OF REGULAR PWIC MEETING ON NOVEMBER 12, 2025

CITY OF SOUTH PASADENA
PUBLIC WORKS INFRASTRUCTURE COMMISSION – MEETING

MINUTES
WEDNESDAY, November 12, 2025, at 6:30 P.M.
COUNCIL CHAMBER

CALL TO ORDER
The Public Works Infrastructure Commission meeting was called to order at 6:32 PM.

ROLL CALL
Members Present: Dunlap, Kerwin, Jones, Hernandez, Chair Abelson

Members Absent: Maling, Sharma, Vice-Chair Brunelle

Phillip Tran, Management Analyst, announced a quorum

Staff Present: Councilmember Omari Ferguson, Deputy Public Works Director Anteneh Tesfaye, City Engineer Michael Vartanians, Transportation Program Manager Bassam Al-Beitawi, Management Analyst Phillip Tran, Management Assistant Rigoberto Escobedo

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was led by Commissioner Jones.

PUBLIC COMMENT
1. **Public Comment received**

   There was no one wishing to provide public comment.

CHANGES TO AGENDA
2. **REORDERING OF, ADDITIONS, OR DELETIONS TO AGENDA**

   There was no one wishing to reorder the agenda.

PRESENTATION
3. **UPDATE ON STATUS OF ORANGE GROVE AVENUE TRAFFIC STUDY**

   Transportation Program Manager Bassam AL-Beitawi delivered presentation and responded to questions from the Commission.

4. **UPDATE ON STATUS OF GREVELIA AND BERKSHIRE POCKET PARK PROJECT**

   Principal Engineer Michael Vartanians delivered presentation and responded to questions from the Commission.

ACTION / DISCUSSION
5. **APPROVAL OF MINUTES OF PWIC MEETING ON OCTOBER 8, 2025**

   Recommendation
   It is recommended that the Commission review and consider approval of October 8, 2025, PWIC Meeting Minutes.

Following discussion, a motion was made by Commissioner Jones, seconded by Commissioner Kerwin to approve the October 8, 2025, PWIC Meeting Minutes. The motion carried 4-0, by the following vote:

AYES:	Dunlap, Kerwin, Jones, Chair Abelson
NOES:	None.
ABSENT:	Maling, Sharma, Vice-Chair Brunelle
ABSTAIN:	Hernandez

COMMUNICATIONS

6. **City Council Liaison Communications**

Suggested the City consider creative, community-driven fencing solutions for north side of Berkshire Pocket Park. Raised the need to address safety and traffic concerns at Monterey and Indiana intersection. Commented on ongoing work with the City's Climate Action Plan. Requested tour of City's water facilities for commissioners and council to gain familiarity with local infrastructure.

7. **Commissioner Communications**

Commissioner Jones inquired on the removal and replacement of parklets along Mission Street. Staff emphasized the importance of maintaining similar parklet footprint to ensure fairness amongst businesses. Staff explained outreach efforts and commissioner updates are planned, noting the Commission's desire for community input.
Commissioner Kerwin noted public comments regarding the Indiana and Monterey intersections and expressed concern of vehicle speeds and suggested implementing traffic calming measures. Raised concerns regarding outreach and parking restrictions near Arroyo Vista and suggested reconsidering parking time restrictions to align with school hours to reduce impact to residents.
Commissioner Dunlap expressed their interest in assisting with the Vision Zero Action Plan. Announced the upcoming World Day of Remembrance for Road Traffic Victims. Encouraged recognition and observance of the day.
Chair Abelson requested updates on status of hiring for restoration of missing road markings around city, status of citywide engineering study, and timing for removal of dining deck and restoration of parking in front of Shiro restaurant. Suggested narrowing and/or use of crossing guards at Monterey to help control speed. Shared experience from participation in the Citizens Police Academy.

8. **Staff Liaison Communications**

Principal Engineer Michael Vartanians reported ongoing review of proposals for on-call contracts in anticipation of awarding contract at the December 17, 2025, City Council meeting. Staff is continuing work on Monterey and Indiana Avenue and will analyze solutions once the comprehensive traffic study is complete. Reminded commissioners that meeting invitations are now sent individually for each meeting and emphasized the importance of checking emails to RSVP in advance.

ADJOURNMENT

There being no further matters, Chair Abelson adjourned the meeting at 8:00 PM to Wednesday, December 10, 2025.

Respectfully submitted:

_____

Michael Vartanians
Staff Liaison, City Engineer

_____

Larry Abelson
Public Works Infrastructure Commission Chair