



PUBLIC COMMENT - REVISED

Distributed for the

PUBLIC WORKS INFRASTRUCTURE COMMISSION MEETING of

July 20, 2026

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3	FISCAL YEAR 2026-2027 RESIDENTIAL SLURRY SEAL PROJECT	Ellen Pansky	Email
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3	FISCAL YEAR 2026-2027 RESIDENTIAL SLURRY SEAL PROJECT	Anne Miller	In-Person
3	FISCAL YEAR 2026-2027 RESIDENTIAL SLURRY SEAL PROJECT	Anne Miller	In-Person
3	FISCAL YEAR 2026-2027 RESIDENTIAL SLURRY SEAL PROJECT	Ellen Pansky	Email
3	FISCAL YEAR 2026-2027 RESIDENTIAL SLURRY SEAL PROJECT	Angelina Dawson	Email
3	FISCAL YEAR 2026-2027 RESIDENTIAL SLURRY SEAL PROJECT	Susan Bradforth	Email

From: [Carolyn Buckley](#)
To: [PWIC Public Comments](#)
Subject: Grand Avenue
Date: Sunday, July 19, 2026 3:56:41 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.

Dear Public Works Infrastructure Commission,

It has come to my attention that the Commission recommends adding a yellow center line and repainting the bike lanes. As a homeowner on Grand Avenue, I strongly oppose this recommendation. Grand Ave is a beautiful, wide residential street. Let's keep it that way. This would be an unnecessary eye sore.

Thank you for the consideration ,

Carolyn Buckley

Sent from my iPhone

From: [Carolyn Buckley](#)
To: [PWIC Public Comments](#)
Subject: Grand Avenue
Date: Sunday, July 19, 2026 3:56:41 PM

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Thank you for the consideration ,

Carolyn Buckley

Sent from my iPhone

From: [Eleanor Sturzenacker](#)
To: [PWIC Public Comments](#)
Subject: Painting a yellow line on Grand Ave
Date: Sunday, July 19, 2026 8:47:06 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.

Please do not make our street , Grand Ave,
Into a major city street! We love the look of the elegance of our street with the oak trees and
the wonderful scene of people enjoying walking and biking here everyday. Grand Avenue has
that name for a reason! Please do not destroy what we treasure.
Eleanor Sturzenacker.  Grand Avenue [Mail for iPhone](#)

From: [Marina Khubesrian](#)
To: [PWIC Public Comments](#)
Cc: [CCO](#)
Subject: Grand Avenue Resurfacing and Proposed Centerline Striping
Date: Sunday, July 19, 2026 8:36:24 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.

Dear Public Works Infrastructure Commission Members and Staff,

I am writing regarding the proposed restriping of Grand Avenue following the upcoming resurfacing project, specifically the recommendation to add a yellow centerline in addition to repainting the bicycle lanes.

As a resident of Grand Avenue and a former South Pasadena City Councilmember, I would appreciate a better understanding of the basis for this recommendation.

Grand Avenue is a residential street, not a primary or secondary arterial, and to my knowledge there has not been a documented pattern of traffic collisions or safety issues over the past decade that would indicate a need for this change. If there is data supporting the recommendation, I respectfully request that it be made available to the public.

Specifically, I would appreciate answers to the following questions:

- What safety concern or operational problem is the proposed centerline intended to address?
- Was a traffic engineering study or traffic count conducted in support of this recommendation?
- What collision history, if any, supports the need for adding a centerline?
- What provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) support installing a centerline on Grand Avenue?
- Was the recommendation based on objective engineering criteria, resident complaints, or another source?

More broadly, I believe changes to traffic control devices should be based on established engineering standards and documented public safety needs. They should not be implemented simply because they are aesthetically preferred or perceived as desirable without supporting evidence. If studies or engineering analyses have been completed, I believe the public should have the opportunity to review them before recommendations are finalized.

Many Grand Avenue residents have expressed concerns regarding previous striping decisions on the street. Given that history, I believe it is especially important that any additional roadway markings be supported by transparent data, applicable engineering standards, and a clearly articulated public safety rationale.

I respectfully request that these questions be addressed before the Commission makes a final recommendation regarding the proposed striping.

Thank you for your time and consideration.

Sincerely,

Marina Khubesrian, M.D.^{11 SEP}
Grand Avenue Resident^{11 SEP}
Former South Pasadena City Councilmember

From: [Nancy Anderson](#)
To: [PWIC Public Comments](#); [CCO](#)
Subject: BIKE LANES AND MARKINGS ON GRAND AVE.
Date: Sunday, July 19, 2026 4:03:20 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.

To: City of South Pasadena

We have owned our home at [REDACTED] Grand Ave. for approx. 30 years. We chose to buy on Grand Avenue because of the quiet, beautiful nature of this street. If it becomes known as a cut through or main artery, it will be ruined.

My husband and I walk to the end of our block every day. We sit on the corner and watch while nearly everyone blows thru the stop sign. Many do not even bother to slow down, let alone stop. We have seen several close calls. As it is, people speed way over the limit using Grand Ave. as if it were a freeway alternative. **We don't want to make it worse.**

Just last week we were almost run off of the sidewalk (yes! the sidewalk) by a guy (adult male) on a motorized bike. My husband is on a rollator and cannot jump out of the way so fast. That lane has definitely created a sense of careless entitlement and many times is not used properly anyway. Dangerous for all involved. **We cannot see the point especially because it is such a short distance the drawbacks outweigh any benefits.**

Bike lanes have led to increased risks as many walkers, joggers and even parents with baby strollers are now mis-using the bike lanes for those activities rather than using the sidewalks.

The painted bike lanes put cyclists into the "door zone" of parked cars. Many experienced riders avoid the bike lanes and less experienced cyclists may not understand the danger of car doors opening into the bike lanes.

Very young "Bike Bus" kids now cycle on Grand Ave once a

week at rush hour creating a serious danger especially at the Trader Joe's intersection of Grand and Mission. Most of these kids could be taking safer more direct routes to Arroyo Vista School, Grand is not a necessary route for them to use.

- **The unsightly painted street gives the impression that Grand Ave is an "arterial" or thoroughfare not the beautiful residential street that it is. PWIC is now recommending a yellow center stripe on Grand Ave, cementing it as a sanctioned higher speed cut-through route for commuters.**
-
-
- **Grand Ave is not on the city's "Bicycle Master Plan" to receive bike lanes! Why was Grand Ave even chosen? They are un-connected to other comprehensive bike lane routes planned by the city.**

The city used a "use-it-or-lose-it" grant which was about to expire to rush this project through without a traffic survey or resident input. It's an example of "city overreach" on a street where bike lanes are inappropriate and unwanted. Grand Ave had an excellent safety record without bike lanes. "Use it or Lose it" should not be the criterion for making changes that will have negative impact. Main consideration should be the good of the citizens in each part of the community. Surely there are streets where bike lanes would be of better use..

- South Pasadena's roads are in dire need of repair and yet the city is considering spending time and money on controversial, unnecessary and unwanted bike lane projects like the ones on Grand and Hermosa.

Please do not ruin our street with a revision that is ugly and provides no real benefit to anyone!

Steven and Nancy Anderson

 **Grand Ave.**

■

From: [Paige Salardino](#)
To: [PWIC Public Comments](#); [CCO](#)
Subject: Opposed to Proposed Permanent Bike Lanes and Center Line on Grand Avenue
Date: Sunday, July 19, 2026 8:25:14 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.

Hello, Public Works Infrastructure Committee and South Pasadena City Council.

I'm writing to express my opposition to the proposed addition of permanent bicycle lanes and a yellow center line on Grand Avenue.

Grand Avenue is a residential road, and I'm concerned these changes would shift its character toward that of a main thoroughfare.

A center line and bike lanes tend to signal to drivers that a street is a higher-capacity through-route, which often leads to increased traffic speeds and volume. This runs counter to what makes the street safe and pleasant for the families, children, and pedestrians who live here.

Thank you for your consideration.
The Salardino family
Grand Avenue

From: [Steve Koch](#)
To: [PWIC Public Comments](#); [CCO](#)
Subject: Re-Painting Bike Lanes & Center Stripe Feedback 1 of 2
Date: Saturday, July 18, 2026 8:03:39 PM
Attachments: [Petition.pdf](#)
[Map.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.

PWIC Commissioners and City Council Members,

Residents on Grand Ave and Hermosa Ave have clearly stated that they oppose bike lanes on their residential streets.

After the installation of bike lanes on Grand and Hermosa in August 2023, a group of residents, including myself, circulated a petition door to door to affected residents on those streets:

I support cancelling the "Slow Streets" Project, I want my street immediately returned to how it was in July of 2023.

The results of that petition:

Total affected properties 104

Total surveyed 90

Total approve of bike lanes 4

Undecided or no opinion 9

Total disapprove of bike lanes 77

133 residents from 77 affected residences signed the petition opposing bike lanes on Grand and Hermosa.

Click on the PDF Petition attached below.

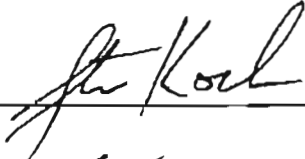
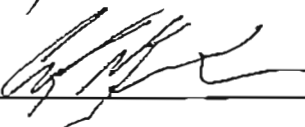
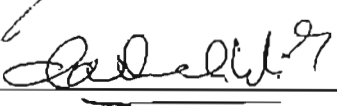
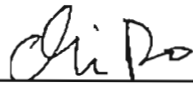
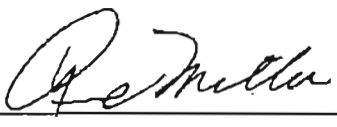
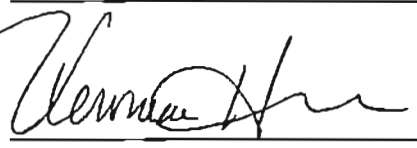
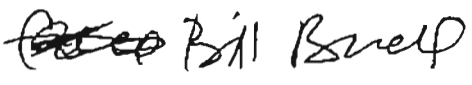
Please don't move forward with re-striping Bike Lanes on Grand and Hermosa Avenues.

Thank you
Steve Koch
Grand Ave resident

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.

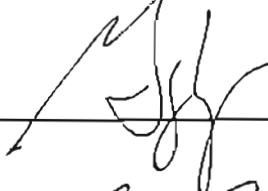
The City says the criteria for the success of the project is "Subjective."

HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
Grand	STEVE KOCH		8/24/23
Grand	Carol KOCH		8/24/23
Grand	KHIEP DO		8/24/23
Grand	Michelle DO		8/24/23
Grand	Anne Miller Brad Hamann		8/24/23
Grand Ave	Veronica Hamann		8/24/23
Grand Ave	Veronica Hamann		8/24/23
Grand Ave.	Carole Bruef		8/24/23
Grand Ave.	Carole Bill Bruef		8/24/23
Grand Ave.	Ed Costa		8-24-23

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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
	Chris Baccus		8/25/23
	Stephanie Baccus	Stephanie Baccus	8/25/23
	GEORGE MARTINEZ		8/25/23
	BETTY GILLETTE	Betty Gillette	8/25/23
	Duhee Lee	Duhee Lee	8/25/23
	Jaylene Davis		8/25/23
	ELLEN DICKER	ELLEN DICKER	8/25/23
	Vicki Vlasnik		8/25/23
	TOM LEONARD	Hal Fu Led	8/25/23
	Jean Pallares L.	JEAN PALLARES LEONARD	8/25/23

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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
[REDACTED]	ROBERT NATAJARIAN	[Signature]	8-25-23
[REDACTED] Grand Ave	Gino Thomas	[Signature]	8/25/23
[REDACTED] Grand Ave	Nancy Thomas	[Signature]	8-25-2023
[REDACTED]	YOLANDA Benson	[Signature]	8-25-23
[REDACTED]	Jim A. Benson	[Signature]	8-25-23
[REDACTED]	K LAVALLE	[Signature]	8-25-23
[REDACTED] Grant Ave	Madeline Godwin	[Signature]	8-25-23
[REDACTED] Grand Ave.	Charles Hinga	[Signature]	8-25-23
[REDACTED] Grand	Jas Felcer	[Signature]	8-25-23*
[REDACTED] Grand	Charles Mullaly	[Signature]	8-25-23
[REDACTED] Grand	HALATI C. PELLET	[Signature]	8-25-23

* I'd like more info from the city!

I Support canceled the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023

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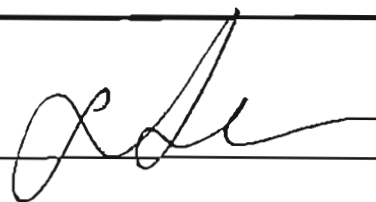
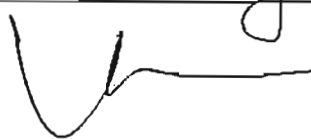
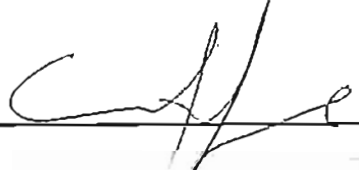
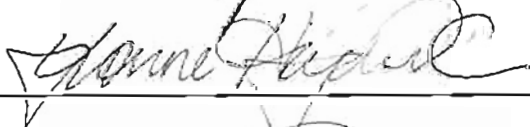
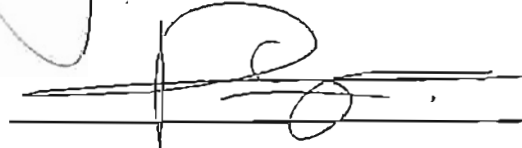
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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
Grand	Peggy Lee Costales	Peggy Lee Costales	8/24/2023
Grand	GREGG DAWSON	GREGG DAWSON	8/24/2023
Grand	Angie Dawson	Angie Dawson	8/24/2023
GRAND	EMIL IVANOV	Emil Ivanov	8/24/23
GRAND	ISABEL IVANOV	Isabel C. Ivanov	8/24/23
GRAND	ROBERT SIMPSON	Robert Simpson	8/24/23
Grand	Julian Gomez	Julian Gomez	8/24/23
Grand	Katherine Gomez	Katherine Gomez	8/24/23
GRAND	STEPHEN BRADFORTH	Stephen Bradforth	8/26/23
GRAND	JISAN BRADFORTH	J. Bradforth	8/26/23

I Support canceling the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023

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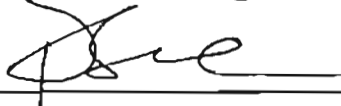
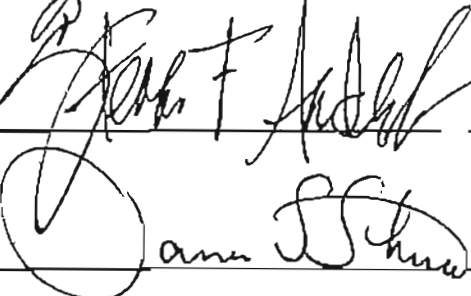
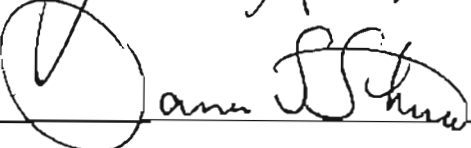
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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
	I am my Lee		8/26/23
	DERICK WONG	D. Wong	8/26/23
	Karen Levine		8-26-23
	Robert Deke		8-26-23
	CHRISTOPHER CRONIN		8/27/2023
	Yvonne Hajdu-Cronin		8/27/23
	JEAN PINTARELLI		8/27/23
	Julio Zagha		08/27/23
	Diane McRiley	DIANE McRiley	8/27/23
	Mark McRiley	M McRiley	8/27/23

I Support canceling the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023

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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
Grand Ave	Paige Salardino	paigesal@gmail.com 	8/26/2023
GRAND AVE	NANCY ANDERSON		8/26/24
GRAND AVE	STEVEN E. ANDERSON		8/26/24
GRAND AVE	DARREN SWIRAL		8/26/23
Grand	Bill Sherman		8/26/23
Grand Ave	TERESA SHERMAN	Teresa Sherman	8-26-23
Grand Ave	Nellie C. Holloman	Nellie C. Holloman	8/26/23
Grand Ave	Jamie Sobieski	 @ speed Bumps?	8/26/2023
A.S. Sobieski Grand Ave		AS Sobieski	8/26/23

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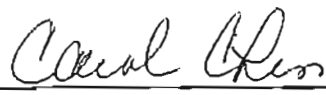
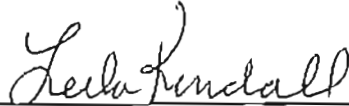
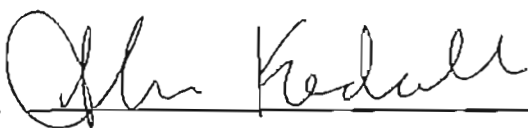
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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
[REDACTED] Hill Street	HENRY YOST	[Signature]	10/11/23
[REDACTED] HERMOSA ST.	REBEKAH JOHNSON	Rebekah Johnson	10/16/23
[REDACTED] Hermosa St.	Scott Johnson	[Signature]	2023-10-16
[REDACTED] Hermosa St.	Christopher Johnson	[Signature]	10/17/2023
[REDACTED] Hermosa St.	Hsu, Mike	[Signature]	10/20/23
[REDACTED] Grand Ave.	SOK TNG	[Signature]	10/20/2023
[REDACTED] Grand Ave.	Leo Sommer	[Signature]	10/21/2023
[REDACTED] Grand Ave.	Jessie + Jim Blity	[Signature]	10/21/2023
[REDACTED] Hermosa	Janet Nugent	[Signature]	10/21/2023
[REDACTED] Floral Park T.	Jean-Pierre MAINGUY	[Signature]	10/21/2023

I Support canceling the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023

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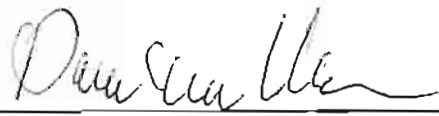
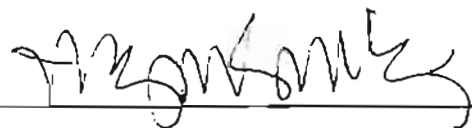
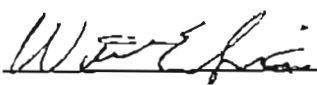
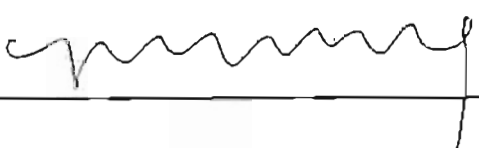
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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
Grand Ave	Joseph Chen		8/27/23
Grand Ave	Lisa Ron		8.27.23
Grand Ave	Richard [unclear]		8-28-23
Grand	RICHARD MCGANN		9-16-23
Grand	BILL BRANOS		9/23/23
Cumbria	Wendy Chess Abelson		10/31/23
Columbia	J. Thomas Chus		10/31/23
Columbia	CAROL Chess		10-31-23
Hermosa St	Leila Kendall		10-31-23
Hermosa St	Sheila Kendall		10/31/23

I Support canceling the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023

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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
GRAND SOUTH PASADENA	Mark Drestin		8/28/23
GRAND S. PASADENA	Alten Homs		8/29/23
Grand S. Pasadena	Darleen Kuwahara		8/31/23
Paloma SP	may m. Smith		8/31/23
Paloma Dr SP	Walter Smith		8/31/23
SP	CASE SIMMONS		8/31/23
Paloma DR	KIMBERLY WU		8-31-23
Paloma DR	KATE DEMPSTER		8-31-23
Grand	Tod Kuwahara		8/31/23
Hermosa St.	Erica Deutsel		8.31.23
Hermosa	Diego Williams		9.4.23

I Support canceling the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023

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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
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GRAND	EDDIE DURAN	[Signature]	8-24-23
GRAND	KANDACE SEMICK	[Signature]	8-24-23
[REDACTED]	Eleanor Sturzenacker	[Signature]	8-24-23
[REDACTED]	Donald Sturzenacker	[Signature]	8-24-23
[REDACTED]	Miriam Valles	[Signature]	8-24-23
GRAND	Megan Hopkins	[Signature]	8-24-23
[REDACTED]	SALLY & GENE BACH	[Signature]	8-24-23
[REDACTED]	CHRISTINA L. FOSTER GRAND AVE.	[Signature]	8-27-23
[REDACTED]	Ben Hopkins	[Signature]	8-28-23

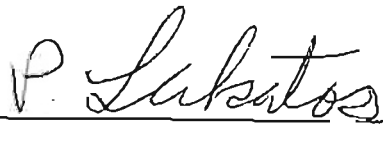
I Support canceling the "Safe Streets" project. I want my street immediately returned to how it was in July of 2023

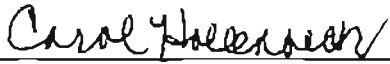
The project was installed without any supporting data. No traffic survey was conducted and no collision data was used.

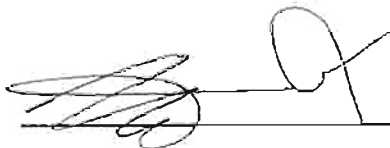
The City says the criteria for the success of the project is "Subjective."

HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
	Grand		8/18/23

	Grand Avenue		8/28/23
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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
	V Adams/Pharkatos		8/29/23

HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
 STERLING PLACE	CAROL HOUENBECK		8/29/2023

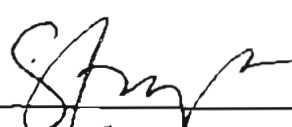
HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
 Grand	Ellen Pansky		8/28/23
 Gravid	Leland Reichler		8/28/23
 Hillside	Antonio & Maribel de Cardenas		11/11/23

Tara Davis

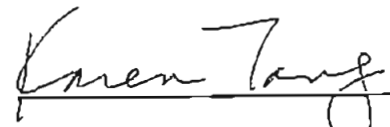
Grand Avenue

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 PRINTED	SIGNATURE	DATE
Grand Ave	Mike Brennan		10-21-23
Five Oaks	Winnie Lam		10-23-23
Five Oaks	Tom Rosenstein		10-23-23
Floral Park	Karen McClure	Karen A-McClure	10-24-23
Floral Park Terr.	Stacy Sharkey		10-29-23
Floral Park	MARY SHARKEY		10-29-23

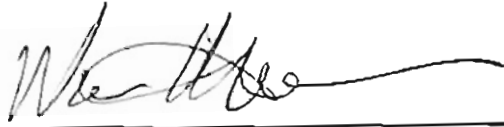
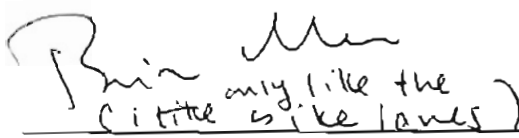
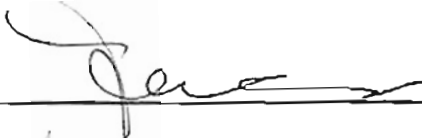
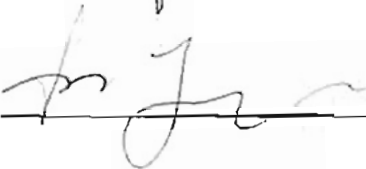
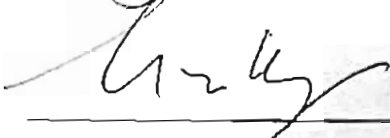
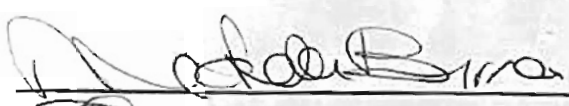
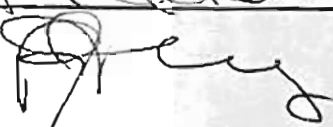
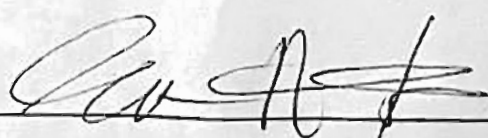
HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
Grand Ave.	Marc Iacopelli	Marc Iacopelli	9-6-23

HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
Grand Ave.	Karen Tang		8/26/23

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."

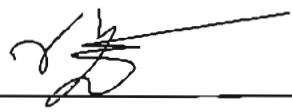
HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
[REDACTED] Floral Prairie	NERZ MATHISEN		10-31-23
[REDACTED] Floral Prairie	BRIAN MAHLER	 (I only like the little bike lanes)	10-31-2027
[REDACTED] Floral Prairie	Tanner Kang		10-31-23
[REDACTED] Football	ISAAC YAMAGATA		10-31-23
[REDACTED] Oak Lawn	Katie Reynolds		10-31-23
[REDACTED] Football St.	Tricia Yamagata		10-31-23
[REDACTED] Amberwood	Nicole Bire		10-31-23
[REDACTED] MILAN	ROBERT O'LEARY		10-31-23
[REDACTED] Grand	Valerey Huntley		10-31-23
[REDACTED] Grand	Cameron Huntley		10-31-23

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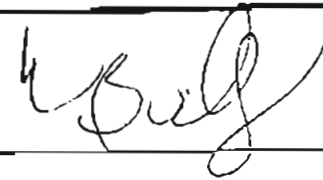
The City says the criteria for the success of the project is "Subjective."

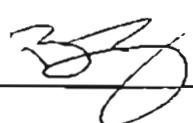
HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
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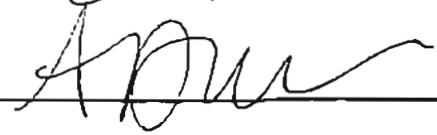
Columbia St	Madison Offenhauser		8/29/23
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Columbia St	Hobie Sheeder	Hobie Sheeder III	8/29/23
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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
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Grand	William Buckley		10/31/20
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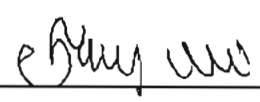
Oakland	Barry Reynolds		10-31-23
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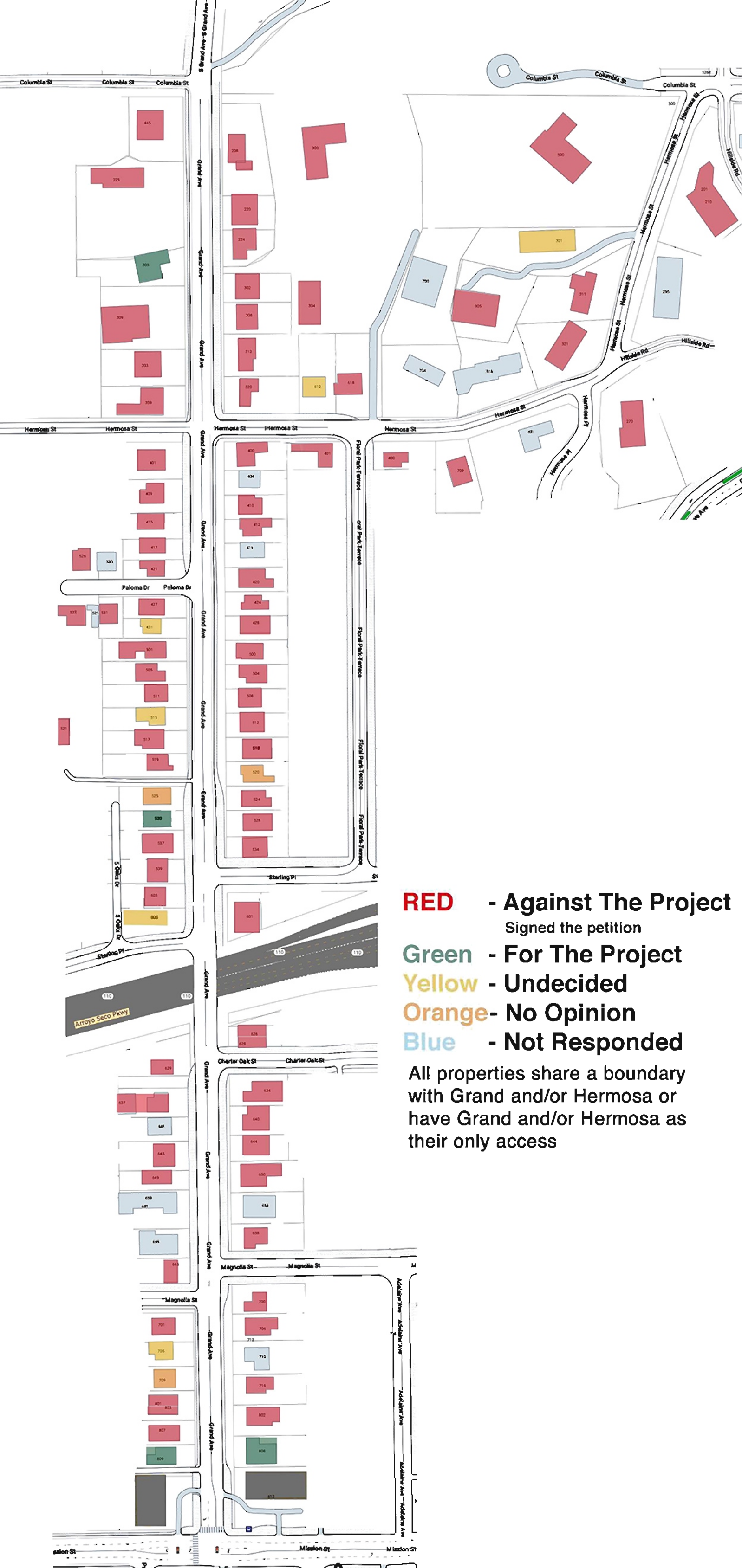
Grand	Angie Dawson		11/1/2
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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
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Grand Ave	Gabriel Pai		10/21/23
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HOUSE # & STREET	NAME PRINTED	SIGNATURE	DATE
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Grand	Tony Wei		10/20/23
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RED - Against The Project
Signed the petition

Green - For The Project

Yellow - Undecided

Orange - No Opinion

Blue - Not Responded

All properties share a boundary with Grand and/or Hermosa or have Grand and/or Hermosa as their only access

From: [Steve Koch](#)
To: [PWIC Public Comments; CCO](#)
Subject: Re-Painting Bike Lanes & Center Stripe Feedback 2 of 2
Date: Saturday, July 18, 2026 8:12:09 PM
Attachments: [MVI_7257_Trim_720.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.

PWIC Commissioners and City Council Members,

Reasons for not re-painting bike lanes:

- Bike lanes have led to increased risks as many walkers, joggers and even parents with baby strollers are now mis-using the bike lanes for those activities rather than using the sidewalks - *see video & images below*.

- The painted bike lanes put cyclists into the "door zone" of parked cars. Many experienced riders avoid the bike lanes altogether and less experienced cyclists may not understand the danger of car doors opening into the bike lanes.

- Very young "Bike Bus" kids now cycle on Grand Ave once a week at rush hour creating a serious danger especially at the Trader Joe's intersection of Grand and Mission. Most of these kids could be taking safer more direct routes to Arroyo Vista School, Grand is not a necessary route for them to use.

- Grand Ave is not on the city's "Bicycle Master Plan" to receive bike lanes! Why was Grand Ave even chosen? They are un-connected to other comprehensive bike lane routes planned by the city - *see attached map*.

- The unsightly painted street gives the impression that Grand Ave is an "arterial" or thoroughfare not the beautiful residential street that it is. PWIC is now recommending a yellow center stripe be painted on Grand Ave, cementing it as a sanctioned higher speed cut-through route for commuters.

- The city used a "use-it-or-lose-it" grant which was about to expire to rush this project through without a traffic survey or proper resident input. It's an example of "city overreach" on a street where bike lanes are inappropriate and unwanted. Grand Ave had an excellent safety record without bike lanes.

- South Pasadena's roads are in dire need of repair and yet the city is considering spending time and money on controversial, unnecessary and unwanted bike lane projects like the ones on Grand and Hermosa, common sense should prevail.

The residents of Grand and Hermosa Avenues have repeatedly let the city know that they don't want bike lanes on their streets at multiple city council meetings, on city Zoom meetings, in direct meetings with former Mayor Zniemer and council members, and through our petition (see my previous email).

I want to urge the Public Works Infrastructure Commission to hear what we are saying as residents on these streets and recommend against the re-painting of bike lanes and center striping on Grand Ave and Hermosa Ave after re-surfacing.

Thank you
Steve Koch
Grand Ave resident

Video and Photos Below:

VIDEO - How is this making our street safer?:

PHOTOS:



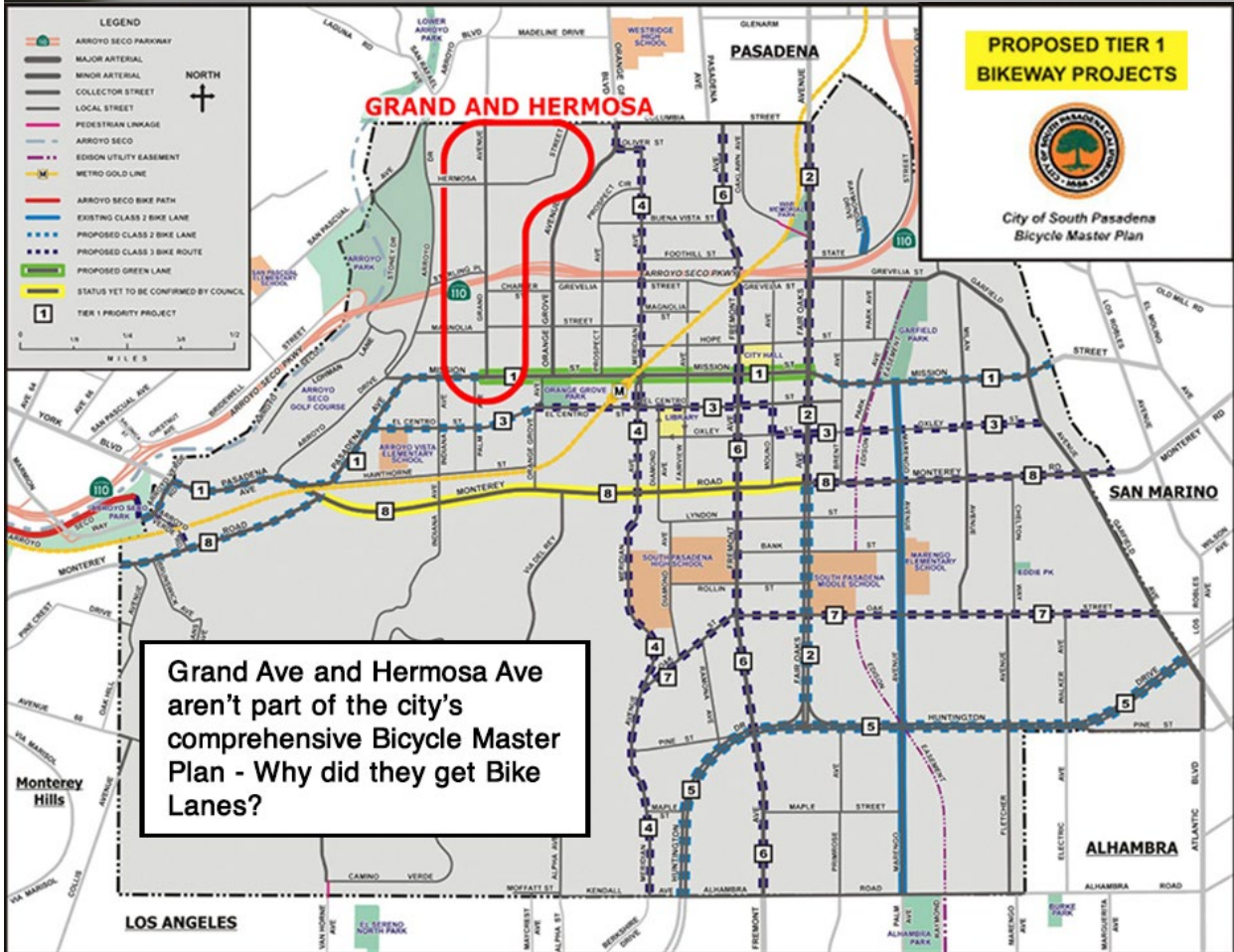






AV NORTH PACK





From: [Miriam Valles](#)
To: [PWIC Public Comments](#)
Subject: The striping of Grand Avenue
Date: Monday, July 20, 2026 11:27:56 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.

Sent from my iPhone

To the PWIC,

I strongly oppose the striping of Grand Avenue. The striping will most likely increase traffic and speeding on our street. The only solution for speeding drivers are soft cushioning speed bumps. These speed bumps will make the full length of Grand Ave uniform and allow for rapid movement of emergency vehicles when needed.

Thank you for your attention to this matter.

Sincerely,

Miriam Valles
Grand Avenue Resident

From: Jaye [REDACTED]
Sent: Friday, July 10, 2026 9:15 AM
To: Public Works Admin <PWAdmin@southpasadenaca.gov>
Subject: Bike Lane

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.

The homeowners on Grand Avenue overwhelmingly support returning our three and a half block residential neighborhood to simple paving without striping. It is a beautiful tree lined street that is set against the back drop of the San Gabriel mountains. We stretch from Mission to Columbia joining our northern neighbors in Pasadena, where there are no bike strips. It is wide enough to have bike riders safely travel, as they have for years and years with no incident of bike accidents, along the short three and a half block, 25 mile an hour, street.

Please leave Grand Avenue unstriped, leaving the residential feel to the street rather than giving it a three and a half block commercial feel with striping. Just simply paving the street will connect South Pasadena to Pasadena seamlessly, allowing a continuous tree lined residential street from city to city. Bike riders will continue to be welcomed by all of the residents.

Most respectfully,
J Davis

Sent from my iPhone

From: Mark Dreskin [REDACTED]
Sent: Saturday, July 4, 2026 6:10 PM
To: Public Works Admin <PWAdmin@southpasadenaca.gov>
Subject: Bike lane repainting-oppose

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 oppose repainting the bike lanes n our street (Grand Ave). Other streets should have the same painting of bike lanes to make it more fair.

Mark

From: Eleanor Sturzenacker [REDACTED]
Sent: Sunday, July 5, 2026 4:31 PM
To: Public Works Admin <PWAdmin@southpasadenaca.gov>; City Council Public Comment <ccpubliccomment@southpasadenaca.gov>
Subject: Bike lanes on Grand Avenue

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.

From Eleanor Sturzenacker @ [REDACTED] Grand Avenue

Reasons why I don't want the repainting of bike lanes on Grand Avenue:

I have lived on Grand Avenue for 52 years. I have seen people on bicycles using Grand Avenue as individual, family, or in packs. To my knowledge no one has been hurt on a bicycle on this street!

Today and in the last few years I have noticed people using the street for walking and jogging rather than using the sidewalk. I guess they feel safe in the bike lane!

Many bikers do not stay in the bike lanes as they ride side by side. I am very careful when driving on our street, as are other drivers, as we wait until it is safe to pass them. As I travel up Grand into Pasadena there are no bike lanes along Grand or Arroyo Drive.

Why was Grand Avenue chosen for bike lanes? I would like to see Grand remain a beautiful street without lines painted all along its sides.

From: gino thomas [REDACTED]
Sent: Monday, July 6, 2026 3:00 PM
To: Public Works Admin <PWAdmin@southpasadenaca.gov>
Subject: Bike Lane Striping on Grand Avenue

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 have lived on Grand Avenue for 10 years, in South Pas for 20 years. I should hope that the views of those of us who live on Grand Avenue carry much weight in your deliberations. And as you hopefully remember from a few years ago, 90%+ of the households on Grand are AGAINST striping.

Please do NOT put stripes on Grand Avenue.

I assume that you are thinking of striping Grand for safety reasons. (if not, would you please tell us *why* you are considering such a course of action so we can consider the reasons and respond if appropriate)

Grand is wide and straight, no problems with seeing everyone on the street.

The speed limit on Grand is 25 MPH. 25 MPH. Contrast that with the two closest alternates: Arroyo and Orange Grove, both of which have 35 MPH speed limits.

I cannot recall any major accidents on Grand in the last ten years. Certainly nothing on the North end. Were you to tell me that there were some accidents at Grand and Mission, fine.

Arroyo curves back and forth between Columbia and Mission with no stop signs.

Speaking of Arroyo, a car went halfway through the bridge railing and almost fell onto the 110 a few years ago.

If you have any money to spend on making streets safer spend it on Orange Grove between Columbia and the 110. I walk regularly on that stretch of road and the evidence of damaged and missing street lights shows that there are many, many accidents with cars going off of the road on the west side.

And I will close by noting that, just in the time since the city has started messing around with lines and stripes and whatever, purporting to make Grand Avenue safer, two people have DIED on Orange Grove.

If you have ANY money to spend on safety, spend it on Orange Grove between Columbia and the 110. Once we have gone 5 or 10 years with no fatalities on that part of Orange Grove, then maybe come back and talk to the residents of Grand Avenue.

Please do NOT put stripes on Grand Avenue.

Thank you,
Gino Thomas, I live on Grand Avenue in South Pasadena.

From: Ellen Pansky [REDACTED]
Sent: Wednesday, July 15, 2026 11:10 AM
To: Public Works Admin <PWAdmin@southpasadenaca.gov>; CCO <cco@southpasadenaca.gov>
Cc: LELAND REICHER [REDACTED]
Subject: Opposition to Painted Bike Lanes on Grand Ave.

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 and PWIC Commissioners,

We are writing to reiterate our strong objection to painting bike lanes on Grand Avenue in South Pasadena. As a 30-year resident on Grand Avenue, I can attest to the fact that there is no need to paint bike lane striping on this quiet residential street.

Grand Avenue has ample room for both bike riders and vehicles, without the need to delineate a dedicated bike lane. Furthermore, the predominant use of Grand Avenue between Mission and Columbia is by adult bike riders and adult bike club groups. Children rarely utilize Grand Avenue from Hermosa north to Columbia to ride bikes.

The majority of the adult bikers who use Grand Avenue travel at a high rate of speed, often exceeding the 25 mile per hour limit. They also frequently (if not invariably) run the stop sign at Hermosa and Grand Avenue. Adopting bike lanes, which typically are employed in high volume and commercial thoroughfares, is completely inappropriate for Grand Avenue. Adding permanent bike lanes will undoubtedly encourage continuing unlawful bike riding activity, including excessive speed and failure to obey traffic laws.

The residents of Grand Avenue have overwhelmingly expressed their objection to adding permanent bike lanes to our street. It is perplexing, to say the least, why the City has chosen to disregard and dishonor the wishes of the city's residents. Indeed, the City Council has many times voted not to add permanent bike lanes to Grand Avenue. Inexplicably, the City Council reversed itself when the vote last was presented to it in 2024, reportedly because it was claimed that children use Grand Avenue to ride to Arroyo Vista Elementary School.

In fact, Arroyo Vista Elementary School is south of Mission Street, and no student residing north of Mission Street would ever need to ride north on Grand Avenue in order to travel to this school. Moreover, Arroyo Vista Elementary School is adjacent to Arroyo Drive, and is not near Grand Avenue. Any child or group, such as the "Bike

Bus,” would naturally ride west from Grand to Arroyo Drive, and then turn south to travel on Arroyo to the Arroyo Vista Elementary School. It is disingenuous, and frankly, false, to assert that any child traveling to Arroyo Vista Elementary School would primarily use Grand Avenue as a route.

Arroyo Drive connects with the bike route utilized by the City of Pasadena. Arroyo Drive has a posted 35 mile per hour speed limit, with houses on only one side of the road, ample parking, and a wide, bike-friendly road which easily accommodates all bike riders as well as vehicle traffic. It is inconceivable that the City would choose Grand Avenue, with its lower speed limit, dual direction parking, and quiet, residential atmosphere, over the more suitable route of Arroyo Drive. Further, bike riders who are traveling for distance, will naturally use Arroyo, since it ties into the bike path for the City of Pasadena via Arroyo Boulevard South and has direct access to the Rose Bowl. Neither of these things are true of Grand Avenue. There is no bike lane striping on Grand Avenue north of Columbia. The prior temporary striping on Grand Avenue south of Columbia ends abruptly, and does not connect to the continuation of the bike route through Pasadena.

Grand Avenue has never been on the master plan for any South Pasadena bike route. It is not suitable for the purposes of the master plan, and it is unclear why, how, and when Grand Avenue suddenly became part of the proposal. Who made the decision to include Grand Avenue, and based on what criteria?

We urge the City Council to return to its original, reasonable, and sensible decision that permanent bike lanes not be painted on Grand Avenue. Thank you for your consideration.

Very truly yours,
Ellen Pansky and Leland Reicher
[REDACTED] Grand Ave.
South Pasadena

From: Joseph Chen [REDACTED]
Sent: Saturday, July 4, 2026 1:41 PM
To: Public Works Admin <PWAdmin@southpasadenaca.gov>
Cc: [REDACTED]
Subject: Grand Avenue bicycle lane

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,

Please make note that I, as a resident at [REDACTED] Grand Ave, South Pasadena am against repainting the bike lane on Grand Avenue as there is no evidence of benefit from the standpoint of:

- 1: Encouragement to use bicycles as a transportation option
- 2: Improved pedestrian and cyclist safety
- 3: Aesthetics of this historical district
- 4: South Pasadena City budget.

Sincerely,

Joseph Chen

May 15, 2024

South Pasadena City Council and Mayor Zneimer
1424 Mission Street
South Pasadena, CA 91030

Dear Mayor Zneimer and Members of the South Pasadena City Council,

As parents of school-age children in the South Pasadena community, we are writing to express our **strong support for maintaining the bike lanes on Grand Avenue** and advocating for the redesign of more streets to promote safe walking and biking routes for our children.

The presence of bike lanes on Grand Avenue is paramount to the safety of our children. **We firmly believe that these lanes provide essential guidance for both cyclists and motorists, ensuring a safer environment for all road users.** It is concerning to hear that some constituents prioritize the aesthetics of their street over the safety of our community. We urge you to make safety your guiding principle and reconsider any plans to remove the bike lanes on Grand Avenue.

In a world where budgetary constraints are at a fever pitch, it seems contradictory for the city to consider allocating funds to remove bike lanes! We urge you to allocate resources towards initiatives that enhance community safety and well-being, such as maintaining bike lanes and supporting educational programs.

We implore you to demonstrate leadership by implementing innovative planning strategies that prioritize all modes of transportation. South Pasadena has the opportunity to serve as an example for the rest of our county, state, and country by embracing inclusive transportation policies that prioritize safety and accessibility for all residents, particularly our children.

We understand that each of you is a parent yourselves, and we ask you to consider how you would feel in today's environment of distracted driving and lax enforcement of speed limits if your child were to ride their bike to a friend's house or school. **We believe that by prioritizing safety measures such as bike lanes, we can provide peace of mind to parents and ensure the well-being of our children.**

Thank you for taking the time to consider our concerns. **Please keep the bike lanes on Grand Avenue.** We appreciate the hard work you do on behalf of our community, and we are committed to electing representatives who share our values and prioritize the safety of our children.

Respectfully Your South Pasadena Families,

The Kerwin Family (Russell, Angela, [REDACTED])

The Knopf Family (Philipp, Andrea, [REDACTED])

The Loucka Family (Josh, Lauren, [REDACTED])
The Bessenger Family (Craig, Lauren, [REDACTED])
The Morgan & Keller Family (Van, Megan, [REDACTED])
The Kwan Family (Kelly, Trevor, and [REDACTED])
The Porter Family (Alex, Emily, [REDACTED])
The Gaines Family (Andrew, Daniela, [REDACTED])
The Siapas Family (Paula, Thanos, [REDACTED])
The Ortega Gomez Family (Janis, Xavier, [REDACTED])
The Kim Fain Family (Bomee, Jeremy, and [REDACTED])
The Kelly Family (Catherine, [REDACTED] Grand Ave
The Li Family (Kenny, Sanly, [REDACTED])
The McKinney Bruskin Family (Michael and O'ryan)
The Diovisalvi DeWitt Family (Tara, Dario, [REDACTED])
The Pacheco Beaty Family (Gregorio, Sarah, [REDACTED])
The Orren Family (Henry, Alessandra, [REDACTED])
The Sahgal Sharma Family (Avin, Archana, Leela and Shiv)
The Bresnahan Family (Chris and Amy)
The Jefferson Family (Sadie, John, [REDACTED])
The Holm Family (Emma, Anders, [REDACTED])
The Siegel Family (Michael, Mayumi, [REDACTED])
The Ha Family (Peter, Jenny, [REDACTED])
The Stiles Family (Clark, Lauren, [REDACTED])
The Kang-Chi Family (Ted Chi, Cindy Kang Chi, [REDACTED])
The Brennan Emmerling Family (Suzi, Mike, [REDACTED])
The Lodeiro White family: Fernando, Heather, [REDACTED]
The Joo Family (Eric, Jee-Eun Oh, [REDACTED])
The McKone Baker Family (Michael, Linda, [REDACTED])
The O'Sullivan Family
The Drevinskas family (Tomas, Gintare, [REDACTED])
Vander ARk family (Adam, Kiki, Dries and Paz)
The Stofer family (Jimmy, Jenny, [REDACTED])
The Robles Family (Glenda, Eric, Alex, Sebastian and Christian)
The Pantera Family (Kestrin, Elektra, Geronimo and Jonathan Grubb)
The Claypool Family (Jamie, Jason, Elise, and Emmett)

The Waidley Family (Alex, Josh, Gabriel and Liam)
The Ko family (Paul, Jen, Alex, Eva)
The Hou Family (Tony, Melody, Owen, and Malcolm)
The Adzemovic Family (Andrew, Angela, Oa, Abram)
The Rendon Varela Family (Rachael, Edgar, Luna and Julien)
The Smith Family (Laura, Joel, Daisy and Ted)
The Boyle Family (Kristin, James, Lorelai, and Tyler)
The Mauceli family (David, Beth, Nicholas, and Theo)
The Keim family (Mike, Alex, [REDACTED])
The Kelley Family (Cristina, Thomas and Gemma)
The Petrou Thompson Family (Damian, Jaime, [REDACTED])
The Castro Family
The Kaldor Family (Cassandra, David, Lucian & Leora)
The Pumphrey-Neuberger Family (Kristen (38), Thomas (38), [REDACTED])
The Sanchez Parra Family, [REDACTED] Melissa (44)
The Bennett Family (Megan, [REDACTED])
The Cherry and Yu family (Nicole, [REDACTED])
The Cusick family (Ruth & [REDACTED])
The Hament Family (Brandon, Rachel & Jade)
The Mar Family (Steve, Esther, Joel, & Kara)
The Boykewich Family
The Eberhardt Ratnatunga Family (Frederick, Minoli, [REDACTED])
The Hushagen Family
The Mdnor family (Khairi, Nathalie, Milla & Loulou)
The Nialis-Saulson Family
The Gillan Family (Colin, Lauren, [REDACTED])
The Naggar-Cochran Family (Elizabeth, Moh, [REDACTED])
The Barnett Family (Heidi, Nick, Benji & Violet)
The Fong Family
The Provenzano Kleinrichert family (two children [REDACTED])
The Tamis Vandavelde Famiy (Karen, Eric, [REDACTED])
The Gammell Family (Erik, Samantha [REDACTED])
The Kalavsky Family (Matt, Eryn, [REDACTED])
The Jin Kim family (Miriam, Frank, Adeline, Aspen, Asher)

The Law Family (Casey, Jessica, Ansel, Ada)

The Rudie-Newman Family (Gwen, Drew, and [REDACTED])

The Painter Family (Mindy, Rich and [REDACTED])

Jose Gonzalez

The Bonz Family (Erin, Monty, Lucy and Rob)

The Hager Family (Kristian, Maelyn, [REDACTED])

The Meeker Family ([REDACTED] Minsun and Gateley)

Jasmine Wong (along with [REDACTED])

The Wong Family ([REDACTED])

The Lubenovi Family (Alexandra, Evgueniy, [REDACTED])

Amber & Sam Jaeger

The Thoennessen Family ([REDACTED] Karl and Leslie)

The Lee Family (John, Jamie, and [REDACTED])

The Betinis Family (Sierra, [REDACTED])

Aviva Zierler & David Zierler and our children: [REDACTED]

The Peter McDonnell and Sarah Kovatch Family, [REDACTED]

- [REDACTED] use the bike lanes almost daily

The Horton family (Matt & Madeleine)

July 20, 2026

Public Works Commission

City Counsel of South Pasadena

RE: Bike lanes on Fremont

Don't

I have lived in South Pasadena for 40+ years. The people know better than to ride a bike on Fremont.

Bike riders take side streets. In the school year students can be seen coming from side streets to the schools and exiting near the schools on Fremont.

Fremont is the major North/South corridor to and from South Pasadena. Traffic is heavy most of the day and evening. Taking away traffic lanes for a bike lane is counterproductive. And just plain crazy.

Another solution needs to be found. I realize we will see more cycles, because of the introduction of e-bikes. I am suggesting improved bike lanes in side streets with signage to direct cyclist to those streets for North/South travel.

Anne Miller [REDACTED] Grand Ave South Pasadena resident for 40+ years.

July 20, 2026

Public Works Commission

City Counsel of South Pasadena,

RE: Street maintenance

The streets of South Pasadena are unsafe and an embarrassment.

Examples:

Fremont: South from Huntington Drive. Potholes. Some not filled for years. Repeated travel could damage the cars. Drivers swerve to avoid them. Best example is the pot hole just North of Onieda school.

Fremont: North bound corner of Huntington Drive. The formula for the pavement is not correct for the amount of traffic and the hot weather. There are ruts in the pavement.

Orange Grove: South from Columbia to Charter Oak. Large pot holes that need to be repaired multiple times a year.

Pasadena Avenue: East and West bound. Pot holes so large they cause the car to jump lanes. Repairs are slow and do not last long.

Huntington Drive: West bound. Pot holes from Fletcher to Fair Oaks.
East bound. Lines from Fremont to Milan very faint.

I recommend someone from the city survey the city streets different times of the day, and days of the week. Observation of the way our streets are used could help prioritize the repairs. **Grand Ave** with Yellow lines is **NOT** one of them.

Sincerely,

Anne Miller [REDACTED] Grand Ave South Pasadena resident 40+ years

July 20, 2026

Public Works Commission

City Counsel of South Pasadena,

RE: Yellow Lines on Grand Avenue

Don't.

Bicycle lanes were painted. Most riders are in groups and do not contain themselves to the lanes. Cycling is a social activity and riders talk to each side by side. Grand is a major route for cycling clubs coming from the Rose Bowl.

Painting a center yellow line, auto drivers will need to cross the line to avoid the cyclist. (Drivers have to drive on the left side now to avoid cyclist. A yellow line will not stop that.)

The bicycle lanes were painted partially for the "bicycle-bus". The group rides Tuesdays in the school year. This generation of riders are 'Me first'. They **do not** stay in the painted line. No one wants to be at the end of the line.

Grand Ave should be at the bottom of the priority for the City. Our streets are dangerous and an embarrassment. Higher priority should be to the streets that have pot-holes and are heavily trafficked.

Sincerely,

Anne Miller [REDACTED] Grand Ave South Pasadena resident 40+ years

From: Ellen Pansky [REDACTED]
Sent: Monday, July 20, 2026 2:10 PM
To: Public Works Admin <PWAdmin@southpasadenaca.gov>; CCO <cco@southpasadenaca.gov>
Cc: LELAND REICHER [REDACTED]
Subject: RE: Opposition to Painted Bike Lanes on Grand Ave.

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 Public Works Infrastructure Commission and City Council:

Subsequent to our submission of our prior written objection to painted bike lanes on Grand Ave., we became aware that there is a proposal to paint a yellow center line on Grand Ave. in addition to painted bike lanes. We object.

Grand Ave. is not a high volume, high speed thoroughfare through South Pasadena. What possible reason is there to change the calm and quiet nature of our residential street to encourage more traffic, more speed and less safety?

According to California MUTCD guidelines, criteria for yellow center lines include Average Daily Traffic of 4,000 vehicles per day, restricted visibility, blind curves, heavy parking congestion, and other factors. These criteria do not apply to Grand Ave.

We reiterate, who is promoting these changes that are strongly disfavored by residents of our street? Please honor the will of the property owners and residents of Grand Ave. and do not approve these unnecessary, disruptive and unattractive permanent painted lanes.

Thank you.
Ellen Pansky and Leland Reicher
[REDACTED] Grand Ave.
South Pasadena

From: Ellen Pansky
Sent: Wednesday, July 15, 2026 11:11 AM
To: 'PWAdmin@southpasadenaca.gov' <PWAdmin@southpasadenaca.gov>; 'cco@southpasadenaca.gov' <cco@southpasadenaca.gov>
Cc: LELAND REICHER [REDACTED]
Subject: Opposition to Painted Bike Lanes on Grand Ave.

Dear South Pasadena City Council and PWIC Commissioners,

We are writing to reiterate our strong objection to painting bike lanes on Grand Avenue in South Pasadena. As a 30-year resident on Grand Avenue, I can attest to the fact that there is no need to paint bike lane striping on this quiet residential street.

Grand Avenue has ample room for both bike riders and vehicles, without the need to delineate a dedicated bike lane. Furthermore, the predominant use of Grand Avenue between Mission and Columbia is by adult bike riders and adult bike club groups. Children rarely utilize Grand Avenue from Hermosa north to Columbia to ride bikes.

The majority of the adult bikers who use Grand Avenue travel at a high rate of speed, often exceeding the 25 mile per hour limit. They also frequently (if not invariably) run the stop sign at Hermosa and Grand Avenue. Adopting bike lanes, which typically are employed in high volume and commercial thoroughfares, is completely inappropriate for Grand Avenue. Adding permanent bike lanes will undoubtedly encourage continuing unlawful bike riding activity, including excessive speed and failure to obey traffic laws.

The residents of Grand Avenue have overwhelmingly expressed their objection to adding permanent bike lanes to our street. It is perplexing, to say the least, why the City has chosen to disregard and dishonor the wishes of the city's residents. Indeed, the City Council has many times voted not to add permanent bike lanes to Grand Avenue. Inexplicably, the City Council reversed itself when the vote last was presented to it in 2024, reportedly because it was claimed that children use Grand Avenue to ride to Arroyo Vista Elementary School.

In fact, Arroyo Vista Elementary School is south of Mission Street, and no student residing north of Mission Street would ever need to ride north on Grand Avenue in order to travel to this school. Moreover, Arroyo Vista Elementary School is adjacent to Arroyo Drive, and is not near Grand Avenue. Any child or group, such as the "Bike Bus," would naturally ride west from Grand to Arroyo Drive, and then turn south to travel on Arroyo to the Arroyo Vista Elementary School. It is disingenuous, and frankly, false, to assert that any child traveling to Arroyo Vista Elementary School would primarily use Grand Avenue as a route.

Arroyo Drive connects with the bike route utilized by the City of Pasadena. Arroyo Drive has a posted 35 mile per hour speed limit, with houses on only one side of the road, ample parking, and a wide, bike-friendly road which easily accommodates all bike riders as well as vehicle traffic. It is inconceivable that the City would choose Grand Avenue, with its lower speed limit, dual direction parking, and quiet, residential atmosphere, over the more suitable route of Arroyo Drive. Further, bike riders who are traveling for distance, will naturally use Arroyo, since it ties into the bike path for the City of Pasadena via Arroyo Boulevard South and has direct access to the Rose

Bowl. Neither of these things are true of Grand Avenue. There is no bike lane striping on Grand Avenue north of Columbia. The prior temporary striping on Grand Avenue south of Columbia ends abruptly, and does not connect to the continuation of the bike route through Pasadena.

Grand Avenue has never been on the master plan for any South Pasadena bike route. It is not suitable for the purposes of the master plan, and it is unclear why, how, and when Grand Avenue suddenly became part of the proposal. Who made the decision to include Grand Avenue, and based on what criteria?

We urge the City Council to return to its original, reasonable, and sensible decision that permanent bike lanes not be painted on Grand Avenue. Thank you for your consideration.

Very truly yours,
Ellen Pansky and Leland Reicher
■ Grand Ave.
South Pasadena

From: [Angelina Dawson](#)
To: [PWIC Public Comments](#); [CCO](#)
Subject: Grand Avenue Yellow Line and Bike Lanes
Date: Monday, July 20, 2026 1:12:38 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.

Hello,

I was surprised to see such a short notice (1 day in advance) announcement for a meeting regarding the recommendation for a yellow line and repainting the bike lanes on Grand Avenue. I have lived on Grand Avenue for 23 years and I do not see the need for a yellow line or bike lanes because our street has no businesses or schools on it. It is simply a residential street in which automobiles and cyclists drive easily without the need for painted lines. Part of the charm of our lovely Oak tree lined street is having no painted lines on it.

South Pasadena's Grand Avenue leads directly into Pasadena's Grand Avenue, which does not have a yellow line or bike lanes painted on it, so aesthetically it would look rather strange and abrupt to have painted lines just end when you hit the Pasadena border. Additionally, I thought this matter was put to an end about 1-2 years ago when it was agreed that Grand Avenue did not need painted lines?

Instead of painted lines on Grand Avenue, I would much rather see our budget going towards lighting at the Arroyo Seco parking lot near the tennis club and golf course. It is pitch black out there when you walk to your car at night, which feels like a serious danger hazard. Grand Avenue is a very safe street without the painted lines and I'd rather see our funds go to more useful projects.

I hope you can consider my strong opinion on this matter, as I already have plans at the same time as the unexpected town meeting.

Sincerely,

Angelina Dawson
 Grand Avenue

From: [Susan Bradforth](#)
To: [PWIC Public Comments](#)
Cc: [CCO](#)
Subject: Please vote NO to bike lanes and yellow stripe on grand Avenue
Date: Monday, July 20, 2026 4:31:22 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:

As a long time Grand Avenue resident and bicyclist and I'm asking you to vote NO on repainting the bike lanes and placing a yellow stripe down the middle of Grand Avenue.

Residents never asked for these lanes. They are a very short part of the ride to the rose bowl but are unnecessary given the width of the road. Non bikers use them which make them unsafe for both the non bikers and bikers alike. Prior to this, walkers and runners and baby strollers used the sidewalk - which is appropriate and safe. Cyclists used the road, which is wide and works for cyclists without the need for a bike lane. The bike bus that kids use once a week is begun by kids riding TO grand then on to arroyo vista. We don't need bike lanes for this.

The unsightly painted street gives the impression that Grand Ave is an "arterial" or thoroughfare not the beautiful residential street that it is. We already have plenty of traffic that gets diverted on rose bowl days and with the center stripe it will be seen as a viable cut through in the same way orange grove is actually designed to be.

Grand Ave was never on the "Bicycle Master Plan" to receive bike lanes. *It ends at the border with pasadena yet pasadena didn't think it necessary to extend it.*

The city used a "use-it-or-lose-it" grant which was about to expire to rush this project through with a traffic survey or resident input. We were told with a card pushed through our door that it was happening even if the majority of us didn't see it as necessary.

South Pasadena's roads and sidewalks are in dire need of repair and yet the city is considering spending even more money to repaint unwanted bike lanes and put in a median stripe? It doesn't make sense.

Please VOTE no.

Susan Bradforth  Grand Avenue., Sent from my iPhone