**CITY OF SOUTH PASADENA**
**ADDITIONAL DOCUMENTS**

**TUESDAY, JULY 7, 2026, AT 5:00 PM**

## ADDITIONAL DOCUMENTS

Additional Documents to the July 7, 2026 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.

**ADDITIONAL DOCUMENTS TO THE JULY 7, 2026, CITY COUNCIL MEETING**

- Public Comment_Sally Kilby_ Item No. 3
- Public Comment_South Pas Active_ Item No. 3
- Public Comment_Thomas Neuberger_ Item Nos. 3 and 4

July 6, 2026

Mayor and Council Members,

Thank you for taking the first step toward addressing one of South Pasadena's most significant infrastructure challenges by voting to place the proposed street bond measure before the voters this November.

We encourage you to take the final step tonight and grant the final approval of the ordinance that will place the measure on the November 3 ballot. Nearly half of our city's streets require reconstruction or significant repair, and decades of deferred maintenance have created a challenge that annual revenues cannot solve. Please give residents the opportunity to decide whether to make this long-term investment by voting to place the measure on the ballot.

There is a growing group of concerned residents ready to join the signers of this letter and officially form a committee to take the baton from you. Once the measure is placed on the ballot, we are prepared to use our collective experience on prior revenue measures to: Draft and submit the “yes” ballot argument; Secure signers for the ballot; Educate our neighbors about the need for investment; and Convey our confidence that the City’s new leadership team has the expertise to ensure the funds are properly utilized to upgrade our infrastructure.

We also respectfully ask that the city clerk request the letter designation for the measure be "SOS," or "Save Our Streets." We believe this name captures both the urgency of the deteriorating condition of our streets and the community's call to protect one of South Pasadena's most important public assets. "SOS" is simple and memorable, and it reflects the reality that our streets need help now—not years from now, when repairs will be even more costly.

Thank you again for your leadership and your willingness to confront a challenge that has been decades in the making. We appreciate your commitment to preserving the safety, connectivity, and quality of life that make South Pasadena such a special community.

Respectfully,

Yuki Cutcheon, Dean Serwin, Karie Reynolds, Barbara Cocks, Peter Giulioni, Sally Kilby, Margaret Lee, and Barbara Cocks

**From:** South Pas Active
**To:** City Council Public Comment
**Subject:** Public Comment for Agenda Item 3 from South Pas Active
**Date:** Tuesday, July 7, 2026 10:19:46 AM

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

South Pas Active supports investing in our streets. But if the City is asking voters to make a major investment in our streets, that investment should make our streets safer and more accessible for everyone, not just re-pave the status quo.

Much of the current bond language reads like it is primarily about roads for cars and drivers, but streets serve all road users: people walking, biking, rolling, using mobility devices, accessing transit, and driving.

Repaving is one of the best opportunities we have to improve safety. When a street is already being resurfaced, the City can also improve crossings, ADA access, sidewalks, bike infrastructure, and traffic calming.

Our ask is straightforward: **please dedicate a portion of the bond funding to pedestrian, bicycle, and accessibility improvements**, and amend the definition of "Improvements" in Ordinance No. 2416 to **explicitly include pedestrian and bicycle safety, ADA accessibility upgrades, sidewalk repairs, crossing improvements, traffic calming, and active transportation improvements**.

Please also include language stating that **where bond-funded repaving overlaps with the City's adopted or updated mobility plans**, including the 2011 Bicycle Master Plan or any successor mobility plan, those safety and active transportation improvements **should be incorporated into the bond-funded work** wherever feasible.

When we repave streets, let's do it right - for everyone.

Thank you,
South Pas Active

**From:** Thomas Neuberger
**To:** City Council Public Comment
**Subject:** Public Comment — Items 3 and 4, Street Improvement Bond Measure
**Date:** Tuesday, July 7, 2026 10:51:32 AM

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

Dear Mayor Rossi and Members of the City Council,

I am writing in support of investing in South Pasadena's streets, sidewalks, and infrastructure, but I urge the Council to strengthen the proposed bond measure before placing it on the ballot.

Our roads need repair. Our sidewalks need repair. But repaving is also a once-in-a-generation opportunity to make our streets safer and more accessible for everyone who uses them, not just people driving. If the City is going to ask residents to approve an $80 million tax increase, the measure should clearly commit to improvements that benefit the whole community: people walking, biking, rolling, using mobility devices, taking kids to school, accessing transit, and driving.

As someone who does not primarily get around by car, I am not interested in raising taxes simply to preserve the status quo. A measure that only repaves streets as they are today does not meet the standard voters should expect for a major public investment. Tax increases, especially ones requiring broad voter approval (66.7% of the vote), should deliver broad public benefit.

I ask the Council to include clear language committing a portion of bond funds to safety, accessibility, and active transportation improvements wherever possible. That should include implementing overlapping projects from the City's mobility plans and the 2011 Bicycle Master Plan when streets are repaved using bond funds.

The measure should also clearly name improvements such as raised crosswalks and traffic calming near schools, sidewalk repair, ADA upgrades, daylighting at intersections and crossings, protected bikeways, and bike paths. These are not extras. They are core street improvements.

Other cities have shown that street funding measures can be written more clearly. Berkeley's Measure FF, for example, explicitly funds street and sidewalk repairs, safety improvements, and environmental enhancements. South Pasadena should do the same and make clear to voters that this bond is not just about pavement, but about safer, more accessible streets.

The way people move around South Pasadena is changing. Families are walking and biking to school. More residents are using e-bikes, mobility devices, and transit. Our infrastructure should reflect that reality.

Please strengthen this measure so that when we invest in our streets, we are also investing in safety, accessibility, and a better South Pasadena for everyone.

Thank you.

Thomas Neuberger

[redacted]