

Amended Additional Documents Distributed for the City Council Meetings of March 20, 2024

Item No.	Agenda Item Description	Distributor	Document
02.	PUBLIC COMMENT – GENERAL (NON-AGENDA ITEMS)	Chris Bray	Email to Council
06.	APPROVAL OF PREPAID WARRANTS IN THE AMOUNT OF \$30,931.83; GENERAL CITY WARRANTS IN THE AMOUNT OF \$2,499,483.01; TRANSFERS IN THE AMOUNT OF \$13,000,000.00; ONLINE PAYMENTS IN THE AMOUNT OF \$113,053.77; VOIDS IN THE AMOUNT OF (\$988.00); PAYROLL IN THE AMOUNT OF \$867,688.65	John	Email to Council
06.	APPROVAL OF PREPAID WARRANTS IN THE AMOUNT OF \$30,931.83; GENERAL CITY WARRANTS IN THE AMOUNT OF \$2,499,483.01; TRANSFERS IN THE AMOUNT OF \$13,000,000.00; ONLINE PAYMENTS IN THE AMOUNT OF \$113,053.77; VOIDS IN THE AMOUNT OF (\$988.00); PAYROLL IN THE AMOUNT OF \$867,688.65	John	Email to Council
09.	CONSIDERATION OF APPROVAL OF TASK ORDERS WITH HDR ENGINEERING, INC. & SEITEC, INC. FOR PROVIDING DESIGN QUALITY CONTROL REVIEW SERVICES AND PREPARING PLANS, SPECIFICATIONS, AND ESTIMATES FOR THE CITY HALL STORMWATER DIRECT REUSE PROJECT	Ted Gerber, Public Works Director	PowerPoint
13.	RESCISSION OF THE FORMATION OF THE COUNCIL FINANCE AD HOC COMMITTEE THAT OCCURRED AT THE FEBRUARY 21,	Roxanne Diaz, City Attorney	Memo for Edits

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	2024, SPECIAL JOINT MEETING OF THE CITY COUNCIL AND FINANCE COMMISSION		
14.	DISCUSSION AND ACTION FOR THE CREATION AND SCOPE OF AN ADVISORY COMMITTEE TO REVIEW THE CITY'S FINANCES AND OPERATIONS IN LIGHT OF THE FIVE YEAR FINANCIAL FORECAST	Ed Elsner	Email to Council
14.	DISCUSSION AND ACTION FOR THE CREATION AND SCOPE OF AN ADVISORY COMMITTEE TO REVIEW THE CITY'S FINANCES AND OPERATIONS IN LIGHT OF THE FIVE YEAR FINANCIAL FORECAST	Stephen Rossi	Email to Council
16.	CONSIDERATION OF A FEE WAIVER OR REDETERMINATION OF THE SPECIAL EVENT FEE FOR THE USE OF THE ARROYO SECO GOLF COURSE FOR SOUTH PASADENA EDUCATIONAL FOUNDATION	Josh Albrektson	Email to Council
16.	CONSIDERATION OF A FEE WAIVER OR REDETERMINATION OF THE SPECIAL EVENT FEE FOR THE USE OF THE ARROYO SECO GOLF COURSE FOR SOUTH PASADENA EDUCATIONAL FOUNDATION	Michael A. Cacciotti	PowerPoint
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Ben Hopkins	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS	Bill Thompson	Email to Council

	THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR KRAIL RENTALS		
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Lisa Roa	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Karen Tamis	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW	John Gildersleeve	Email to Council

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	STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Sandy Gildersleeve	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Justin Crosby	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A	Jonah Kanner	Email to Council

	CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Jana Umakanathan	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Shannon De Jong	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Ardy Hezekiah	Email to Council

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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Ellen Pansky	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Claire Zedelius	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Kat Beers	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA	Colin Bogart	Email to Council

	STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Diane McRiley	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT	Gino Thomas	Email to Council

	PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Loretta Allison	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A	Steve Koch	Email to Council

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	CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Monica Leon	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Deborah Clem	Email to Council

17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Paige Salardino	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Samuel Zneimer	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Michael Cosentino	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA	Rion Nakaya	Email to Council

	STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR KRAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Steve Koch	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT	Steve Koch	Email to Council

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	PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Steve Koch	Email to Council
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	CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR KRAIL RENTALS	Carol Kramer	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Steve Koch	Email to Council

17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Zoe Green	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	South Pas Active Streets	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Barbara Hoskins	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA	Darleen and Tod Kuwahara	Email to Council

	STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR KRAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Christopher Cronin	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT	Steven and Nancy Anderson	Email to Council

	PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Walter and May M. Smith	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	David Johnson	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A	Oscar Madrigal	Email to Council

	1		
	CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Sheila Rossi	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Steve Koch	Email to Council

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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Sally Baca	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA	Erin Fitzgerald	Email to Council

	STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Katie Bird	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT	Alex Krafcik	Email to Council

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	PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS		
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Rebecca Turley	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A	Mark Dreskin	Email to Council

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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR KRAIL RENTALS	Richard McCann	Email to Council
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17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR KRAIL RENTALS	The Sobieskis	Email to Council
17.	CONSIDER PROVIDING DIRECTION AND ACTION ON SLOW STREETS PROGRAM PLANS AND INSTALLATIONS ALONG OAK STREET, GRAND AVENUE, HERMOSA STREET, AND MISSION STREET, AS WELL AS THE INSTALLATION OF PARKLET EQUIPMENT ALONG MISSION STREET RELATED TO THE SIDEWALK DINING PERMIT PROGRAM, REMOVAL OF CERTAIN SLOW STREETS PROGRAM EQUIPMENT, INSTALLATION OF SLOW STREET PROGRAM SIGNAGE, AND AMENDMENT OF A CONTRACT WITH RIGHT OF WAY, INC. FOR K-RAIL RENTALS	Ted Gerber, Public Works Director	PowerPoint

From: Chris Bray

To: <u>City Council Public Comment</u>

Cc: Steven Lawrence; All Commissions; Evelyn Zneimer; Janet Braun; Jack Donovan; Michael Cacciotti; Jon Primuth;

Armine Chaparyan; John Downs

Subject: general public comment, city council, march 20
Date: Wednesday, March 13, 2024 5:21:43 PM

Attachments: <u>traffic signals.jpg</u>

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

All,

The City of South Pasadena "will outpace its revenue by millions of dollars over the next five years, and in the event of a recession, its reserve funds could be exhausted within just three years." Source:

https://southpasadenareview.outlooknewspapers.com/blog/2024/03/06/south-pasadena-city-council-projected-deficit-sets-fiscal-emergency-course/

Last paragraph of that news story: "We're not going to simply be able to cut our way out of these kinds of problems, I have to be really clear about that," South Pasadena Finance Director John Downs said. "It's multifaceted. We have to look at revenue sources."

This is exactly what our former City Manager Stephanie DeWolfe said in 2019: structural deficit, operations outpacing revenues, need more revenue. We've gone backward five years.

The community accepted this argument the last time it was made, supporting a new sales tax (Measure A), extending the utility tax (Measure U), and supporting a "fee study" that resulted in substantial fee increases for city services, including more expensive permits, fines, license fees, and facility rental fees. Hearing that the city was out of money, the community agreed to solve the problem, and did *everything* city leadership asked of it for that purpose. We also have a library parcel tax. This community has cheerfully supported tax measure after tax measure, and its patience is now being abused. The city is out of money, so they need more.

No.

The South Pasadena City Council has made *choices* that have made city operations significantly more expensive.

The city *chose* to replace its police cars with twenty leased Teslas, at a cost of \$1.7 million for the lease plus an undisclosed amount to convert stock Teslas to working police cars with flashing lights, sirens, radios, and MDTs. With a \$500,000 grant from the AQMD, this means you spent \$1.2 million to have police cars for five years, not counting the costs of conversion, operation, maintenance, and the continued costs of the ICE-vehicle police fleet that I still see in operation while you convert the Teslas.

The city withdrew from affordable electric power service with Southern California Edison and *chose* to join the Clean Power Alliance, which it was not required to do, then *chose* to voluntarily convert all of the city's electric utility accounts to the CPA's most expensive rate plan.

The city *chose* to implement a Climate Action Plan, and to hire a full-time environmental services manager to manage the climate of the planet.

The city *chose* to start a new housing division, negotiating to purchase a large number of Caltrans properties, which required hiring new staff.

The city *chose* to reject a \$40,000 to \$50,000 settlement with a resident who sued over a sewage spill, and *chose* to spend hundreds of thousands of dollars in legal fees to litigate over a case that could have settled for far less money.

The city keeps *choosing* to take unnecessarily expensive actions, then shrugs and says that it has run out of money again and needs more revenue.

I promise you, on the basis of considerable discussion, that the local appetite for providing new revenue is exhausted. The South Pasadena City Council needs to *control its spending*, and urgently needs to develop a rigorous deliberative process for evaluating *every* decision it makes as a financial decision. To the city government: You are indeed going to be able to simply cut your way out of these problems, because you have no choice.

We need leaders who can *think about city finances* before they make decisions. It's ridiculous to keep running out of money, and this cycle of new revenue --> revenue exhaustion --> new revenue is unsustainable. If there are new leaders in the community who can *think clearly about finances*, step forward. We need you.

The council can start by voting, at its very next meeting, to withdraw from the Clean Power Alliance, and then to sign up for only the most affordable institutional rate plans that SCE offers. Attached as an example is a single screenshot from your current budget, showing the explosive growth in the cost of powering your traffic signals. You also buy electricity for city hall, the police and fire stations, the public works office, water pumping, parks, the library and senior center, the city yard, and so on. Watch me perform the function of cutting to solve the problem, the thing that the city says it can't possibly do:

Buy cheaper electricity.

More examples available upon request.

Our city government can stop running out of money if it chooses to stop running out of money. So choose that.

Chris Bray South Pasadena resident From: <u>John C.</u>

To: <u>City Council Public Comment</u>

Subject: Email Public Comment for March 16, 2024, South Pasadena City Council Meeting on Agenda Item 6

Date: Saturday, March 16, 2024 1:34:58 PM

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

To South Pasadena City Council,

The South Pasadena City council should approve agenda item 6 especially the January 2024 credit card expense summary. South Pasadena Police Department is using the Tesla Superchargers at East Glenarm Street, in Pasadena because the charging infrastructure for the South Pasadena Police Department is not ready. Also, a reminder the East Glenarm Street Tesla Supercharging station is a 1.1 mile drive from the South Pasadena Police Department and 1.1 miles back to the South Pasadena Police Station. Also, a reminder Tesla Model Y longe range has over 300 miles in range. The Tesla Model 3 longe range has a estimated 340 miles in range. This will not effect the range of two vehicle that South Pasadena Police Department is currently using and has South Pasadena Police Department has said time and time again no effect time on emergency 911 calls. In addition, the semiconductor shortage is not over for police departments in ording in new vehicles. In NYE County Nevada the Sheriff's were force to buy new vehicles that were not painted all white and painted all black. Also, the vehicles NYE County Sheriff's wanted were Ford Police Interceptor Utilities and instead they had to settle with all black Dodge Durango's this was do to the semiconductor shortage which continues to have impact today on police department across the country.

From, John

From: <u>John C.</u>

To: <u>City Council Public Comment</u>

Subject: Email public comment for March 20, 2024 South Pasadena City Council Meeting Agenda Item 6

Date: Monday, March 18, 2024 2:56:25 PM

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

To South Pasadena City Council,

The South Pasadena City council should approve agenda item 6 especially the January 2024 credit card expense summary. South Pasadena Police Department is using the Tesla Superchargers at East Glenarm Street, in Pasadena because the charging infrastructure for the South Pasadena Police Department is not ready. Also, a reminder the East Glenarm Street Tesla Supercharging station is a 1.1 mile drive from the South Pasadena Police Department and 1.1 miles back to the South Pasadena Police Station. Also, a reminder Tesla Model Y longe range has over 300 miles in range. The Tesla Model 3 longe range has a estimated 340 miles in range. This will not effect the range of two vehicle that South Pasadena Police Department is currently using and has South Pasadena Police Department has said time and time again no effect time on emergency 911 calls. In addition, the semiconductor shortage is not over for police departments in ording in new vehicles. In NYE County Nevada the Sheriff's were force to buy new vehicles that were not painted all white and painted all black. Also, the vehicles NYE County Sheriff's wanted were Ford Police Interceptor Utilities and instead they had to settle with all black Dodge Durango's this was do to the semiconductor shortage which continues to have impact today on police department across the country.

From, John

Yahoo Mail: Search, Organize, Conquer

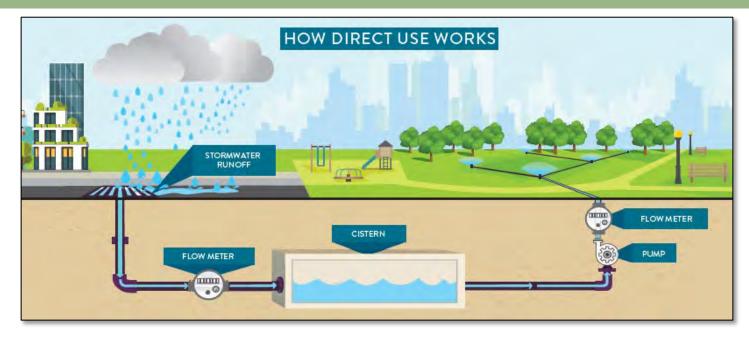
City Hall Stormwater Direct Use Project

March 20, 2024 City Council Meeting

Prepared By: Public Works Department



Project Overview

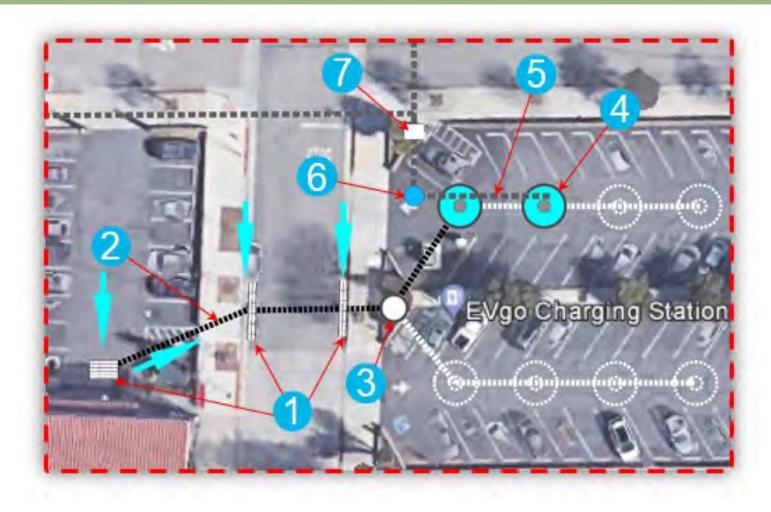


- Opportunity for a model project, to be replicated at other City locations
- Stormwater MS4 Permit compliance for 10.2 acres drainage area
- 3.2 AF/Y stormwater capture plus potential 1 AF/Y flushing water storage
- 50% (\$500k) grant from MWD accepted
- Incorporates innovative technology for small footprint storage and fast installation

A.D. - 28

Project Layout

- 1. Diversion Catch Basins
- 2. Gravity Pipe
- 3. Inflow Filter
- 4. Vertical Cistern
- 5. Pressure Pipe
- 6. Media Filter
- 7. Meter Box





Vertical Cistern

- Minimally invasive technology
- Smallest footprint and least excavation of all technologies evaluated
- Rapid installation with least impact on the public
- Modular system that can be expanded

October 2022 Oak St. Residential Installation







Filtration, Disinfection, & Operation

- Internet/Web monitoring and control
- Solar powered
- Ultraviolet disinfection with low demand
- Filter media treats metals, suspended solids, pesticides, & more











Electrical Water Truck- Hauling and Irrigation

- Project budget has a line item for the purchase of an electric water truck for the City
- Truck to be used for hauling of stored water for nonpotable use (irrigation, etc.), or for storage of nonpotable water (flushing & recycled water) in the tanks for later use





Storage of Hydrant and Service Line Flushing Water

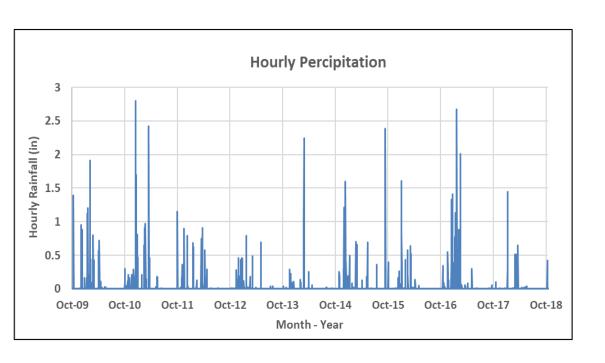
- About 1.0 AF/Y additional water
 - 5-10 minutes flushing at 54 sites
- Truck can be used for transferring flushing water into cisterns

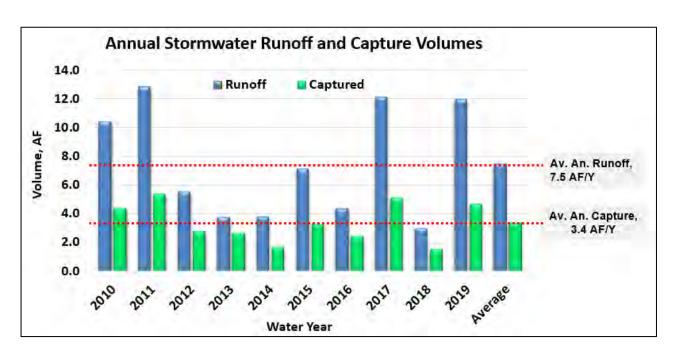
Potable Water Use Offset Only

- No new water demand
- Only irrigation of existing landscaping to offset Public Works use
- Irrigation water hauling increases project reach and irrigated area
- Other potential uses include street sweeping, sewer jetting, hardscape washing, etc.



Stormwater Capture Modeling





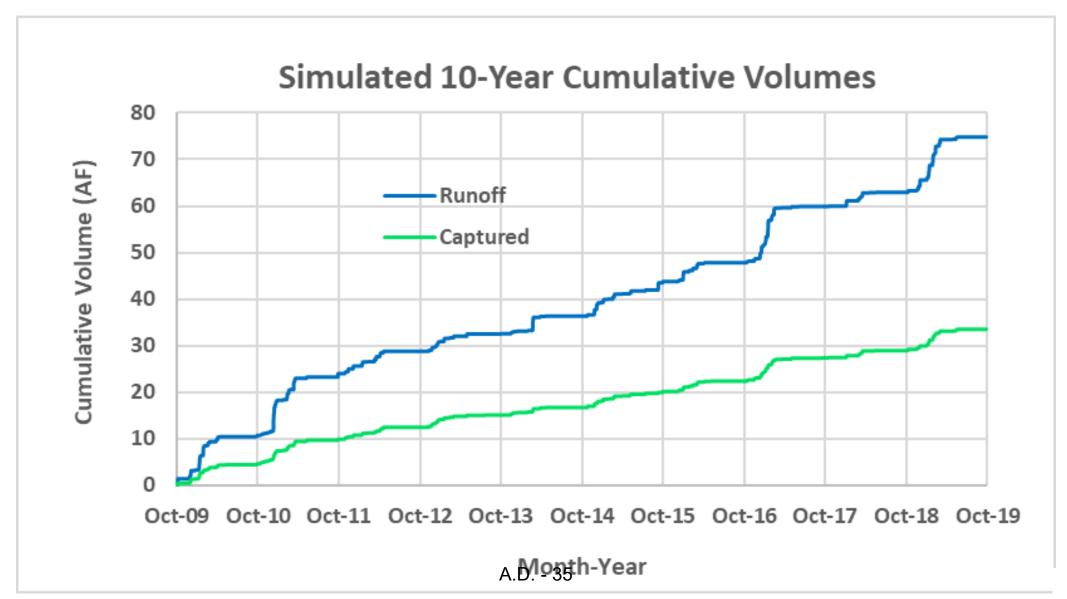
BMP Capacity and 10-Year Simulation Period

ВМР				
Capacity			No of	No of
(gal)	Start Date	End Date	days	Years
60,000	10/1/2009	9/30/2019	3,651	10

Average Annual Stormwater Runoff and Capture (AF/Y)

Runoff	Captured	Lost	DWF	Total
7.5	3.4	4.1	0.01	7.5

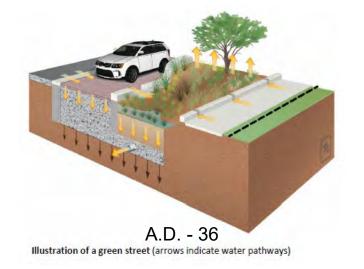
Stormwater Capture Modeling



Stormwater Compliance

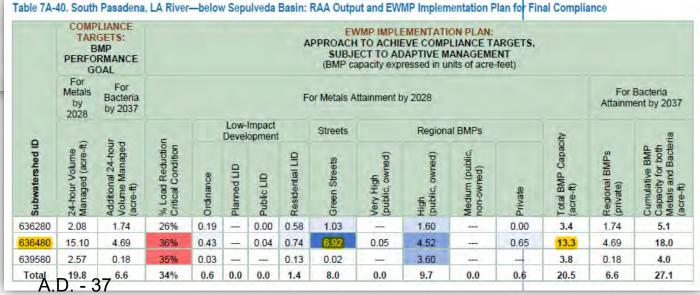
Project adherence to Stormwater Compliance Goals

- South Pasadena's MS4 compliance is primarily governed by the Upper LA River (ULAR) Enhanced Watershed Management Program (EWMP)
- ULAR EWMP requires 13.3 acre-feet/yr of stormwater capture capacity by 2028 for this watershed, of which 6.92 ac-ft/y is made up of "Green Streets"
- Proposed project captures 3.2 ac-ft/y, satisfying about 50% of the EWMP "Green Streets" compliance goal for this watershed



Stormwater Compliance

636480	Hope Ct	Bioretention (No Underdrains)	59
636480	Hope St	Bioretention (No Underdrains)	3,050
636480	Hopewell Ln	Bioretention (No Underdrains)	659
636480	Huntington Dr	Bioretention (No Underdrains)	6,220
636480	Huntington Ln	Bioretention (No Underdrains)	1,663
636480	la France Ave	Bioretention (No Underdrains)	1,957
636480	Laurel St	Bioretention (No Underdrains)	2,532
636480	Leman St	Bioretention (No Underdrains)	827
636480	Library Ln	Bioretention (No Underdrains)	608
636480	Lyndon St	Bioretention (No Underdrains)	2,497
636480	Magnolla Ln	Bioretention (No Underdrains)	346
636480	Magnolla St	Bioretention (No Underdrains)	790
636480	Maple St	Bioretention (No Underdrains)	2,121
636480	Maple Way	Bioretention (No Underdrains)	240
636480	Marengo Aly	Bioretention (No Underdrains)	27
636480	Marengo Ave	Bioretention (No Underdrains)	6,115
636480	Meridian Ave	Bioretention (No Underdrains)	1,487
636480	Milan Ave	Bioretention (No Underdrains)	5,750
636480	Mission Aly	Bioretention (No Underdrains)	253
636480	Mission St	Bioretention (No Underdrains)	3,765
636480	Mockingbird Ln	Bioretention (No Underdrains)	2
636480	Monterey Rd	Bioretention (No Underdrains)	3,571
636480	Mound Ave	Bioretention (No Underdrains)	2,619
636480	N Bushnell Ave	Bioretention (No Underdrains)	35



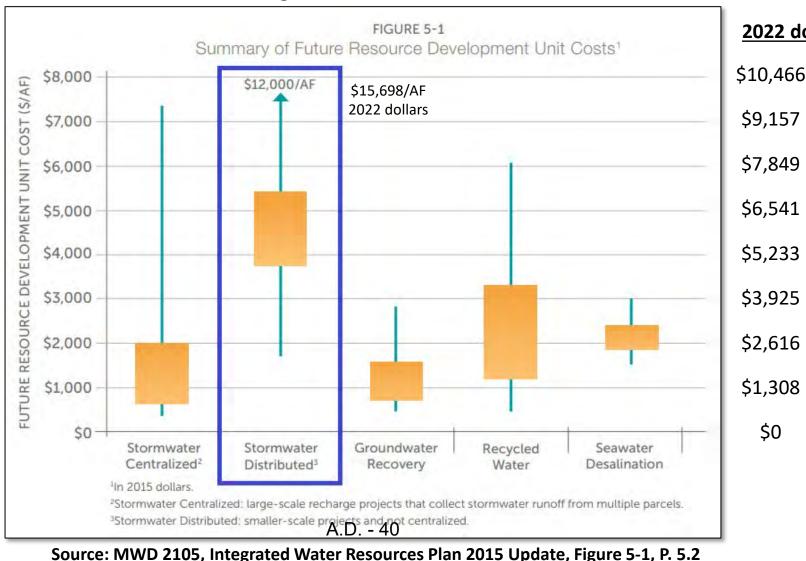
		Quantit	Unit	
Description	Unit	y	Price	Item Total
Site preparation				36,000
SWPPP Implementation	LS	1	10,000	10,000
Traffic Control	Day	5	1,000	5,000
Utility Relocation	LS	1	15,000	15,000
Concrete Pavement removal	SF	300	5	1,500
Pavement Reconstruction	SF	300	15	4,500
Stormwater Diversion and Storage				344,500
Retrofit of existing stormwater sump	EA	1	5,000	5,000
New Catch Basins	EA	2	10,000	20,000
Inflow Filter	EA	1	15,000	15,000
Stormwater Collection Pipe - 6" by Open	LF	50	250	12 500
Trench	LF	50	250	12,500
30,000-Gallon Vertical Cisterns	EA	2	125,000	250,000
Submersible Cistern Pumps	EA	4	5,000	20,000
UV Sterilizer	EA	2	3,500	7,000
Connection to SS MH for Drawdown	EA	1	15,000	15,000

Page 12

		Unit			
Description	Unit	Quantity	Price	Item Total	
Green Streets Elements (Landscaping and Irrig	gation)			319,237	
Planters underground Irrigation system	LF	3,829	3	11,487	
Media Filter	EA	1	10,000	10,000	
Meter/Valve Box	EA	1	1,500	1,500	
Irrigation Pressure Line - 2" by open Trench	LF	450	125	56,250	
System Solar Power	LS	1	30,000	30,000	
Electrical, Instrumentation, and Controls	LS	1	50,000	50,000	
Electric Vehicle Water Haul Truck, 2500-gallon	EA	1	160,000	160,000	
Subtotal (1)				699,737	
Mobilization			2%	13,995	
Permits Allowances			1.5%	6,997	
Subtotal (2)				720,729	
Estimating Contingency			10%	72,073	
Subtotal (3)				792,802	
Construction Contingency			15%	118,920	
Total Estimated Project Construction Cost				911,722	
Design (10%)			10%	91,172	
Total Estimated Project Cost A.D 39				\$1,002,894	

Cost Benefit Evaluation

MWD's 2015 Integrated Water Resources Plan



Page 14

\$8,592/AF

\$4,934/AF **Future**

Expansion

City Hall

Project

2022 dollars

\$9,157

\$7,849

\$6,541

\$5,233

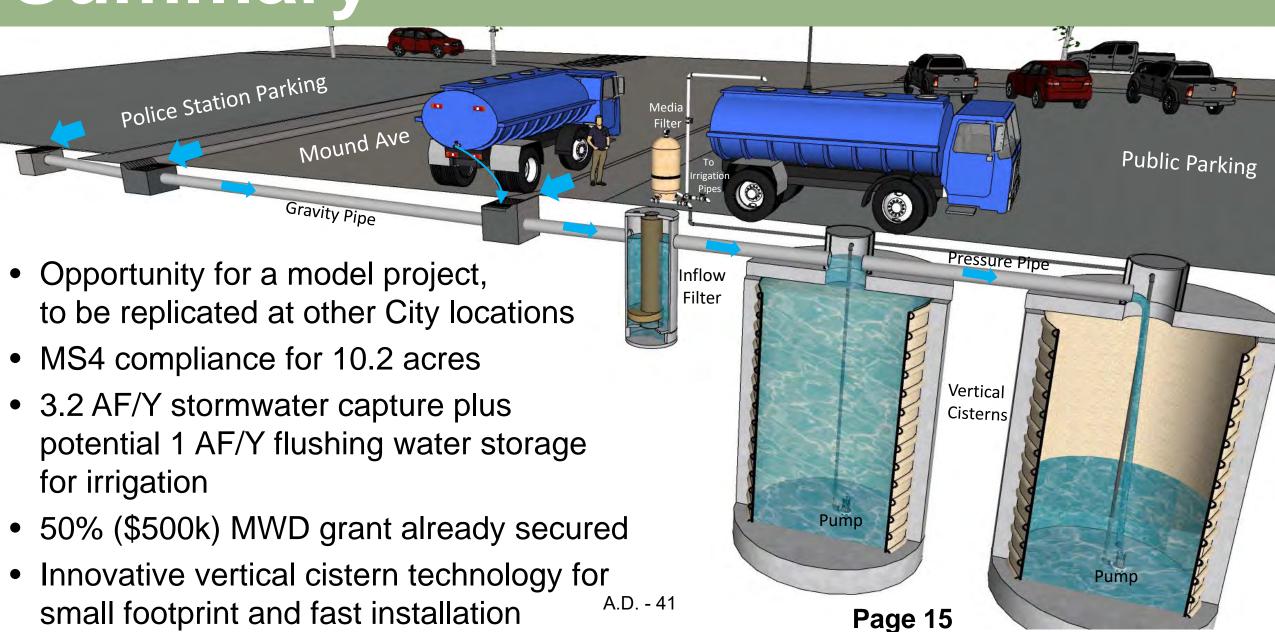
\$3,925

\$2,616

\$1,308

\$0

Summary



Previous Council Direction

- Participate in the opportunity provided by Metropolitan Water District (MWD) and Upper San Gabriel Valley Municipal Water District to share the cost of the project, and contribute to development of the stormwater direct use concept.
- Utilize the Water Efficiency Fund Account No. 503 (\$300,000) which is intended to develop projects to reduce potable water usage.
- Utilize the General Fund Designated Stormwater Reserve Account No. 101 (\$200,000) intended to address stormwater compliance costs.



Tonight's Recommendation

Commence design work by considering the approval of two task orders:

HDR Engineering, Inc. for design quality control review services (\$24,980)

SEITec, Inc. Plans, Specifications, & Estimates, i.e. bid package (\$80,251)







City of South Pasadena Management Services

Memo

Date: March 20, 2024

To: The Honorable City Council

Via: Arminé Chaparyan, City Manager

From: Roxanne Diaz, City Attorney

Subject Rescission of the Formation of the Council Finance Ad Hoc Committee

that Occurred at the February 21, 2024, Special Joint Meeting of the

City Council and Finance Commission

This memo provides an edit to page 13-2 of Item 13. The following sentence is edited as follows: "The City Attorney recommends that to avoid unnecessary litigation that the City Council rescind the formation of the Council Finance Ad Hoc Committee that occurred at the February 21, 2024 Special Joint Meeting of the City Council and the Finance Commission. Taking this action is not construed as an admission that there was a violation of the Brown Act, but doing so will avoid litigation and will further transparency."

From: Ed Elsner

To: <u>City Council Public Comment</u>

Subject: Public Comment, Item 14, Regular Meeting, March 20, 2024

Date: Tuesday, March 19, 2024 4:39:23 PM
Attachments: LASD Contract Cities Comparison - Sheet1.pdf

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

Dear City Council:

Thank you for your prompt action on the Brown Act issues relating to the creation of the Council Finance Ad Hoc Committee. Please be assured that the issues were raised not because of a concern that council or committee members were not acting in good faith and with the best intentions.

The work being done by the committee should be continued by a Brown Act legislative body. I think it would be appropriate and beneficial for the existing Finance Commission to continue the work. The experience would be invaluable for the newly-appointed commissioners.

Scope of the advisory committee should be clearly stated and described in a written document. The City Council may wish to have the advisory committee review the Citygate financial report and the Claro Group forensic report, as these documents were not circulated among, reviewed, or discussed by the 2020 ad hoc committee as a group. Although I think the advisory committee's time would be spent more productively elsewhere, I would support a revisiting of the 2020 ad hoc committee's report by an impartial, objective body.

With respect to revenue generation, the lack of transparency in connection with the 2019 Measure A sales tax initiative should be recognized and avoided by the advisory committee and by the City Council.

At a June 2019 City Council meeting, a budget shortfall was predicted of over \$1M in fiscal year 2019-2020 increasing to almost \$2M in five years. Measure A was pitched as the way to "fill the gap" and prevent deep cuts to city services. At the June 2019 meeting, the City Council declared a fiscal emergency and took action to submit Measure A for the November 2019 ballot.

What was not advertised was that Measure A -- initially predicted to generate ~\$1.5M in revenue each year -- was actually a funding mechanism for salary increases. Just a few weeks after the June 2019 meeting where the City Council declared a fiscal emergency, the City Council approved collective bargaining agreements that included unconditional salary

increases of \$800,000 per year for City employees, effective immediately, and an additional \$750,000 per year contingent on the passage of Measure A.

So, when Measure A passed, the predicted new revenue of \$1.5M per year had already been spent on new expenditures in the same amount. If Measure A had performed as expected, it would have been a wash with no impact whatsoever on the projected budget deficit. However, revenues from Measure A outperformed the expected \$1.5M per year, so Measure A had a net positive impact in the following years. But ultimately, Measure A was a short-term fix that helped mask the trend of expenditures outpacing revenues.

Salaries should be competitive to attract and retain qualified applicants, and while I personally did not have an objection to the use of Measure A revenues for that purpose, there was a troubling lack of transparency if not outright dishonesty about how the new sales tax revenue would be spent. Whatever decisions may be made about staffing and service levels in the present situation, the deliberations leading to those decisions should be made transparently at open and public meetings.

With respect to expenditures, and in the spirit of nothing being off limits for consideration, the advisory committee and the City Council should look at contracting with the Los Angeles Sheriff's Department to provide municipal law enforcement services. The cost savings would likely be in the ballpark of 2-3+ million dollars annually, while maintaining comparable service levels. Contract services can be customized; integration of existing City employees is a possibility through transfer/merger; Sheriff's deputies participate in the County pension system (LACERA), thereby removing police services from CalPERS going forward; staffing shortages due to injury would be filled without incurring overtime pay; etc.

Attached is a spreadsheet that I put together in October 2019 comparing the city's law enforcement expenditures to nearby LASD contract cities with similar populations. I tried to make the comparison as close to an "apples to apples" comparison as I could given the information available in the various cities' budgets. At the time, the City's cost per person for police services was ~73% higher than La Canada-Flintridge. The attached comparison could be used as a starting point for further analysis, including trends during the past five years. The City has looked at contracting with LASD at least once before: about 20 years ago, LASD prepared a "Phase 1" study for the City that predicted cost savings of 22% to 31% at that time under two scenarios proposed by LASD, both of which assumed that the City's police station would remain open.

No doubt there would be downsides to contracting with LASD for municipal law enforcement services, and this comment should not be construed as anything other than a recommendation that doing so should be given consideration in light of NHA's sobering five-year report. Hard choices may need to be made, and the City Council and advisory committee should be exploring every option, especially one which could address the

alarming deficit projections while maintaining service levels in all departments.

Last, the advisory committee should take a closer look at the SB-1 (road maintenance and rehabilitation) funds the City has been receiving from the state. Each year beginning with the 2017-2018 fiscal year, the City has applied for and received ~\$500K in SB-1 funds from the state. In order to keep the money, the City is required to meet a \$1.4M "maintenance of effort" each year, which means annual spending of \$1.4M from the general fund on street repairs. (The City gets the SB-1 money *before* it has to meet the \$1.4 maintenance of effort.) The NHA five-year report indicates that there has been an audit and the City may have to return one year of SB-1 funds. If only one year of SB-1 funds has to be returned, it's actually good news, because other than one year during the pandemic when the maintenance of effort was waived, it is difficult to see how the City could have possibly met the \$1.4M maintenance of effort during any of the other years the City has applied for and received SB-1 money. If there is exposure in other years, the City Council needs to know that, as the NHA forecast assumes only a one-time "claw-back" of \$537K for FY 2021-2022.

Thank you.

Ed Elsner

City	Population	Size (Square Miles)	Size (Acres)	Total Expenditures (2019-2020)	General Fund Expenditures (2019-2020)	Police Services (2019-2020)	Police Services Cost Per Person (2019-2020)	Police Services Cost Per Acre (2019-2020)	Police Services as % of General Fund Expenditures (2019-2020)
South Pasadena	25,611	3.41	2,182.40	55,216,389	28,283,955	8,854,751 [1]	\$345.74	\$4,057.35	31
La Canada Flintridge	20,227	8.63	5,523.20	29,993,125	15,759,550	3,968,025 [2]	\$196.17	\$718.43	25
Temple City	36,120	4.01	2,566.40	26,200,510	17,077,070	4,754,300 [3]	\$131.63	\$1,852.52	28
San Dimas	33,982	15.04	9,625.60	44,653,415	25,664,770	6,967,320 [4]	\$205.03	\$723.83	27
<u>Duarte</u>	21,527	6.69	4,281.60	22,224,500	18,225,300	4,699,400 [5]	\$218.30	\$1,097.58	26
South El Monte [6]	20,767	2.84	1,817.60	22,108,674	14,385,618	4,715,631 [7]	\$227.07	\$2,594.43	33
Rosemead	54,412	5.16	3,302.40	38,873,700	23,891,700	8,802,700	\$161.78	\$2,665.55	37

LASD avg. cost per person: \$190.00
LASD median cost per person: \$200.60

- [1] 7000-7180, 8020-8035, 8060-8170, 8180 (subtract \$249,560 for Pasadena Humane Society and All City Management Crossing Guards), 8200-8210
- [2] 1-21-6055 through 1-21-6059
- [3] 4410-4795
- [4] 020, 021, 411, 412, 428
- [5] Except 1205-7780, 1205-7782, 1205-7783, and 1205-7787
- [6] 2018-2019 budget
- [7] Except 5630

From: Stephen Rossi

To: <u>City Council Public Comment</u>

Subject: Public Comment to March 20, 2024 City Council Meeting - For Inclusion on Agenda Items 13, 14, and 15

Date: Wednesday, March 20, 2024 12:29:49 AM

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Public Comment March 20, 2024 City Council Meeting Agenda Items 13, 14, and 15

City Council, City Manager, City Attorney, and Residents of South Pasadena,

Like many of the memes running across social media these days, 2024 is quickly shaping up to be a repeat of 2020. In South Pasadena that means:

- 1. Increasing community concerns of a seemingly coordinated effort by certain members of City Staff and City Council to misrepresent facts about the City budget deficit both in open session and over social media;
- 2. The failure of the City Manager and Finance Director to provide monthly financial statements to Council, Finance Commission or the public; and
- 3. Increasing community concerns of a seemingly concerted effort by members of the City Manager's office, City Council, and a repeat performance by one former Finance Commissioner to weaponize the Brown Act in a targeted effort to suppress questions and deliberations regarding the financial performance and viability of our City of South Pasadena.

And just like in 2020, when there was a push to shut down the Community Services department, the recently presented strategic goals from our current City Manager in 2024 does little other than to eviscerate Community Services, Chamber of Commerce, AYSO, SPEF, and South Pasadena Little League.

For the moment, I will leave it to others to address the first two items, allowing me to focus my comments on what is becoming an interesting *deja vu* moment in the annals of South Pasadena's financial reporting history.

A (NOT-SO-BRIEF) RECAP

In the summer of 2020, a similarly disturbing City budget crisis led to then-Councilmember Marina Khubesrian's resignation and my subsequent appointment to Council that September. One of my first official acts on the dais was to form a Finance Ad Hoc Committee ("2020 FAHC") to accomplish six tasks (the last of which, frankly, was the most important to the community):

- i. Ensuring the completion of the delayed fiscal year 2018-2019 Comprehensive Annual Financial Report ("CAFR");
- ii. Ensuring the timely completion of the fiscal year 2019-2020 CAFR;
- iii. Management and oversight of the fiscal year 2020-2021 budget;

- iv. Updating the City's financial policies and procedures;
- v. Making a recommendation to the Finance Commission regarding the frequency and timing of financial reporting; and
- vi. Assess the necessity of, or scope of any additional audits, depending on the summation of the [2020 FAHC's] work, up to and including a forensic audit where the situation warrants additional review.

It's important to note that the 2020 FAHC was effectively composed of nine individuals, including two City Council members, two Finance Commissioners, and five residents. And, upon the City Attorney's recommendation, the 2020 FAHC (being of less than a quorum of any Brown Act regulated body and of limited duration and scope) was set up as a non-Brown Act committee.

Also of nearly comical interest is the fact that five of the nine members of the 2020 FAHC included Stephen Rossi (myself), Peter Giulioni (then a resident, but currently Chairman of the Finance Commission as well as Chairman of the 2024 Finance Ad Hoc Committee that is the topic of three of the March 20, 2024 City Council agenda items), Councilmember Jon Primuth, Councilmember Jack Donovan, and...

...none other than then-Finance Commissioner-now-resident, Ed Elsner (the author of numerous emails, three different Cure and Correct notices, and two different Cease and Desist letters all from March 8, 2024 to March 11, 2024 that represent the impetus for the three agenda items on March 20, 2024's City Council meeting).

For almost a year, from October 13, 2020 until September 22, 2021 when we had a final Zoom meeting with Staff to discuss the first five tasks assigned by Council, Mr. Elsner volunteered and served alongside the other members of the 2020 FAHC, participating in at least six different Zoom meetings with Staff and significant email traffic amongst the group members and Staff, in an effort to complete the committee's first five assigned tasks. I went back through numerous emails and report drafts, and it appears that at no point during this nearly year-long period did Mr. Elsner raise questions about the composition of the 2020 FAHC, the process by which the 2020 FAHC was conducting itself, or whether the 2020 FAHC should have been designated a Brown Act regulated body.

The Final Task (2020 Iteration)

On the morning of September 25, 2021, with the Covid-19 pandemic starting to enter the rearview mirror, the 2020 FAHC had their first in-person meeting. The agenda for that meeting was to discuss the final task assigned to the group, "to assess the necessity of, or scope of any additional audits...up to and including a forensic audit," and to begin preparing a written report to delineate the group's process and any final recommendations, if any, to be proposed to Staff based on the group's findings.

Mr. Elsner Attempts to Rewrite the Scope

From October 3, 2021 until February 28, 2022, Mr. Elsner attempted to restrict and water-down the content of the report. When he couldn't get traction from the majority of the members to support what some members viewed as a dumbed-down version, he fell back on

attempts to use technical legal arguments to further his own agenda, including an attempt to rewrite the adhoc's official scope itself, trying to argue that recommending a forensic audit was not actually within the group's approved scope.

While Mr. Elsner's true motivations were never made clear, it would seem that researching ways to suppress discussion and recommendations by the adhoc was more important to Mr. Elsner than researching solutions to the many problems faced by the City. Mr. Elsner quit the committee on March 1, 2022.

Again, at no point, up to and including Mr. Elsner's resigning from the adhoc, did Mr. Elsner appear to present any concerns around the committee needing to be Brown Act compliant.

At no point, that is, until Peter Giuloni presented the final 2020 FAHC report to the Finance Commission on June 9, 2022, over three months after Mr. Elsner resigned from the committee. At that Finance Commission meeting, rather than engage in a thoughtful discussion of the committee's recommendations and the significant concerns facing the City, Mr. Elsner used his new role as Chairman of the committee, to recite over 45 minutes of near monologue attempting to discredit the report. Mr. Elsner's monologue started off with his first-ever official declaration that the group should have been a publicly noticed Brown Act body.

Councilmember Primuth, Councilmember Donovan, and City Manager Chaparyan

I would be remiss not to mention Councilmember Primuth's, Councilmember Donovan's, and City Manager Chaparyan's contribution to what many interpret as an effort to suppress the 2020 FAHC report, findings, and recommendations.

At Councilmember Primuth's suggestion, the committee held its final meeting on June 4, 2022 at the house of Councilmember Primuth. During that meeting, Councilmember Primuth requested the final report go directly to the City Manager along with a cover email delineating the members at the final meeting and the results of the vote (which happened to be a unanimous approval of the report). Both Councilmember Primuth and Councilmember Donovan were present at that final meeting, both voted to approve and submit the report to the City Manager, and both were copied on the submission email (sent the City Manager on June 5, 2022) describing the outcome of the final meeting.

However, when the 2020 FAHC report was put before the City Council on June 15, 2022 as the last item (#28) on a very long City Council schedule that evening, the City Manager chose NOT to include the cover email in the agenda packet or otherwise provide it to Council. Further, despite two full-voting members of the committee sitting on the dais that evening, neither Councilmember Primuth nor Councilmember Donovan provided any substantial or meaningful overview of the process, findings, or recommendations of the report - and no other members of the committee were invited to present on the adhoc's behalf. As a result, Councilmember Zneimer, confused without having been provided the June 5th cover email, began asking questions about who had voted on the report. Three people were in the room that night who knew the answer: The City Manager who had received the cover email but chose not to disclose it to the rest of Council or the public, and Councilmembers Primuth and Donovan who not only were copied on the cover email itself but were actually full voting members of the committee, had deliberated on the report, and were both present when it was

unanimously approved.

Yet none of these three chose to answer Councilmember Zneimer's straightforward and easy question. Why?

While their true motivations were never made clear, it would seem that suppressing the discussion and recommendations by the adhoc was more important to our City Manager and Councilmembers Primuth and Donovan than discussing solutions to the many problems faced by the City, and when they couldn't mitigate the drafting of the report itself, they chose instead to minimize the discussion by intentionally and knowingly withholding information from the City Council and the public.

A GLITCH IN THE MATRIX

Fast forward to 2024 and South Pasadena is again facing a serious financial budget crisis that it would seem the City Manager, Finance Director, certain members of the City Council, and Mr. Elsner would like residents to ignore. The crisis? An ongoing structural operating deficit driving a 2023-2024 single-year budget deficit of \$3.7 million and, if NHA (the City's outside consultants hired to prepare a five-year budget forecast for the City) are to be believed, could result in the City's financial insolvency in as little as three years (ie *bankruptcy*).

The Real Brown Act Violation: To Limit Transparency and Oversight

Again, the City Manager and a subset of the Council have worked to limit financial oversight. In December 2023, the members of the Finance Commission grew concerned about the number of budget appropriations that had been occurring post-budget approval, leading to ever larger budget deficits, without ever being reviewed by the Finance Commission. As such, during the November 29, 2023 Finance Commission meeting, the members of the committee discussed the potential need to consider at a future meeting whether it was prudent to recommend a policy requiring the Finance Commission to review new appropriation requests that would result in an increase to an already approved City budget prior to submission of any such request to the City Council. In response, on December 5, 2023, the City Manager's office notified the Finance Commission via email that the Council had "discussed and determined" that any such potential policy was not needed and therefore no further discussion by the Finance Commission on the topic was necessary. Further, the December 5, 2023 email notification was forwarded by City Manager Chaparyan to the full City Council and the City Attorney, declaring that Council had made the determination no such policy was required.

However, upon review of the City Council meeting calendar, from November 29, 2023 (the date of the Finance Commission meeting) until December 5, 2023 (the date of the email notice from the City Manager's office), no special, open, or closed City Council meetings had been agendized or occurred. As a result, any such discussion and determination by the Council would have been in violation of the Brown Act. On December 8, 2023, a Cure and Correct notice was sent by Commissioner Rossi to the City Attorney requesting a review of these events. In an emailed response from the City Attorney dated January 6, 2024, the City Attorney acknowledged that no discussion with Council had occurred.

Rather, a single Councilmember - Jon Primuth - acting on behalf of the entire Council and

without their knowledge, had been involved in the discussions directly with City Manager Chaparyan to suppress even a *discussion* about implementing additional oversight for the City's financials.

And City Manager Chaparyan personally sent an email to the entire Council and the City Attorney indicating a Council decision had occurred that she, and Councilmember Primuth, knew to be at best misleading and at worst intentionally false.

Not only do these actions directly violate City Code, but they also undermine the very core of the Brown Act...the presumption that all Council deliberations and decisions be made: 1) in public, and 2) with no less than a quorum of the Councilmembers present.

While Councilmember Primuth's and City Manager Chaparyan's true motivations are still not clear, the end result of their choices was to circumvent governmental policy and regulation to suppress even the mere discussion of improved oversight of the City's financials.

A New Adhoc is Formed

Again, a member of the Rossi household (this time Finance Commission Vice Chair, Sheila Rossi) volunteered to serve on a new Finance Ad Hoc Committee in an effort to find solutions for the City (let's call this one the "2024 FAHC"). This time, the committee was formed with four members: two councilmembers (Janet Braun and Evelyn Zneimer) and two Finance Commissioners (Chair Peter Giulioni and Vice Chair Sheila Rossi). And like 2020, under the direction of the City Attorney, the 2024 committee was set up as a non-Brown Act body due to its composition as less than a quorum of a Brown Act body with limited scope and duration. No motion was made by the Council and no vote was taken.

Nothing from Mr. Elsner...

On March 3, 2024, just like in 2020, a councilmember (this time Councilmember Primuth) takes to Facebook, utilizing inaccurate information in an attempt to manage the narrative surrounding the City's finances.

Nothing from Mr. Elsner...

Then on March 6, 2024, the 2024 FAHC was asked by Council to present an update on their efforts over the prior two weeks. Just as with the 2020 FAHC, Peter Giulioni was asked to take on the mantle and did an excellent job presenting a highly sensitive topic with grace and professionalism. During that meeting, Councilmember Primuth tried to reiterate the narratives included in his March 3rd Facebook post only to be met with facts and figures uncovered by Sheila Rossi that showed Primuth's narrative to be incorrect, ill-informed, and negligent.

Enter Mr. Elsner

Suddenly, on March 8, 2024, Mr. Elsner contacted the City and 2024 FAHC members with an email indicating concerns that the committee should have been subject to the Brown Act under a little-known case from 1981, Joiner vs. Sebastopol. Joiner finds that while an adhoc comprised solely of members of one Brown Act body, but not comprising a majority of that

body, can be set up as non-Brown Act regulated; an adhoc committee comprised of members of two or more bodies (including public residents) MUST be created as a Brown Act regulated body. In his initial March 8, 2024 email, Mr. Elsner states that since the 2024 FAHC was comprised of members of two different bodies (the Council and Finance Commission), it should have been set up as a publicly noticed, Brown Act committee, all actions taken to date should be nullified, and that future meetings should be publicly agendized and open to the public.

Interestingly, despite all of his research regarding the 2020 FAHC, Mr. Elsner never made this claim regarding the committee he served on for nearly a year and a half, nor has Mr. Elsner raised this concern in regard to any other adhoc committee, current or past, despite many of the City's adhoc's seemingly to be in violation of this rule for decades.

Immediately upon seeing Mr. Elsner's concerns, Commissioner Rossi proactively responded that the committee would be happy to not only hold all meetings publicly, but to also record all such meetings for public record.

The complete details of what transpired afterwards is fully outlined in additional public comments from Commissioner Rossi. Suffice it to say, however, that despite any claims Mr. Elsner may try to make that his concerns were presented to further government transparency, the committee's offer of holding public meetings has not seemed to satisfy Mr. Elsner. Rather, Mr. Elsner sent the City multiple emails, three different Cure and Correct Notices, and two different Cease and Desist letters over the span of four days. Each successive communication different from the last, making different claims, and continually moving the goalposts as to what would be deemed an acceptable response.

Yet again, while Mr. Elsner's true motivations are still not clear, it would seem that researching ways to suppress discussion and recommendations by this new adhoc is more important to Mr. Elsner than researching solutions to the many problems faced by the City.

And in 2024, just as in 2020, the Brown Act seems to be serving as Mr. Elsner's weapon of choice.

Respectfully, Stephen Rossi Resident From: <u>Josh Albrektson</u>

To: <u>City Council Public Comment</u>
Subject: Item 16 public comment

Date: Wednesday, March 20, 2024 7:31:56 AM

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

Yoru planning staff was told explicitly by HCD multiple times that they cannot have a 7.5% Inclusionary Housing Ordinance. That is a small part about why your Housing Element was rejected.

Yet even though this was explicitly stated to your staff, in February your staff hired a consultant to produce a report to try and tell HCD that they are wrong. These reports cost about \$30k.

Page 32:

https://www.southpasadenaca.gov/home/showpublisheddocument/34565/638454282031370000

Your planning staff has already paid EPS \$90k to produce 3 other reports like this. And the thing about consultants, if you give them \$30k, they will happily produce a report that will say whatever you want them to.

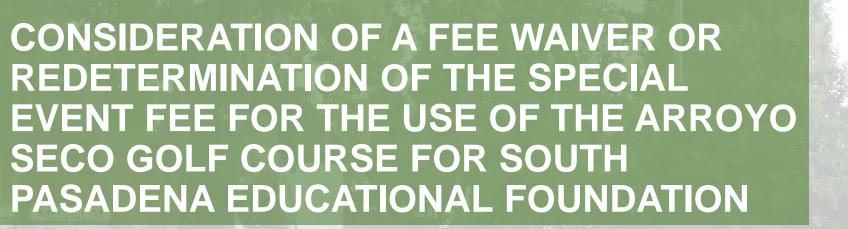
If I wanted to, I could have EPS produce a report saying I could buy City Hall, but if I took that report to the bank to get a loan they would tell me it was shit. And that's what happened to you guys and HCD.

Two weeks ago you guys decided to charge SPEF \$20k for Pardi Gras.

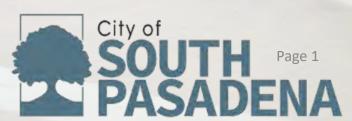
You guys had a discussion about pulling out of the Mission to Mission bike event which brings so many people to South Pasadena that it is the best day of business for most South Pasadena businesses because of the \$22k cost.

You guys talked about cutting Fourth of July fireworks because of the \$122k cost.

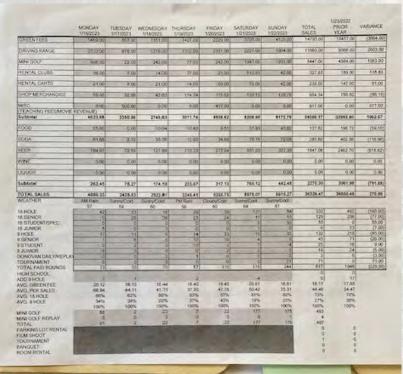
Instead of cutting all of these things that are very important to the people of South Pasadena, how about you tell your planning department that they are no longer allowed to hire private consultants to justify their NIMBYism????



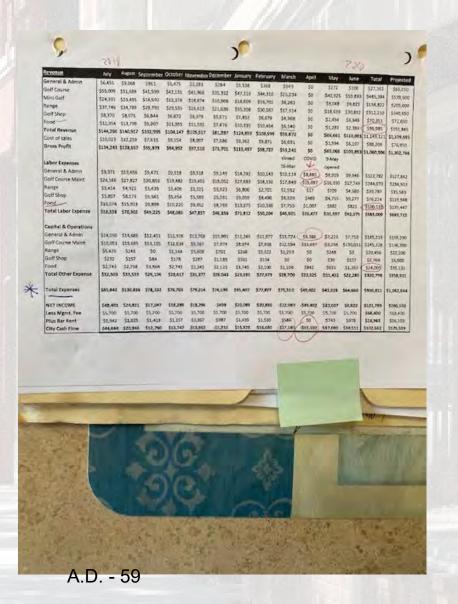
March 20, 2024
Councilmember Michael A. Cacciotti

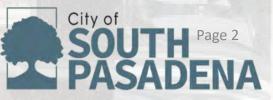


Cacciotti Slides









From: Alex Krafcik

To: <u>City Council Public Comment</u>

Subject: Public Comment in Support of Slow Streets Program for Agenda Item 17, March 20 Council Meeting

Date: Wednesday, March 20, 2024 11:23:17 AM

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

To the city council,

My wife and I (and our newborn!) live on Summit Dr and walk and bike as much as we can to get exercise and to run errands. We love our city but we have become increasingly alarmed by how dangerous it is to be a pedestrian or cyclist in the city as cars get bigger and drivers more distracted. Just a few weeks ago a pedestrian was hit on Huntington and Maple and there have been a number of pedestrian fatalities in the last several years. Every week when we cross the street on Meridian Ave at Oak we have at least one close call with a car that is driving too fast, disregarding stop signs or is distracted. We've made desperate calls to the police department to provide more traffic enforcement but so far they have been unable to monitor problem intersections when it gets dark and the risk is highest.

The slow streets installations have removed a lot of stress when crossing on Oak or biking on Grand Ave in particular. Drivers now give cyclists on Grand Ave enough passing room and I've seen near total compliance with cyclists riding in the bike lane since it was installed. My hope is that as the city goes through the process of catching up on road resurfacing it takes great strides at the same time to make curbs and crossings compliant with ADA and pedestrian safety best practices and adds bike lanes wherever possible to give residents and commuters more options to walk and bike instead of driving.

The grim reality is that in the absence of speed cameras or a greatly increased police presence on problem intersections and streets there will be an increasing rate of pedestrian injuries and deaths in South Pasadena unless the council takes urgent action to preserve and improve existing slow streets installations and works quickly to expand the program to new sites. Slow streets is not an anti-car program — it simply means road design that discourages drivers from being distracted, breaking the speed limit, or failing to yield to pedestrians. The city can not afford to take a step backwards on these programs when the cost could be a human life.

-Alex Krafcik

From: Alex Wong

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Tuesday, March 19, 2024 2:56:06 AM

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

Dear Councilmembers.

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for **FAMILIES AND CHILDREN** using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

Regards, Alex Wong From: Alisha Henson

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Tuesday, March 19, 2024 1:30:14 PM

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

Dear Council Members,

I am writing to ask you to endorse the Slow Street Program. I ask that the city improve and make permanent changes at the nine intersections, in addition, to maintaining the new bike lanes along Grand Avenue and Hermosa Street.

I also ask that the city implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs shared streets that are thoughtfully designed to provide safe alternatives to driving. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, families biking to the library and farmers market, visiting local businesses, and local events.

South Pasadena needs slow, safe and welcoming places to walk, bike, scoot, and roll for people of all ages and abilities. We need to prioritize active transportation and community-building. On slow streets, kids can bike safely to school, families can run errands, commuters can bike, and people with disabilities can find safe, accessible space to move through their communities.

Thank you, Alisha Henson From: Adry Hezekiah

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Monday, March 18, 2024 7:52:51 AM

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

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

I've spent over 30 years around South Pasadena - attending the middle school & high school - and my children have attended SPUSD from pre-k to high school, where they are now.

I walked to and from school every day, and even to and from work in my 20s and traffic was never as bad then as it is now. There's been a very noticeable massive uptick in not just traffic, but also speeding and dangerous driving, in South Pasadena.

My children today are not able to access the same safety & freedom of walkability and cycling that the generations of South Pasadena youth before them were able to access.

While I recognize the city population has risen - it's also noticeable that designing in a way that favors and prioritizes cars has run rampant & real transformative design hasn't been actively implemented.

The current Slow Street Program plan is just a small part to hopefully start a much more robust multi-modal travel plan & pedestrian safety/maintained walk/roll/stroll-ability in South Pasadena.

Please make sure this goes through and don't stop there!

Let's leave a safer, cleaner, greener - and more accessible South Pasadena for generations to come!

Thank you!

- Adry Hezekiah

From: <u>Barbara Hoskins</u>

To: City Council Public Comment
Subject: Residential Slow Streets Program
Date: Tuesday, March 19, 2024 9:04:02 PM

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

I am writing to voice my opposition to the slow streets program equipment that has been placed on the intersection of Hermosa and Grant. The signs in the middle of the street and the posts on the side of the street obstruct cars, bicycles and pedestrians causing danger to all of the above. The posts and signs are particularly problematic. They cause confusion and disruption of movement that do not make streets safer.

We have not had any accidents on these street and are spending funds fixing something that is not broken. This is a misuse of public funds and is disrupting our peaceful neighborhood. Please remove the posts and bulbous.

Vote No on this problematic project *Barbara Hoskins*



From: Ben Hopkins

To: <u>City Council Public Comment</u>
Subject: Bike Lanes on Grand

Date: Sunday, March 17, 2024 2:27:59 PM

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

To whom it may concern,

I was told that the discussion on bike lanes on grand would be taking place on Wednesday. I understand this has been a contentious topic but wanted to voice my opinion as a resident on Grand avenue. I strongly oppose the bike lanes staying on Grand Avenue. I feel they give cars a green light to go faster as it seems like a busy street. Anecdotally, I also find it harder to see bikers as I'm baking out as before they had much more leeway to share the road and not be right behind other parked cars. I feel they are dangerous to our road and are not doing their designed purpose for residents of the street.

Ben Hopkins

Get Outlook for iOS

From: William Thompson

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Sunday, March 17, 2024 4:00:42 PM

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

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car. I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

We have two boys - ages 9 and 13. They want to bike independently with their friends but we are terrified at the speed of traffic in our city and the amount of distracted driving we see on a daily basis. Please support the Slow Street Program so that our kids can have active childhoods of freedom and exploration.

Best,

Bill Thompson

From: knu

To: <u>City Council Public Comment</u>

Subject: Item #17 Slow Streets - video of a near accident caused by the new bike lanes

Date: Tuesday, March 19, 2024 6:26:54 PM

Attachments: MVI 7256 480.mov

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

Dear City Council Members,

Re: Item #17 "Slow Streets"

The "Slow Streets" concept of using soft bodies in unprotected bike lanes as a means to "slow traffic" is dangerous.

Please check out this video from Steve (**attached**). I had witnessed this chaos from another perspective on the west side of the street - last block before Trader Joe's. What I saw was about six vehicles passing the adults and kids on bikes (the SUV seen turning left at the beginning of the video was the first to race around the bike riders) in an apparent effort to beat them to the stop light.

I assume the morning commute drivers didn't want to end up behind these slower moving, small children at the light (since this group moves into the Left Turn Lane at the light, and turns left at that crossing). The dark car (before the white truck) came close to hitting a jogger in the bike lane on the opposite side of the street and veered to course-correct when that driver appeared to suddenly realize they were about to hit a jogger on their left.

It wasn't until I saw this video, that I realized the jogger (at the tail end of this video) was pushing a <u>baby in a carriage</u> (in the bike lane, *in the street*, next to all this chaos!) because the baby carriage was hidden from my view by the parked cars.

The click and freeze frame was an attempt by Steve to take a photo of the incident as it occurred while filming this video.

How is this making our streets safer? This chaos was not occurring before the unnecessary installation of these lanes. Most of the joggers/walkers etc had remained on the sidewalks prior to the creation of these "bike" lanes.

All that it would take to kill someone in this chaos, is a distracted driver looking at their phone.

Please vote "No".

Thank you,

Carol Kramer Grand Avenue, SoPas, CA 91030 From: <u>Caz Voorhees</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Wednesday, March 20, 2024 12:20:17 PM

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

Dear Councilmembers.

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

From: <u>Christopher Cronin</u>

To: <u>City Council Public Comment</u>

Subject: Please remove "Slow Streets" demonstration from Grand Ave and Hermosa St

Date: Tuesday, March 19, 2024 10:11:36 PM

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

I urge the City to end the "Slow Streets" trial and remove all "Slow Streets" demonstration features from Grand Ave and Hermosa St.

I am a resident homeowner and taxpayer on Grand Ave, at the corner of Paloma Dr.

Over the months since the City installed the "Slow Streets" demonstration bulb-outs, bike lane striping, and signs on Grand Ave and Hermosa St, there has been no evidence to suggest that the "Slow Streets" measures have been or will be effective in making any positive impact on my neighborhood:

- There has been NO slowing or "calming" of traffic on Grand Ave
- There has been NO increase in compliance with the stop sign on Grand Ave at Hermosa St than before: bicycles and cars, alike, continue to drive right through the stop sign
- I feel NO safer crossing Grand Ave with the bulb-out But rather,
- I feel LESS SAFE turning from Hermosa St onto Grand Ave with the lanes narrowed with the bulb-outs
- I feel LESS SAFE driving on Hermosa St with the seemingly arbitrary bulb-outs near Floral Park Terrace that cause cars to swerve into oncoming traffic
- I feel LESS SAFE as a pedestrian walking my dog on Hermosa St at the stop sign at Hermosa Pl where the "Slow Street" sign in the middle of the road forces us up onto our neighbors lawn to avoid the cars squeezing through the narrowed lane (there's no sidewalk)

The trial has demonstrated, though, that a permanent installation would require constant maintenance by the city, for example to repeatedly replace the signs on Hermosa that are regularly run over/knocked down. Thus far, the City seems to have had a difficult time keeping up with that maintenance - and there's nothing to suggest that a permanent installation will be maintained any more regularly - leaving our neighborhood with an undesired eyesore and the City with unnecessary maintenance costs.

For Grand Ave and Hermosa St, the "Slow Streets" program is a waste of precious City tax dollars for no benefit to residents. Please end the trial and remove the demonstration materials from my street.

- Christopher Cronin, Grand Ave, South Pasadena

From: claire marie zedelius

To: City Council Public Comment

Cc: info@southpasactive.org

Subject: comment for agenda item 17 in the upcoming meeting

Date: Monday, March 18, 2024 11:04:03 AM

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

Dear Councilmembers,

I am a resident of South Pasadena writing to ask you to endorse the recommendation of MTIC regarding the Slow Street Program. In addition to making the slow streets setup permanent, I also would love for the city to implement a road diet on Mission that connects our city's vibrant public spaces to the existing bike paths. I moved to South Pasadena 2 years ago from a city that is much more pedestrian friendly and I experience the limitations here in South Pasadena every day. I often take the car for short trips I could easily do on foot, by bike or by metro because the food / bike routes or the way to the metro stop do not feel safe nor pleasant because they are designed cars, and specifically fast moving cars who are not encouraged to stop and look out for pedestrians. I give up my right of way regularly because taking it would mean risking my life. There is huge room for improvement and the proposed road diet on Mission would be a step in that direction.

Thank you and kind regards, Claire Zedelius From: Colin Bogart

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Monday, March 18, 2024 11:59:47 AM

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

Dear Councilmembers.

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events. Thank you.

Sincerely,
Colin Bogart
Pasadena resident/South Pasadena visitor

From: <u>Colin Burgess</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Wednesday, March 20, 2024 11:56:11 AM

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

Dear Councilmembers,

I am writing to you as a concerned resident of South Pasadena to urge your endorsement of the unanimous recommendation put forth by MTIC regarding the Slow Street Program. It is my firm belief that these proposed changes are essential for enhancing the safety and livability of our city for all residents and visitors, particularly those who utilize our streets without the use of a car.

Specifically, I request that the city take immediate steps to improve and make permanent the changes at nine intersections outlined in the MTIC recommendation. Additionally, I urge the maintenance of the newly installed bike lanes along Grand Avenue and Hermosa Street. These measures are crucial in creating a safer environment for pedestrians and cyclists, aligning with our city's commitment to promoting alternative modes of transportation.

Furthermore, I strongly advocate for the implementation of a "road diet" on Mission Street, which would serve to continuously connect our vibrant public spaces with the existing bike lane network. By reallocating road space to prioritize pedestrians and cyclists, we can create a more inclusive and accessible city for all. Extending the bike lane east to Fair Oaks will not only enhance safety for commuters traveling to the Metro station but also encourage residents and visitors to patronize local businesses and attend community events.

Moreover, it is imperative to highlight how making our streets safer for bicyclists and pedestrians aligns with our city's vision for a greener, more eco-conscious future. South Pasadena has already taken significant strides in this direction, such as transitioning the entire fleet of police cars to electric vehicles and implementing a ban on gas-powered lawn mowers and leaf blowers. Endorsing the Slow Street Program represents another crucial step forward in our collective efforts to reduce emissions, promote sustainable transportation options, and enhance the overall quality of life in our community.

It is evident that our city needs more space dedicated to people, rather than cars. Embracing these changes is not only a matter of safety but also a reflection of our commitment to creating a more sustainable and equitable South Pasadena.

I implore you to consider the immediate endorsement and implementation of these measures. By doing so, we can work together to build a safer, healthier, and more vibrant community for all.

Sincerely,

Colin Burgess

From: <u>Darleen Hirose Kuwahara</u>
To: <u>City Council Public Comment</u>

Subject: Bike Lanes - Grand Avenue & Hermosa Street

Date: Tuesday, March 19, 2024 9:42:34 PM

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

Good evening,

We are writing to express our strong opposition to the bike lanes and the other changes to our neighborhood as a result of the Slow Street Program. To be frank, the bike lanes and "bump outs" are ugly and unnecessary. It does not slow cars down. In addition, it appears to be only children and individual adult bikers using the bike lanes. Packs of cyclists ride down Grand Avenue and do not respect the bike lanes. Why spend City dollars on this program that is costly and unnecessary, not to mention unwanted by a vast majority of the neighborhood, when the dollars can and should be put to better use? Please listen to the voice of the neighborhood that the Slow Street Program is negatively affecting.

Darleen and Tod Kuwahara

Grand Avenue

South Pasadena

From:

City Council Public Comment

To: Subject: Cancel The Slow Streets Program on Grand and Hermosa

Date: Wednesday, March 20, 2024 8:09:57 AM

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

95% of the homes on our streets want the program canceled.

Of 104 properties 90 were surveyed, of those with an opinion only 4 wanted the program, 77 want it cancelled.

No traffic survey was done and so there is no way to know if the program is effective.

Staff says the criteria for success is "Subjective"!!!!

The City's initial survey only had seven responses!

The City's subsequent survey allowed people outside South Pasadena to submit and be counted, including a large campaign by a bike organization in Pasadena.

Keep local control a deciding factor. Do what the residents want on the streets affected.

David Johnson

From: <u>Deborah Clem</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Tuesday, March 19, 2024 7:02:46 AM

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

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car. I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

Thank you for your time and service to our community.

Best,
Deb Clem
M: 415.529.8444

Los Angeles based. Costa Rican made. From: McRiley, Diane

To: City Council Public Comment
Subject: Removal of Bike Lanes & Bulbs Out
Date: Monday, March 18, 2024 2:55:07 PM

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

Good afternoon,

I would like to voice my opinion regarding Bike Lanes and Bulbs. I live on corner of Grand and Hermosa. These lanes do not control all the bikers that use Grand from running through 4-way stop signs. This is dangerous. I think by having bike lanes bikers feel they do not have to slow down. I know Grand is a wide street with easy access to Rose Bowl and is used daily by residences and non residence. I've seen dogs walked on bike lane. (Not what it was designed for)

The bulbs make it difficult to make right hand turn on corner and than make right hand turn in driveway. Hermosa is already a narrow street. Now with bulb's it's narrower. So wrong for visiting individuals to park. Parking space is limited.

Respectfully

Diane McRiley

Sent from my iPad

From: Ellen Pansky

To: City Council Public Comment
Subject: "Slow street" project on Grand Ave
Date: Monday, March 18, 2024 9:29:12 AM

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

Now that the pilot so-called "Slow Street" project has been in effect on Grand Ave. for many months, I wish to reiterate my objection to the painted bike lanes and other additions, such as plastic pipe barriers and painted grid lines. These unsightly and commercial looking additions have done nothing to slow traffic in the area. Other than detracting from the beautiful residential quality of the neighborhood, and becoming more and more unsightly, as the striping has fallen into disrepair, and the plastic pipes have been knocked down, the project is completely ineffectual. Bike riders and pedestrians have never been impeded on our wide street. It was never a problem. The majority of our neighbors object to this project, and it should be discontinued and the added items removed as soon as practical.

Thank you, Ellen Pansky

South Pas.

Sent from my iPhone

From: Eric Dunlap

To: <u>City Council Public Comment</u>

Cc: Evelyn Zneimer; Jon Primuth; Janet Braun; Jack Donovan; Michael Cacciotti

Subject: Support for Agenda Item 17

Date: Wednesday, March 20, 2024 11:28:28 AM

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

Good evening,

I'm writing to support Public Works making permanent the quick-build curb extensions with alternative materials and proceeding with a roadway reconfiguration along Mission Street to allow space for turning vehicle lanes and a dedicated bicycle facility and support a greater vibrancy to our downtown.

I want to live in a city that tries new things and works to get it right. Since joining the Mobility and Transportation Infrastructure Commission, I've listened to neighbor, after neighbor, after neighbor emotionally come in and bring up safety concerns on their street. However, besides their appeals for stop signs where the City is limited by state or national guidance or continuous law enforcement presence, which is impractical and fiscally unsustainable, few offer practical solutions to the problem. I wish we had fairy dust to make their street safer, but we don't. What we have are infrastructure tools, such as the ones deployed through the Slow Streets program, to assist. Plain and simple, the Slow Streets program is the City's effort to be proactive and responsive to residents' concerns and make our streets safer, and they shouldn't be criticized for it. The commission provided very practical recommendations for the minimum locations to implement more permanent quick-build designs based on considerations such as pedestrian volume and proximity to schools. Those should remain, and the City should seek or utilize future transportation funding to make those safety improvements concrete.

Finally, I was lucky to attend a bike ride on Saturday from Garfield Park to the Nature Center with over 100 residents, including 40 children. Also, on this day, I met another family biking their kids to Payke Gymnastics Academy. I got to enjoy South Pasadena outside a car. The demand is out there. We live in the perfect place for it as few places are outside of the distance of an easy walk or bike trip. I see it with the kids participating in the bike bus every Tuesday. I see it with a locked-up bike at the grocery store whose worker relies on it to get to work every day. I see it in the City's data of people severely injured riding bicycles on Mission Street. It's the Council's job to set the vision of what we want South Pasadena to be in the coming years. Although past decision-makers were well-meaning, this carcentric approach, where we're obligated to cater to the insatiable demand to drive through and in South Pasadena with little inconvenience, isn't working. We have plenty of examples of it not working. However, what is good public policy and does work is to support a transportation policy that disincentives trips by automobile and increases access to active and sustainable modes such as walking, transit, rolling, or biking. The Mission Street reconfiguration moves us in this direction and should move forward. We'll learn a lot, and Public Works will make mistakes, but it's worth it.

Thank you,

Eric Dunlap South Pas Resident & MTIC Commissioner From: <u>Erin Fitzgerald</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Wednesday, March 20, 2024 10:38:23 AM

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

Personal statement/plea at the bottom

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

Please please. South Pasadena is so great and this will make it even greater. It'll help us start to catch up with the rest of the world.

A car chase that ended with a box truck crashing outside of my house and helicopters and police noise for a couple of hours happened this past Saturday at Huntington and Fremont. I cried thinking about if my newborn and I were crossing the street what could have happened. We can prevent these things through design. We can be the Hoboken of California (not a single vehicle, pedestrian, or cyclist death since 2017)!

-Erin Fitzgerald

Sent from my iPhone

From: gino thomas

To: <u>City Council Public Comment</u>

Subject: Against Bulb-Outs

Date: Monday, March 18, 2024 3:10:21 PM

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

City Council Members,

I live on the corner of Grand and Hermosa where it is proposed to put "Curb Bulb-Outs." Please do NOT install "Curb Bulb-Outs" in front of my house.

There is NO SAFETY BENEFIT. The best study was published last year out of Johns Hopkins University. It showed NO SAFETY BENEFIT for "Curb Bulb-Outs" on streets with speed limits of 25 mph and below.

For some reason, you are considering installing "Curb Bulb-Outs" at a 4-way stop between two straight streets, with speed limits of 25 mph.

The best studies show there is no good reason, certainly nothing related to safety, to ruin our intersection. In fact, there have not been any accidents at my intersection for at least the last 8 years.

Please do NOT ruin the intersection in front of my house by installing "Curb Bulb-Outs."

Why are you thinking about doing this?

Gino Thomas Resident of South Pasadena From: JB Sobieski
To: Ted Gerber

Cc: <u>Anteneh Tesfaye</u>; <u>Domenica Megerdichian</u>; <u>Armine Chaparyan</u>; <u>David Pena</u>

Subject: Re: South Pasadena Slow Streets Program - City Council

Date: Tuesday, March 19, 2024 6:27:24 PM

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

South Pasadena,

I'm sorry for my snap response. I understand that this was posted in March, so I apologize.

The expense for the safe streets. At already at \$115,000, it seems expensive. Are you sure the City is getting good value?

Please check out this important article from the LA Times on bike safety:

Being doored to death is a cyclist's nightmare. How can it be prevented? https://www.latimes.com/california/story/2023-12-19/what-is-dooring-the-bicyclist-collision-that-killed-a-hollywood-producer

I would like the City to consider speed bumps on Grand Ave, similar to South Grand in Pasadena.

As for the bike lanes, please consider Protected Bike Lanes. The **protected bike lane** configuration should be the goal.

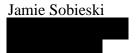
Configuration on Grand: Shared lane = most dangerous.



Protected: shift cars out towards the street, and put kids and bikes to the protected interior.

I hope speed bumps are still a consideration for our street.

Thank you for working on this important issue.



On Mar 19, 2024, at 8:51 PM, Ted Gerber <tgerber@southpasadenaca.gov>wrote:

Hi Jamie,

I understand the packet is large, and that is because there are many items for the Council to address across the City in a single meeting. You'll find the information for the Slow Streets Program starting on Page 391 of the PDF (which is Page 17-1 in the packet). The meeting is not closed – it is open to the public, and the agenda was posted online on Thursday (3/14) in accordance with our notification requirements. We have already received numerous public comments as a result. Of course, we're not able to reach out to every community member who is impacted by something on this agenda, however, we're providing this information directly to you as a courtesy, and in an effort to keep you informed to the best of our ability.

Thank you, -Ted

H. Ted Gerber

Director of Public Works City of South Pasadena Phone: 626.403.7240

tgerber@southpasadenaca.gov

From: JB Sobieski

Sent: Tuesday, March 19, 2024 5:44 PM

To: David Pena <dpena@southpasadenaca.gov>

Cc: Anteneh Tesfaye <atesfaye@southpasadenaca.gov>; Ted Gerber

<tgerber@southpasadenaca.gov>; Domenica Megerdichian

<dmegerdichian@southpasadenaca.gov>; Armine Chaparyan

<achaparyan@southpasadenaca.gov>

Subject: Re: South Pasadena Slow Streets Program - City Council

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

I just received this today, March 19: a 1 day notice ahead of a closed meeting scheduled tomorrow on March 20, which includes a 592 page agenda!

You cannot be serious!?

Is this what you call keeping the public informed?

Jamie

On Mar 19, 2024, at 8:35 PM, David Pena dpena@southpasadenaca.gov> wrote:

Good afternoon all,

In our ongoing effort to keep the public informed about the City's Slow Streets Program, we're writing to let you know that the City Council will be discussing this item at the Regular City Council Meeting tomorrow night (3/20). The meeting begins at 7:00 pm, however, the item will be on the agenda later in the evening because it requires discussion by the Council. Items requiring discussion and/or action are typically later in the evening, as presentations and routine business items are scheduled up front.

Below is a link to the City Council Agenda Packet. The first page lists details on how to provide public comment, and how to attend the meeting virtually – we've also provided these instructions below:

https://www.southpasadenaca.gov/home/showpublisheddocument/34657

Meeting may be viewed at:

- 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://us06web.zoom.us/j/2264427248? pwd=aEFuSGszQ2I5WiJkemIoTms0RTIVUT09; or

3. By calling: +1-669-900-6833 and entering the Zoom Meeting ID listed above; and viewing the

meeting via

http://www.spectrumstream.com/streaming/south_pasadena/live.cfm

In-person public comment may be provided at the meeting at the time the item is taken up by Council. Written public comment must be submitted by 12:00 p.m. the day of the meeting by emailing to ccpubliccomment@southpasadenaca.gov.

Thank you,

From: To: Subject: Date: JB Sobieski City Council Public Comment Safe streets: Grand Ave North of Trader Joe's Tuesday, March 19, 2024 5:52:58 PM

CAUTION: This

South Pasadena,

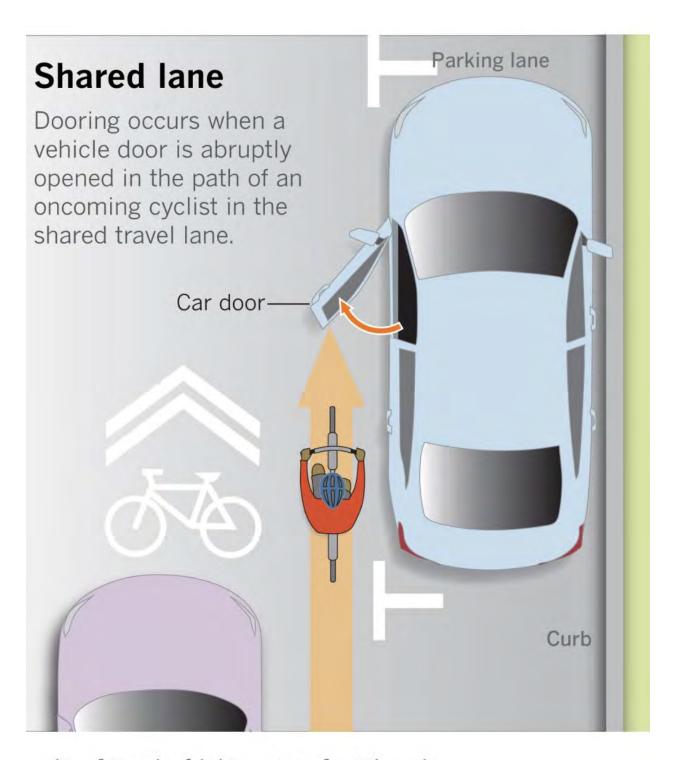
As a Grand Avenue resident, I would like the City to consider speed bumps as a slow street addition for this segment. They are effective and are used on Grand Avenue just north in Pasadena. Temporary "rubberized" bumps a could be installed as a test measure if necessary.

As for bike lanes, please check out this important article from the LA Times on bike safety:

Being doored to death is a cyclist's nightmare. How can it be prevented? https://www.latimes.com/california/story/2023-12-19/what-is-dooring-the-bicyclist-collision-that-killed-a-hollywood-producer

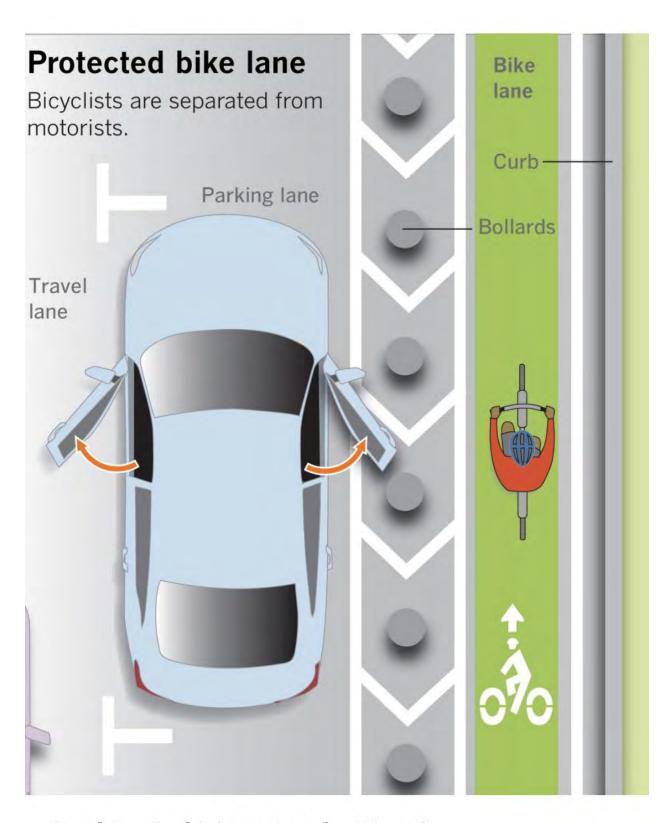
The $protected\ bike\ lane\ configuration\ should\ be\ the\ goal.$

The current configuration on Grand Ave: Shared lane = most dangerous.



(Paul Duginski / Los Angeles Times)

The bike lane could be Protected, but simply shifting the parked cars out towards the street, and put kids and bikes to the protected interior lane.



(Paul Duginski / Los Angeles Times)

I hope speed bumps are still a consideration for our street, Grand Avenue north of Trader Joe's.

Thank you for working on this important issue.

From: <u>Jana Umakanthan</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Monday, March 18, 2024 7:19:36 AM

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

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

My teenage son rides his bike regularly to school and other local activities and it would ease my anxiety considerably to know that he has a dedicated bike lane in which to ride.

Thank you for your consideration, Jana

Sent from my iPhone

From: <u>John Gildersleeve</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Sunday, March 17, 2024 9:09:21 PM

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

Dear Councilmembers,

I ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. The safe streets program has been a huge success. Our family has three kids who walk to our elementary and middle schools. The intersection at Marengo and Oak has become much safer and more orderly. The safe streets program is an unqualified good for our small family-centered community. This is a common sense solution that makes a tangible improvement in our day-to-day lives. We regularly see cars roll through stop signs in our neighborhood. We can prevent future tragedy now.

I would like the city to improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car. I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

John Gildersleeve

From: <u>Jonah Kanner</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Our kids deserve safe streets: March 20 meeting, Item 17

Date: Monday, March 18, 2024 6:14:47 AM

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

Dear Councilmembers.

My name is Jonah Kanner. My son, Jacob, is a student at South Pasadena Middle School.

Twice a week, Jacob rides his bike to school with one of his friends. He tells me that he is often mistreated by drivers, who believe my 12-year-old son does not have a right to space on the road. As a parent, I often worry about the safety of my son as he navigates South Pasadena on his bike.

Anything we can do to improve safety in our streets is a benefit for my family and for the entire community.

I am writing to ask you to endorse the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street.

I also ask that the city add protected bike lanes to Mission Street. Repeated studies have shown that adding bike lanes to a street increases support for local businesses, and adding protected bike lanes encourages more trips by bike, and so reduces traffic. I think it would be much nicer to walk and shop along Mission Street if there was more space for people, and less space for fast moving traffic.

Thank you!

- Jonah Kanner

p.s. Here is a recent article in Business Insider explaining why protected bike lanes on Mission Street would be good for business:

https://www.businessinsider.com/bike-lanes-good-for-business-studies-better-streets-2024-3

From: <u>Josh Albrektson</u>

To: <u>City Council Public Comment</u>
Subject: Item 17 Public Comment

Date: Wednesday, March 20, 2024 10:19:46 AM

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

When a family was struck by a speeding car and killed on Marengo street two years ago I was struck by how at the time the City Council said that they would do whatever it took to try to stop that from happening again.

Well, the slow streets program is EXACTLY what the "Whatever it takes" calls for. South Pasadena shouldn't prioritize the ability for cars to speed as fast as they can through our streets over the safety of the people who live here and walk to school and the grocery.

--

Josh Albrektson MD Neuroradiologist by night Crime fighter by day From: <u>Justin Crosby</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Sunday, March 17, 2024 9:41:55 PM

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

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. We urgently need these changes to improve safety for pedestrians and cyclists. I live east of Garfield Park on Mission St. and frequently bike up to the Rose Bowl area so I directly benefit from the added safety of the bike lanes on Mission and Grand that connect to the Pasadena Roseway—please keep the Grand Ave. bike lane!

I also ask that the city implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Despite the "sharrows" on Mission west of Fair Oaks, I've been passed too closely by cars and honked at while riding my bike in the right lanes. With road diet improvements in place, however, I could see more and more people, myself included, feeling safe enough to use cargo bikes for daily errands like school pickup/dropoff, getting groceries, etc., which would help reduce car traffic in South Pas as well as reducing harmful emissions.

Thank you for your consideration,

Justin Crosby

From: <u>karen tamis</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Sunday, March 17, 2024 6:44:38 PM

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

Dear Councilmembers.

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car. I also ask that the city implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

Our 3 children walk or bike daily to and from Marengo Elementary, the middle and high schools, and to the parks or to meet friends. We have noticed significant improvements (slower cars and more drivers on the lookout for pedestrians) along Oak, especially at the crosswalks, with these pilot measures in place and implore you to make them permanent. Please help keep our kids and residents safe.

Thank you very much, Karen Tamis From: <u>Kathryn Beers</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Monday, March 18, 2024 11:12:21 AM

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

Dear Councilmembers.

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car. The future is not, and should not be carcentric.

I also ask that the city implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

Thank you for your time and consideration,

Kat Beers

From: Katie Bird

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Citizen comment for March 20 meeting, Agenda item 17

Date: Wednesday, March 20, 2024 11:17:31 AM

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

Dear Councilmembers.

My name is Katie Bird, I am resident of South Pasadena and live on the very busy Fremont Ave between Bank and Monterey.

As a resident who loves South Pasadena's walkability, I value the ability to walk to all of South Pasadena's businesses and public services including the grocery store, post office, coffee shops, library, and metro.

The slow streets initiatives have been hugely impactful on making me feel safer on my daily walks around the neighborhood, particularly on Oak street, and in walking with my mom who is visually impaired.

I urge the council to not only continue the slow streets program and make permanent the changes already in place, but to expand the program on an ongoing basis especially in residential sectors of Fremont and business sectors of mission street with more posted, signed, and lighted crosswalks throughout to encourage walkability, to promote visibility for pedestrians and bikers, and to protect the safety of our families, residents, kids, and pups!

Thank you for your attention and consideration of this matter.

Sincerely, Katie Bird From: <u>Katie Dempster</u>

To: <u>City Council Public Comment</u>
Subject: Grand Ave Bike Lanes

Date: Wednesday, March 20, 2024 10:50:47 AM

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

Ladies & Gentlemen ~

I would like to voice my absolute opposition to the Slow Street Program and bike lanes on Grand and Hermosa.

These white plastic markers look awful, are unnecessary, and destroy the wonderful character of our neighborhood. We look like a perpetual construction zone!

The only thing that slows cars down is when I drive less than 25 mph up Grand from Trader Joe's and force cars behind me to

wait until I turn into Paloma Dr. Perhaps a few more stop signs between Mission and Hermosa would help this problem.

Walking my dog twice a day I notice very few people using the bike lanes, and never 2 riders together. Groups of bikers still ride in the middle of the street, especially on weekend mornings.

Please listen to our neighborhood, not outsiders, and do not waste any more of our City's money on this useless project.

Thank you for your consideration.

Katie Dempster

From: <u>Lawrence Abelson</u>

To: <u>City Council Public Comment</u>

Cc: <u>Ted Gerber</u>; <u>Jack Donovan</u>; <u>Domenica Megerdichian</u>

Subject: Public comment - City Council meeting, 3/20/24, open session, item 17 - Slow Streets (Hermosa curb extensions

- support)

Date: Monday, March 18, 2024 3:56:44 PM

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

Honorable Mayor Zneimer and Members of the City Council,

I am writing to request that the curb extensions installed as part of the Slow Streets program on Hermosa Street at Floral Park Terrace be retained. This section of Hermosa is a straight uninterrupted downhill, following a blind curve at the top (intersection of Hermosa St./Hermosa Pl./Hillside Dr.) The top one third of the hill (as well as the rest of Hermosa, following the curve, leading up to Columbia) has no sidewalks on either side of the street, which is used not only by drivers but also cyclists, joggers, walkers (with and without dogs), and families with young children (including strollers).

Crossing the street and getting in and out of our driveways can be quite treacherous, often requiring a deep breath and leap of faith, as cars cutting through the neighborhood speed up and down the hill to get from "A" to "B." The curb extensions help by forcing drivers to slightly adjust their path of travel which in turn causes them to slow down, at least somewhat. The extensions also move the traffic away from the curbs to allow us to pull out and see oncoming traffic instead of it whizzing right by our driveways, with no ability to maneuver. Cars (particularly side mirrors) parked on the downhill side of our street have been struck by drivers flying down the hill, but, with the extensions, cars parked in front or behind them have a bit of a safe refuge.

Hermosa is a local residential street which is often used as (but not designed or planned to be) a convenient cut-through to avoid the traffic signals and parkway-related congestion on Orange Grove between Columbia and Mission. This is confirmed by license plate checks taken during PM peak hours showing 2/3 of the drivers using Hermosa for this purpose. Until this program, the Hermosa hill was devoid of any tangible control or method to slow down traffic. Enforcement and deployment of the speed feedback trailer are extremely rare and fleeting and, in any event, are effective only when present.

The only objection to these curb extensions of which I am aware (other than the fact that some people who use but do not live on the street do not like them because they operate as intended [causing drivers to slow down and navigate around them]) is that the raised delineators (white posts) used to mark their boundaries are unsightly and that there are way too many. I totally agree and request that they be removed and replaced with raised pavement markers (also known as bots dots or white ceramic disks) or other devices which are far less intrusive but serve the intended purpose of keeping drivers out of the extension areas. Interestingly, of the many areas where the signs and raised delineators were installed during the Slow Streets program, the ones for these two extensions have remained relatively intact. That would also seem to suggest that they are successful and do not present a significant maintenance challenge or other risk to the City.

Thank you for your consideration,

From: <u>Lisa Roa</u>

To: <u>City Council Public Comment</u>

Subject: Grane Ave. resident - OPPOSED to Bike Lanes

Date: Sunday, March 17, 2024 6:05:41 PM

Attachments: WebPage-2.pdf

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

Please see two attached articles supporting opposition of Grand Ave. lanes

https://www.forbes.com/sites/dianafurchtgott-roth/2022/09/08/bike-lanes-dont-make-cycling-safe/?sh=7d9c7b1f4ca8

Lisa Roa

From: Loretta Allison

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Monday, March 18, 2024 10:53:29 PM

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

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

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

March 20, 2024

Dear Councilmembers:

We are residents of Grand Ave writing to you today to urge you to remove the temporary bike lanes on Grand Ave between Mission and Columbia, and the bulb outs delineators on Grand and Hermosa Avenues installed for an optional demonstration project that expired 2 months ago

Item 17, section 2 on your agenda for Wednesday March 20th, is the Grand Ave "temporary" bike lane project. We urge you to vote to remove these bike lanes. Within the council packet is a staff report detailing 2 instances of community outreach resulting in overwhelmingly negative responses. Further the City's report doesn't clearly explain the process that led to the selection of Grand Ave or any other street for these temporary bike lane projects. I'm disappointed that the MTIC commission voted to ignore the strong opposition from the residents to making permanent the 'temporary' bike lanes on Grand Ave.

Did the city intend to attract more traffic than ever before to Grand Ave? Since the installation of these temporary bike lanes, we have seen babies being pushed in strollers, groups of joggers, pedestrians, and bikers ... all using these bike lanes and often fully outside the borders that the city has painted. The City has created a set of unsafe conditions on Grand Ave which at best are confusing and at worst dangerous, disorderly, and must be removed.

The City has inadvertently designated Grand Ave a recreational thoroughfare, a poorly planned and executed hence dangerous recreational thoroughfare. Councilmembers, we urge you to remove this dangerous condition immediately before someone gets hurt. A group of us met with our neighborhood watch liaison, Officer Richard Lee, at the Grand and Hermosa installation site to voice our safety concerns and point out the hazardous conditions created for all modes of travel that were not there prior to the experimental demonstration project. Officer Lee noted our documented concerns and frustrations, and urged us to share our concerns at this City Council meeting. Officer Lee also forwarded our concerns to Ms. Dewitt who then forwarded them to Mr. David Peña, the Transportation Manager, hoping Mr. Peña would respond to us. Yesterday, Officer Lee let us know that Mr. Peña is aware of our concerns and that the City Council will make a determination on the

Slow Streets Program at the March 20th meeting.

As far as the demonstration part of this project, we'll provide some feedback to inform the implementation of future projects:

- Do not give South Pasadena residents a surprise gift of temporary bike lanes when the
 city council has already decided to leave a street as is, sans bike lanes, not once but
 twice. This is not a good surprise, and it's disrespectful of the residents and Due
 Process.
- 2. Do not delegate neighborhood outreach to a 3rd party advocacy group, as nice as they are, because bias without data, and neglect of impacted stakeholders leads to bad policies. We elected you to listen to our voices, not to dismiss us. If you don't know that you need to talk to your constituents about projects that will impact the environment they

- live and travel in, you need to reconsider whether a South Pasadena elected office is right for you.
- 3. Perhaps the most significant outcome of this pilot project is that you have inadvertently designated Grand Ave a recreational thoroughfare, and created unsafe conditions for joggers, pedestrians, babies in strollers, toddlers in trikes, bikers, dog walkers, and dogs using the bike lane area instead of the sidewalk, and traveling within 3 feet of passing cars. Photos and videos documenting this data have been submitted to the City via other commenters.
- 4. This well intentioned but poorly vetted and executed pilot project has significantly eroded our trust in our elected representatives and has us questioning this Council's ability to prioritize safety and voices of impacted residents. Officer Lee can attest to the frustration and anger of our neighborhood leaders as we finally had someone from the City come to us to hear and see our concerns. I considered recommending that the City discuss recreational needs of residents, bikers, and neighborhoods but I don't think that's a priority at this time. What is a priority is that the City learn from it's mistakes. I'm going to recommend that the City undertake a "postmortem analysis" of the project's handling from beginning to end after the installations have been removed. This 6 month, temporary demonstration project ends when the installations have been removed. We are 2 months late to removing the safety hazard of a poorly planned and executed experiment in traffic management.
- 5. We have taken it upon ourselves to reach out to the grantors to express our concerns and share feedback that they can use for better future grant project requirements. We have discussed the matter with representatives from SGVCOG and the Metro Board.

I'll conclude by saying that we expect the City Council to provide instruction to the MTIC commission about their scope and authority in these types of projects, and guide them in respecting resident's time and efforts put into giving them reports and recommendations; that the City not outsource community and neighborhood outreach to an advocacy group or to commissioners when we're considering traffic safety policies; that the City immediately address our concerns and remove the pilot installation; that the City reflect on and learn from this optional grant project implementation and not repeat the same mistakes.

The remedy here is the immediate removal of the temporary striping, bulb out posts, and taping on Grand Ave and Hermosa Ave. We ask that you do the right thing.

Sincerely,

Dr. Mark Dreskin and Dr. Marina Khubesrian Grand Ave and South Pasadena Residents

From: Mayumi Fukushima

To: City Council Public Comment

Cc: info@southpasactive.org

Subject: Comment for March 20 meeting, Agenda item 17

Date: Wednesday, March 20, 2024 12:08:31 PM

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

Dear Councilmembers, I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car. I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

I believe in such a great town if we can create the network, people will come. I participate in the marengo elementary's bike bus and have been heartened to see the growing number of kids that join us. Even on non-bike bus days, I see more families beginning to bike too. I still worry that a car pulling out will hurt a child and the onus to stay safe is on the bicyclists instead of the drivers. That should be changed.

Thanks, Mayumi Fukushima From: <u>Michael Cosentino</u>

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Tuesday, March 19, 2024 11:07:09 AM

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

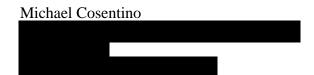
Dear Councilmembers,

This is Michael Cosentino from Grand Ave, at the end of the new southbound bike lane.

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

Thank you for your attention to this matter and I look forward to the meeting Wednesday night.



From: Michael Siegel

To: City Council Public Comment
Subject: March 20 Comment - ITEM 17
Date: Tuesday, March 19, 2024 4:51:34 PM

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

Council,

On Slow Street Implementation, Staff, along with a unanimous vote from MTIC, is recommending you keep most of the Slow Street implementations on Oak, Grand and Hermosa. I urge you to vote with those recommendations - which were carefully studied and weighed out by Staff and MTIC for the past 6 months.

Even without their recommendation, it is a no-brainer, as Council in the past has voted on a Master Plan that prioritizes these types of infrastructure. Go with Staff, MTIC and your own approved Master Plan.

Speaking of the Master Plan, both that and the Downtown Specific Plan call for very ambitious upgrades to our Main Street area. The Mission Street Pilot, with installation of parklets, bike lanes and more, is a very modest way of fulfilling a portion of those Plans, and I urge you to vote for those upgrades as well.

We can have a much friendlier, inclusive, sustainable and yes profitable South Pasadena - we just have to vote for the implementation of the approved-Plans that help us get there.

Mike Siegel

From: Monica Leon

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Tuesday, March 19, 2024 6:28:04 AM

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

Dear Councilmembers.

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

From: Oscar Madrigal

To: <u>City Council Public Comment</u>
Subject: SAVE OUR SLOW STREETS

Date: Wednesday, March 20, 2024 9:16:29 AM

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

Dear Councilmembers,

One of the reasons this small city is so fantastic and attractive is due to its walkability and bikeability. We can be pioneers in the country by having light rail, and an amazing walkable and bikeable community.

This can only happen by SAVING SLOW STREETS in South Pasadena. As the father of two children with SPECIAL NEEDS I wish for my children to be able to become as independent as possible this means walking to school and possibly walking to their own employment someday. THIS CAN ONLY HAPPEN if we focus on PEOPLE instead of cars.

Creating safer streets for our pedestrians and cyclists can help pave the way for the future of this community. To have everyone feel safe walking, biking and yes also driving to work, school or entertainment.

As a cyclist myself I take trips on my bike daily to run errands, enjoy many of our local restaurants and just for pleasure. There are several spaces in this community that NEED to be safer for all of us.

For the past 3 years I have been a coach at the middle school and youth center director. I walk often with students around our community. I know firsthand of the many dangers around our city for pedestrians, especially our kids and seniors. I have witnessed many cases of reckless driving and dangerous situations especially around our schools. SLOW STREETS CAN HELP THIS.

As someone that lives near the high school I often see the large number of cars and buses due to the use of the high school facilities. What this increased traffic brings is INCREASED DANGER that can and SHOULD be mitigated with SAFER AND SLOWER STREETS.

I urge this council to do the right thing and focus planning around safety for pedestrians and cyclists.

Thank You.

Oscar Madrigal

From: Paige Salardino

To: <u>City Council Public Comment</u>

Subject: Fwd: Bike Lanes/Speeding on Grand Avenue in South Pasadena

Date: Tuesday, March 19, 2024 9:53:45 AM

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

Good morning. I sent this email regarding the bike lanes on Grand Avenue in August, and my thoughts on the project still remain the same. Thank you.

Dear South Pasadena City Council.

I hope this email finds you well. I am writing as a concerned resident of our wonderful city of South Pasadena to express my thoughts regarding the proposed permanent installation of bike lanes on Grand Avenue. While I understand the importance of promoting alternative modes of transportation and supporting eco-friendly initiatives, I have reservations about the potential impacts of this particular project to the residents of South Pasadena.

First and foremost, I would like to highlight the current traffic speed on the street. I am a recently new resident of Grand Avenue and I was excited to move to a residential street - one that is a 25 mile per hour street. Very shortly after moving in, I noticed how people speed down the street taking no consideration to the law. At night, people will often race their cars down the street. The addition of bike lanes have further exacerbated the speed problem. With the addition of the "temporary" bike lanes and white corner cones, Grand Avenue now visibly looks like a major thoroughfare and I see the speeding has increased, not decreased. The speeding cars are unsafe to all and are now putting the bike riders in more peril.

I have a solution. If you travel from Mission Street to Hermosa Street, you will see there is only one posted speed limit sign on the east side and two on the west. More 25mph signs should be posted on Grand. Also, Hermosa Street has two temporary "slow" signs on their street and two permanent "This is a slow zone" signs. Those signs should also be on Grand Avenue. Lastly, I would encourage speed bumps on Grand Avenue just as they are on North Grand Avenue. If this is not an option due to fire department regulations, then stop signs should be placed on Grand Avenue between Hermosa Street and Mission Street. I know many residents of Grand Avenue

would very much welcome at least one stop sign on that stretch of the street. Once the speed is slowed down to the legal limit, there will be no need for bike lanes because everyone will be able to travel safely.

In conclusion, I respectfully ask the City Council to carefully consider the negative consequences of adding permanent bike lanes to Grand Avenue. While I recognize the importance of encouraging cycling and sustainable transportation options, I believe this goal can still be obtained without adding bike lane lines and keeping all who travel Grand Avenue safe. Speeding cars is the issue here. If we work to enforce the speed limit - add stop signs, etc. - everyone will be safer.

Thank you for your time and attention to this matter. I look forward to hearing your thoughts on this issue and hope that you will take into account the concerns of residents like myself when making decisions that shape our city.

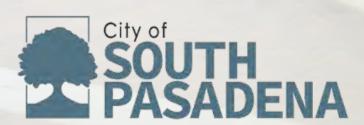
Sincerely,

Paige Salardino

Slow Streets Program

March 20, 2024

Prepared By: South Pasadena Public Works Department



Agenda Overview

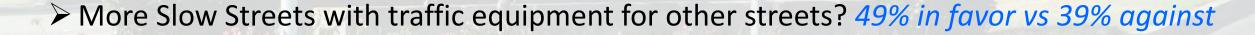
- 1. Residential Slow Streets Program
 - Oak Street
 - Grand Avenue
 - Hermosa Street
- 2. Future Slow Streets Requests & Signage
- 3. Mission Street
 - Street Reconfiguration / Road Diet
 - Parklet Updates, Installations, and Sidewalk Dining

Slow Streets Program Background

- In 2019, the City received a \$420,000 grant from LA Metro originally intended for Open Streets (626 Golden Streets Arroyo Fest), but it was repurposed in fall 2020 due to COVID. In 2022, the City received a \$45,000 dollar from SGVCOG to implement the Slow Streets Program before November 2023.
- The Slow Streets Program was meant to be a temporary demonstration program of traffic control devices to slow down vehicle speed, improve safety, and promote alternative modes of transportation
- ➤ Given the temporary nature of the program, it was not meant to evaluate or analyze speed, collect traffic counts, or collision data before or after the program
- > The materials and equipment were not intended to be permanent but instead this project was a "quick-build project"
- Outreach was conducted by SGV—subconsultant early 2021 door-to-door canvassing & July 2023 for project installation where SGV dropped off flyers on resident's doorsteps.

Survey Responses

- ➤ 21 question survey
- ➤ Meant to collect maximum amount of feedback
- > 741 survey responses as of December 7, 2023



- > 55% for future demonstrations vs 44% against
- ➤ How has the demonstration impacted the corridors? 47% better/safer vs 33% worse/less safe & 18% Same

 A.D. 115



Emails/Phone Calls

- >40+ comments received
- ≥33+ emails received



- ➤ Not enough outreach
- ➤ What is the program about?
- **≻** Aesthetics
- >General questions about implementation
- ➤ How long will it last?



Slow Streets Survey Feedback



Oak St

- Slows down traffic around schools
- ➤ People and students use crosswalks
- > Feel safer
- Reduction in quick right turns
- Curb extensions are positive
- > Safer to walk to school
- Speed Limit Compliance

Oak St

- > Spillover traffic on side streets
- Aesthetics
- Difficult to navigate around curb extensions
- Causes conflicts for some cyclists
- > Too congested

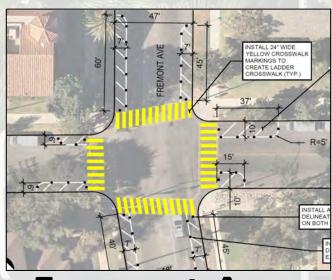
A.D. - 117

Oak St Recommendations

INSTALL YIELD MARKINGS (TYP.) 65' 20' INSTALL 4 INSTALL 4 INSTALL 4

Fletcher Ave

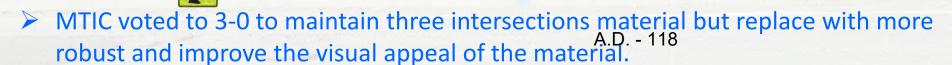
MAINTAIN



Marengo Ave

Fremont Ave

- ➤ Maintain 3 intersections with permanent and more improved aesthetic material
- Maintain 9 crosswalks, pedestrians signs, yield markings and intersection bike lane marking



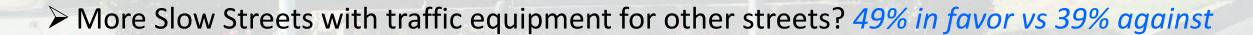


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 A.D. 120



Emails/Phone Calls

- >40+ comments received
- >33+ emails received



- ➤ Not enough outreach
- ➤ What is the program about?
- **≻** Aesthetics
- >General questions about implementation
- ➤ How long will it last?



Grand Ave Listening Sessions

- > Three listening sessions with Grand Residents
- ➤ 35 in-person comments
- > 8 via Zoom attendees



- > Majority of residents who live on Grand Ave are not in favor of keeping the Bike Lane
- There is support for the bike lane from some residents on Grand Avenue and other areas in the City and bike organizations
- > Petition submitted to staff/MTIC not in favor of bike lane and other equipment
- ➤ Petition submitted to staff/MTIC in favor of bike lane and other equipment and Slow Streets Program

 A.D. 122

Slow Streets Survey Feedback



Grand Ave

- Kids use bike lane
- > Feel safer riding the bike lane
- Positive influence
- > Improved safety
- Great success

Hermosa St

- Cars drive slower
- > Helped all users
- Positive impact

PASADEN

Grand Ave

- Aesthetics
- No difference in speeding
- Conflicts between motorists/cyclists
- ➤ Lack of outreach/comm
- Does not preserve street
- No data before/after A.D. 123

Hermosa St

- > Traffic congestion
- Dangerous
- Removed parking
- Aesthetics
- Not enough outreach

Grand Avenue Recommendations

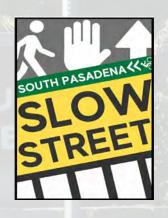
CONSIDER

- > The bike lane, signs, and markings on Grand Avenue
- MTIC voted 3-0 in favor of maintaining bike lane and considering speed humps



REMOVE

All reflective white tape, delineators, lawn signs, and A-frame signs.



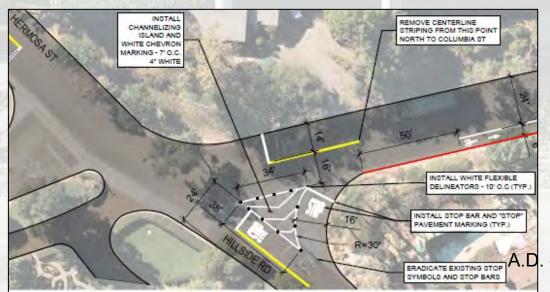




Hermosa Street Recommendations

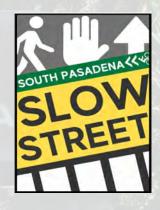
MAINTAIN

- Intersection configuration (striping, stop bar & delineators) with more durable and permanent material
 - Hermosa St/Hillside Rd
- > Uphill Climbing (Bike) Lane, markings, & red curb
 - Hermosa between Hillside and Columbia
- MTIC voted 3-0 to maintain this configuration but improve and replace the material.



REMOVE

 All reflective white tape, delineators, lawn signs, and A-frame signs.







Most Requested Slow Streets

Most Requested Street	No. of Requests	Type of Street
Mission Street	50	Minor Arterial
Meridian Ave	44	Collector
Monterey Rd	40	Minor Arterial
Fair Oaks Ave	33	Major Arterial
Marengo Ave	32	Collector
Orange Grove Ave	25	Collector/Minor Arterial
El Centro St	23	Collector
Arroyo Dr	21	Collector
Fremont Ave	20	Minor Arterial
Garfield Ave	14	Minor Arterial
Huntington Dr	12	Major Arterial

Most Requested Street	No. of Requests	Type of Street
Maple St	9	Residential
Oak St	9	Residential
Spruce St	8	Collector
Ramona Ave	7	Residential
Grand Ave	7	Collector
Oliver St	7	Collector
Pasadena Ave	7	Collector
Milan Ave	7	Residential
Oxley	7	Residential
Indiana Ave	6	Collector
Fletcher Ave	6	Collector

Future Slow Streets Signage









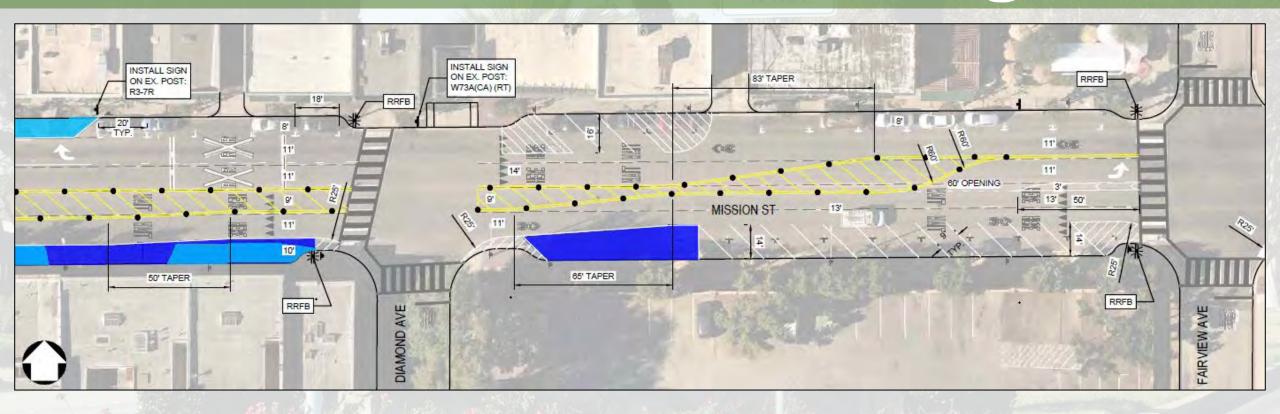
SLOW Orange
Warning Sign at
Hermosa/Arroyo S/B
on a Type 1
Barricade Frame Sign

SLOW Yellow Warning Sign at Hermosa/Arroyo N/B

SLOW Yellow
Warning Sign at
Meridian Ave and
Oak St N/B

New Slow Street Sign-Future use

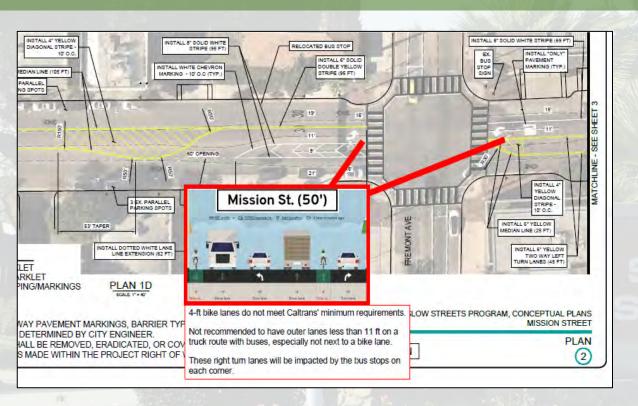
Mission Street Initial Design

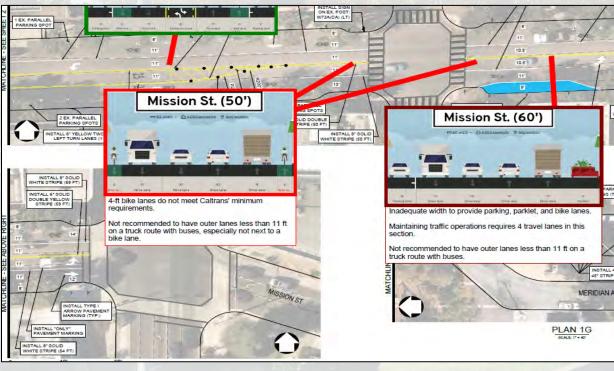


- > Initial proposed a design included space for:
 - > existing sidewalk dining parklets
 - > several new parklets for public use
 - updated striping plan consistent with applicable codes
 - diagonal parking along Mission Street to implement a near net-zero impact on available street parking on the Mission Street corridor
 A.D. - 128

17

Mission Street MTIC Review





- MTIC recommended road diet with bike lane in each direction and one travel lane in each direction with center double left turn lane
- Next steps include further traffic analysis and robust and comprehensive outreach of businesses and environmental clearance

Mission Street at Orange Grove

Figure 6: Existing Orange Grove Avenue at Mission Street Intersection Configuration

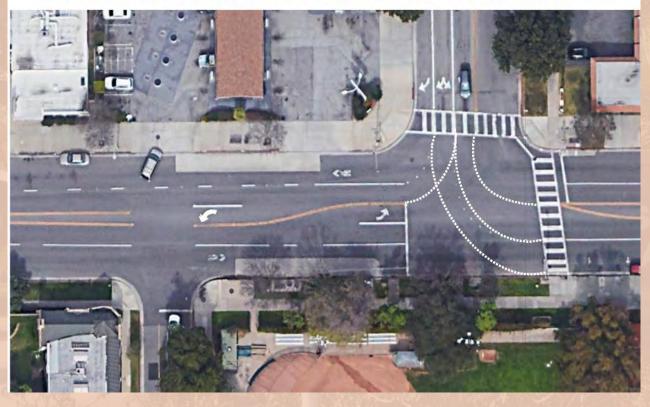


Figure 7: Potential Orange Grove Avenue at Mission Street Intersection Configuration



➤ Mission Street and Orange Grove new proposed roadway configuration, easterly part of the beginning of the road diet

Mission Street at Fair Oaks



Mission Street and Fair Oaks Potential Lame Reductions

Mission Street Parklet



A.D. - 132

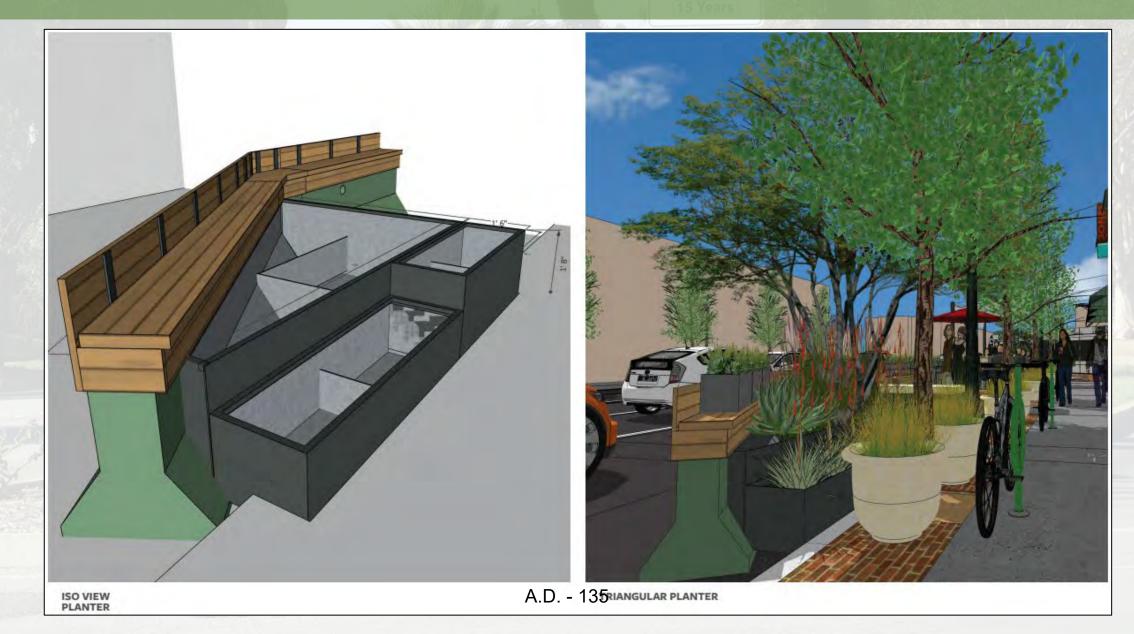
Mission Street Parklet



Mission Street Parklet



Mission Street Additional Furniture



Financial Considerations

K-Rails

- The immediate purchase of new k-rail barriers at the northern curb of Mission Street east of Meridian Avenue (near Jones Coffee Roasters), costs approximately \$6,500.
- The future overall purchase of new k-rail barriers to replace existing rental k-rails is expected to cost approximately \$27,500.

Custom Elements

- The potential <u>future</u> purchase of <u>k-rail trim and coverings</u> at the northern curb of Mission Street east of Meridian Avenue costs approximately \$29,000.
- The potential <u>future</u> purchase of a <u>custom-built triangular planter</u> at this location costs approximately \$7,950.
- Could increase three-to-four fold, considering further installation costs at other locations on Mission.

 A.D. 136

Mission Street Recommendations

Street Reconfiguration / Road Diet

- Proceeding with the road diet approach, considering MTIC's advisement and recommendations.
- Consider the future implications of a temporary road diet installation along Mission Street, i.e. permanent installation
- Staff would provide consideration and analysis on the environmental impacts of a permanent installation, as well as funding sources, costs, and timeline.

Equipment Installation & K-Rail Rental

- Purchase and replacement of k-rails at existing parklet locations along Mission Street to facilitate the installation of parklet flooring, planters, trim elements and furniture in the street right-of-way, adjacent to the sidewalk.
- Extending k-rail rental as replacement proceeds (Right of Way, Inc. amendment).

From: Rachael Faught

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Wednesday, March 20, 2024 9:34:11 AM

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

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

I am a pedestrian 100% of the time because of my disability. Do not forget that Los Angeles used to be the NUMBER ONE city in America for public transit before greedy GM and other car manufactures ruined our glorious county!

Rachael Faught

South Pasadena resident and registered voter

Sent from my microscopic place in a vast, transcendent universe.

From: Rebecca Turley

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment in Support of Slow Streets

Date: Wednesday, March 20, 2024 11:42:31 AM

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

Dear Councilmembers,

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

As a mom and frequent walker, runner, and cyclist in South Pasadena, having streets in my community that feel safe for my family is incredibly important to me. I've had countless interactions with cars in which drivers were not paying attention and in which I did not feel safe as a pedestrian. It would greatly improve my quality of life in the community if changes were made to improve road safety.

Sincerely, Rebecca Krafcik From: Richard McCann

To: <u>City Council Public Comment</u>
Subject: Grand Avenue Bike Lanes

Date: Wednesday, March 20, 2024 12:03:39 PM

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

In particular, bike lanes both sides of Grand are dangerous to both auto & bike traffic due to insufficient width of the street.

If bike lanes are to be installed, generally accepted public works guideline (APWA) lane widths need to be understood & followed.

Richard F. McCann, FAIA RFM ARCHITECTS

Grand Avenue Property Owner

From: Rion Nakaya

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Tuesday, March 19, 2024 1:10:26 PM

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

Dear Councilmembers.

My highschooler and his friends call South Pasadena "South Pasa-dangerous." I found this out last year after he explained how he, a walker, often has close calls with drivers who aren't slowing, stopping, or paying attention. Why should they? Our streets are built to prioritize cars, not people.

This is just one of the reasons why we were happy to see a bike lane in front of our home on Grand Avenue, and how thrilled we've been to advocate for the Slow Street Program.

We chose South Pasadena for the safe schools and safe community for our children; Safe Streets for pedestrians and bicyclists of all ages should absolutely come along with that.

It's time to right-size our streets for safety.

As a homeowner in this community for over 30 years, I hope you will endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Please improve—imagine those plastic white poles replaced by bulbouts with attractive native landscaping—and make permanent the changes, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street.

"Wider travel lanes are correlated with higher vehicle speeds," and "As speeds get higher, crashes also result in more serious injury, for the driver who caused the crash as well as for the crash opponent," so let's slow cars down by making room for more bicycles and pedestrians.

We can also add a few stop signs and crosswalks, and <u>slow cars with offset speed tables that still make way for emergency vehicles</u> on Grand Avenue. These changes are urgently needed to improve safety for residents, visitors, and especially any kids and elderly pedestrians using our streets without a car.

I also ask that we design a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Mission's small town business friendly vibe is in need of pedestrian- and bike transportation-friendly options to bring more business in. Adding a bike lane that connects to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events. Study after study proves it, from Business Insider:

"...in the other 'Neighborhood Business Districts,' which replaced 12 parking spaces with a bike lane, sales quadrupled... Adding bike lanes certainly didn't hurt sales — and may have boosted them dramatically."

How many times have those crosswalk signs on Mission been hit? We need to do more.

We need more traffic calming, including <u>gateways</u>, <u>pinch points</u>, <u>bulbouts</u> to make crossing shorter and quicker, and <u>raised crosswalks</u> to slow cars and make crossing (especially kids crossing) more visible. Native landscaping, <u>bioswales</u>, and art painted on crosswalks also slows cars, attracts pedestrians, supports needed biodiversity, and beautifies the neighborhood. <u>From Bloomberg Philanthropies</u>:

"With this analysis (Asphalt Art Safety Study) of nearly two dozen sites across the country, decision-makers now have the evidence to show that projects like these can reduce crashes and improve safety for everyone on the road."

"Imagine how people can reclaim public space so that the city becomes a highly walkable place." Making room for bike lanes and pedestrians (including my kids and my elderly mother)—simply sharing our public spaces instead of prioritizing cars—slows speeds, reduces traffic, and brings in more customers for our local businesses. Everyone benefits.

Thank you,

Rion Nakaya

From: Robert Dekle

To: <u>City Council Public Comment</u>

Cc: Karen

Subject: Please get the bikes off our streets.

Date: Tuesday, March 19, 2024 10:09:30 PM

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

Dear City Council Members:

As a resident of 428 Grand, I am strongly opposed to making the bike lanes permanent. High speed bikes are a safety hazard for pedestrians and make driving on our streets more difficult for our many elderly residents. Lounging groups of bike riders will destroy the character of our lovely street and will lower our property values.

City council members, if you like bikes so much, why don't you volunteer your streets for bike lines?

By the way, the South Pasadena Public Works Department owes me close to 300 dollars for towing my car to paint the temporary lanes.

Yours Truly,

Robert Dekle

From: Sally Baca

To: <u>City Council Public Comment</u>

Subject: Bicycle lanes

Date: Wednesday, March 20, 2024 10:29:12 AM

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

Looks like you are bowing to the wishes of the bicycle clubs instead of listening to the residents of Grand Ave and Hermosa when it comes to marking up our beautiful RESIDENCIAL streets. Shame on you. Are you going to try to just shove it down our throats. Sally Baca Grand Ave

From: <u>Samuel Zneimer</u>

To: <u>City Council Public Comment</u>

Subject: Item 17 - Slow Streets Safety Program

Date: Tuesday, March 19, 2024 10:07:38 AM

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

Dear Honorable Mayor and City Council,

I'm submitting public comment to continue to push for a safer South Pasadena. I'm Sam Zneimer, former MTIC Chair, former employee, and currently a transportation planner who specializes in safety and active transportation improvements. South Pasadena has consistently stated our want for a safer community, one that provides improved safety and access for people walking and biking, our recently adopted General Plan and our Strategic Plans have associated actions and policies that speak directly to this. So it is paramount that we continue the implementation of and formalizing the slow street improvements and the Mission Street project. These are proven safety measures that can make South Pasadena the community we want it to be.

Speaking directly to Mission St, this improvement has been long needed and discussed. We need a safer Mission Street, how many collisions are too many? How many close calls have you heard about at Diamond and Fairview, how many have you personally experienced when you are walking across the street?

All streets should be safe for people walking and biking, if we are serious about safety, climate change, and a health community we need to implement these improvements and so many more. Approve these safety measures; prove to the community that the General Plan, Strategic Plans, Complete Street Policies are more than just words on paper that they are real actions and policies for our City.

Thank you, Sam Zneimer

--

Thanks,

Samuel Zneimer

From: Sandy Gildersleeve

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Sunday, March 17, 2024 9:18:20 PM

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

Dear Council,

We have personally been affected by unsafe drivers, as our South Pasadena neighbor was hit and killed by a driver who failed to stop at a stop sign here in South Pasadena. His death alone is reason enough to improve the safety of our streets, but I know that there have been other preventable injuries.

I'm writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at 9 intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

I also ask that the city to implement a "road diet" on Mission Street that continuously connects our city's vibrant public spaces to our existing bike lane network. Our city needs more space for people, not cars. Adding a bike lane east to Fair Oaks will improve safety for people commuting to the Metro station, visiting local businesses, and local events.

We would love if the city would add stop signs at Milan and Mission!

Thank you for your time and for your dedication to the safety of South Pasadena.

Gratefully, Sandy Gildersleeve South Pasadena resident, Mom, Pediatrician From: Shannon De Jong

To: <u>City Council Public Comment</u>
Cc: <u>info@southpasactive.org</u>

Subject: Comment for March 20 meeting, Agenda item 17

Date: Monday, March 18, 2024 7:44:55 AM

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

Dear Councilmembers,

MY SON NOW WALKS TO SCHOOL BECAUSE HE FEELS SAFER WALKING UP OAK WITH THE SAFE STREETS BARRIERS IN PLACE!

I am writing to ask you to endorse the unanimous recommendation of MTIC regarding the Slow Street Program. Specifically, I ask that the city improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. These changes are urgently needed to improve safety for residents and visitors using our streets without a car.

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From: Sheila Rossi
To: City Clerk"s Division

Subject: Public Comments to be included in tonight"s Council Agenda Packet

Date: Wednesday, March 20, 2024 9:47:24 AM

Attachments: 5590709A-5AA5-43B4-AD8B-685706E58821 1 201 a.heic A0B14E6C-D38B-4310-95E6-15F406460BA3 1 201 a.heic

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

Tonight's City Council meeting includes three agenda items to address alleged Brown Act violation claims by Mr. Ed Elsner against the recently formed Finance ad-hoc committee in a series of Cure and Correct Notices and Cease and Desist Letters. The documentation included in the posted agenda packet does not include the original email of concern or Cure and Correct notices sent to the City Council or the Finance ad-hoc committee members. These additional communications are necessary to understand the full context of the agendized issues that will be discussed tonight.

Elsner's original Cure and Correct notice was sent on March 8th, 2024, within hours of sending an initial "email of concern" to the City Manager and ad-hoc members. Citing the relatively obscure 1981 case of Joiner vs. The City of Sebastopol, Mr. Elsner argued in his initial email that the committee should have been created as a Brown Act body since it was an advisory body composed of two members of the council and two members of another body. In his initial email, Mr. Elsner further argued that as a Brown Act body, the committee should have met publicly and recommended that all actions by the committee to date be void and all future meetings be publicly agendized. He did not indicate in his initial email, or his subsequent two Cure and Correct notices, any concern that the original formation of the committee should have been agendized.

The claim that the committee's formation violated the Brown Act because it was not properly agendized was only raised in a subsequent email on March 11th, several days after my response to his initial emails, demonstrating a willingness to comply with his request. In my March 8th response, I requested legal guidance. Also, I stated that we were more than happy to comply with his request to hold all future meetings in public.

Interestingly, Mr. Elsner only raised his concerns about a lack of public transparency after the ad hoc presented an initial public update to the council, reviewing information about its meetings in detail and answering the council's questions with information that did not fit the preferred narrative provided by the staff and at least one member of the committee.

Seemingly unsatisfied with my prompt offer to comply with his March 8th concerns and Cure and Correct notices, Mr. Elsner issued a third Cure and Correct Notice three days later on March 11th. This time, Mr. Elsner's third iteration of the Cure and Correct notice was not emailed to the members of the ad-hoc in his communication, nor did it mention any of his previously referenced concerns. In his third Cure and Correct Notice, Mr Elsner argues solely that the City Council took formal action to create an advisory committee, thus violating the Brown Act by discussing and taking action on a non-agendized item.

At the February 21st, 2024 meeting, stemming from discussions regarding two agendized presentations: 1) a mid-year report stating the City was facing a \$3.7 million deficit budget for the year and 2) a five-year forecast report showing that the City was facing imminent insolvency, Council members Braun and Zneimer asked for legal guidance on the formation of an ad-hoc committee at 1:50 (1 hour: 50 minutes into the meeting). Braun asked at 1:54:56 if her suggestion for an ad-hoc committee needed to come later in the meeting. The legal response was that ad-hoc committees or sub-committees (less than a quorum and for a specific purpose) were organic and not subject to the Brown Act.

At 2:35:50, council member Braun specifically asked if a committee composed of two council members and two finance commission members constituted a Brown Act body. The specific legal guidance provided was that it did not constitute a Brown Act body since it was composed of less than a quorum, had a limited scope and time, and would dissolve at the end of its stated purpose. As such, the suggestion for an ad-hoc to address concerns arising directly from the agendized discussions of the mid-year report and the five-year forecast did not, itself, need to be agendized and did not require formal action. As a result, the council did not make a motion, take a formal vote, or take formal action to create the ad-hoc committee. Members of the two bodies organically volunteered to form an ad-hoc for the limited scope of reviewing financial information to provide short-term and long-term recommendations concerning the budget deficit and five-year projections.

The issue of "curing and correcting" the council's failure to agendize the formation of the organically formed ad-hoc committee was then placed on this week's agenda without any reference to Mr Elsner's initial email of concern or subsequent two Cure and Correct Notices. In doing so, the City has failed to provide a legal determination regarding Mr. Elsner's initially stated concern that ad-hoc committees composed of less than a quorum of the council and less

than a quorum of any other body, including members of the public, are subject to the Brown Act.

Given that the ad-Hoc was formed organically as a result of agendized discussions, with a limited scope and time, and without a formal action on the part of the council, the issue of agendizing its formation would appear to be relevant only if it is determined that the committee was subject to the Brown Act due to its composition of less than a quorum of the council and less than a quorum of another body, including members of the general public. If the legal determination is, in fact, that the composition of the committee constitutes a Brown Act body, then this determination must apply to similarly composed ad-hoc committees. Further, the subsequent corrections Mr. Elsner has demanded, including the dissolution of the bodies and rescission of all actions taken by such bodies, must be applied evenly to all of the City's ad-hoc committees. In his initial email, Mr Elsner references the 1981 Joiner case and the Attorney General's 2003 Brown Act publication, indicating that many of the City's ad-hoc committees have violated the Brown Act for decades. This includes a long list of current and past ad-hoc committees.

The council must address this matter during this week's discussion of Mr Elsner's Cure and Correct Notices and Cease and Desist letters. Further, any determinations made by the council on the matter must be applied evenly to all similarly composed bodies. Otherwise, it would seem that the ever-evolving and escalating demands of Mr Elsner and a selective response from the council would constitute a targeted use and weaponization of the Brown Act designed to prevent public review and discussion of the City's current financial situation, mainly when such discussions provide information that conflicts with specific council member's preferred narratives, including but not limited to those recently posted on social media.

To date, the only "actions" taken by the ad-hoc were to meet with staff to request data for review, recommend a review of insurance and utility billings, and recommend a short-term pause on non-essential spending as we conducted a review of operational and financial data to address a reported \$3.7 million budget deficit. No actions were taken by the council or staff as a result of the preliminary recommendations made by the ad-hoc committee.

As noted in the presentation to the council and referenced by the City Manager on March 6th, staff provided the ad-hoc their own list of "strategic" Budget Reduction Opportunities on February 26th to address the deficit. In the interest of transparency, I have included the staff's list in this public comment. As noted on March 6th, the ad-hoc received the list of recommendations for consideration but felt that most did not meet the ad-hoc goal of minimizing the impact on existing services and staff. The ad-hoc informed staff that it wanted first to review actual financial and operational data to understand the true nature of the deficit prior to recommending cuts to existing services and staff. This was a necessary step for the ad-hoc due to the staff's failure to provide a mid-year financial statement, per policy, at the February 21st or February 29th Finance Commission meetings. The staff has failed to provide monthly or quarterly financial statements to either the Finance Commission or City Council for years. At the February 29th Finance Commission meeting, the staff claimed the council directed them to provide only quarterly financial statements, which they still did not do; however, they could not remember if the city council had voted on the policy change.

I am increasingly concerned there may be a coordinated effort by certain council and staff members to withhold financial information from the public and block oversight. As I noted in the Brown Act Cure and Correct Notice I submitted in December of 2023, the staff notified the Finance Commission that the council had discussed and determined that further deliberation by the Finance Commission of a potential policy to review future appropriation requests was unnecessary. As the City Attorney declared in a written response to my notice, the determination was not made by the council but rather by council member Primuth, without the knowledge of other council members. This indicates that Mr. Primuth acted unilaterally on behalf of the council and without their knowledge. Further, City Manager Chaparayan knowingly forwarded the falsified notification of a deliberation and determination that never occurred to the City Attorney and the council. Subsequently, a request for a new appropriation to pay for a review of potential salary increases was brought forth to the council without the review of the finance commission. Mr Primuth's unilateral decision-making in violation of the Brown Act was never publicly disclosed or addressed. This is but a single, recent example of a repeated and escalating pattern of behavior on the part of certain staff and council members to suppress financial oversight and analysis throughout the past year.

Thank you, Sheila Rossi

I have included referenced emails and documents not already included in the council agenda packet below:
amails related to Mr. Flener's Brown Act claims

Hello Armine.

I'm writing because I'm concerned that the recently-created council finance ad hoc committee has been meeting, however unintentionally, in violation of the Brown Act.

The committee is an advisory committee formed by the city council to make recommendations to the city council about matters that are within the council's direct responsibility. As such, the committee is itself a "legislative body" for the purposes of the Brown Act, and committee meetings should be properly noticed and open to the public.

I understand that when the city council created the committee at the February 21st joint meeting with the finance commission, the city attorney stated that the committee would not be a Brown Act committee because it was "less than a quorum." With respect, I think the city attorney got this wrong. The "less than a quorum" exception would have applied only if the committee was composed solely of two city council members. Because the committee is composed of two city council members and two finance commissioners, and the committee was created by the city council to make recommendations to the city council about matters within the city council's direct responsibility, the committee is a legislative body subject to the Brown Act.

My review of of the Brown Act statute, case law, and interpretive materials from the California attorney general indicates that the applicable law is cut and dried on this point:

- Gov't Code § 54952(b)
- Joiner v. City of Sebastopol (1981) 125 Cal. App.3d 799
- The Brown Act: Open Meetings for Local Legislative Bodies (2003), p. 5-6

The attorney general Brown Act publication includes the following summary:

[I]f a legislative body designates less than a quorum of its members to meet with representatives of another legislative body to perform a task, such as the making of a recommendation, an advisory committee consisting of the representatives from both bodies would be created. Such a committee would be subject to the open meeting and notice provisions of the Act. (*Joiner v. City of Sebastopol* (1981) 125 Cal.App.3d 799, 805.)

Besides the in-person and telephonic meetings the committee has been having independently, the discussion during the committee update at Wednesday's city council meeting was itself a committee meeting, as all four committee members were present in chambers and participated in the discussion (Gov't Code 54952.2(a)). There was no indication in the council meeting agenda that there would be discussion by any legislative body other than the city council. Wednesday's committee meeting should have been separately noticed.

Going forward, I think each committee member should make his or her own decision whether it is advisable to continue meeting as a group in-person, virtually, by email or text, or by telephone, without following the opening meeting and notice provisions of the Brown Act. (This would include group discussion of the issues raised in this email.)

I also think that the City Council should also decide whether the work of the committee should be continued by the committee as a Brown Act body, by the finance commission, by a two-person subcommittee of the city council, etc. My personal feeling is that the committee is addressing serious issues affecting the city, its residents, and its employees, and its work should be done by a Brown Act body, with properly noticed meetings that are open to the public.

Would you please let me know as your earliest convenience whether the council finance ad hoc committee will continue meeting without following the open meeting and notice provisions of the Brown Act?

Thank you,

Ed Elsner

On Fri, Mar 8, 2024 at 1:01 PM Sheila Rossi

wrote:

Hello Roxeanne,

I'm writing in response to the concern raised by Mr. Elsner in regards to the recently-created council finance ad hoc committee. While it was my understanding that the Brown Act did not apply to the ad hoc committee, given Mr Elsner's concerns, I would like legal guidance on how to move forward as a committee without giving even the perception of violating the Brown Act. As a huge proponent of public transparency, I'm more than happy to review data and discuss *all* matters in public.

The ad-hoc committee currently has a meeting scheduled with the staff on Monday, March 11th from 4-6 pm to review financial data and discuss opportunities for budgetary savings. Should we send out a notice today of a special meeting that is open to the public to discuss these matters? Please advise on the format of our communications given that we are a committee of just 4 members.

Thank you,

Sheila Rossi

On Fri, Mar 8, 2024 at 1:01 PM Ed Elsner

wrote

Dear Council Ad Hoc Finance Committee:

I'm writing to request that all any and all action taken by the Council Finance Ad Hoc Committee to date be cured or corrected. Gov't Code §54960.1.

"Action taken" means (among other actions) "a collective decision made by a majority of the

members of a legislative body" (Gov't Code §54952.6) and would include the committee's collective majority decision to approve the recommendations that were communicated to the City Council during the committee update at the March 6, 2024, regular meeting of the City Council. This committee action, and any other action that may have been taken by the committee, violated the open and public meeting and notice requirements of the Brown Act. The committee is a "legislative body" as defined by the Brown Act, but none of its meetings prior to the March 6, 2024, City Council meeting were noticed or open to the public. Gov't Code §§54952(b), 54953, 54954.2; *Joiner v. City of Sebastopol* (1981) 125 Cal.App.3d 799. Committee action to cure or correct prior actions taken by the committee in violation of the Brown Act should take place in a properly noticed meeting of the committee.

Thank you,

Ed Elsner

Sheila Rossi

Fri,

to Roxanne, Evelyn, Ed, Armine, Peter, Janet



Hi Roxeanne,

In addition, I would like to ensure that all such meetings are not just open to the public, but recorded as a matter of public record.

Thank you,

Sheila Rossi

Ed Elsner Fri,

to Peter, jbraun, ezneimer, me, achaparyan, CityClerk, cco



Just a quick amplification of the request being made: "cure or correct" should include rescission and/or withdrawal of every action the committee has taken to date. Other committee actions that come to mind besides approval of the committee recommendations would be any collective majority decisions that may have been made about the selection of the committee's presiding officer, committee rules or by-laws, etc. Cure or correct should not simply be a ratification of prior actions taken, as the public was not able to observe the discussion and decision-making process that led to the actions taken. If the committee moves forward as a Brown Act committee (which I think the City Council should consider and approve before it does), it should be with a clean slate as if the committee is meeting for the first time. Thank you for your willingness to serve on the committee in addition to serving on the City Council and Finance Commission, I appreciate the time and commitment that is required.

Co-sponsored Events		Paid staff	
Marengo PTA Lunar New Year	Waived Fees	Costs	
WRL 5k/10k	\$671.00	\$329.00	Notes
SPMS Booster/DUDES Poker T	\$1,104.00	\$846.00	
Winter Arts Crawl	\$1,834.00	\$752.00	
Eclectic Music Festival	\$271.00	\$0.00	
Taste of South Pas - Rotary	\$954.00 \$617.00	\$0.00	City absorbs staffing for PD, PW & Fire
SPEF Pari Gras	+017.00	\$0.00	Past paid staffing now fee to cover all costs New fee.
an arran gras	\$416.00	\$0.00	of \$10,000 a day No fee for Fire dept rental, City pays for restrooms
Visconia Dec			and power wash app floor after breakfast. Staff costs
Kiwanis Pancake breakfast	\$191.00	50.00	absorbed by City
Summer Arts Crawl	8795.00	\$0.00	City absorbs staffing for PD, PW & Fire
DUDES/Kiwanis Pickleball T	\$472.00	\$188.00	
Fall Arts Crawl	\$795.00	\$0.00	
SPHS Homecoming Picnic	\$314.00	\$0.00	City absorbs staffing for PW
SPHS Homecoming	\$191.00	\$1,425.00	past paid staffing now fee to cover all costs.
Pasadena Pacers	\$0.00	\$0.00	
SPHS Boosters Tiger Run	\$749.00	\$6,855.00	
So Pas Flea Market	\$524.00	\$0.00	
SPTOR Yard Sale	\$4,347.00	\$0.00	
SPTOR Crunch Time	\$1,863.00	\$423.00	
	\$16,108.00	\$10,818.00	
			* No open space fee
			* No street use Fee just TCP fee
			*No application fee
			* No Special event fee
AYSO Field Permit			
Arroyo Weekend	\$112,320.00	\$0.00	Does not include lighting
Arroyo Weekday	\$138,240.00	\$0.00	avenue albung
Orange Grove			
	\$36,382.50	\$0.00	
Youth House Res	\$108.00	\$0.00	
	\$287,050.50		
SPLL Field Permit			
Arroyo Weekend	\$110,902.50	\$0.00	Does not include lighting
Arroyo Weekday	\$114,952.50	\$0.00	
Orange Grove	\$77,597.00	\$0.00	
Youth house res	\$77.00	\$0.00	
TOURI INCUSE IES		\$0.00	
	\$303,529.00		
oss of Revenue	\$590,579.50		

THE RESERVE	Staff Budget	t Reduction Opportunities List	
Second City and		Revised 02/26/24	
Character I Day and a local Control			
Structural Programming/Costs	120,000	(40,000 currently budgeted in CSD)	
4th of July Holiday lights/ décor		fy 23/24	
Chamber of Commerce BIT		fy 23/24 (including \$15k in-kind staffing for eclectic)	
Gopher Abatement	The state of the s	fy 23/24 (Including \$15k in-kind starting for eclectic)	
Community Outreach Mailer		fy 24/25	
City Council Dinners		fy 23/24	
City Council Discretionary Funds		fy 23/24	
Lighting Landscape Maint. District	1,000,000		
Employee Engagement Team		fy 23/24	
City Manager's Emergency Fund		fy 23/24	
Mission/Meridian Parking Garage		fy 23/24	
Graffitti		fy 23/24	
226 Golden Streets Mission to Mission Event		(staff in-kind services)	
tutan & Tucker (Holy Family Special Counsel)	10,000		
ity Hall Security	80,00		
ity Hall Security	1,558,500	THE RELIGIOUS IN CONTRACT CONTRACT PROPERTY OF	
MINISTER MAN TENNING VACUUM PROPERTY	2,550,500	80	
ity Cosponsorships/ Special Events*	MINICI	THE ROLL WOLLD WE SEE STREET OF DESIGNATION OF THE PERSON	
YSO + SPLL Field Use	250,000	(currently and historically waived)	
ational Night Out	5,500	(staffing)	
	56,000	fy 23/24 (egg hunts, movies in the park, halloween, concerts, breakfast with santa; doesn't include staffing	
ommunity Services Programming	The state of the s		
emorial Day		fy 23/24	
ee memos from Community Services	312,500		

One-Time Costs			1	
Multicultural Event	25,000	fy 23/24		
Iron Works Site Assessment		closed session direction, no funding		
Mayor's Engagement for the Year	10,000	monthly engagements, town hall, community		
Fire Department Assessment		can be appropriated with existing FD funds		
Library Comprehensive Plan Phase I	150,000	identified as priority; no expeditures to-date		
Level 3 Charger *	100,000	*this item will affect other funding and programs, including \$500k from MSRC		
Caltrans Historic Vacant Homes		approved at Council 2/6; \$6k deposit paid from cm		
Caltrans Non-Historic Vacant Homes		TBD		
Electrification Press Event	10,000	in-development; no expressed council direction or designated funds to support		
Brillian & Ton Lore (Hosy Earning Store of Course)	642,000			
TOTAL Structural and One-Time Costs	2,513,000	Desil naturbases a		
Opportunities	32 (4)	W 2 3 1 2 4		
Master Fee Schedule + DIF	1970	(hasn't been updated since 2018)		
Farmers Market Revenue	350,000			M
Replacement Funds - Improved Structure		(vehicle, technology replacement programs)		
reeze Vacancies, Upcoming Retirements	10045			
Teeze vacanices, opening	350000	Control of the contro	14 10000000	40 1000
10 THE RESIDENCE OF THE SECOND	180'00	19 20/05		
ong-Term Strategy Opportunities	2004	LI SHAM		
andscaping Contract	680,000	(frequency of maintenance)		
ransTech Building & Safety Services	650,000	(will go out to RFP)		
IDL Business License Services vs. in-house	TBD	D (discussions about bringing back in-house)		
TOTAL DESIGNATION OF THE PROPERTY OF THE PROPE	1,330,000		The land of the la	
onsiderations		Montand Districts		
npacts to customer service	San Programme	Sanda Celon Onterdunities Int.		
npacts to service delivery	THE RESERVE TO SERVE	Area 1 5 - 20 26 2024 6 20 - 6:00 PM		

From: South Pas Active Streets

To: City Council Public Comment

Subject: Comment for March 20 meeting, Agenda item 17

Date: Tuesday, March 19, 2024 8:59:04 PM

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

Dear Councilmembers,

South Pas Active Streets wants to express its whole-hearted support of the city's efforts to improve safety, sustainability, and the quality of life in our city through the Slow Street program. We ask that the Council accept the unanimous MTIC recommendation to improve and make permanent the changes at nine intersections, in addition to maintaining the new bike lanes along Grand Avenue and Hermosa Street. We also ask the Council to approve expanding the program to Mission Street. Reducing space for cars on Mission will improve pedestrian safety, reduce noise and pollution, and improve the quality of life in the vital core of our city.

Our members are already enjoying the use of safe spaces created by the installations in residential areas. About 50-70 people ride in the "bike bus" to their elementary schools along Grand and Marengo Avenues every Tuesday. Last Saturday, about 80 people joined a community event at Garfield Park, riding as a group down Mission Street to visit the Nature Park. The Slow Street designs encourage more events like this, by improving safety for residents and visitors on our streets.

The Slow Street program is not a new idea. The city of Hoboken, New Jersey, aggressively implemented these elements in the last decade, following the tragic death of a senior killed by a driver while crossing the street. Hoboken has a population twice the population of South Pasadena, yet has not had a traffic fatality in seven years. Contrast that with four deaths and dozens of injuries felt in our community over the same period. The solutions are known and we should build them as fast as possible.

In support of these goals, we created a petition for residents and visitors to declare their support for the Slow Street program. The petition statement is as follows:

"We live, work, or shop in South Pasadena, but do not feel safe using its streets. Streets designed exclusively for cars cause more injuries, more air pollution, and more climate change. We support new designs for crosswalks and additional bike lanes and ask the city to continue building Slow Streets throughout the community."

As of March 19, we have **209 signatures** endorsing this statement. This includes **133 residents** of South Pasadena and **40 residents of streets adjacent to the pilot program**. This outpouring of support was made possible by an even more committed group who were willing to give up their weekends to knock on doors and talk to their neighbors.

Unfortunately, some opponents of this program have vandalized installations or intimidated city staff and our volunteers. For that reason, we will separately share the names and addresses of signatories with councilmembers. We ask that you keep them in confidence.

It is clear that everyone agrees on the need to slow traffic, the importance of sustainable transportation, and that the pilot is encouraging people to walk and bike. Opponents to the program choose to prioritize aesthetics of the temporary installations, rather than the goals and vision of the program. We ask the Council to declare its strong support for the vision of healthier, safer streets in our community by adopting the unanimous MTIC recommendations.

Finally, we wanted to share personal messages shared in our petition in response to the question "Why is this important to you?". The responses express hope for their children, fear of car-centered streets, and an environmental imperative. Please consider this small sample of statements as you consider the future

of this program:

- "We walk, bike, run all the time, especially to all of the South Pas schools. The safety demo has had a huge impact in reducing the speed of cars. Our children all walk around by themselves and we need to keep them safe, and this helps!"
- "My family has lived here for generations. A lot has changed over that time including increased car traffic. Many cars drive through our city without considering that we are our own city, and that our pedestrians have a right to be safe. Our residents should be able to enjoy this town and its amenities safely and equitably. Pedestrians must be prioritized over cars in South Pasadena."
- "My son walks to school now that these have been installed. He didn't feel safe doing that before."
- "Because public space should have room for everyone, not exclusively for cars."
- "Because I walk regularly on Grand Ave and as a parent have been disappointed by how poorly South Pas streets are equipped with bike lanes in major areas. My biggest complaint is that there is no bike lane around the Middle School! We bike with our son and his friends to school and get honked at all the time with angry cars trying to push us off the road. Dangerous and unnecessary."
- "SOMEONE HAD DIES ON OUR STREET, WE NEED TO SLOW IT DOWN!"
- "We love walking to Marengo but worry about the speeding cars while crossing the streets."
- "My 12-year-old son and his friends ride their bikes in South Pasadena. It is important to me that they are safe and comfortable while they ride."
- "Our city desperately needs this safe streets program. There is so much demand for walking and biking in our community, but our car-first streets suppress walking and driving trips, especially with small children."
- "Reducing car dependency and encouraging more biking and walking is vital for fighting climate change and building healthier, safer communities."

"I need a safe place to ride my bike where I am not forced to ride on the sidewalk or be in danger of cars hitting and killing me. " "Road safety for pedestrians and bikers is steady getting worse and South Pasadena has not been exempt from the impacts. My family walks and bikes a lot in the city (as well as drive) and people rolling through (or worse) stop signs are a huge problem." "I live, work, walk and bike with my kids in South Pasadena. While walking and riding my bike with my kids, we've been almost hit dozens of times due to the state of our streets." "My family moved to South Pasadena because of its potential to be a pedestrian and cycling oasis in LA. Our house is located where the 710 extension was originally planned to run through -- the only thing worse than a highway are local streets clogged with fast moving, inattentive drivers that put vulnerable road users like pedestrians and cyclists in harms way." "South Pasadena has become inundated with traffic, speeding & collisions and it's endangering the safety of all and severely impeding our children's right to exploration, safe travels, and selfsufficiency." "Our community has experienced Car-related injury that should not be tolerated any longer." "Slow streets save lives! I want my kids to feel safe when using our streets." "My entire family walk and bike around town and have had many close calls with cars speeding and not paying attention." "It's important because cars drive way too fast in our city. As a pedestrian walking on a green walk sign I've been hit by a car. If the car would have hit either of my two children under 5 they could have been killed. We have far too many fatalities by drivers and south Pasadena is a great city to walk and bike in, let's make it more safe. "

now."

"The speeding cars have almost killed us and I get little response from police to do something about it. The crosswalks are not safe. I see people almost get hit daily. The traffic here is awful

•	"Safer streets for all (including drivers), encourage other modes of transporatation."
•	"I am a runner, walker, and cyclist who lives in South Pasadena. Almost every time I go for a run I encounter a driver who does not see me or who goes out in front of me when I have right of way."
•	"Safety for my children."
•	"I have children walking to and from the high school, middle school and Marengo daily. Keep our children safe."
•	"I am an avid runner who runs down Grand Ave. I was excited to see the bike lanes added on one of my runs as I have been reaching out to the city regarding road safety. Everyone benefits being in the community (mental wellness, building community, exercise). The city is behind other cities who are making roads safer. I just want feel safe running and riding with my family."
•	"Cars destroy cities and the climate. If you want there to be life on Earth, you need to provide people with safe and sustainable alternatives to them."
•	"I walk my kids every morning to school and i feel safer walking my kids on oak to marengo elementary."
•	"There are too many speeding cars and distracted drivers on our streets - especially within walking distance of our schools. I routinely watch cars run the stop sign at Orange Grove Metro Crossing multiple times a day. It's dangerous."
Sin	cerely,
Sou	uth Pas Active Streets

From: To:

ccpubliccomment@southpasadena.gove; Mark Perez

Cc: Barbara Hoskins

Subject: Residential Slo

Residential Slow Streets Program - Hermosa Avenue, between Grand and Hermosa Place

Date: Wednesday, March 20, 2024 6:57:45 AM
Attachments: 00. Open Session Agenda 3-20-2024.pdf

00. Amended Special Joint Closed Session Agenda 3-20-2024.pdf

00. Special Joint Session Agenda - Public Safety Commission 3-20-2024.pdf

image001.png

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

Dear Mark and the City Council,

I am writing in opposition of the Slow Streets installation on Hermosa Avenue, between Grand Avenue and Hermosa Place, and request that the temporary poles are removed and are not converted to a permanent installation (or higher curb).

My reasons are as follows:

- 1. There has never been an issue with this stretch of Hermosa Avenue and this installation has now created a problem.
- Narrowing the street on both sides of Hermosa Avenue near Floral Park Terrace (FPT) is too small of an area, and now forces both sides of traffic to the middle of the street, AND obstructs the turning area for vehicles entering and exiting FPT.
- 3. Hermosa Avenue is now less safe for bicyclists because they are forced to the center of the road.

I've lived on Floral Park Terrace (FPT) for nearly 27 years and have not known of any accidents on this stretch of the road. I appreciate the intent of making South Pasadena streets safer, but the installation on Hermosa Avenue seems to be an unsubstantiated site for this effort and has created an issue when there was none. This is not a responsible use of city funds - even if they are grant dollars. There are many other areas in the city that could utilize these dollars and resources.

In addition to stating my opposition, I would like to understand how the locations for the Slow Streets effort were identified. In particular, please provide the transparency and rationale as to how and why Hermosa Avenue was selected.

Thank you, Stacy Sharkey

On Tuesday, March 19, 2024 at 02:36:21 PM PDT, Mark Perez <mperez@southpasadenaca.gov> wrote:

Good Afternoon,

The Amended Special Joint Closed Session (Housing Authority), Special Joint Session (Public Safety Commission) and Open Session Agendas; and, the links for the March 20, 2024, City Council Meetings are attached and linked below.

Agenda Packet: 2024 Council Meetings

Special Joint Closed	Special Joint Session	Open Session – 7:00 PM
Session (Housing	(Public Safety	
Authority) – 5:00 PM	Commission) - 6:00 PM	Meeting ID: 825 9999
		2830
Meeting ID: 226 442	Meeting ID: 825 9999 2830	
7248		Studio Spectrum Live
	Studio Spectrum Live	<u>Stream</u>
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Stream		Zoom Link
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Zoom Link		

^{*}For optimal viewing please use, Chrome or Microsoft Edge for browsing. You may have to refresh.

Kindly,

Mark Perez

Deputy City Clerk

City of South Pasadena | Management Services

1414 Mission Street | South Pasadena, CA 91030

Office: 626.403.7230 | Fax: 626.123.4567

Direct: 626.403.7232



From: Stee Kirch
To: City Council Public Comment
Subject: Item 17 Please Vote No
Date: Wednesday, March 20, 2024 10: 07: 10 J
Attachments: Card's Mision Combo. 480c. more

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

Dear Council Member

Since the bike lanes went in on Grand Ave, many joggers, walkers and stroller-joggers(!) have moved from the sidewalks to the bike lanes, turning a safe street into a more confusing and dangerous one. One could make the case that the project has made the street more dangerous! Video and photos below

Steve Koch

Grand Ave







From: Steve Koch

To: <u>City Council Public Comment</u>

Subject: No on Item 17 - Slow Streets Feedback - Bike Groups

Date: Tuesday, March 19, 2024 3:28:02 PM

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

Dear Council Members,

Feedback to the Slow Streets Project is being heavily influenced by cycling groups. Please hear the 134 *known residents* of Grand and Hermosa who signed a petition *with signatures and addresses* urging that the temporary project be eliminated from their streets.

Please vote no.

Thank you Steve Koch

A post from BikeLA on Reddit with comments, urging members to write to the South Pasadena City Council and take the city's online survey:





From: Steve Koch

To: <u>City Council Public Comment</u>

Subject: No on Item 17 - Traffic Calming Projects - Resident Approval

Date: Tuesday, March 19, 2024 6:45:32 PM

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

City Council Members,

Majority approval is required for Traffic Calming Projects in Lafayette LA, as seen in the attached document, and presumably in other cities as well.

Maybe the same should happen in South Pasadena?

At the very least, shouldn't the city notify us when a project is under consideration on our street?

That didn't happen with the Slow Streets Project. There was no notice given to residents until after the council voted to implement the project.

Please vote to end the temporary project on Grand Ave and Hermosa St.

Thanks Steve Koch



How has this worked in practice?

Lafayette, LA Traffic Calming Program

The Lafayette Consolidated Government (LCG) adopted <u>Traffic Calming Policies and Procedures</u> in 2009. City and parish residents can apply for consideration for traffic calming measures through the LCG Department of Traffic and Transportation. A petition signed by more than half of area residents is required. Conditions considered include traffic volumes, proportion of non-local traffic, crash types, and speeding. Staff members collect data and conduct an intensive design meeting to develop a traffic calming plan. If the petition distributed with the proposed plan is signed by more than 66% of area residents, then the measures in the plan are implemented when funding is made available. Procedures are also in place for pursuing privately funded traffic calming measures and removal of traffic calming measures. Traffic calming devices implemented under the program include speed humps, "mini" roundabouts, and chokers. Evaluation by LCG staff of traffic calming projects along five corridors found a drop of more than 10% in total traffic volumes. On one corridor, Yvette Marie Drive, traffic decreased, more vehicles were traveling less than 23 miles per hour, and fewer vehicles were traveling 23 miles per hour or faster.

From: Steve Koch

To: City Council Public Comment

Subject: No Public Notice - Vote no on Agenda Item 17

Date: Tuesday, March 19, 2024 4:09:34 PM

Attachments: Portland Video 480.mov

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

Council Members,

South Pasadena Transportation Program Manager David Peña has confirmed that the only notification that South Pasadena residents received about the Slow Streets Project came on a flyer on July 25th 2023, six days *after the council voted to implement the temporary demonstration project* on July 19th 2023 at 10 PM, item 30 on the agenda.

In 1998 and 2011 residents on Grand opposed city plans to add bike lanes to their street. Mayor and cyclist Richard Schneider stated at the time that bike lanes were not appropriate for Grand because it's a straight, wide and safe street to cycle on already.

Council members Schneider, Cacciotti and Putnam agreed with residents and voted no.

Video below shows a case in Portland where bike lanes were removed after there had been no residential notification (34 seconds).

Steve Koch Grand Ave

Politics & Government

City Says No to Bike Lanes on Grand (Video)

Three variations of bike lanes were presented to the City Council Wednesday. A few residents said they were OK with these lanes, but many were not.



Kristen Lepore, Patch Staff @

Posted Thu, Aug 18, 2011 at 8:40 pm PT | Updated Fri, Aug 19, 2011 at 12:22 pm PT



While the City Council unanimously voted in favor of adopting a negative declaration and update to the City's Bicycle Master Plan, bike lanes on Grand Avenue were overruled in a 3-2 vote Wednesday night.

Three variations of bike lanes were presented to City Council. Some residents at the meeting said they would be OK with Class 3 bike lanes, which would include shared roadway bicycle markings (also known as sharrows) as well as signs on the road.

Yet many felt any type of bike lane would give bikers a false sense of safety. Not only would the lanes bring bicyclists closer to cars, residents said, but these lanes would also cause cars to drive even faster.

Council Members Schneider, Cacciotti and Putnam voted against bike lanes on Grand Ave in 2011

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well on our street up in Pasadena," she continued.

PORTLAND BIKE LANE VIDEO (34 seconds)

Steve Koch City Council Public Comment No to Slow Streets on Grand and Hermosa Tuesday, March 19, 2024 3:02:43 PM MVI 7257 2 480 mov

Hello Council Members!

With the addition of bike lanes on Grand Ave, many joggers, walkers and even stroller pushing parents have started using the bike lanes instead of the sidewalks, leading to a more dangerous situation than before. Ironically many cyclists don't use the bike lanes at all, they don't want to ride so close to parked cars - I can't blame them.

The video below shows the Tuesday morning "bike bus" on Grand which started after the bike lanes went in, along with a number of other pedestrians and cars - this is at rush hour, 8:00 AM. Do we really think we've made the street safer?

Please vote no to keeping this project on Grand and Hermosa.





A.D. - 172









From: Save Grand & Hermosa

To: City Council Public Comment

Subject: Save Save Grand and Hermosa Booklet

Date: Tuesday, March 19, 2024 2:13:35 AM

Attachments: Save Grand And Hermosa Booklet.pdf

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

Dear Council Members,

We represent the 134 residents from 77 homes on Grand and Hermosa who signed our petition to remove the changes to our streets. In addition to the petition, the attached PDF includes reasons for our opposition the Slow Streets Project. A summary page is included on page 2.

You should have received a non-redacted printed version as well.

Thank you!

Steve Koch, Dave Johnson, Jaye Davis Save Grand and Hermosa

CANCEL THE "SLOW STREETS" PROGRAM

The residents of Grand Avenue and Hermosa Street overwhelmingly want their neighborhood returned to how it was before the Slow Streets Program was installed.

Residents are not opposed to cyclists, joggers and pedestrians using the streets, we have all coexisted safely for decades, but we are opposed to the changes made as a result of the Slow Streets Program.

PLEASE CANCEL THE "SLOW STREETS" PROGRAM

South Pasadena City Council Members

Packet Summary - If you only read one page, please read this page.

The residents of Grand Avenue and Hermosa Street overwhelmingly (95%) want their neighborhood returned to how it was before the Slow Streets Program was installed.

Residents are not opposed to cyclists, joggers and pedestrians using the streets, we have all coexisted safely for decades, but we are opposed to the changes made as a result of the Slow Streets Program.

We surveyed 90 of the 104 properties on Grand and Hermosa. 95% of those with an opinion want the streets returned to the way that they were in July of 2023. Only 4 approved of the program.

City staff admits that there was no traffic study, no collision data, insufficient outreach, poor surveys, and that the whole process was flawed, and they would do things quite differently in the future.

Of all cities, South Pasadena has been concerned with neighborhood preservation and local values. It is part of the character of our small city. We are responsive to the <u>local</u> needs and desires of our neighborhoods and are cautions, if not highly defensive, of outside forces.

If we believe that regional causes should rule the day then we should have never fought the 710 freeway.

The same applies to the Cultural Heritage Commission. Should we redesignate all of our historically treasured homes to allow for conversion to apartment buildings to satisfy the "greater good" of more housing?

Special interest groups such as the Pasadena Cycling Association have encouraged their membership to support bike lane efforts and have enacted an email campaign to influence our city's decision makers. In the absence of address verification, it is very possible that their members influenced the City's online petition as well.

We should not let those outside our city dictate how we run our town. In some issues we have no choice, in this case we do.

Door To Door Survey

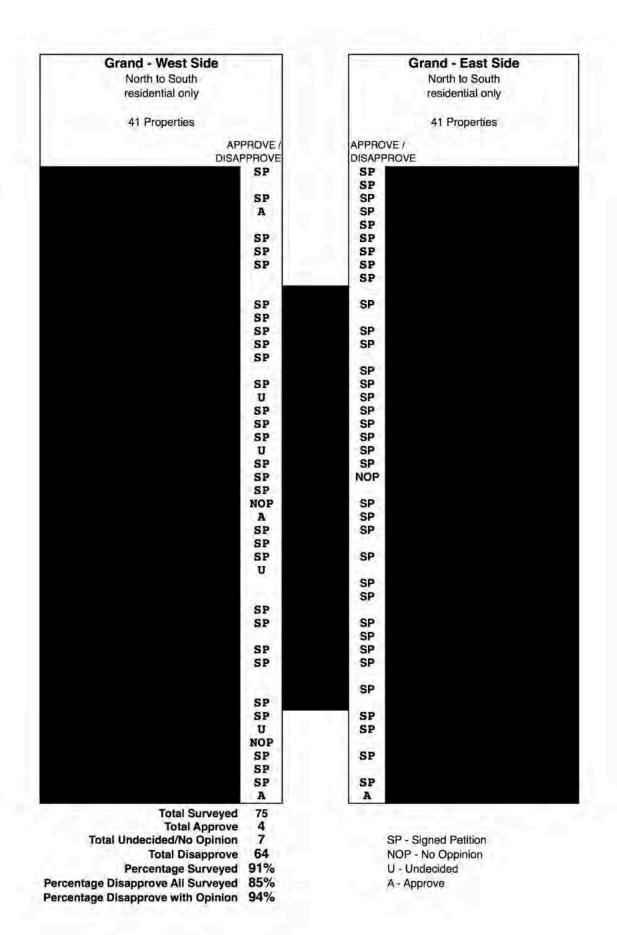
ALL STREETS TOTALS

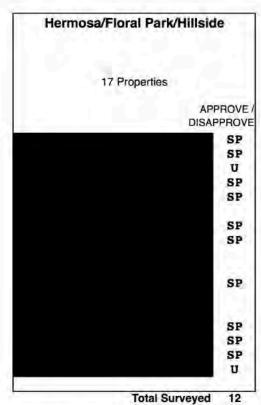
Grand, Hermosa, Floral Park, Hillside, Paloma, Columbia

Total Properties	104
Total Surveyed	90
Total Approve of the Slow Streets Program	4
Total Undecided	9
Total Disapprove of the Slow Streets Program	77
Percentage Surveyed	87%
Percentage Who Disapprove of the Slow Streets Program of all surveyed	86%
Percentage Who Disapprove of the Slow Streets Program of those with an opinion	95%

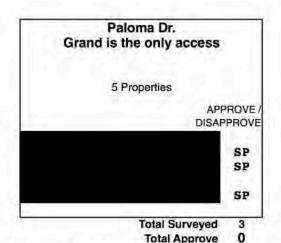
Survey of properties that are on Grand and Hermosa, or share a property boundary with Grand or Hermosa, or have Grand or Hermosa as their only access (The directly affected properties).

For a "Disapprove" of the "Slow Streets" Program a signature was required on the petition. All results are from face to face interviews conducted between 8/24/23 and 11/11/23.

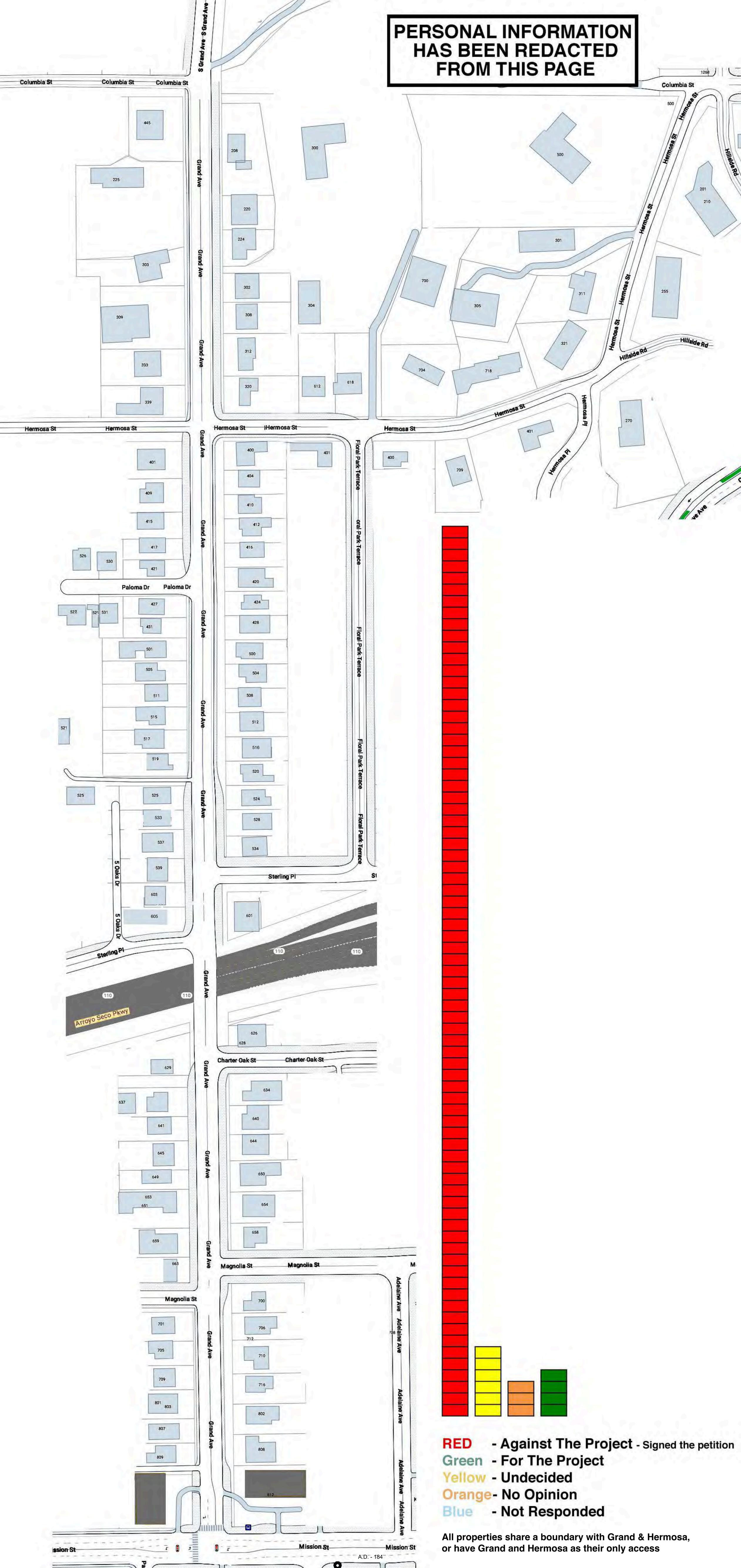




Total Approve 0
Total Undecided/No Opinion 2
Total Disapprove 10
Percentage Surveyed 71%
Percentage Disapprove All Surveyed 83%
Percentage Disapprove with Opinion 100%



Total Approve 0
Total Undecided/No Opinion 0
Total Disapprove 3
Percentage Surveyed 60%
Percentage Disapprove All Surveyed 100%
Percentage Disapprove with Opinion 100%



PROBLEMS WITH THE "SLOW STREETS" PROGRAM AND REASONS WHY IT SHOULD BE CANCELLED

- No traffic survey was done prior to the installation of the "Safe Streets" program,
- No collision data was used to justify the program.
- 95% of those surveyed with an opinion want the program cancelled, with 88% of the 104 homes surveyed. Only 4 homes stated they support the program.
- Without the data collection prior to the installation, there is no way to determine if the program achieved any of its goals.
- When asked what criteria will be used to determine the success of the program, Ted Gerber responded, "It is subjective"!
- The survey done by the City in 2021 was woefully inadequate. City Staff has acknowledged significant problems with the survey e.g. Only 7 homes on Grand responded to the survey, a number less than a 12% response rate and we do not know how many of those 7 were in favor of the project.
- When David Pena was asked about non-compliance by bicyclists using the bike lanes, he responded that they are really just there for "traffic calming".
- Choke point The Easterly section of Hermosa forces cars to the center of the road, narrowing car traffic on a collision course. The area also lacks a sidewalk, so pedestrians and bicyclist are also forced closer to the center of the road. This is dangerous and poorly designed.
- The bike lanes are not in compliance with the downhill grade on Grand.
- The program was item 30 on the July 19th Council Meeting Agenda, buried nearly at the back and starting at page 738, at least one Council Member has stated they did not know what they were voting on at that late hour.
- The program has actually made the streets more dangerous in numerous ways. Anecdotally, it appears that the speed of traffic is the same or faster, as many respondents have reported. This may be due to the increased frustration drivers experience. "Slow Streets" has not been achieved by any reasonable standard.
- The program is unsightly and creates the impression that the streets are an "arterial" or thoroughfare road instead of a quiet residential street.
- Those in favor of the program use buzzwords such as "Safety", "Children", "Progress". These easy emotional tugs are manipulatively thrown around to mask the lack of supporting data.

NEIGHBORHOOD AUTONOMY VERSUS REGIONAL GOALS

Local neighborhoods concerns should have priority over regional concerns.

Since we know that the vast majority of residences on Grand and Hermosa (95%) want the "Slow Streets" program removed, the only reason to move forward with the project is the perception of regional needs outweighing the needs of the neighborhood, or an attitude that the City knows what is best for the neighborhood even in the face of overwhelming neighborhood objection.

Of all cities, South Pasadena has been concerned with neighborhood preservation and local values. It is part of the character of our small city. We are responsive to the local needs and desires of our neighborhoods and are cautions, if not highly defensive, of outside forces.

If we believe that regional causes should rule the day then we should have never fought the 710 freeway.

The same applies to the Cultural Heritage Commission. Should we redesignate all of our historically treasured homes to allow for conversion to apartment buildings to satisfy the "greater good" of more housing. That is not our city. We currently are going though a very difficult time trying to accommodate Sacramento's demands on new housing because we put a high value on our neighborhoods.

The "Slow Streets" program grew primarily during the COVID pandemic from efforts in Sacramento such as AB 773 which set up basic guidance and encouraged the implementation of "Slow Streets" programs throughout the state. The effort did NOT originate from within South Pasadena.

South Pasadena received funds to implement "Slow Streets" projects and felt compelled to spend the money without asking the neighborhood first (in a proper and thorough way) if they wanted such projects.

Special interest groups such as the Pasadena Cycling Association have encouraged their membership to support bike lane efforts and have enacted an email campaign to influence our city's decision makers. In the absence of address verification, it is very possible that their members influenced the City's online petition as well.

We should not let those outside our city dictate how we run our town. In some issues we have no choice, in this case we do.

TIME LINE

1998 Residents of Grand Ave. oppose a proposal for bike lanes and the proposed installation is stopped.

2011 Residents of Grand Ave. oppose a proposal for bike lanes and the proposed installation is stopped.

2021 notification survey (pre-design) on October 2021 – In going door to door almost every resident told us they had not seen, or were not aware of this survey by the City.

2023 Transportation Program Manager David Pena has confirmed that prior to the Council vote on July 19th there was no outreach to affected residents .

2023 July 19th, Council approves the installation of the "Slow Streets Program" in a temporary fashion. It has been reported that some of the "temporary aspects of installation, such as the substantial use of white tape, turned out to not be feasible during installation and instead permanent paint was used – One of the crew said it was the same paint they use on any street markings.

2023 July 25th, The City sends out a "notification flyer", only after the City Council approved the program.

2023 August 14th, The City hosts two in person community listening sessions, the vast majority of those in attendance clearly stated they wanted the program cancelled. Cyclist and former mayor Richard Schneider said he did not think that bike lanes were necessary on Grand Ave.

2023 August, The City sets up a web address where the public can write in comments – The Pasadena Cycling Association creates a form letter response and many use this to express their support for the project from *locations outside South Pasadena*!

2023 November 2nd, The City hosted a Zoom call as part of community outreach; the majority of those in attendance were against the program.

CYCLISTS RIDE OUTSIDE OF THE BIKE LANES

If there are two or more cyclists it is extremely common for at least one of them to be outside the bike lane, in many cases <u>all of them are!</u> City staff acknowledges this and says the real purpose of the bike lanes is traffic calming.



PETITIONS

All signatures are from face to face interviews conducted between 8/24/23 and 11/11/23. For a property to be considered valid for the survey it had to be on Grand and Hermosa, or share a property boundary with Grand or Hermosa, or have Grand or Hermosa as their only access (The directly affected properties). Properties with signatures that do not fit the above requirement are not included in the totals.

The project was installed without any supporting data. No traffic survey was conducted and no collision data was used.

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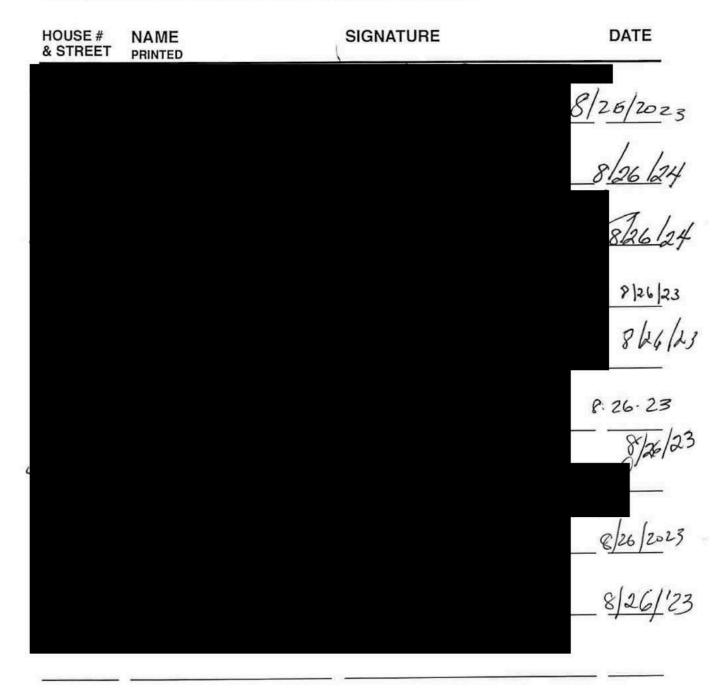
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The City says the criteria for the success of the project is "Subjective."

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Tone Davis 537 Grand Arenis I Support canceling the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023 The project was installed without any supporting data. No traffic survey was conducted and no collision data was used. The City says the criteria for the success of the project is "Subjective." HOUSE # & STREET NAME SIGNATURE PRINTED DATE 10-21-25 10-29.23

The project was installed without any supporting data. No traffic survey was conducted and no collision data was used.

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RESPONSE TO THE CITY'S SUB-CONSULTANT SURVEY

The survey as of November 3, 2023 had 707 responses to 21 questions. Many of the questions are not relevant to the Grand and Hermosa issue. Some questions were poorly worded and most importantly the absence of key questions makes this survey questionable at best.

Missing questions:

Are you a resident of Grand Ave, Hermosa Ave or Oak St? Please state your address.

Without a way of verifying the respondent's address, the results of the survey are prone to manipulation by outside interest groups like the Pasadena Cycling Association, who overwhelmed South Pasadena resident's e-mails to the City Council prior to the August 16th City Council Meeting. Without knowing who is taking the survey, the results should be thrown out. It also appears that the survey can be taken multiple times by the same respondent or multiple residents of the same property further invalidating the survey's results.

Do you support the implementation of the Slow Street Program? – Again this is the key question and it was not asked. All of the recent meetings, zoom calls, surveys are the result of opposition to the program and yet this question was not asked.

Q4 "Which of the following modes of transportation have you used on Oak / Hermosa / Grand after the project was installed? Select all that apply."

This question should have asked (or have a companion question that asks) compared to before the project was installed. Without that language the impact of the project is unknown.

Numerous other questions are also poorly worded and confusing.

NOTIFICATIONS

2021 "Your Feedback Requested". This was the door-to-door survey that only received 7 responses from resident on Grand. Note some of the errors in this flyer; The slow streets program will not impact vehicle access and on-street parking". In actuality parking has been taken away on the East-West section of Hermosa and entirely on the East side of the North-South section of Hermosa. Also states "encourage physical activity (Walking, bicycling, etc.) when in fact on the East-West section of Hermosa where there is not a sidewalk, walkers are now forced further into traffic – which can not be considered encouraging. Also, to say "Drivers will be encouraged to move slowly and with caution" should have included "by placing them on a collision course with other cars"!

7/19/2023, There was no notice given to affected residents (after the 2021 survey) that the Slow Streets Program would be considered and voted on 2 years later at the July 19th 2023 City Council meeting, and as a result there were zero public comments prior to the council vote. In 1998 and 2011 when bike lanes were also proposed, there was considerable public feedback, and as a result, those projects didn't move forward. Residents on Grand Ave have a history of giving feedback on this topic but it didn't happen this time because of a lack of notification.

7/25/23, "Slow Streets" flyer. After the Council vote on July 19th, the City sent out this flyer. On the front page is generic information about the program. Only on the back page, and in relatively small print, is there the mention of the affected streets "Oak, Hermosa, and Grand. [Marked with red arrows by Save Grand and Hermosa]. This is an extremely poorly designed notification. The front page should have had large print saying "Oak St., Hermosa St. and Grand Ave., are about to change" which would have grabbed the property owners attention instead of a densely worded mailer that gets glanced at and tossed in the trash.

SOUTH PASADENA SLOW STREETS



Your Feedback Requested

The South Pasadena Slow Streets Program presented by Metro aims to enhance traffic safety and encourage physical activity (walking, bicycling, etc) in the City of South Pasadena. Selected streets will utilize reflective signage (pictured below) at key intersections and potentially other traffic calming measures to help designate a 'Slow Street'.

The slow streets program will not impact vehicle access and on-street parking for residents, emergency vehicles, or delivery drivers. Drivers will be encouraged to move slowly and with caution. Residents, delivery drivers, visitors, and emergency responders still have 24-hour vehicle access to and from homes. Street sweepers and recycling/refuse trucks will also still have street access, with services performed as scheduled. Where applicable, vehicles parked on the street will still be required to move

during designated street sweeping periods.

The first phase of the Neighborhood Slow Streets program was recommended by the South Pasadena Mobility and Transportation Infrastructure Commission and Department of Public Works based on various safety requirements.

Additional streets may be requested by residents.

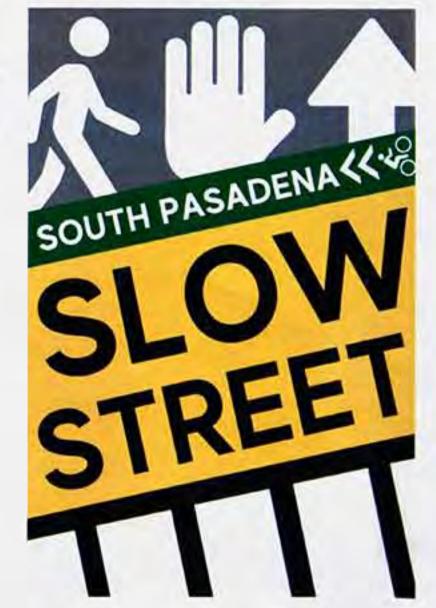
To nominate a street, please complete the online form here: www.activeSGV.org/SlowStreets. Please note that requests do not guarantee participation.

Still have questions?

Please contact us: francisco@activesgv.org or (626) 618-5637

SCAN ME TO TAKE TAKE THE ONLINE SURVEY



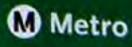


This program is made possible by repurposed Metro Open Streets grant funding.









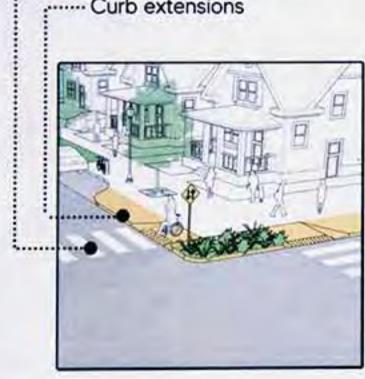
SOUTH PASADENA **SLOW STREETS**

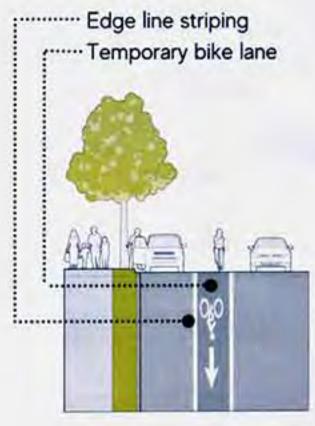


Program Survey

Since you were not home when we stopped by, we would love your feedback. Please take a moment to complete the survey online at: surveymonkey.com/MissionSt, or by scanning the QR code in front. You may also mail a print copy of the survey to: ActiveSGV, 10900 Mulhall St., El Monte 91731.

1. What street do you live on?		2. Zip Code	
3. Your street has been nominated to particip	ate in the p	rogram. Would you like your street to be	
designated a 'South Pasadena Slow Street'?	☐ Yes	□ No	
4. If Yes, what temporary elements would you	like to be	considered for your street (in addition to signage)?
Please select all that apply.			
: High visibility crosswalks		Edge line striping	
Curb extensions		Temporary bike lane	

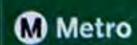




Other traffic calming mea	sures, please specify:	
information about the purpos		mbassador'? Responsibilities include: 1) Sharing idents, and 2) notifying program staff if signage omplete
Email	and/or Ph	Phone
6. Would you like to see any	other streets considered for th	his program? If so, please specify







SOUTH PASADENA SLOW STREETS

Residential Slow Streets

The South Pasadena 'Slow Streets' Program aims to enhance traffic safety by reminding motorists to slow down and be aware of people using the street. Selected residential streets will utilize signage and other temporary traffic calming measures, such as curb extensions, dedicated bicycle lanes, and high-visibility crosswalks to reduce speeding and improve safety.

Calles lentas residenciales

El programa 'Slow Streets' de South Pasadena tiene como objetivo mejorar la seguridad del tráfico recordando a los automovilistas que reduzcan la velocidad y estén atentos a las personas que usan la calle. Las calles residenciales seleccionadas utilizarán señalización y otras medidas temporales para calmar el tráfico, como extensiones de bordillo, carriles exclusivos para bicicletas y cruces peatonales de alta visibilidad para reducir el exceso de velocidad y mejorar la seguridad.

住宅慢街

南帕萨迪纳"侵速街道"计划旨在通过提醒驾车者减速 并注意街道上的行人来增强交通安全。选定的住宅街道 将利用标牌和其他临时交通稳定措施,例如路缘延伸、 专用自行车道和高可见度人行模道,以减少超速并提高 安全性。

Become an Ambassador

Members of the public can support the program by becoming an official 'Slow Streets Ambassador.'

Duties include educating the public about the program and notifying staff if equipment is missing, broken, or vandalized. To volunteer, or for more info, please contact us: (626) 403-7370

PWServiceRequest@southpasadenaca.gov

Conviértete en Embajador

Los miembros del público pueden apoyar el programa convirtiéndose en un Embajador de Slow Streets' oficial. Los deberes incluyen educar al público sobre el programa y notificar al personal si el equipo falta, está roto o destrozado. Para ser voluntario o para obtener más información, comuniquese con nosotros: (626) 403-7370 PWServiceRequest@southpasadenaca.gov

成为大使

公众可以通过成为官方的"慢街大使"来支持该计划。职责包括向公众宣传该计划,并在设备丢失、 损坏或遭到破坏时通知工作人员。如需志愿服务或 了解更多信息,请联系我们: (626) 403-7370 PWServiceRequest@southpasadenaca.gov

A.D.37216

What will my 'Slow Street' look like?

Cómo será mi 'Slow Street'? 我的"慢街"会是什么样子?

Based on a public request process, the following streets and safety measures were approved for the first phase of this temporary demonstration project. Basado en un proceso de solicitud pública, se aprobaron las siguientes calles y medidas de seguridad para la primera fase de esta proyecto de demostración temporal.

根据公众请求流程,该临时示范项目第一阶段的 以下街道和安全措施获得批准。

機械公众申请流程。该临时示范项目第一阶段的 以下街道和安全措施已获得批准。

Oak St (Meridian - Garfield)

- "Slow Street" Signage Señales de "calle lenta" "慢祖" 杉原
- High-Visibility Crosswalks Cruces peatonales de alta visibilidad 高級兒童人行標道
- Curb Extensions Extensiones de bordillo 路線設備

Hermosa Ave (Grand - Columbia)

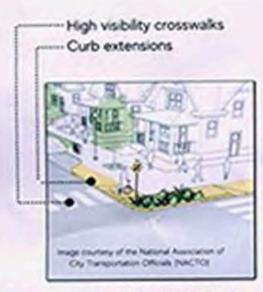
Slow Street Signage - Sehalización de 'calle lenta' - 1提供 核抗

Edge line striping

- Curb Extensions Extensiones de bordillo 路線紅伸
- Uphil Bike Lane Carril bio cuesta amba 上坡自行车道

Grand Ave (Mission - Columbia)

- Slow Street Signage Sefalización de 'calle lenta'
- Curb Extensions Extensiones de bordillo 路線延伸
- Bike Lane Carril de biçicletas 自行车车道





High-visibility crosswalks highlight where people may be crossing the road. Curb extensions visually and physically narrow the roadway, creating safer, shorter crossings for pedestrians, increasing available space for plantings and street trees, and calming traffic.

Los cruces peatonales de alta visibilidad resaltan donde las personas pueden estar cruzando la calle. Las extensiones de bordillo estrechan visual y fisicamente la calzada, creando cruces más cortos y seguros para los peatones, aumentando el espacio disponible para plantas y árboles en las calles, y calmando el tráfico.

器目的人将模语突出显示人们可能过马路的位置。路线延伸 在视型和物理上缩小了道路。为行人创造更安全、更短的AtD 38217P放的地方。《美自行车道为简自行车、路板车或其他轮 字路口,增加种植和行道树的可用空间,并至静交通。

Edge line striping visually narrows the roadway and highlights where vehicles may be parked Class II Bike Lanes provide separated space for people riding bicycles, scooters, or other wheeled devices

Las franjas de la linea de borde estrechan visualmente. la calzada y resaltan donde se pueden estacionar los vehículos. Los carriles para bicicletas Clase II proporcionan un espacio separado para las personas que andan en bicicleta, scooters u otros dispositivos. con ruedas.

边缘线条纹在视觉上缩小了道路并交出显示了车辆可能 式设备的人们提供独立的空间。

COUNCIL MEETING, July 19th 2023

The "Slow Streets Program" was item 30, starting at page 738, buried nearly at the back of the agenda for the night.



CITY OF SOUTH PASADENA CITY COUNCIL

AMENDED AGENDA

SPECIAL MEETING CLOSED SESSION

WEDNESDAY, JULY 19, 2023 5:30 P.M.

AMEDEE O. "DICK" RICHARDS JR. COUNCIL CHAMBERS 1424 MISSION STREET, SOUTH PASADENA, CA 91030

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

The South Pasadena City Council Meeting will be conducted in-person from the Amedee O. "Dick" Richards, Jr. Council Chambers, located at 1424 Mission Street, South Pasadena, CA 91030. Pursuant to Assembly Bill 361 Government Code Section 54953, subdivision (e)(3), the City Council may conduct its meetings remotely and may be held via video conference.

Public Comment regarding items on the Closed Session Meeting agenda will be taken at the beginning of the meeting. The public will be released from the meeting so that the City Council may convene Closed Session discussion of items allowed under the Government Code. Any reportable action taken in Closed Session will be reported by the City Attorney during the next Open Session meeting. A separate Zoom link will be provided for the Open Session for the public to attend.

Public participation may be made as follows:

- In-Person Council Chambers, 1424 Mission Street, South Pasadena, CA 91030
- Live Broadcast via the City website –
 http://www.spectrumstream.com/streaming/south_pasadena/live.cfm
- Via Zoom Meeting ID: 226 442 7248
- Written Public Comment written comment must be submitted by <u>12:00 p.m.</u> the day of the meeting by emailing to <u>ccpubliccomment@southpasadenaca.gov</u>.
- Via Phone +1-669-900-6833 and entering the Zoom Meeting ID listed above.

Meeting may be viewed at:

- 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://us06web.zoom.us/j/2264427248?pwd=aEFuSGszQ2I5WjJkemloTms0RTIVUT09; or
- 3. By calling: +1-669-900-6833 and entering the Zoom Meeting ID listed above; and viewing the meeting via http://www.spectrumstream.com/streaming/south pasadena/live.cfm

CALL TO ORDER: Mayor Jon Primuth

ROLL CALL: Mayor Jon Primuth

Mayor Pro Tem
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember
Councilmember

Councilmember Janet Braun

ACTION/DISCUSSION

27. <u>APPROVAL OF CITY COUNCIL MEETING MINUTES FOR JUNE 22, 2022, AND JULY 20, 2022</u>

Recommendation

It is recommended that the City Council:

- 1. Approve the minutes for the June 22, 2022, Special Joint City Council Meeting (Commissioner Congress); and
- 2. Approve the minutes for the July 20, 2022, Regular City Council Meeting.

28. REVIEW OF THE HUNTINGTON DRIVE AND MARENGO AVENUE INTERSECTION SECOND CROSSING GUARD PILOT PROGRAM AND APPROVAL OF A CONTRACT WITH ALL CITY MANAGEMENT SERVICES, INC. FOR CROSSING GUARD SERVICES IN AN AMOUNT NOT-TO-EXCEED \$330,008.40 FOR FISCAL YEAR 2023-2024

Recommendation

It is recommended that the City Council:

- 1. Approve the continuation of a second crossing guard at Huntington Drive and Marengo Avenue;
- 2. Approve the contract with All City Management Services, Inc. for crossing guard services in an amount not to exceed \$330,008.40 for Fiscal Year 2023-2024 and authorize the City Manager to execute the contract; and
- 3. Approve the transfer of \$101,366.40 from General Fund reserves to the Account No. 101-4010-4011-8180 (Police Department-Contract Services) to fund the vendor's quoted "split shift" difference in cost for the crossing guard contract for FY 2023-2024.

29. APPROVAL OF A TASK ORDER WITH TOOLE DESIGN GROUP, LLC FOR TRANSPORTATION PLANNING SERVICES AS IT RELATES TO THE FREMONT AVENUE, HUNTINGTON DRIVE, AND FAIR OAKS AVENUE CORRIDORS

Recommendation

It is recommended that the City Council:

- 1. Approve the Task Order with Toole Design Group, LLC, to conduct a comprehensive community transportation planning charrette design process in the amount of four hundred and thirty thousand, and four hundred seventy-three dollars. (\$430,473.00);
- Appropriate \$300,000.00 from the City's Measure M Local Return Fund 236 into Public Works Measure M Professional Services Account No. 236-6010-6011- 8170-000, and appropriate \$130,473.00 from City's Measure R Local Return Fund 233 into Public Works Measure R Professional Services Account No. 233-6010- 6011-8170-000 for a total authorized expenditure of \$430,473.00 for this work; and
- 3. Authorize the City Manager to execute the Task Order and any related documents.

30. RESIDENTIAL SLOW STREETS INSTALLATION

Recommendation

It is recommended that the City Council review the Slow Streets Program as presented in the report and authorize City Staff to move forward with the installation of temporary Slow Streets Program equipment along the pre-selected residential streets, Hermosa Street, Grand Avenue, and Oak Street.



City Council Agenda Report

ITEM NO. 30

DATE:

July 19, 2023

FROM:

Arminé Chaparyan, City Manager WM tw MU

PREPARED BY:

H. Ted Gerber, Director of Public Works

SUBJECT:

Residential Slow Streets Installation

Recommendation

It is recommended that the City Council review the Slow Streets Program as presented in the report and authorize City Staff to move forward with the installation of temporary Slow Streets Program equipment along the pre-selected residential streets, Hermosa Street, Grand Avenue, and Oak Street.

Background

The City's Slow Streets Program is intended to provide space for residents to safely walk and ride, and to support local businesses' use of outdoor space for dining or other purposes. This is accomplished by installing temporary program equipment along streets. In residential areas, this takes the form of temporary striping, curb extensions using reflective delineators, and bicycle lanes using short-term paint/tape and signs. In business areas the same elements are utilized, however temporary parklet structures are added to create usable street space, and other placemaking elements like furniture, plants, and art pieces are also incorporated.

In 2021, Public Works completed the pre-design outreach and prepared preliminary drawings illustrating the striping, curb extensions, parking and parklet layouts and dimensions to properly install program equipment and demonstration improvements along Mission Street, Hermosa Street, Grand Avenue, and Oak Street. Public Works began working with the consultant again in Spring 2023 to complete this work. The residential street plans for Hermosa, Grand, and Oak are now complete, and the plans for Mission Street are expected to be complete in early Fall.

Analysis

In Spring 2023, after City Council approval, the City executed a professional services agreement with Alta Planning + Design, Inc., the design team that conducted the 2021 work, along with sub-consultants Arroyo Group, Active San Gabriel Valley (ActiveSGV), and Iteris, Inc. The scope includes the residential section installation, as well as other project related work, such as initiation/administration, community outreach, design, monitoring, project evaluation, and the development of parklet designs/guidelines.

Residential Slow Streets Installation

July 19, 2023 Page 2 of 2

The proposed installation locations of the temporary equipment are shown in the attached Residential Slow Streets Directive Plans, including curb extensions and intersection/crosswalk improvements along Oak Avenue from Diamond Avenue to Garfield Avenue, temporary bicycle lanes along Grand Avenue from Mission Street to the Columbia Street, and temporary chicanes, intersection improvements, and a temporary bicycle lane along Hermosa Street. It may be necessary to make adjustments to the plan directions in the field based on site conditions, which will be discussed and implemented with Public Works staff oversight. ActiveSGV will lead the installation and specific door-to-door outreach along the three Slow Streets corridors (Oak Street, Hermosa Street, and Grand Avenue). This outreach will be conducted by ActiveSGV to inform residents of the installation. The temporary traffic control and physical installation of equipment along Mission Street will be completed by a separately contracted vendor with the project team's support.

Fiscal Impact

In August 2022, the City was awarded a grant of up to \$45,000 from the San Gabriel Valley Council of Governments (SGVCOG) toward the implementation of the Slow Streets Program with ActiveSGV. The SGVCOG grant Special Department Expense expenditure Account No. 247-6010-6011-8020-000 will be used for the \$28,000 cost for Alta subconsultant, ActiveSGV, to install the residential program equipment under Task 4 of the existing 2022 & 2023 Slow Streets Program Professional Services Agreement. The grant is contingent on the funds being spent and the demonstrations in place by August 31, 2023. Adequate funding is available in the FY 2023-24 adopted budget for this service.

Commission Review and Recommendation

On May 31, 2023, the Mobility and Transportation Infrastructure Commission (MTIC) recommended that the City Council approve the installation of the temporary Slow Streets Program equipment along the residential streets. MTIC provided comments which informed the attached Residential Slow Streets Directive Plans.

Environmental Analysis

Installation of temporary equipment for a demonstration program has no permanent effects on the environment, and is therefore exempt from the California Environmental Quality Act (CEQA) analysis based on State CEQA Guidelines Section requirements under Section 21084 of the Public Resources Code, in accordance with Article 19, Section 15304 (e), Class 4 "minor alterations to land." Creation of temporary bicycle lanes on existing rights-of-way is also CEQA exempt in accordance with Article 19, Section 15304 (h), Class 4 "minor alterations to land."

Public Notification of Agenda Item

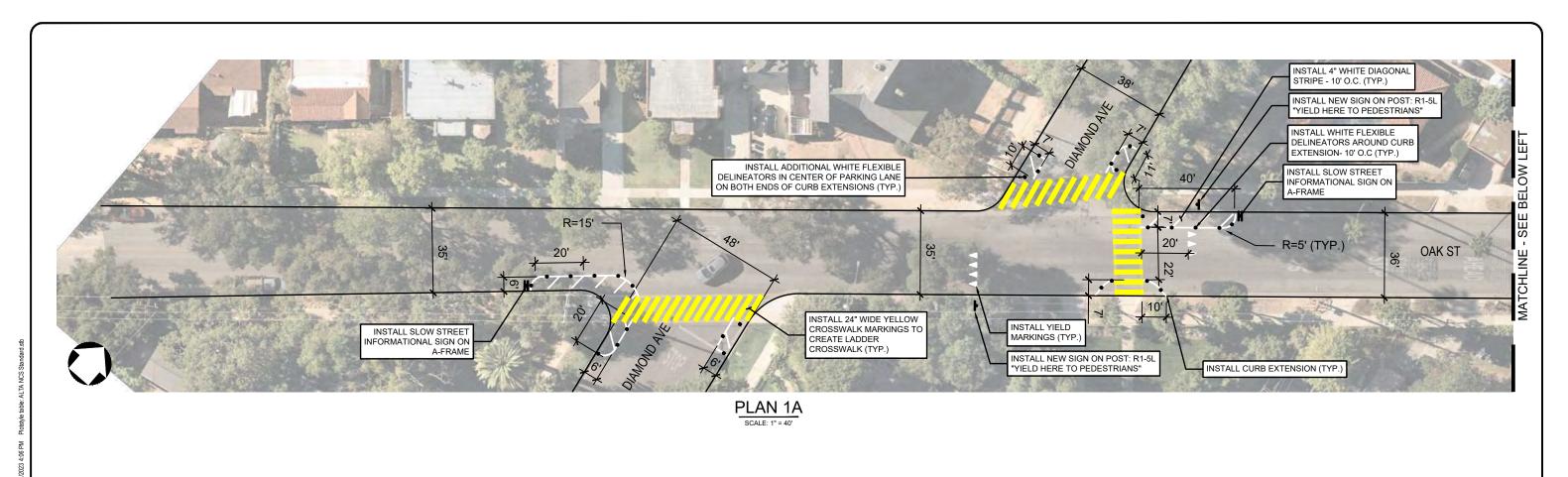
The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website.

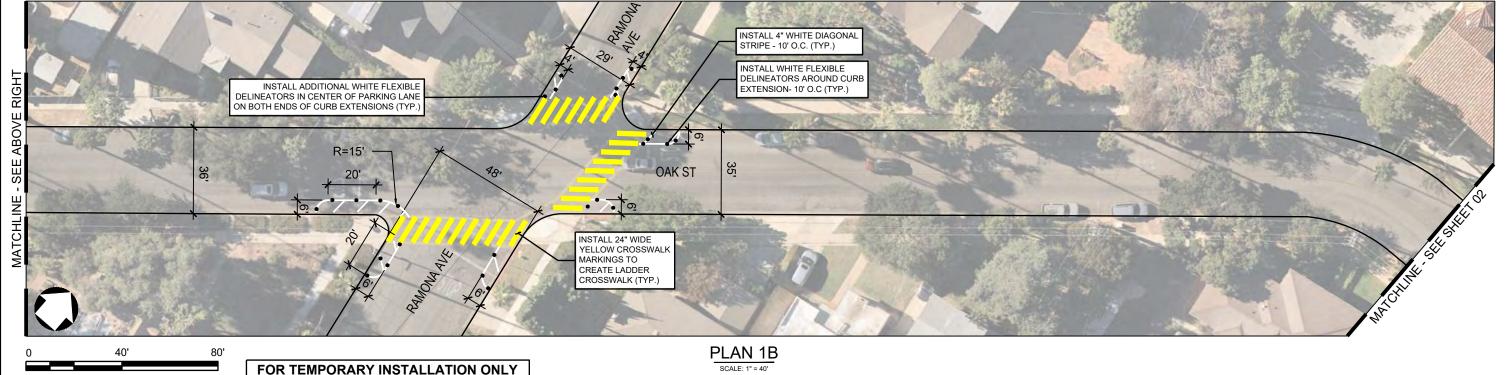
Attachments

Residential Slow Streets Directive Plans

ATTACHMENT

Residential Slow Streets Directive Plans





alta

DESIGNED BY: ASHLEY HAIRE, CA PE #C81212 **APPROVED BY:** CITY OF SOUTH PASADENA

____(SIGNATURE)

NOT FOR PERMANENT CONSTRUCTION

(PRINTED NAME)

NOTES:

- 1. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION
- 2. STREET WIDTHS SHOWN ARE APPROXIMATE.
- 3. ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.

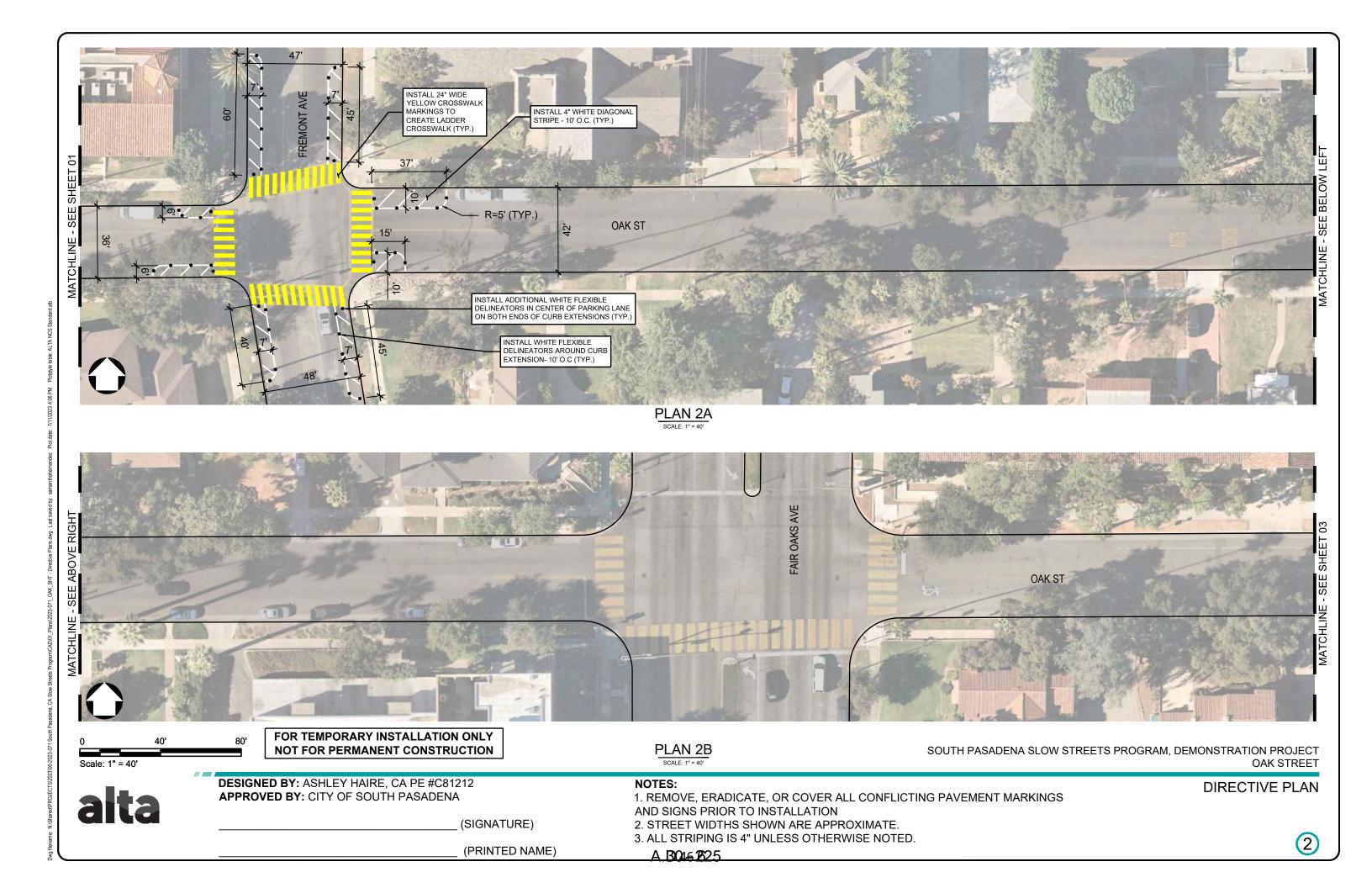
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DIRECTIVE PLAN

OAK STREET

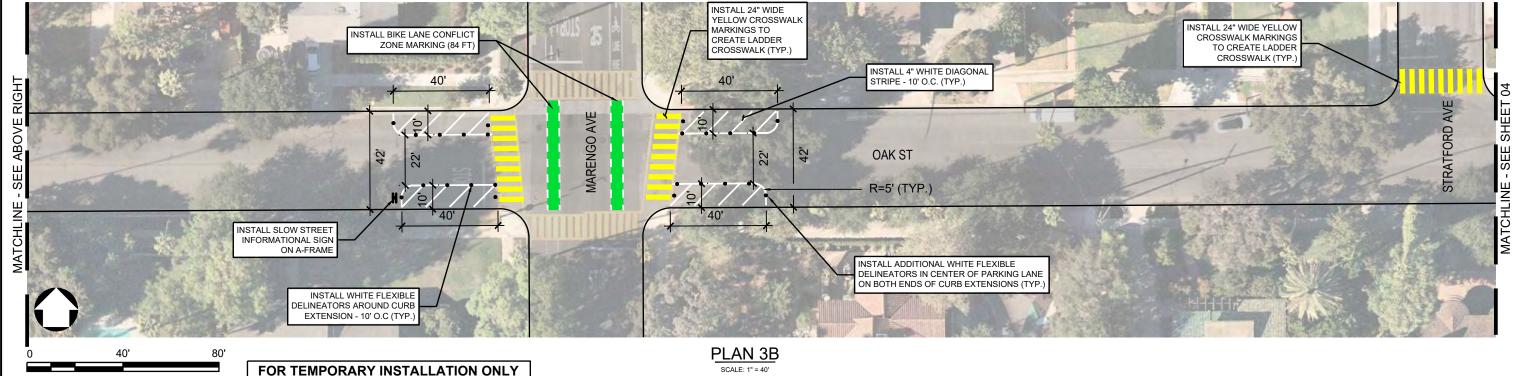
SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT

(1)





PLAN 3A SCALE: 1" = 40'



DESIGNED BY: ASHLEY HAIRE, CA PE #C81212 APPROVED BY: CITY OF SOUTH PASADENA

NOT FOR PERMANENT CONSTRUCTION

(SIGNATURE)

(PRINTED NAME)

NOTES:

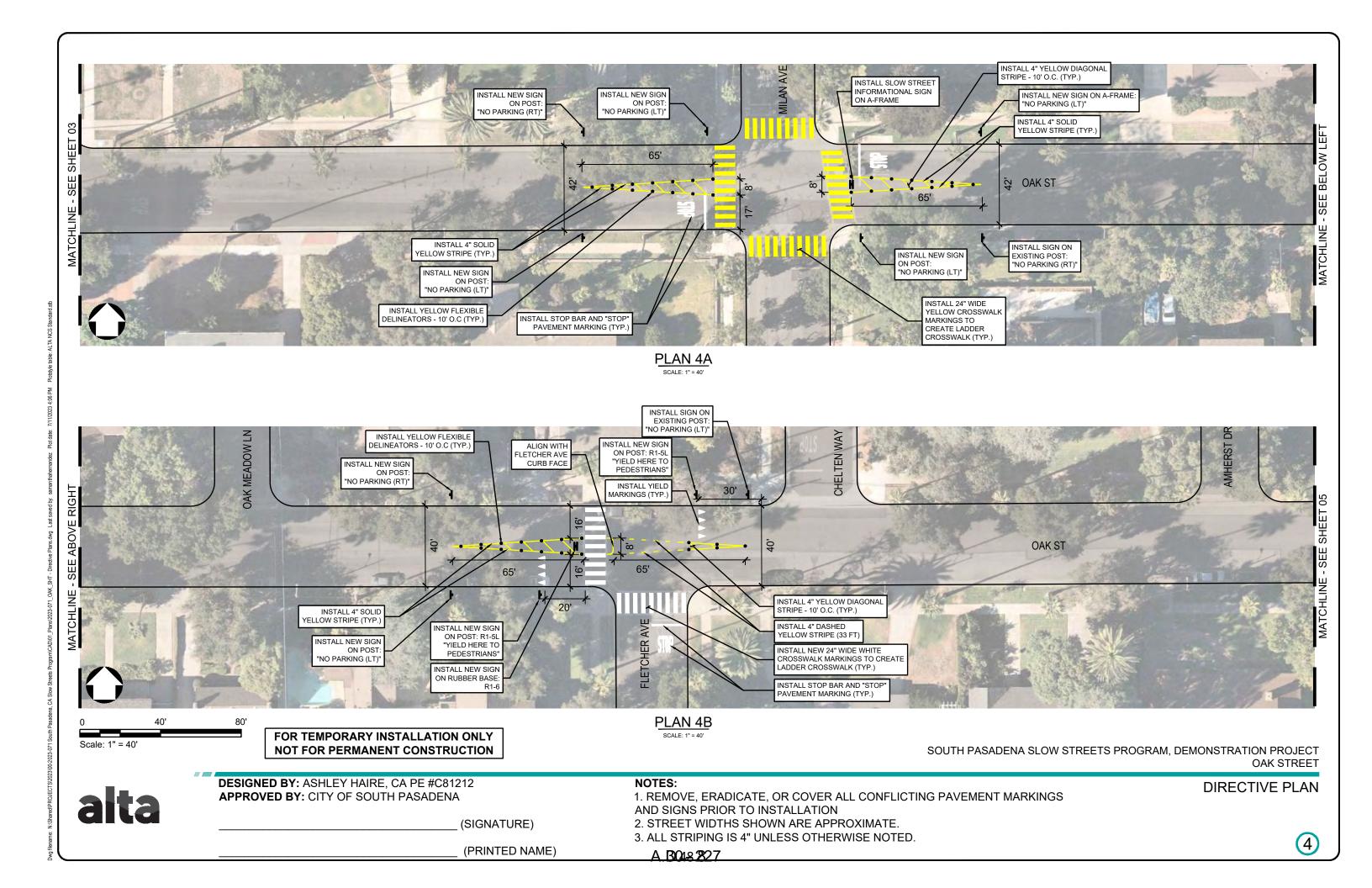
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- 2. STREET WIDTHS SHOWN ARE APPROXIMATE.
- 3. ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.

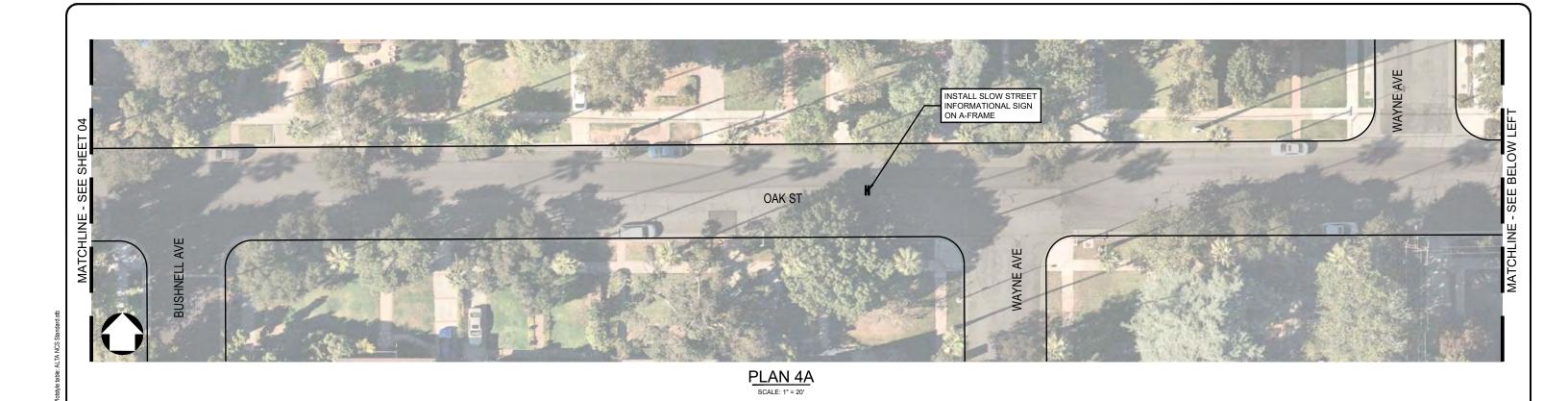
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DIRECTIVE PLAN

OAK STREET

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT





INSTALL 24" WIDE WHITE CROSSWALK MARKINGS INSTALL 4" SOLID WHITE EDGELINE STRIPE (220 FT) TO CREATE LADDER CROSSWALK MATCHLINE - SEE SHEET 05 R=5' (TYP.) OAK ST INSTALL WHITE FLEXIBLE DELINEATORS AROUND CURB R=25' EXTENSION - 10' O.C (TYP.) CAMDEN PKW INSTALL 4" SOLID WHITE EDGELINE STRIPE (80 FT) INSTALL 4" WHITE DIAGONAL INSTALL 4" SOLID WHITE EDGELINE STRIPE (60 FT) NEW CROSSWALK -INSTALL 24" WIDE WHITE CROSSWALK MARKINGS STRIPE - 10' O.C. (TYP.) INSTALL ADDITIONAL WHITE FLEXIBLE DELINEATORS IN CENTER OF PARKING LANE ON BOTH ENDS OF CURB EXTENSIONS (TYP.) PLAN 4B SCALE: 1" = 20' FOR TEMPORARY INSTALLATION ONLY

Dug flenname: N.Y.ShareofPROJECTS/2023/00/2023-071 South Pasadena, CA Slow Sheets Program of State of

DESIGNED BY: ASHLEY HAIRE, CA PE #C81212 **APPROVED BY:** CITY OF SOUTH PASADENA

(SIGNATURE)

NOT FOR PERMANENT CONSTRUCTION

__ (PRINTED NAME)

NOTES:

- 1. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION
- 2. STREET WIDTHS SHOWN ARE APPROXIMATE.
- 3. ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.

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DIRECTIVE PLAN

OAK STREET

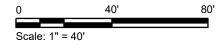
SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT

(5)

PLAN A SCALE: 1" = 40'

MATERIAL SPECIFICATIONS AND GENERAL NOTES:

- I. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION
- 2. STREET WIDTHS SHOWN ARE APPROXIMATE
- ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.
- 4. ALL SIGNING AND STRIPING SHALL CONFORM TO AND BE INSTALLED PER CALTRANS 2022 STANDARD PLANS, SPECIFICATIONS, AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- CLEAN THE ROADWAY SURFACE OF ANY DEBRIS BEFORE INSTALLATION.
- 6. FOLLOW MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION.
- 7. IF REMOVABLE TRAFFIC TAPE IS USED, IT SHALL BE NON-SLIP, RETRO-REFLECTIVE, AND FOLLOW CITY STANDARDS
- 8. FOR LONGER-TERM PILOT PROJECTS, INTENDED TO BE IN PLACE OVER ONE MONTH, MORE DURABLE ACRYLIC PAINT IS RECOMMENDED IN HIGH TRAFFIC AREAS. HOWEVER, REMOVAL MAY REQUIRE SPECIAL EQUIPMENT.
- 9. FLEXIBLE DELINEATOR POSTS SHOULD BE SURFACE-MOUNTED. ONE OPTION COULD BE ADHESIVE BUTYL PADS.
- 10. REPLACE ANY FLEXIBLE DELINEATOR POSTS THAT BREAK OR ARE REMOVED. REGULARLY CHECK THAT POSTS HAVE NOT BEEN DAMAGED, MOVED, OR REMOVED.
- 11. REFRESH OR REPLACE ANY PAINT, STENCIL, OR TRAFFIC TAPE THAT MAY HAVE BEEN REMOVED OR FADED.
- 12. ADA ACCESS MUST BE MAINTAINED WITH ANY CHANGES MADE WITHIN THE PROJECT RIGHT OF WAY.
- 13. ALL MATERIALS USED TO DELINEATE THE ROADWAY INCLUDING FLEXIBLE DELINEATORS AND PAVEMENT MARKINGS SHALL HAVE RETRO REFLECTIVE PROPERTIES TO ENHANCE NIGHTTIME VISIBILITY.



FOR TEMPORARY INSTALLATION ONLY NOT FOR PERMANENT CONSTRUCTION

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT OAK STREET

alta

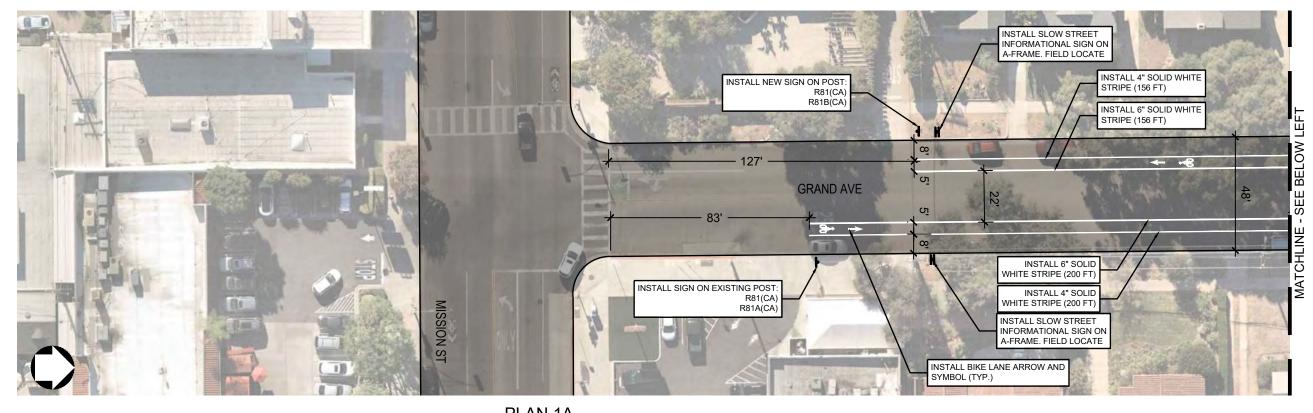
DESIGNED BY: ASHLEY HAIRE, CA PE #C81212 **APPROVED BY:** CITY OF SOUTH PASADENA

(SIGNATURE)

(PRINTED NAME)

A 370) 5.0 2020 9

DIRECTIVE PLAN



PLAN 1A SCALE: 1" = 40'



0 40' 80'

FOR TEMPORARY INSTALLATION ONLY NOT FOR PERMANENT CONSTRUCTION

PLAN 1B SCALE: 1" = 40'

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT GRAND AVENUE

DESIGNED BY: ASHLEY HAIRE, CA PE #C81212 **APPROVED BY:** CITY OF SOUTH PASADENA

(SIGNATURE)

_ (PRINTED NAME)

NOTES:

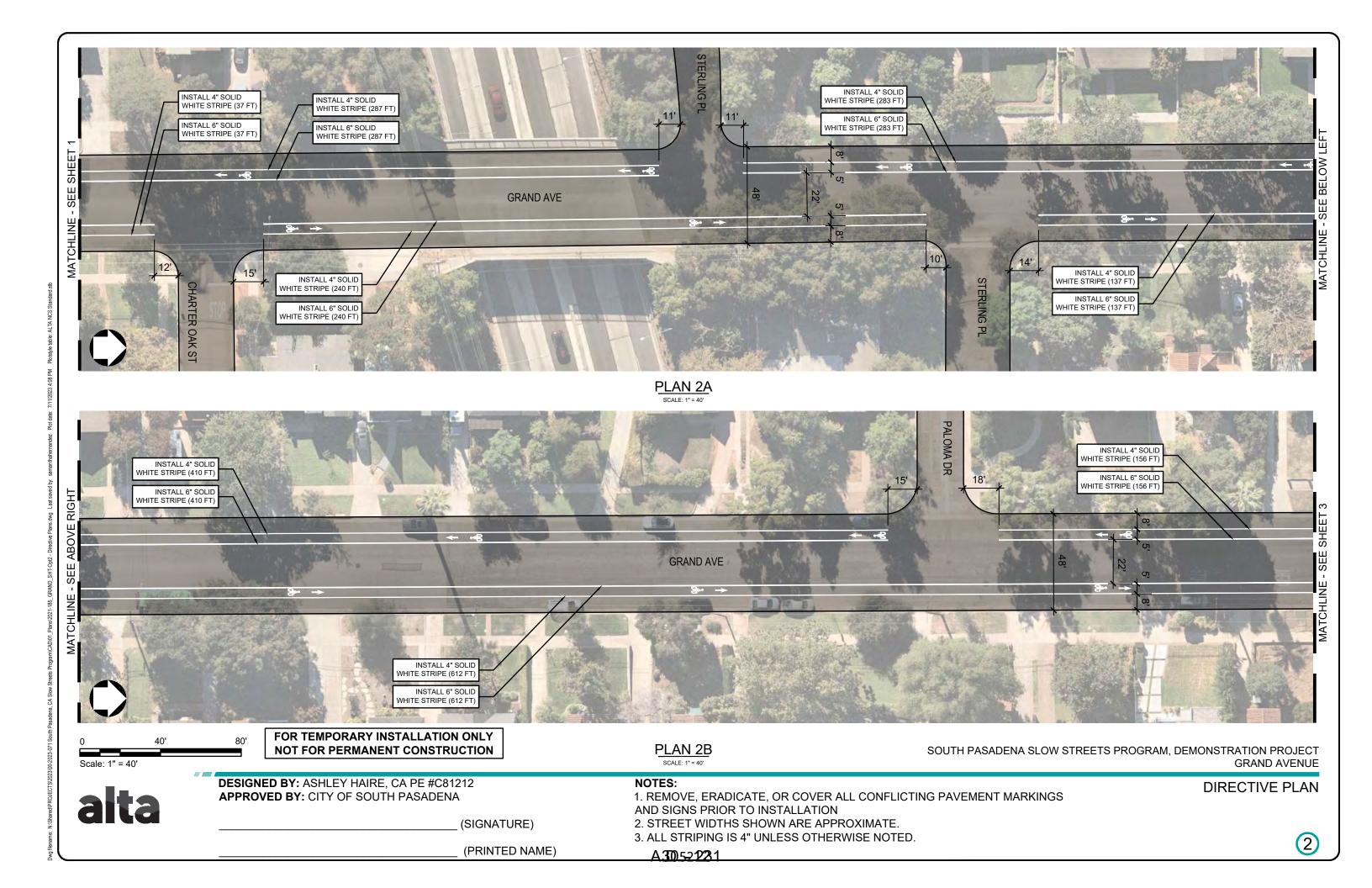
1. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION

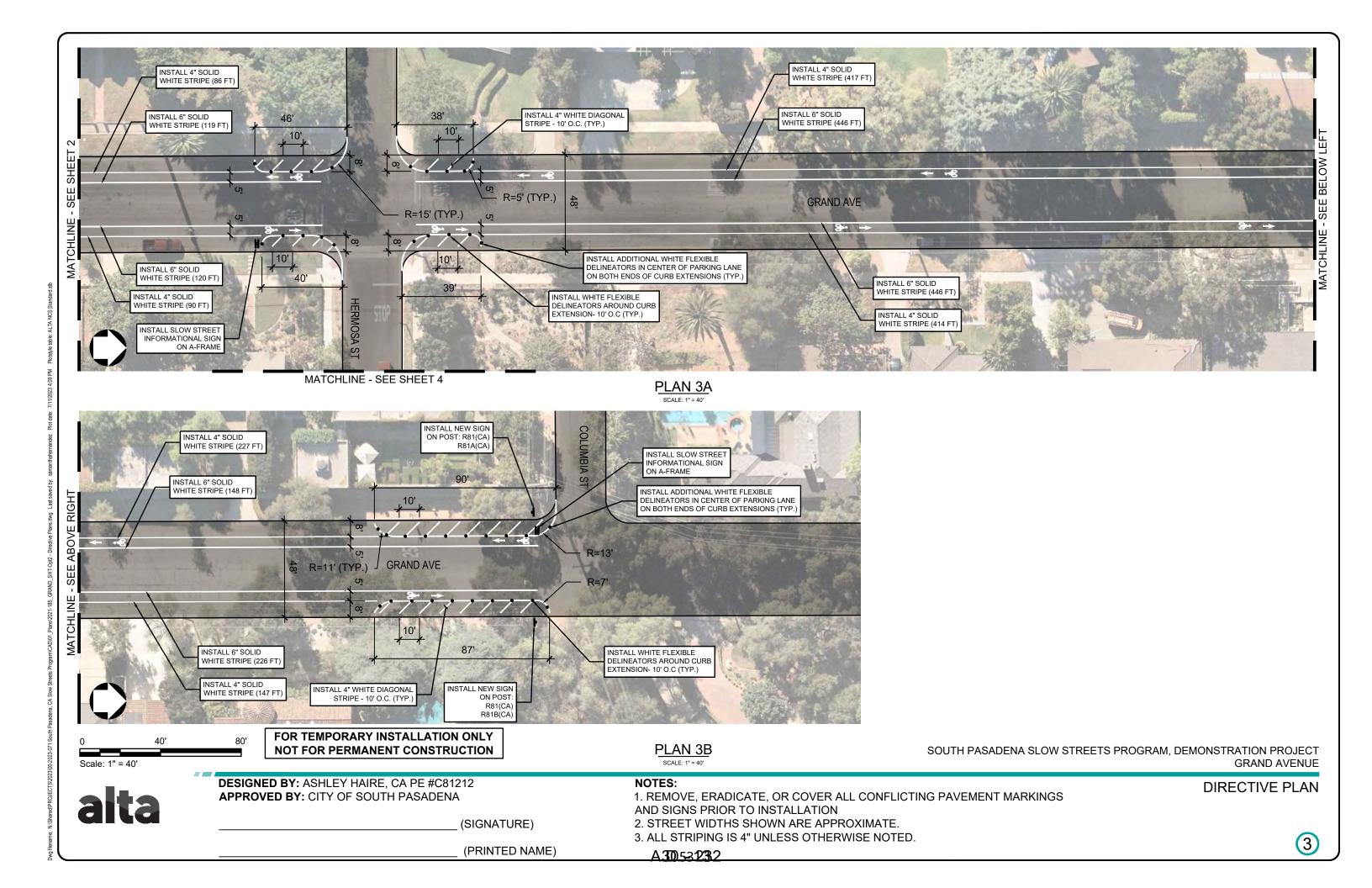
- 2. STREET WIDTHS SHOWN ARE APPROXIMATE.
- 3. ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.

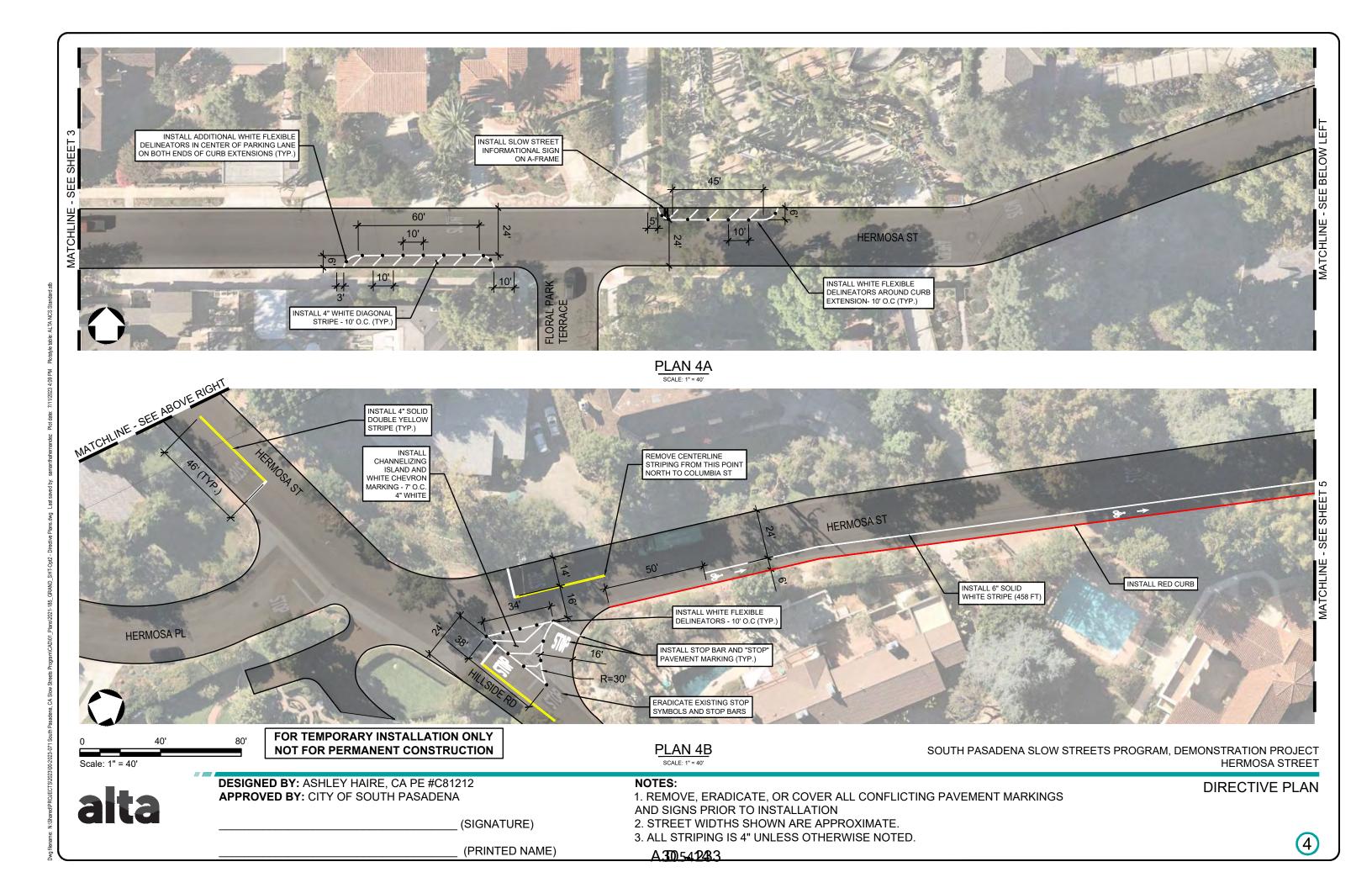
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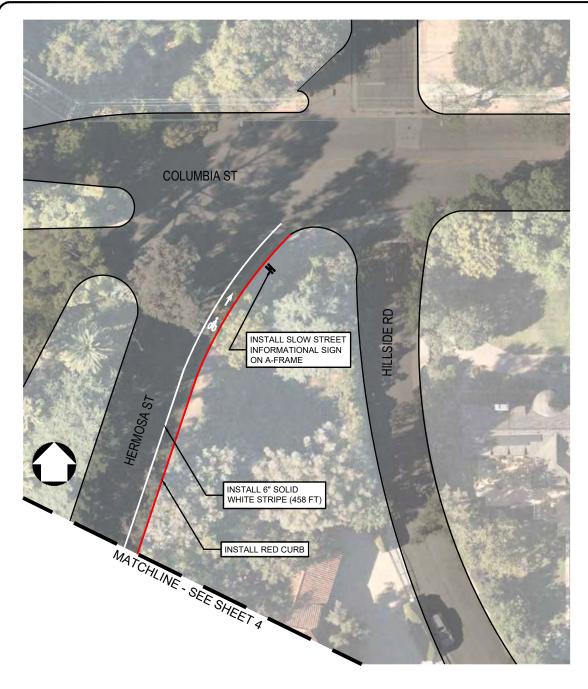
(1)

DIRECTIVE PLAN









PLAN 5

MATERIAL SPECIFICATIONS AND GENERAL NOTES:

- 1. REMOVE, ERADICATE, OR COVER ALL CONFLICTING PAVEMENT MARKINGS AND SIGNS PRIOR TO INSTALLATION
- 2. STREET WIDTHS SHOWN ARE APPROXIMATE
- ALL STRIPING IS 4" UNLESS OTHERWISE NOTED.
- 4. ALL SIGNING AND STRIPING SHALL CONFORM TO AND BE INSTALLED PER CALTRANS 2022 STANDARD PLANS, SPECIFICATIONS, AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 5. CLEAN THE ROADWAY SURFACE OF ANY DEBRIS BEFORE INSTALLATION.
- 6. FOLLOW MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION.
- 7. IF REMOVABLE TRAFFIC TAPE IS USED, IT SHALL BE NON-SLIP, RETRO-REFLECTIVE, AND FOLLOW CITY STANDARDS.
- 8. FOR LONGER-TERM PILOT PROJECTS, INTENDED TO BE IN PLACE OVER ONE MONTH, MORE DURABLE ACRYLIC PAINT IS RECOMMENDED IN HIGH TRAFFIC AREAS. HOWEVER, REMOVAL MAY REQUIRE SPECIAL EQUIPMENT.
- 9. FLEXIBLE DELINEATOR POSTS SHOULD BE SURFACE-MOUNTED. ONE OPTION COULD BE ADHESIVE BUTYL PADS.
- 10. REPLACE ANY FLEXIBLE DELINEATOR POSTS THAT BREAK OR ARE REMOVED. REGULARLY CHECK THAT POSTS HAVE NOT BEEN DAMAGED, MOVED, OR REMOVED.
- 11. REFRESH OR REPLACE ANY PAINT, STENCIL, OR TRAFFIC TAPE THAT MAY HAVE BEEN REMOVED OR FADED.
- 12. ADA ACCESS MUST BE MAINTAINED WITH ANY CHANGES MADE WITHIN THE PROJECT RIGHT OF WAY.
- 13. ALL MATERIALS USED TO DELINEATE THE ROADWAY INCLUDING FLEXIBLE DELINEATORS AND PAVEMENT MARKINGS SHALL HAVE RETRO REFLECTIVE PROPERTIES TO ENHANCE NIGHTTIME VISIBILITY.

0 40' 80' Scale: 1" = 40' FOR TEMPORARY INSTALLATION ONLY NOT FOR PERMANENT CONSTRUCTION

SOUTH PASADENA SLOW STREETS PROGRAM, DEMONSTRATION PROJECT HERMOSA STREET

DIRECTIVE PLAN



DESIGNED BY: ASHLEY HAIRE, CA PE #C81212 **APPROVED BY:** CITY OF SOUTH PASADENA

(SIGNATURE)

(PRINTED NAME)



City Council Public Comment
Slow Streets on Grand Ave - Australian Bike Lane Study Subject:

Monday, March 18, 2024 2:25:37 PM

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

Council members,

Please vote to end the temporary Slow Streets Project on Grand Ave and Hermosa St on Wednesday.

It's always just assumed that bike lanes make cycling safer, but there's evidence to the contrary. This fascinating five month scientific study from Australia found that, "Drivers leave less space between themselves and bicyclists on roads with painted bike lanes." Scroll down for the article.

Steve Koch Grand Ave resident

 $\underline{https://www.peoplepoweredmovement.org/study-shows-painted-bike-lanes-arent-enough/}$

Referenced New Study:

https://www.monash.edu/news/articles/more-than-a-stripe-of-paint-needed-to-keep-cyclists-safe





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Study Shows Painted Bike Lanes Aren't Enough



Are painted bicycle lanes enough to keep bicyclists safe? No, according to a new study. In fact, painted bike lanes might actually make roads more dangerous for bike riders. Why? Drivers may have a false sense of security when they see painted bike lanes. They may mistakenly believe that the painted line somehow protects the bicyclist. However, accident statistics don't support this.

Study Finds Painted Bicycle Lanes Aren't Helpful

For the study, Australian researchers worked with 60 bicycle riders. The riders were each given a device that could record the distance between them and passing vehicles. During the five-month study, riders used roads that both had and did not have painted bicycle lanes. Over the course of the study, researchers recorded more than 18,500 "car-bike overtaking events."

Here's what researchers discovered:

- Drivers left an average of 5.5 feet between vehicles and bicycles when passing.
- Drivers left 3.25 feet between vehicles and bicycles when using roads that had painted bike lanes.
- SUVs and buses were less likely to leave a safe cushion between themselves and bicycles while passing.
- · Drivers left less space while traveling on roads with narrow lanes or speed limits at or above 35 MPH.

There's one very important takeaway from this study. Drivers leave less space between themselves and bicycles on roads with painted bike lanes. In fact, drivers in the study drove an average of 1.25 feet closer to bicyclists inside painted bike lanes.

Paint Won't Stop a Collision

Drivers seem to be under the impression that painted lanes offer protection to bicyclists. However, this simply isn't true. Paint only divides the road visually and shows drivers and bicyclists where they should travel. Paint won't stop a bike from veering into traffic, nor will it stop a car from getting too close to a bike while passing.

Drivers probably don't consciously drive closer to bicycles when there are painted lines. They probably deliberately leave more space when they know that there is no dedicated bike lane. They have to go out of their way to make sure that they leave enough space while passing. When dedicated lanes exist, they subconsciously trust those lanes are sufficient.

More Bicyclists Make Roads More Dangerous

The number of people choosing to ride a bike rather than drive a car has increased in recent years. This is likely thanks to young people who are worried about the environment and their health. With more bikes on the road, bike accidents are more likely to happen. This is particularly true when bicyclists are distracted, inexperienced, or unfamiliar with local laws and regulations.

Studies show that cyclist behavior is a huge factor in collisions with nearby vehicles. In order to fix this problem, two things need to happen.

First, cyclists need to put their phones down and concentrate on their surroundings. A bicyclist who is looking at their phone probably won't notice a car encroaching on their lane. Had they been paying attention, they may have been able to avoid a collision.

Second, cities need to invest in more than visual bike infrastructure. Dedicated bike lanes, separated from other traffic using only a stripe of white paint, aren't enough to protect riders. Instead, cities need to design and install physical barriers between vehicle and bike lanes. The physical barrier will force cars and bikes apart, reducing the risk of a collision and bike accident.

For more information, see our benchmarking report or contact us.

From: Nancy Anderson

To: <u>City Council Public Comment</u>

Subject: SLOW STREETS

Date: Tuesday, March 19, 2024 10:49:00 PM

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

To City Council,

We have owned our home on Grand Ave. for approx. 26 years, an along with most of the other residents of Grand and Hermosa strongly oppose this "Slow Streets" plan.

My Husband is on a pusher(rollater) and I take the dog and we walk the block between Hermosa and Columbia where we live .Because Steve must stop and rest frequently, we sit and watch the cars go by on that block. In the course of about half an hour, we did not see a single car actually stop at the sign on the corner of Hermosa and Grand. Some roared thru and some just rolled, **but no one stopped.** "Slow streets" is not slowing anything. We have noticed that if anything, people are driving even faster than before! Maybe out of frustration???

Our understanding is that most of the bikers and groups that are pressuring in favor of the slow streets program, are from outside of our area. There have always been runners and bikers along our street and they are welcome and we did not have problems. We watched out for each other. Since the bike lanes, I cannot count how many times I have received the "middle finger salute" from an enraged biker while loading/unloading my husband next to the curb in front of our house. Yes, I do check to make sure no one is close enough to be threatened by the opening of a car door.

Since the vast majority of area residents are strongly opposed to this program, we hope that City Council would give first consideration to those of us who live on and navigate these streets and pay taxes here. We love Grand and Hermosa and these horrible poles etc. are ruining the look and the safety of our streets.

Steven and Nancy Anderson

From: Susan Bradforth

To: <u>City Council Public Comment</u>

Subject: Please vote to remove bike lanes and bulb outs on Grand and Hermosa Avenues

Date: Tuesday, March 19, 2024 3:51:39 PM

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

Dear Councilmembers Donovan, Braun, Primuth, Cacciotti, and Mayor Zneimer

We are writing to request that you please **vote to remove** the bike lanes and bulb outs on Grand and Hermosa Avenues at the city council meeting on March 20.

People who live on these blocks were never consulted about the bike lines, we were just told by a flyer through our mailbox that it was happening. The communication was so poor that our neighbor, who was ill, had his car towed because there was no "no parking sign" directly outside his house and he hadn't been out to see the signs up.

Of the people who live on Grand and Hermosa who are affected, 134 residents from 77 properties signed a petition opposing this project. Only residents of four properties approve of it.

At a "listening session" over the summer about the bike lanes, a member of the staff for the city, Public Works Director Ted Gerber, admitted that there is also a lack of speed data. This data should have been collected BEFORE and AFTER the bike lanes/bulb outs have were installed. However, since they weren't, there is no way of knowing empirically whether these bike lanes/bulb outs were predicted to slow OR if they actually HAVE slowed traffic. In my perception, anecdotally, people still speed on Grand and Hermosa, and the bike lanes and bulbouts have had no effect.

These bike lanes were opposed in 1998 and 2011. According to the South Pasadena Review, the city is facing a funding shortfall in just a few short years. Surely the money spent on these unwanted "improvements" could have been better spent.

I have also read in an opinion piece that people from outside the city responded to the city's survey urging the city to implement these measures. As I said in the listening session, the city knows our addresses, it probably even knows our email addresses - surely we should have been consulted. No one that I have spoken to in our neighborhood ever saw a survey come directly to them.

In conclusion, the city did not need to waste precious public resources on these bike lanes/bulb outs that the majority of the people on these two streets have demonstrated not once, not twice, but THREE times are NOT wanted/needed.

Please vote to remove the bike lanes and bulb outs on Grand and Hermosa Avenues.

Susan and Stephen Bradforth

From: Anne-Elizabeth Sobieski
To: City Council Public Comment

Cc: <u>Jamie Sobieski</u>
Subject: No Bike lanes on Grand

Date: Wednesday, March 20, 2024 7:16:41 PM

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

Hi

We have lived at Grand Ave, South Pasadena for 20 years.

We are trying to attend the city council mtg on zoom. And the host is not opening the mtg. It is now 7:15pm.

The Sobieski Household does not want bike lanes. These lanes have made Grand Ave a chaotic and dangerous mess. These lanes do not make our street slower or safer.

Please remove the painted Bike Lanes and Bulb outs.

Thank you,

The Sobieskis

Grand Avenue

South Pasadena CA 91030

Sent from my iPhone

From: To:

City Council Public Comment

Subject: We Object the Grand/Hermosa Bike Lane Bulb out

Date: Tuesday, March 19, 2024 10:49:17 PM

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

Dear South Pasadena City Council

We are residents of Paloma Drive, a small cul de sac off Grand 1 block south of Hermosa. We are writing to ask you to remove the road measures that the City installed without our consent and despite our objection. The so called Safe Street initiative hasn't been safe at all. As a matter of fact, the opposite is what we've experienced. Cars now drive in the middle of streets whether or not there are cyclists, thus endangering those of us on opposing traffic. Cyclists are rude, and take over the entire main roadway instead of staying in their privileged dedicated lanes. Some have flipped us off for pointing that out to them. We've suffered thru these dangerous dichotomy for no reason and NO improvements to whatever safety goals you were aiming for.

We respectfully ask that you consider carefully and respect the survey provided by all the residents/households who have been negatively impacted. Out of 134 homes surveyed, only four (4) approved of these bulb outs, a dismal 3% whereas the majority (57%) disapprove of these road conditions. We therefore ask that you remove the bulb out bike lanes as soon as possible.

Thank you for your prompt attention.

Walter and May M. Smith

From: Zoë Green

To: <u>City Council Public Comment</u>

Subject: Street requests

Date: Tuesday, March 19, 2024 8:42:48 PM

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Yes to slow streets and -

- please protect Arroyo Vista elementary, specifically the crosswalks on el Centro and south Pasadena Ave where the crossing guard and kids are routinely in danger from crazy drivers
- please make a better system at the top of south pas Ave and mission. It's very dangerous on that curve and no one knows how to give way. Traffic lights would help.
- please please repaint and add reflectors on Fremont at spruce. I can't tell you how dangerous it is trying to turn left on spruce into oncoming traffic and how many times teens crossing have almost been hit in the dark.

Please send this to the correct departments in the city. Public works?

Call me anytime

Zoë Green