CITY OF SOUTH PASADENA
ADDITIONAL DOCUMENTS

WEDNESDAY, OCTOBER 1, 2025, AT 7:00 PM

AMENDED ADDITIONAL DOCUMENTS

Amended Additional Documents to the October 1, 2025 City Council Meetings. The attached documents include submitted written public comments and amendments to the agenda. Submit by no later than 12:00 p.m., on the day of the City Council meeting. Correspondence received after this time will be distributed the following business day.

AMENDED ADDITIONAL DOCUMENTS TO THE OCTOBER 1, 2025 CITY COUNCIL MEETINGS

- General Public Comment_ Yvonne LaRose
- General Public Comment_ Yvonne LaRose (2)
- Memo for Item No. 12
- Public Comment_Ed Elsner_Item No. 13
- Presentation for Item No. 14
- Presentation for Item No. 15
- Public Comment for Item No. 16
- Presentation for Item No. 16
- Memo for Item No. 17
- Public Comment for Item No. 18

From: Yvonne LaRose
To: City Council Public Comment
Subject: General Public Comment, October 1, 2025: Preservation, Belonging, and Moral Cartography
Date: Sunday, September 28, 2025 12:02:44 PM

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Subject: Public Comment: Preservation, Belonging, and Moral Cartography

To: City Council
BCC: Library Historical Librarian, Historic Preservation Foundation

What Is a City?

A Reflection on Preservation, Belonging, and Moral Cartography

In his 1996 book *The Open Sore of a Continent*, Wole Soyinka asked, "What is a country?"—not as a geographic fact, but as a moral question. He juxtaposed physical boundaries with cultural identity, probing whether a nation's soul is found in its architecture or in its people, in its proclamations or its silences.

This reflection invites South Pasadena to ask: *What is a city?*

Is it the sum of its historic homes and tree-lined streets? Or is it the lived experience of those who have been welcomed—or excluded—within its borders?

Preservation or Exclusion?

South Pasadena proudly champions historic preservation. Yet the question remains: *Which history are we preserving?*

The city's origins as a Sundown Town are not incidental—they are foundational. For decades, people of color were permitted only in servitude roles, rendered invisible in civic life. If preservation efforts focus solely on architectural aesthetics without reckoning with this legacy—including both overt and passive discriminatory practices—we risk curating nostalgia over justice.

Preservation must be expansive. It must include:

- Stories of domestic workers, gardeners, and builders whose labor shaped the city.
- Oral histories from displaced families—such as the Japanese Americans forcibly removed during World War II.
- Exhibits and archives that confront exclusionary zoning and civic gatekeeping.

SB 79: A Mirror, Not a Threat

Senate Bill 79, which mandates upzoning near transit hubs, has sparked concern among preservationists. But instead of resisting it solely on aesthetic grounds, South Pasadena could use it as a mirror:

"If we must choose which 10% of our history to protect, let us choose the stories that make us whole—not just the ones that make us proud."

This is an opportunity to reimagine preservation as inclusion—to ensure that density does not mean displacement, and that development does not erase memory.

Economic Design as a Pillar of Discrimination

A newspaper editor once remarked that South Pasadena, by its actions and policies, functions as a place of *ex*clusion—not necessarily by race, but by design. This critique deserves attention.

Exclusion operates subtly:

- Zoning laws that restrict affordability.
- Civic procedures that deter participation.
- Infrastructure decisions that prioritize aesthetics over accessibility.

These are not always malicious—but they accumulate into a pattern. A pattern that validates the quiet discomfort felt by renters, youth, immigrants, and others who see no future here.

Toward a City of Belonging

If South Pasadena is to be more than its boundaries, it must become a moral landscape shaped by inclusion. That means:

- Reframing historic preservation to honor all contributors.
- Using SB 79 as a catalyst for ethical development.
- Creating civic spaces where all voices are heard—not just those fluent in procedure.

This is not an indictment—it's an invitation.
To ask: Who do we imagine when we say "our community"?
Who do we design for? And who do we forget?

Let us preserve not just buildings, but belonging.
Let us honor not just the visible, but the silenced.
Let us build a city that remembers—and welcomes.

Submitted by:
Yvonne LaRose
Organization Development Consultant
Certified California Accredited Consultant:

Diversity/Title VII, Harassment, Ethics

From: Yvonne LaRose
To: City Council Public Comment
Subject: General Public Comment, October 1, 2025: Freedom from Harm: Ethical Prevention Over Surveillance
Date: Sunday, September 28, 2025 5:14:48 PM

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My presence tonight is from the Domestic Violence ("DV") and HR space. Because of recent circumstances that are growing with frequency of threats to the wonderful progress we've been making, tonight's comment also comes from the place of restating a concerned citizen's desire to educate and raise awareness of the telltale signs of abuse - and do positive things to subvert those conditions.

My work in domestic violence advocacy spans over two decades—statutory training, public education, workplace policy, and civic engagement. In 2023, I petitioned the Public Safety Commission to support workshops focused on three at-risk populations. That request was met with silence.

On September 17, 2025, another citizen echoed my proposal—this time advocating surveillance devices to detect telltale signs and intervention. His comment mirrored my original intent but replaced ethical engagement with technological monitoring.

Let me be clear:

- Surveillance is not care.
- Survivors are not threats.
- Prevention does not come from authoritarian expansion—it comes from community.

We must build systems that reflect our founding values:

- **Freedom of speech and privacy**
- **Freedom from fear, unjust prosecution, and cruel and unusual punishment**—in homes, workplaces, classrooms, and civic spaces

Surveillance does not and should not substitute for involved citizens and communities of humanitarian concern. Paying attention to warning signs is a responsibility we all carry—regardless of age, ethnicity, or state of well-being. Sometimes *because* of someone's well-being, we must recognize suicide ideation not pronounced but screaming through telltale signs.

Gentle human intervention wins every time. Not Nosey Parker practices—but concerned neighbor care. Not vague offers of "whatever you need"—but specific, actionable support. Know where the resources are. Know how to use them. And when enough is enough, don't strike the match that ignites the fuse.

Surveillance—for all three at-risk populations—is definitely NOT the answer.
- Being aware and prepared obviates the need to live with PTSD.
- PTSD is not just the aftermath of mass shootings or civil unrest. It is the residue of trauma that lives in the brain and shapes the body's response to future harm, suspected or real.

Being responsible dampens civilian instances of the illness.
Being ethical prevents civic complicity in its spread.

Let Domestic Violence Awareness Month be a time of reckoning. Let us build systems that listen, not watch. That respond, not record. That honor, not expose.

Respectfully submitted,

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

City of South Pasadena
City Manager's Office

Memo

Date: September 29, 2025

To: The Honorable City Council

Via: Todd Hileman, City Manager

From: Alma Medina, Assistant to the City Manager

Subject: October 1, 2025 City Council Meeting Item No. 12 Revisions

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Attached is a copy of a revised agenda report for Item No. 12. It replaces the previously submitted version and includes the following minor corrections:

- Recommendation No. 3 is updated to the following:
  - "Approve the reclassification of one vacant Maintenance Worker position to one Lead Maintenance Worker position in the Public Works Department;"

- Revised Attachment 3, Proposed Resolution (attached)

No other changes were made to this report.

Attachments: A. Staff Report
B. Proposed Resolution

City Council Agenda Report

ITEM NO. 12

DATE: October 1, 2025

FROM: Todd Hileman, City Manager

PREPARED BY: Nick Kimball, Assistant City Manager/ Chief Financial Officer

SUBJECT: **CONSIDERATION OF A RESOLUTION ESTABLISHING TWO NEW EMPLOYEE CLASSIFICATIONS, JOB DESCRIPTIONS AND SALARY RANGES; APPROVING THE RECLASSIFICATION OF EXISTING POSITIONS; APPROVING A RESOLUTION ALLOCATING FUNDS TO SUPPORT THE PERSONNEL REQUESTS; AND APPROVING A CITYWIDE SALARY SCHEDULE SUPERSEDING RESOLUTION NO. 7934 EXHIBIT A SALARY SCHEDULE**

Recommendation

It is recommended that the City Council consider adoption of the proposed Resolution to:

1. Approve and establish the job classification and salary range for the Public Works Supervisor (two positions);
2. Approve and establish the job classification and salary range for the Assistant Library Director;
3. Approve the reclassification of one vacant Maintenance Worker position to one Lead Maintenance Worker position in the Public Works Department;
4. Eliminate a Part-Time Management Aide under Senior Services and merging those responsibilities with a vacant Part-Time Community Services Coordinator to one Full-Time Community Services Coordinator in the Community Services Department;
5. Consolidate two Part-Time Management Aides to one Full-Time Management Aide under the Recreation Division in the Community Services Department;
6. Approve the allocation of funds from the vacant Facility and Parks Supervisor to the Public Works Supervisor;
7. Approve the allocation of funds from the vacant Library Manager position to the Assistant Library Director;
8. Adding one Part-Time Administrative Assistant to the Library Department;
9. Approve an amendment to the Fiscal Year (FY) 2025-2026 Adopted Budget to appropriate $197,499 in salary and benefits in the General Fund (Fund 101), $28,667 in salary and benefits in the Water Fund (Fund 500), $26,175 in salary and benefits in the Sewer Fund (Fund 210), and $19,008 in salary and benefits in the State Gas Tax Fund (Fund 230);
10. Approve an amended/corrected citywide salary schedule to supersede Resolution No. 7934 Exhibit A with an effective date of September 8, 2025.

Executive Summary

As the City continues to optimize resource allocations across departments and strengthen

organizational capacity, the City Manager has directed the Human Resources Department (HR) to assist Public Works, Library, and Community Services Departments to complete their reorganizational requests and prepare two new job classifications and descriptions.

In Public Works, the department continues to struggle in filling supervisory positions. The Facility and Parks Maintenance Supervisor is still vacant to date. The Department would like to generalize this position as a Public Works Supervisor that can be flexible in its assignment. By requesting two Public Works Supervisor positions, this will allow for cross-training and back-up coverage when needed. The current department structure lacks dedicated supervisor positions to oversee day- to-day operations and maintenance staff that upkeep city facilities and parks. The addition of the two Public Works Supervisors will enhance operational efficiency, improve service delivery, and ensure regulatory compliance across the department.

In the Library Department, increased public interfacing and administrative responsibilities have created a demand for a more advanced support role. The proposed Assistant Library Director had been a previous classification in the Library structure, and now with the recent retirement of one Library Manager, allows the re-establishment of this position to assist with higher level responsibilities.

The Community Services Department has requested to merge four part-time positions to two full-time positions to provide greater continuity and consistency of services to all those that utilize the department’s programs. The stability and growth potential of a full- time role contributes to stronger employee engagement and retention, helping the department build and maintain a high-performing team.

With these proposed changes, an updated citywide salary schedule has been prepared to include these additional positions and make any corrective actions or necessary changes to Resolution 7934 that was approved by City Council on September 3, 2025, with an effective date of September 8, 2025.

Background

As part of the City's ongoing efforts to enhance organizational efficiency, service delivery, and workforce development, the City Manager has conducted a strategic review of operational and staffing needs within the Public Works, Library and Community Service Departments. This review evaluated current workloads, supervisory structures, service expectations, and recruitment and retention challenges:

Public Works Supervisor (two positions): The City currently has a vacant Facility and Parks Supervisor position that they have been unable to fill. This has placed increased strain on upper management and limited the department's ability to respond proactively to daily operational needs, infrastructure maintenance, and emergency events. Establishing this new classification will strengthen the organizational structure, improve accountability, and support more effective coordination of field staff, maintenance projects, and regulatory compliance. The cost of these positions are being offset by the vacant Facility and Parks Supervisor and the vacant Maintenance Worker in the Streets Division.

Assistant Library Director: With growing demands of Library Services, the need to have an additional management support position to assist with public facing and administrative needs is critical to library operations. The re-establishment of the Assistant Library Director will support the City's efforts to maintain strong community presence, ensure proper management

oversight of staff and daily operations, assist with library budgeting, tracking, and reporting, and build depth in the department's management team. In August 2025, one of the Library Managers retired and will allow for funding to be shifted to cover approximately seventy-five percent (75%) of the Assistant Library Director cost.

Additionally, some of the administrative duties supporting library services will be picked up by one (1) new part-time Administrative Assistant position.

Reclassification of one Maintenance Worker to one Lead Maintenance Worker: Currently, there is one vacant positions in the Sewer Division within the Public Works Department. As the department needs more experienced personnel to execute the amount of work that has accumulated, the request is to reclassify this position to a Lead Maintenance Worker.

Community Services Department: The Community Services Department proposes to eliminate/merge four (4) part-time positions to two (2) full-time positions; eliminate a part-time Management Aide under Senior Services and merging those responsibilities with a vacant part-time Community Services Coordinator to one (1) full-time Community Services Coordinator and consolidate two (2) part-time Management Aides to one (1) full-time Management Aide under the Recreation Division in the Community Services Department. By consolidating these roles, Community Services can streamline operations, improve overall workflow, and provide consistent leadership and support to the staff.

These proposed changes are aligned with the City's long-term goals of building a resilient, skilled workforce and ensuring effective delivery of essential municipal services. Partial funding to support these actions will be addressed through departmental budget adjustments and reallocation of existing resources as noted below. In support of these changes, an updated salary schedule has been prepared that will supersede Resolution 7934 that was approved by Council on September 3, 2025, with an effective date of September 8, 2025.

Analysis

To address operational demands and align staffing levels with service expectations, staff is proposing the creation of two new job classifications and associated salary ranges. These changes are intended to enhance management capacity, ensure compliance with regulatory and audit requirements, and support the City's recruitment and retention goals.

Each proposed action is described below with associated salary ranges and funding allocations for FY 2025-26.

Public Works Supervisor (two positions):

This new classification will provide direct supervision of the City's facility and park operations, including oversight of field maintenance crews, infrastructure maintenance programs, and operational projects. By bridging the gap between field staff and department leadership, this position will improve communication, increase efficiency, and enhance the City's responsiveness to facility and park service requests.

Proposed Salary Range for two Public Works Supervisor positions:

FY2025-26 $235,875 - $286,676 (includes benefits; single range $87,360 - $106,176)

Proposed Salary Offset for the Facility and Parks Supervisor:
FY2025-26 $117,936 - $143,338 (includes benefits)

Proposed Salary Offset for the Maintenance Worker in Streets:
FY2025-26 $74,247 - $86,217 (includes benefits)

Total Maximum Amount Needed: $57,121
Funding Source:
Fund 101 - 70%
Fund 210 - 5%
Fund 500 - 25%

Proposed Salary Difference for one Maintenance Worker to one Lead Maintenance Worker in Sewer:
FY2025-26 $19,008
Funding Source:
Fund 210 – 100%

Assistant Library Director:
The Library Department has experienced increased demands related to administrative, financial budgeting, tracking, and reporting, as well as public interfacing that exceeds current management levels. This position will perform support duties for the Director including oversight of library staff and operations.

Proposed Salary Range for the Assistant Library Director:
FY2025-26 $118,080 - $158,244

Proposed Salary Offset for the Library Manager:
FY2025-26 $99,972 - $121,512

Proposed Addition of one (1) Part-Time Administrative Assistant - $27,855

Total Maximum Amount Needed: $64,587
Funding Source:
Fund 101 - 100%

Community Services Combined Positions:
This request is a role consolidation—specifically, eliminating the part-time Management Aide position under Senior Services and merging those responsibilities with the part-time Community Services Coordinator role, to create a single, full-time Community Services Coordinator position and consolidating the two part-time Management Aide positions into a single full-time Management Aide.

Proposed Salary Range for one (1) FT Community Services Coordinator:
FY2025-26 $95,191 - $115,700 (with benefits included)

Proposed Salary Offset for the Combined Salaries of PT Community Services Coordinator and PT Management Aide:
FY2025-25 $74,505 - $90,571

Proposed Salary Range for one (1) FT Management Aide:
FY2025-26 $84,386 - $102,563 (with benefits included)

Proposed Salary Offset for the Combined Salaries of two (2) PT Management Aides:
FY2025-25 $84,140 - $102,284

Total Maximum Amount Needed: $25,408
Funding Source:
Fund 101 - 100%

The estimated cost is further described in the Fiscal Impact section of this report.

Alternatives
The City Council may decide not to approve the personnel changes.

Fiscal Impact
The total annual fiscal impact of the proposed personnel actions, inclusive of salary and benefits, is estimated below for Fiscal Year 2025-26. Final costs may vary depending on the selected candidates' experience and actual placement within the range.

Position	Estimated Annual Total Cost (Salary and benefits)	Funding Sources
Public Works Supervisors (2)	$57,121 (net increase)	Fund 101 - 70% ($39,985) Fund 210 - 5% ($2,856) Fund 500 - 25% ($14,280)
One Maintenance Worker to Lead Maintenance Worker	$19,008 (net increase)	Fund 210 - 50% ($19,008)
Assistant Library Director and PT Administrative Assistant	$64,587 (net increase)	Fund 101 - 100% ($64,587)
FT Management Aide and FT Community Services Coordinator	$25,408 (net increase)	Fund 101 - 100% ($25,408)
Total Estimated Cost	**$166,124**	Distributed per above allocations Fund 500 - $14,280 Fund 210 - $21,864 Fund 101 - $129,980

The FY 2025 -2026 Adopted General Fund Budget (Fund 101) included revenues in excess of expenditures in the amount of $499,711. Therefore, the proposed increase of salary and benefits in the amount of $129,980 can be fully funded by current revenues. Additionally, the

Water Fund (Fund 500), Sewer Fund (Fund 210), and State Gas Tax Fund (Fund 230) have sufficient revenues to cover the proposed increases.

Key Performance Indicators and Strategic Plan
These items align with City Council's priority 5, to work with the City Manager and establish improved operational efficiencies.

Attachment:
Attachment No. 1 - Public Works Supervisor Job Description
Attachment No. 2 - Assistant Library Director Job Description
Attachment No. 3 - Proposed Resolution
Attachment No. 4 - Proposed Budget Resolution

CITY OF SOUTH PASADENA
RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA ADOPTING TWO NEW JOB CLASSIFICATIONS, JOB DESCRIPTIONS AND SALARY RANGE FOR A PUBLIC WORKS SUPERVISOR AND ASSISTANT LIBRARY DIRECTOR, RECLASSIFICATION OF ONE MAINTENANCE WORKERS TO LEAD MAINTENANCE WORKER IN THE PUBLIC WORKS DEPARTMENT, AND APPROVING A CITYWIDE SALARY SCHEDULE SUPERSEDING RESOLUTION NO. 7934 EXHIBIT A SALARY SCHEDULE

WHEREAS, the City wishes to adopt the job classification and salary range for Public Works Supervisor,

WHEREAS, the City wishes to adopt the job classification and salary range for Assistant Library Director,

WHEREAS, the City wishes to reclassify two vacant Maintenance Worker positions in Public Works to two Lead Maintenance Workers,

WHEREAS, the City wishes to eliminate and consolidate multiple part-time positions in order to create two full-time positions and add one part-time position,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA DOES RESOLVE, DECLARE AND DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The classification of Public Works Supervisor is hereby established.

SECTION 2. The classification of Assistant Library Director is hereby established.

SECTION 3. The one vacant Maintenance Worker position in Public Works is reclassified to one Lead Maintenance Worker.

SECTION 4. The Part-Time Management Aide position under Senior Services is hereby eliminated and those responsibilities are hereby merged with

those of a vacant Part-Time Community Services Coordinator position, to one Full-Time Community Services Coordinator in the Community Services Department

SECTION 5. Two Part- Time Management Aides positions are hereby consolidated to one Full- Time Management Aide under the Recreation Division in the Community Services Department.

SECTION 6. One Part- Time Administrative Assistant position in the Library Department is hereby established.

SECTION 7. The Public Works Supervisor is in the Public Service Employees' Association.

SECTION 8. The Assistant Library Director is in the Unrepresented Management Employee group.

SECTION 9. The salary range for the Public Works Supervisor and the Assistant Library Director as set forth in Exhibit A is hereby adopted.

SECTION 10. The citywide salary schedule for all classifications as set forth in Exhibit A is hereby adopted and supersedes Resolution No. 7934 Exhibit A with an effective date of September 8, 2025.

SECTION 11. The City Council hereby approves the allocation of funds as described in the October 1, 2025, City Council agenda report for this matter to support the above personnel changes and updated salary ranges.

SECTION 12. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED ON this 1st day of October 2025.

_____

Janet Braun, Mayor

ATTEST:

_____

Mark Perez, Acting Chief City Clerk

APPROVED AS TO FORM:

_____

Roxanne Diaz, City Attorney

I HEREBY CERTIFY the foregoing resolution was duly adopted by the City Council of the City of South Pasadena, California, at a regular meeting held on the 1st of October 2025 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

_____

Mark Perez, Acting Chief City Clerk

Exhibit A

CITY OF SOUTH PASADENA
SALARY SCHEDULE
EFFECTIVE SEPTEMBER 8, 2025

City of South Pasadena
Comprehensive Salary Schedule
Effective September 8, 2025

POSITION TITLE	BARGAINING UNIT	RATE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G
CITY COUNCIL	N/A	Monthly	--	--	--	--	--	--	$ 950
CITY TREASURER	N/A	Monthly	--	--	--	--	--	--	$ 706

POSITION TITLE	BARGAINING UNIT	RATE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G
CITY MANAGER	N/A	Monthly	--	--	--	--	--	--	$ 25,000
		Hourly	--	--	--	--	--	--	$ 144.23

POSITION TITLE	BARGAINING UNIT	RATE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G	Column1
ACCOUNT CLERK	PSEA	Monthly	$ 4,379	$ 4,598	$ 4,828	$ 5,070	$ 5,323			
		Hourly	$ 25.26	$ 26.53	$ 27.85	$ 29.25	$ 30.71			
ACCOUNTANT	PSEA	Monthly	$ 6,597	$ 6,927	$ 7,273	$ 7,636	$ 8,018			
		Hourly	$ 38.06	$ 39.96	$ 41.96	$ 44.05	$ 46.26			
ACCOUNTING TECHNICIAN I	PSEA	Monthly	$ 4,987	$ 5,236	$ 5,498	$ 5,773	$ 6,062			
		Hourly	$ 28.77	$ 30.21	$ 31.72	$ 33.31	$ 34.97			
ACCOUNTING TECHNICIAN II	PSEA	Monthly	$ 5,537	$ 5,814	$ 6,105	$ 6,410	$ 6,730			
		Hourly	$ 31.94	$ 33.54	$ 35.22	$ 36.98	$ 38.83			
ADMINISTRATIVE ASSISTANT	PSEA	Monthly	$ 4,846	$ 5,088	$ 5,343	$ 5,610	$ 5,891			
		Hourly	$ 27.96	$ 29.35	$ 30.83	$ 32.37	$ 33.99			
ASSISTANT PLANNER	PSEA	Monthly	$ 6,334	$ 6,650	$ 6,983	$ 7,332	$ 7,698			
		Hourly	$ 36.54	$ 38.37	$ 40.29	$ 42.30	$ 44.41			
ASSOCIATE CIVIL ENGINEER	PSEA	Monthly	$ 8,349	$ 8,766	$ 9,204	$ 9,664	$ 10,148			
		Hourly	$ 48.17	$ 50.57	$ 53.10	$ 55.75	$ 58.55			
ASSOCIATE PLANNER	PSEA	Monthly	$ 7,385	$ 7,754	$ 8,141	$ 8,548	$ 8,976			
		Hourly	$ 42.61	$ 44.73	$ 46.97	$ 49.32	$ 51.78			
BUILDING MAINTENANCE WORKER	PSEA	Monthly	$ 5,072	$ 5,326	$ 5,592	$ 5,872	$ 6,166			
		Hourly	$ 29.26	$ 30.73	$ 32.26	$ 33.88	$ 35.57			
CIP ANALYST	PSEA	Monthly	$ 7,247	$ 7,609	$ 7,989	$ 8,388	$ 8,807			
		Hourly	$ 41.81	$ 43.90	$ 46.09	$ 48.39	$ 50.81			
CIP PROJECT MANAGER	PSEA	Monthly	$ 8,563	$ 8,991	$ 9,441	$ 9,913	$ 10,409			
		Hourly	$ 49.40	$ 51.87	$ 54.47	$ 57.19	$ 60.05			
CIVIL ENGINEERING ASSISTANT	PSEA	Monthly	$ 6,773	$ 7,112	$ 7,468	$ 7,841	$ 8,233			
		Hourly	$ 39.08	$ 41.03	$ 43.08	$ 45.24	$ 47.50			
CODE ENFORCEMENT OFFICER	PSEA	Monthly	$ 5,818	$ 6,109	$ 6,414	$ 6,735	$ 7,071			
		Hourly	$ 33.57	$ 35.24	$ 37.00	$ 38.86	$ 40.79			
COMMUNITY SERVICES COORDINATOR	PSEA	Monthly	$ 5,876	$ 6,169	$ 6,478	$ 6,802	$ 7,142			
		Hourly	$ 33.90	$ 35.59	$ 37.37	$ 39.24	$ 41.20			
DEPUTY CITY CLERK	PSEA	Monthly	$ 5,975	$ 6,274	$ 6,588	$ 6,917	$ 7,263			
		Hourly	$ 34.47	$ 36.20	$ 38.01	$ 39.91	$ 41.90			
ELECTRICIAN	PSEA	Monthly	$ 5,976	$ 6,274	$ 6,588	$ 6,917	$ 7,263			
		Hourly	$ 34.48	$ 36.20	$ 38.01	$ 39.91	$ 41.90			

**All employees were placed using "Next Closest Step" methodology unless otherwise noted in their MOU.*

CITY OF SOUTH PASADENA
SALARY SCHEDULE
EFFECTIVE SEPTEMBER 8, 2025

POSITION TITLE	BARGAINING UNIT	RATE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G	Column1
GRANTS ANALYST	PSEA	Monthly	$ 7,247	$ 7,609	$ 7,989	$ 8,388	$ 8,807			
		Hourly	$ 41.81	$ 43.90	$ 46.09	$ 48.39	$ 50.81			
HUMAN RESOURCES ANALYST	PSEA	Monthly	$ 7,359	$ 7,727	$ 8,114	$ 8,519	$ 8,945			
		Hourly	$ 42.46	$ 44.58	$ 46.81	$ 49.15	$ 51.61			
LEAD CODE ENFORCEMENT OFFICER	PSEA	Monthly	$ 6,328	$ 6,644	$ 6,976	$ 7,325	$ 7,691			
		Hourly	$ 36.51	$ 38.33	$ 40.25	$ 42.26	$ 44.37			
LEAD MAINTENANCE WORKER	PSEA	Monthly	$ 5,840	$ 6,132	$ 6,439	$ 6,761	$ 7,099			
		Hourly	$ 33.69	$ 35.38	$ 37.15	$ 39.01	$ 40.96			
LIBRARIAN	PSEA	Monthly	$ 6,181	$ 6,490	$ 6,814	$ 7,155	$ 7,513			
		Hourly	$ 35.66	$ 37.44	$ 39.31	$ 41.28	$ 43.34			
LIBRARY ASSOCIATE	PSEA	Monthly	$ 4,714	$ 4,950	$ 5,198	$ 5,458	$ 5,731			
		Hourly	$ 27.20	$ 28.56	$ 29.99	$ 31.49	$ 33.06			
LIBRARY CLERK II	PSEA	Monthly	$ 4,023	$ 4,224	$ 4,435	$ 4,657	$ 4,890			
		Hourly	$ 23.21	$ 24.37	$ 25.59	$ 26.87	$ 28.21			
LIBRARY MANAGER	PSEA	Monthly	$ 8,331	$ 8,747	$ 9,185	$ 9,644	$ 10,126			
		Hourly	$ 48.06	$ 50.46	$ 52.99	$ 55.64	$ 58.42			
LIBRARY TECHNICAL ASSISTANT	PSEA	Monthly	$ 5,035	$ 5,287	$ 5,551	$ 5,829	$ 6,120			
		Hourly	$ 29.05	$ 30.50	$ 32.03	$ 33.63	$ 35.31			
MAINTENANCE WORKER I	PSEA	Monthly	$ 4,537	$ 4,764	$ 5,002	$ 5,252	$ 5,515			
		Hourly	$ 26.18	$ 27.48	$ 28.86	$ 30.30	$ 31.82			
MAINTENANCE WORKER II	PSEA	Monthly	$ 4,757	$ 4,995	$ 5,244	$ 5,507	$ 5,782			
		Hourly	$ 27.44	$ 28.82	$ 30.25	$ 31.77	$ 33.36			
MANAGEMENT AIDE	PSEA	Monthly	$ 5,209	$ 5,469	$ 5,742	$ 6,030	$ 6,331			
		Hourly	$ 30.05	$ 31.55	$ 33.13	$ 34.79	$ 36.53			
MANAGEMENT ANALYST	PSEA	Monthly	$ 6,871	$ 7,215	$ 7,576	$ 7,954	$ 8,352			
		Hourly	$ 39.64	$ 41.63	$ 43.71	$ 45.89	$ 48.18			
MANAGEMENT ASSISTANT	PSEA	Monthly	$ 5,828	$ 6,119	$ 6,425	$ 6,747	$ 7,084			
		Hourly	$ 33.62	$ 35.30	$ 37.07	$ 38.93	$ 40.87			
PERMIT TECHNICIAN	PSEA	Monthly	$ 4,824	$ 5,065	$ 5,318	$ 5,584	$ 5,863			
		Hourly	$ 27.83	$ 29.22	$ 30.68	$ 32.22	$ 33.83			
PUBLIC WORKS INSPECTOR	PSEA	Monthly	$ 6,641	$ 6,973	$ 7,321	$ 7,687	$ 8,072			
		Hourly	$ 38.31	$ 40.23	$ 42.24	$ 44.35	$ 46.57			
PUBLIC WORKS SUPERVISOR	PSEA	Monthly	$ 7,280	$ 7,644	$ 8,026	$ 8,427	$ 8,848			
		Hourly	$ 42.00	$ 44.10	$ 46.30	$ 48.62	$ 51.05			
SENIOR ACCOUNTANT	PSEA	Monthly	$ 8,397	$ 8,817	$ 9,257	$ 9,720	$ 10,206			
		Hourly	$ 48.44	$ 50.87	$ 53.41	$ 56.08	$ 58.88			
SENIOR ELECTRICIAN	PSEA	Monthly	$ 6,394	$ 6,713	$ 7,049	$ 7,401	$ 7,772			
		Hourly	$ 36.89	$ 38.73	$ 40.67	$ 42.70	$ 44.84			
SENIOR PLANNER	PSEA	Monthly	$ 8,397	$ 8,817	$ 9,258	$ 9,721	$ 10,207			
		Hourly	$ 48.44	$ 50.87	$ 53.41	$ 56.08	$ 58.89			
SENIOR WATER PRODUCTION/TREATMENT OPERATOR	PSEA	Monthly	$ 6,810	$ 7,151	$ 7,509	$ 7,884	$ 8,278			
		Hourly	$ 39.29	$ 41.26	$ 43.32	$ 45.48	$ 47.76			
SENIOR WATER UTILITY WORKER	PSEA	Monthly	$ 6,303	$ 6,635	$ 6,984	$ 7,352	$ 7,739			

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CITY OF SOUTH PASADENA
SALARY SCHEDULE
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POSITION TITLE	BARGAINING UNIT	RATE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G	Column1
		Hourly	$ 36.36	$ 38.28	$ 40.29	$ 42.42	$ 44.65			
STREET SUPERVISOR	PSEA	Monthly	$ 7,157	$ 7,514	$ 7,890	$ 8,285	$ 8,699			
		Hourly	$ 41.29	$ 43.35	$ 45.52	$ 47.80	$ 50.19			
TRANSPORTATION DRIVER	PSEA	Monthly	$ 3,718	$ 3,904	$ 4,099	$ 4,304	$ 4,519			
		Hourly	$ 21.45	$ 22.52	$ 23.65	$ 24.83	$ 26.07			
WATER CONSERVATION ANALYST	PSEA	Monthly	$ 6,871	$ 7,215	$ 7,576	$ 7,954	$ 8,352			
		Hourly	$ 39.64	$ 41.63	$ 43.71	$ 45.89	$ 48.18			
WATER OPERATIONS SUPERVISOR	PSEA	Monthly	$ 7,729	$ 8,116	$ 8,522	$ 8,948	$ 9,395			
		Hourly	$ 44.59	$ 46.82	$ 49.17	$ 51.62	$ 54.20			
WATER PRODUCTION/TREATMENT OPERATOR	PSEA	Monthly	$ 5,848	$ 6,140	$ 6,447	$ 6,769	$ 7,108			
		Hourly	$ 33.74	$ 35.42	$ 37.19	$ 39.05	$ 41.01			
WATER UTILITY WORKER I	PSEA	Monthly	$ 5,033	$ 5,284	$ 5,548	$ 5,826	$ 6,117			
		Hourly	$ 29.04	$ 30.48	$ 32.01	$ 33.61	$ 35.29			
WATER UTILITY WORKER II	PSEA	Monthly	$ 5,685	$ 5,969	$ 6,267	$ 6,581	$ 6,910			
		Hourly	$ 32.80	$ 34.44	$ 36.16	$ 37.97	$ 39.87			
ACCOUNTING MANAGER/CONTROLLER	UNREPRESENTED	Monthly	$ 12,070	$ 12,674	$ 13,308	$ 13,973	$ 14,672	$ 15,405	$ 16,176	
		Hourly	$ 69.63	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	
ASSISTANT CITY MANAGER/CFO	UNREPRESENTED	Monthly	$ 16,472	$ 17,296	$ 18,161	$ 19,069	$ 20,022	$ 21,023	$ 22,075	
		Hourly	$ 95.03	$ 99.78	$ 104.78	$ 110.01	$ 115.51	$ 121.29	$ 127.36	
ASSISTANT LIBRARY DIRECTOR	UNREPRESENTED	Monthly	$ 9,840	$ 10,332	$ 10,849	$ 11,391	$ 11,961	$ 12,559	$ 13,187	
		Hourly	$ 56.77	$ 59.61	$ 62.59	$ 65.72	$ 69.01	$ 72.46	$ 76.08	
ASSISTANT TO THE CITY MANAGER	UNREPRESENTED	Monthly	$ 8,875	$ 9,319	$ 9,785	$ 10,274	$ 10,788	$ 11,327	$ 11,893	
		Hourly	$ 51.20	$ 53.76	$ 56.45	$ 59.27	$ 62.24	$ 65.35	$ 68.61	
BUDGET AND PURCHASING MANAGER	UNREPRESENTED	Monthly	$ 10,099	$ 10,604	$ 11,134	$ 11,691	$ 12,276	$ 12,890	$ 13,535	
		Hourly	$ 58.26	$ 61.18	$ 64.23	$ 67.45	$ 70.82	$ 74.37	$ 78.09	
CHIEF CITY CLERK	UNREPRESENTED	Monthly	$ 9,840	$ 10,332	$ 10,849	$ 11,391	$ 11,961	$ 12,559	$ 13,187	
		Hourly	$ 56.77	$ 59.61	$ 62.59	$ 65.72	$ 69.01	$ 72.46	$ 76.08	
CIP PROGRAM MANAGER	UNREPRESENTED	Monthly	$ 9,417	$ 9,888	$ 10,382	$ 10,901	$ 11,446	$ 12,018	$ 12,619	
		Hourly	$ 54.33	$ 57.05	$ 59.90	$ 62.89	$ 66.03	$ 69.33	$ 72.80	
CITY ENGINEER	UNREPRESENTED	Monthly	$ 12,674	$ 13,308	$ 13,973	$ 14,672	$ 15,405	$ 16,175	$ 16,984	
		Hourly	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	$ 97.98	
COMMUNITY DEVELOPMENT DIRECTOR	UNREPRESENTED	Monthly	$ 14,904	$ 15,649	$ 16,431	$ 17,253	$ 18,115	$ 19,021	$ 19,973	
		Hourly	$ 85.98	$ 90.28	$ 94.79	$ 99.54	$ 104.51	$ 109.74	$ 115.23	
COMMUNITY SERVICES DIRECTOR	UNREPRESENTED	Monthly	$ 13,122	$ 13,778	$ 14,467	$ 15,190	$ 15,950	$ 16,747	$ 17,585	
		Hourly	$ 75.70	$ 79.49	$ 83.46	$ 87.63	$ 92.02	$ 96.62	$ 101.45	
COMMUNITY SERVICES SUPERVISOR	UNREPRESENTED	Monthly	$ 6,293	$ 6,607	$ 6,938	$ 7,285	$ 7,649	$ 8,031	$ 8,433	
		Hourly	$ 36.31	$ 38.12	$ 40.03	$ 42.03	$ 44.13	$ 46.33	$ 48.65	
DEPUTY CITY MANAGER	UNREPRESENTED	Monthly	$ 14,904	$ 15,649	$ 16,431	$ 17,253	$ 18,115	$ 19,021	$ 19,973	
		Hourly	$ 85.98	$ 90.28	$ 94.79	$ 99.54	$ 104.51	$ 109.74	$ 115.23	
DEPUTY COMMUNITY DEVELOPMENT DIRECTOR	UNREPRESENTED	Monthly	$ 12,674	$ 13,308	$ 13,973	$ 14,672	$ 15,405	$ 16,175	$ 16,984	
		Hourly	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	$ 97.98	
DEPUTY COMMUNITY SERVICES DIRECTOR	UNREPRESENTED	Monthly	$ 9,840	$ 10,332	$ 10,849	$ 11,391	$ 11,961	$ 12,559	$ 13,187	
		Hourly	$ 56.77	$ 59.61	$ 62.59	$ 65.72	$ 69.01	$ 72.46	$ 76.08	

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CITY OF SOUTH PASADENA
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POSITION TITLE	BARGAINING UNIT	RATE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G	Column1
DEPUTY DIRECTOR OF PUBLIC WORKS	UNREPRESENTED	Monthly	$ 12,674	$ 13,308	$ 13,973	$ 14,672	$ 15,405	$ 16,175	$ 16,984	
		Hourly	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	$ 97.98	
DEPUTY FINANCE DIRECTOR/CONTROLLER	UNREPRESENTED	Monthly	$ 12,674	$ 13,308	$ 13,973	$ 14,672	$ 15,405	$ 16,175	$ 16,984	
		Hourly	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	$ 97.98	
DEPUTY FIRE CHIEF	UNREPRESENTED	Monthly	$ 14,011	$ 14,711	$ 15,447	$ 16,219	$ 17,030	$ 17,882	$ 18,776	
		Hourly	$ 80.83	$ 84.87	$ 89.12	$ 93.57	$ 98.25	$ 103.17	$ 108.32	
DEPUTY POLICE CHIEF	UNREPRESENTED	Monthly	$ 14,011	$ 14,711	$ 15,447	$ 16,219	$ 17,030	$ 17,882	$ 18,776	
		Hourly	$ 80.83	$ 84.87	$ 89.12	$ 93.57	$ 98.25	$ 103.17	$ 108.32	
ENVIRONMENTAL & SUSTAINABILITY MANAGER	UNREPRESENTED	Monthly	$ 8,875	$ 9,319	$ 9,785	$ 10,274	$ 10,788	$ 11,327	$ 11,893	
		Hourly	$ 51.20	$ 53.76	$ 56.45	$ 59.27	$ 62.24	$ 65.35	$ 68.61	
EXECUTIVE ASSISTANT	UNREPRESENTED	Monthly	$ 6,168	$ 6,476	$ 6,800	$ 7,140	$ 7,497	$ 7,872	$ 8,266	
		Hourly	$ 35.58	$ 37.36	$ 39.23	$ 41.19	$ 43.25	$ 45.42	$ 47.69	
FINANCE DIRECTOR	UNREPRESENTED	Monthly	$ 14,904	$ 15,649	$ 16,431	$ 17,253	$ 18,115	$ 19,021	$ 19,973	
		Hourly	$ 85.98	$ 90.28	$ 94.79	$ 99.54	$ 104.51	$ 109.74	$ 115.23	
FINANCE MANAGER	UNREPRESENTED	Monthly	$ 10,099	$ 10,604	$ 11,134	$ 11,691	$ 12,276	$ 12,890	$ 13,535	
		Hourly	$ 58.26	$ 61.18	$ 64.23	$ 67.45	$ 70.82	$ 74.37	$ 78.09	
FIRE CHIEF	UNREPRESENTED	Monthly	$ 15,688	$ 16,472	$ 17,296	$ 18,161	$ 19,069	$ 20,022	$ 21,090	
		Hourly	$ 90.51	$ 95.03	$ 99.78	$ 104.78	$ 110.01	$ 115.51	$ 121.67	
FIRE DIVISION CHIEF	UNREPRESENTED	Monthly	$ 12,674	$ 13,308	$ 13,973	$ 14,672	$ 15,405	$ 16,175	$ 16,984	
		Hourly	$ 52.23	$ 54.84	$ 57.58	$ 60.46	$ 63.48	$ 66.66	$ 69.99	
HUMAN RESOURCES DIRECTOR	UNREPRESENTED	Monthly	$ 13,122	$ 13,778	$ 14,467	$ 15,190	$ 15,950	$ 16,747	$ 17,585	
		Hourly	$ 75.70	$ 79.49	$ 83.46	$ 87.63	$ 92.02	$ 96.62	$ 101.45	
INFO TECHNOLOGY & SYSTEMS MANAGER	UNREPRESENTED	Monthly	$ 10,099	$ 10,604	$ 11,134	$ 11,691	$ 12,276	$ 12,890	$ 13,535	
		Hourly	$ 58.26	$ 61.18	$ 64.23	$ 67.45	$ 70.82	$ 74.37	$ 78.09	
LIBRARY DIRECTOR	UNREPRESENTED	Monthly	$ 13,122	$ 13,778	$ 14,467	$ 15,190	$ 15,950	$ 16,747	$ 17,585	
		Hourly	$ 75.70	$ 79.49	$ 83.46	$ 87.63	$ 92.02	$ 96.62	$ 101.45	
MANAGEMENT SERVICES DIRECTOR	UNREPRESENTED	Monthly	$ 13,122	$ 13,778	$ 14,467	$ 15,190	$ 15,950	$ 16,747	$ 17,585	
		Hourly	$ 75.70	$ 79.49	$ 83.46	$ 87.63	$ 92.02	$ 96.62	$ 101.45	
PLANNING MANAGER	UNREPRESENTED	Monthly	$ 10,099	$ 10,604	$ 11,134	$ 11,691	$ 12,276	$ 12,890	$ 13,535	
		Hourly	$ 58.26	$ 61.18	$ 64.23	$ 67.45	$ 70.82	$ 74.37	$ 78.09	
POLICE CAPTAIN	UNREPRESENTED	Monthly	$ 12,674	$ 13,308	$ 13,973	$ 14,672	$ 15,405	$ 16,175	$ 16,984	
		Hourly	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	$ 97.98	
POLICE CHIEF	UNREPRESENTED	Monthly	$ 15,688	$ 16,472	$ 17,296	$ 18,161	$ 19,069	$ 20,022	$ 21,090	
		Hourly	$ 90.51	$ 95.03	$ 99.78	$ 104.78	$ 110.01	$ 115.51	$ 121.67	
POLICE LIEUTENANT	UNREPRESENTED	Monthly	$ 12,070	$ 12,674	$ 13,308	$ 13,973	$ 14,672	$ 15,405	$ 16,176	
		Hourly	$ 69.63	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	
PROCUREMENT AND CONTRACTS ADMINISTRATOR	UNREPRESENTED	Monthly	$ 8,875	$ 9,319	$ 9,785	$ 10,274	$ 10,788	$ 11,327	$ 11,893	
		Hourly	$ 51.20	$ 53.76	$ 56.45	$ 59.27	$ 62.24	$ 65.35	$ 68.61	
PUBLIC AFFAIRS MANAGER	UNREPRESENTED	Monthly	$ 9,417	$ 9,888	$ 10,382	$ 10,901	$ 11,446	$ 12,018	$ 12,619	
		Hourly	$ 54.33	$ 57.05	$ 59.90	$ 62.89	$ 66.03	$ 69.33	$ 72.80	
PUBLIC WORKS DIRECTOR	UNREPRESENTED	Monthly	$ 14,904	$ 15,649	$ 16,431	$ 17,253	$ 18,115	$ 19,021	$ 19,973	
		Hourly	$ 85.98	$ 90.28	$ 94.79	$ 99.54	$ 104.51	$ 109.74	$ 115.23	
PUBLIC WORKS OPERATION MANAGER	UNREPRESENTED	Monthly	$ 9,417	$ 9,888	$ 10,382	$ 10,901	$ 11,446	$ 12,018	$ 12,619	

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CITY OF SOUTH PASADENA
SALARY SCHEDULE
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POSITION TITLE	BARGAINING UNIT	RATE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G	Column1
		Hourly	$ 54.33	$ 57.05	$ 59.90	$ 62.89	$ 66.03	$ 69.33	$ 72.80	
PUBLIC WORKS SUPERINTENDENT	UNREPRESENTED	Monthly	$ 9,068	$ 9,521	$ 9,998	$ 10,497	$ 11,022	$ 11,573	$ 12,152	
		Hourly	$ 52.32	$ 54.93	$ 57.68	$ 60.56	$ 63.59	$ 66.77	$ 70.11	
RISK MANAGER	UNREPRESENTED	Monthly	$ 10,099	$ 10,604	$ 11,134	$ 11,691	$ 12,276	$ 12,890	$ 13,535	
		Hourly	$ 58.26	$ 61.18	$ 64.23	$ 67.45	$ 70.82	$ 74.37	$ 78.09	
SENIOR CIVIL ENGINEER	UNREPRESENTED	Monthly	$ 10,099	$ 10,604	$ 11,134	$ 11,691	$ 12,276	$ 12,890	$ 13,535	
		Hourly	$ 58.26	$ 61.18	$ 64.23	$ 67.45	$ 70.82	$ 74.37	$ 78.09	
SENIOR HUMAN RESOURCES ANALYST	UNREPRESENTED	Monthly	$ 8,454	$ 8,877	$ 9,321	$ 9,787	$ 10,276	$ 10,790	$ 11,330	
		Hourly	$ 48.77	$ 51.21	$ 53.78	$ 56.46	$ 59.28	$ 62.25	$ 65.37	
SENIOR MANAGEMENT ANALYST	UNREPRESENTED	Monthly	$ 8,454	$ 8,877	$ 9,321	$ 9,787	$ 10,276	$ 10,790	$ 11,330	
		Hourly	$ 48.77	$ 51.21	$ 53.78	$ 56.46	$ 59.28	$ 62.25	$ 65.37	
TRANSPORTATION PROGRAM MANAGER	UNREPRESENTED	Monthly	$ 8,875	$ 9,319	$ 9,785	$ 10,274	$ 10,788	$ 11,327	$ 11,893	
		Hourly	$ 51.20	$ 53.76	$ 56.45	$ 59.27	$ 62.24	$ 65.35	$ 68.61	
WATER OPERATIONS MANAGER	UNREPRESENTED	Monthly	$ 9,417	$ 9,888	$ 10,382	$ 10,901	$ 11,446	$ 12,018	$ 12,619	
		Hourly	$ 54.33	$ 57.05	$ 59.90	$ 62.89	$ 66.03	$ 69.33	$ 72.80	
FIRE CAPTAIN	FFA	Monthly	$ 10,247	$ 10,759	$ 11,297	$ 11,862	$ 12,455			
		Hourly	$ 42.23	$ 44.34	$ 46.55	$ 48.88	$ 51.33			
FIRE ENGINEER	FFA	Monthly	$ 9,229	$ 9,690	$ 10,175	$ 10,684	$ 11,218			
		Hourly	$ 38.03	$ 39.93	$ 41.93	$ 44.03	$ 46.23			
FIREFIGHTER/PARAMEDIC	FFA	Monthly	$ 8,789	$ 9,229	$ 9,690	$ 10,175	$ 10,684			
		Hourly	$ 36.22	$ 38.03	$ 39.93	$ 41.93	$ 44.03			
FIREFIGHTER TRAINEE	FFA	Monthly	$ 7,520	$ 7,896	$ 8,291	$ 8,705	$ 9,140			
		Hourly	$ 30.99	$ 32.54	$ 34.17	$ 35.87	$ 37.66			
FIRE INSPECTOR	FFA	Monthly	$ 7,112	$ 7,468	$ 7,841	$ 8,233	$ 8,645			
		Hourly	$ 41.03	$ 43.08	$ 45.24	$ 47.50	$ 49.88			
POLICE SERGEANT	POA	Monthly	$ 10,257	$ 10,770	$ 11,308	$ 11,873	$ 12,467			
		Hourly	$ 59.18	$ 62.13	$ 65.24	$ 68.50	$ 71.93			
POLICE CORPORAL	POA	Monthly	$ 8,773	$ 9,212	$ 9,673	$ 10,156	$ 10,664			
		Hourly	$ 50.61	$ 53.15	$ 55.81	$ 58.59	$ 61.52			
POLICE OFFICER	POA	Monthly	$ 7,864	$ 8,257	$ 8,670	$ 9,104	$ 9,559			
		Hourly	$ 45.37	$ 47.64	$ 50.02	$ 52.52	$ 55.15			
POLICE OFFICER RECRUIT	POA	Monthly	$ 7,493	$ 7,868	$ 8,261	$ 8,674	$ 9,108			
		Hourly	$ 43.23	$ 45.39	$ 47.66	$ 50.04	$ 52.55			
LEAD POLICE DISPATCHER	POA	Monthly	$ 5,873	$ 6,167	$ 6,475	$ 6,799	$ 7,139			
		Hourly	$ 33.88	$ 35.58	$ 37.36	$ 39.23	$ 41.19			
POLICE DISPATCHER	POA	Monthly	$ 5,235	$ 5,496	$ 5,771	$ 6,060	$ 6,363			
		Hourly	$ 30.20	$ 31.71	$ 33.29	$ 34.96	$ 36.71			
PARKING CONTROL OFFICER	POA	Monthly	$ 4,370	$ 4,589	$ 4,818	$ 5,059	$ 5,312			
		Hourly	$ 25.21	$ 26.48	$ 27.80	$ 29.19	$ 30.65			
POLICE CLERK I	POA	Monthly	$ 4,190	$ 4,400	$ 4,620	$ 4,851	$ 5,093			
		Hourly	$ 24.17	$ 25.38	$ 26.65	$ 27.99	$ 29.38			
POLICE CLERK II	POA	Monthly	$ 4,274	$ 4,488	$ 4,712	$ 4,948	$ 5,195			
		Hourly	$ 24.66	$ 25.89	$ 27.18	$ 28.55	$ 29.97			

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CITY OF SOUTH PASADENA
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POSITION TITLE	BARGAINING UNIT	RATE	STEP A	STEP B	STEP C	STEP D	STEP E	STEP F	STEP G	Column1
SPECIAL ARRGMNT HRS. - FIRE DIVISION CHIEF (HOURLY)†	UNREPRESENTED	Hourly	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	$ 97.98	
SPECIAL ARRGMNT HRS. - POLICE LIEUTENANT (HOURLY)†	UNREPRESENTED	Hourly	$ 69.63	$ 73.12	$ 76.78	$ 80.61	$ 84.65	$ 88.88	$ 93.32	
ACCOUNTING CLERK	PSEA-PT	Hourly	$ 22.57	$ 23.70	$ 24.88	$ 26.13	$ 27.44			
ADMINISTRATIVE ASSISTANT	PSEA-PT	Hourly	$ 27.95	$ 29.35	$ 30.81	$ 32.36	$ 33.98			
COMMUNITY SERVICES COORDINATOR	PSEA-PT	Hourly	$ 33.90	$ 35.60	$ 37.37	$ 39.24	$ 41.21			
FIRE PREVENTION SPECIALIST	PSEA-PT	Hourly	$ 23.47	$ 24.64	$ 25.87	$ 27.17	$ 28.53			
HIGH SCHOOL INTERN (HIRED AFTER 11/5/14)	PSEA-PT	Hourly	$ 17.09	$ 17.94	$ 18.84	$ 19.78	$ 20.77			
LIBRARIAN	PSEA-PT	Hourly	$ 35.66	$ 37.44	$ 39.32	$ 41.28	$ 43.34			
LIBRARY ASSISTANT	PSEA-PT	Hourly	$ 22.00	$ 23.10	$ 24.26	$ 25.47	$ 26.74			
LIBRARY ASSOCIATE	PSEA-PT	Hourly	$ 26.67	$ 28.00	$ 29.40	$ 30.87	$ 32.41			
LIBRARY CLERK	PSEA-PT	Hourly	$ 20.00	$ 21.00	$ 22.05	$ 23.15	$ 24.31			
MAINTENANCE ASSISTANT	PSEA-PT	Hourly	$ 23.92	$ 25.11	$ 26.37	$ 27.69	$ 29.07			
MANAGEMENT AIDE	PSEA-PT	Hourly	$ 30.05	$ 31.55	$ 33.13	$ 34.79	$ 36.53			
MANAGEMENT ANALYST	PSEA-PT	Hourly	$ 39.64	$ 41.63	$ 43.71	$ 45.89	$ 48.18			
MANAGEMENT ASSISTANT	PSEA-PT	Hourly	$ 33.63	$ 35.30	$ 37.07	$ 38.92	$ 40.87			
MANAGEMENT INTERN (HIRED AFTER 11/5/14)	PSEA-PT	Hourly	$ 25.46	$ 26.73	$ 28.06	$ 29.47	$ 30.94			
PARKING CONTROL AIDE	PSEA-PT	Hourly	$ 20.00	$ 21.00	$ 22.05	$ 23.15	$ 24.31			
POLICE CADET	PSEA-PT	Hourly	$ 20.00	$ 21.00	$ 22.05	$ 23.15	$ 24.31			
RECREATION CAMP DIRECTOR	PSEA-PT	Hourly	$ 24.13	$ 25.34	$ 26.61	$ 27.94	$ 29.34			
RECREATION LEADER	PSEA-PT	Hourly	$ 20.00	$ 21.00	$ 22.05	$ 23.15	$ 24.31			
REFERENCE LIBRARIAN	PSEA-PT	Hourly	$ 26.49	$ 27.81	$ 29.20	$ 30.66	$ 32.20			
SENIOR MANAGEMENT ANALYST	PSEA-PT	Hourly	$ 48.77	$ 51.21	$ 53.78	$ 56.46	$ 59.28			
SENIOR CENTER FOOD SERVICES LEADER	PSEA-PT	Hourly	$ 20.00	$ 21.00	$ 22.05	$ 23.15	$ 24.31			
TRANSPORTATION DRIVER	PSEA-PT	Hourly	$ 21.45	$ 22.52	$ 23.65	$ 24.83	$ 26.07			

Actual salaries may differ due to rounding.

**** Salary calculation - monthly salary multiplied by 12 months equals annual salary and divided by 2080 (2912 for Fire) hours equals hourly rate.***

**All employees were placed using "Next Closest Step" methodology unless otherwise noted in their MOU.*

From: Ed Elsner
To: City Council Public Comment
Subject: Public Comment, Item 13 (Film Policy), Regular City Council Meeting, Oct 1, 2025
Date: Wednesday, October 1, 2025 8:22:01 AM

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Dear Mayor and City Council,

Here are a few suggestions for the Parking Requirements section of the South Pasadena Film Policy:

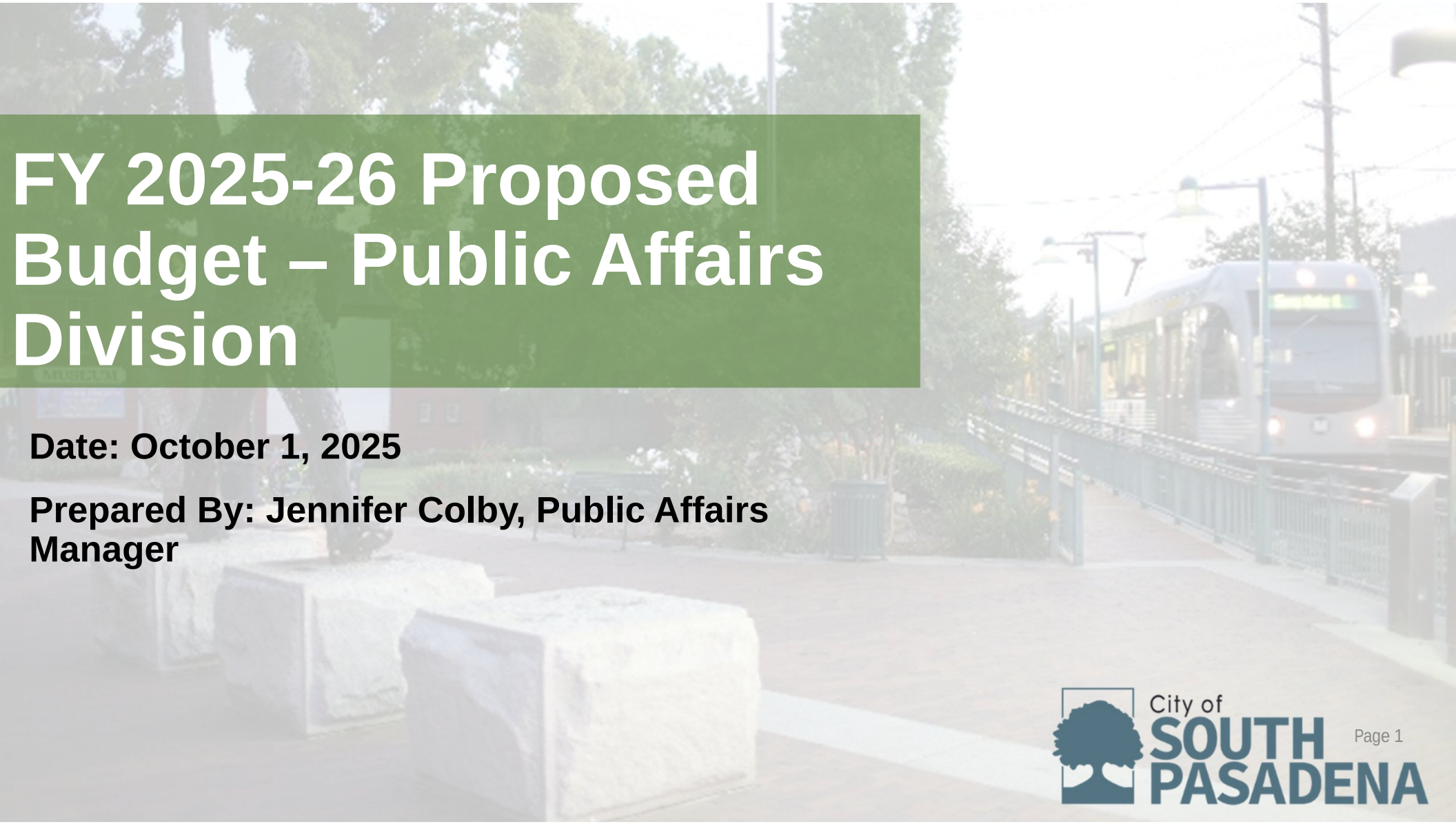
- The permission form (Exhibit C to the policy) could be modified to state directly that the signatories are permitting filming and film related parking in front of their properties (Parking Requirements Item 2.) The form currently states "We hereby state that we raise no objections to the above referenced filming activity," perhaps this can be modified to "We hereby give permission for the above-referenced filming and parking activity occurring in front of our property."

- The policy states at Item 1. that "All vehicles associated with the film activity must be identified on the scaled plan (see Exhibit "D")." Former film liaison Joan A. once indicated to me that crew members' personal vehicles were considered to be "associated with the film activity." It would be helpful for this to be stated formally in the written policy, as crew members' personal vehicles can have significant neighborhood impacts.

- The "No Production Parking Anytime" signs that have been used in recent years have helped mitigate and prevent parking impacts. In addition to requiring the film company to post the required "No Parking" signs where tenants and property owners have permitted film-related parking, perhaps the policy can add a requirement for the company post "No Production Parking Anytime" signs in front of properties where the tenant or owner has not given permission.

Thank you for considering these suggestions.

Ed Elsner



FY 2025-26 Proposed Budget – Public Affairs Division

Date: October 1, 2025

Prepared By: Jennifer Colby, Public Affairs Manager

City of SOUTH PASADENA

Public Affairs Division

Hire Public Affairs Manager
August 2025

- Oversee Public Information channels
- Establish Uniformity in citywide communications
- Expand Public Engagement through collaboration with City Departments
- Foster relationships with partners, media, and public

Adopt Public Affairs Budget
October 2025

- Identify priorities and funding needs
- High quality content (design/printing/visual)
- Expanding channels to reach as many residents as possible

Establish Communications Framework and Guidelines
October 2025

- Accessibility Guidelines
- Branding Guide Usage
- Public Information Flow Chart
- Digital Content Calendar
- Public Information Approval Process
- Create Communications Team to provide feedback and insight on best practices

Enhance Community Engagement
FY 25-26

- Implement Community Engagement Campaigns for major City projects
- Educate staff on Communication Standards for brand consistency
- Evaluate Efforts for sustainability, effectiveness, and consistency

Budget Proposal

Funding Source: Surplus from FY 24-25 General Fund

Activity	Cost Estimate
Quarterly Newsletter (4 editions)	$48,000
Printing / Digital Advertising	$14,2000
Video Editing Software	$300
Photography/Videography Equipment	$2,000
Professional Development	$5,000
Total Budget	$69,500

*Related expenses currently within the City Manager's Office Budget, including the salary and benefits of the Public Affairs Manager, will be transferred to the Public Affairs Division Budget

Budget Proposal



Questions/ Suggestions?



City Council 2025 Goals and Priorities Second Update

Date: October 1, 2025

Prepared By: City Manager's Office

City of SOUTH PASADENA

City Council Scorecard

In February 2025, City Council approved and adopted City Council Priorities for 2025

1. **Finance**
2. **Infrastructure**
3. **Housing**
4. **Governance**
5. **Operational Efficiencies**

Finance

- **Accomplishments:**
  - **Fully staffed Finance Department**
  - **ACFR for FY 2024 was completed and presented to City Council and Finance Commission**
  - **FY 2026 Budget adoption**
  - **Pre-Audit work for FY 2025 has begun**
  - **Public opinion research firm engaged to explore the feasibility of a voter approved bond measure to finance needed street and sidewalk improvements**
- **Next Steps**
  - **City auditor to begin testing and prepare the ACFR for FY 2025 in late 2025, with an anticipated completion date of end of January 2026**
  - **Mid Year Budget Review and 5 Year Projection to be presented in March 2026**

Infrastructure

- **Accomplishments:**
  - Design for the Indiana and Pasadena Reconstruction Project in progress
  - Design agreement was awarded for Orange Zone Reconstruction
  - An RFQ for On-Call contractors was released
  - An RFQ was released for a private partnership to redevelop, operate and maintain the Arroyo Seco Golf Course
    - Interviews are currently being held
  - An RFP for on-call sewer repair services has been drafted
  - Coordination with Athens for implementation of three-stream waste collection
  - Community outreach phase for Park Comprehensive Plan completed
- **Next Steps**
  - Analyze survey results and draft the Parks Master Plan presentation for early 2026
  - Award Agreement for On-Call contractors in December 2025

Housing

- **Accomplishments:**
  - **Adoption of amendments to General Plan, Housing Element, Downtown Specific Plan and Zoning Code**
  - **City Attorney continues to coordinate with Caltrans team for the next group of homes to be offered to the City**
  - **Developer for Mound/ El Centro has applied for funding via the State and continues to explore alternative funding sources**
- **Next Steps**
  - **Purchase and sale of the next group of vacant Caltrans properties/ CTC expected to approval sale agreements in Fall 2025**
  - **Developer to work on an alternative financing plan for Mound/ El Centro and bring the initial project concepts to the Planning Commission**

Governance

- **Accomplishments:**
  - **Second Quarter Update Presentation**
  - **Commissions are preparing their respective workplans**
  - **Merged commissions**

- **Next Steps**
  - **Quarterly Updates to City Council on Scorecard**
  - **Commissions to present their annual progress and future work plans**
  - **Evaluate the role of City Treasurer and evaluate elected/ appointed status**

Operational Efficiencies

- **Accomplishments:**
  - **Recruitments continue to be expedited**
  - **Public Affairs Manager/ PIO was onboarded**
  - **Presentation of Public Affairs Division budget**
  - **Contracted with two grant firms ($945,000 in grant applications submitted)**
  - **Adoption of MOUs with all four of the City's bargaining units**
- **Next Steps**
  - **Return to Council with a Communications Strategy**
  - **CIP Quarterly Updates to City Council**
  - **Develop meaningful KPI's in next budget cycle**

Questions



From: Adry Hezekiah
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Wednesday, October 1, 2025 5:51:42 AM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

It breaks my heart to see the amount of dangerous driving, speeding, and collisions the city sees these days. I want our children, and everyone else for that matter, to be afforded the same ease & safety I found walking & bicycling to and from school myself from 1993-2000.

Keeping these bulb-outs is a great way to start! Here's hoping that happens & that we can move on from there to projects for an even safer, more equitable city for everyone - especially our children, seniors, and all of those outside of personal automobiles.

Thank you,
Adry Hezekiah

From:	Alex Krafcik
To:	City Council Public Comment
Subject:	Comment on Agenda Item 16 for October 1 meeting: Please Preserve Bulb Outs on Fair Oaks and Expand Pedestrian Friendly Measures in South Pas
Date:	Monday, September 29, 2025 11:29:23 PM

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Dear city council,

My family frequently travels on foot or by bike around town to run errands and to take our young son to the park.

At least a couple times a year we have a terrible interaction with a car where we are either nearly hit by an inattentive driver or encounter drivers who frankly don't seem to care about people in their way.

I have had a car refuse to stop for me while I was in the middle of an intersection with a baby in a carrier strapped to my body. (I am not joking!)

We've called the police non-emergency line several times to beg that they increase patrols at problem intersections after these interactions and they have told us that our best path to effect change is to reach out to city council to advocate for more and better safety at problem intersections.

Fair Oaks corridor is a major problem in the city with very fast moving cars and very inattentive drivers. The idea that there is an option on the table to *remove* road features like the bulb outs in questions that we know help protect pedestrians on Fair Oaks is so absurd it makes my blood boil. We are so far behind where we need to be to protect pedestrians that there should not be even an *ounce* of mental energy spent on considering rolling back *any* measures that could improve an outcome for a pedestrian in our city. The city council must do everything in their power to reclaim this city from increasingly reckless drivers that every year hit, injure and even kill residents who are courageous enough to take a walk in their neighborhood or patronize a local business on foot.

Thank you,
-Alex Krafcik
[redacted]

From: Alisha Henson
To: City Council Public Comment
Subject: Public Comment on Item 16
Date: Monday, September 29, 2025 8:13:45 PM

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I support keeping the bulb-outs. Let's keep our streets and sidewalks safe for everyone — especially for the kids. Let's focus on improving our infrastructure not removing safety measures.

Thank you,
Alisha Henson

From:	Barbara Cocks
To:	City Council Public Comment
Subject:	Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date:	Monday, September 29, 2025 1:37:27 PM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Barbara Cocks
Marengo Matters

From: William Thompson
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 2:23:39 PM

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Dear Mayor and Council Members,

I have 14 year old and 11 year olds sons. Part of the reason we moved to South Pasadena 15 years ago was because this is a community where it is safe for young people to have freedom to explore by walking and biking. I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety - and the freedom of our children - first.

Thank you,
Bill Thompson
[redacted]

From: Caitlin Lainoff
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Tuesday, September 30, 2025 12:10:48 PM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

I recently hurt my knee, and without these bulb-outs I would not have made it safely across the street in a timely manner. While my disability was temporary, we know that everyone will become disabled over time. Please protect the most vulnerable members of our community, which will someday be all of us!

Thank you,
Caitlin Lainoff

From: Casey Dukes
To: City Council Public Comment
Subject: Public comment on item 16
Date: Wednesday, October 1, 2025 10:34:38 AM

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Dear Council,

As someone who regularly walks Fair Oaks with my children, I implore you to not remove any bulb-outs along this route. Having that extra bit of sidewalk protects us. If the concern is that it slows traffic, that is *exactly the point*.

The SP police department released a public statement on Tuesday emphasizing pedestrian safety and encouraging drivers to be responsible. With all due respect, the people who drive recklessly are not reading SPPD's briefings. The only way to significantly reduce pedestrian fatalities and injuries is with infrastructure. You have to ***force*** drivers to be safe, not type up a press release. It doesn't matter if 99/100 drivers are being safe. All it takes is one driver taking a curve too fast and tight to clip a child walking home from school.

Anyone who has ever driven Fair Oaks after the schools let out knows that there is a hoard of kids walking the very intersections where the bulb-outs are recommended to be taken out. Don't let your traffic consultants convince you to prioritize cars over kids.

Filled with mom-rage,
Casey Dukes

From: Christopher Wipf
To: City Council Public Comment
Subject: Agenda item 16: curb extensions
Date: Wednesday, October 1, 2025 9:29:11 AM

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Dear Council Members,

I write concerning item #16, in support of PWIC's recommended curb designs that retain all existing bulb-outs along Fair Oaks.

Like any parent who walks around our city with their child, I feel the difference in safety that these small strips of concrete make. Vehicles move in a more orderly and predictable manner. Pedestrians cross faster and are more visible. Let’s use public funds wisely by maintaining this set of improvements that help keep our city a safe and inviting place to explore on foot.

Sincerely,
Christopher Wipf
District 3

From:	Eric Dunlap
To:	City Council Public Comment
Cc:	Jon Primuth; Janet Braun; Michael Cacciotti; srossi@southpasadenca.gov; Omari Ferguson
Subject:	Agenda Item 16 - Support for a Walkable South Pasadena
Date:	Wednesday, October 1, 2025 10:19:58 AM

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Good morning Council,

I support a more walkable South Pasadena, and I'm writing to express my support for retaining all curb extensions as part of the Fair Oaks Boulevard Intelligent Transportation System Project. Alternative 3 best achieves this goal while also addressing some of the past concerns around aesthetics.

Alternative 2 would be a step back for pedestrian safety in the community, which is why at the August 26, 2025, Public Works Infrastructure Commission Meeting, almost all commissioners supported retaining all curb extensions.City data in 2023 show that 1 in 5 of the 41 severe injury crashes in the City between 2013 and 2023 involved pedestrians. None of the fatal or severe injury crashes involving pedestrians occurred on this section of Fair Oaks Avenue, even with elevated pedestrian volumes, according to this report.

By removing the curb extensions, the City will make it more convenient and thereby encourage more people to cut through narrow streets, such as Oxley, El Centro, and Hope, to save a few seconds in traffic. This already happens further along streets such as Oak, Laurel, and Spruce, where folks jockey between Fair Oaks and Fremont at high speeds to avoid turning at the major intersections.

Additionally, with increased development planned for the City, we should provide people with better options for moving around the City without having to drive. We're never going to "fix traffic" by expanding the vehicular capacity of our streets. It will be a drop in the bucket. It won't take the traffic off of Meridian, Garfield, Orange Grove, or Fremont. Those will still be attractive cut-through streets unless meaningful traffic calming measures are implemented. However, retaining the curb extension will maintain a somewhat basic yet meaningful pedestrian safety measure and serve as an example in the region of what it means to be a walkable city.

Thank you,

Eric Dunlap
Public Works Infrastructure Commissioner

From: Erica Utz Wochna
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Wednesday, October 1, 2025 11:41:53 AM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design.

The bulb-outs are essential safety features that:
- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first!

With gratitude,

Erica Utz Wochna
[redacted]

From: John Aboud
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs
Date: Monday, September 29, 2025 10:15:15 PM

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Dear Mayor and Council Members,

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- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

I remember when the bulb-outs were first installed, I was initially skeptical. I had never seen bulb-outs before, but I soon came to appreciate how they made crossing busy Fair Oaks much easier and safer for all pedestrians but especially the elderly and parents pushing strollers.

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
John Aboud

From: Jonah Kanner
To: City Council Public Comment
Subject: Save the bulbouts! Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 1:05:55 PM

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Dear Mayor and Council Members,

My son goes back and forth to SPHS high school on his bike, and runs on South Pasadena streets on the cross country team. My wife is also at the high school daily.

I would prefer if they stay alive when crossing Fair Oaks.

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:
- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Jonah Kanner

From: Josef Svoboda
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 6:07:01 PM

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- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Josef Svoboda

Mark Perez

From: Josh Albrektson
Sent: Monday, September 29, 2025 11:34 AM
To: City Council Public Comment; Janet Braun; Sheila Rossi; Jon Primuth; Michael Cacciotti; Omari Ferguson
Subject: Item 16 public comment

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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 thought we were done with unethical staff members when Liz Bar-El and Alison Becker left South Pasadena, but I guess I was wrong.

This staff report produced by Micheal Vartanians has multiple lies and is intentionally misleading in other ways.

It claims that there are back ups on Hope, El Centro, and Oxley during rush hour. This is a complete lie. 3-4 days a week I walk my son to Hapkido and Spanish class along Fair Oaks. There has never been a time that cars were not able to make it through the East West intersection in one light.

The PWIC committee was STRONGLY opposed to ANY Bulb Out removals. They even decided to take a vote to be sure city council know they opposed it. That vote was 7-1.

That vote is deliberately not mentioned in the staff report. If you read the staff report, Vartanians makes it appear that the PWIC recommends removing half of the bulb outs.

In fact, he even stated that he thought they shouldn't make a decision on the bulb outs.

Michael Vartanians stated "I understand this may get me in trouble, but (this decision) shouldn't only be made by the 8 people at this table"

You can hear the comment here:
https://youtu.be/8yV9UK1PWTQ?t=7265

The entire thing about "ADA compliance" is a lie.

Our bulbouts currently comply with ADA compliance. The PWIC committee confronted Bassam Al-Beitawi about this at the meeting and he said that they actually wanted to change the ramp configuration for asthetic reasons, not ADA reasons.

Ask your current staff exactly how the current ramps don't comply with ADA. They will give you a bullshit reason because they actually do comply with ADA.

This is completely unethical of your staff but apparently Vartanians thinks he should have veto power over the committees he is staffing.

From: Katie Bird
To: City Council Public Comment
Subject: Bulb Outs
Date: Wednesday, October 1, 2025 10:40:55 AM

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Dear City Council,

I am a resident of South Pasadena who commutes primarily on foot when I am home in South Pasadena. I frequently walk up and down Fair Oaks and appreciate the safety of the bulb outs at the intersections in question. Not only do they make drivers more aware of pedestrians- something I especially appreciate when I walk with my mom who is visually impaired and uses a cane - but they allow me to better see oncoming traffic that is turning at the intersections.

Please continue to prioritize safety of residents by keeping the existing bulb out over the speed of moving traffic through South Pas.

Why the city would spend tax payer dollars to remove a safety measure proven again and again to reduce accidents and injuries is concerning.

Thank you for your consideration,

Katie Bird
[redacted]

From: Kristen Pumphrey
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Tuesday, September 30, 2025 2:34:16 PM

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Dear Mayor and Council Members,
I am writing in support of preserving the bulb outs on Fair Oaks Avenue. I urge you to support Alternative 3 or Alternative 1 for the curb design.

As an avid cyclist, and a leader of the local AV bike and walk bus, I see first hand how car-centric design can put our most vulnerable - like small children on their way to school - at first. I urge you to think pedestrian first to calm traffic in the streets.

Removing them seriously exposes our community to greater dangers on one of our busiest streets.

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design.

Not only is it a waste of money and resources to remove these bulb outs, but it puts our community at risk. Please choose safety first.

Thank you,
Kristen Pumphrey

From: Lai Sam
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 5:25:17 PM

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Dear Mayor and Council Members,

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- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Lai

From: Lissette Rodriguez
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 4:23:59 PM

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Dear Mayor and Council Members,

As someone who walks down Fair Oaks at least once a week, I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. I feel so much safer when I'm in the areas of Fair Oaks that have bulb-outs and other features that prioritize pedestrian safety. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,

Lissette Rodriguez

From: Tony Lockhart
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 1:12:39 PM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 (preferable) or Alternative 1 (also acceptable) for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Lockhart Family

From: Mathew Foster
To: City Council Public Comment
Subject: Public Comment on Item 16
Date: Monday, September 29, 2025 8:13:13 PM

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Hello,

I strongly suggest leaving the bulbouts on Fair Oaks street for the safety of our children. The money used for that could help be paving the streets that need repaired, not taking away safety measures on an already unsafe street for pedestrians, cyclists and kids.

Please.

Mathew Foster
[redacted]

From: Mayumi Fukushima
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Tuesday, September 30, 2025 7:56:31 PM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Mayumi Fukushima

From: Basil Kim
To: City Council Public Comment
Cc: Min Iris Kim
Subject: Comment on Agenda Item 16 for October 1 meeting From a Local Family: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 8:58:10 PM

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Dear Mayor Braun and Council Members,

Good evening. As a parent to a third and fifth grader at Marengo Elementary, Assistant Cubmaster to Pack 7 in South Pasadena, and an avid cyclist, I am writing to advocate for improved safety measures in our community. My children, wife and I frequently use our streets for walking and cycling, and it is imperative that we preserve South Pasadena's safe and community-oriented culture. As our city grows, we have an opportunity to lead by example, promoting resident-minded policies and supporting alternative transportation methods. Our family lives south of Huntington between Fremont and Marengo, so we regularly navigate the often-congested and always busy intersection at Fair Oaks, and we are keenly aware of its challenges.

I strongly urge you to support Alternative 3, or at a minimum Alternative 1, for the Fair Oaks Avenue curb design. The proposed bulb-outs are essential safety features that will:

* Shorten crossing distances for pedestrians
* Improve visibility between drivers and pedestrians
* Calm traffic speeds on a busy corridor
* Protect vulnerable road users, including children and seniors

Alternative 2, which would remove these proven safety features, would put our community at unnecessary risk. Please prioritize the safety of our residents. Thank you.

Respectfully,
Min and Basil Kim

From: Nate Bolt
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 1:04:03 PM

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Dear Mayor and Council Members,

As a homeowner on Oxley St., I'm grateful for all the hard work that you all do for this city. As a parent of two young kids, we walk and bike just as much as we drive.

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Nate Bolt
[redacted]

From: Niloufer Khan
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Tuesday, September 30, 2025 7:38:42 PM

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Dear Mayor and Council Members, I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that: - Shorten crossing distances for pedestrians - Improve visibility between drivers and people crossing - Calm traffic speeds on a busy corridor - Protect vulnerable road users, including children and seniors Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first. Thank you, Niloufer Khan

From: Olivia Ramirez
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Tuesday, September 30, 2025 9:34:48 AM

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Dear Mayor and Council Members,

As a current resident of South Pasadena, I love how easy and safe it is to be a pedestrian in my neighborhood. I barely use my car for my daily errands as I can walk to the grocery store, bank, library, restaurants among many other locations.

Having safe pedestrian infrastructure positively aids my daily life and is a huge reason I decided to live in South Pasadena.

As a resident and transportation engineer, I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Olivia Ramirez
91030

From: Oscar Madrigal
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Wednesday, October 1, 2025 8:22:28 AM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

As a father of a child with special needs whose child walks to school in South Pasadena, I urge you to put the safety of my child and all children FIRST.

Thank you,
Oscar Madrigal

Sent from my iPhone

From: Philipp Knopf
To: City Council Public Comment
Subject: Bulb outs on Fair Oaks
Date: Tuesday, September 30, 2025 9:54:39 AM

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Dear Mayor and Council Members,

We are constantly citing that we as a city prevented the 710 Freeway from coming to existence. Yet virtually all our public works plans are focused on car throughput. Which makes me wonder why we even went through all this trouble and would we be better off with another freeway cutting through our city.

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Philipp Knopf

From: Rachelle Andrews
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 2:18:50 PM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Rachelle

From: Rex
To: City Council Public Comment
Subject: Agenda Item 16 Comment for October 1 meeting: Preserve the Bulb Outs
Date: Tuesday, September 30, 2025 1:06:02 AM

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Dear Mayor and Council Members,

I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that we often use. We live 1 street over from Fair Oaks Avenue and rely on the bulb outs. My kids go to Marengo Elementary school, and we need the safety the bulb outs provide when crossing Fair Oaks Ave for school or shopping local businesses.

Bulb outs are great since they:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Rex Feng
South Pasadena voter & homeowner

From: Roseville Designs
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 3:15:31 PM

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Dear Mayor and Council Members,

I am contacting you to communicate how vital it is to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design.

The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Sandy Shannon

From: Shandor Garrison
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 1:15:37 PM

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Dear Mayor and Council Members,

As a frequent biker on Fair Oaks, and a parent with middle and high school age children who are always biking and walking around town, I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Shandor Garrison
[redacted]

From: South Pas Active
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Tuesday, September 30, 2025 5:23:22 PM

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Dear Mayor and Council Members,

Our city prides itself on its sense of place and walkable neighborhoods. These features are built from decisions about the design of our streets. Prioritizing safe, quiet, clean street designs is a great way to help us live sustainable, healthy lives and increase property values and business activity.

The Fair Oaks ITS project will upgrade technology on our busiest street, but will it actually cause more harm than good? Through the long design process, hundreds of residents have emphatically stated that they want to preserve the "bulb-outs" along all corners and side streets along Fair Oaks. This was also the conclusion of the most recent PWIC meeting, where a majority voted to preserve all bulb outs.

As PWIC noted, the bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors.

Given that, we urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. Alternative 3 is a fraction of a percent more expensive, but would resolve all remaining concerns about the shape of the bulb-outs. Please reject Alternative 2, as it would remove these proven safety features and put our community at risk.

On this Week Without Driving, we are urged to reflect on the needs of those who live car-free. Our children and seniors walk along Fair Oaks regularly and need every form of protection. Please choose safety first.

Thank you,
South Pas Active

From: Tamara Meem
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Wednesday, October 1, 2025 8:57:18 AM

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Dear Mayor and Council Members, I urge you to support Alternative 3 for the Fair Oaks Avenue curb design.

Sadly, a dear neighbour of ours, Tam Nguyen, was killed when crossing the street a few years ago. I still feel anxious for myself and my child when crossing the streets, especially on Fremont and Fair Oaks.

The bulb-outs are essential safety features that: - Shorten crossing distances for pedestrians - Improve visibility between drivers and people crossing - Calm traffic speeds on a busy corridor - Protect vulnerable road users, including children and seniors Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety first.

Thank you,
Tamara Meem

From: Tessa Petrich
To: City Council Public Comment
Subject: Public Comment: Agenda Item 16
Date: Wednesday, October 1, 2025 10:46:33 AM

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Dear Council,

I'm writing in support of maintaining the bulb-outs on Fair Oaks.

The bulb-outs serve two critical purposes:

1. They protect pedestrians.
2. They signal to residents, drivers, and visitors that South Pasadena is a city that prioritizes pedestrians—and, by extension, community.

Bulb-outs are a vital piece of safety infrastructure. Removing them simply to slightly increase traffic speed undermines both of these goals. I'm also skeptical of the premise: has widening roads or freeways ever meaningfully improved traffic flow? There's no guarantee that removing the bulb-outs would even speed up traffic (and prioritizing faster traffic is the wrong goal anyway).

Eliminating the bulb-outs would make Fair Oaks less safe and less welcoming. Please maintain them.

Sincerely,

Tessa Petrich
District 2, South Pasadena resident

From:	Thomas Neuberger
To:	City Council Public Comment
Subject:	Comment on Agenda Item 16 for October 1 meeting: Please Choose Safety First on Fair Oaks — Keep the Bulb-Outs
Date:	Tuesday, September 30, 2025 1:26:14 PM

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Dear Mayor and Council Members,

I'm writing to strongly urge you to support **Alternative 3 (or Alternative 1)** for the Fair Oaks Avenue curb design. Keeping the bulb-outs is not just a design preference—it's a decision about whether our city prioritizes safety over convenience.

Bulb-outs are *proven* safety improvements that:

- **Save lives** by shortening crossing distances for pedestrians.
- **Make drivers more attentive** by improving sightlines at intersections.
- **Calm speeds** on one of South Pasadena's busiest, most dangerous corridors.
- **Protect our most vulnerable neighbors**—children walking to Arroyo Vista, seniors crossing to the pharmacy, families heading to the library.

Removing these features, as in Alternative 2, would erase years of progress and put our community at risk again. Every crash avoided, every life protected, is worth far more than preserving a few extra feet of curbside space.

South Pasadena has long been a leader in walkability, sustainability, and livable streets. We have a long history of choosing safety and the environment over prioritizing speeding cars through our city (remember the 710?). Please continue that legacy by choosing safety and community well-being. Vote to keep the bulb-outs

Thank you for your leadership and for prioritizing people.

Sincerely,

Thomas Neuberger



From: Tucker Nelson
To: City Council Public Comment
Subject: City Council Oct 1 2025 Item #16
Date: Tuesday, September 30, 2025 9:24:30 PM

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This comment is for agenda item # 16, design options for Fair Oaks Avenue

I prefer alternative #2, removing half the bulb-outs on the side streets to put back right turn lanes. I drove in South Pasadena for years before the bulb-outs were constructed, and the traffic flowed more smoothly. When making a turn from a side street onto Fair Oaks, the driver was able to choose when to make the turn and did not have to wait for the light to change, releasing vehicles in front. With bulb-outs, at times of the day, when the light does change, there is no room for the right-turning vehicle on Fair Oaks; the Fair Oaks block is filled with cars waiting for their light to change.

I know the bulb-outs are for pedestrian safety, but I am frustrated that there is never a conversation about other options, such as good sight-lines for both drivers and pedestrians, sensors which know when the pedestrians have finished crossing the streets before changing the traffic lights, raised crosswalks, crosswalks that are a different color & pattern than the streets, flashing lights (for example, at Oxley across Fremont), and so on. Why must we rely on one decades old idea for safety when there are improved ideas and technology?

We are given a binary choice about pedestrian safety: bulb-outs or no safety. We should be told about the full range of options and which are recommended for which intersections. We residents can then make more informed and nuanced decisions. Since we will be doing some construction work, other safety measures could be incorporated with little additional cost.

I would also like to know about the plan for bike lanes on Fair Oaks from Mission to State as well as the cross streets. Since almost all if not all of the bulb-outs will be retained, where is the room for bike lanes? Are the bicyclists supposed to forever share the lanes with cars? Whatever construction or modifications are done to these streets & intersections, it should advance the bike plan.

Tucker Nelson

South Pasadena Resident

From: William Thompson
To: City Council Public Comment
Subject: Comment on Agenda Item 16 for October 1 meeting: Preserve the Bulb Outs!
Date: Monday, September 29, 2025 2:23:39 PM

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Dear Mayor and Council Members,

I have 14 year old and 11 year olds sons. Part of the reason we moved to South Pasadena 15 years ago was because this is a community where it is safe for young people to have freedom to explore by walking and biking. I urge you to support Alternative 3 or Alternative 1 for the Fair Oaks Avenue curb design. The bulb-outs are essential safety features that:

- Shorten crossing distances for pedestrians
- Improve visibility between drivers and people crossing
- Calm traffic speeds on a busy corridor
- Protect vulnerable road users, including children and seniors

Alternative 2 would remove these proven safety features and put our community at risk. Please choose safety - and the freedom of our children - first.

Thank you,
Bill Thompson
[redacted]

City of South Pasadena
Public Works

Memo

Date: October 1, 2025

To: The Honorable City Council

Via: Todd Hileman, City Manager

From: Michael Vartanians, City Engineer

Subject: October 1, 2025 City Council Meeting Item No. 16 - Presentation

Attached is a presentation for Item No. 16. There are no other changes to the staff report.

North-South Fair Oaks ITS Deployment Project & Bulb-Out Design Options

October 1, 2025

Prepared By: Public Works Department

City of SOUTH PASADENA

Project Overview

Project includes upgrade of the entire traffic signal system along Fair Oaks Avenue to accommodate new Intelligent Transportation Systems (ITS) elements, including:

- the installation of new traffic signal poles
- mast arms, 12-inch signal heads
- Internally Illuminated Street Name Signs (IISNS)
- Vehicular, pedestrian and bicycle Video Detection Systems (VDS),
- Signal controllers and cabinets,
- Emergency Vehicle Preemption (EVP) and Transit Priority Systems.
- Replacement of Curb Ramps and Crosswalks to meet ADA Compliance.

City of SOUTH PASADENA

Project Progress

- Design contract was awarded in late 2021.
- Community Outreach/Engagement conducted in late 2023
- Contract Amendment on June 18th, 2025 which included:
  - Bulb-out modification at Hope St, El Centro St, Mission St, Oxley St
  - Addition of landscaping at bulb-outs
- Design is currently approximately 50% complete.

City of SOUTH PASADENA

Feedback from Commission and Community

50% Design Plans were reviewed by Public Works Infrastructure Commission on August 26th,2025.

PWIC reviewed the proposed bulb out modifications and recommended that staff revisit the design to retain the existing bulb outs.

Commission voted 6-1 in favor of retaining the existing bulb-outs.

Design Options

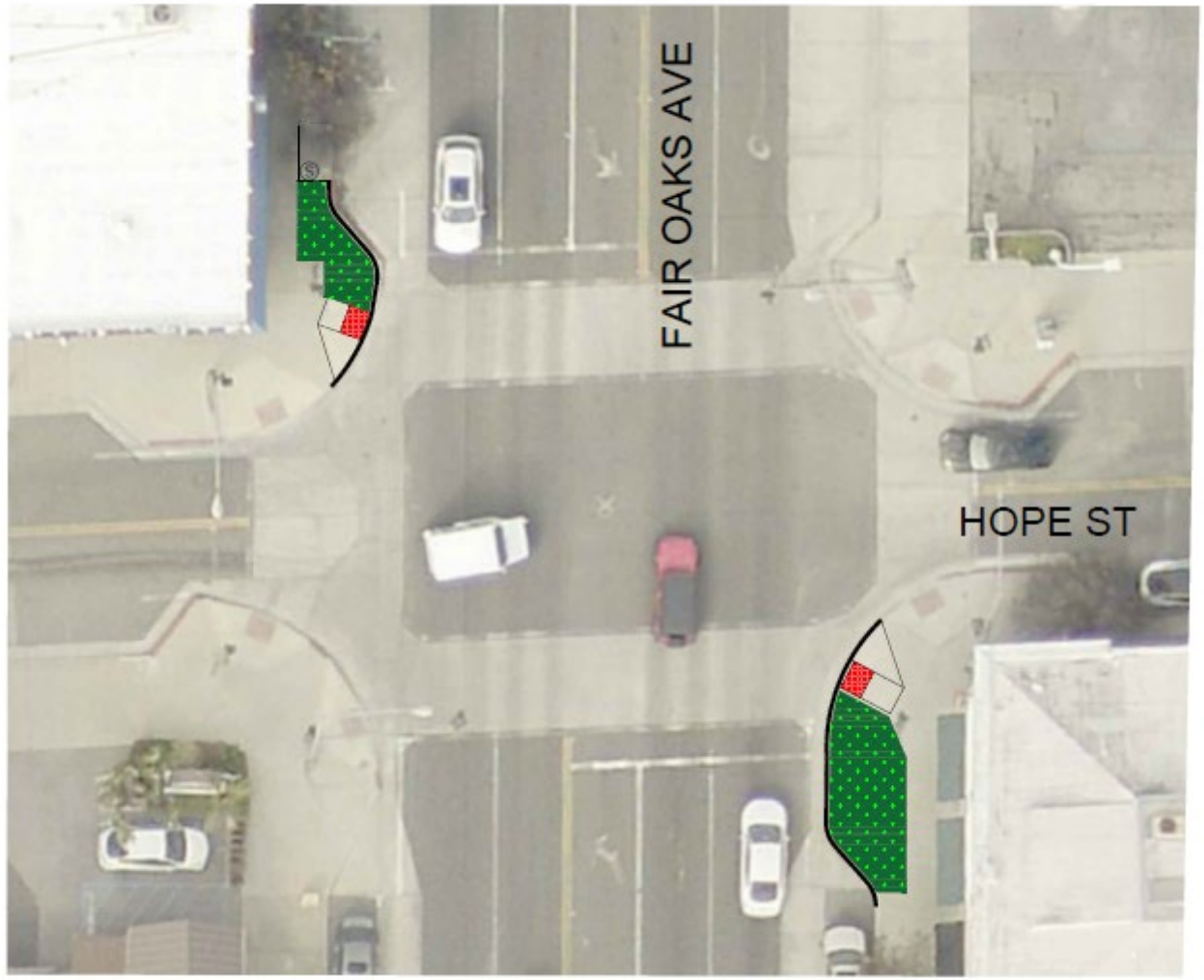
Option 1 (PWIC Recommendation)
Modify bulb-outs only if needed to attain ADA compliance for curb ramps and smooth the curb line on the approach side of bulb-outs being modified

Option 2 (Current Design)
Remove bulb-outs only on the northeast and southwest corners along Fair Oaks Avenue side streets maintaining bulb-outs on Fair Oaks Avenue

Option 3 (Hybrid between Option 1 and 2)
Reconstruct bulb-outs and provide a smooth curve

City of SOUTH PASADENA

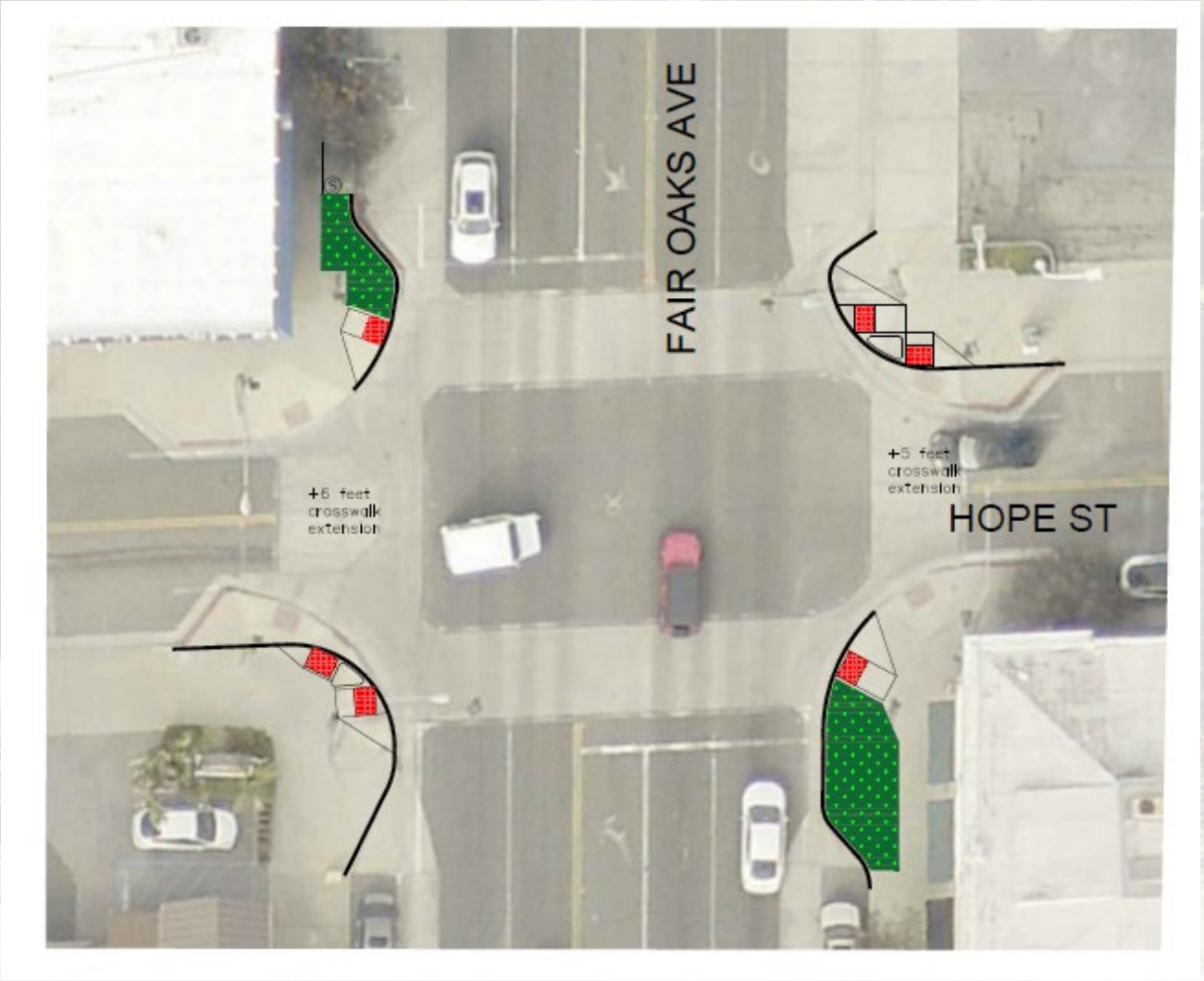
Hope Street – Option 1



- Only modify curb ramps if needed for ADA compliance
- Landscaping
- Maintain existing footprint of bulb outs
- Corner Design would remain
- East/West lane widths remain unchanged.

City of SOUTH PASADENA

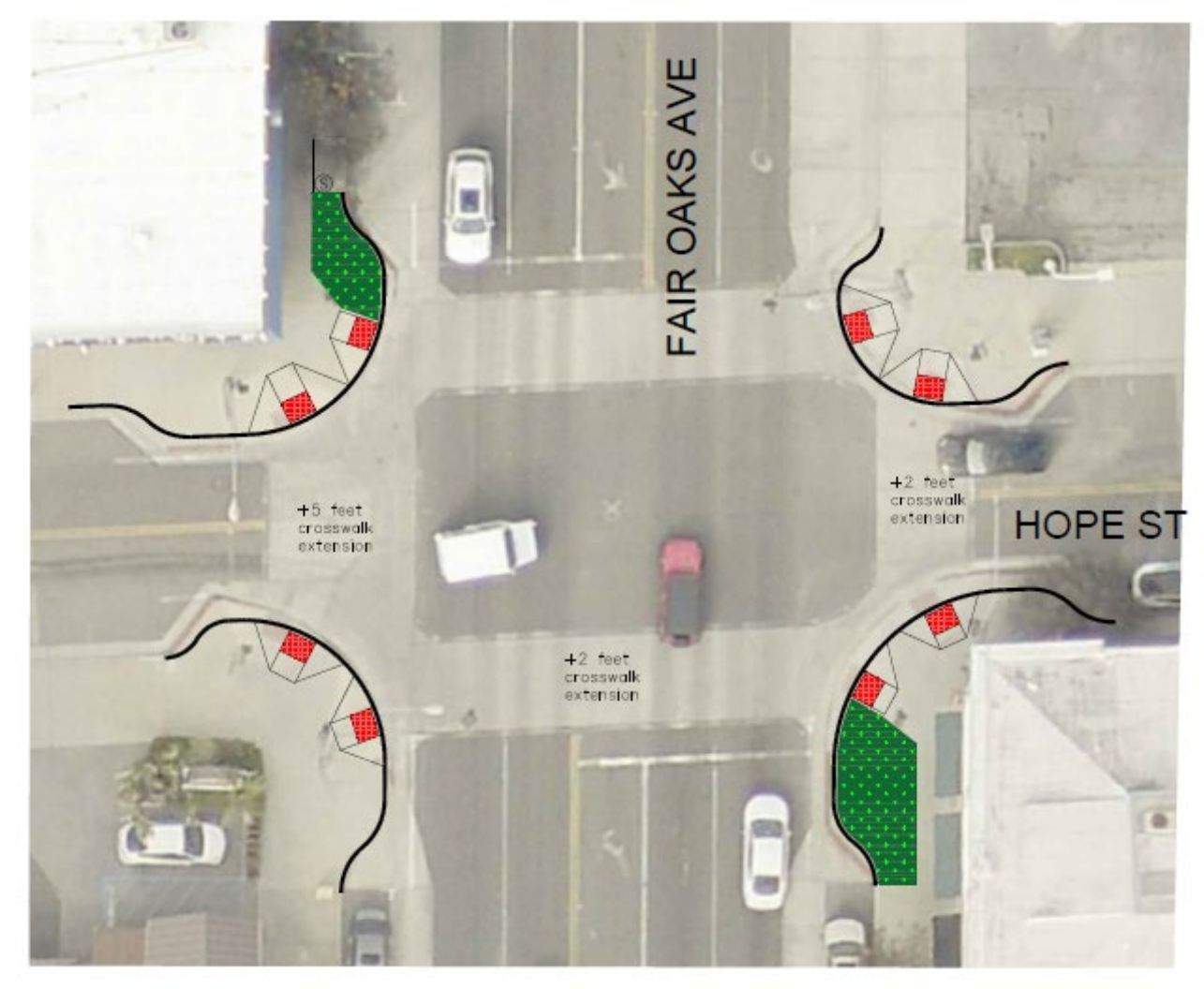
Hope Street – Option 2



- Removes bulb-outs at the NE and SW corners along Hope Street
- Landscaping
- East/West lane widths would be wider
- Crosswalk distance would increase across Hope Street

City of SOUTH PASADENA

Hope Street – Option 3



- Reconstruct all bulb outs without corner design
- Maintains bulb-out along Hope Street
- Landscaping
- East/West lanes would be wider
- Crosswalk distance would increase across Hope Street

City of SOUTH PASADENA

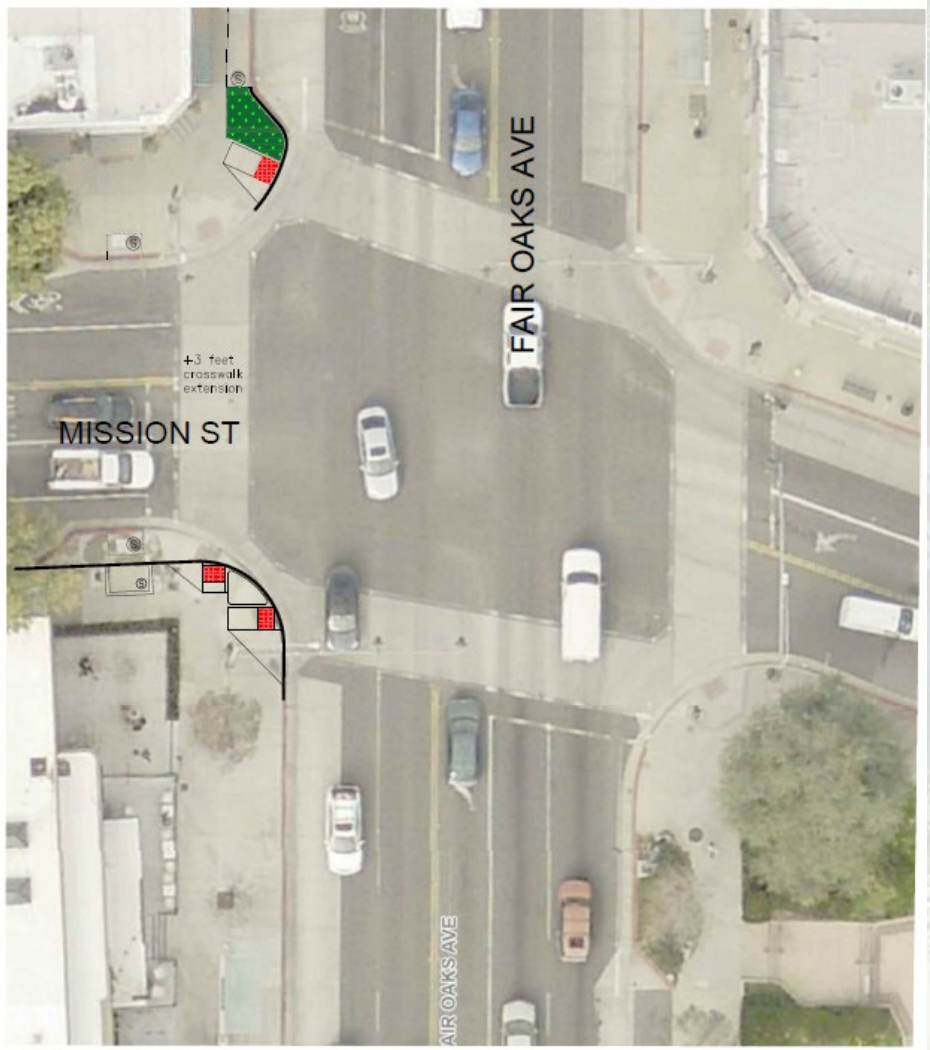
Mission Street – Option 1



- Only modify curb ramps if needed for ADA compliance
- Landscaping
- Maintain existing footprint of bulb outs
- East/West lane width remain unchanged.

City of SOUTH PASADENA

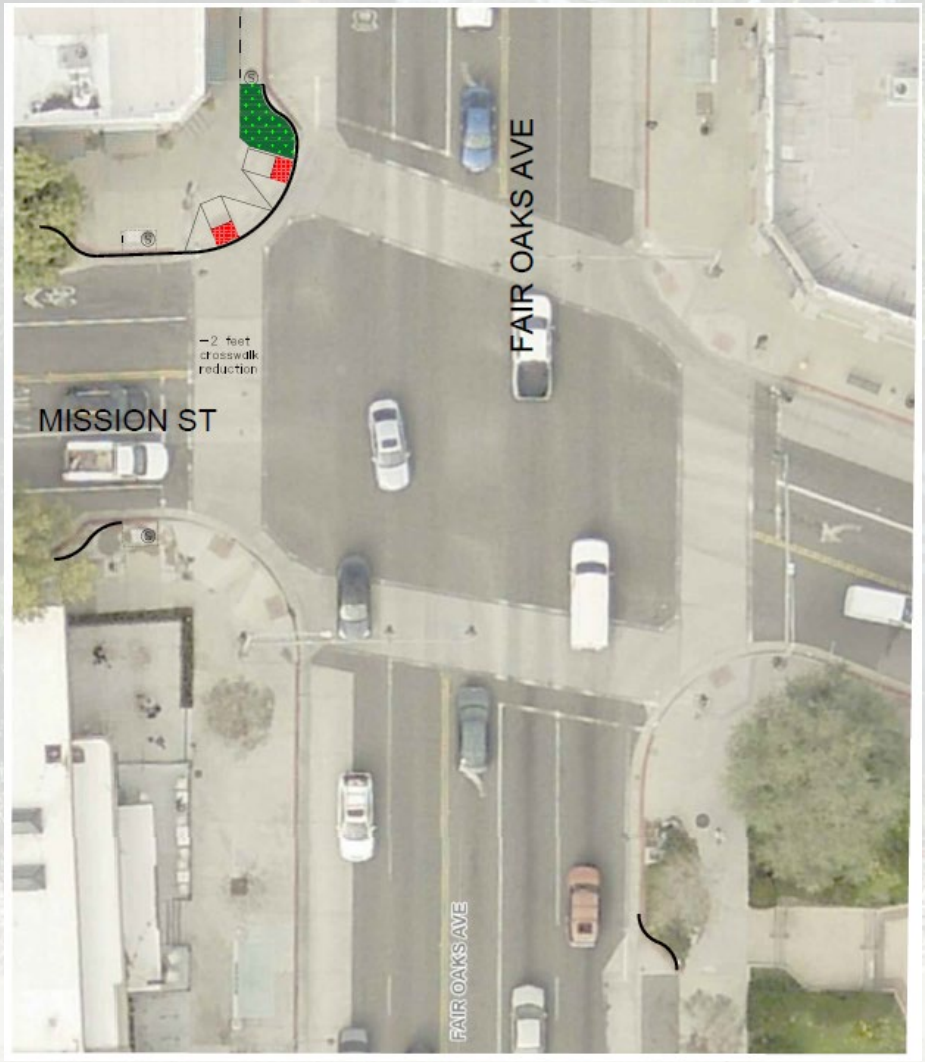
Mission Street – Option 2



- Modifies bulb-outs at the NW and SW corners
- Landscaping
- East/West lane width would be wider
- Crosswalk distance would increase across Mission Street
- Vehicles can make a right turn onto Fair Oaks

City of SOUTH PASADENA

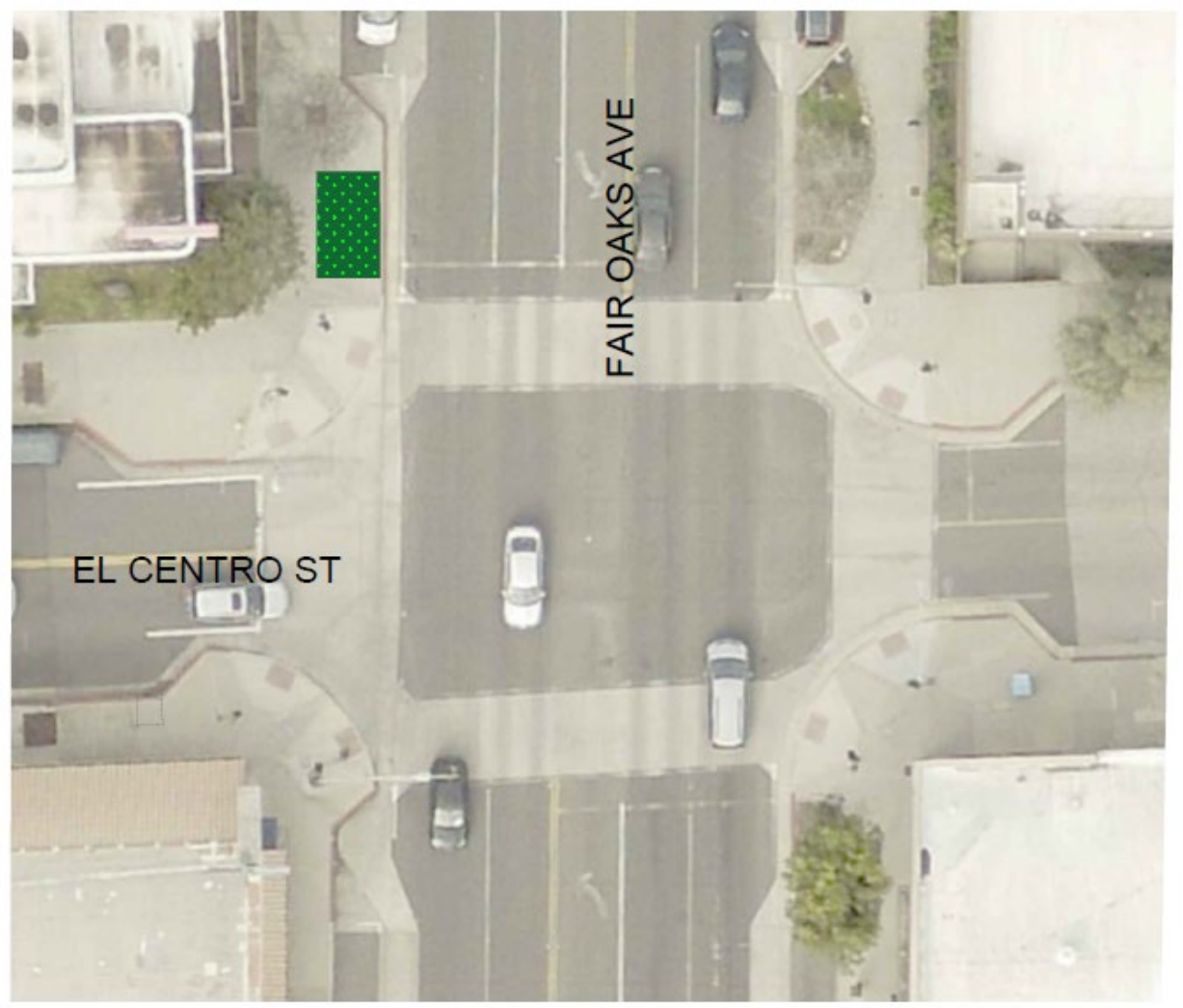
Mission Street – Option 3



- Reconstruct bulb-outs at the NW corner
- Landscaping
- East/West lane width remain unchanged
- Crosswalk distance would decrease across Mission Street

City of SOUTH PASADENA

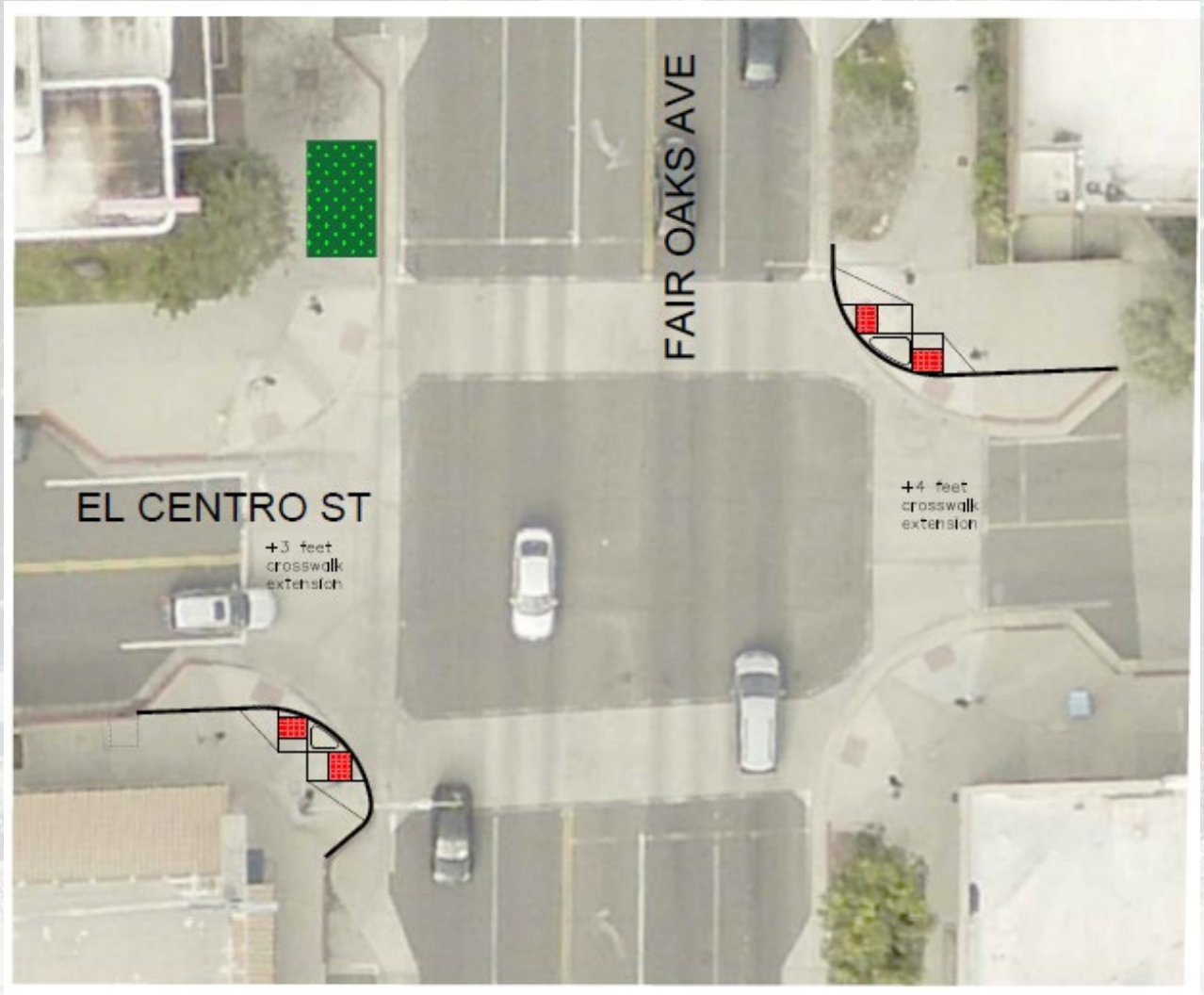
El Centro Street – Option 1



- Only modify curb ramps if needed for ADA compliance
- Landscaping
- Maintain existing footprint of bulb outs
- Corner Design would remain
- East/West lane widths remain unchanged.

City of SOUTH PASADENA

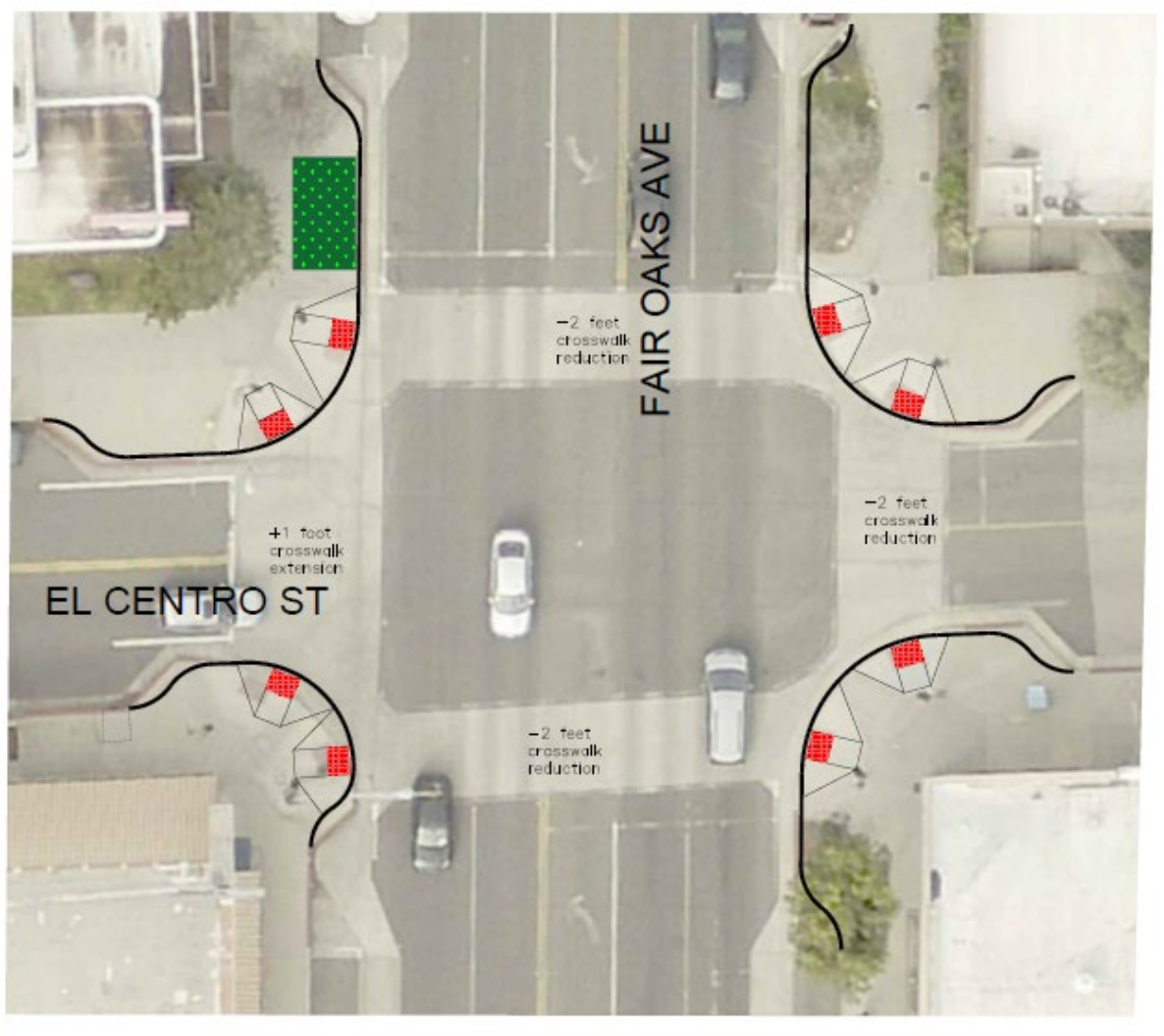
El Centro Street – Option 2



- Removes bulb-outs at the NE and SW corners along El Centro Street
- Landscaping
- East/West lane widths would be wider
- Crosswalk distance would increase across El Centro Street

City of SOUTH PASADENA

El Centro Street – Option 3



- Reconstruct all bulb outs without corner design
- Maintains bulb-out along El Centro Street
- Landscaping
- East/West lanes would be wider
- Crosswalk distance change slightly

City of SOUTH PASADENA

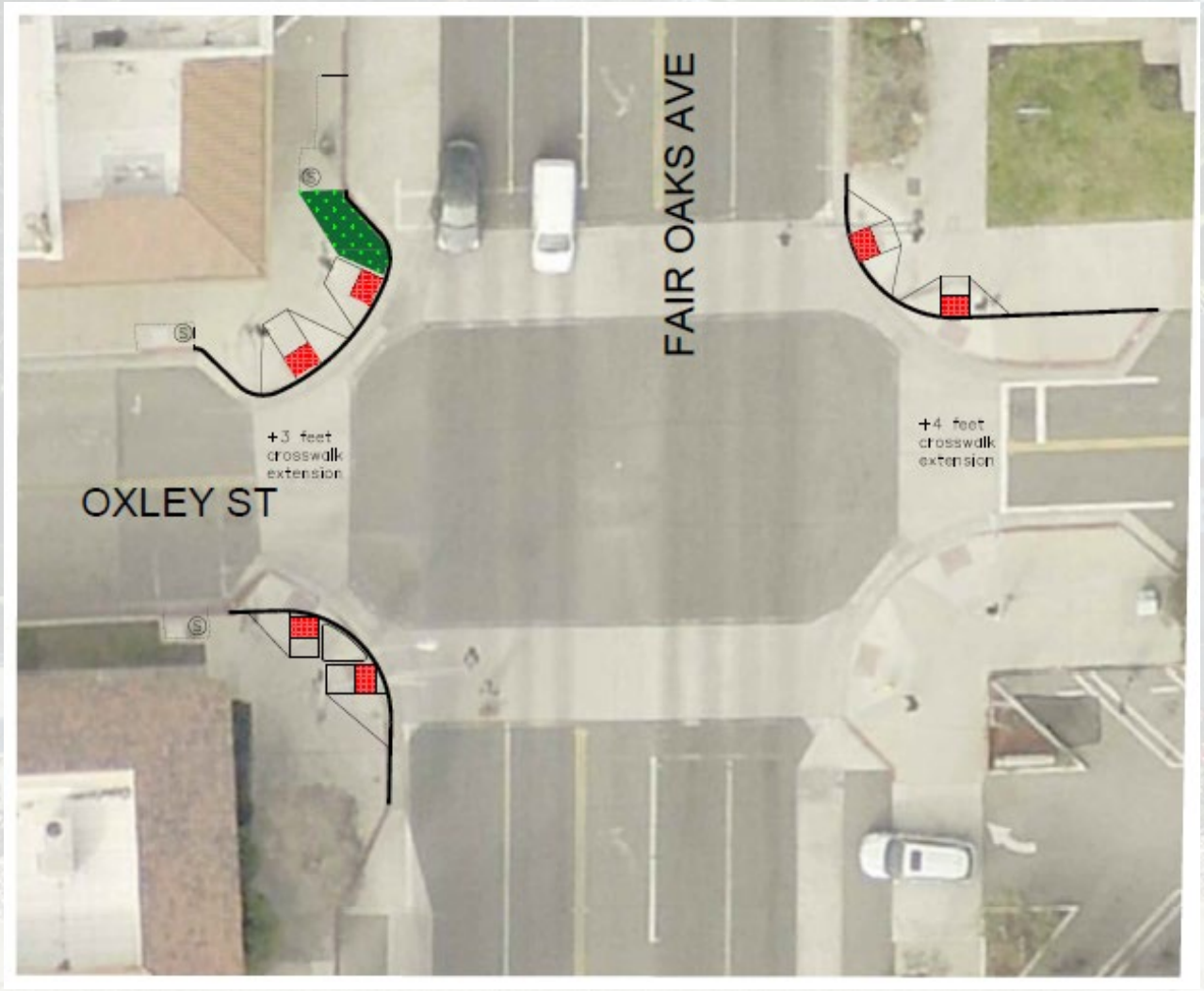
Oxley Street – Option 1



- Only modify curb ramps if needed for ADA compliance
- Landscaping
- Maintain existing footprint of bulb outs
- Corner Design would remain
- East/West lane widths remain unchanged.

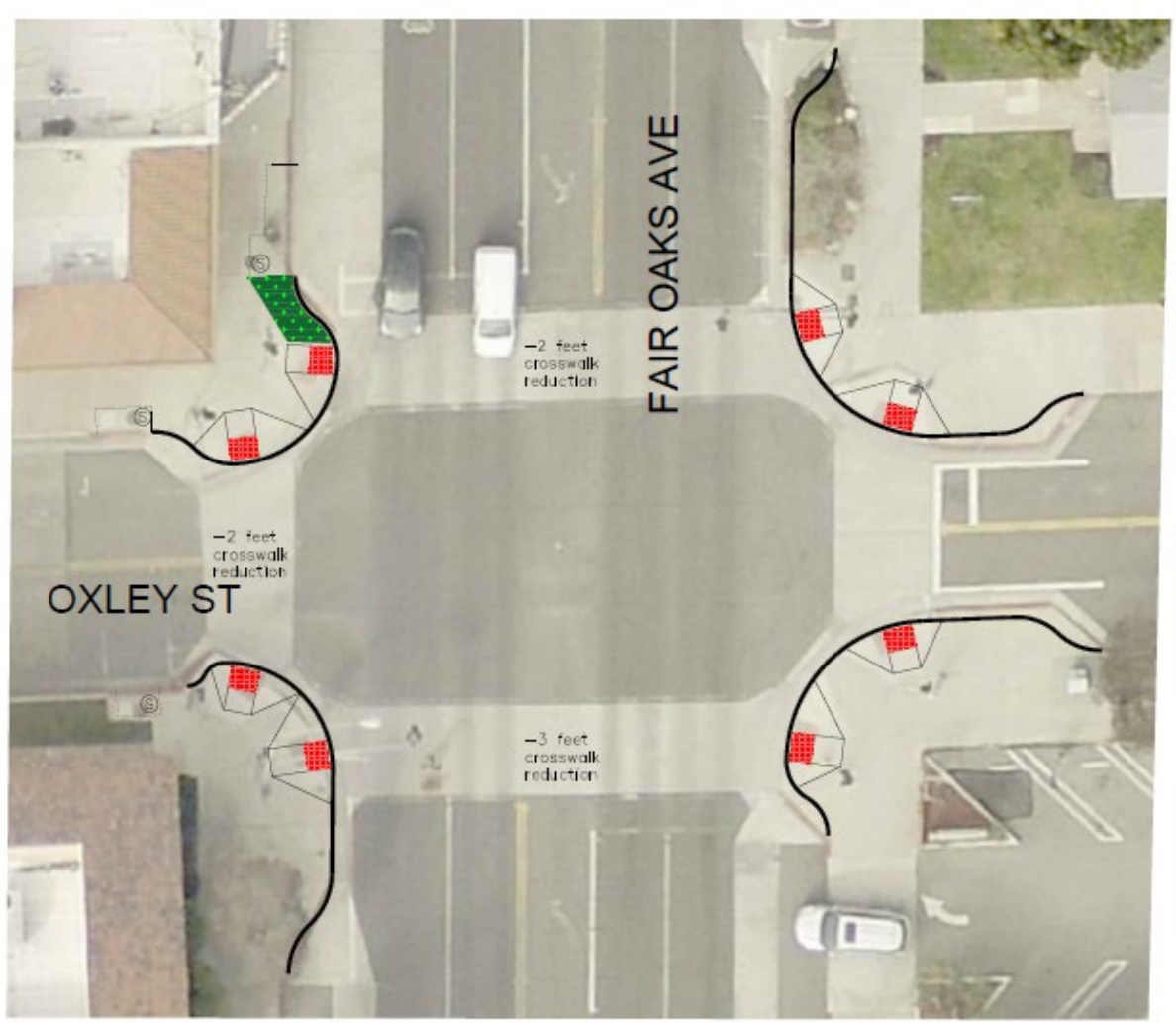
City of SOUTH PASADENA

Oxley Street – Option 2



- Removes bulb-outs at the NE and SW corners along Oxley Street
- Landscaping
- East/West lane widths would be wider
- Crosswalk distance would increase across Oxley Street

Oxley Street – Option 3



- Reconstruct all bulb outs without corner design
- Maintains bulb-out along Oxley Street
- Landscaping
- East/West lanes would be slightly narrower
- Crosswalk distance change slightly

City of SOUTH PASADENA

Next Steps

Staff is seeking feedback on the Design Options

Additional considerations:

- Options 1 or 3 would require additional design services
- Future improvements along Fair Oaks Avenue

City of SOUTH PASADENA

City of South Pasadena
Public Works

Memo

Date: October 1, 2025

To: The Honorable City Council

Via: Todd Hileman, City Manager

From: Michael Vartanians, City Engineer

Subject: October 1, 2025 City Council Meeting Item No. 17 Revisions

Attached is a copy of a revised staff report for Item No. 17. It replaces the previously submitted version and includes the following notable revisions:

- Revision to the title of the staff report
- Revision of the third recommendation
- Replacement of the Fiscal Impact Section of the originally submitted Staff Report
- Addition of Attachment No. 1 and No. 2

City Council Agenda Report

ITEM NO. 17

DATE: October 1, 2025

FROM: Todd Hileman, City Manager

PREPARED BY: Michael Vartanians, City Engineer
Bassam Al-Beitawi, Transportation Manager

SUBJECT: **CONSIDERATION OF SELECTION OF KIMLEY-HORN, FOR CIVIL DESIGN ENGINEERING SERVICES RELATED TO THE HUNTINGTON DRIVE AND FREMONT AVENUE CORRIDOR IMPROVEMENTS PROJECT, APPROVAL OF A PROFESSIONAL SERVICES AGREEMENT FOR A TOTAL NOT-TO-EXCEED AMOUNT OF $2,440,161, AND ADOPTIONG OF A RESOLUTION APPROPRIATING ADDITIONAL CAPITAL FUNDING TO COVER THE COST OF DESIGN.**

Recommendation

It is recommended that the City Council:

1. Approve the selection of Kimley-Horn to provide civil engineering design services related to the Huntington Drive and Fremont Avenue Corridor Improvements Project;
2. Approve a professional services agreement and authorize the City Manager to execute the agreement (Attachment 1), in the final form approved by the City Attorney, for said services in an amount not-to-exceed $2,440,161 ($2,218,328 + 10% contingency).
3. Adopt a resolution (Attachment 2) appropriating $323,000 in SR-710 Local Alternative Transportation Program Funds (New Fund: 297-9000-9010-9102-000); appropriating $100,000 in Measure R Mobility Improvement Program Funds (243-9000-9010-9103-000); and appropriate $100,000 in Measure R Local Return Funds (233-9000-9010-9103-000) to cover the additional cost of staff augmentation for the capital improvement project program.

Executive Summary

The City's 2025-2030 Capital Improvement Program (CIP) details the construction of multiple street improvement projects and includes the Huntington Drive and Fremont Avenue Corridor Improvements Project (Project). This item proposes the approval of the selection of Kimley-Horn as the firm to provide civil engineering design services for the Project and authorizes the City Manager to execute a Professional Services Agreement with Kimley-Horn.

Background

The City's Public Works Department is responsible for developing and implementing the City's Capital Improvement Program (CIP), including improvements of the city's street, water and sewer infrastructure. City Council recently received a presentation from the Public Works Department outlining the Fiscal Years 2025-2026 CIP budget

Two Los Angeles Metro grants were awarded to the City in 2021 and 2022 for both Fremont Avenue and Huntington Drive. The first grant in the amount of $6 million is from the Measure M Active Transportation Program (MAT), which was approved on September 1, 2022, and the

second is a $10 million grant from a reallocation of Interstate 710 funds through the Measure R program for local Mobility Improvement Projects (MIP), which was approved on August 12, 2021. In addition to the Los Angeles Metro grants, $323,000 in Local Alternative Transportation Improvement Program (LATIP) funds were adopted by the California Transportation Commission on June 26-27, 2025.

$1,017,160 of the Measure M funds, $1.1 million of the Measure R MIP funds and $323,000 of the LATIP funds, are designated for the Project Approval & Environmental Documentation (PA&ED) and Plans, Specification and Estimates (PS&E) for the Project. The Metro M and R grants will also have funding for construction, with approximately $5M of the Metro M MAT construction funds expiring on June 30, 2028. To meet the construction deadline, it is imperative that design begin as soon as possible.

The funding for the Project did not include an early planning phase, however, and in order to seek conceptual public input for this project, on July 18, 2023, Public Works staff presented the scope of proposed design charrettes at the Mobility and Transportation Infrastructure Commission (MTIC). On July 19, 2023, the City Council, approved a task order with Toole Design Group, LLC for transportation planning services in an amount of $430,473. Toole was assigned to complete four key tasks:

1. Preparation, research, and logistics
2. A multi-step charrette process starting with discovery and a site visit
3. The first and second design charrettes consisting of two 4-day sessions during the Fall of 2023, and,
4. Documentation session and deliverable focusing on recommendations for the three major corridors of Fremont Avenue, Huntington Drive, and Fair Oaks Avenue.

On October 17, 2023, the MTIC held a public meeting presenting the preliminary findings of the Toole Report, a summary and the background of the charrettes and initial public and stakeholder feedback.

On October 15, 2024, the MTIC was presented with the Toole Design Report (Report); 7 residents spoke on behalf of the findings in the Report.

Analysis

Huntington Drive and Fremont Avenue are two major corridors which provide multimodal use and have been identified as needing improvements for traffic flow for pedestrians, cyclists, bus riders and vehicles. The City established a Task Order with Toole Design to collect public input and make concept recommendations for the Project. These recommendations now need to be further vetted with technical studies to develop a design that will identify improvements that can be completed within the budget and scope of the grants for this Project.

On July 9, 2025 City staff posted a Request for Proposals (RFP) on Planet Bids requesting proposals from qualified professional civil/traffic engineering firms experienced in the design of roadway and traffic signal design/improvements. The firms were asked to demonstrate their qualifications to complete Project Approval and Environmental Documentation (PA&ED) and Plans, Specifications and Estimates (PS&E) for the Project. Six qualified firms responded to the RFP and were invited to participate in oral interviews. A selection panel of three individuals selected by the City evaluated the proposals and the interviews. After the firms were ranked by their qualifications, the fee proposals were opened and ranked. The fee proposed by the consultant is reasonable with respect to the proposed scope of services. The evaluation

process resulted in the recommendation of Kimley-Horn as the selected firm to provide design services for the Project. The firms were ranked as follows:

1. Kimley-Horn and Associates, Inc
2. ADVANTEC Consulting Engineers
3. HDR Engineering, Inc
4. JMDiaz Inc
5. H.W. Lochner Inc
6. Psomas

Kimley-Horn is an engineering firm with over 10,000 employees in 145 offices nationwide, including 15 in California, and over 350 staff in their Los Angeles and Orange County Offices. They focus on meeting the planning and design needs of over 75 Los Angeles County public agencies. Kimley-Horn has decades of experience working with various agencies and organization providing services related to roadway design, traffic signal system design, corridor planning, traffic analysis, congestion management, funding support, multimodal solutions, feasibility studies, environmental assessments, and public engagement. Their work experience includes projects of similar scope in the cities of Los Angeles, Monterey Park, Burbank, Culver City, Glendale, Palm Springs, Agoura Hills and Santa Clarita.

Fiscal Impact
The total estimated cost for this capital project is $17,369,920. A majority of the funding for the proposed Professional Services Agreement is included in the FY 2025-2026 Adopted Capital Improvement Program; however, staff is recommending that funding originally proposed in FY 2026-2027, specifically $323,000 from SR-710 Local Alternative Transportation Program (Fund 297) and $100,000 from Measure R Mobility Improvement Program (Fund 243), be appropriated in the current fiscal year. There are sufficient unallocated fund balances in Fund 243 and Fund 297 to allocate to this project.

SOURCES			
Fund	**Account Number**	**FY 25-26**	**FY 26-27**
Measure R Local Return - New	233-0000-0000-0000-000	$100,000	$0
Measure R Mobility Improvement Program (MIP) - NEW	243-0000-0000-0000-000	$100,000	$0
SR-710 Local Alternative Transportation - NEW	297-0000-0000-0000-000	$323,000	$0
Measure R Mobility Improvement Program (MIP) - Existing	400-0000-0000-0000-000	$1,100,000	$8,900,000
Proposition C Local Return – Existing	400-0000-0000-0000-000	$0	$250,000
Measure M MAT Cycle 1 Grant - Existing	400-0000-0000-0000-000	$1,211,232	$4,844,928
HSIP Cycle 11-H11-07-046 SCAG – Existing	400-0000-0000-0000-000	$0	$32,350
HSIP Cycle 11-H11-07-047 SCAG – Existing	400-0000-0000-0000-000	$0	$50,040
HSIP Cycle 11-H11-07-048 SCAG – Existing	400-0000-0000-0000-000	$0	$277,110
HSIP Cycle 11-H11-07-049 SCAG – Existing	400-0000-0000-0000-000	$0	$181,260
Total Sources:		**$2,834,232**	**$14,535,688**

USES			
Activity	**Account Number**	**FY 25-26**	**FY 26-27**
Design	243/297/400-9000-9010-0000-000	$2,218,328	$0
Project Management	243/297/400-9000-9010-0000-000	$100,000	$0
Construction Management/Inspection	243/400-9000-9010-0000-000	$0	$1,500,000
Construction	243/400-9000-9010-0000-000	$0	$11,535,688
Contingency (10%)	243/297/400-9000-9010-0000-000	$221,833	$1,500,000
Expenditures-to-Date(if applicable)			
Planning/Design	N/A	$294,071	$0
Total Uses		**$2,834,232**	**$14,535,688**

Key Performance Indicators and Strategic Plan
This item is related to street improvement goals in the City Council's 2025 compilation of priorities.

Commission Review and Recommendation
The Project has been discussed at multiple meetings of the former Mobility and Transportation Infrastructure Commission, the former Public Works Commission and at the Public Works Infrastructure Commission.

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

Environmental Analysis
The proposed action is not a project within the meaning of the California Environmental Quality Act Guidelines, Section 21065 as it does not cause a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Further CEQA analysis for the Project will be completed as part of the Contract if so approved by City Council.

Attachment No. 1 – Professional Services Agreement
Attachment No. 2 – Budget Amendment Resolution

PROFESSIONAL SERVICES AGREEMENT FOR CONSULTANT SERVICES

(City of South Pasadena /Kimley-Horn and Associates, Inc.)

1. IDENTIFICATION

This PROFESSIONAL SERVICES AGREEMENT ("Agreement") is entered into as of October 1, 2025, by and between the City of South Pasadena, a California municipal corporation ("City"), and Kimley-Horn and Associates, Inc. ("Consultant").

2. RECITALS

2.1. City has determined that it requires the following professional services from a consultant: **Engineering design services related to the Huntington Drive and Fremont Avenue Corridor Improvements Project.**

2.2. Consultant represents that it is fully qualified to perform such professional services by virtue of its experience and the training, education and expertise of its principals and employees. Consultant further represents that it is willing to accept responsibility for performing such services in accordance with the terms and conditions set forth in this Agreement.

2.3. Consultant represents that it has no known relationships with third parties, City Council members, or employees of City which would (1) present a conflict of interest with the rendering of services under this Agreement under Government Code Section 1090, the Political Reform Act (Government Code Section 81000 *et seq.*), or other applicable law, (2) prevent Consultant from performing the terms of this Agreement, or (3) present a significant opportunity for the disclosure of confidential information.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, City and Consultant agree as follows:

3. DEFINITIONS

3.1. "Scope of Services": **see Exhibit A**

3.2. "Agreement Administrator": The Agreement Administrator for this project is **Michael Vartanians, PE, City Engineer**. The Agreement Administrator shall be the principal point of contact at the City for this project. All services under this Agreement shall be performed at the request of the Agreement Administrator. The Agreement Administrator will establish the timetable for completion of services and any interim milestones. City reserves the right to change this designation upon written notice to Consultant.

3.3. "Approved Fee Schedule": Consultant's compensation rates are set forth in the fee schedule attached hereto as Exhibit B and incorporated herein by this reference. This fee schedule shall remain in effect for the duration of this Agreement unless modified in writing by mutual agreement of the parties.

3.4. "Maximum Amount": The total compensation and costs payable to Consultant by City under this Agreement for the Scope of Services shall be Two Million, Two Hundred Eighteen Thousand and Three Hundred and Twenty-Eight Dollars ($2,218,328) ("Consideration"). The Agreement Administrator, with the concurrence of the City Manager, is authorized to request additional services and/or change orders in writing in an amount not to exceed Two Hundred Twenty-One Thousand and Eight Hundred and Thirty-Three Dollars ($221,833) ("Contingency"). The Maximum Amount payable under this Agreement shall not exceed the total amount of the Consideration and the Contingency listed herein for a total Maximum Amount of Two Million, Four Hundred Forty Thousand One Hundred Sixty-One Dollars ($2,440,161.00).

3.5. "Commencement Date": October 1, 2025

3.6. "Termination Date": **Until determined to be complete by the City of South Pasadena Public Works Director.**

4. TERM

The term of this Agreement shall commence at 12:00 a.m. on the Commencement Date and shall expire at 11:59 p.m. on the Termination Date unless extended by written agreement of the parties or terminated earlier under Section 18 ("Termination") below. Consultant may request extensions of time to perform the services required hereunder. Such extensions shall be effective if authorized in advance by City in writing and incorporated in written amendments to this Agreement.

5. CONSULTANT'S DUTIES

5.1. **Services**. Consultant shall perform the services identified in the Scope of Services. City shall have the right to request, in writing, changes in the Scope of Services. Any such changes mutually agreed upon by the parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement.

5.2. **Coordination with City**. In performing services under this Agreement, Consultant shall coordinate all contact with City through its Agreement Administrator.

5.3. **Budgetary Notification**. Consultant shall notify the Agreement Administrator, in writing, when fees and expenses incurred under this Agreement have reached eighty percent (80%) of the Consideration. Consultant shall concurrently inform the Agreement Administrator, in writing, of Consultant's estimate of total expenditures

required to complete its current assignments before proceeding, when the remaining work on such assignments would exceed the Consideration.

5.4. **Business License.** Consultant shall obtain and maintain in force a City business license for the duration of this Agreement.

5.5. **Professional Standards.** Consultant shall perform all work to the standards of Consultant's profession and in a manner reasonably satisfactory to City. Consultant shall keep itself fully informed of and in compliance with all local, state, and federal laws, rules, and regulations in any manner affecting the performance of this Agreement, including all Cal/OSHA requirements, the conflict of interest provisions of Government Code § 1090 and the Political Reform Act (Government Code § 81000 et seq.).

5.6. **Avoid Conflicts.** During the term of this Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working at the Commencement Date if such work would present a conflict interfering with performance under this Agreement. However, City may consent in writing to Consultant's performance of such work.

5.7. **Appropriate Personnel.** Consultant has, or will secure at its own expense, all personnel required to perform the services identified in the Scope of Services. All such services shall be performed by Consultant or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. Jean Fares, PE shall be Consultant's project administrator and shall have direct responsibility for management of Consultant's performance under this Agreement. No change shall be made in Consultant's project administrator without City's prior written consent.

5.8. **Substitution of Personnel.** Any persons named in the proposal or Scope of Services constitutes a promise to the City that those persons will perform and coordinate their respective services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval of City. If City and Consultant cannot agree as to the substitution of key personnel, City may terminate this Agreement for cause.

5.9. **Permits and Approvals.** Consultant shall, at its sole cost and expense, keep in effect at all times during the Term of this Agreement all professional licenses, permits and approvals of whatever nature that are legally required to practice its profession Consultant will assist the Client in applying for or obtaining any permits or regulatory approvals stated in Consultants Scope of Services, including but not limited to encroachment permits and building and safety permits and inspections.

5.10. **Notification of Organizational Changes.** Consultant shall notify the Agreement Administrator, in writing, of any change in name, ownership or control of Consultant's firm or of any subcontractor. Change of ownership or control of Consultant's firm may require an amendment to this Agreement.

5.11. **Records.** Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to Consultant under this Agreement. All such documents shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of City. In addition, pursuant to Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds ten thousand dollars, all such documents and this Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of City, for a period of three (3) years after final payment under this Agreement.

6. SUBCONTRACTING

6.1. **General Prohibition.** This Agreement covers professional services of a specific and unique nature. Except as otherwise provided herein, Consultant shall not assign or transfer its interest in this Agreement or subcontract any services to be performed without amending this Agreement.

6.2. **Consultant Responsible.** Consultant shall be responsible to City for all services to be performed under this Agreement.

6.3. **Identification in Fee Schedule.** All subcontractors shall be specifically listed in the Scope of Work, Exhibit A, and their billing rates identified in the Approved Fee Schedule, Exhibit B. Any changes must be approved by the Agreement Administrator in writing as an amendment to this Agreement.

6.4. **Compensation for Subcontractors.** City shall pay Consultant for work performed by its subcontractors, if any, only at the amount set forth in the Approved Fee Schedule, Exhibit B. Consultant shall be liable and accountable for any and all payments, compensation, and federal and state taxes to all subcontractors performing services under this Agreement. City shall not be liable for any payment, compensation, or federal and state taxes for any subcontractors.

7. COMPENSATION

7.1. **General.** City agrees to compensate Consultant for the services provided under this Agreement, and Consultant agrees to accept payment in accordance with the Fee Schedule in full satisfaction for such services and in an amount not to exceed the Consideration. Compensation, including any change orders, shall not exceed the Maximum Amount. Consultant shall not be reimbursed for any expenses unless provided for in this Agreement or authorized in writing by City in advance.

7.2. **Invoices.** Consultant shall submit to City an invoice, on a monthly basis or as otherwise agreed to by the Agreement Administrator, for services performed pursuant to this Agreement. Each invoice shall identify the services rendered during the billing period, the amount due for the invoice, and the total amount previously invoiced. All labor charges shall be itemized by employee name and classification/position with the firm, the corresponding hourly rate, the hours worked, a description of each labor charge, and the total amount due for labor charges.

Invoices shall be submitted electronically to PWAP@southpasadenaca.gov

7.3. **Taxes.** City shall not withhold applicable taxes or other payroll deductions from payments made to Consultant except as otherwise required by law. Consultant shall be solely responsible for calculating, withholding, and paying all taxes.

7.4. **Disputes.** The parties agree to meet and confer at mutually agreeable times to resolve any disputed amounts contained in an invoice submitted by Consultant.

7.5. **Additional Work.** Consultant shall not be reimbursed for any expenses incurred for work performed outside the Scope of Services unless prior written approval is given by the City through a fully executed written amendment. Consultant shall not undertake any such work without prior written approval of the City.

7.6. **City Satisfaction as Precondition to Payment.** Notwithstanding any other terms of this Agreement, no payments shall be made to Consultant until City is satisfied that the services are satisfactory.

7.7. **Right to Withhold Payments.** If Consultant fails to provide a deposit or promptly satisfy an indemnity obligation described in Section 11, City shall have the right to withhold payments under this Agreement to offset that amount.

8. PREVAILING WAGES

Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects. Consultant shall defend, indemnify, and hold the City, tis elected officials, officers, employees, and agents free and harmless form any claim or liability arising out of any failure or alleged failure of Consultant to comply with the Prevailing Wage Laws.

9. OWNERSHIP OF WRITTEN PRODUCTS

All reports, documents or other written material ("written products" herein) developed by Consultant in the performance of this Agreement shall be and remain the property

of City without restriction or limitation upon its use or dissemination by City except as provided by law. Consultant may take and retain copies of such written products as desired, but no such written products shall be the subject of a copyright application by Consultant.

10. RELATIONSHIP OF PARTIES

10.1. **General.** Consultant is, and shall at all times remain as to City, a wholly independent contractor.

10.2. **No Agent Authority.** Consultant shall have no power to incur any debt, obligation, or liability on behalf of City or otherwise to act on behalf of City as an agent. Neither City nor any of its agents shall have control over the conduct of Consultant or any of Consultant's employees, except as set forth in this Agreement. Consultant shall not represent that it is, or that any of its agents or employees are, in any manner employees of City.

10.3. **Independent Contractor Status.** Under no circumstances shall Consultant or its employees look to the City as an employer. Consultant shall not be entitled to any benefits. City makes no representation as to the effect of this independent contractor relationship on Consultant's previously earned California Public Employees Retirement System ("CalPERS") retirement benefits, if any, and Consultant specifically assumes the responsibility for making such a determination. Consultant shall be responsible for all reports and obligations including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation, and other applicable federal and state taxes.

10.4. **Indemnification of CalPERS Determination.** In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of the City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

11. INDEMNIFICATION

11.1 **Definitions.** For purposes of this Section 11, "Consultant" shall include Consultant, its officers, employees, servants, agents, or subcontractors, or anyone directly or indirectly employed by either Consultant or its subcontractors, in the performance of this Agreement. "City" shall include City, its officers, agents, employees and volunteers.

11.2 **Consultant to Indemnify City.**

11.2.1 Indemnity for Design Professional Services. To the fullest extent permitted by law, Consultant shall indemnify, hold harmless, and defend City from and against any and all claims, losses, costs or expenses (including reasonable attorneys' fees for counsel of City's choice, expert fees and all other costs and fees of litigation) for any personal injury or property damage to the extent arising out of, pertaining to or relating to Consultant's negligence, recklessness or willful misconduct or other wrongful acts, errors or omissions of Consultant or failure to comply with any provision in this Agreement in the performance of its design professional services under this Agreement by a "design professional," as that term is defined under California Civil Code § 2782.8(c). Notwithstanding the foregoing and as required by California Civil Code § 2782.8(a), in no event shall the cost to defend that is charged to Consultant exceed Consultant's proportionate percentage of fault.

11.2.2 Other Indemnities. Other than in the performance of design processional services as described in Section 11.2.1 and to the fullest extent permitted by law, Consultant shall indemnify, hold harmless, and defend City from and against any and all claims, losses, costs or expenses (including reasonable attorneys' fees for counsel of City's choice, expert fees and all other costs and fees of litigation) for any personal injury or property damage arising out of or in connection with Consultant's alleged negligence, recklessness or willful misconduct or other wrongful acts, errors or omissions of Consultant or failure to comply with any provision in this Agreement.

11.3 **Scope of Indemnity.** Personal injury shall include injury or damage due to death or injury to any person, whether physical, emotional, consequential or otherwise, Property damage shall include injury to any personal or real property. Consultant shall not be required to indemnify City for such loss or damage as is caused by the sole active negligence or willful misconduct of the City.

11.4 **Intentionally Omitted..**

11.5 **Intentionally Omitted.**

11.6 **Waiver of Statutory Immunity.** The obligations of Consultant under this Section 11 are not limited by the provisions of any workers' compensation act or similar act. Consultant expressly waives its statutory immunity under such statutes or laws as to City.

11.7 **Indemnification by Subcontractors.** Consultant agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this Section 11 from each and every subcontractor or any other person or entity involved in the performance of this Agreement on Consultant's behalf.

11.8 **Insurance Not a Substitute.** City does not waive any indemnity rights by accepting any insurance policy or certificate required pursuant to this Agreement. Consultant's indemnification obligations apply regardless of whether or not any insurance policies

are determined to be applicable to the claim, demand, damage, liability, loss, cost or expense.

12. INSURANCE

12.1. **Insurance Required.** Consultant shall maintain insurance as described in this section and shall require all of its subcontractors, consultants, and other agents to do the same. Approval of the insurance by the City shall not relieve or decrease any liability of Consultant Any requirement for insurance to be maintained after completion of the work shall survive this Agreement.

12.2. **Documentation of Insurance.** City will not execute this agreement until it has received a complete set of all required documentation of insurance coverage. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. Consultant shall file with City:

- Certificate of Insurance, indicating companies acceptable to City, with a Best's Rating of no less than A:VII showing. The Certificate of Insurance must include the following reference: Engineering design services related to the Huntington Drive and Fremont Avenue Corridor Improvements Project.
- Documentation of Best's rating acceptable to the City.
- Original endorsements effecting coverage for all policies required by this Agreement.
- City reserves the right to obtain a full certified copy of any Insurance policy and endorsements. Failure to exercise this right shall not constitute a waiver of the right to exercise later.

12.3. **Coverage Amounts.** Insurance coverage shall be at least in the following minimum amounts:

• Professional Liability Insurance:	$2,000,000 per occurrence, $2,000,000 aggregate
• General Liability:	
• General Aggregate:	$2,000,000
• Products Comp/Op Aggregate	$2,000,000
• Personal & Advertising Injury	$2,000,000
• Each Occurrence	$2,000,000
• Fire Damage (any one fire)	$ 100,000
• Medical Expense (any 1 person)	$ 10,000
• Workers' Compensation:	
• Workers' Compensation	Statutory Limits
• EL Each Accident	$1,000,000
• EL Disease - Policy Limit	$1,000,000

- EL Disease - Each Employee $1,000,000

- Automobile Liability
  - Any vehicle, combined single limit $1,000,000

Any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements or limits shall be available to the additional insured. Furthermore, the requirements for coverage and limits shall be the greater of (1) the minimum coverage and limits specified in this Agreement, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured

12.4. **General Liability Insurance.** Commercial General Liability Insurance shall be no less broad than ISO form CG 00 01. Coverage must be on a standard Occurrence form. Claims-Made, modified, limited or restricted Occurrence forms are not acceptable.

12.5. **Worker's Compensation Insurance.** Consultant is aware of the provisions of Section 3700 of the Labor Code which requires every employer to carry Workers' Compensation (or to undertake equivalent self-insurance), and Consultant will comply with such provisions before commencing the performance of the work of this Agreement. If such insurance is underwritten by any agency other than the State Compensation Fund, such agency shall be a company authorized to do business in the State of California.

12.6. **Automobile Liability Insurance.** Covered vehicles shall include owned if any, non-owned, and hired automobiles and, trucks.

12.7. P**rofessional Liability Insurance or Errors & Omissions Coverage.** The deductible or self-insured retention may not exceed $50,000. If the insurance is on a Claims-Made basis, the retroactive date shall be no later than the commencement of the work. Coverage shall be continued for two years after the completion of the work by one of the following: (1) renewal of the existing policy; (2) an extended reporting period endorsement; or (3) replacement insurance with a retroactive date no later than the commencement of the work under this Agreement.

12.8. **Claims-Made Policies.** If any of the required policies provide coverage on a claims-made basis the Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work. Claims-Made Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Consultant must purchase "extended reporting" coverage for a minimum of five (5) years after completion of contract work.

12.9. **Additional Insured Endorsements.** The City, its City Council, Commissions, officers, and employees of South Pasadena must be endorsed as an additional insured

for each policy required herein, other than Professional Errors and Omissions and Worker's Compensation, for liability arising out of ongoing and completed operations by or on behalf of the Consultant. Consultant's insurance policies shall be primary as respects any claims related to or as the result of the Consultant's work. Any insurance, pooled coverage or self-insurance maintained by the City, its elected or appointed officials, directors, officers, agents, employees, volunteers, or consultants shall be non-contributory. All endorsements shall be signed by a person authorized by the insurer to bind coverage on its behalf. General liability coverage can be provided using an endorsement to the Consultant's insurance at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10 and CG 20 37.

12.10. **Failure to Maintain Coverage.** In the event any policy is canceled prior to the completion of the project and the Consultant does not furnish a new certificate of insurance prior to cancellation, City has the right, but not the duty, to obtain the required insurance and deduct the premium(s) from any amounts due the Consultant under this Agreement. Failure of the Consultant to maintain the insurance required by this Agreement, or to comply with any of the requirements of this section, shall constitute a material breach of this Agreement.

12.11. **Notices.** Contractor shall provide immediate written notice if (1) any of the required insurance policies is terminated; (2) the limits of any of the required policies are reduced; (3) or the deductible or self-insured retention is increased. Consultant shall provide no less than 30 days' notice of any cancellation or material change to policies required by this Agreement. Consultant shall provide proof that cancelled or expired policies of insurance have been renewed or replaced with other policies providing at least the same coverage. Such proof will be furnished at least two weeks prior to the expiration of the coverages. The name and address for Additional Insured Endorsements, Certificates of Insurance and Notices of Cancellation is: **City of South Pasadena, Attn: Risk Management, 1414 Mission St., South Pasadena, CA 91030. Telephone: (626) 403-7230.**

12.12. **Consultant's Insurance Primary.** The insurance provided by Consultant, other than Worker's Compensation, professional liability and employer's liability, including all endorsements, shall be primary to any coverage available to City. Any insurance or self-insurance maintained by City and/or its officers, employees, agents or volunteers, shall be in excess of Consultant's insurance and shall not contribute with it.

12.13. **Waiver of Subrogation.** Consultant hereby waives all rights of subrogation against the City. Consultant shall additionally waive such rights either by endorsement to each policy or provide proof of such waiver in the policy itself.

12.14. **Report of Claims to City.** Consultant shall report to the City, in addition to the Consultant's insurer, any and all insurance claims submitted to Consultant's insurer in connection with the services under this Agreement.

12.15. **Premium Payments and Deductibles.** Consultant must disclose all deductibles and self-insured retention amounts to the City. The City may require the Consultant to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within retention amounts. Ultimately, City must approve all such amounts prior to execution of this Agreement.

City has no obligation to pay any premiums, assessments, or deductibles under any policy required in this Agreement. Consultant shall be responsible for all premiums and deductibles in all of Consultant's insurance policies. The amount of deductibles for insurance coverage required herein are subject to City's approval.

12.16. **Duty to Defend and Indemnify.** Consultant's duties to defend and indemnify City under this Agreement shall not be limited by the foregoing insurance requirements and shall survive the expiration of this Agreement.

13. MUTUAL COOPERATION

13.1. **City Cooperation in Performance.** City shall provide Consultant with all pertinent data, documents and other requested information as is reasonably available for the proper performance of Consultant's services under this Agreement.

13.2. **Consultant Cooperation in Defense of Claims.** If any claim or action is brought against City relating to Consultant's performance in connection with this Agreement, Consultant shall render any reasonable assistance that City may require in the defense of that claim or action.

14. NOTICES

Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on: (i) the day of delivery if delivered by hand, facsimile or overnight courier service during Consultant's and City's regular business hours; or (ii) on the third business day following deposit in the United States mail if delivered by mail, postage prepaid, to the addresses listed below (or to such other addresses as the parties may, from time to time, designate in writing).

If to City

Michael Vartanians, PE
City Engineer
City of South Pasadena
1414 Mission Street
South Pasadena, CA 91030
Telephone: (626) 403-7240
Facsimile: (626) 403-7241

If to Consultant

Jean Fares, PE
Project Manager
Kimley-Horn and Associates
660 South Figueroa Street, Suite 2050
Los Angeles, CA 90017
Telephone: (213) 354-9402

With courtesy copy to:

Roxanne Diaz
South Pasadena City Attorney
Richards, Watson & Gershon
350 South Grand Avenue, 37th Floor

Los Angeles, CA 90071
Telephone: (213) 626-8484
Facsimile: (213) 626-0078

Invoices shall be submitted electronically to PWAP@southpasadenaca.gov

15. SURVIVING COVENANTS

The parties agree that the covenants contained in paragraph 5.11 (Records), paragraph 10.4 (Indemnification of CalPERS Determination), Section 11 (Indemnity), paragraph 12.8 (Claims-Made Policies), paragraph 13.2 (Consultant Cooperation in Defense of Claims), and paragraph 18.1 (Confidentiality) of this Agreement shall survive the expiration or termination of this Agreement, subject to the provisions and limitations of this Agreement and all otherwise applicable statutes of limitations and repose.

16. TERMINATION

16.1. **City Termination.** City may terminate this Agreement for any reason on five calendar days' written notice to Consultant. Consultant agrees to cease all work under this Agreement on or before the effective date of any notice of termination. All City data,

documents, objects, materials or other tangible things shall be returned to City upon the termination or expiration of this Agreement.

16.2. **Consultant Termination.** Consultant may terminate this Agreement for a material breach of this Agreement upon 30 days' notice.

16.3. **Compensation Following Termination.** Upon termination, Consultant shall be paid based on the work satisfactorily performed at the time of termination. In no event shall Consultant be entitled to receive more than the amount that would be paid to Consultant for the full performance of the services required by this Agreement. The City shall have the benefit of such work as may have been completed up to the time of such termination.

16.4. **Remedies.** City retains any and all available legal and equitable remedies for Consultant's breach of this Agreement.

17. INTERPRETATION OF AGREEMENT

17.1. **Governing Law.** This Agreement shall be governed and construed in accordance with the laws of the State of California.

17.2. **Integration of Exhibits.** All documents referenced as exhibits in this Agreement are hereby incorporated into this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail. This instrument contains the entire Agreement between City and Consultant with respect to the transactions contemplated herein. No other prior oral or written agreements are binding upon the parties. Amendments hereto or deviations herefrom shall be effective and binding only if made in writing and executed on by City and Consultant.

17.3. **Headings.** The headings and captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and for convenience in reference to this Agreement. Should there be any conflict between such heading, and the section or paragraph thereof at the head of which it appears, the language of the section or paragraph shall control and govern in the construction of this Agreement.

17.4. **Pronouns.** Masculine or feminine pronouns shall be substituted for the neuter form and vice versa, and the plural shall be substituted for the singular form and vice versa, in any place or places herein in which the context requires such substitution(s).

17.5. **Severability.** If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to the extent necessary to, cure such invalidity or unenforceability, and shall be enforceable in its amended form. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or

unenforceable, shall not be affected, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

17.6. **No Presumption Against Drafter.** Each party had an opportunity to consult with an attorney in reviewing and drafting this agreement. Any uncertainty or ambiguity shall not be construed for or against any party based on attribution of drafting to any party.

18. GENERAL PROVISIONS

18.1. **Confidentiality.** All data, documents, discussion, or other information developed or received by Consultant for performance of this Agreement are deemed confidential and Consultant shall not disclose it without prior written consent by City. City shall grant such consent if disclosure is legally required. All City data shall be returned to City upon the termination or expiration of this Agreement.

18.2. **Conflicts of Interest.** Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Consultant further agrees to file, or shall cause its employees or subcontractor to file, a Statement of Economic Interest with the City's Filing Officer if required under state law in the performance of the services. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer, or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

18.3. **Non-assignment.** Consultant shall not delegate, transfer, subcontract or assign its duties or rights hereunder, either in whole or in part, without City's prior written consent, and any attempt to do so shall be void and of no effect. City shall not be obligated or liable under this Agreement to any party other than Consultant.

18.4. **Binding on Successors.** This Agreement shall be binding on the successors and assigns of the parties.

18.5. **No Third-Party Beneficiaries.** Except as expressly stated herein, there is no intended third-party beneficiary of any right or obligation assumed by the parties.

18.6. **Time of the Essence.** Time is of the essence for each and every provision of this Agreement.

18.7. **Non-Discrimination.** Consultant shall not discriminate against any employee or applicant for employment because of race, sex (including pregnancy, childbirth, or related medical condition), creed, national origin, color, disability as defined by law,

disabled veteran status, Vietnam veteran status, religion, age (40 and above), medical condition (cancer-related), marital status, ancestry, or sexual orientation. Employment actions to which this provision applies shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; or in terms, conditions or privileges of employment, and selection for training. Consultant agrees to post in conspicuous places, available to employees and applicants for employment, the provisions of this nondiscrimination clause.

18.8. **Waiver.** No provision, covenant, or condition of this Agreement shall be deemed to have been waived by City or Consultant unless in writing signed by one authorized to bind the party asserted to have consented to the waiver. The waiver by City or Consultant of any breach of any provision, covenant, or condition of this Agreement shall not be deemed to be a waiver of any subsequent breach of the same or any other provision, covenant, or condition.

18.9. **Excused Failure to Perform.** Consultant shall not be liable for any failure to perform if Consultant presents acceptable evidence, in City's sole judgment, that such failure was due to causes beyond the control and without the fault or negligence of Consultant.

18.10. **Remedies Non-Exclusive.** Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance from the exercise by any party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such party of any or all of such other rights, powers or remedies.

18.11. **Attorneys' Fees.** If legal action shall be necessary to enforce any term, covenant or condition contained in this Agreement, the prevailing party shall be entitled to an award of reasonable attorneys' fees and costs expended in the action.

18.12. **Venue.** The venue for any litigation shall be Los Angeles County, California and Consultant hereby consents to jurisdiction in Los Angeles County for purposes of resolving any dispute or enforcing any obligation arising under this Agreement.

TO EFFECTUATE THIS AGREEMENT, the parties have caused their duly authorized representatives to execute this Agreement on the dates set forth below.

"City"	"Consultant"
City of South Pasadena	Kimley-Horn and Associates, Inc.
By:_____	By:_____
Signature	*Signature*
Printed:_____	Printed:_____
Title:_____	Title:_____
_____	_____

Attest:

By:_____
Mark Perez,
Deputy City Clerk

Approved as to form:

By:_____
Roxanne Diaz, City Attorney

EXHIBIT A

Scope of Work

Consultant shall provide engineering design services related to the Huntington Drive and Fremont Avenue Corridor Improvements Project as set forth in Consultant's proposal attached herein to this Exhibit A.

Tasks include, but are not limited to, civil and traffic engineering design of roadway geometrics, signing, striping, pavement marking design, complete street and road diet design, traffic signal and equipment design, signal coordination and corridor synchronization design, Intelligent Transportation Systems design, ADA design compliance, landscaping and street drainage design related to the Fremont. Additionally, the consultant's tasks include developing and conducting public outreach programs, and community meetings with local residents, businesses and special interest stakeholders. The consultant will also prepare Project Approval and Environmental Documents (PA&ED) and prepare Plans, Specifications and Estimates (PS&E) documents for the Hunting Drive and Fremont Avenue Corridor Improvements Project.

PROPOSAL FOR

ENGINEERING DESIGN SERVICES FOR THE

Huntington Drive and Fremont Avenue Corridor Improvements Project

PREPARED FOR: CITY OF SOUTH PASADENA

Kimley»Horn

Expect More. Experience Better.



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660 South Figueroa Street, Suite 2050
Los Angeles, CA 90017
TEL 213.261.4040

COVER LETTER

August 27, 2025

Bassam AL-Beitawi
City of South Pasadena
Public Works Department
1414 Mission Street
South Pasadena, CA 91030

RE: Proposal for Engineering Design Services for the Huntington Drive and Fremont Avenue Corridor Improvements Project

Dear Mr. AL-Beitawi and Members of the Selection Committee:

In an effort to increase the safety of all road users by reducing traffic volumes and increasing active transportation options for the local community, the **City of South Pasadena** (City) is developing a series of corridor improvements along Huntington Drive and Fremont Avenue. To successfully deliver this transformative multimodal project, the City needs a qualified consultant partner with a proven track record in multidisciplinary planning, community outreach, design, and implementation. As a trusted consultant throughout the San Gabriel Valley and a dedicated partner to the City, **Kimley-Horn** is excited to lead this project and help bring the Huntington Drive and Fremont Avenue Corridor Improvements Project to life.

The Kimley-Horn team offers you a range of unique benefits that set us apart, including:

Unmatched Blend of ATP, ITS, and Outreach Expertise. Over the last two decades, the Kimley-Horn team has been dedicated to implementing active transportation program (ATP) and Intelligent Transportation Systems (ITS) projects throughout Southern California. ***Our projects focus on benefiting local communities by establishing a sense of place through street beautification, optimizing corridors through effective technology deployments, and enhancing safety through informed and data-driven design decisions.*** Notably, we have been working with the nearby City of Monterey Park to develop the Monterey Pass Road Complete Streets Project, an effort involving a robust community outreach process in which we helped gain community consensus and City Council approval in just under three months. The project design involves complex grading, ADA enhancements, technology deployments through fiber-optic design, protected bike lanes, pedestrian enhancements, and commercial vehicle operation improvements on a highly dynamic corridor—one very similar to Huntington Drive and Fremont Avenue. Our diverse experience on multimodal projects, paired with a strong foundation in ITS design and integration, has prepared us to take on a project of this importance.

Within the last 5 years, the proposed Kimley-Horn team has worked on

25+

active transportation projects across Los Angeles region.

Integrated, Quality-Driven, and Responsive Team. This project will be led by **Jean Fares, PE**, who brings 36 years of experience in the traffic engineering industry and has led complex projects that engage planning, design, and community outreach. Jean's project management approach is rooted in responsiveness, quality, and collaboration. He will be supported by a core team of project leaders—including QC/QA manager **Sarmad Farjo, PE** and principal-in-charge **Darren Adrian, PE**—and a deep bench of well-rounded local engineers, planners, and technology and integration specialists based out of our Downtown Los Angeles office, located less than 10 miles from South Pasadena City Hall. Jean and the Kimley-Horn team's active transportation and ITS experts have extensive planning, design, and construction experience, offering the City a core team who can see everything through the lens of implementation. Our proactive and integrated team will work collaboratively with the City to proactively address questions and think several steps ahead of the project.

> **"[Kimley-Horn's] work has always been completed and provided in the utmost professional manner within budget and schedule. The City of Downey has been very satisfied with Kimley-Horn's responsiveness and would not hesitate to hire this firm again."**
>
> *- Ed Norris, Deputy Director of Public Works at the City of Downey*



Thoughtful Planning and Constructible Designs. There are very few teams who can develop imaginative planning documents and turn them into constructible high-quality designs. We have thoughtfully selected an integrated team of well-rounded and seasoned professionals who understand that constructability begins at the planning and outreach stage. We make tactful and careful decisions which lead to implementable designs. This begins with mastery of design standards and understanding how they can be creatively applied to minimize delays and inefficiency, while addressing your community's core needs. Our understanding of real-world applications positions us to develop planning documents and lead community outreach meetings with an ability to manage expectations and address potential concerns well in advance of final design. We are prepared to take on this project alongside the City, thinking several steps ahead to implement an impactful project which will benefit generations to come.

Thank you for considering our proposal. Kimley-Horn is excited about this opportunity to continue our partnership and build on our relationship with the City. Should you have any questions, project manager **Jean Fares, PE** will serve as our point of contact for this proposal and can be reached directly at 213.354.9402, by email at jean.fares@kimely-horn.com, or at the address listed on the previous page.

Sincerely,

Kimley-Horn and Associates, Inc.

Jean Fares, PE
Project Manager/Senior Vice President*

**As Senior Vice President, Jean Fares, P.E. is authorized to act on behalf of and bind the firm.*

Kimley-Horn acknowledges receipt of the following addenda and Q&A responses:

- Addendum No. 1, dated July 28, 2025
- Addendum No. 2, dated July 31, 2025
- Addendum No. 3, dated August 4, 2025 (released on August 7, 2025)
- Q&A Set No. 1, dated August 5, 2025

A. BACKGROUND

FIRM PROFILE

Since our founding in 1967, Kimley-Horn has grown from a small group of engineers and planners to a firm of over 10,000 employees in 145 offices nationwide, including 15 in California, and over 350 staff in our Los Angeles and Orange County offices (out of more than 550 Southern California staff), focused on meeting the planning and design needs of over 75 Los Angeles County public agencies. ***We provide our clients with the local knowledge and responsiveness of a small organization, backed by the depth of resources only a national firm could offer.*** Today, we are one of the highest ranked planning and engineering consulting firms in California. According to *Engineering News-Record* (ENR), our firm ranks fourth among the Top 100 Pure Design Firms, representing the combined efforts and quality of our staff, who are committed to providing client-focused service and technical excellence in everything we do.

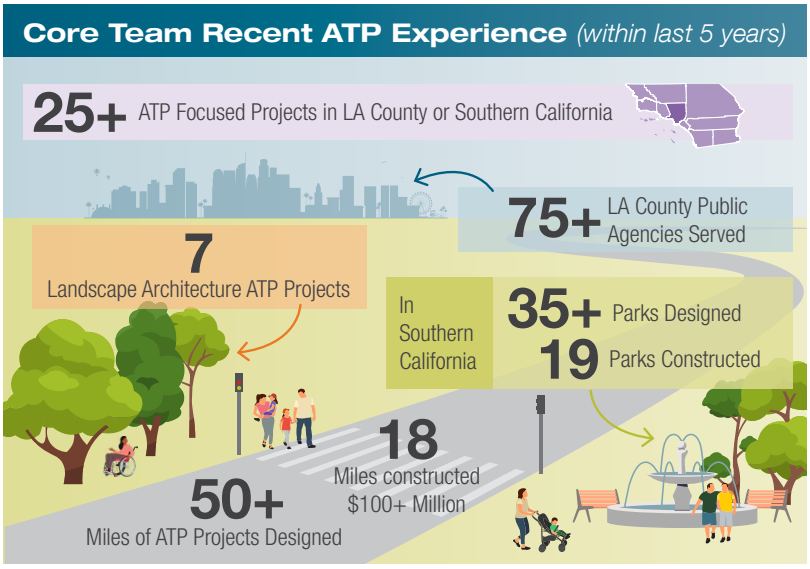


SERVICES OFFERED

Kimley-Horn has decades of experience improving California's transportation systems, working with various agencies and organizations. Our services include corridor planning, traffic analysis, congestion management, funding support, multimodal solutions, feasibility studies, environmental assessments, computer modeling, and public engagement. Kimley-Horn is well-versed in CEQA compliance. We approach projects with a comprehensive, multimodal perspective, making sure that transportation plans meet diverse user needs and are practical to implement. A few of our most relevant service offerings are elaborated on below and on the next page.

ACTIVE TRANSPORTATION PLANNING AND DESIGN

Kimley-Horn is dedicated to improving safety for people who travel using different modes. We recognize the importance of planning and designing for people who travel sustainably by walking, biking, or taking transit. We employ cutting-edge techniques to accommodate and encourage more sustainable forms of travel and reduce conflicts with vehicles. Safety concerns are one of the most common factors that discourage people from walking or biking. Our safety planning and design experience helps us understand how to decrease the level of traffic stress (LTS), enhance safety in high-risk areas, and encourage mode-shift.



Our team members have led numerous pedestrian and bicycle planning and design projects throughout the country, from single-intersection bike lane improvements to safe routes to school programs and active transportation master plans with miles of protected bikeways. ***In all, our team members have designed more than 200 miles of multi-use and bicycle trails.*** Our team also understands the integrated nature of transportation, mobility, and land use, and our collective expertise enables us to view projects from a "360-degree" view. We employ this philosophy in all of our planning efforts. Our team has developed comprehensive land use and transportation policy plans for numerous jurisdictions throughout California and are well-versed in new legislative requirements.

COMPLETE STREETS

Kimley-Horn is a leader and proponent of complete streets planning and policies for communities of all sizes, working alongside numerous state Departments of Transportation (DOTs) to develop and evolve their statewide complete streets policies. We have contributed to the movement through research and the establishment of best practices ***as a member of the Complete Streets Coalition and one of the primary authors of Institute of Transportation Engineers' recommended practices Designing Walkable Urban Thoroughfares.*** Our team of planners and engineers continuously work in tandem to develop complete streets plans and designs that apply best practices, such as the NACTO Urban Streets Design Guidelines and Federal Complete Streets Act.



City of Santa Ana, Santa Ana Boulevard and 5th Street Protected Bike Lanes

Kimley-Horn's multidisciplinary approach goes beyond simply providing PS&E; it includes an appreciation for how the project fits within the functionality of the mobility network. It is this unique understanding that allows us to provide our clients with both reasonable and practical design solutions that do not detract from the functionality of the roadway network.

ROADWAY DESIGN

Our in-house staff understands all aspects of roadway design, including intersection geometrics, utility relocations, traffic control, signalizations, signing and marking, and erosion control, so that we can be an efficient and coordinated partner with the City. In addition, ***our engineers have developed plans, specifications, and estimates (PS&E) for more than 4,000 miles of roadway, including neighborhood streets, rural roads, interstate highways, state highways, highway interchange structures, and urban arterials.*** These projects—performed for state departments of transportation (DOTs), cities, and counties—have included route/corridor studies, schematic design, environmental assessment, maintenance of traffic plans, construction sequencing, and final PS&E.

Our engineers are on the forefront of the Americans with Disabilities Act (ADA), helping municipalities upgrade aging infrastructure to meet applicable ADA standards and ordinances. Our experience ranges from curb ramp and sidewalk design to pedestrian-dedicated paths and walkways. Kimley-Horn understands how to implement improvements that benefit our clients as well as the general public.

HYDROLOGY AND HYDRAULICS

Our water resources knowledge includes hydrologic and hydraulic analyses, permitting, sedimentation and scour analysis, stormwater quantity and quality issues, and the design of hydraulic structures ranging from pipes, culverts, canals, detention basins, and outlet structures to major water control and pump structures. We have designed culvert crossings, levees, small dams, outlet structures, and bridges. Representative projects range in size from one to more than 130,000 acres, and 6" to 120" DBL storm drains. Our engineers have been called upon by numerous public agencies and major agricultural, industrial, and residential developers as well. ***Our staff has the knowledge to conduct preliminary studies, prepare stormwater management plans, and coordinate permit applications on behalf of the City.***

As a founding member of ITS America, our engineers excel in the planning, design, and implementation of modern transportation systems.

We have remained at the forefront of systems design and transportation technology

for 30+ years!

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) TECHNOLOGY

ITS technology is based on the understanding that transportation systems are more than infrastructure. At Kimley-Horn, we understand this and specialize in integrating the components of the total system—the road, the vehicle, and the traveler—to make getting around safer and more efficient. Vision is a necessary characteristic of those who work with ITS, because systems are continually shaped by advancing technology. With Kimley-Horn, you'll be on the leading edge. ***We know the technology: what's out there, what works, what doesn't, and why.***

Successful ITS interagency program management, feasibility studies, and strategic plans are among Kimley-Horn's key strengths in technology and traffic signal-related transportation work. Our highly talented systems, software, and electrical engineers bring a broad-scale vision and depth of experience when assisting agencies in identifying and prioritizing transportation deficiencies and delivering solutions from a system analysis perspective. Our resident electrical engineers also provide a unique view into the software component of signal designs and enable us to provide connectivity and incorporate varying levels of ITS components.



FIBER-OPTIC SYSTEMS PLANNING AND DESIGN

Fiber-optic design is among Kimley-Horn's core strengths in technology and transportation systems. Utilizing a pool of highly talented systems, software, and electrical engineers, these kinds of projects require a broad-scale vision and a depth of experience in assisting local, regional, and state agencies in identifying deficiencies and prioritizing solutions to those transportation problems from a systems analysis perspective. Our engineers have designed ***thousands of miles of fiber-optic networks, prepared design plans for thousands of new traffic signal installations, and performed hundreds of technology assessments*** for clients to ensure that specific user needsare met with sound and available technologies. Our proposed staff for this project has led and been part of the team for many of these projects, both locally and throughout the nation.

TRAFFIC ENGINEERING

Kimley-Horn was built around providing traffic engineering and design services. Our in-house teams offer complete traffic engineering services and have completed thousands of traffic engineering and operations projects for local and nationwide clients, ***ranging from major area-wide signal systems involving hundreds of intersections to single intersection safety audits, designs, and analyses.*** Traffic operations, traffic safety, and levels of service are key components in evaluating roadway networks and identifying areas for improvement, as well as those warranting further study. We utilize the latest analytical tools including the Highway Capacity Manual, Synchro, SimTraffic, CORSIM©, and VISSIM, to perform technical operations analyses. We have found these tools to be useful for public involvement and achieving consensus. In addition, our staff has the ability can translate these analyses into easy-to-understand language for public officials as well as stakeholders.

TRAFFIC SIGNAL DESIGN

Over the past five decades, we have developed signal systems for ***thousands of signalized intersections for state DOTs and municipalities nationwide.*** Our systems are based on open architecture concepts, and each one is designed to meet the singular needs of each client. In addition to comprehensive master planning for traffic signalization, our engineers have designed numerous plans to standardize traffic control systems and provided comprehensive systems communications. Advanced traffic management projects include citywide signal system designs, transportation control centers, electronic toll facilities and revenue control systems, as well as innovative transit and public transportation systems. Each of our systems is designed not only to address current needs, but also to accommodate future growth and advances in technology. Kimley-Horn has participated in an extensive number of signal system projects throughout the nation. Members of our staff have also assisted several clients during the selection and the administration of various procurement methods, including design-build.

With Kimley-Horn's local Southern California staff, you get a team that has been responsible for virtually every aspect of a traffic system:

- **PS&E packages**
- **Conceptual designs**
- **Operational feasibility**
- **Communication architecture**
- **Software development**
- **Deployment and implementation**

Kimley-Horn has done it all!

TRAFFIC SIGNAL COORDINATION AND TIMING

Traffic signal timing and operations are cornerstones of Kimley-Horn's professional practice. Over the past four decades, ***we have completed signal system and timing studies for hundreds of projects, ranging from small projects with just a few traffic signals to extremely large projects with over 500 signals.*** Our staff members use up-to-date operational models such as Synchro, Sim-Traffic, Tru-Traffic, and VISSIM to help our clients optimize the timing and phasing of signals and improve operations at intersections, along roadways, or throughout busy corridors. Kimley-Horn's excellent reputation in planning, analysis, design, and implementation of traffic signal control and management systems is well known throughout California. Our local staff are proficient in the application of a broad range of traffic controllers and communications technologies, including the Intelight signal system, controllers, and local firmware. Our services include data collection, timing/phasing analysis, and field implementation.

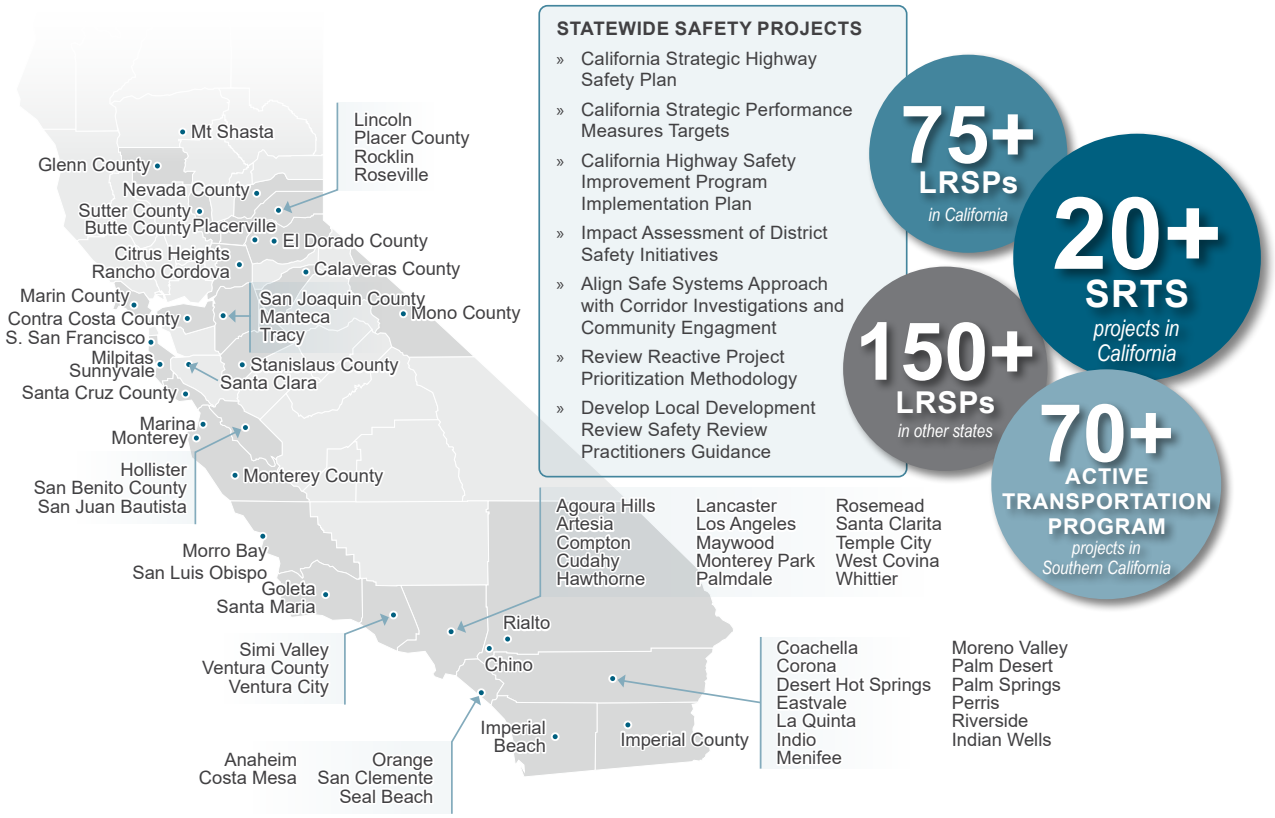
SIGNING AND STRIPING DESIGN

Our traffic engineers have developed and produced ***thousands of signing and striping plans across California.*** We strive to develop striping plans that work within the context of the existing roadway and help drivers safely navigate to their destinations. Our team understands and is extremely familiar with documents that assist with the preparation of striping plans, including the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Federal Highway Administration and NACTO guidelines for pedestrian and bicycle devices.



TRANSPORTATION SAFETY PLANNING AND IMPLEMENTATION

Kimley-Horn provides comprehensive traffic safety services, including LRSPs, systemic safety evaluations, road safety audits, safe routes to school, project and grant development, vision zero strategies, and other focused studies to help reduce traffic injuries and fatalities in California. ***Kimley-Horn has more registered Road Safety Professionals than any other firm in the country***, and we currently serve as the lead consultant for Caltrans' Strategic Highway Safety Plan, helping to direct statewide safety improvement priorities. Kimley-Horn takes a proactive approach to safety analysis. We use historical collision data to identify roadway characteristics and driver behaviors that are associated with injury and fatal crashes in a given city, county, or region. We then develop customized countermeasure toolboxes to address those specific characteristics to aid in widespread funding and implementation. Our safety team works closely with traffic operations, roadway design, and mobility planning teams to facilitate safety improvements combined with efforts to improve the transportation system for all users.



LANDSCAPE ARCHITECTURE

Kimley-Horn has a well-earned reputation for combining creative ideas, technical excellence, and client collaboration, resulting in dynamic projects that blend into their environments and become a part of the area they inhabit. ***Our landscape architects have a diverse range of experience, from corridor plans and downtown streetscape programs to parks and recreation planning.*** As metropolitan urban areas continue to grow, urban design, streetscape design, and landscape architecture have become integral components of roadway and transportation system designs and infrastructure improvements in general. Revitalizing commercial districts, controlling traffic flows, and providing recreational areas and pedestrian and bicycle facilities in increasingly congested areas are some of the solutions designed by our landscape architects and planners. Our full-service consulting includes feasibility studies, master planning, design, permitting, public participation and consensus building, and construction administration.



City of National City, Paradise Creek Restoration

ENVIRONMENTAL

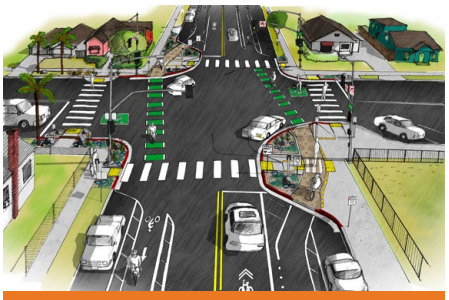
Kimley-Horn has been preparing CEQA and NEPA documents for various project types across California for over 20 years. Not only do our environmental professionals have years of experience developing CEQA and NEPA documents for public works projects, but they also receive regular training on changes in CEQA and NEPA and applicable case law affecting the interpretation of current statutes. ***As leaders in the environmental field, our staff offer an extensive range of services associated with environmental compliance and documentation.***

VISUALIZATION/GRAPHIC SERVICES

To begin transforming ideas into realities and to generate enthusiasm for possibilities, our team uses cutting-edge visualization and photo simulation techniques. ***Our visualizations compellingly communicate project information to clients and stakeholders and help solve potential design conflicts throughout the life of a project.*** Our staff has extensive experience implementing visualization techniques with a range of software programs, including SketchUp, Lumion, Autodesk 3ds Max, ArcGIS, Synchro/SimTraffic, VISSIM, Civil 3D, and MicroStation. Clear and effective communication with the public is critical in building consensus for the project, and using enhanced 3-D visualization tools will allow concepts to "come alive" and showcase the vision of the community and project in a tangible, relatable way. Some of our visualization and graphics capabilities are illustrated below, to showcase the Kimley-Horn team's service offerings.



City of Imperial Beach, Palm Avenue



SANDAG, North Park Mid-City Bikeways



SANDAG, Uptown Bikeways/5th Avenue

For this project, our exceptional Kimley-Horn visualization and graphics staff have already created 3D renderings of various project intersections as a preliminary example of how we will help the City reimagine this corridor. These renderings, along with further information on our approach to this project, can be seen starting on page 34.

PUBLIC OUTREACH AND COMMUNITY ENGAGEMENT

Our team is sensitive to the pivotal role of meaningful public engagement and outreach programs that enable area residents to communicate and assist with the realization of their collective priorities. Public engagement determines the overall design program, funding strategies, and implementation priorities. Our experience providing a broad range of services helps create a successful implementation of your goals while addressing the specific challenges that each project entails.



City of Palm Springs, Community Engagement Meeting

Kimley-Horn is known for developing innovative approaches to projects that involve meaningful and productive public engagement. We understand that a project's success, as gauged by the residents, is often rooted in the perception of the thoughtfulness of formal public outreach activities. Accordingly, we have developed effective methods of bringing the community into the process. We have dedicated in-house professional graphic designers with decades of experience who are experts in both print and website design. Their knowledge includes developing materials for public involvement and educational workshops, and creating the highest quality graphics, enhanced renderings and site plans, presentations, brochures, newsletters, interactive websites, stakeholder meetings, press releases, educational seminars, PowerPoint presentations, and reports.



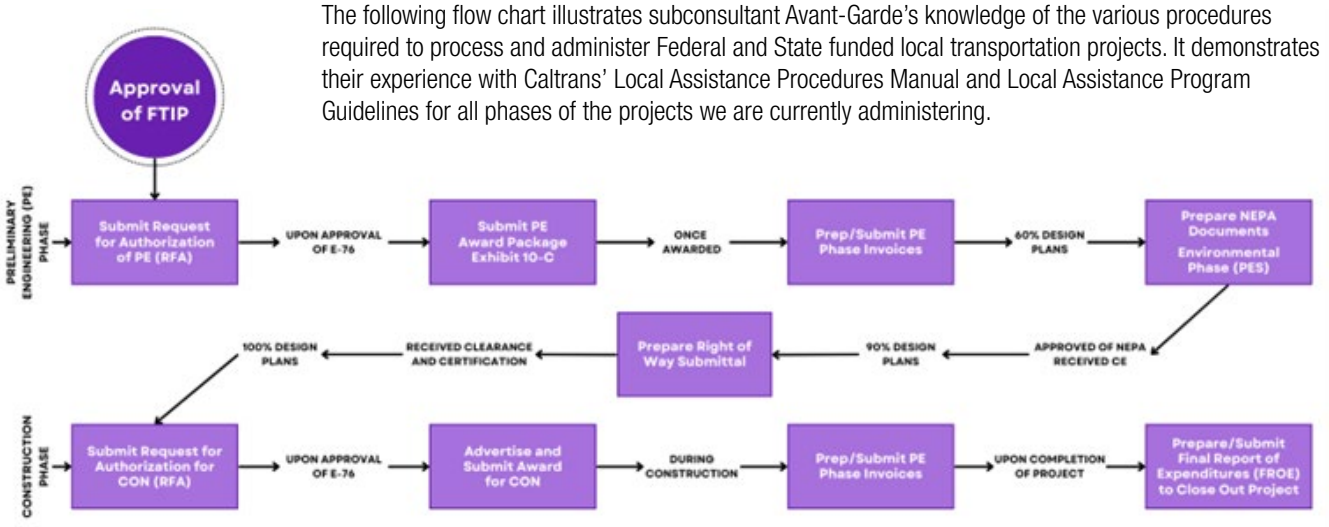
FUNDING ADMINISTRATION AND GRANT MANAGEMENT

Kimley-Horn and our subconsultant, **Avant-Garde**, will provide funding administration services to make sure the City is in full compliance with any regulations and requirements. Our team will track all eligible and non-eligible expenditures through the life of the project, provide advisement on programmatic changes and updates, and build relationships with each agency granting or administering the funding. Our funding administation and grant management services include, but are not limited to:

- Grant administration
- Conceptual design
- Data analysis
- Research
- Benefit-cost analysis
- Technical writing and editing
- Program strategy and project prioritization
- Cost estimating
- Graphic design and publishing

Our team is familiar with working with all City departments impacted by grant-funded projects, including coordinating with Administration, Engineering and Finance to ensure everyone is aware of their role and how the project affects all aspects of City government. ***We have the expertise to assess a new project's agreements, coordinate efforts with affiliated agencies, and provide detailed analysis or strategy to move the project forward expeditiously.*** Throughout the funding process, our team will maintain communication and provide ongoing support, ensuring a seamless experience for the City.

The following flow chart illustrates subconsultant Avant-Garde's knowledge of the various procedures required to process and administer Federal and State funded local transportation projects. It demonstrates their experience with Caltrans' Local Assistance Procedures Manual and Local Assistance Program Guidelines for all phases of the projects we are currently administering.



BID/CONSTRUCTION SUPPORT

Kimley-Horn routinely serves clients during construction phases of their project, providing bidding and construction support services to help so that projects are successful from beginning to end. We can assist in preparing and distributing bid documents for the City, review contractor bids, and prepare bid tabulation and contractor recommendations. Although our aim is to prepare a plan set that can stand by itself, we will respond to contractor requests for information and clarification in a timely manner. ***Our years of experience with construction contract administration has made our designs more cost-effective and practical and gives us a unique ability to solve problems in the field during construction.***



B. FIRM'S EXPERIENCE AND REFERENCES

The Kimley-Horn team collectively knows how to build a more fluid and operational transportation network. We bring the right mix of management, strategic planning, and design experience for the plans, specifications, and estimates (PS&E) process, providing you with a realistic path to implementation. As demonstrated by the project matrix below, our team has the necessary experience to make this project a success. We offer you the high level of attention to detail and client service that has become a trademark of Kimley-Horn as well as creative approaches to meeting your project's needs.

PROJECT NAME	CLIENT AGENCY	ACTIVE TRANSPORTATION PROGRAM (ATP)	COMPLETE STREETS	CIVIL ENGINEERING	ENVIRONMENTAL	ITS DESIGN & OPERATIONS	TRAFFIC ENGINEERING	TRAFFIC SIGNAL DESIGN	TRAFFIC SIGNAL TIMING & INTEGRATION	TRANSPORTATION SAFETY PLANNING & IMPLEMENTATION	FUNDING ADMINISTRATION & GRANT MANAGEMENT	PUBLIC OUTREACH & COMMUNITY ENGAGEMENT
Monterey Pass Road Complete Streets*	City of Monterey Park	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mission Mile Sepulveda ATP Project*	City of Los Angeles	✓	✓	✓	✓		✓	✓		✓	✓	✓
Broadway-Manchester ATP Project*	City of Los Angeles	✓	✓	✓	✓		✓	✓		✓	✓	✓
Overland Avenue Bike Lane, Pedestrian, and HSFT Improvement Project*	City of Culver City	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
MOVE Culver City 2023*	City of Culver City	✓	✓				✓	✓	✓	✓		✓
PS&E for San Fernando Class I Bikeway*	City of Burbank	✓	✓	✓			✓	✓		✓	✓	
Buena Vista Street and Winona Avenue Improvements	City of Burbank	✓	✓	✓			✓	✓	✓			
Flower Street Improvements	City of Burbank	✓	✓	✓			✓	✓		✓		
ITS Gap Closure Part II*	City of Inglewood	✓	✓	✓	✓	✓	✓	✓	✓	✓		
Westchester/Veterans Station Multimodal Connection*	City of Inglewood	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wilson Avenue Multimodal Improvements*	City of Glendale	✓	✓	✓		✓	✓	✓		✓		✓
Colorado Street Multimodal Improvements*	City of Glendale	✓	✓	✓		✓	✓	✓		✓		✓
La Crescenta Avenue Road Rehab Study	City of Glendale	✓	✓				✓		✓	✓		
Proposition 84 Green Streets Demonstration	City of Glendale	✓	✓	✓						✓	✓	✓
San Fernando Road Smart Corridor	City of Glendale	✓	✓			✓	✓	✓	✓	✓		

** Project description provided*

Huntington Drive and Fremont Avenue Corridor Improvements Project



PROJECT NAME	CLIENT AGENCY	ACTIVE TRANSPORTATION PROGRAM (ATP)	COMPLETE STREETS	CIVIL ENGINEERING	ENVIRONMENTAL	ITS DESIGN & OPERATIONS	TRAFFIC ENGINEERING	TRAFFIC SIGNAL DESIGN	TRAFFIC SIGNAL TIMING & INTEGRATION	TRANSPORTATION SAFETY PLANNING & IMPLEMENTATION	FUNDING ADMINISTRATION & GRANT MANAGEMENT	PUBLIC OUTREACH & COMMUNITY ENGAGEMENT
Racquet Club Road and South Palm Canyon Road Reconfiguration*	City of Palm Springs	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
North Hollywood to Pasadena BRT Planning and Environmental Study*	LA Metro	✓	✓		✓	✓	✓			✓	✓	✓
Cogswell Road Crossing Safety Improvement Project*	Southern California Regional Rail Association		✓	✓		✓		✓	✓	✓	✓	
San Gabriel Valley Transit Study, Planning and Outreach*	San Gabriel Valley Council of Governments	✓	✓			✓	✓			✓	✓	✓
Agoura Road Bike Lane Project	City of Agoura Hills	✓	✓	✓	✓		✓	✓		✓	✓	
CV Link Enhancements	City of Palm Desert	✓	✓	✓		✓	✓					
Newhall Area Bike Facilities	City of Santa Clarita	✓	✓	✓			✓					
Whites Canyon Road Signing and Striping	City of Santa Clarita	✓	✓				✓			✓		
Valley Street Signing and Striping	City of Santa Clarita	✓	✓				✓			✓		
Broadway Protected Bikeway Project	City of Santa Monica	✓	✓	✓		✓	✓	✓		✓		
Ocean Park Complete Street and Bikeway Project	City of Santa Monica	✓	✓	✓	✓	✓	✓	✓		✓		
Rancho Road Bicycle and Pedestrian Improvement Project	City of Thousand Oaks	✓	✓	✓	✓		✓	✓		✓		
Moorpark Road Sidewalk and Bike Lane Improvements	City of Thousand Oaks	✓	✓	✓	✓	✓	✓	✓		✓		
Read Road Bike Path Connector	City of Thousand Oaks	✓	✓	✓		✓	✓	✓		✓	✓	
Whittier Greenway Trail	City of Whittier	✓	✓	✓	✓		✓	✓		✓	✓	
Pio Pico State Park Trail	City of Whittier	✓	✓	✓	✓		✓	✓		✓	✓	

** Project description provided*

RELEVANT PROJECT EXPERIENCE

A selection of Kimley-Horn's most relevant project experience from within the past five years—including major complete streets/road diets, traffic signal design, signal timing plans, ITS design and operations, and state and local funding services—has been provided starting below. Experience for each of our subconsultant partners begins on page 58.

CITY OF MONTEREY PARK, MONTEREY PASS ROAD COMPLETE STREETS, MONTEREY PARK, CA



Kimley-Horn has provided planning, public outreach, and design services for this project. Spanning 1.6 miles from Floral Drive to Garvey Avenue/South Fremont Avenue, this transformative project will enhance connectivity between residential neighborhoods, schools, job centers, and commercial corridors. Kimley-Horn's services include:

- Conducted robust community outreach through in-person and virtual workshops to guide corridor design development while considering businesses, community organizations, and multi-lingual audiences to shape the corridor design
- Developed and evaluated three multimodal corridor alternatives, incorporating parking-protected Class IV bike lanes and comprehensive curb management strategies
- Performed a detailed parking utilization analysis to balance business access, loading zones, and mobility needs across the corridor
- Designed pedestrian and ADA improvements, traffic signal upgrades, enhanced pedestrian crossings, and integration of emerging transportation technologies.

Outreach considered different stakeholder groups such as businesses, community organizations, and multi-lingual language needs. This inclusive engagement culminated in a concept that reflected the community's priorities and was formally approved by City Council. Kimley-Horn is currently advancing 60% PS&E and construction is anticipated to begin February 2026.

Client Reference: Ziad Mazboudi, City Project Manager | 626.532.2018 | zmazboudi@montereypark.ca.gov

Project Start/Completion: January 2025 – Ongoing

PROJECT HIGHLIGHTS:

- Active Transportation
- Complete Streets
- Environmental
- Traffic Signal Design
- Signal Timing Plans
- ITS Design & Operations
- Community Engagement
- Funding Admin & Grant Management



CITY OF LOS ANGELES (STREETSLA), ACTIVE TRANSPORTATION PROJECTS, LOS ANGELES, CA

MISSION MILE SEPULVEDA ATP PROJECT PA&ED AND PS&E



Kimley-Horn successfully completed the PA&ED phase of the Mission Mile Sepulveda Project, which seeks to improve safety and reduce collisions, provide more equitable transportation options, and create a more active and connected community through implementation of pedestrian paths, bike lanes, and pedestrian crossing improvements. Kimley-Horn's services included:

- Adherence to federal grant funding requirements and milestones
- Completion of CEQA/NEPA environmental documents with supporting studies
- Implementation of a comprehensive stakeholder and community engagement plan
- Coordination with various stakeholders, including Los Angeles Department of Transportation (LADOT), Bureau of Street Lighting, LA Department of Water and Power, LA Fire Department, Caltrans, LA Metro and Council District 7

The PA&ED phase of this Project was delivered under budget on an expedited schedule to meet a grant funding deadline! Kimley-Horn is currently working with the City to deliver the PS&E phase of this project.

BROADWAY-MANCHESTER ACTIVE TRANSPORTATION EQUITY PROJECT PA&ED AND PS&E



To improve safety and quality of life for corridor users, Kimley-Horn partnered with StreetsLA to increase connectivity and use of active modes of transportation, enhance community spaces, reduce the heat island effect, and improve air quality and stormwater capture/reuse along Manchester Avenue and South Broadway. Kimley-Horn is accomplishing this by:

- Adhering to federal grant funding requirements and milestones including ROW certification, RFA, and E-76
- Class IV cycles tracks, curb extensions, high-intensity activated crosswalk (HAWK) signals, bus islands, street amenities, tree planting, cisterns, and stormwater treatment
- Gaining approvals from multiple stakeholders and meeting federal, state and local funding requirements and milestones

Client Reference: Gina Liang, Project Manager/Landscape Architect at StreetsLA | 213.442.4267 | gina.liang@lacity.org

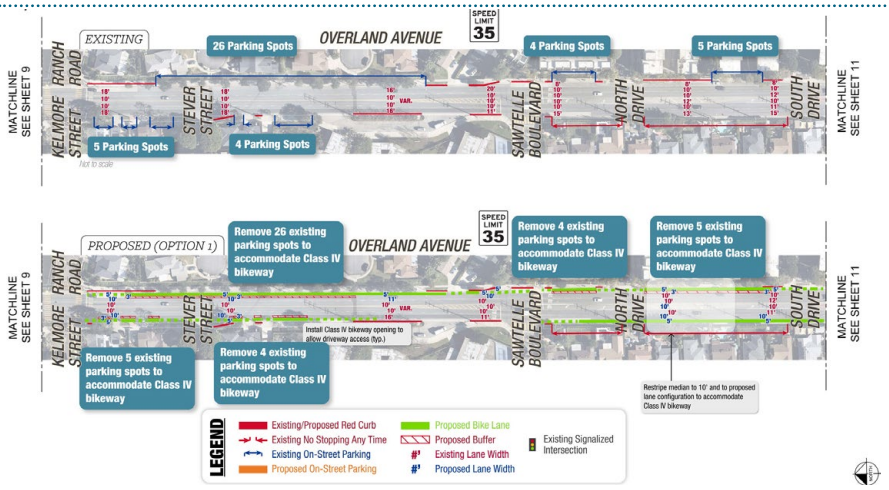
Project Start/Completion: April 2023 – Ongoing (Mission Mile); April 2021 – Ongoing (Broadway-Manchester)

> **"Kimley-Horn's experience on Broadway-Manchester will greatly benefit the City on future ATP projects."**
> *-Gina Liang, StreetsLA*

PROJECT HIGHLIGHTS:

- **Active Transportation**
- **Complete Streets**
- **Environmental**
- **Traffic Signal Design**
- **Community Engagement**
- **Transportation Safety Planning & Implementation**
- **Funding Admin & Grant Management**

CITY OF CULVER CITY, OVERLAND AVENUE BIKE LANE, PEDESTRIAN, AND HIGH FRICTION SURFACE TREATMENT (HFST) IMPROVEMENT PROJECT, CULVER CITY, CA



PROJECT HIGHLIGHTS:

- Active Transportation
- Complete Streets
- Traffic Signal Design
- Signal Timing Plans
- ITS Design & Operations
- Community Engagement
- Funding Admin & Grant Management

Kimley-Horn is preparing engineering PS&E for proposed bike lane, pedestrian, and HFST improvements on Overland Avenue, including the installation of Class II and Class IV bike lanes, traffic signal modifications at six locations, new traffic signal installation at one location, installation of fiber-optic cable and conduit at three locations, ADA ramp upgrades, sidewalk widening, driveway upgrades, additional shade trees and benches, and HFST improvements. Following a field review of existing conditions, our team prepared conceptual design graphics for the proposed bike lane improvements along the entire project corridor. After confirmation of the conceptual design, Kimley-Horn will prepare signing and striping plans, traffic signal modification plans, traffic signal installation plans, communication design plans, and HFST PS&E.

Client Reference: Andrew Maximous, Mobility and Traffic Engineering Manager | 310.253.5628 | andrew.maximous@culvercity.org

Project Start/Completion: February 2023 – Ongoing

CITY OF CULVER CITY, MOVE CULVER CITY 2023, CULVER CITY, CA

City of Culver City selected Kimley-Horn as their consultant partner to develop a Quick Build solution to change the original MOVE Culver City Design. This project had a fast-paced design schedule to address traffic operations within Downtown Culver City. The project extended from the eastern terminus of the original corridor from Washington Boulevard/La Cienega Avenue to Washington Boulevard/Fairfax Avenue. In addition, our team prepared designs to include Class II or Class IV bike lanes on Adams Boulevard between Washington Boulevard/Fairfax Avenue. Kimley-Horn staff conducted an initial field visit and prepared a conceptual cross sections technical memorandum based on the observations made during the visit. After confirming the preferred cross sections for each project segment, our team prepared conceptual striping plans for each segment. Striping plans were prepared according to City and Caltrans standards and MOVE Culver City Design Guidelines. Following approval of the conceptual plans, Kimley-Horn prepared final plans and an opinion of probable construction cost (OPCC) for signing and striping and traffic signal modifications. The design phase was completed in three months.

PROJECT HIGHLIGHTS:

- Active Transportation
- Complete Streets
- Traffic Signal Design
- Signal Timing Plans
- Community Engagement
- Transportation Safety Planning & Implementation

Client Reference: Andrew Maximous, Mobility and Traffic Engineering Manager | 310.253.5628 | andrew.maximous@culvercity.org

Project Start/Completion: September 2022 – Ongoing

CITY OF BURBANK, PS&E FOR SAN FERNANDO CLASS I BIKEWAY, BURBANK, CA



The San Fernando Bikeway is a three-mile Class I bicycle path in Burbank that runs parallel to the Union Pacific/Metrolink Valley rail line owned by LA Metro. Most of the path will be constructed in Metro-owned rail right-of-way adjacent to the current UPRR/Metrolink railroad right-of-way along with a half-mile stretch along the Los Angeles County Flood Control Channel. Kimley-Horn's services include:

- PS&E for a three-mile multimodal corridor, including a Class I shared-use path and accessible path design, transitions, and clearances
- Integration and coordination with nearby major capital projects, including the I-5 HOV/Empire Avenue Interchange and Buena Vista/San Fernando Boulevard grade separation
- Close coordination with LA Metro, Caltrans, UPRR, and LA County Flood Control for safe crossings, visibility, and barrier treatments along constrained right-of-way
- Preparation of documentation under Caltrans Local Assistance Procedures Manual, including E-76 approvals for right-of-way and construction phases
- Preparation of associated documents and exhibits in Caltrans' Local Assistance Procedures Manual (LAPM) to result in E-76 approval for right-of-way and construction

PROJECT HIGHLIGHTS:

- **Active Transportation**
- **Complete Streets**
- **Traffic Signal Design**
- **Traffic Engineering**
- **Transportation Safety Planning & Implementation**
- **Funding Admin & Grant Management**

Kimley-Horn completed 100% PS&E, and construction is anticipated to begin in early 2026.

Client Reference: David Kriske, Assistant Community Development Director | 818.238.5180 | dkriske@burbankca.gov

Project Start/Completion: November 2013 – Ongoing (Project was put on hold by the City for a few years)

CITY OF INGLEWOOD, WESTCHESTER/VETERANS STATION MULTIMODAL ATP CONNECTION, INGLEWOOD, CA





Kimley-Horn is providing project management, utility coordination, environmental clearance, engineering design, grant administration, and construction support services for the Active Transportation Program Cycle 7 Westchester/Veterans Station Multimodal Connection Project. Kimley-Horn is developing PS&E for the approximately 1,850 linear feet on Florence Boulevard from Hindry Avenue to West Hyde Park Boulevard.

Client Reference: Peter Puglese, City Traffic Engineer | 310.412.5607 | ppuglese@cityofinglewood.org

Project Start/Completion: October 2024 – Ongoing

PROJECT HIGHLIGHTS:

- Active Transportation
- Complete Streets
- Environmental
- Traffic Signal Design
- Signal Timing Plans
- ITS Design & Operations
- Community Engagement
- Funding Admin & Grant Management

CITY OF INGLEWOOD, ITS GAP CLOSURE PART II, INGLEWOOD, CA

In preparation for special events at the new Inglewood Basketball Entertainment Center (IBEC)—now named the Intuit Dome—the City is developing the ITS Gap Closure Improvement Project Part II to mitigate the impacts on the existing transportation network. These improvements include closing gaps in the communication infrastructure, upgrading detection, adding CCTV cameras, replacing legacy traffic signal equipment, upgrading access ramps, and providing clear directions to the public through CMS. The City has partnered with Kimley-Horn for engineering design services to implement traffic and ITS improvements at the IBEC-impacted intersections where mitigation measures could not be identified in the Environmental Impact Report (EIR). The improvements will span 28 intersections and will be complemented by fiber-optic gap closure and changeable message signs for wayfinding.

Client Reference: Peter Puglese, City Traffic Engineer | 310.412.5607 | ppuglese@cityofinglewood.org

Project Start/Completion: February 2019 – Ongoing

PROJECT HIGHLIGHTS:

- Active Transportation
- Complete Streets
- Environmental
- Traffic Signal Design
- Signal Timing Plans
- ITS Design & Operations
- Transportation Safety Planning & Implementation

CITY OF GLENDALE, MULTIMODAL IMPROVEMENT PROJECTS, GLENDALE, CA

Kimley-Horn is providing planning and engineering services to the City of Glendale for various multimodal improvement projects. For the following projects, Kimley-Horn's services include:

- Robust community outreach strategy which includes focusing on key stakeholders and community organizations
- Corridor-wide conceptual design and evaluation of multimodal alternatives
- Parking analysis and curb management strategies
- Implementation of complete streets improvements including pedestrian enhancements and ADA upgrades
- Implementation of traffic signal upgrades and transportation technologies

PROJECT HIGHLIGHTS:

- **Active Transportation**
- **Complete Streets**
- **Traffic Signal Design**
- **ITS Design & Operations**
- **Community Engagement**
- **Transportation Safety Planning & Implementation**

WILSON AVENUE MULTIMODAL IMPROVEMENTS

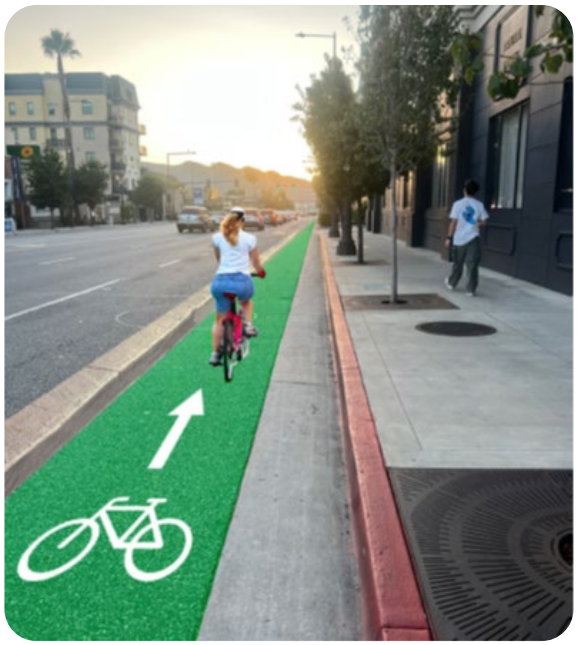
Kimley-Horn is providing public outreach, transportation planning, civil, traffic, and hydraulic design services to the City of Glendale to develop complete streets design on Wilson Avenue. The project will help the City develop a design that balances pedestrian access, vehicular traffic, bicycle mobility, bus operations, and parking facilities within the constrained roadway. Kimley-Horn prepared at comprehensive corridor report to determine the most feasible pedestrian and bicycle infrastructure. We are developing a design that balances transportation modes, is consistent with the community's vision, and includes urban design and landscape features that create a sustainable showcase project. Kimley-Horn is advancing 30% PS&E and construction is anticipated to be completed in the summer of 2026.



COLORADO STREET MULTIMODAL IMPROVEMENTS

Kimley-Horn is providing community outreach, planning, civil, and traffic engineering design services to the City of Glendale to develop a multimodal project on Colorado Street. Our project team is working with the City to create a design that effectively manages vehicles, bicycle facilities, transit operations, pedestrian mobility, and parking facilities within a heavily traveled roadway. Kimley-Horn is currently working to review feedback to incorporate stakeholder input in both the early planning and design phases. Kimley-Horn will develop a design that balances the multiple transportation modes while incorporating community input and urban design features to create an award-winning sustainable project for the City of Glendale.

Kimley-Horn is advancing 30% PS&E and construction is anticipated to be completed in summer of 2026.



Client Reference: Pastor Casanova, Principal Traffic Engineer | 818.548.3945 | pcasanova@glendaleca.gov

Project Start/Completion: March 2024 – Ongoing (Wilson Avenue); May 2024 – Ongoing (Colorado Street)

CITY OF PALM SPRINGS, RACQUET CLUB ROAD AND SOUTH PALM CANYON ROAD RECONFIGURATION, PALM SPRINGS, CA



Kimley-Horn is delivering planning, outreach, and design services to reconfigure approximately 2.3 miles of corridor along Racquet Club Road and South Palm Canyon Drive. The project will close pedestrian infrastructure gaps, introduce new Class II and Class IV bike lanes, upgrade sidewalks and ADA curb ramps, enhance crosswalk visibility, and improve traffic operations and circulation. These improvements will strengthen connections to surrounding neighborhoods, schools, and commercial areas while promoting safer and more accessible walking, bicycling, and transit use. Kimley-Horn's services include:

- Stakeholder engagement through seven public workshops and analysis of more than 300 community comments using our proprietary interactive map tool
- Corridor planning report evaluating traffic operations, safety, parking, adjacent land uses, and conceptual cross-sections
- Development of preferred multimodal concepts and coordination with City leadership to advance into PS&E



Kimley-Horn is currently advancing 60% PS&E and construction is anticipated to be completed in Summer 2026.

Client Reference: Francisco Jaime, Principal Civil Engineer | 760.323.8299 | francisco.jaime@palmspringsca.gov

Project Start/Completion: March 2024 – Ongoing

PROJECT HIGHLIGHTS:

- Active Transportation
- Complete Streets
- Environmental
- Traffic Signal Design
- Signal Timing Plans
- ITS Design & Operations
- Community Engagement
- Funding Admin & Grant Management

LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY (LA METRO), NORTH HOLLYWOOD TO PASADENA BRT PLANNING AND ENVIRONMENTAL STUDY, LOS ANGELES COUNTY, CA



Kimley-Horn was the prime consultant for an 18-mile bus rapid transit (BRT) project connecting the San Fernando Valley with the San Gabriel Valley that encompasses the North Hollywood and Eagle Rock districts of Los Angeles along with the Cities of Burbank, Glendale, and Pasadena. Our team lead the project through alternatives analysis, CEQA environmental approval, and preliminary engineering with the route including a combination of street-running and freeway-based alignments.

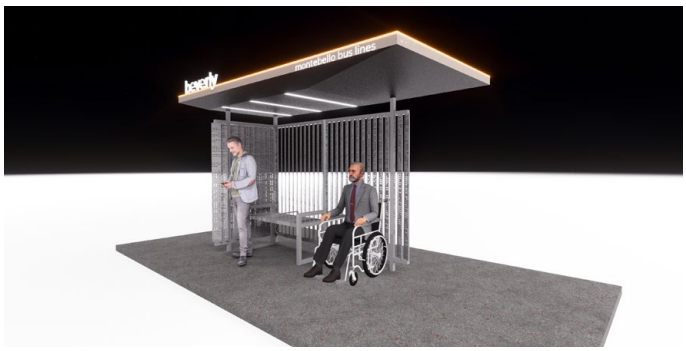
The project, which was a key element of Metro's Twenty-Eight by '28 Vision in preparation for the 2028 Summer Olympics, connects the Metro North Hollywood B (Red) Line (heavy rail) and G (Orange) Line (BRT) Station with the L (Gold) Line in Pasadena. The project emphasizes LA Metro's emerging Transit Oriented Communities (TOC), First-Last Mile, and sustainability initiatives with more than 20 station options being selected based on a wide range of metrics including value capture potential. The project provides a "showcase" of BRT prototypes applicable to all types of urban roadways ranging from narrow constrained minor arterials to major boulevards and provides complete street solutions integrating on-street bus lanes and BRT stations with vehicular traffic movements, bicycle facilities, sidewalks and the pedestrian realm, and active transportation projects.

PROJECT HIGHLIGHTS:

- Active Transportation
- Complete Streets
- Environmental
- ITS Design & Operations
- Community Engagement
- Transportation Safety Planning & Implementation
- Funding Admin & Grant Management

Client Reference: Scott Hartwell, Manager Transportation Planning | 213.922.2836 | hartwells@metro.net

Project Start/Completion: May 2018 – April 2025

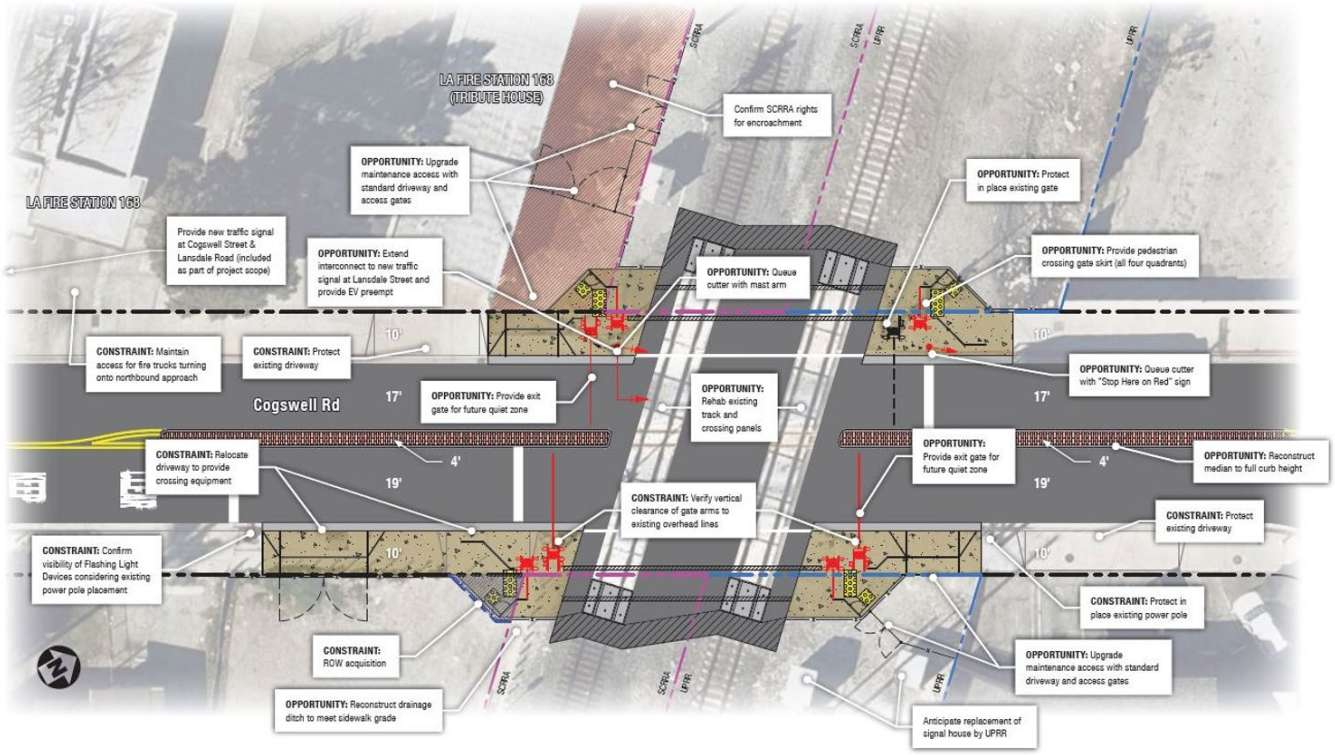


CITY OF MONTEBELLO, BUS STOP IMPROVEMENTS, MONTEBELLO, CA

Kimley-Horn provided technical assistance by surveying the existing conditions of the bus stop infrastructure inside and outside the City. This survey work contributed to the development of design and amenities recommendations, a final assessment report, and the creation of an RFP for future construction.

Project Start/Completion: February 2024 – Ongoing

SOUTHERN CALIFORNIA REGIONAL RAIL ASSOCIATION (SCRRA), COGSWELL ROAD CROSSING SAFETY IMPROVEMENT PROJECT, EL MONTE, CA



Kimley-Horn is currently designing improvements to the Cogswell Road grade crossing in the City of El Monte, CA. The crossing includes a UPRR track (Alhambra subdivision) to the north as well as the SCRRA San Gabriel subdivision track. The scope of improvements will include automatic pedestrian gates with emergency swing gates, channelization and right-of-way fencing plus sidewalk improvements including widening, ADA compliant concrete track crossing panels, crosswalk striping and ADA detectable warning strips. Roadway improvements include an extension of the southern median, relocation of an existing curb cut, resurfacing and refreshing existing signing and striping, and installation of a new interconnected traffic signal at the Cogswell Road/Lansdale Street intersection to the south.

These improvements have been funded to address a number of recent collisions including a pedestrian fatality. The ADT is 10,000 vehicles per day and the roadway is along a "route to school" for an elementary school located north of the crossing. There is also a Foothill Transit route (Line 178) as well as a school bus route. The crossing is highly constrained and there is a Los Angeles County Fire Station located in the southwest quadrant while the southeast quadrant provides emergency egress from the "Hawaiian Gardens" dance club on an adjacent street. Design features to mitigate the safety hazards include:

- Roadway Resurfacing
- Updated Signing and Striping
- Curb extensions to accommodate pedestrian automatic gates
- Combination pre-signal/queue cutter traffic signal to manage queuing

Client Reference: Robert Mason, Senior Construction Engineer | 909.929.2372 | masonr@scrra.net

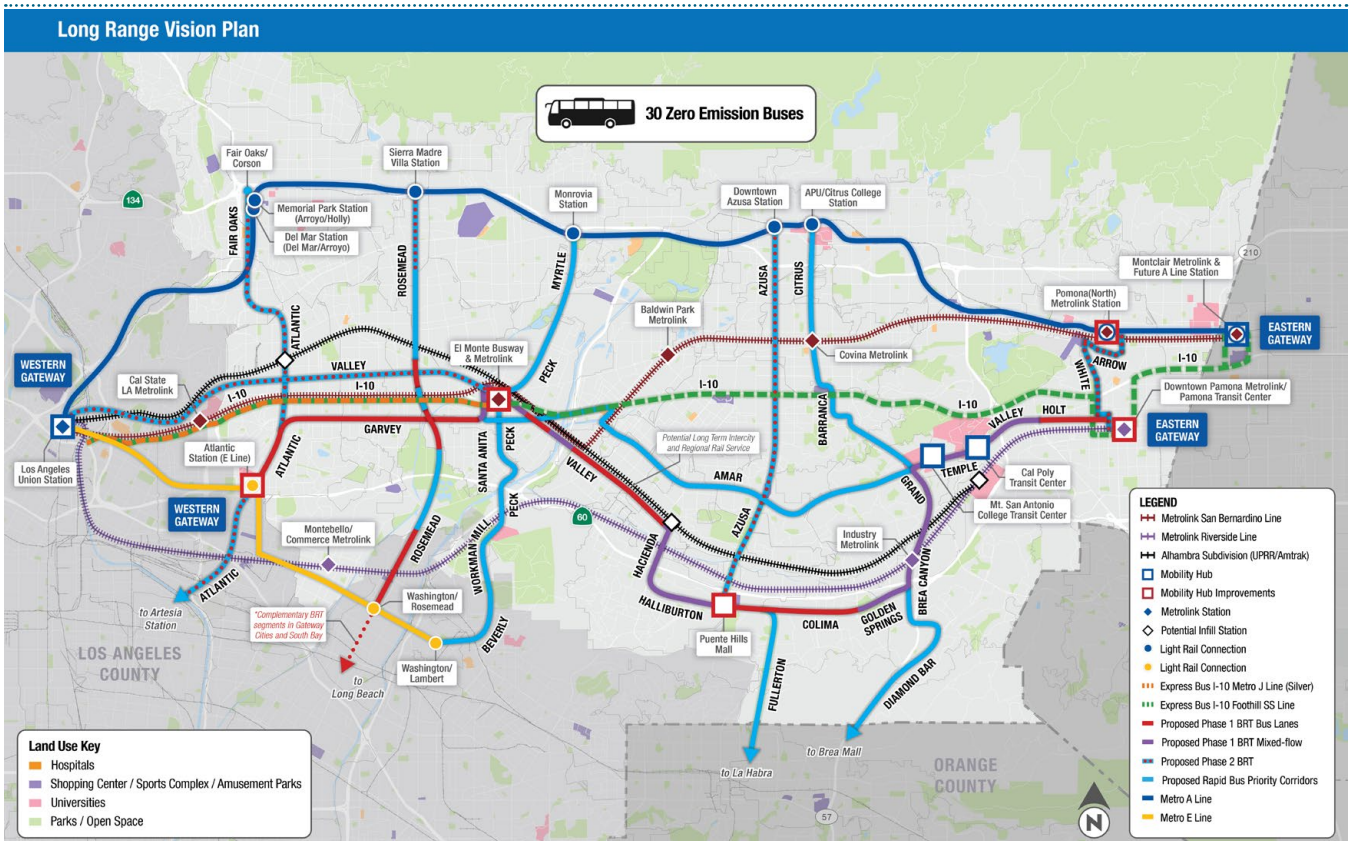
Project Start/Completion: September 2023 – Ongoing

PROJECT HIGHLIGHTS:

- **Complete Streets**
- **Traffic Signal Design**
- **Signal Timing Plans**
- **ITS Design & Operations**
- **Transportation Safety Planning & Implementation**
- **Funding Admin & Grant Management**

Huntington Drive and Fremont Avenue Corridor Improvements Project

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS (SGVCOG), SAN GABRIEL VALLEY TRANSIT STUDY, PLANNING AND OUTREACH, IRWINDALE, CA



Kimley-Horn worked with SGVCOG to develop a Transit Feasibility Study. The project was initiated through a two-phase project approach. The first phase began with establishing the study area, defining mobility problems, and creating initial concepts which will be screened and refined for further study. Phase I also included ridership forecasting, high-level cost information, and extensive community and stakeholder outreach. It concluded with a Vision Plan, which identified several east/west and north/south concepts for BRT implementation. The second phase examined the Vision Plan further, refining these concepts and selecting a single east/west and north/south concept. Kimley-Horn's services included:

- Community and stakeholder outreach (40+ meetings)
- Corridor-wide conceptual design and evaluation of BRT design
- Integration of BRT design with ATP improvements
- Development of mobility hub and placemaking opportunities

Kimley-horn completed the Transit Study in 2024 and 30% Design in 2025. Planning and outreach are anticipated to be completed in April 2026.

PROJECT HIGHLIGHTS:

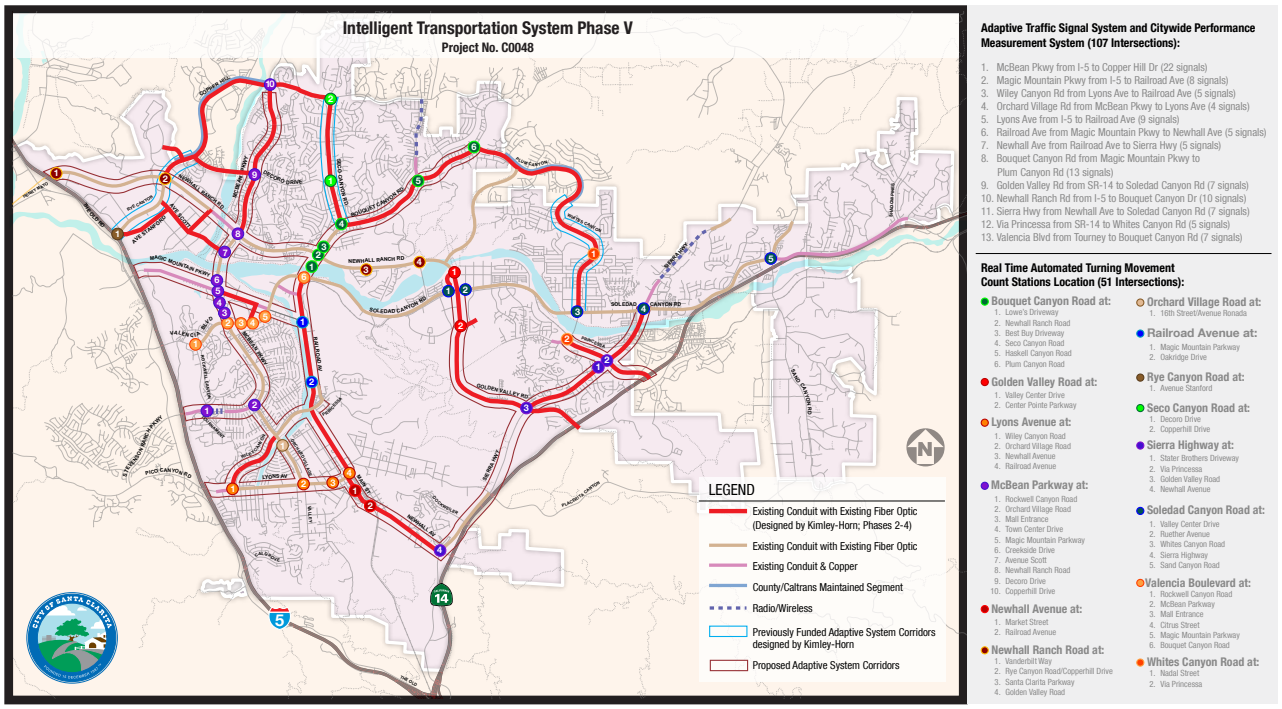
- **Active Transportation**
- **Complete Streets**
- **ITS Design & Operations**
- **Community Engagement**
- **Funding Admin & Grant Management**

Client Reference: Roy Choi, Transportation Manager | 626.457.1800 | roychoi@sgvcog.org
Project Start/Completion: June 2021 – Ongoing

> **"Kimley-Horn is one of the most responsive firms that I've worked with—their commitment to go above and beyond in delivering work products, providing technical guidance, and presenting to stakeholders, led to a successful project outcome."**
>
> *-Roy Choi, SGVCOG*

Huntington Drive and Fremont Avenue Corridor Improvements Project

CITY OF SANTA CLARITA, ITS PHASES II – VII, SANTA CLARITA, CA



Kimley-Horn has been updating the ITS system throughout the City of Santa Clarita over the past 20 years.

- **Phase II** included design of a web-based traveler information system, cameras, changeable message signs, and system detection.
- **Phase III** resynchronized major corridors in the area and built a redundant fiber-optic communication system by interconnect gap closure along specific routes so the Information Technology Management System would continue to function without disruption—even in the event of a break in one segment of the fiber-optic cable link.
- **Phase IV** improved mobility and operations along major corridors through signal synchronization and additional fiber gap closure. The Transparity adaptive system was selected and deployed along select corridors and integrated into the City's existing signal system to better respond to traffic and provide more efficient service to the public.
- **Phase V** deployed the Transparity adaptive system to enhance operations and respond to real-time traveler demands. This project also deployed automated turning movement count stations by installing state-of-the-art technology to allow for future expansion via monitoring and controlling individual intersections. The project provided a more robust and reliable transportation system with reduced delays, fewer incidents, and increased driver satisfaction.
- **Phase VI** consists of the design of about 14,000 feet of fiber-optic traffic signal interconnects along key arterials as well as the design of 12 permanent detection systems at strategic locations throughout the city. The project additionally consists of the synchronization of 148 signalized intersections at key locations. To determine the effectiveness of the synchronized signal timing, before and after travel time data was collected and compared.
- **Phase VII** will install a bicycle detection system to better meet the needs of bicycles and encourage the use of nonmotorized transportation. The fiber-optic gap closure will bring full communication redundancy to the City. This project includes an integrated corridor management (ICM) effort that will allow the City to respond in a more integrated and proactive manner to major events on local freeways, improving the experience for all travelers and minimizing impacts on the transportation network. The ICM project also includes technology to adapt the corridors for Connected Vehicles, which will be instrumental in enabling vehicle-to-field communication that improves platooning, decreases greenhouse gas emissions, and improves safety.

Client Reference: Cesar Romo, Traffic Signal Administrator | 661.286.4002 | cromo@santa-clarita.com

Project Start/Completion: August 2006 – Ongoing

PROJECT HIGHLIGHTS:

- ITS Design & Operations
- Traffic Signal Design
- Signal Timing Plans

EXPERIENCE IN THE CITY OF SOUTH PASADENA

Kimley-Horn has been a renowned and trusted consultant partner in the San Gabriel Valley and broader Los Angeles County for over 30 years—in fact, we've provided services for 79 of the 88 incorporated cities within the County, including for the City of South Pasadena. Within the last five years, Kimley-Horn has provided support to the City on the following projects:

ARROYO SECO GOLF COURSE MASTER PLAN



Kimley-Horn helped the City of South Pasadena to prepare the overall master plan for the new Arroyo Seco Golf Course development, which includes a new wetlands, maintenance facility, club house, and driving range. The plan incorporates two water conservation projects as part of the wetlands component. In addition to providing site and facility reviews of existing plans and records, Kimley-Horn helped to prepare two planning workshops for the project design team to collaborate and brainstorm concepts and ideas for the master plan. Kimley-Horn also partnered with the City to prepare a brief outreach plan for the City to execute, which included holding a public outreach session and using tools such as public postings and social media.



Client Reference: Lucy Hakobian, Community Services Director | 626.403.7392 | lhakobian@southpasadenaca.gov

Project Start/Completion: April 2024 – Ongoing

1020 EL CENTRO STREET MIXED-USE SITE DEVELOPMENT

Kimley-Horn provided CEQA services for the development of 22,032 square feet of ground floor commercial retail uses and 108 residential units in the Mission Street Specific Plan zoning district. The project also also include two levels of subterranean parking for 251 parking spaces.

845 EL CENTRO STREET MIXED-USE SITE DEVELOPMENT

Kimley-Horn provided CEQA services for the development of 6,100 square feet of commercial uses and 60 residential units northwest of the Metro Gold Line light rail, including an air quality assessment, greenhouse gas emissions assessment, and noise and vibration assessment.



C. PROJECT UNDERSTANDING

PROJECT UNDERSTANDING

The **City of South Pasadena** (City) is pursuing a transformative project along two key corridors: Fremont Avenue and Huntington Drive. Currently, these corridors do not have advanced technology equipment or bicycle facilities. Fremont Avenue and Huntington Drive play an important role in providing access to residential buildings and local commercial businesses. Therefore, improving the facilities is essential to increase non-motorist use and promote walkability for its residents and businesses.

The goal of the Huntington Drive and Fremont Avenue Corridor Improvements Project is to develop a more multi-modal and user-friendly environment, which integrates bicycle, pedestrian, and technology enhancements to create forward-thinking and community-focused corridors.

However, the existing conditions of these corridors present notable challenges for the community. The corridors lack adequate facilities for bicyclists and many pedestrian facilities are not ADA-compliant alongside numerous intersecting driveways. In addition, many residents have voiced concerns about their adjacent local streets being used as cut-through routes. To alleviate these concerns, especially during peak hours, the City is looking to upgrade signal communication equipment and signal timing. The City has put in tremendous effort to determine the feasibility of improvements along the corridors and secured funding to make these improvements a reality.

The project corridors will connect to bike networks in other agencies and within the City of South Pasadena. There are existing Class III bike routes along El Centro Street and Class II bike lanes along Marengo Avenue. The City is proposing Class II bike lanes north of Columbia Street and also has plans for future bike facilities that intersect with the Project, such as Class III bike routes at Bank Street and Oak Street as well as a Class I bike path along the Edison easement. The location of these existing and proposed bike facilities along with the Project corridors are shown in the **Bicycle Interconnectivity Map** on the following page.

In 2024, the City completed a Design Report summarizing findings from public outreach with recommendations of speed management measures for Fair Oaks Avenue, Fremont Avenue, and Huntington Drive. In addition, the City has acquired funding through Metro's Measure M (MAT) and Measure R programs. Measure M focuses on pedestrian and bicyclist infrastructure, while Measure R provides funding for vehicular travel by focusing on geometric changes.

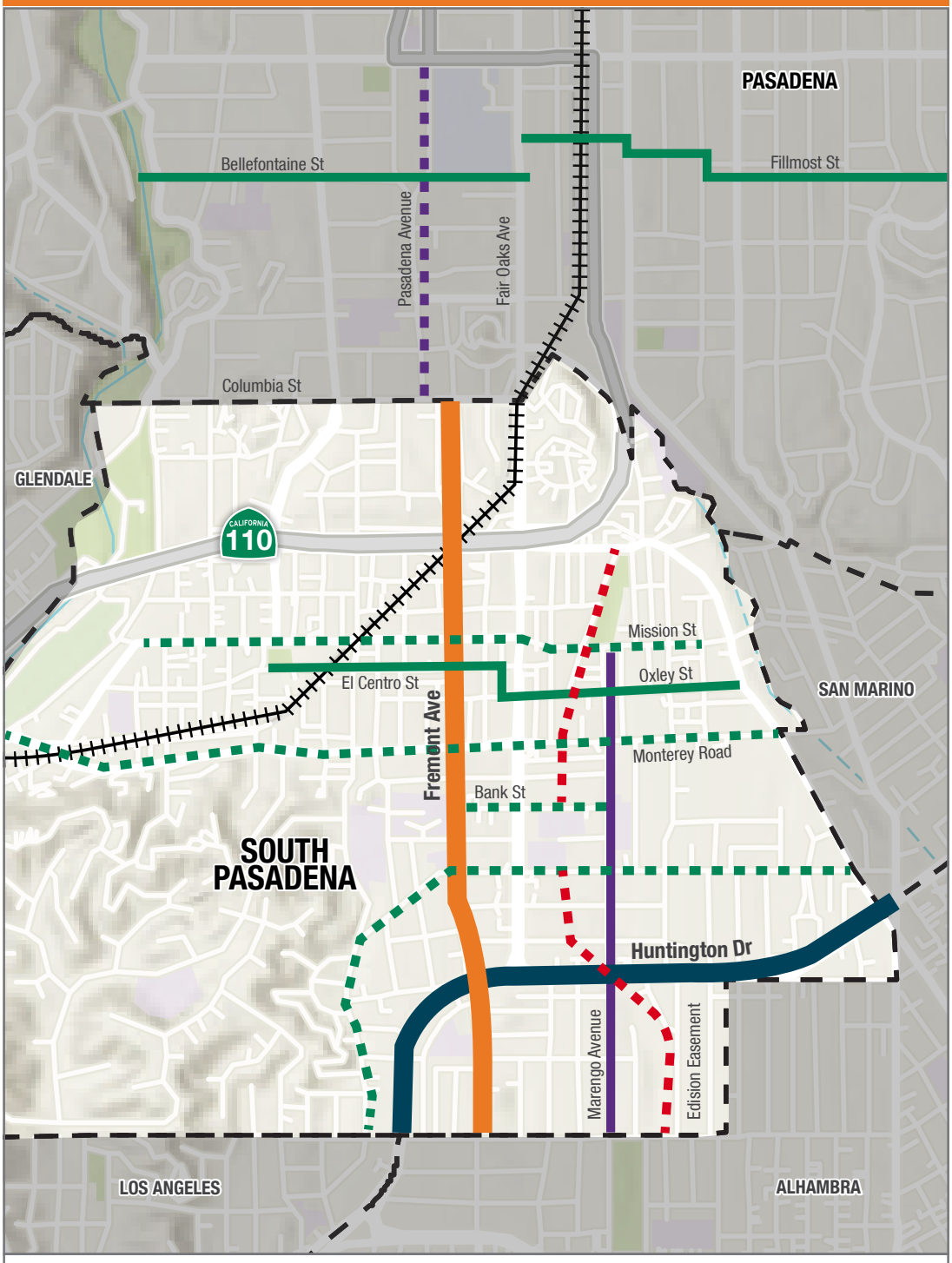
FREMONT AVENUE AND HUNTINGTON DRIVE INTERSECTION SUMMARIES

Table 1 and **Table 2** summarize the improvements that have been previously explored by the City through the 2024 Design Report, Measure M funding agreements, Measure R funding agreements, and neighboring agencies for Fremont Avenue and Huntington Drive, respectively.

Fremont Avenue is a vital North-South arterial street, extending approximately 9,500 feet in length. Its width ranges from 36 feet at Columbia Street on the northern edge of the City to 48 feet at Alhambra Road to the south. The segment features one lane in each direction with a two-way-left-turn-lane and parking along both sides. **Table 1** (see pages 26-28) lists the signalized intersections and unsignalized pedestrian crossings throughout the corridor.

Huntington Drive is another high-volume arterial street that runs East-West, stretching approximately 8,000 feet from Alhambra Road to Garfield Avenue. The street accommodates three lanes in each direction, separated by an 18-foot-wide raised concrete median, with parking permitted on both sides. Similarly, **Table 2** (see pages 29-30) lists the signalized intersections and unsignalized pedestrian crossings throughout the corridor.

Exhibit 1. Bike Interconnectivity Map



Huntington Drive and Fremont Avenue Corridor Improvements Project



Measure M Elements Legend:

1. Bike facilities, bike routes, bike boxes, bike detection systems
2. Curb ramp improvements, curb extensions
3. High visibility crosswalks
4. Advanced warning signage for smooth transition, median island installations
5. Enhanced pedestrian crossing features including flashing beacons
6. Street fixtures (e.g., bus benches, trash receptacles, and bus shelters)
7. Median modification to install bike facilities and provide refuge island areas for safer crossings

Measure R Elements Legend:

8. Intersection geometric design improvements
9. ITS improvements
10. Median improvements
11. Signing and striping improvements
12. Investigate traffic signal improvements (e.g., adaptive traffic control systems, poles, mast arms ADA upgrades, firmware/ controller upgrades, video/infrared detections for all approaches, incident management cameras)
13. Conduct traffic analysis for the different peak periods to develop optimized signal timing charts and system timing
14. Install conduits and fiber-optic cables connecting City Hall and the Public Works Yard to the future traffic signal communication hub at City Hall

Table 1: Fremont Avenue Intersection Summary

Cross Street	Type	Shared Jurisdiction	Transit Routes	Field Observations 8/3	2024 Design Report	Measure M (Focuses on Pedestrian and Bicyclist Infrastructure)	Measure R (Focuses on Vehicle Travel and Geometric Changes)
Columbia Street	Signalized	Pasadena	-	 ▪ 30 MPH Speed Limit Sign ▪ Non-ADA Curb ramps ▪ Police speed cameras along corridor	▪ Narrow street by widening East sidewalk for a shared-use path ▪ Bulb-outs at SW and SE corners	1 2 3 4 5	8 9 10 11 12 13 14
Buena Vista Street	Stop-controlled on minor street	-	-	 ▪ Flashing beacon	▪ Narrow street by widening East sidewalk with vegetated swale ▪ Install raised pedestrian refuge islands and crosswalks at North and South legs ▪ Bulb-outs at NW and SW corners	1 2 3 4 5	-
Foothill Street	Stop-controlled on minor street	-	-	-	-	1 2 3 4 5	8 10 11 14
Grevelia Street	Signalized	Metro	Metro A Line	 ▪ Pedestrian access restricted on Northeast corner		1 2 3 4 5	8 9 10 11 12 13
Magnolia Street	Unsignalized pedestrian crossing	-	-	-	-	1 2 3 4 5	-
Monterey Road	Signalized	-	-	▪ Existing outdated signal equipment	-	1 2 3 4 5	8 9 10 11 12 13 14



Measure M Elements Legend:

1. Bike facilities, bike routes, bike boxes, bike detection systems
2. Curb ramp improvements, curb extensions
3. High visibility crosswalks
4. Advanced warning signage for smooth transition, median island installations
5. Enhanced pedestrian crossing features including flashing beacons
6. Street fixtures (e.g., bus benches, trash receptacles, and bus shelters)
7. Median modification to install bike facilities and provide refuge island areas for safer crossings

Measure R Elements Legend:

8. Intersection geometric design improvements
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12. Investigate traffic signal improvements (e.g., adaptive traffic control systems, poles, mast arms ADA upgrades, firmware/ controller upgrades, video/infrared detections for all approaches, incident management cameras)
13. Conduct traffic analysis for the different peak periods to develop optimized signal timing charts and system timing
14. Install conduits and fiber-optic cables connecting City Hall and the Public Works Yard to the future traffic signal communication hub at City Hall

Table 1: Fremont Avenue Intersection Summary (cont.)

Cross Street	Type	Shared Jurisdiction	Transit Routes	Field Observations 8/3	2024 Design Report	Measure M (Focuses on Pedestrian and Bicyclist Infrastructure)	Measure R (Focuses on Vehicle Travel and Geometric Changes)
Mission Street	Signalized	-	Metro Line 258	 ▪ Existing bulb outs at NE and NW corners ▪ Class III Bike facilities along El Centro ▪ Tree roots warped sidewalk on Northwest leg	▪ Remove right-turn only lanes ▪ Raised Intersection ▪ Artistic paving ▪ Relocate bus stops to be in line with LA Metro Nextgen Bus Plan ▪ Incorporate a two-way cycle track along the East sidewalk	1 2 3 4 5 6	8 9 10 11 12 13 14
El Centro Street	Signalized	-	-	 ▪ East side of street adjacent to Fremont Center theatre has limited pedestrians from jay-walking and installed six (6) of these signs to use signalized crosswalk	-	1 2 3 4 5	8 9 10 11 12 13 14
Oxley Street	Unsignalized pedestrian crossing	-	-	 ▪ In Road Warning Lights at Crosswalk with non ADA compliant curb ramps	-	1 2 3 4 5	-
Lyndon Street	Unsignalized pedestrian crossing	-	-	 ▪ School signage with white basic crosswalk, will need to change crosswalk color due to MUTCD requirements. ▪ Mid block crossing has zero signage warning vehicles that pedestrians can cross	-	1 2 3 4 5	-

Huntington Drive and Fremont Avenue Corridor Improvements Project



Measure M Elements Legend:

1. Bike facilities, bike routes, bike boxes, bike detection systems
2. Curb ramp improvements, curb extensions
3. High visibility crosswalks
4. Advanced warning signage for smooth transition, median island installations
5. Enhanced pedestrian crossing features including flashing beacons
6. Street fixtures (e.g., bus benches, trash receptacles, and bus shelters)
7. Median modification to install bike facilities and provide refuge island areas for safer crossings

Measure R Elements Legend:

8. Intersection geometric design improvements
9. ITS improvements
10. Median improvements
11. Signing and striping improvements
12. Investigate traffic signal improvements (e.g., adaptive traffic control systems, poles, mast arms ADA upgrades, firmware/ controller upgrades, video/infrared detections for all approaches, incident management cameras)
13. Conduct traffic analysis for the different peak periods to develop optimized signal timing charts and system timing
14. Install conduits and fiber-optic cables connecting City Hall and the Public Works Yard to the future traffic signal communication hub at City Hall

Table 1: Fremont Avenue Intersection Summary (cont.)

Cross Street	Type	Shared Jurisdiction	Transit Routes	Field Observations 8/3	2024 Design Report	Measure M (Focuses on Pedestrian and Bicyclist Infrastructure)	Measure R (Focuses on Vehicle Travel and Geometric Changes)
Bank Street	Signalized	School Zone	-	 ▪ 5-minute loading zone next to school that will need to be maintained for safety	▪ Reduce crossing distance ▪ Raised crossings ▪ Incorporate a two-way cycle track along the East sidewalk	1 2 3 4 5	8 9 10 11 12 13 14
Rollin Street	Signalized	School Zone	-	 ▪ Existing basic crosswalk ▪ Existing outdated signal equipment	▪ Reduce crossing distance ▪ Raised crossings ▪ Incorporate a two-way cycle track along the East sidewalk	1 2 3 4 5	8 9 10 11 12 13 14
Oak Street	Signalized	School Zone	-	-	▪ Reduce crossing distance ▪ Raised crossings ▪ Incorporate a two-way cycle track along the East sidewalk	1 2 3 4 5	8 9 10 11 12 13 14
Maple Street	Unsignalized pedestrian crossing	-	Metro Line 258	-	▪ Narrow the street to two lanes ▪ Incorporate a two-way cycle track along the East sidewalk ▪ Eliminate center turn lanes ▪ Integrate left-turn pockets ▪ High visibility crosswalks ▪ Bus-only lanes ▪ Bike parking at bus stops	1 2 3 4 5	-
Alhambra Road	Signalized	Alhambra	Metro Line 258	▪ Yellow truncated domes	▪ Narrow the street to two lanes ▪ Incorporate a two-way cycle track along the East sidewalk ▪ Raised pedestrian crossing ▪ Deter large vehicles from utilizing Fremont as a cut-through truck route	1 2 3 4 5 6	12 13 14

Huntington Drive and Fremont Avenue Corridor Improvements Project



Measure M Elements Legend:

1. Bike facilities, bike routes, bike boxes, bike detection systems
2. Curb ramp improvements, curb extensions
3. High visibility crosswalks
4. Advanced warning signage for smooth transition, median island installations
5. Enhanced pedestrian crossing features including flashing beacons
6. Street fixtures (e.g., bus benches, trash receptacles, and bus shelters)
7. Median modification to install bike facilities and provide refuge island areas for safer crossings

Measure R Elements Legend:

8. Intersection geometric design improvements
9. ITS improvements
10. Median improvements
11. Signing and striping improvements
12. Investigate traffic signal improvements (e.g., adaptive traffic control systems, poles, mast arms ADA upgrades, firmware/ controller upgrades, video/infrared detections for all approaches, incident management cameras)
13. Conduct traffic analysis for the different peak periods to develop optimized signal timing charts and system timing
14. Install conduits and fiber-optic cables connecting City Hall and the Public Works Yard to the future traffic signal communication hub at City Hall

Table 2: Huntington Boulevard Intersection Summary

Cross Street	Type	Shared Jurisdiction	Transit Routes	Field Observations 8/3	2024 Design Report	Measure M (Focuses on Pedestrian and Bicyclist Infrastructure)	Measure R (Focuses on Vehicle Travel and Geometric Changes)
Alhambra Road	Signalized	Alhambra	-	▪ 40 MPH speed limit	-	1 2 3 6 7	12 13 14
Maple Street	Unsignalized pedestrian crossing	-	Metro Line 179	 ▪ Pedestrian crossing has median refuge	▪ Change the parallel parking to 60-degree, back-in-angled parking ▪ Raised pedestrian and bicycle crossings along west approach ▪ Install Class IV bike lanes on north and south side	1 2 3 4 5 6	-
Fremont Avenue	Signalized	-	Metro Line 179	 ▪ Most store fronts face parking lots, not street ▪ ADA curb ramps are in poor condition	▪ Implement a frontage road between Fremont Ave and Fair Oaks Ave along the south side of the intersection ▪ Install Class IV bike lanes on north and south side	1 2 3 6 7	8 9 10 11 12 13 14
Fair Oaks Avenue	Signalized	-	Metro Line 179	-	▪ Protected bike lanes ▪ Narrow travel lanes ▪ Install trees ▪ Bulb-outs at all four corners ▪ Raised crossings ▪ Install Class IV bike lanes on north and south side	1 2 3 6 7	12 13 14
Marengo Avenue	Signalized	-	Metro Line 179	-	-	1 2 3 6 7	12 13 14



Measure M Elements Legend:

1. Bike facilities, bike routes, bike boxes, bike detection systems
2. Curb ramp improvements, curb extensions
3. High visibility crosswalks
4. Advanced warning signage for smooth transition, median island installations
5. Enhanced pedestrian crossing features including flashing beacons
6. Street fixtures (e.g., bus benches, trash receptacles, and bus shelters)
7. Median modification to install bike facilities and provide refuge island areas for safer crossings

Measure R Elements Legend:

8. Intersection geometric design improvements
9. ITS improvements
10. Median improvements
11. Signing and striping improvements
12. Investigate traffic signal improvements (e.g., adaptive traffic control systems, poles, mast arms ADA upgrades, firmware/ controller upgrades, video/infrared detections for all approaches, incident management cameras)
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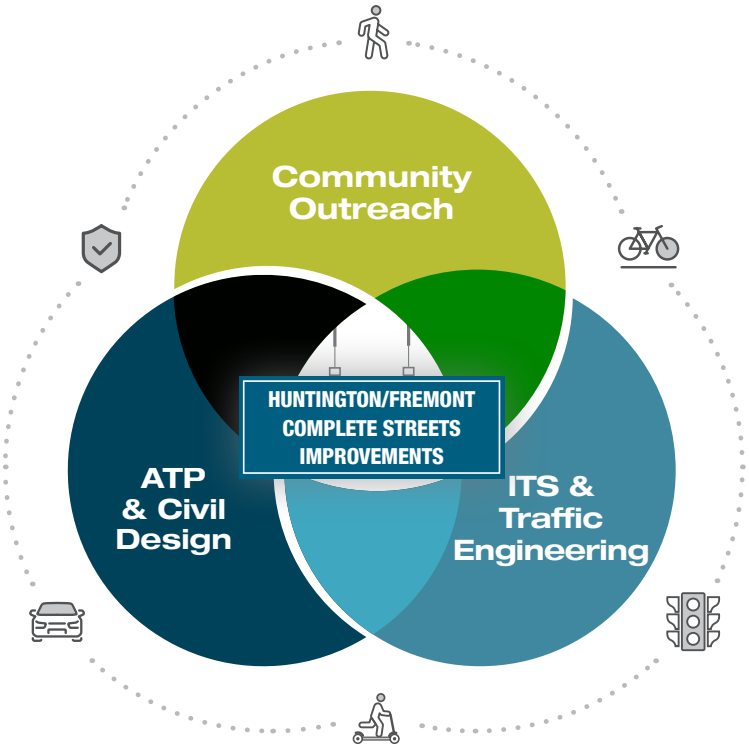
Table 2: Huntington Boulevard Intersection Summary (cont.)

Cross Street	Type	Shared Jurisdiction	Transit Routes	Field Observations 8/3	2024 Design Report	Measure M (Focuses on Pedestrian and Bicyclist Infrastructure)	Measure R (Focuses on Vehicle Travel and Geometric Changes)
Fletcher Avenue	Signalized	-	Metro Line 179	-	▪ Convert west end of Pine Street into a public green space/pocket park ▪ Install Class IV bike lanes on north and south side	1 2 3 6 7	12 13 14
Wayne Avenue/ Electric Avenue/ Pine Street	Unsignalized pedestrian crossing	-	Metro Line 179	-	▪ Reduce crossing distance with raised median pedestrian refuge and/or installing bulb-outs ▪ Look into widening existing median from 18 feet to 26 feet ▪ Install Class IV bike lanes on north and south side	1 2 3 6 7	-
Court Avenue	Unsignalized pedestrian crossing	-	Metro Line 179	▪ Yellow truncated domes	▪ Install eastbound to southbound right turn lanes ▪ Narrow street with cycle track on South side ▪ Install Class IV bike lanes on north and south side	1 2 3 6 7	-
Garfield Avenue	Signalized	San Marino, Alhambra	Metro Line 179	-	-	1 2 3 6 7	12 13 14

PROJECT APPROACH

TEAM INTEGRATION

Our design approach begins with an integration of key project disciplines. This project begins with planning and conducting community outreach. Our approach is rooted in conducting community outreach in-house so that the information shared with the public comes directly from the practitioners responsible for developing and implementing the designs. In turn, this allows those designing the project to hear first-hand from the community, understand their priorities, and deliver project designs with a meaningful impact.



The project calls for the integration of civil, roadway, traffic, and landscape architecture disciplines to create a cohesive project design. Our selected team members are local and committed to doing work which promotes the advancement of South Pasadena. Given our team's long history of working together, we know how to coordinate design decisions among disciplines to create not only functional but beautiful designs. Our firm's culture of working in-person promotes a collaborative environment where ideas can be workshopped, plans can be refined, and context-sensitive solutions can be established. The City is a important partner in this workshopping process; we see opportunity to conduct over the shoulder reviews as we develop concepts and refine the design.

MEANINGFUL COMMUNITY OUTREACH

Community outreach is a process rooted in listening, developing context-sensitive solutions, and collaborating with the public to identify a preferred alternative. The purpose of having practitioners lead outreach events, rather than consultants specialized solely in outreach, is to integrate the community into the design process. We understand the importance of being flexible and diversified in our approach to outreach. This means that creating opportunities to participate both in-person and virtually will be vital to receiving a wide cross-section from community members. Additionally, integration of accessible methods for participation such as multi-lingual translation and interpretation services may be considered where appropriate. We have had great success with informing the public of the scope of the project and taking them through a series of interactive activities to identify their priorities and understand their location specific concerns along project corridors. We have been able to identify activities which translate between in-person and virtual platforms seamlessly so that one participation method is not favored over another. Kimley-Horn has an interactive map tool called **PublicCoordinate**, which has been valuable to collecting feedback throughout the duration of projects and offers those unavailable to attend meetings an outlet to provide feedback. In some of our projects we've received 200+ comments in PublicCoordinate, which helped to complement the feedback received during meetings. We are also prepared to work alongside the City to identify key stakeholder groups, such as businesses, which may be benefit from briefings in smaller settings, helping to build relationships and get more specific input.



ADDRESSING BARRIERS TO IMPLEMENTATION

Design requires a thoughtful strategy, thinking several steps ahead and prioritizing critical path items first. We understand that following gaining consensus around a preferred alternative, certain areas of the design process, such as utilities can often be barriers to implementing projects. After many visits to each of the project corridors, we understand where utilities are prevalent and how they can be proactively addressed. We've completed several projects in the San Gabriel Valley have had experience successfully coordinating with utility providers in the area. Our designs consider the real-world field conditions of these corridors, thinking beyond what is placed on the paper and what could come up as potential contractor questions. Our ability to translate between engineering design and construction implementation will be critical to successfully implementing this project. One of the key tenets of our approach is

creatively applying design standards to simplify the construction process. Additionally, we value field work, and with an office less than 9 miles away from the project corridors, it is easy to mobilize and meet in the field to address questions and avoid any unnecessary delays. In the following section on **Critical Project Elements**, we have identified specific barriers to implementation based on our field visit, knowledge of the project scope, and experience working on similar projects. We have proactively identified solutions that can help eliminate barriers as early as possible.

IN-HOUSE SYNCHRONIZATION TECHNOLOGY

We will monitor corridor performance using mobile source data (cell phones and other connected devices) to evaluate current conditions and conditions after project implementation. These will be reported using travel time data, as this typically varies by time of day, day of week, whether there are travel time disruptions, how severe those disruptions are, and what times congestion typically peaks. This will help us determine the effectiveness of our synchronization efforts.

We collected travel time data along the corridor using our in-house program **TractionTravel**, starting from August 12, 2025, at 2:00 PM and concluding on August 19, 2025, at 7:00 PM for the eastbound direction (Figure 1) and westbound direction (Figure 2) for Huntington Drive and the northbound direction (Figure 3) and southbound direction (Figure 4) of Fremont Avenue. All corridors experience increased travel times between 7-9AM and 3-6PM.

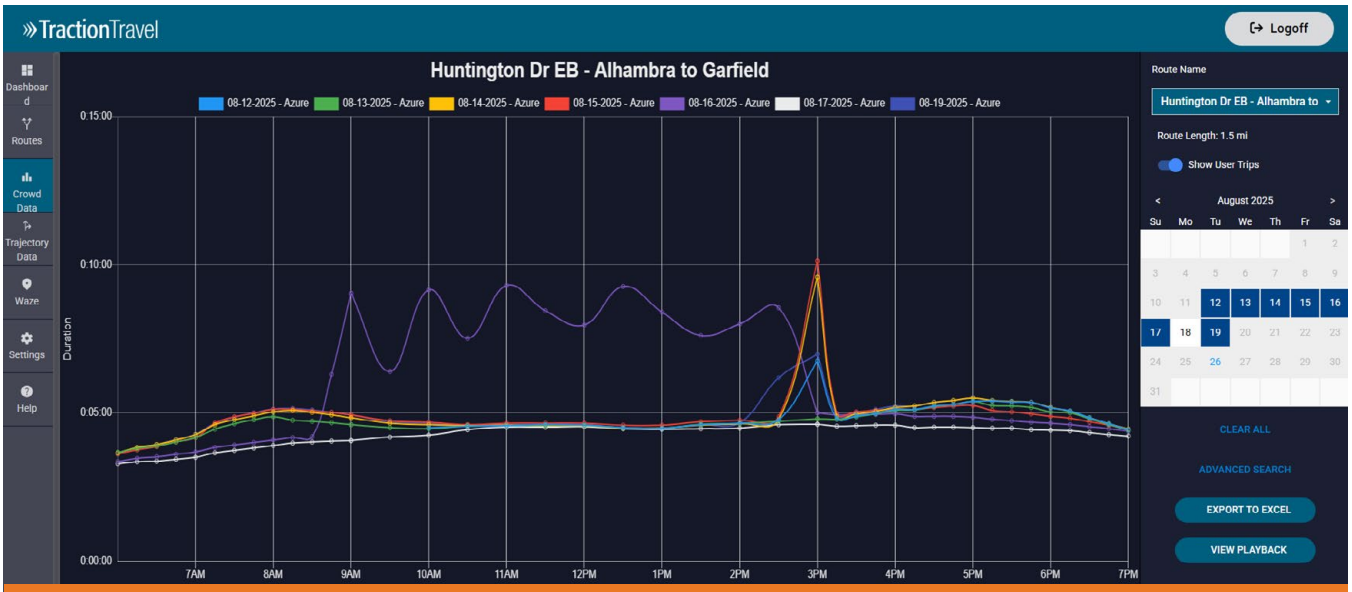


Figure 1. Huntington Drive Eastbound

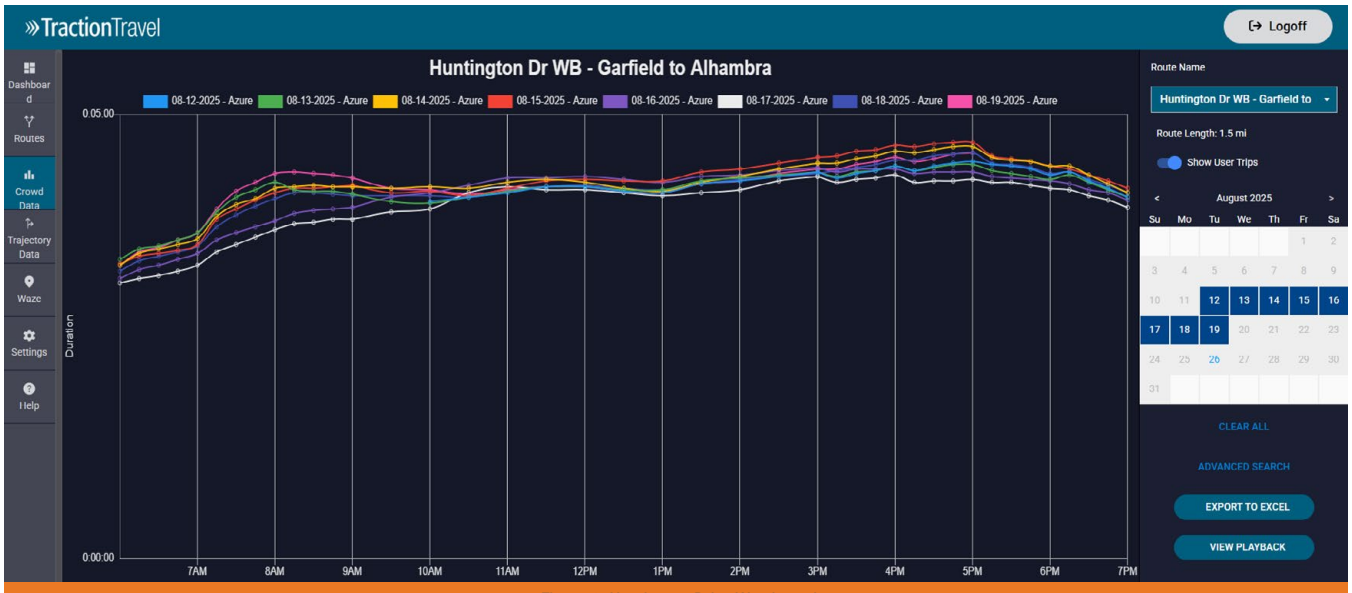


Figure 2. Huntington Drive Westbound

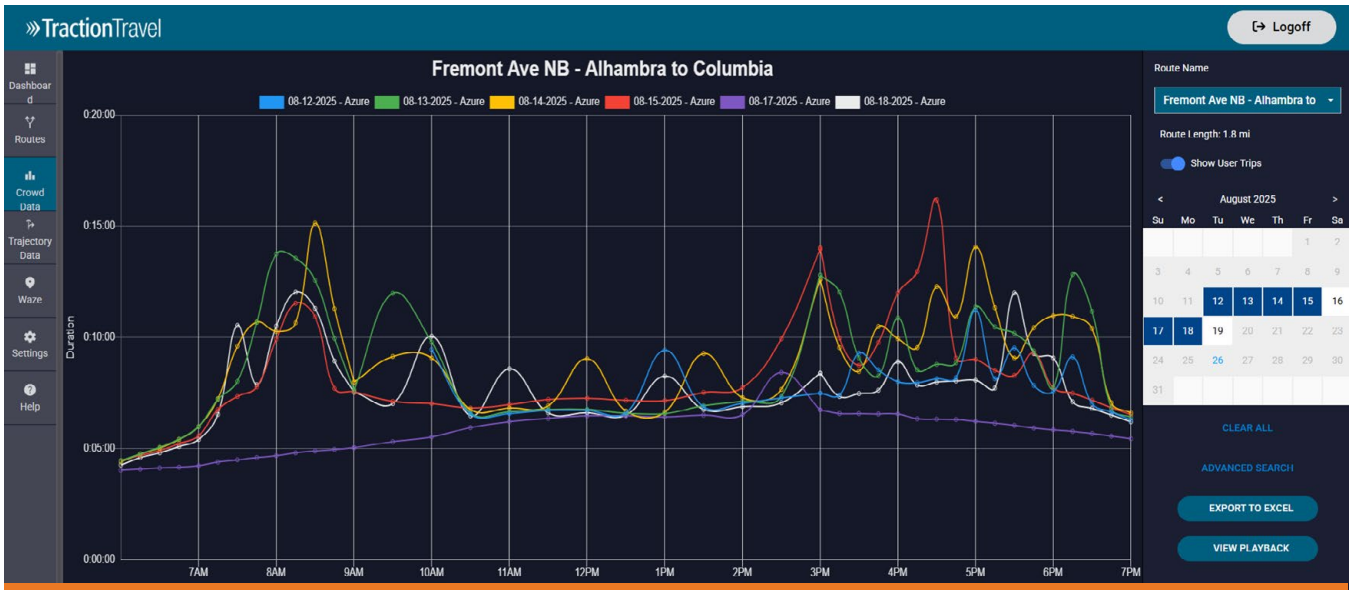


Figure 3. Fremont Avenue Northbound

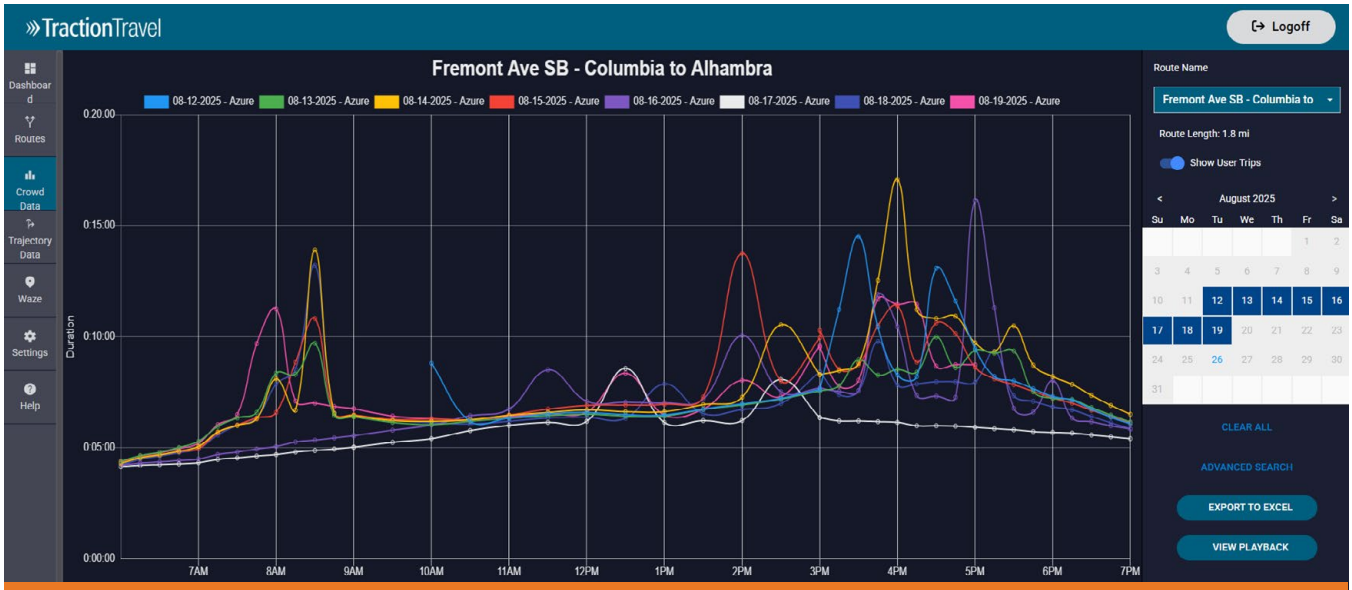


Figure 4. Fremont Avenue Southbound

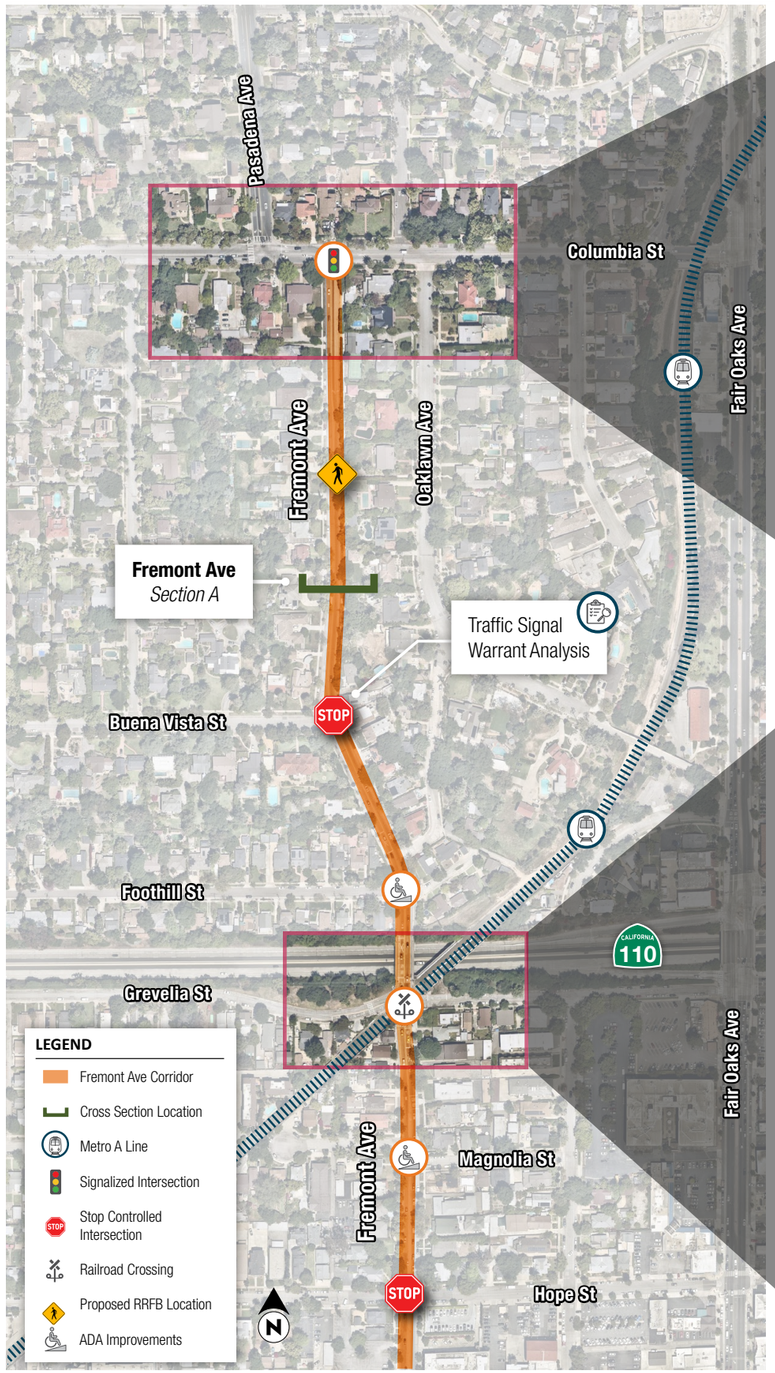
The eastbound average travel time along Huntington Drive is just under 5 minutes. An interesting observation is the peak in travel time at 3PM. This can be due to school pick-up times. In addition, on Saturday August 16th, there were more varied travel times. This can be due to unexpected events, such as collisions or police activity. The westbound average travel time shows no major irregularities.

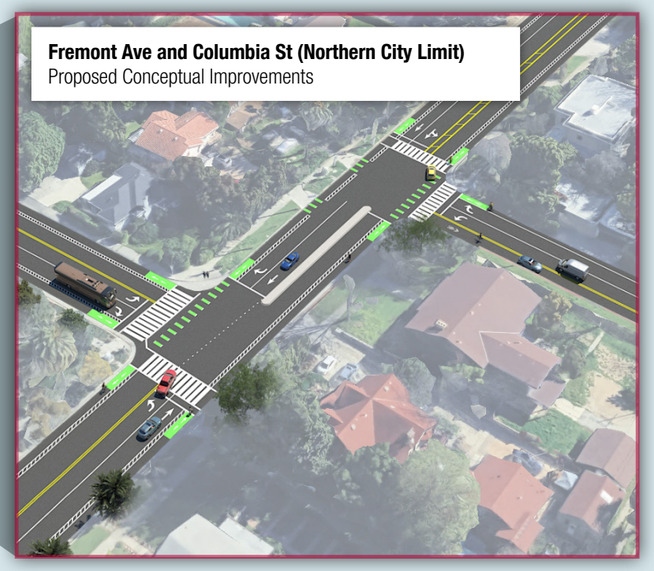
The northbound and southbound average travel time along Fremont Avenue shows peaks in the data that show some reliability issues with the travel time. The signals can be better synchronized in order to increase reliability. This data will be used to compare against data obtained after synchronization upgrades have been made.

CONCEPTUAL DESIGN AND CROSS-SECTIONS

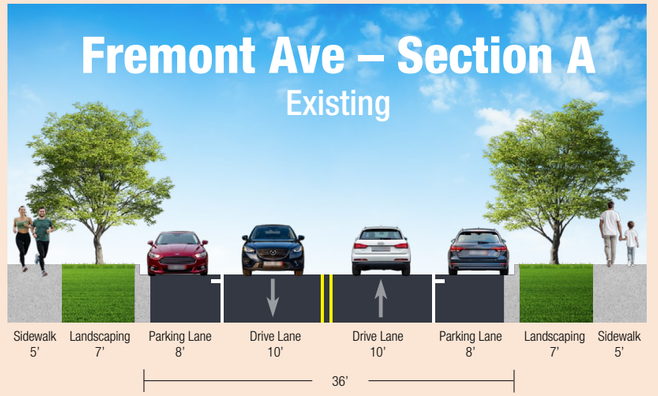
We have developed **Exhibit 2: Conceptual Design and Cross Sections** to show the existing conditions of Fremont Avenue and Huntington Drive to understand potential constraints and opportunities which have been considered in our approach to planning, outreach, and design. Multiple 3D renderings have been developed at Colombia Street, Grevelia Street, and Fremont Avenue/Huntington Drive/Fair Oaks Avenue to display how the improvements may look once implemented. Cross sections show the lane configurations of these different alternatives and their approximate curb-to-curb width. This visual corridor planning tool allows us to analyze technical details while establishing continuity throughout both corridors.

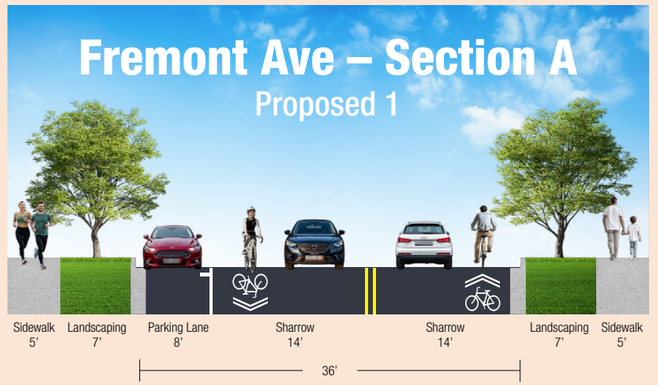
Exhibit 2. Conceptual Design and Cross Sections (Fremont Avenue - Section A)











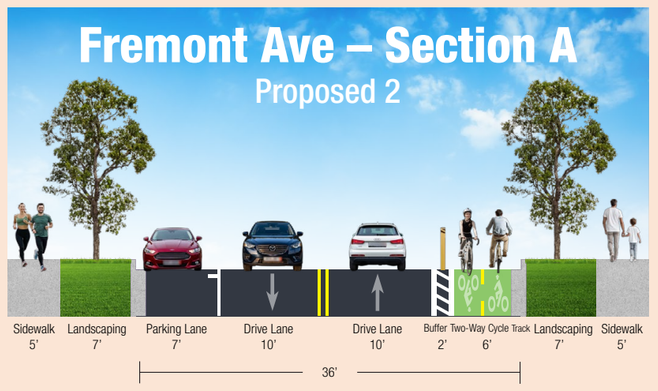
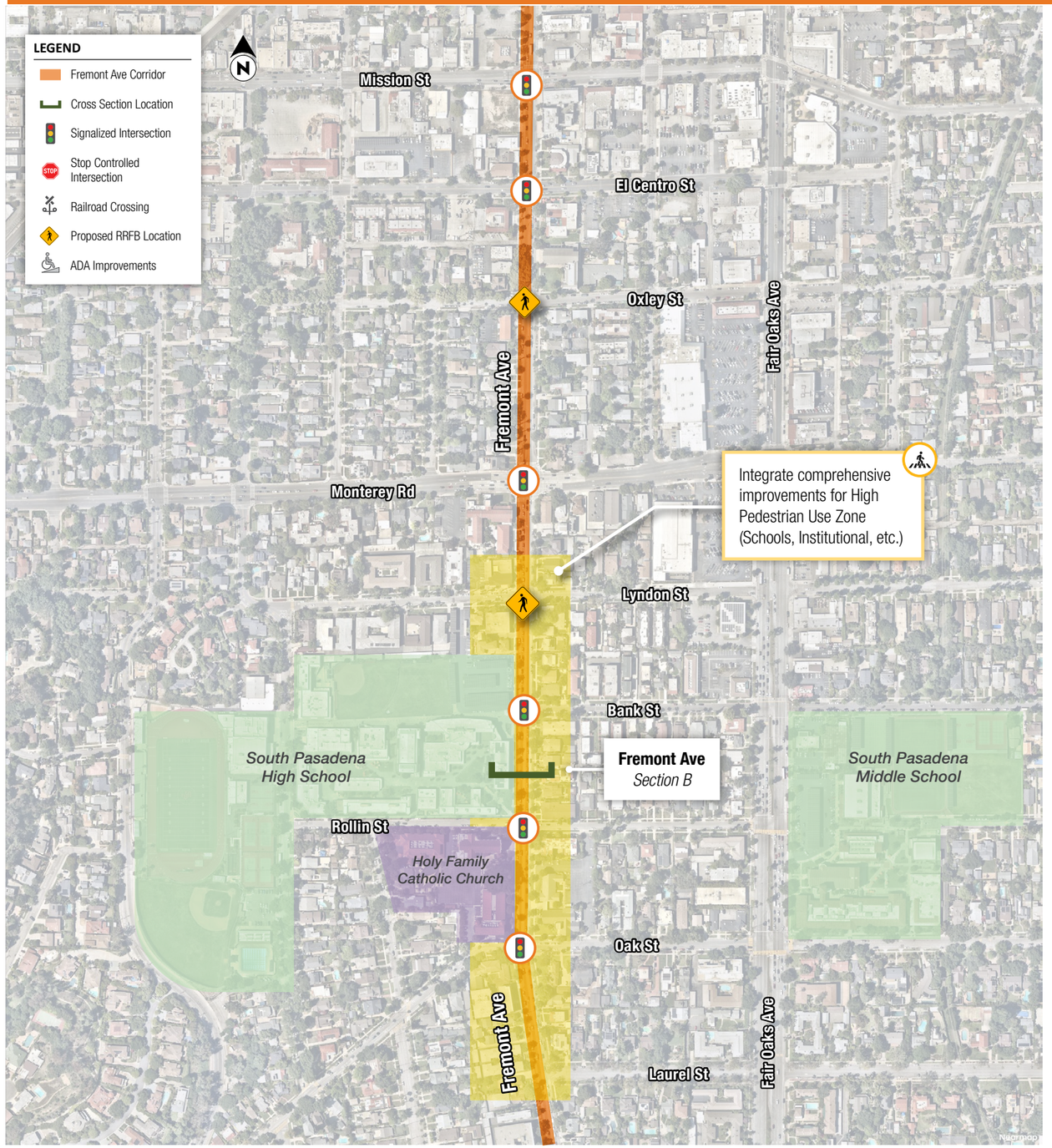
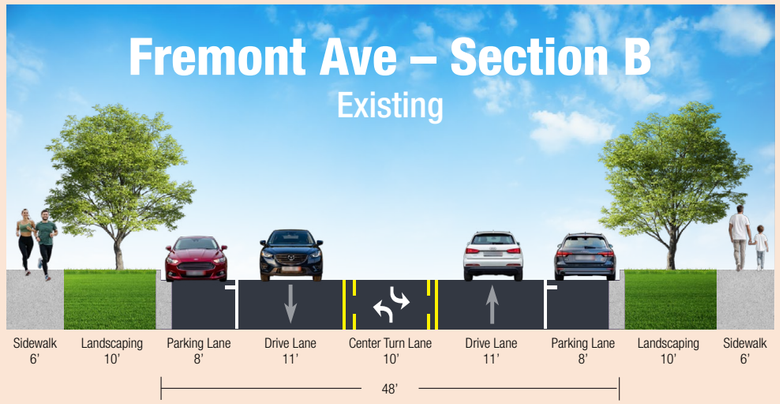
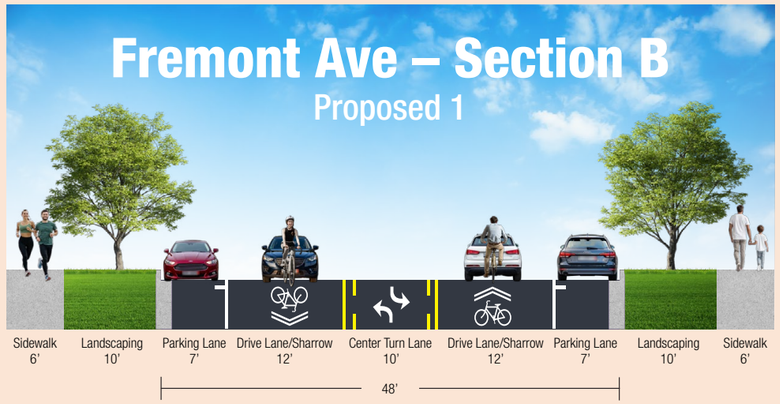


Exhibit 2. Conceptual Design and Cross Sections (Fremont Avenue - Section B)







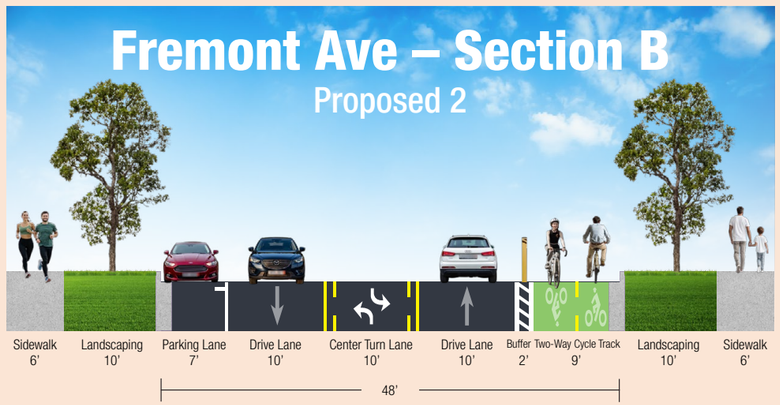


Exhibit 2. Conceptual Design and Cross Sections (Fremont Avenue - Section B, cont.)

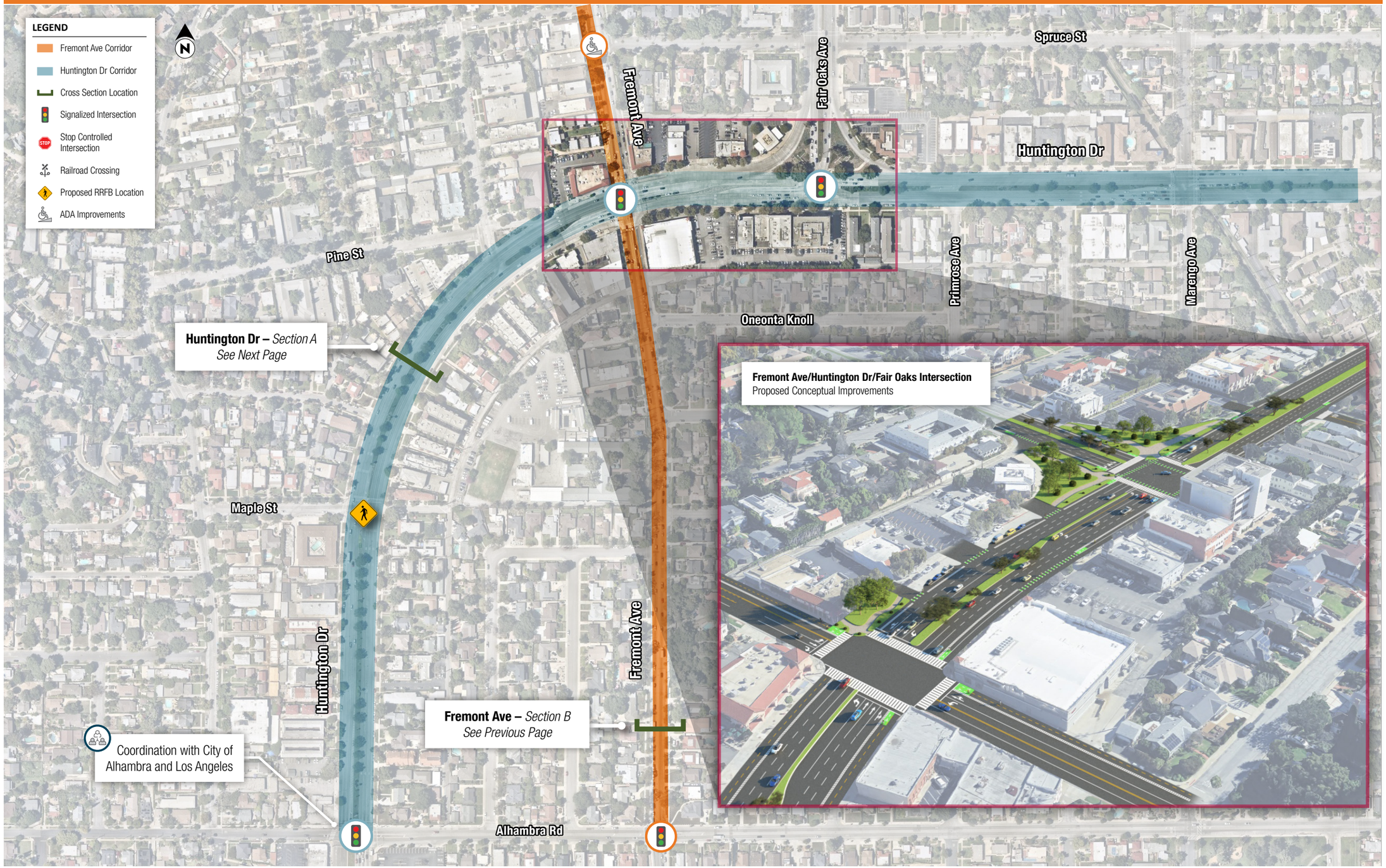
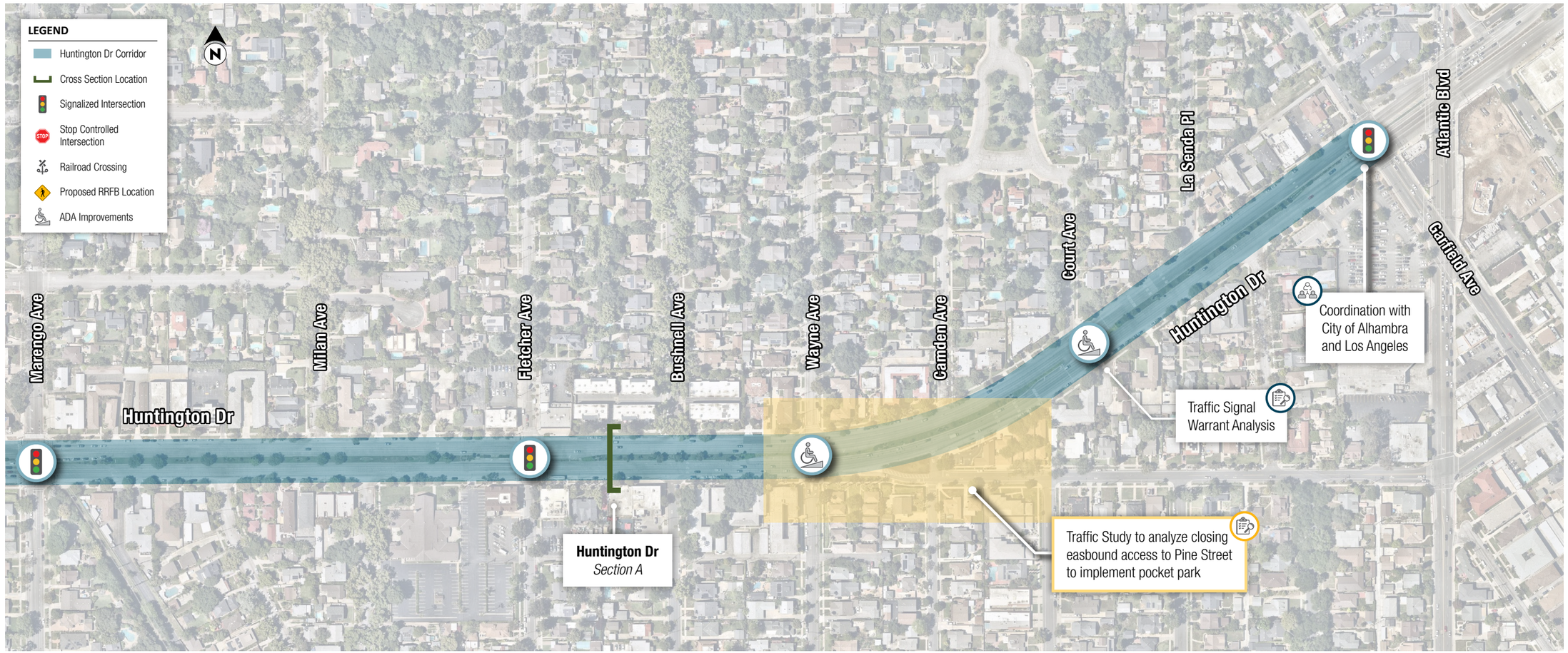
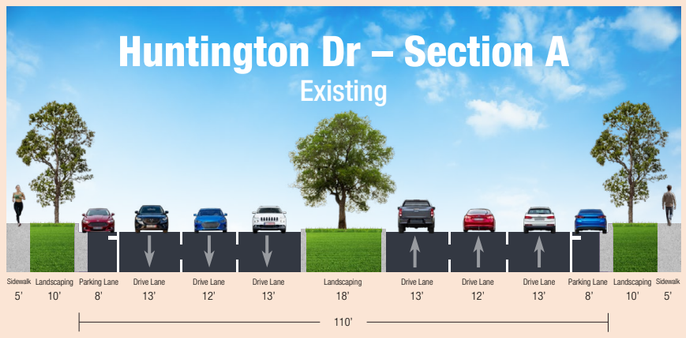
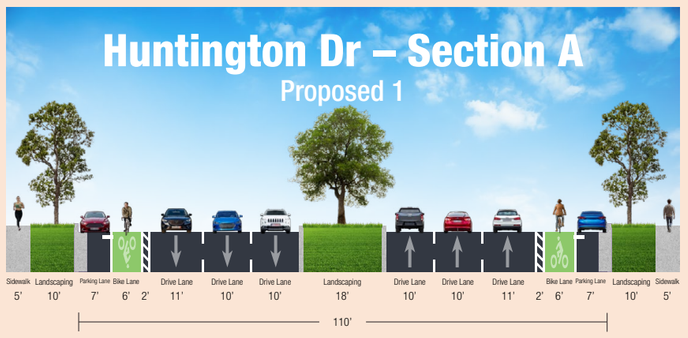
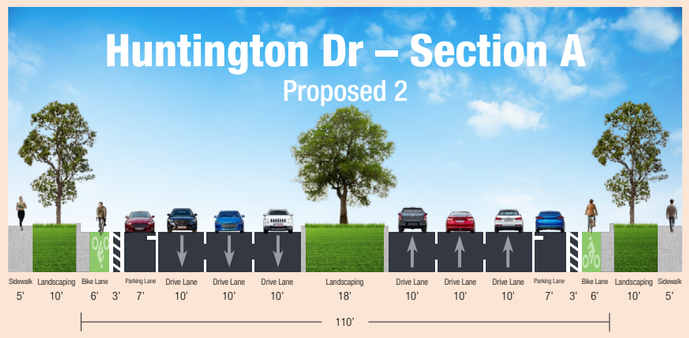


Exhibit 2. Conceptual Design and Cross Sections (Huntington Drive - Section A)









CONSTRUCTABILITY

Constructability is the single most important quality of a design package. Our designs consider the real-world field conditions of these corridors, thinking beyond what is placed on the paper and what could come up as potential contractor questions. One of the key tenets of our approach is creatively applying design standards to simplify the construction process. Our ability to translate between engineering design and construction implementation will be critical to successfully implementing this project.

CRITICAL PROJECT ELEMENTS

Based on our previous experience delivering on similar projects, our team has identified anticipated challenges and provided our approach to resolve them and meet the Project's schedule.

Challenge #1: Funding Source Compliance

Approach: Coordinate frequently with LA Metro and Implementing Agency.

1. Submit invoices and reimbursements consistent and compliant with the multiple funding sources.
2. Be on top of what exactly the funding covers and include those in our construction documents.

Challenge #2: Commercial Vehicle, Bicycle, and Pedestrian Conflicts

Approach: Develop innovative bicycle treatments to the roadway.

1. Maintain clear sightlines are clear particularly around driveways, so commercial vehicles can see cyclists and pedestrians from a distance. Existing sightlines can be improved by trimming existing overgrown bushes near conflict points or replacing them with lower-growing options.
2. Paint roadway surface graphics with vibrant green bicycle paint at bicycle lane/driveway crossings to notify cyclists and drivers where the paths intersect. Signing and striping will also direct users to use the road in a safe manner.
3. Use "daylighting" a restriction that prevents parking near intersections.
4. Installing street and pedestrian lighting, especially at key conflict locations, will make vulnerable road users visible at night.

Challenge #3: Pedestrian/Bicycle/Vehicle/Bus Conflicts

Approach: Draw off previously successful designs with bicycle lanes and transit stops to comfortably accommodate cyclists and Metro bus transit users alike.

1. Consider bus islands for either the Class II or Class IV options, routing bicycle traffic between bus stops and sidewalks.
2. Mitigate bikes/right-turning vehicle conflicts by considering designs such as signing/striping, bike signals, protected intersections, and "daylighting."
3. Consider combined bike lane/bus waiting areas bulb outs, as pictured below.





Challenge #4: Safety and Access

Approach: Create a safe roadway for all modes of transportation, while maintaining access to commercial and industrial properties along the corridor.

1. Use only striping to separate bicycle lanes from traffic in front of and around driveways, leaving access paths open.
2. Provide advanced warning signage along the corridor for drivers, alerting them of the presence of bike lane.
3. Design fully protected intersections with additional bulb-outs on the North Segment to provide additional pedestrian protection at curb returns and shorten crossings.

Challenge #5: Drainage and Low Impact Development (LID)

Approach: Develop innovative drainage solutions to maintain existing drainage patterns where possible, while maintaing optimal multimodal transportation operations.

1. Construct Class II or Class IV bicycle facilities at grade with existing gutter, using median curb with curb cuts for separation from street. This design maintains flow lines along the existing curb and limits impacts to existing storm drain inlets, while also limiting the need for additional storm drain infrastructure.
2. Reconfigure drain grates to have slats perpendicular to the bike lane, avoiding wheels getting caught in grates. At-grade catch basins can also be modified to curb inlet openings at locations where feasible.

Challenge #6: Truck and Emergency Vehicle Access

Approach: Work closely with the City fire and police departments develop design that allows emergency vehicles circulation and access.

1. Provide a mountable curb or median along Class IV bike lanes to accommodate emergency vehicles that infrequently use the corridor while still managing the average driver.
2. Install turn wedges and/or breakaway bollards to control the separation between the everyday driver and bicyclists, while still being able to accommodate larger vehicles where necessary.

Challenge #7: Future Maintenance

Approach: The Kimley-Horn team will incorporate considerations of maintenance into our design decisions and value engineering process.

1. Discuss future maintenance responsibilities and concerns with the City early during the planning phase.
2. Bulb-outs and buffered bicycle lanes will require maintenance commitments by the appropriate City divisions and need to be considered for to guarantee success of the project for years to come. For example, the width of the bikeway and available street sweeping vehicles will need to be coordinated to prevent buildup of debris in the bikeway.
3. Accessibility to existing utilities will also be a consideration, and any adjustments/relocations to the current conditions will need to be coordinated with the respective utility agencies.

Challenge #8: Utility Impacts and Certification

Approach: Locate utilities early, identify conflicts, begin agency coordination early, and complete utility certifications.

1. Obtain readily available as-built plan from agencies.
2. Communicate frequently with utility companies along the corridor to coordinate utility relocation. Coordinate with them closely to confirm location/ownership of existing facilities, prior rights, and resolve utility conflicts prior to bid advertise to avoid potential delays during construction.



CRITICAL PROJECT ELEMENTS TABLE

In addition to these eight challenges, we have summarized other critical elements in the table below:

Huntington Drive and Fremont Avenue Corridor Improvements Project			
Critical Project Element	**Potential Project Impact**	**Kimley-Horn's Mitigation Strategy**	**Benefit to the City**
Environmental Document Escalation to an Environmental Impact Report (EIR)	Schedule Delay Cost Increase	Maintain flexibility in the design around cultural, air quality, noise, and traffic-sensitive areas. Coordinate and plan for construction activities to occur during daytime hours and following City and air district standards. Pivot as needed between civil and striping improvements to avoid subsurface impacts while maintaining the project's vision.	***Deliver the project without requiring significant design rework.***
Community Reception of Project	Schedule Delay Funding Delay	Organize public meetings in "Open House" style with multiple stations for discussion. Include business owners along the corridor.	***Hear all sentiments of the community and not allow a few voices to commandeer the meeting and influence attendees.***
Consistent Outreach	Schedule Delay Cost Increase	Provide a uniform approach with advanced tools for community outreach and stakeholder engagement.	***Engage critical stakeholders to inform important design decisions to progress the design.***
Construction Cost Escalation	Cost Increase Funding Delay	Assess Value Engineering opportunities such as alternate pavement rehabilitation and proposed sections as well as reduced utility and ROW impacts.	***Reduce escalation of dollars needed to fund construction improvements.***
Project Startup and Document Review	Cost Increase Schedule Delay	Leverage project knowledge obtained in PA&ED phase, such as traffic model, corridor design constraints and environmental constraints, and mitigation requirements.	***Begins immediate coordination with stakeholders without the need for extensive document review time.***
Community Impacts During Construction	Schedule Delay Funding Delay	Develop a construction phasing approach that minimizes impacts to the community, such as requiring the contractor to maintain private property access at all times.	***Minimize negative public feedback associated with construction activities.***



PROJECT SCOPE

Kimley-Horn will provide the services specifically set forth below.

The project limits are defined as two corridors within the City of South Pasadena, California. The first on Huntington Drive from Alhambra Road to Garfield Avenue on approximately 9,500 linear feet of roadway. A second on Fremont Avenue from Alhambra Road to Columbia Street on approximately 8,000 linear feet of roadway.

TASK 1: PROJECT MANAGEMENT

TASK 1.1: KICK-OFF MEETING

Kimley-Horn will schedule an in-person project kick-off meeting with the City to discuss the scope of work, project schedule, establish communication protocols, review project constraints, and request project standards such as title block and as-built plans for the project. The City will identify appropriate City staff that should attend the meeting. Kimley-Horn will prepare an agenda to send before the meeting and send meeting minutes with action items following the meeting.

Deliverables

- One (1) Meeting Agenda and Meeting Minutes with Action Items in PDF Format

TASK 1.2: PROGRESS AND SUBMITTAL MEETINGS

Kimley-Horn will coordinate and attend bi-weekly progress meetings with City staff and stakeholders. We anticipate up to 30 progress meetings for the project duration with half in-person and half virtual. Kimley-Horn will prepare agendas and meeting minutes to be distributed to attendees. An action items list and a status of project deliverables will be updated and made available for progress meetings.

Kimley-Horn will schedule up to four (4) review meetings following the completion of the 30%, 60%, 90%, and 100% PS&E Submittals. We have budgeted for these to be in-person meetings to review the plans with City staff and stakeholders.

Deliverables

- Up to 30 Meeting Agendas and Meeting Minutes with Action Items in PDF Format

TASK 1.3: THIRD-PARTY AGENCY COORDINATION MEETINGS

Kimley-Horn will schedule and attend up to 40-1 hour virtual meetings for coordination with City departments, Caltrans, LA Metro, CPUC, LA County, neighboring cities, and other relevant third-party agencies. The intended outcome of the meetings will be to review project design considerations for LA Metro bus stops, A Metro A Line rail crossing, PS&E Design Plans, along with receiving design approval from neighboring cities where the project extents will be in a shared jurisdiction intersection. Kimley-Horn will prepare agendas, meeting minutes, and action items to be distributed to attendees.

Deliverables

- Up to 40 Meeting Agendas and Meeting Minutes with Action Items in PDF Format

TASK 1.4: PROJECT SCHEDULE

Kimley-Horn will prepare a Project Schedule with scope of work tasks, subtasks, project milestones, and agency review periods for project submittals. The schedule will be monitored during progress meetings. Kimley-Horn will notify the City of potential schedule delays and recommend options as appropriate. The schedule will be updated monthly to reflect actual progress and targeted progress on major milestones throughout the duration of the project.

Deliverables

- Project Schedule (Updated Monthly During Progress Meetings) in PDF Format



TASK 1.5: PROJECT REPORTING, INVOICING, AND FUNDING ADMINISTRATION

Kimley-Horn will prepare monthly invoices at the end of each month throughout duration of the project. Monthly invoices will follow City procedures for project reporting and billing, along with requirements set by LA Metro as the funding agency.

Kimley-Horn's subconsultant, **Avant-Garde**, will assist the City in the preparation of the Quarterly Progress/Expenditure Report as well as expenditure reimbursement to submit to funding agencies (LA Metro). Project controls monthly progress reports, monthly invoices, and tracking funding requirements will be set up and monitored once monthly.

Deliverables

- Monthly Invoices and Quarterly Reports in PDF Format

TASK 2: EXISTING CONDITIONS AND DATA COLLECTION

TASK 2.1: REVIEW EXISTING DOCUMENTATION

Kimley-Horn will review readily available record drawings and relevant studies from the City of South Pasadena and adjacent cities. Kimley-Horn will use the existing records, studies, and plans to identify the implementation of the various recommended designs within the project limits. In the event of a conflict between the documents, Kimley-Horn will work with the City to determine the appropriate design.

TASK 2.2: SITE OBSERVATION

Kimley-Horn will send up to two (2) team members to the field to conduct a visual site observation with the City. The observation will include an evaluation of the existing conditions relative to the current standards and proposed improvements. The notes made and photos taken during the observation will be referenced as part of the design.

Deliverables

- Field Notes and Photos in PDF and JPG Format

TASK 2.3: TOPOGRAPHIC SURVEY

Kimley-Horn's surveying subconsultant, **Calvada Surveying, Inc. (Calvada)** will provide a design level topographic survey extending through the project limits to establish horizontal and vertical controls at 50-foot intervals. The survey will extend 50 feet outside of the City right-of-way within adjacent private parcels and 100 feet into cross streets. The survey control, survey features, and utility items to be shown are as follows:

Survey Control:

- The vertical control will be based on the North American Vertical Datum of 1988 (NAVD 88). A local municipal or Los Angeles County benchmark will be used.
- The horizontal control will be based on the California State Plane Coordinate System of 1983 (NAD 83).
- The survey will establish existing and proposed controls including centerline, street geometrics, and right-of-way throughout project limits.

Survey Features:

- The survey will be prepared using aerial photography. Supplemental observations will be taken at 50-foot street cross sections of the adjacent roads and compiled with the photogrammetric data to create the final deliverable. Spot elevations will be at back of walk/sidewalks, top of curbs, flow lines, gutter edges, driveway aprons, local depressions, and handicap ramps. The survey will be prepared to provide 1-foot contour intervals.
- Spot elevations to determine the water flow of adjacent streets and catch basins that terminate or commence offsite and flow within the project limits.
- Location of signing and striping within the project limits.
- Location of trees over 6 feet in height, regardless of caliper, within the project limits.

Utilities:

- Location, elevation, size, and type of visible above ground utilities within the site.
- Flow line invert elevations and sizes of drain inlets, sanitary sewer, and storm drain manholes adjacent to the site unless bolted down.



Right-of-Way Mapping (Land Net Base):

- Research and investigation in the City of South Pasadena and County of Los Angeles to obtain available surveys, plats, and record maps. We will compile a record Land Net Base for the project area, showing street right-of-way and centerlines for Huntington Drive and Fremont Avenue, and intersecting streets. Right-of-way will be based on existing record documents.

Calvada will prepare the Topographic Survey on full-size, 24 inch by 36 inch sheets at 1"= 40' scale using AutoCAD, plotting the survey notes and electronic mapping files.

Deliverables

- Field Notes and Photos in JPG or PDF Format
- Draft and Final Topographic Survey in CAD and PDF Format

TASK 2.4: UTILITY COORDINATION, BASE MAPPING, AND PERMIT APPLICATIONS

Kimley-Horn will obtain an initial list of existing utilities within the project limits using DigAlert and the City's Database. Kimley-Horn will prepare Utility "A" Letters on behalf of the City to send to utility companies within the project limits. The Utility "A" Letters will include a project description and request utility record maps to understand utilities within the project limits.

Kimley-Horn will track the date, contact person, phone number, and the documents received from utility companies in a Utility Coordination Matrix. This matrix will be updated and provided to the City to provide a status update of utility information received. To document the existing utility conditions within the project area, Kimley-Horn will develop a Utility Base Map using survey information, field inventory, record drawing information, and underground utility maps provided by utility owners.

Kimley-Horn will prepare Utility "B" Letters to reflect the proposed improvements and to verify the locations of facilities as incorporated into the Utility Base Map. Potential conflicts will be identified, and follow-up will be conducted to resolve the conflicts or to coordinate relocation requirements. The matrix will be updated to capture this coordination.

Following the 90% submittal, Kimley-Horn will prepare Utility "C" Letters to notify the owners and coordinate the utility contract documents in circumstances where facility adjustments and/or relocations are required. The matrix will be updated to capture utility coordination.

Kimley-Horn will provide coordination and permitting support services to assist with utility-related permits required for the Project. We will Engage with the City and applicable utility agencies to identify required permits, submittal requirements, and review timelines.

We will work to compile and submit permit applications for utilities impacted by the project. This task assumed no new engineering design, utility relocation design, or detailed construction drawings will be required to prepare the applications.

Application and permit fees are excluded and will be paid directly by the City.

Services will be performed up to a maximum of 50 labor hours. Any additional efforts beyond this limit will be provided as additional services and require prior written authorization from the City.

Deliverables

- Draft, Revised, and Final Utility Base Map in CAD and PDF Format
- Utility A Letter, Utility B Letter, Utility C Letter in Word and PDF Format
- Utility Coordination Matrix in Excel and PDF Format
- Permit applications and supporting documentation in PDF Format

TASK 2.5: GEOTECHNICAL INVESTIGATION AND INFILTRATION TESTING

Kimley-Horn's geotechnical subconsultant, **Geotechnical Professionals Inc. (GPI)**, will provide the following geotechnical services:

Field Exploration

GPI proposes to perform a total of 12 pavement cores and borings within the two project corridors to document the thickness of the pavement and aggregate base within the existing pavement section and to classify and sample the pavement subgrade soils. Two additional borings will be drilled at the proposed locations for shallow stormwater infiltration structures/basins.



The 12 proposed explorations within the existing streets will be drilled to depths of approximately 10 feet below grade using truck-mounted hollow stem auger drilling equipment. The two borings drilled for the stormwater infiltration structures will be advanced to depths of approximately 10 to 15 feet below grade using hand auger equipment. The borings will be advanced to the proposed depths unless refusal is encountered at a shallower depth.

GPI will obtain relatively undisturbed drive and bulk samples of representative soils from the borings for laboratory observation and testing. The borings will be logged in the field by our representative, backfilled with the soil cuttings, and capped with quick set grout or asphalt cold patch.

Field Infiltration Testing

Two infiltration test wells will be installed and tested at the approximate locations provided by the City. The test well depths are anticipated to be shallow (3 to 5 feet below existing ground surface). The associated borings adjacent to each well location will be advanced to a depth of approximately 10 feet below the planned depth of infiltration. It is assumed no access agreements will be required to conduct the borings or infiltration tests.

The field infiltration testing will be performed in general accordance with County of Los Angeles guidelines for borehole infiltration test procedures. If conditions are encountered that may change the planned infiltration depth, such as encountering fine-grained soils or groundwater at the planned infiltration depths, we will contact the City prior to installing the test wells to collaborate on alternative test depths.

The wells will be adequately saturated before running the infiltration test. The test will consist of filling the well with water and measuring the drop in water level with time (falling-head). Depending on the soil types and infiltration rates initially measured, the process may require two successive days.

After testing, we will remove the well casing and backfill the holes with the on-site soils. It is assumed that excess soils cuttings can be disposed of onsite and will not need to be drummed. Additional fees will be required if the soil cuttings are required to be drummed and disposed of offsite.

Encroachment Permit and Traffic Control

For the proposed pavement coring and boring locations within the existing streets, an Encroachment Permit will be applied for and obtained from the City of South Pasadena. Traffic Control Plans will be prepared and submitted along with the Encroachment Permit application. Traffic control services during coring and drilling of borings within the street right-of-way will also be provided.

We have assumed that the two explorations for subsurface stormwater infiltration structures will be outside of vehicle traffic areas and the street right-of-way such that a separate encroachment permit nor traffic control will be required.

USA Notification

Prior to performing our subsurface explorations, we will perform a field reconnaissance to mark the planned exploration and observe the site for evidence of geotechnical issues. We will notify underground service alert (Dig Alert) of our planned locations at least 72 hours prior to drilling. A reasonable attempt will be made during field exploration to avoid utility line conflicts. However, our scope of work does not include time for the repair and/or replacement of utility lines that may be accidentally broken and/or damaged by our drilling activities that is not the result of our negligence.

Geotechnical Laboratory Testing

Our laboratory-testing program will be aimed at evaluating moisture and density, index, and pavement support characteristics. The exact scope of the laboratory program will depend on the soil conditions encountered during our field exploration. However, for planning purposes, we have considered the following types of tests:

- Moisture and Density: 26
- Percent passing No. 200 Sieve: 8
- Maximum Dry Density/Optimum Moisture Content: 1
- R-Value: 2
- Soil Corrosivity Screening: 2

Geotechnical Analyses and Report

GPI will review the data from our field exploration, infiltration testing, laboratory testing, and other nearby subsurface data, and conduct engineering analyses. GPI will prepare a geotechnical investigation report that will include project and site descriptions, the results of the field,



laboratory, and engineering evaluations and provide geotechnical recommendations and conclusions pertaining to the design and construction of the planned improvements. The report will include a site plan, logs of the field explorations, results of the infiltration testing, and tabularized laboratory test results. Our report will provide recommendations, as necessary for:

- Asphalt concrete and portland cement concrete pavement sections for traffic indexes (TI) designated by the City of South Pasadena.
- Pavement section and repair methodologies for a 10-year life expectancy
- Earthwork criteria, including temporary excavations, subgrade preparation and stabilization, utility trench backfill, traffic signal pole foundations, and compacted fills
- Concrete hardscape and associated subgrade support
- Stormwater infiltration at the locations tested
- 2022 CBC Soil Site Class and remaining CBC seismic design parameters, to be confirmed by the Project Structural Engineer
- Foundation type and design parameters for minor structures (including allowable bearing pressure, minimum size, and settlement for shallow foundations)
- Lateral earth pressures (active, passive, and at-rest) and coefficient of friction
- Evaluation of soil corrosivity potential with respect to steel and concrete

Assumptions

- The Geotechnical Analyses do not include evaluation of geologic-seismic hazards

Deliverables

- Draft and Final Geotechnical Report in PDF Format

TASK 3: CONCEPTUAL DESIGN DEVELOPMENT

TASK 3.1: CONCEPTUAL DESIGN PLANS

Kimley-Horn will prepare up to two (2) conceptual design alternatives for each project corridor based on prior City planning documents and suitable community outreach. The designs will show existing conditions and proposed lane configuration cross sections. Kimley-Horn will analyze the alternatives on a conceptual level for high-level impacts to vehicle capacity, topography, bicycle facilities, pedestrian access, transit facilities, traffic signal upgrades, fiber optic improvements, landscaping, utility improvements, and estimate of probable construction cost.

These two concepts will be refined through City and community feedback, leading to a final concept selection. The final design may incorporate elements from multiple concepts and be ready for advancement to Preliminary Engineering (30% PS&E) Phase without major revisions.

Kimley-Horn will address two (2) rounds of consolidated comments revised concurrently during the Community Outreach and Public Engagement process.

Deliverables

- Draft and Final Conceptual Design Plans in PDF format

TASK 3.2: BASIS OF DESIGN MEMORANDUM

Kimley-Horn will summarize the conceptual design alternatives and analysis in a “working” Basis of Design Memorandum. The Basis of Design Memorandum will provide a project understanding, description of the proposed improvements, outline key design standards and design exceptions, and interpretation of the design standard as applied to the Project’s local context.

Kimley-Horn will use the conceptual design alternatives and Basis of Design Memorandum to facilitate community outreach meetings with stakeholders and seek approval of a design alternative from the City.

Kimley-Horn will address two (2) rounds of consolidated comments revised concurrently during the Community Outreach and Public Engagement process.

Deliverables

- Draft and Final Basis of Design Memorandum in PDF format



TASK 4: COMMUNITY OUTREACH AND PUBLIC ENGAGEMENT

Kimley-Horn will lead community outreach efforts on behalf of the City by assisting with guidance on technical questions, preparing graphics and materials, and attending meetings and events.

TASK 4.1: COMMUNITY OUTREACH PLAN

Kimley-Horn, in collaboration with the City, will prepare a Community Outreach Plan that will be integrated with the design process to allow for incorporation of feedback received during the community outreach and public engagement process. The plan will include a summary of outreach materials, event dates, and an outline for the engagement process.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Draft and Final Community Outreach Plan in PDF format

TASK 4.2: COMMUNITY OUTREACH TOOLS AND MATERIALS

Kimley-Horn will work with the City to develop project branding and collateral materials. Materials will be made available in print and electronic formats for easy access and dissemination on the City webpage and other online resources.

- **Branding** – In collaboration with the City, project branding will be developed. Once branding is established, it will be used on outreach resources to help create project identity and awareness. Branding will include one PowerPoint template, one (1) fact sheet template, and one (1) Microsoft Word template. This task assumes one round of consolidated comments.
- **PublicCoordinate** - Interactive Project Map (Added Value) – Kimley-Horn will prepare an interactive map with of the project corridor showing the existing and proposed design features. Kimley-Horn will export the results of the feedback received into a comment log to identify key stakeholder concerns to be implemented into the project design. This task assumes up to two (2) revisions will be provided on the Interactive Map during project development.
- **Stakeholder Database** – The team will assist with providing to the City's stakeholders database, including new contacts generated through public engagement activities and received comments. This database will be maintained throughout the project life cycle and be available to the City.
- **Meeting Notices and Meeting Materials** – Kimley-Horn will prepare notices that will consist of traditional and digital formats, such as direct mailers, flyers, electronic mail, and e-communication toolkits. Agendas, presentations, sign-in sheets, public comment cards, directional signage, and other miscellaneous materials will feature project branding for continuity and public recognition.

Deliverables

- Draft and Final Project Branding Documents (one [1] PowerPoint template, one [1] fact sheet template
- Interactive Project Map Link and Comment Log (exported monthly) in Excel Format
- Stakeholder Database (exported monthly) in Excel Format
- Up to four (4) sets of Notices and Meeting Materials (Email Communications, Flyers, Agendas, Presentations, Displays, and Sign-In Sheets) in Electronic Format

TASK 4.3: IN-PERSON COMMUNITY OUTREACH

Kimley-Horn will work with City staff to host up to four (4) in-person community outreach meetings to introduce the project and collect feedback from project stakeholders and the public on the conceptual design alternatives. The Kimley-Horn team will summarize the received input, discuss with City staff, and note design decisions on the plans.

Deliverables

- Up to four (4) Community Outreach Summary's with meeting notes, attendance sheets, and photos in PDF and JPEG format

TASK 4.4: PWIC AND CITY COUNCIL MEETINGS

Kimley-Horn will work with City staff to present at up to two (2) City Public Works Infrastructure Commission (PWIC) for feedback and comments. Kimley-Horn will incorporate feedback and decisions on the conceptual design alternatives.



Kimley-Horn will work with City staff to present at up to two (2) City Council meetings for the design alternative selection and provide project updates. Kimley-Horn will incorporate feedback and decisions to prepare the next phase of the project.

Deliverables

- Up to four (4) presentations for meetings in PPT and PDF format

TASK 5: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)

TASK 5.1: PROJECT DESCRIPTION

Kimley-Horn will identify and compile the relevant background data, define the aspects of the project description for the purposes of environmental analysis, discuss the schedule for environmental review, and identify anticipated discretionary actions. Upon receipt of the various project information, Kimley-Horn will prepare a project description for City review.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Draft and Final Project Description in PDF format

TASK 5.2: TRAFFIC CORRIDOR STUDY

Kimley-Horn's qualified subconsultant, **Counts Unlimited Inc.**, will collect Turning Movement Counts (TMC), Average Daily Traffic (ADT) counts, and parking utilization data to support the Traffic Corridor Study.

- Thirty (30) 24-hour ADTs on one typical weekday and one typical weekend: 20 between Huntington Drive and Fremont Avenue and 10 on parallel or adjacent streets within the project area
- Seventeen (17) 12-hour TMCs one typical weekday and one typical weekend conducted at major intersections on Huntington Drive and Fremont Avenue
- Parking Utilization Inventory snapshots once during morning, midday, and evening on one typical weekday and one typical weekend along Huntington Drive and Fremont Avenue

Kimley-Horn will use the existing timing sheets and field-reviewed data collected to create a Synchro 11 Model to analyze the intersection Level of Service (LOS) of the project corridors. The model will analyze signalized intersections and street segments for pre- and post-implementation of bicycle facilities and potential lane reductions will be conducted under the following scenarios:

- Existing
- Existing + Project
- Future
- Future + Project

The Synchro Model will also examine the following specific considerations to evaluate their feasibility:

- **Fremont Avenue and Buena Vista** – right turn only lane removal, Traffic Signal Warrant Analysis
- **Fremont Avenue and Mission Street** – right turn only lane removal
- **Huntington Drive between Fremont Avenue and Fair Oaks Avenue**
  - Lane capacity and turning movement analysis to remove free right-turn lane on Fair Oaks Avenue southbound onto Huntington Drivr
  - Lane capacity analysis for one-way and two-way frontage road on Huntington Drive between Fremont Avenue and Fair Oaks
- **Huntington Drive and Electric/Wayne/Pine** – close EB Pine Street
- **Huntington Drive and Court Avenue** – Traffic Signal Warrant Analysis

Kimley-Horn will prepare a Traffic Corridor Study to analyze the existing roadway segments, lane configurations, and pedestrian facilities.

- The study will analyze the feasibility of implementing Class II, III, or IV bicycle lanes through the project corridors.
- A Safety Benefit Analysis will be conducted to estimate a reduction in collisions over a 20-year period and estimated benefit to cost ratio.
- A Parking Utilization Study will be conducted to understand the existing and future need for on-street parking and the feasibility of proposed lane configurations.



This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Draft and Final Traffic Corridor Study in PDF format

TASK 5.3: DRAINAGE AND WATER QUALITY EXHIBIT

Kimely-Horn will perform a proposed conditions hydrology analysis. Tributary areas within and tributary to the proposed improvements will be delineated based on the topographic survey of the project limits along with existing storm drain infrastructure obtained from available record documents provided by the City. Tributary areas within the project limits will be considered "on-site" sub-basins and all other tributary areas will be considered "off-site" areas. In locations where there is an upstream inlet from the project improvements, it will be assumed that the inlet is full capture and there are no bypass flows from that inlet into the project limits. This task does not include an existing hydrology analysis.

Based on the proposed improvements, Kimley-Horn will identify up to fifteen (15) locations for proposed water quality treatment. The proposed water quality treatment locations and types will be based on geotechnical investigation recommendations and follow the Los Angeles County Low Impact Development (LID) Manual. The initial drainage analysis and water quality treatment locations will be prepared on a strip map exhibit at 1"=100' scale with the following data:

- Color-coded proposed drainage delineation and tributary area tabulation with associated flow rates
- Existing storm drain infrastructures and proposed adjustments/improvements
- Conceptual storm drain improvements or modifications
- Water quality treatment requirement summary tabulation per tributary area
- Water quality treatment options per tributary area prioritizing infiltration, capture and reuse, or a combination of both, based on site-specific conditions

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Draft and Final Drainage and Water Quality Exhibit in PDF format

TASK 5.4: TREE INVENTORY REPORT AND MAP

Kimley-Horn's biological subconsultant, **Hamilton Biological Consulting**, will provide a tree inventory of the project site once the preliminary design of the improvements is finalized. Hamilton will conduct a field survey of the trees within the project limits and will summarize the tree inventory including identifying tree trunk diameters and heights.

Deliverables

- One (1) Final Tree Inventory Report and Map in PDF Format

TASK 5.5: CATEGORICAL EXEMPTION (CE) MEMORANDUM

Based on the proposed improvements, Kimley-Horn anticipates that the project would qualify for a California Environmental Quality Act (CEQA) Categorical Exemption (CE), such as Class 1 or 4 exemption, or be Statutorily Exempt with the City as the lead agency.

If the above technical analysis/reports indicate that no impacts would occur and an exemption is appropriate, Kimley-Horn will prepare a memorandum supporting the appropriateness of a CE as the environmental documentation to support the project. The memorandum will include the project description prepared in Task 5.1, summary findings of the technical analysis/reports, and citations to the CEQA guidelines.

It is also possible that the project would be exempt under Senate Bill (SB) 288 and 922, which exempts various transportation projects, such as pedestrian and bicycle facilities projects, from CEQA. If SB 288 or 922 applies to the project, the project would be found not to have a significant impact on the environment and be statutorily exempt from the requirements of CEQA to prepare environmental documents, so long as the project meets the criteria detailed in Section 21080.25 (c) of the California Public Resources Code (PCR).

If an alternative is developed that includes more extensive environmental analysis and review, an Initial Study/Mitigated Negative Declaration (IS/MND) and associated Mitigation Monitoring and Response Plan (MMRP) may be required. If an IS/MND or MMRP is required, Kimley-Horn can perform these for additional scope and fee to be negotiated later.



Kimley-Horn will prepare and file the Notice of Exemption (NOE) for the project to the State Clearinghouse via CEQANet and the County Clerk.

This task assumes up to one round of consolidated comments following the first submittal.

Assumptions

- This assumes no federal nexus (i.e., National Environmental Policy Act (NEPA) or Caltrans Technical Environmental Reports) is required
- This task assumes no Initial Study/Mitigated Negative Declaration (IS/MND) or Mitigation Monitoring and Response Plan (MMRP) is required

Deliverables

- Draft and Final Categorical Exemption Memorandum in PDF format
- Submittal of NOE with the State Clearinghouse and County Clerk

Table 1 - Drawing Sheets List

Drawing Name	Scale	No. of Sheets	30%	60%	90%	100%
General Sheets						
Title Sheet with Legend	N/A	1	✓	✓	✓	✓
General Notes	N/A	1		✓	✓	✓
Key Map	1"=100'	1	✓	✓	✓	✓
Survey Plans						
Horizontal Control	1"=40'	8		✓	✓	✓
Civil and Roadway Plans						
Demolition Plans	1"=40'	8		✓	✓	✓
Pavement Plans	1"=40'	8		✓	✓	✓
Roadway Plans	1"=40'	16	✓	✓	✓	✓
Roadway Profiles	Varies	16		✓	✓	✓
Typical Sections and Details	1"=10'	6	✓	✓	✓	✓
ADA Ramps, Driveway, & Alley Details	Varies	20		✓	✓	✓
Bus Shelter Schematic Plans	Varies	1	✓	✓	✓	✓
Utility Plans						
Utility Plans	1"=40'	8	✓	✓	✓	✓
Utility Details	1"=10'	2		✓	✓	✓
Drainage and LID Plans						
Drainage Plans	1"=20'	5	✓	✓	✓	✓
Drainage Details	1"=10'	2		✓	✓	✓
Bioswale/Bioretention Plans	1"=20'	5	✓	✓	✓	✓
Bioswale/Bioretention Details	1"=10'	2		✓	✓	✓
Erosion Control Plans	1"=40'	8		✓	✓	✓
Traffic						
Striping and Signage Plans	1"=40'	8	✓	✓	✓	✓
Striping and Signage Details	1"=10'	2		✓	✓	✓
Traffic Signal Plans	1"=20'	18		✓	✓	✓



Table 1 - Drawing Sheets List						
Drawing Name	**Scale**	**No. of Sheets**	**30%**	**60%**	**90%**	**100%**
Fiber Optic Communication Plans	1"=40'	8		✓	✓	✓
Network and Splicing Diagrams	Varies	4		✓	✓	✓
Street Lighting						
Street Lighting Plans	1"=40'	8	✓	✓	✓	✓
Street Lighting Details	1"=10'	2		✓	✓	✓
Photometric Plan	1"=100'	4		✓	✓	✓
Wiring Diagram & Details	1"=10'	8		✓	✓	✓
Landscape						
Landscape Plans	1"=40'	8	✓	✓	✓	✓
Landscape Details	1"=10'	2		✓	✓	✓
Irrigation Plans	1"=40'	8		✓	✓	✓
Irrigation Details	1"=10'	2		✓	✓	✓
Total Sheets	200					

TASK 6: PRELIMINARY ENGINEERING (30% PS&E)

Upon the selection and approval of the preferred Conceptual Design Alternative, Kimley-Horn will prepare Preliminary Engineering Plans (30% PS&E) for the project. The Plans will show existing right-of-way, existing and proposed alignment of curbs, sidewalks, driveways, striping, bus stops, and centerlines on the appropriate plans. The designs will be prepared in accordance with City Standards, Caltrans Standard Plans, Standard Plans for Public Works Construction (SPPWC), and the CAMUTCD on 24" x 36", full-size sheets, using AutoCAD 2024 or later.

It is assumed that specifications will not be provided at the 30% submittal. It is assumed that a total of 67 plan sheets will be developed to a 30% level as shown in Table 1. The plan descriptions below outline the contents of 100% plans and not all elements will be incorporated into the 30% submittal.

Title Sheet

The title sheet will show the project title, City project number, a vicinity map, a location map, the project design team, list of utility companies within the project limits and their contacts, and sheet index.

General Notes

The general notes sheet will show a standard plans list, hatching/linetype/symbol legend, abbreviations, notice to contractors, assessor's parcel number tables, and City general notes, and construction notes.

Key Map

The key map sheet will show a map of the corridor and show the corridor limits covered on each of the civil plan sheets.

Survey Control

The survey control sheet will provide centerline establishment notes, horizontal and vertical control points, centerline stationing, station equations, line and curve information, record angles, distances between monuments/established points, and basis of bearings. The plans will identify private right of entries along with temporary construction required to construct the proposed improvements.

Typical Sections

The typical section sheet will show up to four cross-sections typical to station ranges along the corridor. The sheets will include construction notes and dimensions showing the proposed roadway improvements including the pavement limits, medians, right-of-way, and curb and gutter, sidewalks, landscaping. The cross-sections will note the existing and proposed pavement structural sections and cross-slopes.



Street Improvement Plans

The street improvement plans will show plan views, profile views as needed, and include proposed civil improvements topographic elevations, public right-of-way line, bus stop signage, shelters, and street furniture, fire hydrants, trees, sidewalks, driveway and alley approaches, survey monuments and benchmarks, typical sections, construction details, and pavement rehabilitation.

Bus Shelter Schematic Plans

Kimley-Horn will develop a Bus Shelter Schematic Design for one bus shelter design that may be used at bus stop locations within project limits. Kimley-Horn will prepare up to three bus shelter concepts using a 3D rendering program. For each concept, one sheet will be developed, including (i) sketches and precedent imagery, (ii) elevations, and (iii) perspective renderings. This will include an evaluation matrix and narrative discussion of the benefits and drawbacks of each concept.

Once a preferred design is selected, we will prepare a Concept Schematic Plan with precedent imagery, a narrative description of the concept, overview of key design principles as expressed by the City, and plan, elevation, and perspective views. The Concept Schematic Plan will be incorporated in the technical specifications to be used by the contractor to procure the construction documentation and specifications for installation.

Landscape Plant Palette and Schematic

A landscape plant palette and schematic will be developed for the project limits based on our experience in bikeway design and green infrastructure that meets City Standards.

Pedestrian-Level Lighting Plans

The lighting plans will include general notes, a plan view of existing street and pedestrian lights, proposed street and pedestrian lights, points of connections, conduit runs, and construction notes, circuit diagram details, street light pole details, voltage drop calculations, and pedestrian light pole details. This task assumes that pole locations will be based off typical City or County spacing standards.

Traffic Signal Modification Plans

The traffic signal modification plans will include a plan view of the existing and proposed traffic signal equipment, including controller cabinets, service connections, traffic signal standard poles, vehicle and pedestrian signal heads, pull boxes, conduit, loop detection, and signage. Construction notes, dimensioning, phase diagrams, signal standard schedules, and conductor schedules will be included. Kimley-Horn will utilize as-built street improvement, striping, traffic signal, plans provided by the City for preparation of base plans, along with the proposed civil plans being prepared as part of this project and field notes. Plans shall show both existing and proposed equipment as well as design consideration for temporary signals during construction activity.

Signing and Striping Plans

The signing and striping plans will include a plan view of the existing and proposed signing, striping, pavement marking, curb painting, and placement of traffic signs. Construction notes, dimensioning, sign legends, and striping details will be included. Kimley-Horn will utilize as-built street improvement, striping, traffic signal, provided by the City for preparation of base plans, along with the proposed civil plans being prepared as part of this project and field notes.

Fiber Optic Communication Plans

The Fiber Optic Communication Plans will show the existing traffic signal poles, cabinets, pull boxes, copper signal interconnect, and proposed fiber optic improvements. Kimley-Horn will prepare fiber optic splicing diagrams and a network diagram for the proposed fiber optic improvements. The splice diagrams and network diagram will only show the 18 project intersections as improved on the Fiber Optic Communication Plans.

Opinion of Probable Construction Cost

Kimley-Horn will prepare an Opinion of Probable Construction Cost (OPCC) for the biddable construction items from the 30% preliminary engineering plans for value engineering purposes. Kimley-Horn will provide a quantity breakdown and supporting calculations will be provided for bid items that cannot be directly correlated to plans (e.g. earthwork, pavement volumes, concrete volumes).

Deliverables

- Preliminary Engineering (30% PS&E) Plans in PDF and CAD format
- Preliminary OPCC in Excel and PDF format



TASK 7: FINAL ENGINEERING (60%, 90%, 100% PS&E)

The Kimley-Horn team will prepare Final Engineering Construction Documents for the proposed improvements. Kimley-Horn will produce the following deliverables at 60%, 90%, and 100% PS&E submittals for City review and comment. The plans will be prepared in accordance with City Standards, Caltrans Standard Plans, SPPWC, and the CAMUTCD on 24" x 36", full-size sheets, using AutoCAD 2024 or later.

In addition to the 30% plans, it is anticipated that an additional 133 plan sheets will be prepared as outlined below, for a total plan sheet count of 200 sheets as shown in Table 1.

Permitting time for any of the plans with shared jurisdictions will be used from Task 1.3. Any application and permit fees are excluded and will be paid directly by the City.

Civil Detail Plans

The civil detail sheets will include a construction details for up to 80 ADA curb ramps (1" = 5' Scale), up to 20 driveways/alleys (1"=10' Scale), and up to 5000 linear feet sidewalk upgrades (1"=10' Scale) alongside the roadway. The plan view will include station/offset/elevation callouts, line and curve tables, radii callouts, cross slopes, and dimensions. The plans will provide elevations at TC, FL, EG, EP, BCR, ECR, vertical and horizontal cross falls, elevations, and join elevations and details to private property, and follow to City standards.

Utility Relocation Plans

Using the mapped and documented utility data collected from Task 2.4, we will prepare up to 8 utility relocation plans. The plans will include plan and profile views of the existing and proposed connection utility name, type, size, depth, and other relevant details and two detail sheets to support the relocation of wet utilities within the project.

Drainage and LID Plans

Drainage and LID Plan Details will be provided for up to 5 catch basins relocations for storm drain pipe extensions including laterals to connect to the LID features along the project corridor. This task assumes up to 5 detail sheets for connection to LID features. Drainage plans will also include temporary stormwater pollution control plans and erosion control plans.

Irrigation Notes, Schedules, and Details

The notes sheet will cover text abbreviations, drawing convention symbols, and construction notes for irrigation installation requirements related to the project scope.

The irrigation schedules will show point of connection pressure loss calculations, Model Water Efficient Landscape Ordinance (MWELO) charts, and irrigation controller schedules. The irrigation details will depict irrigation equipment details, including controllers, master valves, flow sensors, pressure regulators, valves and quick couplers, and other minor equipment. Required irrigation crossovers will be shown on the CivilPlans and be referenced on the Irrigation Plans.

Irrigation Plans

The irrigation sheets will capture tree, shrub, and ground cover irrigation layout in the Class IV bike lane buffers, and trees in the sidewalks flanking the corridor. The plans will include a keymap and abridged irrigation legend with symbols, which correspond to the irrigation callouts and symbols on the legend sheet.

Landscape Notes, Plant Schedule, and Details

The note sheet will cover text abbreviations, drawing convention symbols, and construction notes for landscape installation requirements. The tree protection notes sheet will follow City guidelines and apply to all existing trees that may be impacted during construction. The one-page planting schedule will include each plant species used on the project, identifying the species botanical and common name, container size, water use, total quantity used on the project, and the corresponding planting detail reference. Species symbol type shown in the schedule will match the symbols shown on the plan sheets. The landscape details will depict tree planting and staking requirements for parkways, medians, and City standard tree wells. Details for shrub and ground cover species layout and planting requirements will also be included. Mulch depth, soil backfill requirements, fertilizer quantities, and other relevant subbase materials will be identified where applicable.

Landscape Plans

The planting sheets will capture tree, shrub, and ground cover planting parkway areas, and trees in the sidewalks flanking the corridor. The plans will include a keymap and abridged planting legend with symbols and abbreviated species names, which correspond to the plant species callouts and symbols on the sheet. Species will be identified with a text callout at least once per sheet, recording the species quantity in the vicinity.



Opinion of Probable Construction Cost

Kimley-Horn will prepare an OPCC for the biddable construction items to be included with the 60%, 90%, and 100% submittals. Kimley-Horn will provide a quantity breakdown and supporting calculations will be provided for bid items that cannot be directly correlated to plans (e.g. earthwork, pavement volumes, concrete volumes).

Technical Specifications

Kimley-Horn will prepare technical specifications and bid schedule sections to be included in the project contract documents. The technical specifications will be developed in consistency with the City's Standard Specifications, Caltrans Standard Specifications, Caltrans Highway Design Manual, California Manual on Uniform Traffic Control Devices (CA MUTCD), SSPWC "Greenbook" APWA, and ITE Highway Capacity manual, with considerations for the latest Federal and State guidelines and requirements, including "Vision Zero Plan". The technical specifications will include a provision for the contractor to prepare and submit traffic control plans that define a detour closure approach to minimize traffic and pedestrian impacts and accommodate staged work requirements. The technical specifications, bid schedule, and contract documents will be developed consistent with City format. The City will provide a sample of the construction proposal form and contract agreement.

Hydrology and Hydraulics Study

Kimley-Horn will prepare a Hydrology and Hydraulics (H&H) Study per City criteria. This analysis will include calculation of the existing and proposed imperviousness within the project limits. Additional hydrology analysis of the existing conditions, beyond existing imperviousness calculations, are excluded from this task. Kimley-Horn will update the proposed hydrology analysis included in Task 5.3. Results of the proposed hydrology analysis will be summarized in the H&H Study text and included in the Study appendix.

Kimley-Horn will include a proposed hydraulic analysis to include street capacity calculations at select locations within the project limits and inlet calculations for locations where existing inlets are being relocated or modified and new inlets are proposed. Bentley FlowMaster software will be utilized for street capacity and inlet calculations. Where an existing storm pipe lateral cannot be utilized, the existing storm pipe size will be replaced or upgraded to meet minimum pipe size and material requirements. This task does not include hydraulic analysis or sizing of existing or proposed storm pipes.

Kimley-Horn assumes that the proposed flow rates from the project limits will be similar to existing flows and therefore, peak flow attenuation will not be required. If peak flow attenuation is determined to be required, it will be considered an additional task.

This task assumes draft and final submittals will be aligned with the 60% and 90% PS&E Submittals. This task assumes up to one round of consolidated comments following the 60% submittal, for a total of two (2) submittals to the City.

Deliverables

- One (1) Draft and Final Hydrology and Hydraulics Report in PDF format

Water Quality Management Plan (WQMP)

Kimley-Horn will develop designs that integrate LID and Green Streets principles, informed by site assessments and stakeholder input. Kimley-Horn will do final design of up to six (6) water quality treatment BMPs, based on locations selected in Task 5.3.

Kimley-Horn will prepare a LID narrative, exhibit, and calculations in accordance with Los Angeles County Low Impact Development (LID) Manual, prioritizing infiltration, capture and reuse, or a combination of both, based on site-specific conditions. Kimley-Horn does not anticipate large cisterns and pumping systems for the project improvements. This task assumes hydromodification requirements will not be required for this project.

This task assumes draft and final submittals will be aligned with the 60% and 90% PS&E submittals. This task assumes up to one round of consolidated comments following the 60% submittal for a total of two (2) submittals to the City.

Deliverables

- One (1) Draft and Final WQMP in PDF format



Stormwater Pollution Prevention Plan (SWPPP)

Kimley-Horn will prepare a SWPPP report for the project improvements as required by the State Water Resources Control Board. Kimley-Horn will designate a staff member as the Qualified SWPPP Developer (QSD) for the project. This report will be based on signed topographic survey and will incorporate the erosion control plan and details for the construction site. Preparation of the SWPPP will include risk calculations that will further define the SWPPP requirement.

The SWPPP will address pollutants, sediment and non-storm water discharges. BMP's will be selected to reduce or eliminate pollutants from site discharge. Kimley-Horn will assist the City in data entry into the SMARTS system for the City's certification and processing of NOI to obtain Water Discharge Identification Number (WDID).

Kimley-Horn is not responsible for implementation of the SWPPP, BMP selections made in the field, stormwater sampling, or fees related to permitting. The effort for this task also assumes the Regional Water Quality Control Board (RWQCB) will not require any additional stormwater pollution prevention measures or processes beyond those required by the Construction Stormwater General Permit (CGP). This task does not include any site visits.

This task assumes draft and final submittals will be aligned with the 60% and 90% PS&E submittals. This task assumes up to one round of consolidated comments following the draft submittal.

Assumptions

- NOI Fees will be Paid by the City
- This task assumes that the project will be classified up to a Risk Level 2 site. Should the site be categorized as a Risk Level 3, additions to the SWPPP scope will be required
- The contractor will hire their own QSD and change of QSD will take place prior to construction.
- Dewatering activities will be excluded from the report.

Deliverables

- One (1) Draft and Final SWPPP in PDF format

60% PS&E Submittal

Upon City direction, Kimley-Horn will develop the 60% PS&E Submittal with the following subtasks:

- Kimley-Horn will update the plans based on a single consolidated set of comments provided by the City on the 30% PS&E Design Submittal.
- Kimley-Horn will prepare a 30% Comment Response Matrix to track comments received and their outcomes based on progress meetings.

The 90% PS&E design plans will be prepared and developed based on 30% PS&E design comments. The OPCC will be updated to reflect the comments, changes, and proposed improvements shown in the 60% design plans. Kimley-Horn will submit 60% plans, specifications, an OPCC, and design calculations for review and comment from the City.

Deliverables

- 30% Design Response Matrix in PDF format
- 60% Draft Design Plans in PDF format
- 60% Draft Technical Specifications in Microsoft Word and PDF format
- 60% Draft OPCC in Excel and PDF format

90% PS&E Submittal

Upon City direction, Kimley-Horn will develop the 90% PS&E Submittal with the following subtasks:

- Kimley-Horn will update the plans based on a single consolidated set of comments provided by the City on the 60% PS&E Design Submittal.
- Kimley-Horn will prepare a 60% Comment Response Matrix to track comments received and their outcomes based on progress meetings.

The 90% PS&E design plans will be prepared and developed based on 60% PS&E design comments and the results of the potholing. The OPCC will be updated to reflect the comments, changes, and proposed improvements shown in the 90% design plans. Kimley-Horn will submit 90% plans, specifications, an OPCC, and design calculations for review and comment from the City.



Deliverables

- 60% Design Response Matrix in PDF format
- 90% Draft Design Plans in PDF format
- 90% Draft Technical Specifications in Microsoft Word and PDF format
- 90% Draft OPCC in Excel and PDF format

100% PS&E Submittal

After receiving one (1) set of consolidated 90% PS&E design submittal comments, Kimley-Horn will review and revise the plans. Upon City approval and direction, Kimley-Horn will develop the 100% PS&E design with the following subtasks:

- Incorporate 90% consolidated submittal comments
- Finalize the Design Plans, Technical Specifications, and OPCC
- Sign and seal plans, technical specifications, and OPCC by a California licensed Civil Engineer
- Prepare an electronic Resident Engineer's file containing final construction quantities and OPCC; soil and hydrology reports; survey data; utility file; and relative project information in digital formats

Deliverables

- 100% Design Plans in DWG and PDF format
- Three Hard-Copy Wet-Signed 100% Design Plans
- 100% Technical Specifications in Microsoft Word and PDF format
- 100% OPCC in Excel and PDF format
- One Resident Engineer's Electronic File Containing, Construction Quantities and OPCC; Soil and Hydrology Reports; Survey Data; Utility File; and Relative Project Information in digital formats

TASK 8: TRAFFIC SIGNAL COORDINATION, TIMING PLANS, AND IMPLEMENTATION

Existing Conditions Network Model

Kimley-Horn will use existing timing sheets and field-reviewed data in the construction of Existing Conditions network models using Synchro 11.

Kimley-Horn will use the Synchro Model to prepare a "Model Construction" Technical Memorandum. The memo will include a maximum of three separate "pre-timing implementation" field studies using WaySync, or "Before" studies to identify current operations for each time of day plan work. The final performance statistics generated by our analysis programs (Average Delay, Average Speed, and Number Stops) will be used as the benchmark condition for the evaluation of alternative model plans during the optimization process.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Draft and Final Existing Conditions Network Model
- Draft and Final "Model Construction" Technical Memorandum

Basic Timing Review

Kimley-Horn will conduct a timing audit to analyze if intersections are up to the latest CA MUTCD standards. This conformance with CA MUTCD guidelines is specific to the controller's basic "Phase Timing Assignments" for yellow clearance, pedestrian clearance, and bicycle minimum green times derived through equations with primary controlling criteria of vehicle speed and traveled distance.

These calculations and findings will be summarized in a brief technical memorandum with appendices data. The results of the final approved review of Phase Timings will be implemented into the new controller timing parameters during optimization. We will provide corridor-wide calculations to compare the existing and recommended basic parameters for agency review and approval before being updated in Synchro and used for new controller "phase" timings.

This task assumes up to one round of consolidated comments following the first submittal.



Deliverables

- Draft and Final Signal Timing Technical Memorandum

Concept of Operations

Kimley-Horn will prepare and submit a Concept of Operations Plan noting key operational findings and considerations from our evaluation process. This document will also address our plan to handle anticipated challenges and issues specific to coordination, including offset reference points, time clocks, cycle lengths, methods of handling unequal cycle lengths, and others.

The Kimley-Horn team will develop preliminary cycle lengths and signal grouping strategies based on prevailing traffic patterns, critical cycle lengths at major crossing arterials (the lowest general cycle length that accommodates both vehicular traffic and pedestrian crossing demand), and optimal cycle length alternatives for desired progression green bandwidth.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Draft and Final Concept of Operations Report

Coordinated Optimized Traffic Signal Timing

Kimley-Horn's optimization plan will focus on reducing stops, managing queues, and maintaining vehicle platoons along the corridor. We will work through an iterative process of manual adjustments of Synchro models with the approaches set forth in the concept of operations plan. Once complete, the optimized Synchro models will be submitted for City review along with our "Optimized Timings" Technical Memorandum noting final performance statistics benchmark comparisons against existing conditions along with other details print outs, time space diagram plots, and other details.

Kimley-Horn will prepare a before-and-after simulation video that depicts corridor progression during "before" and "after" conditions. The simulation video will include map-based tracking of vehicle progress and synchronized dash-mounted video feed. The simulation video will be provided for one "before" and one "after" run in the AM or PM peak periods.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Draft and Final Optimized Synchro Network Models
- Draft and Final Optimized Timings Technical Memorandum
- Final Simulation Video

Signal Timing Field Implementation and Fine Tuning

Kimley-Horn traffic and timing subconsultants will develop and implement signal system timing plans to coordinate up to 18 intersections. We will prepare revised timing sheets, with updates, for all existing plans. Our team will utilize engineering judgement to provide the City with timing plans to meet the prescribed goals and MUTCD guidelines. We will evaluate the timing for on- and off-season traffic and advise the City on revisions which may help optimize timing on project corridors.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Field implementation of optimized traffic signal plans, all other data files, and memorandums
- Three hard copies of each intersection's timing sheet for use in filing with the City, TMC, and cabinet, signed and stamped by a licensed California Traffic Engineer.



TASK 9: BIDDING PHASE SERVICES

Kimley-Horn will provide the following services to support the City during the bidding phase. This task assumes up to 70 hours of total effort.

- Attend up to one (1) virtual pre-bid meeting
- Respond to bidder's questions
- Review construction proposal bid costs and advise the City on their costs

TASK 10: CONSTRUCTION PHASE SERVICES

Construction Support

Kimley-Horn will provide the following services to support the City during the construction phase. This task assumes up to 55 hours of total effort.

- Provide support to the City's Construction Manager to answer questions and clarifying items which relate to the proposed improvements
- Review and respond to contractor RFIs
- Review shop drawings and material submittals by the contractor
- Attend up to four (4) in-person construction meetings or walk-throughs with the City's Construction Manager, contractor, and other stakeholders
- Review, if any, contractors change order requests and provide necessary information to the City's Construction Manager as they relate to Kimley-Horn's scope of work

Record Drawings

Kimley-Horn will prepare a set of record drawings based on one consolidated redlined plan set provided by the Contractor or the City. Redlines are required to be neat and clear. Handwritten mark ups will not be accepted. We have provided an estimated budget of 60 hours for this task.

This task assumes up to one round of consolidated comments following the first submittal.

Deliverables

- Draft and Final set of Record Drawings in PDF Format



D. STAFF'S EXPERIENCE

Kimley-Horn knows that when you choose a consulting firm, you are looking to choose the people who will bring you technical and hands-on experience with similar projects and a commitment to timely, first-rate deliverables and client service. That's why we've carefully considered the composition of our team, identifying the most qualified personnel with recent, relevant project experience to work with you.

Project manager **Jean Fares, PE** will lead day-to-day work efforts and serve as the primary point of contact with the City. Jean has more than 36 years of professional experience in the fields of traffic and transportation engineering. Jean understands this project's need for a responsive team with a thorough knowledge of the City's planning and engineering design standards, and our team is structured to provide these requests. Supporting Jean is QC/QA manager **Sarmad Farjo, PE**, who brings 34 years of experience managing roadway projects throughout Southern California, and principal-in-charge **Darren Adrian, PE** who brings 33 years of civil engineering experience related to planning, design, and construction of active transportation facilities.

Our core project leadership team brings you…

36 years



Jean Fares, PE
Project Manager

33 years



Darren Adrian, PE
Principal-in-Charge

34 years



Sarmad Farjo, PE
QC/QA Manager

= 100+ years

of combined engineering experience, tailored to meet your project needs!

In addition to Jean, Sarmad, and Darren, our proposed team consists of individuals who have extensive experience working together to provide professional engineering services to the City and similar agencies and will be committed to the City throughout this project. The combination of our experience with the City, involvement completing similar design projects, and availability will allow us to commit the resources required for a project of this significance and magnitude.

RELEVANT PROJECT TEAM EXPERIENCE WITHIN THE PAST FIVE YEARS

Project manager **Jean Fares** and our core team of project engineers, planners, and analysts have worked together to deliver a wide range of similar projects for other local municipalities throughout Los Angeles County and across Southern California.

For more information on our team's project experience in the past five years, please see **Section B**.

Los Angeles County:

- **City of Burbank**
  - PS&E for San Fernando Class I Bikeway
- **City of Culver City**
  - Overland Avenue Bike Lane, Pedestrian, and High Friction Surface Treatment
  - MOVE Culver City 2023
- **City of Glendale**
  - Wilson Avenue Multimodal Improvements
  - Colorado Street Multimodal Improvements
  - La Crescenta Avenue Road Rehabilitation Study
- **City of Inglewood**
  - ITS Gap Closure Project
  - Westchester/Veterans Station Multimodal Connection
- **City of Monterey Park**
  - Monterey Pass Road Complete Streets Project
- **City of Santa Clarita**
  - Newhall Area Bike Facilities
  - Whites Canyon Road Signing and Striping
  - Copper Hill Drive Signing and Striping
  - Valley Street Signing and Striping
- **City of Santa Monica**
  - Broadway Protected Bikeway Project
  - Ocean Park Complete Street and Bikeway Project
- **City of Whittier**
  - Whittier Greenway Trail
- **LA Metro**
  - North Hollywood to Pasadena BRT Planning and Environmental Study
- **San Gabriel Valley Council of Governments**
  - San Gabriel Valley Transit Study

Ventura County:

- **City of Thousand Oaks**
  - Rancho Road Bicycle and Pedestrian Improvement Project
  - Moorpark Road Sidewalk and Bike Lane Improvements
  - Read Road Bike Path Connector

Riverside County:

- **City of Palm Desert**
  - CV Link Enhancements
- **City of Palm Springs**
  - South Palm Canyon Road Reconfiguration Project
  - Racquet Club Road Reconfiguration Project
- **City of Desert Hot Springs**
  - Hacienda Avenue Improvement Project

San Luis Obispo County:

- **City of San Luis Obispo**
  - Foothill Corridor Study
  - Grand Avenue Complete Streets (Class IIB and Class IV)

Orange County:

- **County of Orange**
  - OC Loop Regional Bikeway Segments D, F, & H
- **City of Artesia, Artesia ATP (Class IIB & Class IV)**
- **City of Santa Ana**
  - Santa Ana Boulevard and 5th Street Protected Bike Lane PS&E
  - Warner Avenue Protected Bike Lane (Oak Street to Grand Avenue) PS&E
  - OC Streetcar Peer Review
  - Santa Ana FIT Cities Active Transportation Project

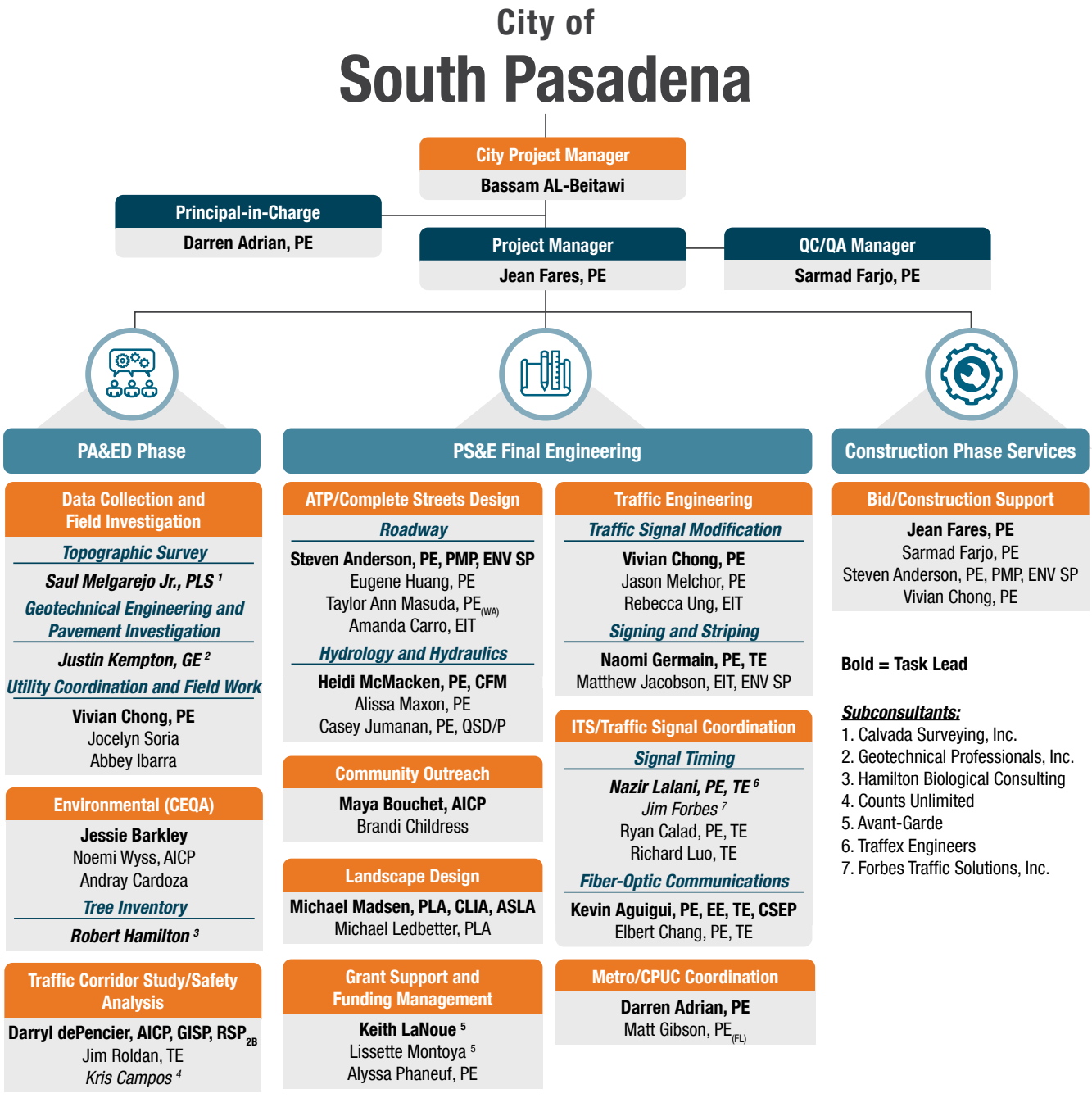


San Diego County:

- **SANDAG**
  - North Park Mid-City Bikeways:
    - → North Park Mid-City Bikeways Phase I (Class IIB & Class III)
    - → Orange Bikeway (Class IIB)
    - → Howard Bikeway (Class IIB)
  - Imperial Bikeway (Class IIB & Class IV)
  - Uptown Bikeways 4th & 5th Avenue (Class IV)
- **UC San Diego**
  - Gilman (Class IIB), Hopkins (Class IV), and Medical Center Drive (Class IIB)
- **City of San Diego**
  - University Community Plan (Class IIB & Class IV)
- **City of Oceanside**
  - Coast Highway Corridor Design
- **City of Escondido**
  - Escondido ATP (Class IIB & Class IV)
- **City of National City**
  - Euclid Avenue Protected Bikeway



The organization chart below showcases the names and responsibilities of our proposed team that will work on this project.



PROJECT TEAM RESUMES

Resumes for Kimley-Horn's project team—including key personnel, support staff, and subconsultants—have been provided starting on the following page.





JEAN FARES, PE

Project Manager; Bid/Construction Support Task Lead

Professional Credentials

- Bachelor of Science, California State Polytechnic University, Pomona
- Professional Engineer in California #2097

Jean is a project manager with more than 36 years of professional experience in the fields of traffic and transportation engineering. He has provided traffic signal design at over 2,000 locations, signal system design at over 1,500 locations, traffic signal timing at over 2,500 locations, and has wide-ranging experience with traffic operations, signing and marking plans preparation, transportation management plans, and traffic control plans. Jean also has extensive experience applying traffic engineering, ITS technologies, and communications infrastructure design as well as leading design-build transportation and transit projects. He has managed Kimley-Horn's contracts to provide on-call traffic engineering services to the cities of Burbank, Glendale, Thousand Oaks, Agoura Hills, Santa Clarita, and more across Caltrans District 7.

Jean is an industry leader with an expansive track record of successful project management throughout Los Angeles County, having led and supported transformative multimodal improvement projects in nearly every major city within the San Gabriel Valley over the course of his career. His technical expertise, local knowledge, and renowned leadership skills will be integral to helping the City bring their vision for this corridor to life!

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets, Monterey Park, CA** – Project Manager
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Manager
- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – Project Manager
- **City of Glendale, La Crescenta Avenue Road Rehabilitation Study, Glendale, CA** – Project Manager
- **City of Glendale, Proposition 84 Green Streets Demonstration, Glendale, CA** – Principal-in-Charge
- **City of Glendale, Glenoaks Boulevard Traffic Signal Modification, Glendale, CA** – Project Manager
- **City of Burbank, PS&E for San Fernando Class I Bikeway, Burbank, CA** – Principal-in-Charge
- **City of Culver City, Overland Avenue Bike Lane, Pedestrian, and High Friction Surface Treatment Improvement Project, Culver City, CA** – Project Manager
- **City of Culver City, MOVE Culver City 2023, Culver City, CA** – Project Manager
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossing, Thousand Oaks, CA** – Project Manager
- **City of Thousand Oaks, Lawrence Drive/Teller Road Intersection Improvements Project, Thousand Oaks, CA** – Project Manager
- **City of Thousand Oaks, Moorpark Road Sidewalk and Bike Lane Improvements, Thousand Oaks, CA** – Project Manager
- **City of Thousand Oaks, Read Road Bike Path Connector, Thousand Oaks, CA** – Project Engineer
- **City of Thousand Oaks, Hillcrest Drive Class II Bike Lane Improvements, Thousand Oaks, CA** – Project Engineer
- **City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA** – Project Manager
- **City of Santa Monica, Ocean Park Boulevard Complete Green Street Project, Santa Monica, CA** – Principal-in-Charge
- **City of Agoura Hills, Agoura Road Bike Lane Project, Agoura Hills, CA** – Project Engineer
- **City of Palm Springs, Racquet Club Road Lane Reconfiguration Project, Palm Springs, CA** – Project Manager
- **City of Palm Desert, CV Link Enhancements, Palm Desert, CA** – Project Manager
- **City of Palm Desert, Haystack Road and Highway 74 Intersection Modification, Palm Desert, CA** – Project Manager





DARREN ADRIAN, PE

Principal-in-Charge; Metro/CPUC Coordination Task Lead

Professional Credentials

- Bachelor of Science, California State Polytechnic University, Pomona
- Professional Engineer in California #2097

Darren has 33 years of professional experience in civil engineering related to planning, design, and construction of transportation facilities. His primary emphasis is with municipal street and state highway improvements, with a focus on providing facilities that accommodate all modes of travel and addressing constrained areas that require creativity and careful consideration of cost and impacts. Darren has worked on Caltrans facilities his entire career, and he understands Caltrans standards and processes, from simple encroachments to the latest DEER process to full oversight. A key area that Darren focuses on is bikeway design and integration within or adjacent to roadways. He has overseen the design for all classes of bikeway facilities, with extensive experience planning and designing the newer Class IV barrier separated configuration. This has resulted in Darren leading the way with Class IV bikeways on over ten projects in recent years.

Having managed numerous complex multi-disciplinary projects through construction—including the Santa Ana Boulevard & 5th Street Protected Bike Lanes ATP Project and various Metrolink projects—Darren will provide guidance to the team and support the City through complex challenges and risk mitigation.

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets, Monterey Park, CA** – Principal-in-Charge
- **City of Palm Springs, Racquet Club Road Reconfiguration, Palm Springs, CA** – Principal-in-Charge
- **City of Santa Ana, South Main Street Corridor Improvements, Santa Ana, CA** – QC/QA Manager
- **City of Santa Ana, Santa Ana Boulevard and 5th Street Protected Bike Lane PS&E, Santa Ana, CA** – Principal-in-Charge
- **City of Santa Ana, Warner Avenue Protected Bike Lanes from Oak Street to Wright Street, Santa Ana, CA** – Project Manager
- **City of Santa Monica, Lincoln Neighborhood Corridor Streetscape Project, Santa Monica, CA** – Project Manager
- **City of Santa Monica, California Avenue Roadway Reconstruction, Santa Monica, CA** – Principal-in-Charge
- **County of Orange, Hazard Avenue Bikeway Project, Garden Grove, CA** – Principal-in-Charge
- **SCRRA, Metrolink OC Line Slope Stabilization Design**
- **SCRRA, Southern California Optimized Rail Expansion (SCORE) Program Phase 1, Simi Valley, CA** – Project Manager
- **Exposition Construction Authority, Design of Metro E Line (Expo) LRT Phase 2, Los Angeles County, CA** – Kimley-Horn Project Manager
- **City of Los Angeles, LAX ConRAC Construction Phase Services, Los Angeles, CA** – QC/QA Reviewer
- **CSULB, West Campus Drive Bike Lane Improvements Project, Long Beach, CA** – Principal-in-Charge
- **City of Corona, McKinley Grade Separation, Corona, CA** – Project Manager (Kimley-Horn)
- **City of Beaumont, Pennsylvania Avenue Widening: 1st Street to 6th Street, Beaumont, CA** – Principal-in-Charge
- **City of Cerritos, Del Amo Boulevard Bridge Replacement and Signal Enhancements Project PA&ED and PS&E, Cerritos, CA** – Principal-in-Charge
- **County of Riverside, I-10/Sunset Avenue Interchange Railroad Grade Separation, Banning, CA** – Project Manager





SARMAD FARJO, PE

QC/QA Manager; Bid/Construction Support

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Baghdad
- Professional Engineer in California #80769

Professional Affiliations

- American Council of Engineering Companies (ACEC), Board Member
- American Society of Civil Engineers (ASCE), Member
- American Public Works Association (APWA), Member
- Women in Transportation (WTS) Orange County, Member

With 34 years of experience in planning, design, and management of complex, multi-disciplinary infrastructure projects, Sarmad brings specialized expertise in active transportation throughout Los Angeles County. Sarmad's track record includes 12 complete streets projects, nine of which were already constructed, demonstrating a consistent ability to deliver impactful, community-centered solutions on time and within budget. He brings this depth of experience to the Huntington Drive and Fremont Avenue Corridor Improvements Project, targeting its successful delivery while meeting all project goals and objectives, and creating a safer, more connected corridor for all users.

With over three decades of experience in civil engineering design and management, Sarmad excels in leading complex projects for clients across Los Angeles County—experience that will be invaluable for the completion of timely, high-quality deliverables for this project.

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets, Monterey Park, CA** – QC/QA Manager
- **City of Los Angeles, Mission Mile Sepulveda Project PA&ED and PS&E, Los Angeles, CA** – Risk Manager
- **City of Fullerton, Nutwood Avenue Bicycle and Pedestrian Mobility Enhancements, Fullerton, CA** – Project Engineer
- **City of Anaheim, Ball Road & Sunkist Street Improvements, Anaheim, CA** – Project Manager*
- **City of Anaheim, Nohl Ranch Bike and Pedestrian Trail, Anaheim, CA** – Principal-in-Charge*
- **City of El Monte, Garvey Avenue Complete Street Project, El Monte, CA** – Project Manager*
- **City of El Monte, Valley Boulevard and Main Street Complete Streets Feasibility Study, El Monte, CA** – Project Principal*
- **City of Long Beach, Studebaker Road Complete Street Project, Long Beach, CA** – Project Manager*
- **City of Long Beach, East Broadway Complete Street, Long Beach, CA** – Project Manager*
- **City of Long Beach, 4th Street Roadway Improvements, Long Beach, CA** – Project Manager*
- **City of Long Beach, Anaheim Street Roadway Improvements, Long Beach, CA** – Principal-in-Charge/QC Manager*
- **City of Long Beach, Willow Street Roadway Improvements, Long Beach, CA** – Principal-in-Charge/QC Manager*
- **City of Moreno Valley, Cycles 6 and 7 Pedestrian and Bike Facility Improvements, Moreno Valley, CA** – Project Manager*
- **City of Costa Mesa, Merrimac Way Complete Street, Costa Mesa, CA** – Principal-in-Charge*
- **County of Orange, Santa Ana Avenue and University Avenue Improvements, Costa Mesa, CA** – Principal-in-Charge*
- **City of Yorba Linda, Bastanchury Road Widening Project, Yorba Linda, CA** – Principal-in-Charge*

*Prior to joining Kimley-Horn





VIVIAN CHONG, PE

Utility Coordination and Field Work Task Lead; Traffic Signal Modification Task Lead; Bid/Construction Support

Professional Credentials

- Bachelor of Science, Civil and Environmental Engineering, University of California, Los Angeles
- Professional Engineer in California #95833

Vivian is a civil engineer and has led and managed projects involving signal design, fiber-optic design, signing and striping, ADA curb ramp design, and traffic control for multiple jurisdictions throughout her career at Kimley-Horn. She has a strong background in projects involved with increasing safety for pedestrians and bicyclists, delivered on multiple projects with strict schedules, and familiar with HSIP, ATP, and Safe Streets and Roads for All grant funding requirements. She has extensive experience at every step of a project, such as executing site visits, producing PS&E packages, managing budgets, keeping the project on schedule, coordinating with various jurisdictions, subconsultants, and utility companies, and providing support during the bidding and construction phases.

Vivian has spent her entire career supporting municipal clients on traffic, transportation, and ITS projects throughout Los Angeles County, including the nearby cities of Monterey Park giving her a crucial understanding of local standards and conditions.

Relevant Experience

- **City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Ave HSIP Cycle 9 Project, Monterey, CA** – Project Manager
- **City of Monterey Park, Potrero Grande Drive Intersection Improvements, Monterey Park, CA** – Project Engineer
- **City of Maywood, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 11 Improvements, Maywood, CA** – Project Manager
- **City of Culver City, MOVE Culver City 2023, Culver City, CA** – Project Engineer
- **City of West Covina, Preliminary Engineering Phase Services, HSIP Cycle 10 Improvements, West Covina, CA** – Project Manager
- **City of South El Monte, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 9 Project, South El Monte, CA** – Project Manager
- **City of South El Monte, Traffic Signal Improvements at Lee Avenue and Garvey Avenue, and Durfee Avenue and Peck Road HSIP Cycle 10 Project, South El Monte, CA** – Project Manager
- **City of South El Monte, Systemic Safety Improvements at Signalized Intersections HSIP Cycle 11, South El Monte, CA** – Project Manager
- **City of Pico Rivera, Citywide Traffic Signal Safety Enhancements, HSIP Cycle 11, Pico Rivera, CA** – Project Manager
- **City of Menifee, Citywide Traffic Signal Safety Improvement Design Services, Menifee, CA** – Project Manager
- **County of Ventura, Las Posas Road and 5th Street Intersection Improvements, Ventura, CA** – Project Manager
- **City of Santa Clarita, Slurry Seal Signing and Striping Project, Santa Clarita, CA** – Project Manager
- **City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA** – Project Engineer
- **City of Santa Clarita, Copper Hill Drive Traffic Signal and Interconnect, Santa Clarita, CA** – Project Analyst
- **City of Manhattan Beach, Manhattan Beach Advanced Traffic Signal Project, Manhattan Beach, CA** – Project Engineer
- **City of Inglewood, Intelligent Transportation Systems (ITS) Gap Closure Part II, Inglewood, CA** – Project Engineer
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossing, Thousand Oaks, CA** – Project Engineer





JESSIE BARKLEY

Environmental (CEQA) Task Lead

Jessie is an environmental planner with over 20 years of experience. She is a skilled California Environmental Quality Act (CEQA) and NEPA practitioner who has led and contributed to numerous project types, including infrastructure, mixed-use, entertainment, educational, medical, commercial, energy, and long-range community plans. Jessie's responsibilities include directing project teams; preparing and managing project work plans, scopes, schedules, and budgets; conducting senior-level review of draft work products; interfacing with clients, subconsultants, and agency staff; and marketing services among existing and prospective clients.

Professional Credentials

- Master of Arts, Urban and Regional Planning, University of California, Irvine
- Post-Graduate Certificate, Marketing and Communications, University of California, Irvine
- Bachelor of Arts, Geography, University of British Columbia, Vancouver

Professional Affiliations

- Urban Land Institute Program Committee, 2002
- AEP California Award Jury Member, 2017-2019
- American Planning Association (APA) California Conference Special Events Chair, 2015- 2016
- National APA Conference Special Events Chair, 2012

Throughout her career, Jessie has supported a wide array of complex environmental documents (Program Environmental Impact Reports (EIRs), Project EIRs, EIR Addendums, Supplemental EIRs, Sustainable Communities Environmental Assessments (SCEAs), and Mitigated Negative Declaration (MND) for all project types including specific plans, general plans, area plans, and project level mixed-use and transit-oriented development.

Relevant Experience

- **Ontario Ranch Business Park Specific Plan Amendment EIR, Ontario, CA** – Project Planner
- **City of Glendale, 1420 Valley View EIR, Glendale, CA** – Project Manager*
- **City of Long Beach, Cherry Avenue Final EIR, Long Beach, CA** – Project Planner
- **The KPC Group, KPC Coachella Specific Plan, Coachella, CA** – Project Planner
- **Bardas Investment Group, Las Palmas MND, Los Angeles, CA** – Assistant Project Manager
- **City of Los Angeles, On-Call for Environmental Services, Los Angeles, CA** – Project Manager*
- **City of South Gate, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **City of Simi Valley, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **University of California, Irvine, On-Call for Environmental Services, Los Angeles, CA** – Contract Manager and Project Manager
- **Bella Terra Commercial Center Mixed-Use Housing Project, Huntington Beach, CA** – Project Manager
- **1111 South Hill Street Sustainable Community Environmental Assessment, Los Angeles, CA** – Project Manager*
- **550 Shatto Place Sustainable Community Environmental Assessment and Addendum, Los Angeles, CA** – Project Manager*
- **City of Los Angeles, Environmental Reviews for Bridge Housing Homeless Services Projects, Los Angeles, CA** – Project Manager*
- **Essex Properties, Sunset Boulevard Project EIR, Los Angeles, CA** – Project Manager*

**Prior to joining Kimley-Horn*



DARRYL DEPENCIER, AICP, GISP, RSP2B

Traffic Corridor Study/Safety Analysis Task Lead

Professional Credentials

- Master of Science, Urban Spatial Analytics, University of Pennsylvania
- Bachelor of Arts, Geography, Carleton University
- Certificate of Geographic Information Systems, Algonquin College
- American Institute of Certified Planners #026552
- Geographic Information Systems Professional #59317
- Road Safety Professional 1 #279
- Road Safety Professional 2B #17

Darryl has 17 years of experience leading corridor studies and transportation and safety planning projects. He uses data-driven approaches to assess transportation system performance for operations, safety, equity, and other factors as needed. As both a Geographic Information Systems (GIS) professional and Road Safety Professional, Darryl uses performance-based analysis techniques to identify the root causes of mobility and safety challenges. He has extensive experience in transportation system performance measurement and has led a number of analysis tasks on state highways, including in several Caltrans Districts. He develops custom tools, macros, models, and scripts to work with out-of-the-box tools and applications as needed to work with existing data sources to better inform the planning team and decision-makers.

As one of Kimley-Horn's safety practice leaders, Darryl has led safety analysis efforts across the state, including several recent studies in Orange County. He is also highly skilled in GIS and other analytical software systems to create robust and user-friendly products that help decision-makers and the public make the best use of plans and studies.

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets, Monterey Park, CA** – Project Planner
- **City of Glendale, Wilson Avenue and Colorado Street Multimodal Improvements Projects, Glendale, CA** – Project Planner
- **Caltrans, California Strategic Highway Safety Plan (SHSP) Update and Implementation, Statewide, CA** – Project Planner
- **Caltrans, Safety Performance Measure Target Setting Analysis, Statewide, CA** – Project Planner
- **City of Ventura, Systemic Safety Analysis Report Program, Ventura, CA** – Project Planner
- **City of Lancaster, Systemic Safety Analysis Report Program, Lancaster, CA** – Project Manager
- **City of Santa Clarita, Citywide Analysis of Pedestrian and Bicycle Collisions Systemic Safety Analysis Report Program, Santa Clarita, CA** – Project Planner
- **County of Ventura, Local Roadway Safety Plan, Ventura County, CA** – Project Manager
- **City of Artesia, Local Roadway Safety Plan, Artesia, CA** – Project Manager
- **City of Artesia, Active Transportation Plan, Artesia, CA** – Project Advisor
- **City of Anaheim, Local Roadway Safety Plan, Anaheim, CA** – Project Planner
- **City of Seal Beach, Local Roadway Safety Plan, Seal Beach, CA** – Project Planner
- **City of Eastvale, Systemic Safety Analysis Report, Eastvale, CA** – Project Manager
- **Orange County Transportation Authority (OCTA), Santa Ana Transit Cooperative Study, Santa Ana, CA** – Project Planner
- **City of Imperial Beach, Local Roadway Safety Plan, Imperial Beach, CA** – Project Planner
- **County of Imperial, Systemic Safety Analysis Report for Varied Roadways, Imperial County, CA** – Project Planner





STEVEN ANDERSON, PE, PMP, ENV SP

Roadway Task Lead; Bid/Construction Support

Professional Credentials

- Master of Business Administration, University of California, Los Angeles
- Bachelor of Science, Mechanical Engineering, Columbia University
- Bachelor of Arts, Management Engineering, Claremont McKenna College
- Professional Engineer in California #73460
- Project Management Professional #2177347
- Envision Sustainability Professional

Steven has 17 years of complete street design experience, including pedestrian safety improvements; upgraded traffic signals; installation of safety measures; Class I, II, III and IV bike lanes; and relocation/optimization of transit stops. He is experienced in using 3D modeling programs to develop civil layouts for roads. He understands the full spectrum of support through all phases of work from conceptual designs to alternative analysis, environmental documentation support, preliminary studies, final design, bid support, and construction services support. Steven has also performed public outreach events, met with agency board members to discuss project impacts, drafted technical documents for public use and organized design teams for operational efficiency. He can also provide program management support with board reports, cost estimating, scheduling, and document control services.

Steven has a long track record of managing active transportation projects within Southern California, and he understands the typical site constraints to implement these designs. He has a working history with Caltrans District 7 on encroachment permit approvals and working with utility agencies on any project conflicts.

Relevant Experience

- **City of Los Angeles, Mission Mile Sepulveda Project PS&E, Los Angeles, CA** – Project Engineer
- **City of Camarillo, Central Avenue Bike Lanes, Camarillo, CA** – Project Engineer
- **City of Burbank, San Fernando and Chandler Bikeway, Burbank, CA** – City Project Manager*
- **City of Los Angeles, Soto Street Widening, Los Angeles, CA** – Lead Project Engineer*
- **City of Los Angeles Bureau of Engineering, Leichty Middle & Elementary Schools Street Safety Improvements and Active Transportation Project, Los Angeles, CA** – Project Manager*
- **City of Los Angeles Bureau of Engineering, Path Villas and Elden Elms Active Transportation and Safety Improvements, Los Angeles, CA** – Project Manager*
- **Town of Apple Valley, Central Road Widening, Apple Valley, CA** – Project Engineer*
- **City of Hesperia, Main Street and Sultana Street/Timberlane Avenue Traffic Signal Improvements, Hesperia, CA** – Project Manager*
- **City of Twentynine Palms, Safety Improvements for High Crash Unsignalized Intersections, Twentynine Palms, CA** – Project Manager*
- **City of Yorba Linda, Lakeview Avenue Widening, Yorba Linda, CA** – Project Manager*
- **City of Redondo Beach, 24 Curb Ramps, Redondo Beach, CA** – Project Manager*

**Prior to joining Kimley-Horn*



HEIDI MCMACKEN, PE, CFM

Hydrology and Hydraulics Task Lead

Professional Credentials

- Bachelor of Science, Environmental Engineering, Humboldt State University
- Certified Floodplain Manager #US-21-12035
- Professional Engineer in Colorado #58655; Wyoming #18329 (California license in progress)

Heidi is a civil drainage engineer and project manager with 12 years of experience. Heidi is passionate about stormwater water quality and specializes in water resources by preparing hydraulic and hydrology designs and models, stormwater pollution prevention plans, and drainage reports and studies. She has experience in roadway, grading, water, sewer, and drainage design. Heidi has participated in a wide variety of projects for both public and private clients, including roadway design; green/complete street design; water/wastewater treatment; airport drainage design; and commercial, industrial, multi-family residential, and single-family residential land development. Currently, Heidi works on all phases of drainage designs from conceptual planning and cost estimating to full construction designs to construction phase services. She is proficient in AutoCAD 3D, HEC-RAS, HECHMS, StormCAD, SWMM, and ArcMap.

Heidi's depth of knowledge in drainage and water quality design throughout the nation allows her to bring unique perspectives to projects. Her knowledge of regulations from the public sector and private sector provide a comprehensive view of stormwater for any project and the ability to provide the right level of service for the specific project.

Relevant Experience

- **City of Camarillo, Central Avenue Bike Lane Drainage and Floodplain, Camarillo, CA** – Lead Drainage Engineer
- **Riverside County Transportation Department, Cajalco Road Widening Segment 1 Drainage and Floodplain, Perris, CA** – Project Manager
- **County of Ventura, Las Posas Road at East 5th Street Intersection Improvement, Ventura County, CA** – Drainage Engineer
- **City of Norwalk, Potter Street Storm Drain Repairs, Norwalk, CA** – QC/QA Reviewer
- **City of Oceanside, Coast Highway Corridor Drainage, Oceanside, CA** – Drainage Engineer
- **City of Escondido, Westside Skate Spot Drainage, Escondido, CA** – Drainage Engineer
- **Imperial County, Niland Storm Drain Feasibility Study, Niland, CA** – Drainage Engineer
- **County of Imperial, Seeley's Rio Vista Street Storm Drain Feasibility Study and Conceptual Plan with Alternatives, Seeley, CA** – Drainage Engineer
- **Caltrans, SR 78 San Marcos Creek Study, San Marcos, CA** – Drainage Engineer
- **Gillespie Field Airport, Runway 17-35 Rehabilitation, San Diego, CA** – Lead Drainage Engineer
- **Monterey Peninsula Airport District, Project Management Services Related to the Development of Airport Capital Improvement Projects, Monterey, CA** – Drainage Engineer
- **San Jose Mineta International Airport (SJC), On-Call Architectural and Engineering Consultant Services, San Jose, CA** – Drainage Engineer
- **City of Colorado Springs, Downtown Drainage Improvements, Colorado Springs, CO** – Project Manager
- **El Paso County, Hampton at Erikson and Calle Corvo Drainage Improvements, Colorado Springs, CO** – Project Manager





MAYA BOUCHET, AICP

Community Outreach Task Lead

Professional Credentials

- Bachelor of Science, Policy, Planning, and Development, University of Southern California
- American Institute of Certified Planners #34252

Maya is a transportation planner who is experienced in preparing feasibility studies, conducting outreach, and preparing designs for proposed bicycle lane and pedestrian facilities. She has worked with several cities throughout Southern California, including cities throughout the San Gabriel Valley. Her active transportation experience is complemented by on-call traffic engineering support to various cities, understanding the unique needs of different cities and their community, including developing traffic signal modification plans, fiber optic design plans, signing and striping, operational analyses, system integration projects, and more.

Maya's experience preparing preliminary design reports and feasibility studies includes recently leading the Monterey Pass Road Project through the outreach process, and she has also participated in more than 40 outreach and stakeholder meetings throughout the San Gabriel Valley, which will aid in her service on this project.

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets, Monterey Park, CA** – Project Planner
- **SGVCOG, San Gabriel Valley Transit Study, Irwindale, CA** – Deputy Project Manager
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Planner
- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – Project Planner
- **City of Glendale, La Crescenta Road Rehabilitation Study, Glendale, CA** – Project Planner
- **City of Glendale, Traffic Engineering On-Call, Glendale, CA** – Project Planner
- **City of Palm Springs, Racquet Club Road Reconfiguration Project, Palm Springs, CA** – Project Planner
- **City of Palm Springs, South Palm Canyon Road Reconfiguration Project, Palm Springs, CA** – Project Manager
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossing Project, Thousand Oaks, CA** – Project Planner
- **City of Culver City, MOVE Culver 2023, Culver City, CA** – Project Planner
- **City of Culver City, Overland Avenue Bike Lane, Pedestrian, and HFST Improvement Project, Culver City, CA** – Project Planner
- **City of Calabasas, Lost Hills Road and Agoura Road Bike Lane Design, Calabasas, CA** – Project Manager
- **City of Palm Desert, El Paseo Decorative Crosswalks Planning and Design Project, Palm Desert, CA** – Project Planner
- **City of Thousand Oaks, Lawrence Drive/Teller Road Intersection Improvements Project, Thousand Oaks, CA** – Project Planner
- **City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA** – Project Manager
- **City of Santa Clarita, ITS Phase VII (Bicycle Detection System), Santa Clarita, CA** – Task Lead
- **City of Calabasas, Traffic Engineering On-Call Services, Calabasas, CA** – Project Manager
- **City of Inglewood, ITS Gap Closure Parts I and II, Inglewood, CA** – Task Manager
- **City of Inglewood, Design Guidelines and Standard Specifications, Inglewood, CA** – Project Manager
- **City of Westlake Village, ITS Master Plan, Westlake Village, CA** – Project Analyst
- **Caltrans District 7, Arroyo Seco Parkway Safety Improvement Project, Los Angeles, CA** – Project Analyst



MICHAEL MADSEN, PLA, CLIA, ASLA

Landscape Design Task Lead

Professional Credentials

- Master of Landscape Architecture, University of Florida
- Bachelor of Science, Business Administration, Florida State University
- Professional Landscape Architect in California #5798
- Certified Landscape Irrigation Auditor #92638
- Council of Landscape Architectural Registration Boards #21623

Michael has over 20 years of experience in landscape architecture spanning master planning, streetscapes, site and irrigation design, and more. With a vast background in coordinating multidisciplinary projects, he brings valuable insights in landscape architecture, urban planning, and transportation design. His impressive portfolio includes public parks, streetscapes, and transportation corridors, and this experience has led to his ability to establish a strong aesthetic and sense of place for client. He is skilled in AutoCAD, LandFX, Adobe Photoshop, InDesign, and MicroStation.

Michael's commitment to visually appealing environments using native plants and water efficiency consistently adds great value to developing streetscapes and transportation corridors, helping to garner community consensus and improve overall sustainability practices.

Relevant Experience

- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Landscape Architect
- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – Landscape Architect
- **LA Metro, Beautification Guidelines, Los Angeles, CA** – Landscape Architect
- **LA Metro, Strategic Plan Development for Freeway Beautification Program, Los Angeles, CA** – Deputy Project Manager
- **City of Thousand Oaks, Rancho Road Sidewalks and Bike Lanes, Thousand Oaks, CA** – Landscape Architect
- **City of Lancaster, SR 138 Design Guidelines and Corridor Aesthetics, Lancaster, CA** – Landscape Architect
- **City of Santa Ana, Santa Ana Boulevard and 5th Street Protected Bike Lane PS&E, Santa Ana, CA** – Landscape Architect
- **City of Desert Hot Springs, Hacienda Avenue Improvement Project, Desert Hot Spring, CA** – Landscape Architect
- **Meridian Development, Millenia Park, Chula Vista, CA** – Landscape Architect
- **City of National City, A Avenue Green Street, National City, CA** – Landscape Architect
- **Riverside County Transportation Department, I-10/Sunset Avenue Interchange Railroad Grade Separation PS&E, Banning, CA** – Landscape Architect
- **Indian Wells Golf Resort, Parking Renovations, Indian Wells, CA** – Landscape Architect
- **City of Palm Springs, Demuth Park Pickleball Expansion, Palm Springs, CA** – Landscape Architect
- **City of Palm Springs, Demuth Park Dog Park Renovations, Palm Springs, CA** – Landscape Architect
- **City of San Diego, I-5/Genesee Avenue Interchange PA&ED, PS&E and Construction Phase Services, San Diego, CA** – Quality Control, Landscape Architect
- **City of San Diego, Voigt Drive/I-5 North Coast Corridor Improvements, San Diego, CA** – Landscape Architect
- **San Diego Association of Governments (SANDAG), 11th Avenue Improvements, San Diego, CA** – Landscape Architect
- **SANDAG, South Bay Bus Rapid Transit Otay Mesa Intermodal Transit Center Final Design, San Diego, CA** – Landscape Architect
- **City of National City, Paradise Creek Educational Park, National City, CA** – Landscape Architect
- **City of National City, A Avenue Green Street, National City, CA** – Landscape Architect





NAOMI GERMAIN, PE, TE

Signing and Striping Task Lead

Professional Credentials

- Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- Professional Engineer in California #87935
- Professional Traffic Engineer in California #3056

Naomi is a civil engineer who is passionate about connecting communities through active transportation design and has more than 10 years of experience in municipal, roadway, and highway practices. She has successfully led a range of projects including planning and final design of trails, bikeways, complete streets, roundabouts, and parks. Naomi is well-versed in bikeway alignment selection studies, traffic analysis, CEQA and NEPA support, cost estimating, public workshops, horizontal and vertical design, accessible grading, signage and striping plans, and collaborating with clients, community members, and local agencies to develop innovative solutions that effectively address challenges.

Naomi's versatility in planning and final design allows her to identify project enhancements and work with agencies in early design phases to incorporate project features that improve mobility, support environmental clearance, or better position projects for future grant opportunities.

Relevant Experience

- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – QC/QA Manager
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – QC/QA Manager
- **City of National City, Euclid Avenue Protected Bikeway, National City, CA** – Project Engineer
- **City of National City, 8th and Roosevelt Active Transportation Corridor Project and At-Grade Railroad Crossing, San Diego, CA** – Project Engineer
- **City of Palm Desert, CV Link Enhancements, Palm Desert, CA** – Project Manager
- **SANDAG, SR 94 Multi-use Pathway Feasibility Study, San Diego, CA** – Deputy Project Manager
- **SANDAG, Orange Bikeway, San Diego, CA** – Project Manager
- **SANDAG, Central Avenue Bikeway, San Diego, CA** – Project Manager
- **SANDAG, Imperial Bikeway Environmental Phase, San Diego, CA** – Project Engineer
- **SANDAG, Uptown Bikeway: 4th and 5th Avenues, San Diego, CA** – Project Engineer
- **SANDAG, North Park Mid-City Bikeways, San Diego, CA** – Project Engineer
- **Caltrain, Corridor Crossings Strategy, Bay Area, CA** – Circulation and Mobility Element Lead
- **San Diego Metropolitan Transit System, Iris Rapid Planning Study, Imperial Beach, CA** – Project Manager
- **Caltrans District 11, SR 78 Comprehensive Multimodal Corridor Plan, San Diego, CA** – Project Engineer
- **Caltrans District 11, North Coast Corridor Highway Expansion Project, Solana Beach, CA** – Project Engineer
- **City of Carlsbad, Carlsbad Trails Roadway Crossings, Carlsbad, CA** – Project Manager
- **City of Escondido, Grand Avenue Visions Corridor Improvements, Escondido, CA** – Project Engineer
- **City of Escondido, Escondido North County Transit District Transit Center Active Transportation Connections, Escondido, CA** – Project Engineer
- **City of Menifee, Evans Park and Lyle Marsh Park Improvements, Menifee, CA** – Project Manager
- **City of San Diego, Market and Euclid Complete Streets, San Diego, CA** – Project Engineer





KEVIN AGUIGUI, PE, EE, TE, CSEP

Fiber-Optic Communications Task Lead

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Hawaii
- Professional Engineer in California #48732
- Professional Traffic Engineer in California #1781
- Professional Electrical Engineer in California #19888
- Certified Systems Engineering Professional #00156

Kevin is a senior communication systems and electrical engineer with over 35 years of extensive hands-on technical and project management experience in communications and electrical systems planning, design, and integration. His main focus is in the areas of transportation management systems, security and surveillance systems, electrical systems, communications networks, and strategic planning. He has a wide range of technical skills having led projects in many different areas including communications systems' design and integration, broadband system planning, ICM, technology evaluations, automated vehicle location (AVL) systems, and express lane systems.

Kevin has prepared numerous fiber-optic network designs and wireless system designs for various municipalities throughout California, bringing extensive experience in the installation, testing, and integration of fiber-optic systems that will be vital to the successful installation of fiber-optic communications along this corridor.

Relevant Experience

- **City of Culver City, Traffic Signal Fiber-Optic Upgrades, Culver City, CA** – QC/QA Manager
- **City of Santa Clarita, ITS Phases II, III, IV, VI, and VII, Santa Clarita, CA** – Project Engineer
- **City of Inglewood, Stadium ITS Improvements, Inglewood, CA** – QC/QA Manager
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Engineer
- **City of Glendale, Colorado Street Multimodal Improvements Project, Glendale, CA** – Project Engineer
- **City of Downey, Paramount Boulevard Fiber-Optic Communication System, Downey, CA** – QC/QA Manager
- **City of Modesto, LinkModesto Fiber Infrastructure Master Plan, Modesto, CA** – Project Engineer
- **City of San Ramon, Fiber-Optic Master Plan, San Ramon, CA** – Project Manager
- **City of Rancho Mirage, Design of Traffic Signal Interconnect Improvements, Rancho Mirage, CA** – Principal-in-Charge and QC/QA Manager
- **City of Rancho Mirage, Citywide Traffic Signal Equipment and Infrastructure Assessment Study, Rancho Mirage, CA** – Project Engineer
- **City of Palm Springs, TMC Troubleshooting and Timing Plan Review, Palm Springs, CA** – QC/QA Manager
- **City of Santa Clara, Lafayette Street Traffic Signal Interconnect and Coordination (TSIC) Project I, Santa Clara, CA** – Project Manager
- **City of Santa Clara, ITS Rehabilitation Phase 2 and GAP and Tasman Drive Traffic Signal Interconnect, Santa Clara, CA** – Project Manager
- **Alameda-Contra Costa Transit District (AC Transit), Signal Timing on BRT Caltrans Segment, Contra Costa County, CA** – Project Manager
- **City of San Rafael, Engineering Design Services for the Second and Third Street Queue Cutter Project, San Rafael, CA** – Project Manager
- **City of Stockton, Fiber-Optic Master Plan, Stockton, CA** – Project Manager





SAUL MELGAREJO, PLS

Topographic Survey Task Lead

CALVADA SURVEYING, INC.

Professional Credentials

- Bachelor of Science, Civil Engineering - Geospatial Emphasis, California State Polytechnical University, Pomona
- Professional Land Surveyor in California #9807

Saul has worked in the land surveying industry since 2006 as currently serves as project manager for Calvada's Topographic/Aerial Survey Division where he leads and oversees the land survey team on most projects. Having managed projects for some of the industry's largest clients, Saul is experienced in topographic mapping, boundary surveys, environmental compliance, analysis, and High-Definition Laser Scanning. His daily responsibilities include managing project schedules and budgets, coordinating the efforts of the field survey team, and ensuring the highest standards of quality and accuracy in all survey work both in the field and the office. His role is to ensure that the project is completed on time, within budget, and to the satisfaction of the client by managing all aspects of the project and coordinating with other teams and vendors involved in the project. He is also responsible for CAD team oversight, preliminary QC/QA, office and field management, tech development, project coordination, supervision, and final delivery.

With nearly 20 years of experience conducting surveying and mapping efforts for clients throughout the San Gabriel Valley and broader Los Angeles County, Saul's local knowledge and technical expertise will be integral to completing this project's topographic survey efforts in a timely manner

Relevant Experience

- **City of Fontana, Safe Routes to School Gap Closure, Fontana, CA** – Topographic Survey Project Manager
- **City of Highland, Northeast Del Rosa Area ADA Ramps, Highland, CA** – Topographic Survey Project Manager
- **City of Los Angeles, La Brea Avenue from Coliseum Street to Adams Boulevard Complete Streets, Los Angeles, CA** – Topographic Survey Project Manager
- **City of Los Angeles, City Sidewalk Improvements and ADA Ramps (40 intersections), Los Angeles, CA** – Topographic Survey Project Manager
- **LA Metro, Bus Maintenance Facility Upgrades (Divisions 1, 4, 9, 10, 13, 20, and 21), Los Angeles County, CA** – Topographic Survey Project Manager
- **LA Metro, Willow Street Corridor Congestion Relief Project, Signal Hill, CA** – Topographic Survey Project Manager
- **OCTA, I-5 PA&ED Freeway Aerial Survey, La Mirada, CA to Tustin, CA** – Topographic Survey Project Manager
- **Long Beach Airport, Aerial Survey and Excavation Survey, Long Beach, CA** – Topographic Survey Project Manager
- **City of Anaheim, Alameda Avenue/Aladdin Avenue** – Brookhurst Street to Crescent Avenue ADA and Sewer Upgrades, Anaheim, CA – Topographic Survey Project Manager
- **City of Anaheim, Underhill Avenue and North Shakespeare Street and SR-57 Freeway Crossing, ADA and Sewer Upgrades, Anaheim, CA** – Topographic Survey Project Manager
- **City of Anaheim, Muller Street to Lincoln Avenue, Anaheim, CA** – Topographic Survey Project Manager
- **City of Anaheim, Survey of La Palma Avenue (West of East Street), Anaheim, CA** – Topographic Survey Project Manager
- **City of Anaheim, Survey of Alley East of Anaheim Boulevard: Wilhelmina Street to Alberta Street, Anaheim, CA** – Topographic Survey Project Manager
- **City of San Juan Capistrano, Topographic Survey of Public Right-of-Way, San Juan Capistrano, CA** – Topographic Survey Project Manager





JUSTIN KEMPTON, PE, GE

Geotechnical Engineering and Pavement Investigation Task Lead

GPI

Justin has over 34 years of geotechnical engineering and construction experience. His geotechnical engineering experience consists of a wide range of public works and private-sector projects, including street improvement projects, pipelines, substations, power plants, transmission lines, HDD installations, schools, hospitals, landslide mitigation, parks, mixed-use developments (retail/commercial/residential), distribution facilities, parking structures, tall buildings, levee evaluations, large industrial complexes, prisons, water/wastewater treatment facilities, and forensic investigations. Justin has been the geotechnical engineer and project manager responsible for highway widening, bridge, and retaining wall projects under Caltrans jurisdiction. Justin has also managed and served as the engineer responsible for construction special inspection and laboratory testing services.

Professional Credentials

- Master of Science, Civil Engineering, University of California, Los Angeles
- Bachelor of Science, Civil Engineering, California State University, Fresno
- Professional Geotechnical Engineer in California #2385
- Professional Civil Engineer in California, #50946

Professional Affiliations

- American Society of Civil Engineers (ASCE), Former Los Angeles Geotechnical Engineering Group Board of Directors; Former Fresno Branch President
- American Council of Engineering Companies (ACEC), Former Los Angeles Chapter Director; Former San Joaquin Valley Chapter President/Director
- California State University, Fresno and Cal Poly Pomona, Former Lecturer for Geotechnical and Foundation Engineering Courses

Over the course of Justin's 34-year career, he has manager numerous on-call geotechnical contracts with the County of Los Angeles and various other Southern California municipalities, lending him an in-depth understanding of local conditions and and standards from a geotechnical perspective.

Relevant Experience

- **City of Los Angeles, Bureau of Engineering, Santa Monica Transit Parkway, Los Angeles, CA** – Geotechnical Engineer
- **Los Angeles Department of Water and Power, On-Call Geotechnical Engineering Services or Various Underground Utility Improvement Projects, Los Angeles, CA** – Program Manager and Principal Geotechnical Engineer
- **City of Agoura Hills, Reyes Adobe Overcrossing at SR 101, Agoura Hills, CA** – Geotechnical Engineering and Project Manager
- **City of Santa Ana, Edinger Avenue Widening, Santa Ana and Tustin, CA** – Geotechnical Engineer
- **Hamner Avenue Street Improvements, Ontario and Eastvale, CA** – Geotechnical Engineer
- **Foothill Boulevard Street Improvements, Upland, CA** – Geotechnical Engineer
- **City of Los Angeles Geotechnical Engineering Division, On-Call Geotechnical Investigation and Construction Services, CA** – Project Manager and Geotechnical Engineer
- **Rosedale Highway (SR58) and Bridge Widening for Thomas Roads Improvement Program, Bakersfield, CA** – Geotechnical Engineer
- **Pavement Evaluation Study for Slover and Boyle Avenues, Fontana, CA** – Geotechnical Engineer
- **Panda Inn Renovation and Foothill Gateway Development, Pasadena, CA** – Geotechnical Engineer
- **Hardscape and Street Improvements on Arrow Route, Upland, CA** – Geotechnical Engineer





ROBERT HAMILTON

Tree Inventory Task Lead

HAMILTON BIOLOGICAL

Professional Credentials

- Bachelor of Science, Biological Sciences, University of California, Irvine

Professional Affiliations

- American Ornithological Society, Fellow
- American Ornithologists Union, Member
- Cooper Ornithological Society, Member
- California Native Plant Society, Member

Robert has more than 35 years of experience as a consulting biologist working in Southern California. He conducts general and focused biological studies with an emphasis on studies of birds, including presence/absence surveys for threatened and endangered songbirds. He is among the most experienced surveyors for the California Gnatcatcher, Cactus Wren, and Least Bell's Vireo working in Southern California. Robert has extensive experience preparing environmental documentation for projects and developing mitigation measures in compliance with the California Environmental Quality Act (CEQA). He holds the federal and state permits and memoranda of understanding required to conduct presence/absence surveys for the California Gnatcatcher, Southwestern Willow Flycatcher, and Least Bell's Vireo.

Robert is a recognized authority among the biological consulting industry in Southern California, with extensive exprience in conducting general and focused biological surveys, vegetation mapping, floral identification, native plant restoration.

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets Project, Monterey Park, CA** – Senior Biologist
- **Wildlife Surveys for the Fairview Park Master Plan, Costa Mesa, CA** – Senior Biologist
- **Upper Chiquita Conservation Area Biological Surveys, Orange County, CA** – Senior Biologist
- **County of Los Angeles, Certified Local Coastal Program (LCP) for Santa Monica Mountains Coastal Zone, Los Angeles County, CA** – Lead Investigator
- **Southern California Edison, Tehachapi Renewable Transmission Project (TRTP), Multiple Jurisdictions, CA** – Senior Field Biologist
- **California Coastal Commission, Conservation and Management Plan for Marina del Rey, Los Angeles County, CA** – Senior Biologist
- **County of Orange, Southern Orange County Transportation Infrastructure Improvement Project - Foothill South Toll Road, Orange County, CA** – Third-Party CEQA Reviewer
- **County of Orange, Frank G. Bonelli Regional County Park Master Plan, Orange County, CA** – Third-Party CEQA Reviewer
- **County of Orange, Rancho Potrero Leadership Academy Facility, Orange County, CA** – Third-Party CEQA Reviewer
- **County of Orange, Lower San Diego Creek Emergency Repair Flood Control Project, Orange County, CA** – Third-Party CEQA Reviewer
- **City of Newport Beach, Sunset Ridge Park, Newport Beach, CA** – Third-Party CEQA Reviewer
- **City of Montebello, Montebello Hills Specific Plan EIR, Montebello, CA** – Third-Party CEQA Reviewer
- **County of San Diego, Gregory Canyon Landfill Restoration Plan, San Diego County, CA** – Third-Party CEQA Reviewer
- **County of San Diego, The Bridges at Santa Fe Units 6 and 7 Residential Development, San Diego County, CA** – Third-Party CEQA Reviewer
- **City of Carlsbad, Villages of La Costa Residential Master Plan, Carlsbad, CA** – Third-Party CEQA Reviewer





KEITH LENOUE

Grant Support and Funding Management
Task Lead

AVANT GARDE

Professional Credentials

- Master of Business Administration, Azuza Pacific University
- Bachelor of Arts, Business Management, Azuza Pacific University

Keith has seven years of experience in administrative and municipal program services and contract administration. His main responsibilities include fund administration, grant research and writing, community outreach support, and program management services. Keith assists clients by identifying federal and state fund allocation balances, assisting in determining eligible projects, and providing advisement of program requirements. He is experienced in issues impacting City governments and has developing expertise in contract administration. His responsibilities have included interfacing with federal, state and local agencies to define, develop, and manage project scopes, schedules, cooperative agreements and overall project management to ensure projects are delivered on time and on schedule. Keith manages the preparation of documents in accordance with the Local Assistance Procedures Manual for federally funded projects. He assists with processing documentation for projects to obtain Caltrans authorizations and reimbursement requests.

In addition to his extensive experience helping Southern California clients earn millions of dollars in grant funding, Keith has worked closely with Kimley-Horn on the management of more than 20 grant-funded projects over the past seven years—a powerful partnership that will be integral to the long-term success of this project.

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets, Monterey Park, CA** – Grant/Funding Program Manager
- **City of Monterey Park, ATP Cycle 4, Monterey Park, CA** – Senior Grant/Funding Program Coordinator
- **City of Monterey Park, HSIP Cycle 7 and 9, Monterey Park, CA** – Senior Grant/Funding Program Coordinator
- **City of Bell Gardens, Citywide Safety Improvement ATP, Bell Gardens, CA** – Senior Grant/Funding Program Coordinator
- **City of El Monte, Santa Anita Active Transportation CIP, El Monte, CA** – Senior Grant/Funding Program Coordinator
- **City of Norwalk, Alondra Blvd ATP Cycle 3, Norwalk, CA** – Senior Grant/Funding Program Coordinator
- **City of Norwalk, Studebaker Rosecrans & Cecila HSIP Cycle 6, 7, & 8, Norwalk, CA** – Senior Grant/Funding Program Coordinator
- **City of Norwalk, Alondra Piuma & Shoemaker HSIP Cycle 7 and 8, Norwalk, CA** – Senior Grant/Funding Program Coordinator
- **City of South Rosemead, Delta Ave from Mission to Well ATP, Rosemead, CA** – Senior Grant/Funding Program Coordinator
- **City of South El Monte, Signal Modifications at Various intersections HSIP Cycle 7, South El Monte, CA** – Senior Grant/Funding Program Coordinator
- **OCTA, On-Call Support Services for State and Federal-Aid Project Programming, Orange County, CA** – Grant/Funding Program Manager
- **OCTA, On-Call Complete Streets, Orange County, CA** – Grant/Funding Program Manager
- **California State University, Fullerton (CSUF), Funding Administration for Nutwood Pedestrian/Gateway Bridge, Fullerton, CA** – Grant/Funding Program Manager
- **City of Ventura, ATP Santa Paula Trail, Ventura , CA** – Grant/Funding Program Manager
- **City of Ventura, Harmon Barranca Gap Closure ATP, Ventura, CA** – Senior Grant/Funding Program Coordinator
- **Port of Hueneme, North Terminal Shore, Port of Hueneme, CA** – Grant/Funding Program Manager





NAZIR LALANI, PE, TE

Signal Timing Task Lead

TRAFFEX ENGINEERS

Professional Credentials

- Bachelor of Science, Chemical Engineering, Exeter University, Exeter, Devon, England
- Post Graduate Studies, Highway/Traffic Engineering, Middlesex College, England
- Master of Science, Civil Engineering, Arizona State University
- Professional Engineer in California #40433
- Professional Traffic Engineer in California #01415

Nazir has over 30 years of experience in public and private sector transportation planning and traffic engineering. He has held several positions in local government, including with the cities of Buenaventura, CA; Lakewood, CO; Phoenix, AZ; and the County of Santa Barbara. Most recently, Nazir has served as a consultant and provided contract traffic engineering services to the cities of La Quinta, Rancho Mirage, Indian Wells, and Palm Desert as well as Caltrans for synchronizing traffic signals along major transportation corridors. Nazir specializes in synchronizing traffic signals and has successfully timed several hundred traffic signals. He also served as Deputy Director with the Ventura County Transportation Department for 10 years until founding Traffex Engineers. He has served as Chair on various Institute of Transportation Engineers (ITE) committees, as an elected officer of ITE on the International Board of Direction, and as ITE's 1999 International President. Nazir has received numerous awards from ITE and other organizations including the Burton W. Marsh Award and Coordinating Council Special Recognition Award.

Nazir has been a trusted partner to Kimley-Horn for over 20 years, working closely with project manager Jean Fares, PE on a range of signal operations, ITS, and safety projects throughout the Coachella Valley—this long-standing relationship will allow for increased efficiency and coordination for signal timing efforts on this project.

Relevant Experience

- **City of Rancho Mirage, Design of Traffic Signal Interconnect Improvements, Rancho Mirage, CA** – Project Engineer
- **City of Rancho Mirage, Citywide Traffic Signal Equipment and Infrastructure Assessment Study, Rancho Mirage, CA** – Project Engineer
- **City of Palm Desert, Local Roadway Safety Plan, Palm Desert, CA** – Project Engineer
- **City of Palm Desert, Traffic Operations and Capacity Improvements, Palm Desert, CA** – Project Engineer
- **County of Ventura, Complete Streets Safety Assessment Study, Ventura County, CA** – Lead Safety Specialist
- **City of La Quinta, Systemic Safety Analysis Report, La Quinta, CA** – Project Engineer
- **UC Berkeley Institute of Transportation Studies, Traffic Safety Assessment Studies, Bakersfield/Shafter/Wasco, CA** – Lead Safety Specialist
- **City of La Quinta, City Staff Position, La Quinta, CA** – Contract City Traffic Engineer
- **City of Ventura, City Staff Position, Ventura, CA** – Transportation Engineer
- **County of Ventura, City Staff Position, Ventura County, CA** – Deputy Director
- **County of Santa Barbara, City Staff Position, Santa Barbara County, CA** – Senior Planning and Development Director





JOCELYN SORIA

Utility Coordination and Field Work

Professional Credentials

- Bachelor of Science, Civil Engineering, University of Southern California

Jocelyn is a civil analyst with experience in transportation engineering studies and design. Jocelyn has supported projects with tasks including communication and traffic signal modification design plans, traffic studies, signal timing modifications, and PS&E. Her skills include AutoCAD Civil 3D, Synchro, ArcGIS, and writing engineering reports.

Relevant Experience

- **City of Culver City, MOVE Culver City 2023, Culver City, CA** – Project Analyst
- **City of Inglewood, ITS Gap Closure Part II, Inglewood, CA** – Project Analyst
- **County of Ventura, Systemic Countywide Signalized Intersection, Ventura County, CA** – Project Analyst
- **City of Thousand Oaks, Thousand Oaks Boulevard Pedestrian Crossing, Thousand Oaks, CA** – Project Analyst
- **County of Ventura, Las Posas Road at 5th Street Intersection Improvement PS&E, Ventura County, CA** – Project Analyst
- **City of South El Monte, Traffic Signal Improvements at Lee Avenue & Garvey Avenue and Durfee Avenue & Peck Road HSIP Cycle 10 Project, South El Monte, CA** – Project Analyst
- **City of Maywood, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 11 Project, Maywood, CA** – Project Analyst



ABBEY IBARRA

Utility Coordination and Field Work

Professional Credentials

- Master of Science, Civil Engineering, California State Polytechnic University, Pomona
- Bachelor of Science, Urban and Regional Planning, California State Polytechnic University, Pomona

Abbey has experience in transportation planning, traffic engineering, and traffic safety analysis. Her experience includes preparation of signing and striping, parking studies, active transportation plans, local roadway safety plans, vulnerable road user safety assessments, and stakeholder and community engagement. She has extensive experience in GIS and has experience in sorting GIS data to identify and interpret trends. She assists in collecting data and implementing the assessing methodology to projects for determining the level of traffic safety given various parameters. Abbey is also fluent in Spanish.

Relevant Experience

- **City of Culver City, East Washington Boulevard Bike Lane Project, Culver City, CA** – Project Analyst
- **City of South El Monte, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 9, El Monte, CA** – Project Analyst
- **County of Ventura, Systemic Intersections Design, HSIP Cycle 10, County of Ventura, CA** – Project Analyst
- **City of Bakersfield, Active Transportation Plan, Bakersfield, CA** – Project Analyst
- **Orange County Transportation Authority (OCTA), Santa Ana Transit Cooperation Study, Orange County, CA** – Project Analyst
- **Caltrans, Vulnerable Road User Safety Assessment, Statewide, CA** – Project Analyst





NOEMI WYSS, AICP

Environmental (CEQA)

Professional Credentials

- Master of Urban and Regional Planning, University of California, Irvine
- Bachelor of Arts, International Relations, Boston University
- American Institute of Certified Planners #3186

Noemi has nine years of experience in environmental planning, technical studies, Geographic Information Systems (GIS), CalEEMod, and Illustrator/InDesign. She has prepared numerous environmental documents in accordance with CEQA as well as air quality, greenhouse gas emission, health risk, and acoustic assessments. Her background is in environmental policy with a focus on urban water policy.

Relevant Experience

- **South Coast Water District, Doheny Desalination Project CEQA and Environmental Permitting, Dana Point, CA** – Environmental Planner
- **City of Santa Ana, MainPlace CEQA Technical Studies, Santa Ana, CA** – Environmental Planner
- **City of Gardena, Gardner Marine Avenue Mixed-Use IS/MND Project, Gardena, CA** – Air Quality/Noise Analysis Task Lead
- **City of Newport Beach, Environmental Services for The Towers at Koll Center Newport, Newport Beach, CA** – Air Quality/Noise Analysis Task Lead
- **City of Anaheim, Gene Autry Way and State College Boulevard Improvements, Anaheim, CA** – Environmental Planner



ANDRAY CARDOZA

Environmental (CEQA)

Professional Credentials

- Bachelor of Science, Environmental Studies, University of California, Santa Barbara

Professional Affiliations

- Association of Environmental Professionals, Member

Andray is an environmental planner with six years of experience preparing environmental report and compliance documentation under CEQA/NEPA. His experience includes a variety of project types, with a focus on water supply, stormwater, recycled water, and wastewater infrastructure plans and projects in the Southern California region. His responsibilities include project management and support, coordinating with internal technical staff and subconsultants to complete CEQA/NEPA documents and supporting technical studies, interfacing with clients, technical writing, QC/QA of deliverables, and tracking project scopes, schedules, and budgets to completion.

Relevant Experience

- **City of Burbank, San Fernando Bikeway, CEQA/NEPA Revalidation and Environmental Assessment, Burbank, CA** – Environmental Analyst
- **Port Hueneme, NEPA/CEQA Environmental Clearance for South Terminal Shore Power Project, Port Hueneme, CA** –Environmental Analyst/Assistant Environmental Task Manager
- **Los Angeles Department of Water and Power, Stormwater Capture Parks Program, Los Angeles, CA** – Deputy Project Manager*
- **City of Los Angeles, Silver Lake Reservoir Complex Master Plan EIR, Los Angeles, CA** – Deputy Project Manager*
- **Irvine Ranch Water District, Syphon Reservoir Improvement Project CEQA-Plus EIR, Orange County, CA** – Environmental Analyst*

**Prior to joining Kimley-Horn*





JIM ROLDAN, TE

Traffic Corridor Study/Safety Analysis

Professional Credentials

- Master of Science, Civil Engineering, University of California, Irvine
- Bachelor of Science, Civil Engineering, University of California, Irvine
- Professional Traffic Engineer in California #2482

Jim is a senior traffic engineer and transportation planner with 26 years of experience, with an extensive track record in leading numerous large-scale transportation and traffic engineering projects. His experience includes ITS planning/design, transportation planning, transportation systems analysis/microsimulation, big data collection for large corridor projects, and design of traffic signal, traffic handling, traffic management, and signing/striping plans. Jim formerly held positions at the Los Angeles Department of Transportation (LADOT) and Caltrans District 12 and is very familiar with local agency requirements.

Relevant Experience

- **City of Alhambra, 710 North Arterial and I-10 Interchange Improvements at I-10/Fremont Avenue, I-10/Atlantic Boulevard, and I-10/Garfield Avenue, Alhambra, CA** – Project Engineer
- **LA Metro, I-105 Integrated Corridor Management (ICM) Design, Los Angeles, CA** – Project Engineer
- **City of Palm Desert, Traffic Operations and Capacity Improvements Project, Palm Desert, CA** – Project Engineer
- **City of Lancaster, Avenue M Interchange Improvements PS&E, Lancaster, CA** – Project Engineer
- **LA Metro, I-105/I-405 Integrated Corridor Management Project, Los Angeles, CA** – Project Manager*

**Prior to joining Kimley-Horn*



KRIS CAMPOS

Traffic Corridor Study/Safety Analysis

Professional Credentials

- Bachelor of Arts, Business Administration, California State University, Fullerton

Professional Affiliations

- Institute of Transportation Engineers (ITE), Member

Kris has over 25 years of experience in traffic data collection, providing a wide array of traffic data collection services and specializes in the planning and management of large-scale traffic data collection projects for Counts Unlimited. Traffic data collection projects under his guidance include turning movement traffic counts, pedestrian/bicycle counts, mainline freeway counts, origin-destination studies, license plate studies, and parking surveys. Along with planning and execution of the projects, Kris plays a key role in ensuring accurate data is collected for each project. In order to achieve the highest level of accuracy, Kris ensures that all employees receive extensive training and testing before being placed in the field for data collection.

Relevant Experience

- **City of South Pasadena, Traffic Data Collection Services for the 2025 Engineering and Traffic Survey, CA** – Traffic Data Collection Task Lead
- **LA Metro, North Hollywood to Pasadena BRT Planning and Environmental Study, North Hollywood, CA** – Traffic Data Collection Task Lead
- **City of Santa Monica, Engineering and Traffic Survey Project, Santa Monica, CA** – Traffic Data Collection Task Lead
- **City of Thousand Oaks, Citywide Traffic Warrant Count Data, Thousand Oaks, CA** – Project Manager
- **City of Burbank, On-Call Traffic Data Collection, Burbank, CA** – Project Manager
- **City of Rancho Cucamonga, Advanced Traffic Management System Phase II Signal Synchronization (63 Intersections), Rancho Cucamonga, CA** – Traffic Data Collection Task Lead





EUGENE HUANG, PE

Roadway

Professional Credentials

- Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- Professional Civil Engineer in California #87933

Eugene has extensive experience delivering multimodal corridor and complete streets projects throughout Los Angeles County, applying strategic and context-sensitive approaches to improve safety, access, and mobility. He currently manages several complex, multi-jurisdictional efforts that integrate local street improvements with regional infrastructure such as freeway ramps and interchanges. Eugene brings a process-driven mindset to all phases of project delivery, with a proven track record of completing PSR PDS, PA&ED, PS&E, and construction in Caltrans District 7.

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets, Monterey Park, CA** – Project Engineer
- **SGVCOG, San Gabriel Valley Transit Study, Irwindale, CA** – Project Engineer
- **City of Alhambra, Fremont Avenue Complete Streets and Interchange Modifications, Alhambra, CA** – Project Manager
- **City of Lancaster, Avenue J Complete Streets and Interchange Modifications, Lancaster, CA** – Project Manager
- **City of Camarillo, Pleasant Valley Road Bike Lanes, Camarillo, CA** – Project Engineer
- **City of Culver City, Ivy Station Transit-Oriented Development (Washington Boulevard and National Boulevard Street Off-Site and On-Site Improvements)** – Project Engineer



TAYLOR ANN MASUDA, PE(WA)

Roadway

Professional Credentials

- Bachelor of Science, Civil Engineering, Loyola Marymount University
- Professional Engineer in Washington #23007209

Taylor Ann has over six years of experience in the design of transit corridor and facility roadway and transportation projects. She is versed at managing task order work and has experience with site design, multi-lane roundabout design, ADA pedestrian access design, and underground utilities, and brings expertise in channelization and signing plans, turn movements in AutoTurn, cost estimates, specifications, and alternatives analysis.

Relevant Experience

- **County of Ventura, Las Posas Road at 5th Street Intersection Improvement, Ventura County, CA** – Project Engineer
- **City of Pico Rivera, Engineering Services for Citywide Traffic Signal Safety Enhancements, Pico Rivera, CA** – Project Engineer
- **SCRRA, Simi Valley Double Track and Platform Project, Simi Valley, CA** – Project Engineer
- **SCRRA, Canyon Double Track Project, Los Angeles County, CA** – Project Engineer
- **LA Metro, Cloud-Based Transit Signal Priority (TSP) (LADOT Signals), Los Angeles, CA** – Project Engineer
- **Sound Transit Everett Link Extension (EVLE) and Operations and Maintenance Facility (OMF) North, Everett, WA** – Project Engineer





AMANDA CARRO, EIT

Roadway

Professional Credentials

- Bachelor of Science, Civil Engineering, Northeastern University
- Engineer-in-Training in California #168333

Amanda has been supporting the design of multidisciplinary roadway and multi-modal projects across Los Angeles County for more than five years. She has worked on a wide range of projects from local roadway improvements to major interchange projects to final design and construction phase services. Amanda is highly familiar with Caltrans specifications and standards and is experienced in the development of PA&ED and PS&E documents. She has experience identifying high priority utilities and coordinating utilities with multiple owners prior to and during construction.

Relevant Experience

- **City of Los Angeles, Broadway-Manchester Active Transportation Equity Project PA&ED and PS&E, Los Angeles, CA** – Project Analyst
- **City of Los Angeles, Telfair Avenue Multimodal Bridge Over Pacoima Wash Preliminary Design and Environmental Documentation, Los Angeles, CA** – Project Analyst
- **City of Inglewood, ITS Gap Closure Part II, Inglewood, CA** – Project Analyst
- **City of Camarillo, Pleasant Valley Road Bike Lanes, Camarillo, CA** – Project Analyst
- **City of Lancaster, Avenue M Interchange Improvements PS&E, Lancaster, CA** – Project Analyst



ALISSA MAXON, PE

Hydrology and Hydraulics

Professional Credentials

- Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo
- Professional Engineer in California #95774

Alissa is a civil engineer with experience in municipal and highway roadway design, with an emphasis in drainage design and surface water treatment design along with highway and municipal roadway design. In Southern California, she has been involved with the development of construction plans including complete streets, drainage, water quality, traffic calming, public transit, interchanges, freeway widening, and asset management. Alissa is also familiar with applicable design standards and guidelines, Caltrans HDM and standard plans, AASTHO design guidelines, California MUTCD, and local guidelines in the San Diego, Riverside, and Los Angeles areas.

Relevant Experience

- **City of Bakersfield, Niles and Monterey Complete Streets, Bakersfield, CA** – Drainage Engineer
- **City of Los Angeles, Broadway-Manchester Active Transportation Equity Project PA&ED and PS&E, Los Angeles, CA** – Drainage Engineer
- **Caltrans District 11, Drainage Support for SR 78 Pavement Rehabilitation, San Diego County, CA** – Project Engineer
- **Caltrans District 11, I-8 Drainage and Water Quality Improvements, San Diego County, CA** – Project Analyst
- **City of National City, 8th Street and Roosevelt Avenue Active Transportation Corridor, National City, CA** – Drainage Engineer



CASEY JUMANAN, PE, QSD/P

Hydrology and Hydraulics

Professional Credentials

- Bachelor of Science, Civil Engineering, San Diego State University
- Professional Engineer in California #88842
- Qualified Stormwater Pollution Prevention Plan Developer/Practitioner in California #27154

Casey has 11 years of civil engineering experience on a mix of public and private sector projects throughout California. His experience includes designing and managing projects, subconsultants, budgets, and bidding and construction phase support. His project experience includes ADA design, parks, roadway and traffic calming improvements, site development/grading, stormwater design and reporting, and utility design and coordination.

Relevant Experience

- **City of San Marcos, San Marcos Boulevard Storm Drain Improvements, San Marcos, CA** – Project Manager
- **City of San Marcos, Richland Road Phase II Storm Drain Improvements, San Marcos, CA** – Project Engineer
- **City of San Marcos, Rancho Santa Fe Pavement Rehabilitation and Traffic Signal Modification Improvements, San Marcos, CA** – Project Manager
- **City of Oceanside, Coast Highway Corridor Design, Oceanside, CA** – Project Engineer
- **City of Escondido, Grand Avenue Vision Phases I and II, Escondido, CA** – Project Engineer
- **City of Vista, Emerald Drive Complete Street Improvements, Vista, CA** – Project Engineer



BRANDI CHILDRESS

Community Outreach

Professional Credentials

- Masters in Transportation Management, San Jose State
- Bachelors in Business Administration, California State University Stanislaus

Professional Affiliations

- Women's Transportation Seminar (WTS), San Francisco Bay Area Chapter, Communications Chair

Brandi is a 25-year transportation industry professional specializing in community outreach, public involvement, stakeholder engagement and strategic communications. She has led successful teams on various transportation projects by prioritizing strong partnerships, connection, collaboration, and early and active public engagement through all phases of the project delivery process. She brings a wealth of knowledge and a true passion for unifying communities around new ideas and mobility solutions. Brandi's deep roots in public service have allowed her to creatively implement transportation improvements with and for communities who need them most. Brandi is motivated by opportunities to apply her experience to elevate processes, programs, projects, and people.

Relevant Experience

- **City of San Jose, Diridon Intermodal Station Business Case, San Jose, CA** – Strategic Planning and Communications, Community Outreach and Stakeholder Engagement
- **City of Santa Clara, Vision Zero Implementation Plan, Santa Clara, CA** – Community Outreach and Stakeholder Engagement
- **City of Sunnyvale, Tasman Drive Pedestrian/Bike Facility Installation, Sunnyvale, CA** – Community Outreach and Stakeholder Engagement
- **City of Sunnyvale, Mathilda Avenue Bike Study, Sunnyvale, CA** – Community Outreach and Stakeholder Engagement
- **VTA, BART Silicon Valley Phase II Extension**





MICHAEL LEDBETTER, PLA

Landscape Design

Professional Credentials

- Bachelor of Science, Landscape Architecture, University of Kentucky
- Professional Landscape Architect in California #5553

Michael is a landscape architect with more than 24 years of diverse professional experience. He has extensive design and production management experience, leading projects from entitlements through construction. He has a strong design sense that he brings to all sectors of our land development portfolio including public parks, urban design, commercial, retail, higher education, and healthcare. He is passionate about sustainable design and is focused on being progressive when it comes to regenerative and resilient design trends currently sweeping the profession. Michael works closely with our civil engineering team to develop site designs that not only function but deliver the objectives of the program with casual elegance, making spaces to be enjoyed by all who experience them.

Relevant Experience

- **City of Santa Ana, Warner Avenue Linear Park Planning, Santa Ana, CA** – Landscape Architect
- **City of Santa Ana, Santa Ana Zoo Walkway Improvements, Santa Ana, CA** – Project Manager
- **Town of Apple Valley, Parks Irrigation System Improvements, Apple Valley, CA** – Landscape Architect
- **City of Santa Clarita, Santa Clarita Sports Complex Buildout, Santa Clarita, CA** – Landscape Architect



LISETTE MONTOYA

Grant Support and Funding Management

AVANT GARDE

Professional Credentials

- Master of Business Administration, California State Polytechnic University Pomona
- Bachelor of Science, Business Management, California State Polytechnic University Pomona

Lissette has more than 20 years of experience in project management, analysis, funding management, grant administration, and community outreach programs. Her expertise includes identifying federal and state fund allocation balances, programming funds, and administering long-and-short range programs consistent with the economic capabilities of the agencies. Lissette has helped numerous agencies in performing a variety of analyses and studies to identify State and Federal funding options. Additionally, she has experience in grant writing, project monitoring, labor compliance, and funding administration services. Her team has successfully monitored federal and state funding for municipal agencies throughout Southern California and has secured over $560.5 million in funding for government agencies.

Relevant Experience

- **City of Monterey Park, Monterey Pass Road Complete Streets, Monterey Park, CA** – Grant/Funding Project Director
- **City of Monterey Park, ATP Cycle 4, Monterey Park, CA** – Grant/Funding Project Director
- **City of El Monte, Santa Anita Active Transportation CIP, El Monte, CA** – Grant/Funding Project Director
- **City of Bell Gardens, Citywide Safety Improvement ATP, Bell Gardens, CA** – Grant/Funding Project Director
- **OCTA, On-Call Support Services for State and Federal-Aid Project Programming, Orange County, CA** – Funding Project Director
- **California State University Fullerton (CSUF), Funding Administration for Nutwood Pedestrian/Gateway Bridge** – Funding Project Director





ALYSSA PHANEUF, PE

Grant Support and Funding Management

Alyssa has over 25 years of experience in the transportation industry. She has the unique ability to translate stakeholder needs into transportation solutions and has used this skill to write successful grant applications for her clients and receive funding for a variety of different projects, including transit improvement and transportation technology projects. She has won hundreds of millions of dollars through SB1, RAISE, INFRA, and LA Metro Call for Projects funding programs, among others. She understands that the key to a successful grant application is a story backed by data-driven analysis. Alyssa also specializes in transportation technology and systems integration. Alyssa recently won $134 million in SB1 funds in the latest cycle.

Professional Credentials

- Master of Science, Civil Engineering—Transportation, Georgia Institute of Technology
- Master of City and Regional Planning, Georgia Institute of Technology
- Bachelor of Science, Civil Engineering, University of California, Berkeley
- Professional Engineer in California #63123

Professional Affiliations

- Institute of Transportation Engineers (ITE), Board Member—Grade Crossings
- Intelligent Transportation Society (ITS), Board Member—California
- International Parking and Mobility Institute (IPMI), Member—Technology Committee

Relevant Experience

- **SGVCOG, ATP Grant Writing Services, Irwindale, CA** – Project Manager
- **Los Angeles Department of Transportation (LADOT), Application and Grant Writing for Large Infrastructure Projects, Los Angeles, CA** – Project Manager
- **City of Malibu, Grant Writing Assistance, Malibu, CA** – Project Lead
- **SBCAG, SB1 Grant Services and Grant Writing Services, Santa Barbara County, CA** – Project Manager



JASON MELCHOR, PE

Traffic Signal Modification

Professional Credentials

- Bachelor of Science, Civil Engineering, University of California, Irvine
- Professional Engineer in California #65218

Jason has over 20 years of experience in the management, design, and review of traffic engineering projects and has worked with clients in Los Angeles, Orange, Riverside, San Diego, and Santa Barbara counties on a multitude of traffic engineering projects. His traffic engineering experience includes traffic signal design, signing and striping, traffic control, street lighting, and signal interconnect and Intelligent Transportation System (ITS) design plans, and he has served as a key staff member on many transportation studies, traffic and civil engineering design and active transportation projects.

Relevant Experience

- **City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue, Monterey Park, CA** – Project Engineer
- **City of Glendale, Wilson Avenue Multimodal Improvements Project, Glendale, CA** – Project Engineer
- **City of Glendale, Glenoaks Boulevard Traffic Signal Modification, Glendale, CA** – Project Engineer
- **City of Burbank, PS&E for San Fernando Class I Bikeway, Burbank, CA** – Project Engineer
- **City of Santa Clarita, ITS Phase III and Signal Coordination Timing, Santa Clarita, CA** – Project Engineer





REBECCA UNG, EIT

Traffic Signal Modification

Professional Credentials

- Bachelor of Science, Civil Engineering, University of California, Irvine
- Engineer-in-Training in California #176402

Rebecca is a transportation analyst that has experience in communication design, signing and striping design, traffic signal modifications, traffic mitigation efforts, and traffic operations. She has experience in AutoCAD, Microsoft Excel, and Synchro. Also, Rebecca has worked on ITS projects, HSIP projects, opinions of probable costs, and encroachment permit applications for multiple local jurisdictions.

Relevant Experience

- **City of Inglewood, Westchester/Veterans Station Multimodal Connection, Inglewood, CA** – Project Manager
- **City of Inglewood, ITS Gap Closure Part II, Inglewood, CA** – Project Analyst
- **City of Glendale, Wilson Avenue Multimodal Improvements, Glendale, CA** – Project Analyst
- **City of Culver City, MOVE Culver City 2023, Culver City, CA** – Project Analyst
- **County of Ventura, Las Posas Road at 5th Street Intersection Improvement PS&E, Ventura County, CA** – Project Analyst
- **City of Maywood, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 11 Project, Maywood, CA** – Project Analyst
- **City of South El Monte, Traffic Signal Improvements at Various Signalized Intersections HSIP Cycle 9 Project, South El Monte, CA** – Project Analyst



MATTHEW JACOBSON, EIT, ENV SP

Signing and Striping

Professional Credentials

- Bachelor of Science, Civil Engineering, California State Polytechnic University, Pomona
- Engineer-in-Training in California #170803
- Envision Sustainability Professional #38203

Matthew is a civil analyst with experience in active transportation and multimodal design. He has worked on various bike and shared use lane projects. He has worked on signing and striping design, fiber-optic design, and ADA curb ramp design for various jurisdictions. He has worked on a wide variety of funding types including ATP, SS4A, and Measure M to deliver on projects with expedited schedules and lean budgets.

Relevant Experience

- **City of Inglewood, ITS Gap Closure Part II, Inglewood, CA** – Project Analyst
- **City of Culver City, Overland Avenue Bike Lane, Pedestrian, and High Friction Surface Treatment Improvement Project, Culver City, CA** – Project Analyst
- **City of Santa Clarita, Newhall Bike Boulevard, Santa Clarita, CA** – Project Analyst
- **City of Glendale, Wilson Avenue Multimodal Improvements, Glendale, CA** – Project Analyst
- **City of Glendale, Colorado Boulevard Multimodal Improvements, Glendale, CA** – Project Analyst
- **County of Ventura, Las Posas Road at 5th Street Intersection Improvement PS&E, Ventura County, CA** – Project Analyst
- **City of Palm Springs, Racquet Club Road Lane Reconfiguration, Palm Springs, CA** – Project Analyst





JIM FORBES

Signal Timing

FORBES Traffic Solutions

Professional Credentials

- Bachelor of Science, Computer Networking, California State University, Fullerton
- Business & General Courses, Fullerton College
- Traffic Engineering, University of California, Berkeley Extension

Jim provides specialized technical support to local and regional government agencies on all aspects of traffic systems and transportation products. He possesses extensive knowledge of product hardware and software applications, as well as systems installation and configuration. In addition, Jim is able to manage training and education on a wide array of industry equipment. He is a results-oriented innovator with over 30 years of sales engineering, managerial, and manufacturing experience with transportation systems, networking infrastructure, video vehicle detection/CCTV systems, and controller cabinet interface development. He is a self starter and convergent thinker able to quickly assess and solve complex traffic problems. Jim effectively builds an environment of creativity so he and his clients can enthusiastically address the constant challenge of working to solve and service complex traffic management needs.

Relevant Experience

- **CVAG, Regional Traffic Signal Synchronization Project, Coachella Valley, CA** – Systems Integration/Systems Engineer
- **City of South Gate, Atlantic and Firestone, Railroad Sequence and Queuing Design, South Gate, CA** – Systems Integration/Systems Engineer
- **City of San Rafael, SMART Rail Service, San Rafael, CA** – Systems Integration/Systems Engineer
- **City of Cypress, Inspection of 19 BBS installation, Cypress, CA** – Systems Integration/Systems Engineer
- **City of Orange, Database Conversion and Update, Orange, CA** – Systems Integration/Systems Engineer



RYAN CALAD, PE, TE

Signal Timing Task Lead

Professional Credentials

- Bachelor of Science, Ecology, University of California, Irvine
- Professional Engineer in California #91422
- Professional Traffic Engineer in California #2692

Ryan has more than 18 years of experience and is a recognized leader in the transportation and public works field. He has served as a project manager on various engineering projects and completed extensive work for bicycle and pedestrian improvements, roadway improvement plans, assessments, and signal operations projects. He has also served as the engineering lead for several active transportation, bike, pedestrian, and SRTS projects. He has an extensive planning and design background and is effective at anticipating and resolving problems and issues on concurrent project task orders involving multidisciplined project teams, agencies, and subconsultants.

Relevant Experience

- **City of Fullerton, Nutwood Avenue Bicycle and Pedestrian Mobility Improvements Project, Fullerton, CA** – Traffic Engineering Lead
- **City of Irvine, Strategic Active Transportation Plan, Irvine, CA** – Engineering/ITS Task Leader*
- **City of Culver City, Culver Boulevard Class IV Bike Lane Gap Closure, Culver City, CA** – Project Manager*
- **City of Santa Monica, Wilshire Boulevard Traffic Signal Modification Plans, Santa Monica, CA** – Project Manager*
- **City of Santa Monica, Ocean Avenue and Colorado Avenue Traffic Signal Modification, Santa Monica, CA** – Project Manager*
- **City of Santa Monica, Signal Synchronization, Santa Monica, CA** – Project Manager*
- **City of Long Beach, Studebaker Road Complete Streets/ITS Project, Long Beach, CA** – Task Manager*

**Prior to joining Kimley-Horn*





RICHARD LUO, TE

Traffic Signal Modification

Professional Credentials

- Master of Science, Civil and Environmental Engineering, University of Nevada, Reno
- Bachelor of Science, Civil Engineering, University of Nevada, Reno
- Professional Traffic Engineer in California #3136

Richard is a civil analyst with several years of experience in traffic operations and traffic signal design. He has supported the development of PS&E and signal timing modification tasks on multiple regional traffic signal synchronization program (RTSSP) projects for the Orange County Transportation Authority (OCTA). His work on these projects has given him extensive experience coordinating with a range of regional and municipal stakeholder agencies, which lends him a solid understanding of the expectations and deliverables necessary for this other signal modification efforts throughout Southern California.

Relevant Experience

- **City of Irvine, Culver Barranca Parkway Regional Traffic Signal Synchronization Program, Irvine, CA** – Project Engineer
- **City of Cerritos, Del Amo Boulevard Bridge Replacement and Signal Enhancement Project, Cerritos, CA** – Project Engineer
- **OCTA, Crown Valley Parkway and Moulton Parkway/Golden Lantern RTSSPs, Orange County, CA** – Project Engineer
- **City of Laguna Niguel, Alicia Parkway Regional Traffic Signal Synchronization Program Project Design, Implementation, and Project Management Services, Laguna Niguel, CA** – Project Engineer



ELBERT CHANG, PE, TE

Fiber-Optic Communications

Professional Credentials

- Master of Science, Transportation Engineering, University of California, Berkeley
- Bachelor of Science, Civil Engineering, University of California, Berkeley
- Professional Engineer in California #61548
- Professional Traffic Engineer in California #2244

Professional Affiliations

- Institute of Transportation Engineers (ITE), Member

Elbert has 26 years of extensive planning, engineering, and management experience in a variety of communications and ITS projects in both the private and public sector. He has worked on numerous projects involving traffic signal and communications network design, transit signal priority design and implementation, signal timing coordination plan implementation, and analysis and simulation of traffic signal operations. He has prepared PS&E documents for new and modified traffic signals, ITS communication, transit improvement, pavement rehabilitation and complete streets, and various streetscape and roadway safety projects, including construction phasing and traffic control plans, conforming to latest Caltrans, Greenbook, and National Association of City Transportation Officials (NACTO) standards.

Relevant Experience

- **City of Oakland, MacArthur Smart City Corridor ITS Design, Oakland, CA** – Project Manager
- **City of Oakland, Fiber Network Master Plan Update, Oakland, CA** – Project Manager
- **MTC, I-880 Integrated Corridor Mobility (ICM) Project, Alameda, CA** – Project Engineer
- **City of Concord, Fiber-Optic Communications System Infrastructure Inventory, Concord, CA** – Project Engineer
- **City of Modesto, LinkModesto Fiber Infrastructure Master Plan, Modesto, CA** – Project Manager
- **Port of Oakland, Security Fiber-Optic Network Expansion and Redundancy Project Design, Port of Oakland, CA** – Project Manager





MATT GIBSON

Metro/CPUC Coordination

Professional Credentials

- Bachelor of Science, Civil Engineering, Rose-Hulman Institute of Technology
- Professional Engineer in Florida #69872

Matt brings 23 years of design and construction experience for general civil and roadway work, rail and track, and many types of utilities. He is also experienced with project management and project controls, scheduling, monitoring and managing task progress, and promoting effective communication both internally and with clients and subconsultants. His recent experience includes projects for the Southern California Regional Rail Association where he served as point person for design integration and deputy project manager on the Simi Valley and Canyon Double Track projects.

Relevant Experience

- **SCRRA, Canyon Double Track Project, Los Angeles County, CA** – Deputy Project Manager
- **SCRRA, Balboa Double Track Project, Los Angeles County, CA** – Senior Engineer
- **SCRRA, Simi Valley Double Track and Platform Project, Lose Angeles County, CA** – Deputy Project Manager
- **SCRRA, Cogswell Grade Crossing, Los Angeles County, CA** – Senior Engineer
- **LA Metro, North Hollywood to Pasadena BRT Planning and Environmental Study, Los Angeles to Glendale, CA** – Senior Engineer



E. SUBCONSULTANTS' EXPERIENCE

We have included introductions for each of our subconsultant partners below.

AVANT-GARDE – *Grant Management*

Since its founding in 2002, Avant-Garde has specialized in grant writing and administration, program management, compliance management, construction coordination, and community outreach. Known for their innovation and excellence, the firm has successfully secured ***$560.5 million in competitive grants***, demonstrating its expertise in navigating federal and state requirements across various sectors, including park development, public safety, and education. Each member of Avant-Garde's staff has provided professional consultant services on similar projects in the past and is thoroughly familiar with the processes required pursuant to Caltrans Local Assistance Procedures and Metro funding administration procedures. Avant-Garde has provided exceptional services to all clients and has successfully completed audits with Caltrans, Metro and the Federal Highway Administration. Their files are organized in a manner that is conducive to the auditor's review and they have cleared all the audits conducted on federally funded projects that were administered.

AVANT GARDE
Grants
Compliance
Funding Management
Community Outreach

Kimley-Horn and Avant-Garde have successfully secured a combined

$1.5B+

in competitive grant funding for California agencies over the past 20 years!

RELEVANT EXPERIENCE

CITY OF BELL GARDENS, CITYWIDE COMPLETE STREETS IMPROVEMENTS PHASE 1 ATP CYCLE 5

Avant-Garde prepared the Active Transportation Program Cycle 5 application, created maps and other exhibits, drafted and coordinated letters of support, and coordinated with an engineer to receive all the required technical attachments such as an engineer's estimate and project plans. The project will incorporate various pedestrian, bicyclist, and traffic calming improvements such as crosswalks, mini traffic circles, curb ramps, bike route striping, and pedestrian signals. Avant-Garde is currently administering the funds ($6,499,000) and providing project oversight to ensure the project meets Caltrans' scheduling requirements for each phase and funds are disbursed in a timely matter.

In just the past seven years, Avant-Garde has partnered with Kimley-Horn to provide grant and funding support on more than 20 projects throughout Los Angeles County and Orange County.

CALVADA SURVEYING, INC. – *Survey*

CALVADA SURVEYING, INC.

Established in 1989, Calvada Surveying, Inc. (Calvada) is a Disabled Veteran and Minority Disadvantaged-Owned land surveying firm providing professional land surveying services on approximately 200 projects annually across California, supporting a wide range of civil engineering and infrastructure initiatives. Calvada is both a pioneer of advanced land surveying technology and a family-oriented company with an immensely dedicated and experienced staff, including professional land surveyors, qualified field and office personnel, in-house support staff, mapping technicians, and project managers.

RELEVANT EXPERIENCE

CITY OF LOS ANGELES, SIDEWALK IMPROVEMENT PROJECT

This project involved surveying 12 intersections throughout Los Angeles and providing design files for updating the sidewalk and ADA ramps and making other site improvements. Calvada conducted a comprehensive topographic survey of the 12 project areas, which included mapping the natural and man-made features of the area such as elevations, contours, drainage, and structures. With the information gathered, Calvada prepared a topographic survey map and a control map, detailing the survey monumentation, which was crucial for the client's future land development and construction plans.

Kimley-Horn and Calvada's exceptional relationship spans more than 20 years, during which Calvada has provided Kimley-Horn with surveying and mapping services on over 800 public and private sector projects.



COUNTS UNLIMITED – *Traffic Data Collection*

Counts Unlimited has specialized in traffic data collection for over 35 years, bringing an understanding of the critical role accurate data plays in transportation planning and the delivery of reliable, high-quality results. Counts Unlimited maintains an extensive inventory of traffic counting equipment, including over 200 ADT machines (volume, speed, and classification), 50 manual data collection devices, and more than 150 high-definition video cameras. These tools support a wide range of count types such as intersection turning movement counts, pedestrian and bicycle counts, mainline freeway counts, queuing counts, and license plate surveys. For radar speed surveys, Counts Unlimited has 15 handheld radar guns operated by certified staff members. Additionally, their team conducts travel time runs using GPS-enabled laptops paired with dashcam video recording systems. Counts Unlimited specializes in the following traffic data collection services:

- Turning Movement Counts
- Average Daily Traffic Counts
- Classification Counts
- Speed Counts
- Radar Speed Surveys
- Parking Lot Surveys
- Signal Warrants
- GPS Travel Time Surveys
- Vehicle Occupancy Counts
- Origin/Destination Surveys
- Pedestrian Surveys
- Transit Ridership Surveys
- Vehicle Intercept Surveys
- Pedestrian Surveys
- Railroad Crossing Surveys
- Gate/Driveway Count

RELEVANT EXPERIENCE

CITY OF SOUTH PASADENA, TRAFFIC DATA COLLECTION SERVICES

Counts Unlimited brings extensive experience conducting traffic counts in the City of South Pasadena, routinely conducting multiple projects each year. Their team recently completed traffic data collection for the City's 2025 Engineering and Traffic Survey, wherein they performed radar speed surveys and 24-hour ADT counts at 58 locations. Counts Unlimited has also conducted data collection projects in support of stop/signal warrant counts at various locations in South Pasadena as well.

Kimley-Horn and Counts Unlimited share an impressive track record of successful partnerships, having delivered nearly 200 projects together in California over the course of nearly 20 years.

GEOTECHNICAL PROFESSIONALS, INC. – *Geotechnical Engineering*

Geotechnical Professionals Inc. (GPI) is a California Corporation providing geotechnical engineering services to public and private clients throughout Southern California for over 35 years. Since 1989, GPI has been providing geotechnical services for diverse projects including new roadways, street rehabilitation, schools, parks, hospitals, hillside repairs, landslide mitigation, seismic retrofits, police/fire stations, animal shelters, bridges, reservoirs, pipeline tunneling, retail centers, industrial centers, parking structures, apartment buildings, and office buildings. GPI offers the experience and strengths of a large firm and responsiveness of a smaller firm. All projects are managed by a principal owner of the firm, and each principal is a registered Geotechnical Engineer with over 30 years of experience.

RELEVANT EXPERIENCE

CITY OF FONTANA, SLOVER AVENUE PAVEMENT EVALUATION STUDY AND STREET IMPROVEMENTS

GPI provided geotechnical investigation and design services for distressed pavement mitigation, street widening, and underground utility tie-ins within Slover Avenue and onsite stormwater infiltration. GPI's scope included borings within City right-of-way, traffic control, encroachment permits, infiltration and laboratory testing, engineering analyses, developing design and construction recommendations, preparation of a geotechnical investigation report, and ongoing consultation with the design team.

GPI has partnered with Kimley-Horn on many projects over the last 20+ years, including the UCI Rehabilitation Facility in Mead Valley, the St. Joseph Medical Office Building in Orange, and the Manheim Parking Lot in Riverside.



HAMILTON BIOLOGICAL CONSULTING, INC. – *Tree Inventory*

Hamilton Biological Consulting, Inc. (Hamilton Biological) specializes in the practical application of environmental policies and regulations to land management and land use decisions in Southern California. For more than 30 years, they have operated as part of an informal network of environmental specialists that can provide a wide range of services related to the application of local, state, and federal land use policies and regulations. President and owner, Robert Hamilton, has amassed extensive experience conducting field surveys of the trees within a project's limits and summarizing the information within a tree inventory.

RELEVANT EXPERIENCE

CITY OF MONTEREY PARK, MONTEREY PASS ROAD COMPLETE STREETS

As a subconsultant to Kimley-Horn, Hamilton Biological will be providing a tree inventory for the 1.6-mile Monterey Pass Road corridor as part of this complete streets effort to enhance connectivity between residential neighborhoods, schools, job centers, and commercial corridors. Hamilton Biological will conduct a field survey of the trees within the project limits and summarize their findings in a tree inventory, including identification of tree trunk diameters and heights along the corridor.

In addition to our teams' current partnership in Monterey Park, Kimley-Horn and Hamilton Biological have been working together over the past four years on various projects in Burbank, Santa Monica, and Santa Clarita.

FORBES TRAFFIC SOLUTIONS – *Signal Timing*

Jim Forbes of Forbes Traffic Solutions has been an integral contributor to the transportation industry for over 30 years. He has successfully resolved various infrastructure/design challenges and assisted various agencies in updating and converting existing controller database information to new controllers. Jim also has experience resolving intersection and systems traffic control issues for upcoming major area events, communication systems, timing coordination, emergency vehicle and railroad preemption, transit signal priority systems, and control operations issues. Jim is also highly proficient with technologies such as fiber, cellular, copper, and radio.

TRAFFEX ENGINEERS – *Signal Timing*

Nazir Lalani, PE, TE of Traffex Engineers has provided traffic signal timing services for hundreds of traffic signals, including timing signals for independent, isolated operation and coordinating timing for signals in synchronized systems. Nazir has implemented ITS central systems, including Aries, Centracts, and Quicnet, to monitor the performance of individual signals and groups of coordinated signals. His recent completed traffic signal synchronization projects include all of major corridors in the City of La Quinta as well as many other major intersections throughout the Coachella Valley, Orange County, and Ventura County.

RELEVANT EXPERIENCE

CITY OF PALM DESERT, TRAFFIC OPERATIONS AND CAPACITY IMPROVEMENTS

As partners to Kimley-Horn, Forbes Traffic Solutions and Traffex Engineers are currently working with the City of Palm Desert to conduct capacity and operational studies at 50 of the City's most problematic intersections with the goal of improving safety, connectivity, and access. This project will build upon the results of the City's recently completed LRSP and Engineering and Traffic Survey studies. The project aims to supplement the improvements made from other ongoing projects, such as the CV Link Connector and the regional CV Sync Program, and will support the City in evaluating, troubleshooting, and fine-tuning signal timing and coordination changes introduced as part of these projects.

Forbes Traffic Solutions, Traffex Engineers, and Kimley-Horn all regularly partner together, having delivered numerous traffic signal operations and signal systems design projects together over the past seven years.

F. FEE PROPOSAL

Per the City's RFP, our fee proposal—including our fee schedule of current hourly rates for applicable personnel—has been submitted as a separate file on PlanetBids under the "Cost File" attachment section.



G. SCHEDULE

Kimley-Horn has a strong track record of delivering successful projects on time and under budget. From working with complex design challenges to navigating conflicting alternatives and political pressure, our team continues to keep award-winning, quality client service on top. Based on our understanding of the project and anticipated Notice-to-Proceed (NTP) on October 7, 2025, **we anticipate being able to complete the project ahead of the design deadline of September 1, 2026.**

In order to accomplish this we have identified several key steps to hit the ground running with and avoid downtime.

Task	*Task Description*	*Assuming NTP October 7, 2025*																					
		2025						2026															
		Oct		Nov		Dec		Jan		Feb		Mar		Apr		May		Jun		July			
Task 1	**Project Management**																						
1.1	Kick Off Meeting																						
1.2	Project Meetings																						
1.3	Third-Party Agency Coordination Meetings																						
1.4	Project Schedule																						
1.5	Project Reporting and Invoicing																						
Task 2	**Existing Conditions and Data Collection**																						
2.1	Review Existing Documents																						
2.2	Site Observation																						
2.3	Topographic Survey and Right-of-Way Mapping				◆																		
2.4	Utility Coordination and Base Mapping																						
2.5	Permit Utility Applications																						
2.6	Geotechnical Investigation and Infiltration Testing				◆																		
Task 3	**Conceptual Design Development**																						
3.1	Conceptual Design Plans		◆			◆																	
3.2	Basis of Design Memorandum		◆			◆																	
Task 4	**Community Outreach and Public Engagement**																						
4.1	Community Outreach Plan					◆																	
4.2	Community Outreach Tools and Materials					◆																	
4.3	In-Person Community Outreach (4)							★	★		★	★											
4.4	PWIC and City Council Meetings (4)									★			★					★			★		
Task 5	**Project Approval and Environmental Document (PA&ED)**																						
5.1	Environmental Documentation					◆				◆													
5.2	Project Description					◆				◆													
5.3	Traffic Corridor Study (LOS, Parking, Safety; 2 Warrant Analysis)					◆				◆													
5.4	Drainage and Water Quality Exhibit					◆				◆													
5.5	Tree Inventory Report and Map					◆																	
5.6	Categorical Exemption (CE) Memorandum					◆				◆													
Task 6	**Preliminary Engineering (30% PS&E)**																						
6.1	Preliminary Design Plans																						
6.2	Preliminary OPCC																						
Task 7	**Final PS&E Design**																						
7.1	60% Plans, Specifications, OPCC											◆											
7.1	Draft H&H, WQMP, SWPPP											◆											
7.2	90% Plans, Specifications, OPCC													◆									
7.2	Final H&H, WQMP, SWPPP													◆									
7.3	100% Plans, Specifications, OPCC																			◆			
Task 8	**Bidding Services**																						
8.1	Existing Conditions, Review, Concept of Operations												◆			◆			◆				
8.2	Coordinated Optimized Traffic Signal Timing																				◆		
8.3	Signal Timing Field Implementation and Fine Tuning																						
Task 9	**Construction Phase Services**																						
9.1	Attend Pre-Bid Meeting																						
9.2	Respond to Bidder's Questions																						
9.3	Review Bids																						
Task 10	**Construction Phase Services**																						
10.1	Attend Pre-Construction Meeting (1)																						
10.2	Attend Construction Meetings (4)																						
10.3	Review RFI's, Shop Drawings, and Material Submittals																						
10.4	Record Drawings																						

Team Production Agency Review Public Outreach ★ Submittal ◆

30 Days

- Set up project financials and reporting
- Kick off topographic survey, traffic data, and tree inventory
- Distribute utility letters
- Prepare conceptual design alternatives

60 Days

- Obtain topographic survey, traffic data, and tree inventory
- Complete utility base mapping
- Advance conceptual design alternatives
- Develop drainage and water quality concepts

90 Days

- Complete traffic corridor study
- Submit draft Environmental documentation
- Prepare draft community Outreach materials
- Prepare for community outreach and PWIC meetings

KIMLEY-HORN QUALITY CONTROL IS

ACHIEVED
Through adequate planning, coordination, supervision, and technical direction

CONTROLLED
By assigning a manager to evaluate all work flow and procedures

SECURED
Through careful surveillance of work activities by parties not involved in the initial efforts

VERIFIED
Through independent reviews by qualified staff



H. ACCEPTANCE STATEMENT

Kimley-Horn has reviewed the City's standard consultant services agreement and would like to discuss modifications to the terms and conditions outlined therein. Our proposed modifications have been provided in **Section J. Proposal Exceptions** per the City's RFP.



I. REFERENCES

Kimley-Horn values the long-lasting, trusted relationships we have developed with our clients, and much of our success over the last 58 years is directly related to our efforts to provide consistent, high quality, and timely services. As trusted advisors, our firm works diligently on behalf of our clients, as demonstrated by the projects provided on the following pages. We encourage you to contact our clients directly regarding our team's work history and quality of service.

CITY OF MONTEREY PARK

Monterey Pass Road Complete Streets. Spanning 1.6 miles from Floral Drive to Garvey Avenue/South Fremont Avenue, this transformative project will enhance connectivity between residential neighborhoods, schools, job centers, and commercial corridors. Kimley-Horn has been providing planning, public outreach, and design services. Outreach considered different stakeholder groups such as businesses, community organizations, and multi-lingual language needs. This inclusive engagement culminated in a concept that reflected the community's priorities and was formally approved by City Council. Kimley-Horn is currently advancing 60% PS&E and construction is anticipated to begin February 2026. *See page 12 for an extended project description.*

Client Reference: Ziad Mazboudi, City Project Manager | 626.532.2018 | zmazboudi@montereypark.ca.gov
Start/Completion Dates: January 2025 – Ongoing

CITY OF CULVER CITY

> **"Jean truly provides the combination of a hands-on approach, attention to detail, and client service needed to deliver a successful project."**
>
> *-Andrew Maximous, City of Culver City*

Overland Avenue Bike Lane, Pedestrian, and High Friction Surface Treatment Improvement Project. Kimley-Horn is preparing engineering PS&E for proposed bike lane, pedestrian, and High Friction Surface Treatment (HFST) improvements. The project will include the installation of Class II and Class IV bike lanes, traffic signal modifications at six locations, new traffic signal installation at one location, installation of fiber-optic cable and conduit at three locations, ADA ramp upgrades, sidewalk widening, driveway upgrades, additional shade trees and benches, and HFST improvements. Following a field review of existing conditions, our team prepared conceptual design graphics for the proposed bike lane improvements along the entire project corridor. After confirmation of the conceptual design, Kimley-Horn will prepare signing and striping plans, traffic signal modification plans, traffic signal installation plans, communication design plans, and HFST PS&E. *See page 14 for an extended project description.*

MOVE Culver City 2023. Kimley-Horn is developing a Quick Build solution to change the original MOVE Culver City Design and preparing designs to include Class II or Class IV bike lanes on Adams Boulevard between Washington Boulevard/Fairfax Avenue. Kimley-Horn prepared a conceptual cross sections technical memorandum followed by conceptual striping plans for each segment. Striping plans were prepared according to City and Caltrans standards and MOVE Culver City Design Guidelines. Following approval, Kimley-Horn prepared final plans and an opinion of probable construction cost for signing and striping and traffic signal modifications. *See page 14 for an extended project description.*

Client Reference: Andrew Maximous, Mobility and Traffic Engineering Manager | 310.253.5628 | andrew.maximous@culvercity.org
Start/Completion Dates: February 2023 – Ongoing (Overland Avenue); September 2022 – Ongoing (MOVE Culver City)

CITY OF INGLEWOOD

ITS Gap Closure Part II. The City of Inglewood is developing the ITS Gap Closure Improvement Project Part II to mitigate the impacts on the existing transportation network at the new Inglewood Basketball Entertainment Center (IBEC)—now named the Intuit Dome. The City has partnered with Kimley-Horn for engineering design services to implement traffic and ITS improvements at the IBEC-impacted intersections. The improvements will span 28 intersections and will be complemented by fiber-optic gap closure and changeable message signs for wayfinding. *See page 16 for an extended project description.*

Westchester/Veterans Station Multimodal ATP Connection. Kimley-Horn is providing project management, utility coordination, environmental clearance, engineering design, grant administration, and construction support services for the Active Transportation Program Cycle 7 Westchester/Veterans Station Multimodal Connection Project. Kimley-Horn is developing PS&E for the approximately 1,850 linear feet on Florence Boulevard from Hindry Avenue to West Hyde Park Boulevard. *See page 16 for an extended project description.*

Client Reference: Peter Puglese, City Traffic Engineer | 310.412.5607 | ppuglese@cityofinglewood.org
Start/Completion Dates: February 2019 – Ongoing (ITS Gap Closure Part II); October 2024 – Ongoing (Westchester/Veterans Station)



CITY OF SANTA CLARITA

ITS Phases II - VII. Kimley-Horn has been updating the ITS system throughout the City of Santa Clarita over the past 20 years across six project phases. This has included the design of a web-based traveler information system, installation of a redundant fiber-optic communication system and design of about 14,000 feet of fiber-optic traffic signal interconnects, deployment of the Transparity adaptive system along major corridors, resynchronization of 148 signalized intersections, and the development of an integrated corridor management project for the City. *See page 22 for an extended project description.*

Client Reference: Cesar Romo, Traffic Signal Administrator | 661.286.4002 | cromo@santa-clarita.com
Start/Completion Dates: August 2006 – Ongoing

> **"I consider Kimley-Horn as an augmentation of my staff."**
> *-Cesar Romo, City of Santa Clarita*

CITY OF PALM SPRINGS

Racquet Club Road and South Palm Canyon Road Reconfiguration. Kimley-Horn is delivering planning, outreach, and design services to reconfigure approximately 2.3 miles of corridor along Racquet Club Road and South Palm Canyon Drive. The project will close pedestrian infrastructure gaps, introduce new Class II and Class IV bike lanes, upgrade sidewalks and ADA curb ramps, enhance crosswalk visibility, and improve traffic operations and circulation. These improvements will strengthen connections to surrounding neighborhoods, schools, and commercial areas while promoting safer and more accessible walking, bicycling, and transit use. *See page 18 for an extended project description.*

Client Reference: Francisco Jaime, Principal Civil Engineer | 760.323.8299 | francisco.jaime@palmspringsca.gov
Start/Completion Dates: March 2024 – Ongoing

CITY OF GLENDALE

Multimodal Improvement Projects. Kimley-Horn is providing planning and engineering services to the City of Glendale for various multimodal improvement projects, including along Wilson Avenue and along Colorado Street. For the projects, Kimley-Horn is providing robust public outreach efforts along with transportation planning, civil and traffic engineering, and complete streets design, with the end goal of developing designs that balance transportation modes while incorporating community feedback and sustainability elements. *See page 17 for an extended project description.*

Client Reference: Pastor Casanova, Principal Traffic Engineer | 818.548.3945 | pcasanova@glendaleca.gov
Start/Completion Dates: March 2024 – Ongoing (Wilson Avenue); May 2024 – Ongoing (Colorado Street)

ADDITIONAL CLIENT REFERENCE

CITY OF AGOURA HILLS

***Agoura Road Bike Lane Project.** Kimley-Horn prepared PS&E for the construction of a bicycle lane for approximately two miles of Agoura Road, between Kanan Road and the western City boundary with the City of Westlake Village. The project, which provides Class II bike lanes, is complete. Our services included traffic engineering (signage and striping) and civil design to widen the road, relocating curb and gutter, adjusting drainage features, repairing damaged areas of the road, and providing a rubberized asphalt overlay. We also retained an arborist to assist with minimization of oak tree impacts in determining the layout and design of the project.

Client Reference: Ramiro Adeva, Assistant City Manager | 818.597.7353 | radeva@agourahillscity.gov

**Project completed more than 5 years ago*

> **"I have had the chance to work with Kimley Horn for many years, and they are excellent in regards to customer service. Responsiveness, professional, adaptive, versatile, client-oriented, quality AND quantity, and practical are all things that come to mind when I reflect on my experiences with Kimley Horn. Simply a great group of people from top to bottom."**
> *- Ramiro Adeva, City of Agoura Hills*



J. PROPOSAL EXCEPTIONS

Kimley-Horn has reviewed Appendix 8 Professional Services Agreement and would like to discuss the following modifications to the terms.

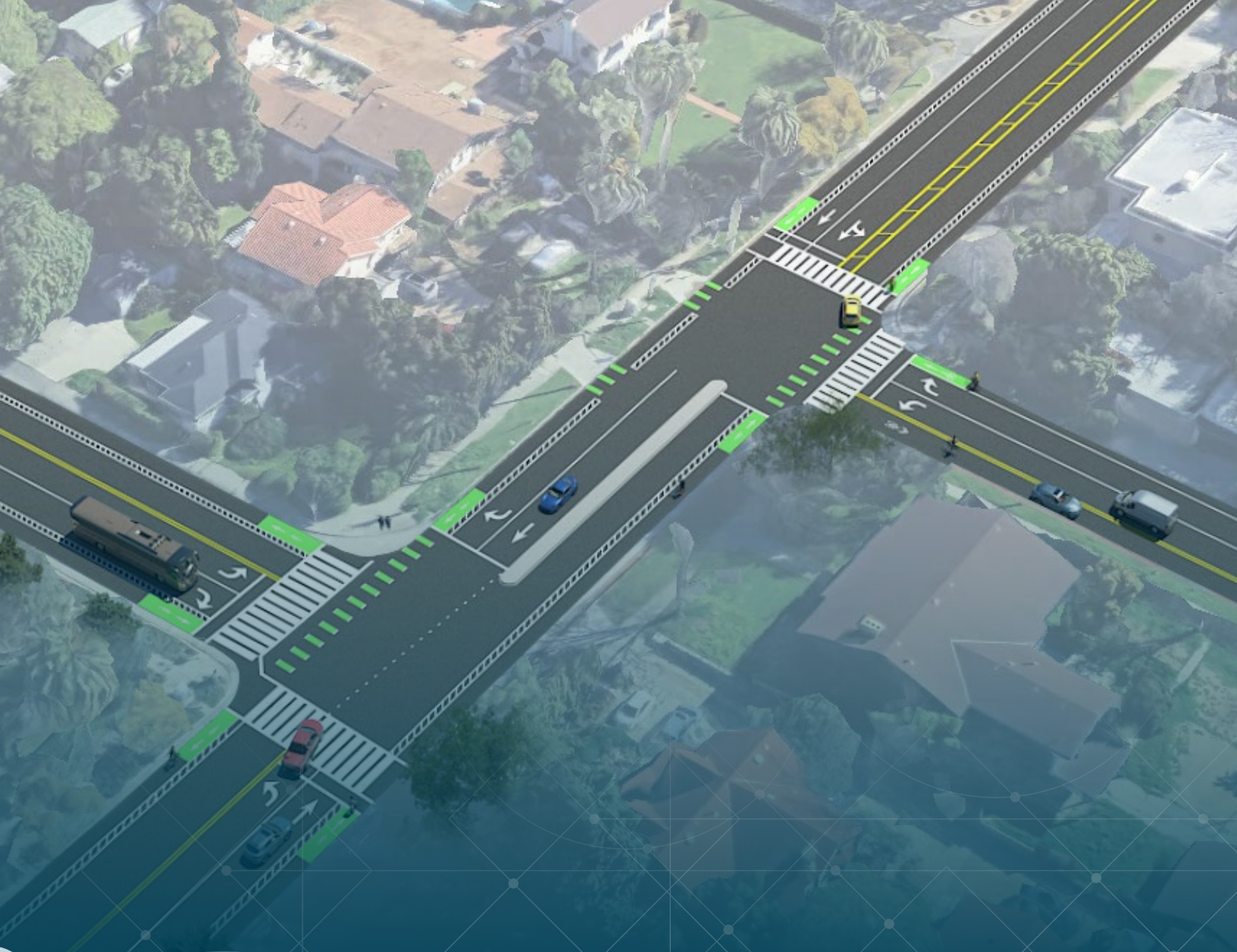
5.9. Permits and Approvals. Consultant shall ~~obtain~~, at its sole cost and expense, keep in effect at all times during the term of this Agreement all professional licenses, permits and ~~regulatory~~ approvals of whatever nature that are legally required to practice its profession ~~necessary for Consultant's performance of this Agreement. This includes, but shall not be limited to, professional licenses,~~ Consultant will assist the Client in applying for or obtaining any permits or regulatory approvals stated in Consultants scope of services, including but not limited to, as applicable, encroachment permits and building and safety permits and inspections.

11.2 Consultant to Indemnify City. To the fullest extent permitted by law, Consultant shall indemnify, hold harmless, and defend City from and against any and all claims, losses, costs or expenses for any personal injury or property damage to the extent arising out of, pertaining to or relating to ~~or in connection with~~ Consultant's ~~alleged~~ negligence, recklessness or willful misconduct or other wrongful acts, errors or omissions of Consultant or failure to comply with any provision in this Agreement.

11.4 Attorneys Fees. Such costs and expenses shall include reasonable attorneys' fees for counsel of City's choice, expert fees and all other costs and fees of litigation. ~~Consultant shall not be entitled to any refund of attorneys' fees, defense costs or expenses in the event that it is adjudicated to have been non-negligent.~~ In no event shall the cost to defend charged to the Consultant exceed the Consultant's proportionate percentage of fault.

~~**11.5 Defense Deposit.** The City may request a deposit for defense costs from Consultant with respect to a claim. If the City requests a defense deposit, Consultant shall provide it within 15 days of the request.~~

12.12. Consultant's Insurance Primary. The insurance provided by Consultant, other than Worker's Compensation, professional liability and employer's liability including all endorsements, shall be primary to any coverage available to City. Any insurance or self-insurance maintained by City and/or its officers, employees, agents or volunteers, shall be in excess of Consultant's insurance and shall not contribute with it.





CONTACT

Jean Fares, PE

jean.fares@kimley-horn.com

213.354.9402

660 South Figueroa Street, Suite 2050, Los Angeles, CA 90017

www.kimley-horn.com

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Kimley»Horn

Expect More. Experience Better.

EXHIBIT B

Project Fees and Hourly Billing Rates

For the Scope of Services and any additional services or change orders agreed upon by the parties, Consultant and Consultant's subcontractors, shall be paid at the hourly rates set forth in the "Approved Fee Schedule" attached herein as part of this Exhibit B. The hourly rates set forth in the Approved Fee Schedule shall remain in effect for the entire term of this Agreement

Compensation for the Scope of Services shall not exceed the Consideration amount of $2,218,328.



660 South Figueroa Street, Suite 2050
Los Angeles, CA 90017
TEL 213.261.4040

FEE PROPOSAL COVER LETTER

September 25, 2025

Bassam AL-Beitawi
City of South Pasadena
Public Works Department
1414 Mission Street
South Pasadena, CA 91030

RE: Proposal for Engineering Design Services for the Huntington Drive and Fremont Avenue Corridor Improvements Project

Dear Mr. AL-Beitawi and Members of the Selection Committee:

Per the City's RFP, we have provided our fee proposal and current hourly rate sheets. We welcome the opportunity to discuss our fee with the City and are flexible to adjustments and refinements as necessary to better accommodate your needs on this project.

Thank you for considering our proposal. Kimley-Horn is excited about this opportunity to continue our partnership and build on our relationship with the City. Should you have any questions, project manager **Jean Fares, PE** will serve as our point of contact for this proposal and can be reached directly at 213.354.9402, by email at jean.fares@kimely-horn.com, or at the address listed above.

Sincerely,

Kimley-Horn and Associates, Inc.

Jean Fares, PE
Project Manager/Senior Vice President*

**As Senior Vice President, Jean Fares, P.E. is authorized to act on behalf of and bind the firm.*

City of South Pasadena
Huntington Drive and Fremont Avenue Corridor Improvements Project

		Kimley-Horn and Associates, Inc.																	
	Category/Title	Project Manager	QA/QC Manager	Senior Engineer/ Planner II	Senior Engineer/ Planner I	Engineer/ Planner	Analyst III	Analyst II	Analyst I	Project Support	KH COST	AVANT GARDE	CALVADA	COUNTS UNLIMITED	GPI	HAMILTON BIO	FORBES	TRAFFEX	TOTAL PROJECT COST
	Billing Rate	$415.00	$375.00	$345.00	$280.00	$240.00	$215.00	$190.00	$165.00	$145.00									
Task 1	**Project Management**	**67**	**14**	**62**	**14**	**47**	**92**	**42**	**0**	**2**	**$ 97,695**	**$ 32,296**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 129,991**
1.1	Kick Off Meeting	2	4	2	4	2	2	2		2	$ 5,720								$ 5,720
1.2	Project Meetings (30)	30	10	15	10	5	30				$ 31,825	$ 9,856							$ 41,681
1.3	Third-Party Agency Coordination Meetings (40)	10		30		40	20				$ 28,400								$ 28,400
1.4	Project Schedule	10						40			$ 11,750								$ 11,750
1.5	Project Reporting and Invoicing	15		15			40				$ 20,000	$ 22,440							$ 42,440
Task 2	**Existing Conditions and Data Collection**	**10**	**7**	**12**	**11**	**40**	**47**	**60**	**70**	**6**	**$ 57,520**	**$ -**	**$ 218,130**	**$ -**	**$ 37,785**	**$ -**	**$ -**	**$ -**	**$ 313,435**
2.1	Review Existing Documents	2	5	5		5	5	20			$ 10,505								$ 10,505
2.2	Site Observation	2	2		4		20		20		$ 10,300								$ 10,300
2.3	Topographic Survey and Right-of-Way Mapping	2				5			30	2	$ 7,270		$ 218,130						$ 225,400
2.4	Utility Coordination and Base Mapping	2		5		5	20		20	2	$ 11,645								$ 11,645
2.5	Permit Utility Applications	2			5	25		40			$ 15,830				$ 37,785				$ 53,615
2.6	Geotechnical Investigation and Infiltration Testing			2	2		2			2	$ 1,970								$ 1,970
Task 3	**Preliminary Design**	**6**	**10**	**10**	**20**	**0**	**40**	**40**	**40**	**0**	**$ 38,090**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 38,090**
3.1	Conceptual Design Plans	4	5	10	15		30	30	30		$ 28,285								$ 28,285
3.2	Basis of Design Memorandum	2	5		5		10	10	10		$ 9,805								$ 9,805
Task 4	**Community Outreach and Public Engagement**	**27**	**2**	**40**	**65**	**50**	**30**	**60**	**0**	**82**	**$ 85,695**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 85,695**
4.1	Community Outreach Plan	2	2		10		10	20		2	$ 10,620								$ 10,620
4.2	Community Outreach Tools and Materials	5			15	10	20			40	$ 18,775								$ 18,775
4.3	In-Person Community Outreach (4)	10		20	20	20		20		20	$ 28,150								$ 28,150
4.4	PWIC and City Council Meetings (4)	10		20	20	20		20		20	$ 28,150								$ 28,150
Task 5	**Project Approval and Environmental Document (PA&ED)**	**7**	**15**	**10**	**75**	**44**	**68**	**204**	**50**	**5**	**$ 105,895**	**$ -**	**$ -**	**$ 20,240**	**$ -**	**$ 9,658**	**$ -**	**$ -**	**$ 135,793**
5.1	Project Description		2			4		10			$ 3,610								$ 3,610
5.2	Traffic Corridor Study (LOS, Parking, Safety; 2 Warrant Analysis)	5	5	10	35	10	60	100	40	2	$ 58,390			$ 20,240					$ 78,630
5.3	Drainage and Water Quality Calculations/Exhibit	2	4		20	30		80	10		$ 31,980								$ 31,980
5.4	Tree Inventory Report and Map		2		2			2		2	$ 1,980					$ 9,658			$ 11,638
5.5	Categorical Exemption (CE) Memorandum		2		18		8	12		1	$ 9,935								$ 9,935
Task 6	**Preliminary Engineering (30% PS&E)**	**10**	**15**	**10**	**15**	**50**	**90**	**210**	**180**	**0**	**$ 118,375**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 118,375**
6.1	Plans	5	10	10	15	40	80	200	150		$ 103,025								$ 103,025
6.2	OPCC	5	5			10	10	10	30		$ 15,350								$ 15,350
Task 7	**Final Engineering (60%, 90%, 100% PS&E)**	**88**	**270**	**225**	**440**	**815**	**1220**	**1655**	**930**	**0**	**$ 1,264,395**	**$ 5,104**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,269,499**
7.1	60% PS&E																		
7.1.1	Plans	40	100	120	230	400	600	750	650		$ 634,650								$ 634,650
7.1.2	Specifications	2		10	10		20	30			$ 17,080								$ 17,080
7.1.3	OPCC	2		5	5	15	20	20			$ 15,655								$ 15,655
7.1.4	Draft H&H, WQMP, SWPPP	2	5	15	30	50		100			$ 47,280								$ 47,280
7.2	90% PS&E																		
7.2.1	Plans	20	80	60	100	250	400	500	200		$ 361,000								$ 361,000
7.2.2	Specifications	2	10		10		20	20			$ 15,480								$ 15,480
7.2.3	OPCC	2	10			10	20	20			$ 15,080								$ 15,080
7.2.4	Final H&H, WQMP, SWPPP	2	5		30	20		60			$ 27,305								$ 27,305
7.3	100% PS&E																		
7.3.1	Plans	10	30	15	15	45	100	100	80		$ 89,275	$ 5,104							$ 94,379
7.3.2	Specifications	2	10		10		10	20			$ 13,330								$ 13,330
7.3.3	OPCC	2	10			15	20	20			$ 16,280								$ 16,280
7.3.4	Final PS&E Package	2	10			10	10	15			$ 11,980								$ 11,980
Task 8	**Traffic Signal Coordination, Timing Plans, and Implementation**	**5**	**10**	**34**	**0**	**10**	**0**	**90**	**85**	**0**	**$ 51,080**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 14,410**	**$ 15,840**	**$ 81,330**
8.1	Existing Conditions, Review, Concept of Operations	2		5				40	40		$ 16,755								$ 16,755
8.2	Coordinated Optimized Traffic Signal Timing	2	5	24		5		40	40		$ 26,385								$ 26,385
8.3	Signal Timing Field Implementation and Fine Tuning	1	5	5		5		10	5		$ 7,940						$ 14,410	$ 15,840	$ 38,190
Task 9	**Bidding Services**	**6**	**6**	**0**		**18**	**32**	**0**	**0**	**0**	**$ 15,940**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ 15,940**
9.1	Attend Pre-Bid Meeting	2	2			2	2				$ 2,490								$ 2,490
9.2	Respond to Bidder's Questions	2	2			6	10				$ 5,170								$ 5,170
9.3	Review Bids	2	2			10	20				$ 8,280								$ 8,280
Task 10	**Construction Phase Services**	**8**	**14**	**0**	**26**	**0**	**62**	**0**	**0**	**0**	**$ 29,180**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 29,180**
10.1	Attend Pre-Construction Meeting (1)	2	2		2						$ 2,140								$ 2,140
10.2	Attend Construction Meetings (4)	2	4		4		12				$ 6,030								$ 6,030
10.3	Review RFI's, Shop Drawings, and Material Submittals	2	3		10		10				$ 6,905								$ 6,905
10.4	Record Drawings	2	5		10		40				$ 14,105								$ 14,105
	Other Direct Costs										**$ 1,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,000**
	Other Direct Costs										$ 1,000								$ 1,000
	TOTAL COST:										**$ 1,864,865**	**$ 37,400**	**$ 218,130**	**$ 20,240**	**$ 37,785**	**$ 9,658**	**$ 14,410**	**$ 15,840**	**$ 2,218,328**

The costs presented represent an estimate by task. Kimley-Horn may adjust the allocation of funds between tasks as needed to support project delivery, provided that the total compensation shall not exceed $2,218,328.

Optional Tasks											
Task 11	**Initial Study/Mitigated Negative Declaration (IS/MND)**										
11.1	Technical Studies		1	4	20	30	10		40		$ 23,305.00
11.2	Draft IS/MND		1	14	6	12	20		16	2	$ 16,995.00
11.3	NOI Filing		1	1					3	4	$ 1,795.00
11.4	Final IS/MND and Mitigation Monitoring and Response Plan (MMRP)		2	8	4	8	5		10	1	$ 9,420.00
11.5	Public Hearings and Notice of Determination	2	4	8					4		$ 5,750.00
	Other Direct Costs										**$ 5,200.00**
	Other Direct Costs										$ 5,200.00
	TOTAL OPTIONAL COST										**$ 62,465.00**

The costs presented represent an estimate by task. Kimley-Horn may adjust the allocation of funds between tasks as needed to support project delivery, provided that the Optional Task total compensation shall not exceed $62,465.

Kimley»Horn

2025 Hourly Labor Rate Schedule

Classification	*Staff*	*Rate*
Project Support	Fraticelli; Morton; Chin; Panting	$145
Analyst I	Harrison; Cho; Stocker; Nakamura; Wang; Bolter; Kaiser	$165
Analyst II	Howard; Caballero; Giang; Phung	$190
Analyst III	Ibarra; Soria Lira; Ung; Luo; Wong; Ramos	$215
Engineer/Planner	Jacobson; Jumanan; Masuda; Wyss; Cardoza; Carro; Chong; Maxon; Becerra; Dally	$240
Senior Engineer/Planner I	Bouchet; Ledbetter; Germain; McMacken	$280
Senior Engineer/Planner II	Childress; Barkley; Calad; DePencier; Phaneuf; Germain; Madsen	$345
QA/QC Manager	Farjo; Rous; Aguigui; Melchor	$375
Project Manager	Fares	$415

Sub-Consultants will be billed at actual cost plus 10%.

Other Direct Costs will be billed at actual cost plus 10%.

Staff are shown at their current classification level. Classifications are reviewed annually, and the classification of individual staff may change during the term of the contract. Kimley-Horn may also assign other qualified staff to the project as needed; any such staff will be billed at rates consistent with the hourly rates presented in the schedule above. These adjustments will not increase overall costs, and total compensation shall not exceed the contract total amount.

AVANT GARDE
Grants
Compliance
Funding Management
Community Outreach

2025 Hourly Rate Schedule

Classification	Rate
Program Director	$150
Program Manager	$135
Senior Program Coordinator	$125
Program Coordinator	$110
Program Assistant	$100

807 S. Lemon Ave, Diamond Bar, CA 91789
tel: 909.895-7146 • fax: 909.859.3881 • www.agi.com.co

Prevailing Wage Rate Schedule (2025)

Item Description	Unit	Unit Price
Field Support		
Field Survey Crew & Equipment (Prevailing Wage)	Hour	$385.00
Round Trip Travel Time & Costs	Hour	$165.00
Office Support		
Principal	Hour	$275.00
Director Surveying/Professional Land Surveyor	Hour	$235.00
Senior Project Manager	Hour	$195.00
Project Surveyor	Hour	$180.00
GPS Post Processing	Hour	$170.00
Survey Technician	Hour	$165.00
Drafting/AutoCAD Technician	Hour	$130.00
Accounting / Clerical	Hour	$90.00

COUNTS UNLIMITED, INC. – RATE SHEET

Hourly Billing Rates

Counts Unlimited, Inc.	
Classification	**Hourly Rate**
Project Manager	$125.00
Field Supervisor	$75.00
Field Technician	$60.00
Various Traffic Count Staff	$45.00

Counts Unlimited, Inc. – Direct Cost Rates

Intersection Vehicle Turning Movement Counts

Standard Turning Movement Count	$40 per hour
Classified Turning Movement Count	$45 per hour

24 Hour Machine Traffic Counts

Entering Volume	$55 per approach
Directional Volume / ADT	$90 per site
Classification / Speed	$200 per site

Speed Radar Surveys

1 Hour or 100 cars; whichever comes first	$70 each

Field Survey of Existing Conditions

$50 per hour

GEOTECHNICAL PROFESSIONALS INC.
2025 FEE SCHEDULE

SERVICES	RATE
Staff Engineer/Geologist	$ 164.00/hr.
Project Engineer/Geologist	184.00/hr.
Senior Engineer/Geologist	230.00/hr.
Associate	270.00/hr.
Principal	278.00/hr.
Senior Technician (Field or Lab)	128.00/hr.
Technician (Field or Lab)	112.00/hr.
Assistant Technician (Field or Lab)	98.00/hr.
City of Los Angeles Deputy Grading Inspector	146.00/hr.
Technician - Prevailing Wage Projects	174.00/hr.
Technical Illustrator	126.00/hr.
Administrative Assistant	98.00/hr.
Legal Testimony and Depositions	420.00/hr.
Drummed Off-Site Soil Disposal	$300/coring

HAMILTON BIOLOGICAL

2025 Hourly Rate Schedule

Classification	Rate
Senior Biologist	$195
Senior Botanist	$195

FORBES
Traffic Solutions

2025 Hourly Rate Schedule

Classification	Rate
Principal	$175

18340 Yorba Linda Blvd
Suite 107-402
Yorba Linda, CA 92886
714.624.3454
jim@forbesfts.com
www.forbesfts.com

TRAFFEX ENGINEERS

2025 Hourly Rate Schedule

Classification	Rate
Principal	$200

RESOLUTION NO. ___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA AMENDING THE FISCAL YEAR 2025-2026 ADOPTED BUDGET

WHEREAS, the City Council of the City of South Pasadena adopted the Fiscal Year 2025-2026 Budget on August 20, 2025, establishing the City's financial plan for the fiscal year beginning July 1, 2025 and ending June 30, 2026; and

WHEREAS, subsequent to adoption, the City has identified a need to amend the capital budget to increase funding available for design of the Huntington Drive and Fremont Avenue Corridor Improvement Project; and

WHEREAS, the proposed amendments are necessary to ensure the continuation of the capital improvement plan, maintain fiscal responsibility, and align City resources with City Council priorities; and

WHEREAS, the City Council has reviewed the proposed amendments and finds them to be in the best interest of the City and its residents.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SOUTH PASADENA, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

Section 1. The above recitals are hereby declared to be true and correct and are incorporated herein as if set forth in full.

Section 2. The Fiscal Year 2025-2026 Adopted Budget is hereby amended as set forth in the table below:

Revenue Account No.	Description	Amount
	NOT APPLICABLE	
TOTAL:		

Expenditure Account No.	Description	Amount
233-9000-9010-9103-xxx	Huntington/Freemont Project	$100,000
243-9000-9010-9103-xxx	Huntington/Freemont Project	$100,000
297-9000-9010-9103-xxx	Huntington/Freemont Project	$323,000
TOTAL:		**$523,000**

Section 3. The City Manager, or their designee, is authorized and directed to implement the budget amendments, including transfers, appropriations, and related accounting entries, in accordance with this resolution.

Section 4. The City Manager is further authorized to make minor adjustments and technical corrections consistent with the intent of this resolution.

Section 5. The City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this 1st day of October 2025.

_____
Janet Braun, Mayor

ATTEST:

_____
Mark Perez, Deputy City Clerk

APPROVED AS TO FORM:

_____
Roxanne Diaz, City Attorney

I, Mark Perez, Deputy City Clerk of the City of South Pasadena, do hereby certify the foregoing Resolution No. _____ was duly passed and adopted by the City Council of the City of South Pasadena, at a regular adjourned meeting held on the 1st day of October, 2025, by the following roll call vote:

AYES:
NAYES:
ABSENT:
ABSTAIN:

_____
Mark Perez, Deputy City Clerk

From: adrian deleon
To: Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject: Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date: Tuesday, September 30, 2025 12:49:13 PM

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Potential SPAM Detected

This message may contain malicious content! Exercise caution with attachments and links.

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,

Desire: I strongly urge you to stop the Tree Ordinance Amendment's approval. South Pasadena, the "City of Trees," needs robust tree protections to preserve our environment and community identity.

Reason: The amendment undermines tree preservation by:

- Removing protections for non-native trees (>12"), allowing unchecked removals without permits, notifications, or replacements, guaranteeing fewer trees. An urban forestry plan and a list of problem trees is needed first.

- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical.

- Allowing Public Works to remove trees without permits or transparency, stripping community input.

- Eliminating notification and appeal processes for most trees, giving Public Works unchecked control.

Impact: Approving this without an urban forestry plan risks irreversible tree loss. Deregulation, intended to boost compliance, historically harms the environment and enables more unpermitted removals.

Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,
Adrian

From:	Aerienne Russell
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Sunday, September 28, 2025 4:36:27 PM

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Reason: The amendment undermines tree preservation by:

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- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical.

- Allowing Public Works to remove trees without permits or transparency, stripping community input.

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Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,
Aerienne Russell
Resident of South Pasadena

From: A Ardila
To: Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject: Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date: Monday, September 29, 2025 10:44:05 AM

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Dear Council Members, Desire: I strongly urge you to stop the Tree Ordinance Amendment's approval. South Pasadena, the "City of Trees," needs robust tree protections to preserve our environment and community identity. Reason: The amendment undermines tree preservation by: - Removing protections for non-native trees (>12"), allowing unchecked removals without permits, notifications, or replacements, guaranteeing fewer trees. An urban forestry plan and a list of problem trees is needed first. - Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical. - Allowing Public Works to remove trees without permits or transparency, stripping community input. - Eliminating notification and appeal processes for most trees, giving Public Works unchecked control. Impact: Approving this without an urban forestry plan risks irreversible tree loss. Deregulation, intended to boost compliance, historically harms the environment and enables more unpermitted removals. Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications. Please act swiftly to protect our urban forest. Sincerely,

Alejandro Ardila (14 year South Pasadena resident)

From: Andrew Hannawa
To: Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject: Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date: Tuesday, September 30, 2025 1:38:25 PM

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- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical.

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Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,

From: Angelo Gladding
To: City Council Public Comment
Subject: Comment for tree ordinance item
Date: Wednesday, October 1, 2025 11:57:48 AM
Attachments: ASKLJDH.pdf

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Council,

I demand that this process be halted, cured and corrected.

Non-Natives

Removing protections from non-natives is Councilmember Omari Ferguson's brainchild. It isn't sophisticated or nuanced. The novelty lies entirely in doublespeak. This is a coup that could only be perpetrated on a broken city with strong tree protections. Let me repeat myself—this is internationally newsworthy.

Arpy Kasparian, our Environmental Services & Sustainability Manager, was aware of Councilmember Omari Ferguson's idea before he took office. She has led the process of pushing it through the commissions deceptively and manipulatively. Current acting Co-Director of Public Works Michael Vartanians and Danielle Garcia, Water Conservation Management Analyst, stepped through convoluted presentations that obscured the facts of the matter, providing false and nonsensical justifications for changes along the way. Our commissions were not prepared for the deception. NREC Vice Chair Michael Siegel at one point proudly asserted "What's good for staff is good for me."

Here's the language used to introduce a full deregulation of protections of ~90% of the trees in the City of Trees:

The First NREC Meeting (May 2025)

> Staff recommends revising code language to streamline the tree removal process by limiting the species list to protected tree species only.
>
> Staff recommends streamlining the permitting process to ensure native trees are protected and minimize the overhead time and costs associated with reviewing and processing a tree removal permit.

The Uncalendered Special Meeting (July 2025)

> Create a category of “protected” trees that align to the species of trees the City has opted by resolution 7360 to be considered native. Revise tree trimming & removal rmits to only be required for this category of “protected” trees.

This Agenda's Description

> Refining tree classifications to a centralized protected tree category, focusing only on tive species, currently listed in Resolution 7360. Trees subject to the ordinance are w only those trees that are defined as a “Mature Protected Tree.” A Heritage Tree is cluded in the definition of Protected Tree.

Replacements

What even is a "replacement tree"?

Staff long ago completely stopped requiring on-site replacements. The only replacements going in the ground are when a resident wants their deposit back. Arpy, Michael and Danielle have each confidently instructed me to "take it to council."

The new ordinance maintains the same ambiguous language and provides a new, non-binding ambiguous and faulty process of ensuring replacements are on-site through Administraive Guidance. Protections and replacement requirements need to be clearly designated in the ordinance or they will be gutted the moment I turn my back.

Our last Director of Public Works, Ted Gerber, told me that there are practically no more tree wells on public land to populate and it requires the approval and participation of the closest homeowner so trees can't just be placed anywhere in response to an applicant's request for "off-site planting".

The Indiana appeal I brought to council earlier in the year involved unjustifiable intentional removals of healthy, significant trees. One member of council said out loud that they didn't believe that on-site replacements should be required. This is a complete and utter joke.

The Orange Grove appeal had a poor palette of species selections. Commissioner Jones asked for natives. The applicant did not oblige. In speaking with them afterwards they were dismayed to find out that others are just completely ignoring replacement requirements and that our city was moving away from protections and replacements entirely.

Commissioner Jones asked the applicants of the Diamond appeal to ensure that replacement natives were on-site. When I followed up with the applicant they said "Our arborist is taking care of it. I'd appreciate it if you'd mind your own business." I called their arborist who asked "Has the replacement period expired yet?" There is still no front yard replacement.

All of our surrounding cities have replacement matrices to compare and contrast against. Staff compared us to Claremont, a city with zero private property, and provided no comparisons of others' matrices. The numbers provided in this draft ordinance are a complete and utter joke.

Trimming

ANSI standards.

Untopped trees are being topped regularly in the Southwestern Monterey Hills area. It would be considered to be damaging of a tree in any jurisdiction with strong protections. It is tantamount to destroying the tree. Our current code does indeed protect against it. Our city has not enforced these protections once. Our councilmember's solution? "Let them do as they please."

This is what trimming requires: extension.purdue.edu/extmedia/FNR/FNR-506-W.pdf

It requires tree science.

Emergency Removals

"Take a photo and send it to us within five days" is a joke. What is the consequence of the photo not detailing a hazard?

Development

I have lived up on Hanscom/Illinois for almost twenty of my forty years. My family added humbly on to a hundred year old structure next to a hundred year old tree.

1. Charles Imbus showed up and expected maximum entitlements. He refused to produce a single quality replacement for what could be the oldest Oak in the entire South Pasadena city limits.

We only need to provide developers a baseline minimum of entitlements. It should not be framed in any other way.

Neighbor Appeal

I hereby release the following web application to the public domain:

ragt.ag/south-pasadena/trees/radius-map

Copy/paste it to the city website.

This functional demonstration pulls data directly from Los Angeles County databases in real time.

With the addition of a $200/mo ATTOM API subscription those addresses can have registered names for tenents and property owners living in abstentia.

With this tool the cumbersome appeal process can be streamlined significantly—the /original/ purpose of this legislation.

Replacement Plan

Use the above tool to facilitate a replacement plan that actually serves a purpose. Replacement trees need to be on-site when viable and positioned properly. This requires knowing where the structures are and where the existing and removal trees are.

Home Insurance and Defensible Space

There's zero language in the code and thus way too many ambiguities for

homeowners looking to solve problems.

Public Works

Our Public Works department signed off on a completely broken waterworks project that involved the removal of 200 (140 documented, ~60 undocumented) protected trees and shrubs in our tiny strip of the Arroyo Seco.

Private E-Mails

Public comments exclusively involved Mexican Fan Palms, Tree of Heaven and Italian Cypress.

Release all private emails related to this item – to and from residents, commissioners and council.

Statistics

From our Climate Action Plan (2020), p. 205:

> It was conservatively assumed that the City of South Pasadena has the capacity to increase the City's tree inventory by 5% in 2030 and 10% in 2045, or by 550 trees in 2030 and 1,100 trees in 2045.

It's 2025 and we're half way to our deadline. How many removals and how many plantings have there been in the last 5 years on private and public property? What were the species and where were they placed?

Objectivity

Objectivity requires knowing what trees are in the area and what trees need to be planted.

An urban forestry rule is do not comprise your urban forest of any more than 10% of any particular species, 20% of any one genus or 30% of any single family. This requires intentionality.

WE NEED TO FIX OUR URBAN FORESTRY SYSTEM NOW.

Proccess Abuse

The only actionable public hearing of the NREC was held July 8 as an uncalendared Special Meeting. The commission needed my testimony. Two of the members at the most recent NREC meeting are already asking about putting non-natives back on the protected list.

Bias

Councilmember Omari Ferguson's neighbor provided comment that he attempted to remove his non-native trees without a permit. Councilmember Omari Ferguson should recuse himself from this item.

Fire

You should reopen an investigation of the Teresa Fire. The public deserves as much information about the event as possible. It is inextricably tied to all of this safety talk.

Mislabeling

Jennifer Colby, Public Affairs Manager, wrote in a press release September 29, 2025:

> The City is amending its Tree Ordinance to prioritize public safety and prevent damage to property. The revised ordinance will give homeowners clearer guidelines and the ability to responsibly manage trees on their property, particularly when a tree is hazardous, diseased, poses a fire risk, or impacts homeowners' insurance.

Is it streamling or for safety? Why isn't the public being told about the changes to the development track or basic urban forestry?

Public Hearings

Substantive changes were stuffed into Additional Documents just before the last council meeting where City Attorney Roxanne Diaz boasted having already had "4-5 public hearings".

Brown Act violations everywhere. A terribly corrupt piece of legislation covering up a failed tree authority.

I demand this process be halted, cured and corrected.

Thank you,
Angelo Gladding (ragt.ag)
[redacted]

From: anna Youngblood
To: Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject: Save Our Trees!
Date: Tuesday, September 30, 2025 10:18:51 AM

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While I completely agree that more needs to be done in regards to fire safety for our community, we can both prevent fires with non-native tree removal AND maintain our beautiful community. The current amendment being voted on this week does not accomplish that goal.

We should be demanding a tree replacement with each tree removed. With temperatures rising each year, trees can lower temperatures up to 10 degrees in urban landscapes. That's incredible! There's no need to make South Pasadena hotter in the summer months.

In addition to temperatures, trees can reduce energy costs for homes and businesses. Keeping buildings shaded and cool is critical with our overheating planet.

Don't take my word for it: https://onetreeplanted.org/blogs/stories/urban-heat-island

This can be done in a safe and logical way. By simply taking a hatchet to this problem and removing trees without a replacement plan or professional arborist on the payroll, the results will be an uglier community, hotter neighborhoods, and a true loss of the beauty that is South Pasadena. This will have devastating effects on the value and desirability of the community.

-Anna McCool, Raymond Hill

From:	Barbara Eisenstein
To:	CCO; City Manager"s Office; Anteneh Tesfaye; Arpy Kasparian; City Council Public Comment; nrecpubliccomment
Subject:	Public Comments on Draft Tree Ordinance - Concerns Regarding Reduced Protections
Date:	Monday, September 29, 2025 3:08:29 PM
Attachments:	TreeOrdWrittenComments_BE.docx

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Dear Mayor, City Council Members, City Staff, and Commissioners,

I am writing to submit my comments on the proposed tree ordinance currently under consideration. As a longtime resident of South Pasadena and founder and head of Friends of South Pasadena Nature Park for the past 20 years, I have significant concerns about the direction of this draft ordinance.

The attached document outlines my opposition to key provisions in the draft that would substantially weaken our community's tree protections. Most troubling is the concentration of decision-making authority in a single city staff person, removing the checks and balances that currently help preserve our urban forest. In addition, the reliance on a very short list of "Protected Trees" will greatly diminish the health and resilience of our urban forest. After two decades of working to protect and enhance our natural spaces, I believe this proposed ordinance represents a step backward for environmental stewardship in our city.

Our trees are vital community assets that provide environmental, health, and aesthetic benefits to all residents. Any ordinance governing their protection should strengthen—not diminish—the safeguards that ensure their preservation for future generations.

I respectfully urge you to carefully review the concerns detailed in my attached comments. I am available to discuss these issues further and would welcome an ordinance that simplifies the process, yet truly protects South Pasadena's tree canopy.

Thank you for your consideration and for your service to our community.

Sincerely,
Barbara Eisenstein
[redacted]
--

Check Calendar for Upcoming Volunteer Days

To: City Council, City Manager, Director of Public Works, City Arborist, Natural Resources and Environment Commission of South Pasadena

From: Barbara Eisenstein, Friends of South Pasadena Nature Park
[redacted]

Date: September 27, 2025

Review of Draft Tree Ordinance

Analysis of Proposed Changes and Their Environmental Impact

Executive Summary

The proposed Tree Ordinance represents a fundamental shift away from urban forest protection toward development accommodation. This comprehensive review identifies three primary areas of concern that collectively threaten South Pasadena's urban canopy: dramatically reduced tree protections, elimination of public participation, and concentration of decision-making authority without adequate oversight.

The ordinance reduces protected tree species from potentially hundreds to just 15, eliminates public notification requirements, and creates potential conflicts of interest in the decision-making process. These changes occur at a critical time when cities nationwide are expanding tree protections to combat climate change impacts.

Section-by-Section Analysis

1. Definitions: The Foundation of Weakened Protection

The definitions section reveals the ordinance's fundamental approach to deregulation. The elimination of the key term, “Significant tree” removes size-based protections that safeguarded mature specimens regardless of species

Impact Analysis: By narrowing definitions to only "Mature Protected Trees" from a limited 15-species list, the ordinance creates a regulatory framework where the vast majority of South Pasadena's urban forest operates without protection. Trees that contribute significantly to canopy coverage, air quality, and neighborhood character lose all regulatory safeguards.

2. Tree Maintenance Sections: Needs to List Standards of Care

Sections 34.2 – Maintenance of Trees on Private Property and 34.3 – Maintenance of Trees on Public Property have no specific guidance on tree maintenance, including pruning and tree care maintenance.

Areas of Concern:

- **Absence of ANSI A300 Pruning Standards and ISA (International Society of Arboriculture) best practices in the sections on Maintenance of Trees:** Although "Tree Trimming Standards" is included in Section 34.4-Tree Trimming Permit Requirements, it should be included in Sections 34.2 and 34.3-Maintenance of Trees.
- **Absence of heritage and significant tree guidance**: No specific protocols for maintaining historically or ecologically significant specimens, including large-canopy mature specimens, both native and non-native

Professional Concern: Without reference to established standards like ISA guidelines or ANSI A300 in the Tree Maintenance sections, property owners and contractors lack clear direction for proper tree care. This regulatory gap increases the likelihood of improper pruning that can damage tree health, reduce longevity, and compromise public safety.

3. Public Property Tree Maintenance: Shifting Financial Responsibility

The ordinance introduces concerning changes to how public trees are managed and funded:

Positive Development:

- Explicit inclusion of tree removal in Public Works annual planning provides better budgetary transparency

Areas of Concern:

- **Adjacent property owner requests**: Formalizing the process for residents to request tree removal could increase pressure on the urban forest, particularly when trees create minor inconveniences like leaf drop, root intrusion, or allergies
- **Cost-sharing provisions**: While potentially practical, these arrangements may shift financial responsibility away from the city and create barriers to proper tree maintenance for residents who cannot afford contributions

Equity Implications: Cost-sharing requirements may create disparities in tree care quality based on neighborhood economic conditions, potentially leading to better-maintained trees in affluent areas and neglected trees in lower-income neighborhoods.

4. Tree Protection During Development: Construction Without Safeguards

Development-related protections show the most dramatic reduction in scope:

Current vs. Proposed Protection:

- **Grading restrictions**: Now limited only to Mature Protected Trees, eliminating protection for newly planted natives and mature specimens not on the restricted list
- **Construction buffers**: The 6-foot or dripline buffer requirement applies only to the 15 protected species, leaving other significant trees vulnerable to root damage and construction impacts

- **Arborist report exceptions**: Allows buffer reductions with certified arborist approval, potentially undermining the limited protections that remain

Construction Impact Science: Research demonstrates that construction damage to tree root systems often manifests years later as gradual decline and eventual death. By removing protections for most trees, the ordinance essentially permits delayed tree loss that won't be immediately visible but will contribute to long-term canopy reduction.

5. Tree Trimming Permits and Procedures: Regulatory Retreat

The trimming permit system shows a pattern of reduced oversight and public exclusion:

Scope Limitations:

- Permits required only for the ***15 Mature Protected Tree*** species
- All other trees subject to unregulated pruning, regardless of size, age, or community value

Process Concerns:

- **Decision-making authority**: Shifts from potential NREC involvement to sole determination by the Director of Public Works based on recommendations from a contracted arborist
- **Conflict of interest**: If the certified arborist is employed by the city's tree service contractor, currently, West Coast Arborists, they may effectively be making recommendations about work they might profit from performing
- **Public exclusion**: Eliminates notification requirements, preventing community awareness and input on neighborhood tree modifications

Positive Element: The ordinance does establish clearer seasonal restrictions for oak trimming (June 1-September 30), which aligns with disease prevention protocols.

6. Tree Removal Permits and Procedures: Streamlined Elimination

Tree removal provisions demonstrate the most significant regulatory weakening:

Permit Requirements:

- Limited to just ***15 protected species***
- No permits required for removal of trees of any other species, regardless of size, age, or ecological value
- No public notification or community input process

Decision-Making Process:

- **Centralized authority**: Director of Public Works makes final decisions based on contracted arborist recommendations
- **Limited appeals**: Only applicants can appeal denials; neighbors and community members have no recourse
- **NREC bypass**: Natural Resources and Environmental Committee involvement eliminated unless appeals occur

Community Impact: The elimination of public notification means residents cannot advocate for significant neighborhood trees or propose alternatives to removal. This represents a fundamental shift from viewing trees as community assets to treating them as private property amenities.

7. Replacement Tree Planting: Weakened Guarantees

Replacement requirements reveal concerning gaps in enforcement and urban forest regeneration:

Enforcement Issues:

- **Forfeiture language**: If replacement trees aren't planted, deposits can be used for "other tree related uses at the discretion of the City"—potentially including activities that don't replace lost canopy
- **No replacement guarantee**: No mechanism ensures that tree removal actually results in new tree planting

Long-term Forest Impact: Without guaranteed replacement, the ordinance effectively permits net urban forest loss, contradicting climate resilience goals and community environmental values.

8. Development-Related Tree Removal: Convenience Over Conservation

Development provisions show the ordinance's pro-development orientation:

Removal Standards:

- Trees can be removed if development plans "show that the tree is in the way"
- No requirement to substantively demonstrate that preservation alternatives were explored
- No connection to actual affordable housing production or other community benefits

Planning Integration Failure: The ordinance misses opportunities to integrate tree preservation into development review processes, such as requiring design modifications to accommodate significant trees or providing density bonuses for tree preservation.

11. Replacement Requirements: Limited Species Diversity

The ***15-species Protected Tree List*** reveals fundamental problems with the ordinance's ecological approach:

Species List Analysis:

- **Insufficient diversity**: 15 species cannot provide the ecological resilience needed for climate adaptation, especially in an urban ecosystem
- **Urban suitability concerns**: Several listed species (scrub oak, holly-leaf cherry, toyon) are shrubby rather than canopy-forming
- **Fire risk considerations**: Catalina ironwood's peeling bark characteristic may increase fire vulnerability
- **Non-native exclusions**: Eliminates well-adapted, non-invasive species that provide significant urban forest benefits

Container Size Requirements:

- Mandates expensive 24-inch box trees when smaller containers (15-gallon) establish more successfully and cost-effectively
- Creates financial barriers to replacement planting

Climate Adaptation Failure: The limited species list prevents adaptation to changing climate conditions and reduces ecosystem resilience against pests, diseases, and extreme weather events.

Broader Environmental and Community Implications

Climate Change Context

This ordinance revision occurs during a period of increasing recognition of urban forests' critical role in climate adaptation. Research demonstrates that tree canopy reduction increases urban heat island effects, raises energy consumption for cooling, and reduces carbon sequestration capacity. The proposed changes move South Pasadena in the opposite direction from climate science recommendations.

Economic Implications

Property Values: Mature trees consistently increase property values, with studies showing 3-15% premiums for well-treed properties. Facilitating tree removal may provide short-term development convenience while reducing long-term property values community-wide.

Energy Costs: Reduced tree canopy increases cooling costs for residents and businesses. The ordinance effectively shifts environmental costs from developers to the broader community.

Infrastructure Costs: Trees provide stormwater management, air purification, and urban heat reduction services. Tree loss increases demands on municipal infrastructure to provide these services through engineered systems.

Recommendations for Ordinance Improvement

Immediate Revisions Needed

1. **Expand Protected Species List**: Include mature trees above specified size thresholds, regardless of species, with additional protections for ecologically significant natives
2. **Restore Public Participation**: Reinstate notification requirements and community input processes for all significant tree modifications and removals
3. **Address Conflict of Interest**: Establish independent city arborist position or require multiple independent evaluations for controversial decisions
4. **Strengthen Replacement Guarantees**: Require actual tree planting rather than allowing alternative uses of replacement funds
5. **Integrate with Development Review**: Require demonstration that tree preservation alternatives were considered before approving development-related removals

Long-term Urban Forest Strategy

1. **Comprehensive Tree Inventory**: Conduct and maintain city-wide assessment to understand current canopy coverage and identify priority areas for protection and enhancement

2. **Climate Adaptation Planning**: Select replacement species based on projected climate conditions and ecosystem resilience needs
3. **Equity Analysis**: Assess tree distribution patterns and prioritize preservation and planting in underserved areas
4. **Professional Standards Integration**: Explicitly reference ISA, ANSI, and other professional standards throughout the ordinance
5. **Performance Monitoring**: Establish metrics for canopy coverage, species diversity, and tree health to track ordinance effectiveness

Conclusion

The proposed Tree Ordinance represents a significant retreat from environmental protection at precisely the time when communities need stronger urban forest policies. The combination of reduced protections, eliminated public participation, and development-favored provisions threatens South Pasadena's urban canopy and the community benefits it provides.

Rather than facilitating tree removal, the ordinance should establish South Pasadena as a regional leader in urban forest protection and climate adaptation. This requires maintaining strong protections, ensuring community participation, and integrating tree preservation with broader community planning goals.

The current draft prioritizes short-term development convenience over long-term community resilience. City Council should direct staff to prepare a revised ordinance that strengthens rather than weakens urban forest protections, ensuring South Pasadena's trees continue to provide environmental, economic, and community benefits for future generations.

From: Casey Dukes
To: City Council Public Comment
Subject: Public comment for item 18
Date: Monday, September 29, 2025 10:10:10 PM

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Dear Council,

In reviewing the new ordinance amending chapter 34 (trees and shrubs), I feel like it does not take into consideration the sheer amount of mature, non-native trees in South Pasadena.

I am very much in favor of increasing the number of native plants here and phasing out invasive species. However, without any oversight on non-native tree removal, there is no requirement or incentive for property owners to replace felled non-native trees with native ones.

The City's response on Monday to the misleading flyers that were posted around town stated that
they are "fully committed to preserving and enhancing our urban forest, which is central to the beauty, history, and charm that defines South Pasadena." Without any oversight of the non-native tree population, how is that going to happen?

My street is lined with mature, non-native trees, and under the proposed ordinance, I see no requirement for them to be replaced if they needed to be removed. If the City could implement an urban forestry plan or even include in the ordinance that city properties will require native tree replacements when non-native trees are removed, that would be something.

We have lost so many trees in Garfield Park this year, and I would like to know if the City will plant new ones. If a street tree is taken out that cools my house, it will affect our electricity bill. I would want to know that it will be replaced and how long I should expect it to reach maturity.

I understand the intention behind the ordinance is to make it easier on homeowners who need to remove dangerous trees without hindrance, and I applaud that. But the ordinance as it now reads is not comprehensive enough.

Thank you,
Casey Dukes

From: [redacted]
To: Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject: South Pasadena Tree Ordinance
Date: Tuesday, September 30, 2025 1:01:55 PM

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I am strongly opposed to this reckless ordinance that changes the character of South Pasadenas streets while giving unlimited authority to developers. With the new developments and plans in our future we need to stop and think about the character of South Pasadena and what we will preserve while also moving into the future. South Pasadena is a unique and historic city and the value of its trees can not be underestimated.

Deloris Piazza

I strongly urge you to stop the Tree Ordinance Amendment's approval. South Pasadena, the "City of Trees," needs robust tree protections to preserve our environment and community identity.

Reason: The amendment undermines tree preservation by:

- Removing protections for non-native trees (>12"), allowing unchecked removals without permits, notifications, or replacements, guaranteeing fewer trees. An urban forestry plan and a list of problem trees is needed first.

- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical.

- Allowing Public Works to remove trees without permits or transparency, stripping community input.

- Eliminating notification and appeal processes for most trees, giving Public Works unchecked control.

Impact: Approving this without an urban forestry plan risks irreversible tree loss. Deregulation, intended to boost compliance, historically harms the environment and enables more unpermitted removals.

Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

From:	Dianne Domingo-Foraste
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Tuesday, September 30, 2025 7:57:39 PM

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Dear Council Members,

Desire: I strongly urge you to stop the Tree Ordinance Amendment's approval. South Pasadena, the "City of Trees," needs robust tree protections to preserve our environment and community identity.

Reason: The amendment undermines tree preservation by:

- Removing protections for non-native trees (>12"), allowing unchecked removals without permits, notifications, or replacements, guaranteeing fewer trees. An urban forestry plan and a list of problem trees is needed first.

- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical.

- Allowing Public Works to remove trees without permits or transparency, stripping community input.

- Eliminating notification and appeal processes for most trees, giving Public Works unchecked control.

Impact: Approving this without an urban forestry plan risks irreversible tree loss. Deregulation, intended to boost compliance, historically harms the environment and enables more unpermitted removals.

Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,

Dianne Domingo-Foraste MD
[redacted]

From: Guillermo Campillo
Subject: Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date: Tuesday, September 30, 2025 12:12:17 PM

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Dear Council Members,

Desire: I strongly urge you to stop the Tree Ordinance Amendment's approval. South Pasadena, the "City of Trees," needs robust tree protections to preserve our environment and community identity.

Reason: The amendment undermines tree preservation by:

- Removing protections for non-native trees (>12"), allowing unchecked removals without permits, notifications, or replacements, guaranteeing fewer trees. An urban forestry plan and a list of problem trees is needed first.

- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical.

- Allowing Public Works to remove trees without permits or transparency, stripping community input.

- Eliminating notification and appeal processes for most trees, giving Public Works unchecked control.

Impact: Approving this without an urban forestry plan risks irreversible tree loss. Deregulation, intended to boost compliance, historically harms the environment and enables more unpermitted removals.

Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,
Guillermo Campillo

Sent from my iPhone

From:	Isabella Tudisco
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Monday, September 29, 2025 2:51:00 PM

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Dear Council Members,

Desire: I strongly urge you to stop the Tree Ordinance Amendment's approval. South Pasadena, the "City of Trees," needs robust tree protections to preserve our environment and community identity.

Reason: The amendment undermines tree preservation by:

- Removing protections for non-native trees (>12"), allowing unchecked removals without permits, notifications, or replacements, guaranteeing fewer trees. An urban forestry plan and a list of problem trees is needed first. In theory, I am on board with replacing non-native trees, however care should be taken to ensure we do not lose wildlife habitat, shade, and clean air.

- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical.

- Allowing Public Works to remove trees without permits or transparency, stripping community input.

- Eliminating notification and appeal processes for most trees, giving Public Works unchecked control.

Impact: Approving this without an urban forestry plan risks irreversible tree loss. Deregulation, intended to boost compliance, historically harms the environment and enables more unpermitted removals.

Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,
Isabella

From:	J L
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Tree Ordinance Amendment
Date:	Wednesday, October 1, 2025 10:49:00 AM

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The public affairs manager posted:

"To prevent misinformation, we wish to clarify the purpose of the proposed updates to the Tree Ordinance.

The City is amending its Tree Ordinance to prioritize public safety and prevent damage to property. The revised ordinance will give homeowners clearer guidelines and the ability to responsibly manage trees on their property, particularly when a tree is hazardous, diseased, poses a fire risk, or impacts homeowners' insurance."

It is misleading to state this without mentioning four facts:

The amendment drops protections for non native trees (which just happens to be the vast majority of the trees in our city).

It reduces and eliminates replacement trees, this 100% guarantees our city will have less trees.

It also moves what few replacement trees are required, off-site. Which means more hot pockets. We need to follow Pasadena's 50% rule.

And this amendment gives Public Works complete power to remove trees without public oversight.

How do these details contribute to the safety of residents and the safety of our properties? That post isn't preventing misinformation, it is holding back on important details and gives the wrong impression. This is causing more trust issues. We've already been asked to trust Public Works when it comes to the handling of our trees. Trust is earned and this isn't the way to do it.

The public affairs manager then said:
"South Pasadena's identity as the "City of Trees" is a source of deep pride for our community. The City remains fully committed to preserving and enhancing our urban forest, which is central to the beauty, history, and charm that defines South Pasadena."

This is what we want. If the city isn't trying to mislead us then remove these 4 points from the amendment.

Thank you,

Jeff Leon

From:	Jim Anderson
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment; Emily Ng; msiegel@southpasadenaca.gov; Liam de Villa Bourke; claw@southpasadenaca.gov; Alex Rajewski; Michael Noe; Margaret Yi; nrecpubliccomment
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Tuesday, September 30, 2025 3:54:49 PM

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Dear South Pasadena City Council

Over coffee at Kaldi this weekend, I overheard a discussion about signs on trees, with one person calling them misinformation. It got me thinking about the recent council meeting (9/17) where Mayor Pro Tem Rossi spoke:

https://www.spectrumstream.com/streaming/south_pasadena/2025_09_17.cfm

At 3:08:38, she raised the issue of someone tripping on Milan Ave. and asked if tree advocates would take liability. But removing trees doesn't fix liability—proper maintenance does. Many sidewalks are cracked or potholed without any tree involvement. What's the plan when someone sues over those?

At 3:08:59, went on about prioritizing human safety over a tree. Short-term tree removal harms our community's health and safety long-term. There are fixes like sidewalk redesigns that work without cutting trees down. Trees need regular upkeep, and the city should budget for it. Residents would back a bond to keep our city green and safe. Trees support wildlife and mental health—seniors walk under them for a reason; it's calming. The odds of dying from a tree fall are 1 in 3 million, versus 1 in 95 for car accidents. Walking here is safer than driving, so let's not overreact.

At 3:09:30, alluded to trees being the fire issue since Altadena didn't have a lot of rules around trees. But she also admitted well-watered, maintained trees protected homes. Hazardous trees need removal, but we must replant. Set a plan for replacing eucalyptus trees. The fire spread due to the intensity of burning material. The greatest source was homes. We need to focus on fire hardening homes and maintaining the landscape. Not labeling trees as bad. The eucalyptus/palm trees wouldn't have ignited if the power lines were shut off. Thank you for not supporting this ordinance without thinking of the hillside overlay. Please set an urban forestry plan.

At 3:10:47, snarky comment about meeting the elusive city arborist. If a tree is diseased and unsalvageable, yes, remove it—but replace it. Underfunding our tree program creates risks. Monthly vendor visits aren't enough for a tree-filled city. Cutting trees to support budget cuts is a backwards approach.

At 3:12:13, there was lowkey support for offsite planting. I agree, we need more trees on barren parkways, but developers must contribute beyond maxing out concrete footprints. Big structures and great trees can coexist with a proper urban forestry plan. We must implement

Pasadena’s 50% on site plan.

At 3:13:18, Mayor Pro Tem Rossi mentioned the risks of walking while partially blind. That’s serious, but it’s not a reason to strip streets of trees. And at 3:13:25, she noted our senior population. If walking outdoors is too risky, the city should clarify outdoor dangers, not clear-cut our canopy.

This kind of rhetoric fuels the misinformation I discussed with friends. South Pasadena needs to consult an urban forestry planner. NREC please request this from Public Works. Look at Pasadena's example for onsite planting. Fergurson’s push for an extreme Tree Ordinance isn’t the answer. We need a balanced approach, not what’s being proposed.

Concerned constituent,
Jim Anderson

From:	Keren Albala
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Wednesday, October 1, 2025 5:43:38 AM

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Dear Council Members,

A neighbor recently brought this important issue to my attention- the Tree Ordinance Amendment.

Surely there is a way to protect human safety by removing dangerous trees, while maintaining protections for the healthy trees that are so vital to our neighborhood.

Please reconsider the amendment. Instead, I urge you to adopt an urban forestry plan that can address both of these issues together.

Sincerely,
Keren Albala

From:	Lauryssa Easterby
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Tree Ordinance Amendment
Date:	Monday, September 29, 2025 1:23:18 PM

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Our neighborhood feels very strongly about this and I feel that it's really sneaky.

Desire: I strongly urge you to stop the Tree Ordinance Amendment's approval. South Pasadena, the "City of Trees," needs robust tree protections to preserve our environment and community identity.

Reason: The amendment undermines tree preservation by:

- Removing protections for non-native trees (>12"), allowing unchecked removals without permits, notifications, or replacements, guaranteeing fewer trees. An urban forestry plan and a list of problem trees is needed first.

- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical.

- Allowing Public Works to remove trees without permits or transparency, stripping community input.

- Eliminating notification and appeal processes for most trees, giving Public Works unchecked control.

Impact: Approving this without an urban forestry plan risks irreversible tree loss. Deregulation, intended to boost compliance, historically harms the environment and enables more unpermitted removals.

Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,
Lauryssa Easterby
[redacted]

Sent from my iPhone

From: Loretta Allison
To: Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject: Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date: Wednesday, October 1, 2025 10:32:48 AM

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Please act swiftly to protect our urban forest.

Sincerely,

Loretta Allison

From:	Michelle Martinez
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Wednesday, October 1, 2025 11:22:42 AM

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Please act swiftly to protect our urban forest.

Sincerely,

Michelle

From:	Minga N
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Monday, September 29, 2025 2:16:20 PM

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Sincerely,

Mindy Nieto

From: Monica Leon
To: Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject: Save our Trees
Date: Tuesday, September 30, 2025 9:48:41 PM

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Hi, my name is Theo(9). I am really against making it easy to remove trees in the city. It doesn't feel good that South Pasadena, the city of trees, is not taking care of them. These trees mean a lot to me. We used to have a house with a big oak tree. We named it "Oakie". When we moved to South Pasadena I loved seeing so many trees, especially the big oak tree that provided a lot of shade where the tennis court is in the middle school. When a big branch fell, the city took the whole tree and never replaced it with a new one. It really made me sad. Maybe the tree was sick but a new tree should have taken its spot.
I attended the last council meeting. I heard council members saying that they wanted to remove trees because they were scared of a tree branch killing someone. But in real life there are other dangerous things that can happen to people such as falling off a bike, car accidents, and something as weird as getting struck by lightning. I don't know about advanced algebra or chemistry yet but I know about the benefits of trees. Please, don't remove our trees.
Thank you.

From: M Sl
To: City Council Public Comment
Subject: Agenda ITEM # 16 Wed 10-1-2025
Date: Monday, September 29, 2025 3:07:13 PM

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Council Members,

Please provide alternative #3 for the Fair Oaks curb design (Preserve safety and improve curb design). Safety must be our highest priority for our city's busiest street.

From: Pilar Reynaldo
To: Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject: Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date: Wednesday, October 1, 2025 11:35:38 AM

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Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,
Pilar Reynaldo

From:	Pilar Reynaldo
To:	Emily Ng; msiegel@southpasadenaca.gov; Liam de Villa Bourke; claw@southpasadenaca.gov; Alex Rajewski; Michael Noe; Margaret Yi; nrecpubliccomment; City Council Public Comment
Subject:	Request for Public Works to Develop Urban Forestry Plan
Date:	Wednesday, October 1, 2025 11:31:51 AM

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Dear NREC Commissioners,

I respectfully urge you to request that Public Works develop a comprehensive urban forestry plan before the tree ordinance amendment takes effect and prior to the large-scale developments planned for our city. This plan is vital for protecting our natural resources, enhancing community well-being, and ensuring sustainable growth.

A robust urban forestry plan will provide a strategic framework to preserve and expand our tree canopy, mitigating the environmental impacts of upcoming developments. Please act promptly to encourage Public Works to prioritize this critical initiative.

Sincerely,
Pilar Reynaldo

From: Rob Brophy
To: City Council Public Comment
Subject: Public comment for this evening
Date: Wednesday, October 1, 2025 7:49:16 AM

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Hello

My daughters and their friends wish to say the following this evening at the council meeting. Thank you very much

Save our Trees

Hello, my name is Saskia Brophy and I am in fifth grade at Marengo Elementary School. Hi, my name is Daisy Smith and I am in seventh grade at the South Pasadena Middle School. I'm Mira Brophy and I'm in fifth grade at Marengo Elementary School. And I'm Ted Smith in fourth grade at Arroyo Vista Elementary School. We are here to hopefully help prevent the removal of our beloved trees all over South Pasadena.
The trees in our city provide clean air, shade, and
beauty. The proposal that you are deciding on is going to strip away the protections that they have at the moment, making it possible for them to be removed with little notice. We need to remember that we share the planet with so many other living things. Just because trees don't have a say in this, doesn't mean that they don't have the right to live. Everyone, imagine our city, now imagine it without trees. That's a sad thought, isn't it. We can't survive without trees, and no trees equals no human life. Did you know that trees communicate with each other by their roots? If one tree is sick and needs help, the other trees will send it energy and help it get better:
Trees are like humans, and they have feelings about things. They are empathetic, kind, and very helpful. We think that this is all very important, and that we NEED to save the trees. Today we have brought with us a document that possesses over 50 signatures that want to prevent the removal of the trees in south Pasadena.
Thank you for letting us speak

Robert Brophy on behalf of Saskia Brophy, Mira Brophy, Daisy Smith and Ted Smith

[redacted]

From:	Rowan Swain
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Monday, September 29, 2025 7:50:23 AM

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Dear Council Members,

I am a resident of South Pasadena, and I am concerned about the motion to roll back protections and replacement plans for the trees of South Pasadena.

Desire: I strongly urge you to stop the Tree Ordinance Amendment's approval. South Pasadena, the "City of Trees," needs robust tree protections to preserve our environment and community identity.

Reason: The amendment undermines tree preservation by:

- Removing protections for non-native trees (>12"), allowing unchecked removals without permits, notifications, or replacements, guaranteeing fewer trees. An urban forestry plan and a list of problem trees is needed first.

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Vision: Pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections. Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.

Sincerely,

Rowan Swain

City Clerk, South Pasadena:

The attached letter and photo are to be included as a Public Comment for Agenda Item 18 at the October 1, 2025 City Council Meeting.

Thank you,

Steve Novotny

Steve Novotny
[redacted]

October 1, 2025

South Pasadena City Council:

It is a bad idea for the City to pass this less restrictive tree trimming and removal policy, which makes it easier to remove trees, because many unnecessary tree removals will occur.

People will be taking trees out for any reason they want, which is completely inappropriate. South Pasadena will not maintain its forest canopy that the legislation states is one of the goals. Removing mature healthy trees shouldn't be allowed in the **City of Trees**, since these trees take 50 years to grow.

One of the signature elements of upscale, wealthier communities is nice trees that are appropriately trimmed. Examples of this are areas such as Beverly Hills. If we lose too many trees, our City will not look as desirable for people to want to live here and property values will suffer as a result.

Wildlife Habitat was never addressed. Significant trees are homes to squirrels, birds and raptors. Any significant tree removals or inappropriate trimming reduces the natural habitat for wildlife. Protected species of wildlife include owls, raptors, falcons, and provisions for this also needs to be included in the ordinance.

Just recently on August 29, Councilmember Omari Ferguson, who happens to be my next-door neighbor, was attempting to remove 2 large significant, healthy pine trees from his backyard without a permit. It was on a Friday before a holiday weekend when the City is closed. I called the police and filed a report. The tree trimmers didn't remove the trees after realizing they needed a permit.

I was never notified of Mr. Ferguson's proposed tree removal pursuant to the tree ordinance, being a property within 100 feet. He not only violated the law, but also deprived me of my right of notification. If an elected official who knows better is violating the existing law, what will everyone else be doing under the new legislation?

This is in addition to Mr. Ferguson's independent actions of illegally removing and purposely damaging my property and portions of my landscape over the past 5 years.

I urge Public Works not to approve the removal of these pine trees, especially the one near my property line on the hill, because this large tree anchors the steep 45-degree slope, helps prevent mudslides, and insures the stability of the hill. It has been there over 56 years.

My property is officially designated **a Wildlife Habitat**. The wildlife consists of owls, falcons, other raptors, birds and squirrels. Owls, falcons and raptors are protected species in California.

In conclusion, I strongly urge the Council not to approve this legislation because it will prove detrimental to the future of our City.

This legislation is not final and any tree trimming or tree removal needs to be put on hold until it is finalized with all revisions and amendments in place. The native tree list needs to be updated and include all native trees such as Monterey Pines, etc.

All native trees must be added and put on the list before the legislation is allowed to proceed. Provisions for wildlife habitat protection also need to be included.

I want Omari Ferguson to stop damaging my property and stop using his elected position to accomplish his personal agenda.

Sincerely,

[redacted]

Steve Novotny

Attachment: Photo

From: WENDY W RYAN
To: City Council Public Comment
Subject: Oct 1 meeting
Date: Wednesday, October 1, 2025 9:34:14 AM

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To the Council:

Please consider non-native large (18 inch diameter) mature trees to have protections within the Ordinance, not within “administrative guidance”.
Administrative guidance risks accountability, transparency, and public safety.
ANSI/ISA standards need to be in the ordinance, as future staff can change administrative guidance, even with no approval by Council.
For example, a City contractor hired to repair streets and sidewalks may begin cutting/grinding roots prior to cutting a tree, creating a safety hazard as well as possible damage to neighboring trees. ANSI A300 (chapters 8 and 9) address this issue.
In spite of Guidance, the “Boss” is the City. Ordinances are created for a reason. Any changes need to be well-examined, and considerate of public imput.
Sent from my iPad

From:	Yael Pardess
To:	Omari Ferguson; Sheila Rossi; Jon Primuth; Michael Cacciotti; Janet Braun; City Council Public Comment; CCO
Subject:	Urgent: Halt Tree Ordinance Amendment and Fast-Track Hazardous Tree Process
Date:	Monday, September 29, 2025 11:05:59 AM

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- Weakening on-site replacement rules, enabling off-site planting. Pasadena's 50% on-site standard should be adopted, with the future developments happening this is critical. Enabling off site planting shows that homes will become larger, leaving no room for trees on site.

- Allowing Public Works to remove trees without permits or transparency, stripping community input. We need street trees. We need shade.

- Eliminating notification and appeal processes for most trees, giving Public Works unchecked control.

Negative Impact: Approving this without an urban forestry plan risks irreversible tree loss. Deregulation, intended to boost compliance, historically harms the environment and enables more unpermitted removals.We are already loosing an unprecedented number of trees to development and unscrupulous contractors. Trees are crucial for our health especially in an urban environment. Weakening their protection goes against science and Urban health and will only help deep pocketed developers.

The people should have a say on what goes on in their city. Taking away transparency and taking away our right to object damaging tree removals is wrong.

We ask that you pause the amendment and fast-track a process to address hazardous trees while maintaining strong protections for all other trees.

Adopt an urban forestry plan, enforce on-site replacements, require permits for Public Works, and restore community notifications.

Please act swiftly to protect our urban forest.We can survive without it. In my city of Los Angeles We have a pretty strong tree ordinance. Even with it, we need to continuously watch over Tyrees removed illegally. But at least we have the Ordinance on our side with the hope that offenders will

be prosecuted.

You must provide strong protection, transparency, ability to appeals, fines and prosecution. Developers cannot hold the power to remove destroy and change the city's health and well being. This is wrong

Sincerely,

Yael Pardess
[redacted]