



Additional Documents Distributed for the Regular City Council Meeting May 18, 2016

Item No.	Agenda Item Description	Distributor	Document
7	Prepaid Warrants, General City Warrants, Redevelopment Successor Agency Check Summary, and Payroll	Paul Toor, Public Works Director	Handout, Memo to Council
17	Direction Regarding Proposed Budget Expenditures for Fiscal Year 2016-17	Larry Abelson, South Pasadena Resident	Handout, Email to Council

Memo

Date: May 18, 2016

To: Mayor and City Council

From: Paul Toor, Public Works Director 

Via: Sergio Gonzalez, City Manager

Re: Leasing of Water Rights from Azusa Water Company

City Council adopted Resolution No. 7279 on March 20, 2013, authorizing the City Manager to pre-purchase or lease water which states: "The City Manager or his/her designee is hereby authorized to pre-purchase or lease water and execute all necessary agreements to complete the transaction, whenever it is financially beneficial to do so."

Staff is in the process of leasing 1000 Acre Feet of water from Azusa Water Company for Fiscal Year (FY) 2015-16 to serve our customers. While our annual water production has gone down substantially due to water conservation efforts but still it is higher than adjudicated pumping rights based upon the operating safe yield established by the Water Master for the Main San Gabriel Water Basin. Pumping rights the City have for FY 2015-16 is 2708 Acre Feet and expected water production is 3223 Acre Feet (3 quarters actual + Estimated for the 4th quarter).

Azusa Water Company has offered to lease the rights at a discounted price, 92% of the rate established by Upper San Gabriel Valley Water District (District), an estimated saving of approx. \$54,000 from the District rate. All the necessary paper work have been executed and forwarded to Main San Gabriel Basin Water master.

Although, we have produced more than our pumping rights, production has gone down substantially from the previous years. The average annual production for years 2011-2014 was 4411 Acre Feet and dropped to 3223 Acre feet for FY 2015-16, over 26% reduction. As a result of water conservation, staff is anticipating reduction in water sales, a common trend in water utility industry in Southern California. Staff is closely watching the revenues and expenditures for the water utility and will keep the City Council appraised on regular basis. If you need any additional information, please contact the Public Works Department.

*cc: Council; CM; CA; CACC; PTOOR; DBATT; Reference Binder;
original to 5/18/2016 ADDL DECR*

Additional Material
AGENDA ITEM # 7
5/18/16 City Council Mtg.

Desiree Jimenez

City of South Pasadena

From: Sergio Gonzalez
Sent: Monday, May 16, 2016 7:02 PM
To: Larry Abelson
Cc: Paul Toor; Shin Furukawa; City Clerk's Division
Subject: RE: 2016/2017 Street Improvement Projects - 5/18/16 meeting

MAY 17 2016

City Clerk's Division

Hi Larry,

Appreciate your follow up. The City Clerk's Office will ensure that the Council receives your email in a timely manner. The recommendations from the PW Commission were presented to the City Council in full but staff did not receive any direction in regards to the proposed median improvements during the study session. Perhaps there was some confusion if the PW Comm. Recommendations for Monterey Rd. would be addressed when that project comes to them for approval and will be happening in 2 to 3 phases. The first project limits being from Fair Oaks Ave., westerly to Meridian. The second phase from Meridian Ave. to Vial Del Rey and hoping we can then move further west to the Gold Line tracks and finally to our City borders. As you know, Monterey Rd. is a very long stretch and we're going to need to phase it. Certainly would be a good idea if you attended the meeting on Wednesday evening to reinforce what you covered in this email. Happy to discuss prior to meeting as well... Appreciate your email and tremendous amount of time and effort you and other commissioners put in for our City.

Best,

Sergio Gonzalez
City Manager - City of South Pasadena

From: Larry Abelson [REDACTED]
Sent: Monday, May 16, 2016 5:17 PM
To: cco@southpasadena.gov
Cc: Sergio Gonzalez
Subject: 2016/2017 Street Improvement Projects - 5/18/16 meeting

Honorable Mayor, Vice Mayor and Councilmembers,

I would like to address two projects for the coming fiscal year which were unanimously recommended by the Public Works Commission but over which there appears to be some confusion.

I. Median modifications on Monterey Road at Via del Rey and Pasadena Avenue:

First, the proposed modifications to two existing medians on Monterey Road: one running easterly from the east leg of the intersection at Via del Rey and the other running easterly from the east leg of the intersection at Pasadena Avenue (Foremost Liquor). Put simply, the proposal, which our Commission first made approximately two years ago, is to remove a part of the eastern edge of each median, make the median a bit shorter and lengthen the existing left-turn pocket at each location. At Via del Rey, the purpose is to provide additional storage for vehicles turning left to separate them from the through lane. Otherwise, especially during rush hours, the line for those wishing to turn left backs up into the through lane, creating unnecessary backup and congestion and leading to driver frustration and unsafe swerves into the right through lane to avoid it. Extending the pocket will also promote the use of the turn lane and imminent protected left turn cycle instead of shifting traffic one block to the west (Orange Grove) which makes a U-turn (very dangerous at time) and comes back east on Monterey to turn right onto Via del Rey.

At Pasadena Avenue, the purpose is to reduce the size of the median to lengthen the existing left turn pocket, so that vehicles can enter it sooner. What happens now is

that traffic in the left through lane backs up when the signal turns red due to the crossing of Gold Line trains. The existing green arrow is illuminated, but traffic is so backed up that it cuts off access to the turn lane, so those wishing to turn left are stuck in the through lane. So, you end up with a green arrow that no one can utilize because they cannot get into the turn pocket, creating longer lines, unnecessary wait time and delays, and inefficiency at this intersection. Reducing the size of the median and lengthening the turn pocket will solve this problem. Improving safety and reducing inordinate delays on our arterial streets also dissuades cut-through traffic from turning onto local residential streets.

In addition to the signal on Monterey at Orange Grove, staff did not include these median modifications on its list presented to the Council at the study session last month. My presumption is that they were excluded, because by removing them (\$150k) and the Orange Grove signal (\$440k), there would be sufficient funds to resurface a few blocks of El Centro (\$620k). Neither at either of the Commission's meetings on this project list or at the Council's study session, as far as I am aware, was there any objection to or direction by the Council not to proceed with the modifications. In fact, I recall Councilmember Cacciotti's emphasizing the need for the median modification at Via del Rey when he was addressing the left-arrow project there. The only issues regarding the street improvement projects were the Arroyo Drive speed feedback sign and whether to resurface El Centro or put in the Orange Grove signal, with the ultimate decision to do both. Nonetheless, staff has advised that, even though there had been no direction to exclude the median modifications from the project list, it was inexplicably not including them in the projects for the coming year for your hearing this Wednesday. This caused me serious concern. Modifying these medians should proceed without more delay, as we work to improve the safety of all those who use Monterey Road.

II. Arroyo Drive speed feedback sign

Speeding is an ongoing concern for the residents of Arroyo Drive which is quite wide and without any stop sign or other control between Mission to the south and San Rafael (in Pasadena) to the north. As a result, it is a convenient cut-through route for north-south traffic through town. These concerns were brought to staff in 2014, which led to a traffic study included in the 2015-16 budget to develop traffic calming concepts for Arroyo Drive between Columbia Street and Mission Street. The study proposed six different concepts, including striping measures (the street currently has none), intersection modifications, and a speed feedback sign. At a well-attended neighborhood meeting on 10/20/15, these ideas were presented, and four more were developed. The Public Works Commission then considered the study at its meeting on 2/10/16, which was attended by several Arroyo Drive residents. After hearing all of the public comment and studying the report's various proposals, the Commission recommended the installation of a speed feedback sign for southbound Arroyo Drive and a number of smaller signage/striping measures to improve safety along this route.

A few issues regarding the proposed sign came up at the study session which deserve some attention. First, yes, there are a number of locations in town where speeding is of particular concern. Speed signs have already been installed in some of these locations, e.g., southbound Fair Oaks south of Monterey, southbound Orange Grove north of the 110, eastbound Monterey west of Via del Rey, and northbound Via del Rey south of Monterey. In addition, Pasadena and San Marino have installed speed feedback signs on multiple streets just outside our city, including on Pasadena Avenue north of Columbia Street and northbound Garfield Avenue south of Monterey Road. These signs are so prevalent, because they have been demonstrated to be effective in causing drivers to slow down when they see the flashing display alerting them that they are in excess of the speed limit, either out of a desire to drive consistent with the speed limit or out of fear that traffic enforcement may be close by. While such signs are sometimes on both sides of a street, directly opposite each other, they are routinely employed on only one side for a variety of reasons, including targeting the direction with the larger problem, avoiding installation directly in front of residents' homes, and cost.

Moreover, staff worked with our Commission to develop a set of guidelines (adopted on 11/3/15) for considering the installation of speed feedback signs. If residents on a street believe such a sign is appropriate, they can make a request to the Public Works Department, which will apply the guidelines and make a recommendation to the Commission. A procedure is in place to provide streets in need who meet the guidelines with a remedy. Those who may not meet the guidelines or for other reasons cannot receive a permanent sign (lack of adequate site for installation, inability to obtain homeowner consent, etc.) may still take advantage of one of SPPD's two current speed feedback trailers. Purchasing a third transportable speed feedback sign is not the answer. Deploying and recovering these trailers requires the use of police department

manpower which is precious and limited. The trailers also need to be maintained (repair/replacement of rechargeable batteries, etc.) Finally, they are only effective when they are deployed, meaning that deserving streets like Arroyo Drive will remain without any meaningful speed control or protection the vast majority of the time. Similarly, striping measures (which were in any event not supported by the residents) may at best provide a refuge for non-vehicular travel or somewhat visually narrow the street, but, given the width of the street, the absence of any traffic control, and its use as a bypass, striping alone will not have any meaningful impact on speeding. A permanent sign is warranted.

Thank you for your consideration of these issues.

Larry Abelson