CITY OF SOUTH PASADENA
ADDITIONAL DOCUMENTS

WEDNESDAY, JUNE 3, 2026, AT 7:00 PM

ADDITIONAL DOCUMENTS

Additional Documents to the June 3, 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 JUNE 3, 2026, CITY COUNCIL MEETING

- Public Comment_Josh Albrektson _Item No. 1
- Public Comment_John_Item No. 8
- Public Comment_John_Item No. 17
- Public Comment_John_Item No. 17 (2)
- Public Comment_Barbara Eisenstein_Item No. 18
- Public Comment_Bill Thompson_Item No. 18
- Public Comment_John Aboud_Item No. 18
- Public Comment_Adry Hezekiah_Item No. 18
- Public Comment_Kaly Trezos_Item No. 18
- Public Comment_Kristen Pumphrey_Item No. 18
- Public Comment_Lissette Rodriguez_Item No. 18
- Public Comment_Matthew Foster_Item No. 18
- Public Comment_Michael Noe_Item No. 18
- Public Comment_Mike Siegel_Item No. 18
- Public Comment_Sandy Shannon_Item No. 18
- Public Comment_Shandor Garrison_Item No. 18
- Public Comment_South Pas Active_Item No. 18
- Public Comment_Tera Landers_Item No. 18
- Public Comment_Thomas Neuberger_Item No. 18
- Public Comment_Scott Dukes_Item No. 18
- Public Comment_Fumi Pettijohn_Item No. 18
- Public Comment_Andrew Portugal_Item No. 18
- Public Comment_Ian_Item No. 18
- Public Comment_Noel and Miguel Bahamon_Item No. 18

From: Josh Albrektson
To: City Council Public Comment
Subject: Huntington Drive and Fremont Ave corridor improvement public comment
Date: Saturday, May 30, 2026 3:28:19 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.

This is for the 6 PM study session and Item 18 of the city council meeting.

1. I live at 1023 Fremont Ave, which is the northwest corner of Fremont and Oxley. I am writing in STRONG support of having a roundabout at Fremont and Oxley in front of my house.

This is one of the most dangerous crosswalks in South Pasadena. I have seen people after they have been hit and I have seen multiple close calls. My wife will not cross the street because of how dangerous it is. A roundabout will completely solve this problem.

Not to mention, right now it is almost impossible to turn north on Fremont from Oxley Street. I expect at some point of time there will be a high speed accident where a car is trying to enter Fremont and doesn't see cross traffic. A roundabout will completely fix this problem.

2. I also want to strongly support having protected bike lanes on my stretch of Fremont (Option 5). Havint protected bike lanes stretching North/South across the middle of South Pasadena will allow a significant connection between a lot of people. I would allow my kids to ride their bikes to middle school because of these protected bike lanes. I know a lot of other parents would probably do the same.

3. F the palm trees. We should not be replacing a single palm tree with take out with a new palm tree. Athens doesn't bother collecting fallen fronds anymore. They sit out in piles on the sidewalk for two months. I have had my sunroof of my car broken from a palm tree frond falling from 60 feet. I have those fronds on my roof.

They do not provide shade and are not native. Any palm tree removed should be replaced with a much better tree, NOT a palm tree.

--
Josh Albrektson MD
Neuroradiologist by night
Crime fighter by day

From:	John C.
To:	City Council Public Comment; Greg Lloyd; Michael Cacciotti - Personal; City Manager"s Office
Subject:	Email Comment for South Pasadena City Council Item 8 possible error by South Pasadena Fire Department Staff
Date:	Monday, June 1, 2026 2:21:05 PM

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

To South Pasadena City Mayor Sheila Rossi, Mayor Pro Tem Omari Ferguson, Councilmember Jon Primuth, Councilmember, Michael A. Cacciotti, Councilmember Janet Braun, City Manager Todd Hileman, and to South Pasadena Fire Department Fire Chief Greg Lloyd, and South Pasadena Fire Department Staff

Please read the sentence below which contains the error.

The City's current regional asset, a 1995 Air Utility Unit, is nearly 30 years old and does not provide the same operational benefit as a Type III apparatus for the Monterey Hills or regional wildland/urban interface response.

Sentence found on page 100 on the city council agenda packet.

First the South Pasadena Fire Air Utility model year is not 1995 and base on old South Pasadena city council agenda packet item 8 from South Pasadena City Council meeting from June 8, 1997 found through the South Pasadena City website through the South Pasadena Clerk website. Please read everything from the copy below.

CITY OF SOUTH PASADENA

AGENDA MEMORANDUM

Agenda Date: June 18, 1997

To: Honorable Mayor and
Members of City Council

Via: Sean Joyce, City Manager

From: William R. Eisele, Fire Chief

Subject: Award Bid for Replacement of Brush, Salvage and Light Air Truck

Background

South Pasadena's present brush truck is twenty four years old and is in poor condition. Front line fire equipment's replacement is set at ten years as designated by the National Fire Protection Association. Our present light air vehicle is a nine year old chassis with a thirty five year old rear body that is in poor condition.

Analysis

We have sought bids for a replacement vehicle that will replace the functions of the two vehicles now in service. This unit differs from a telesquirt in that it is uniquely designed to protect our community's flag lots, long narrow driveways and narrow roadways not accessible to standard fire engines. It also has the capability to provide emergency power to facilities adapted for external power during a disaster. Thirteen companies were contacted and four bids were received. Of the four bids received, only one met the

specifications. The bids have been thoroughly evaluated by myself and our department mechanic and a vendor has been identified (Pierce) as having provided the most suitable bid. The 1973 Brush Truck will be sold at a public auction and the 1988 Salvage Truck will be converted into a flat or pick up utility vehicle for fire department and city use.

Fiscal Analysis

The cost for this vehicle is $181,593.70. All but $7,000 of the funding has been obtained by a lease agreement. The additional $7,000 will be funded using savings from the 1996-97 fire department budget.

Recommendation

It is recommended that the City Council authorize purchase the Pierce option #2 for $181,593.70.

WRE/bja

Base on the above information South Pasadena Fire Department Air Utility cannot be a 1995 model year. This South Pasadena City council meeting and agenda item was approved on June 18, 1997. So the model year is not 1995 maybe it 1997 or 1998. South Pasadena Fire Department Chief Gregory Lloyd and the South Pasadena Fire Department staff need to look at the vin number of the vehicle or the paper work when vehicle was acquired from Pierce.

Also, why does South Pasadena Fire Department need a Type III brush engine. When the old 1973 Ford truck was a type 6 Ford F350 and was used for 24 years. If South Pasadena Fire Department get a type 6 Ford F350 one ton truck they can upfit and custom make the vehicle electric through SCAQMD. Also, does South Pasadena Fire Department really need a brush engine. Did Fire Chief Gregory Lloyd discuss with all other Fire Departments and with Los Angeles County Fire Department if a brush engine is really needed for this area. Plus, Pasadena City Council recently approved a brand new 2024 Ford F550 Air Utility for Pasadena Fire Department Station 39. Fire Chief Gregory Lloyd and South Pasadena Fire Department staff should have auction out the old Air Utility apparatus. No need to for two neighboring cities to have the same apparatus.

From, John

From: John C.
To: City Council Public Comment
Subject: Email Comment for South Pasadena City Council Agenda item 17
Date: Monday, June 1, 2026 2:46:30 PM

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

To South Pasadena City Council Mayor Shelia Rossi, Mayor Pro Tem Omari Ferguson, Councilmember Michael A. Cacciotti, Councilmember Jon Primuth, and Councilmember Janet Braun, City Manager Todd Hileman, and South Pasadena Public Works staff

From, John

Please read the article below from what other countries are doing and how they converting gas powered vehicles into electric vehicle and look at the sentence how long this has been going on. So far the United Stated has not banded this practice. So lets get on board now. Before it is to late. Please this article below.

INNOVATION

The Uruguayan company teaching people how to turn regular cars into EVs

Organización Autolibre is teaching individuals and companies across 14 countries to retrofit vehicles. Critics worry about the process's safety.



By DANIELA DIB

29 AUGUST 2024 • MEXICO CITY, MEXICO

- Turning gas-fueled cars into electric ones can be four times cheaper than buying a new EV.
- Retrofitting, as the practice is known, is gaining traction in Latin America.
- Citing safety concerns, some countries are calling for regulation and one has completely banned the retrofitting of certain cars.

In 2010, Uruguayan president-elect José Mujica made headlines for the bright blue mini-truck he rode to his inauguration ceremony.

The vehicle, which looked like any ordinary pickup truck, was used to convey a message: Uruguay was serious about its quest to become more environmentally friendly. The gas-powered four-wheeler had been transformed into an electric vehicle by Organización Autolibre, a local retrofitting company.

Viral press coverage of the ceremony put the company in the spotlight, sparking interest from EV enthusiasts inside and outside Uruguay who wanted to convert their gas-guzzling vehicles into economical EVs.

“This news coverage in many media outlets across Latin America gave a lot of visibility to this technology, and to this day we tour the region every year across Peru, Mexico, Argentina,” Gabriel González Barrios, founder and CEO of Organización Autolibre, told *Rest of World*. “The same distributors of Autolibre systems permanently invite us to train the necessary technicians to generate the local ecosystem for the local development of this industry.”



Autolibre trains mechanics and technicians to convert traditional vehicles to e-cars through their online courses.

Over the years, González Barrios and his team at Organización Autolibre have helped convert thousands of traditional vehicles into e-cars across 14 Latin American countries. The company trains individuals and mechanics through online courses, and supervises conversions for corporate fleets. So far, at least 40 companies have used Organización Autolibre’s services, González Barrios said. While some countries have flagged concerns about the safety of retrofitting vehicles, González Barrios said his company is leading efforts to make it a safer and standardized practice across

Latin America.

“We want to show it’s an industrialized process,” Andrés García, the owner of a retrofitting shop in Bogotá, Colombia, which works with Autolibre, told *Rest of World*. “This is not for hobbyists or people who are inexperienced.”

González Barrios had the idea for the company in 2006 after watching the Al Gore-produced climate change documentary *An Inconvenient Truth*. A distributor of chemical products for gas-fueled vehicles at the time, he was inspired to address environmental concerns from his corner of the world.

“We decided to change the combustion engines of our own vehicles into zero-emission electric ones,” said González Barrios. The experiment was successful and affordable, and led him to found Organización Autolibre.





Andres García's Fiat racing car required a special permit for classic gas-engine cars, since they produce high CO2 emissions. He now drives the retrofitted car with no restrictions.

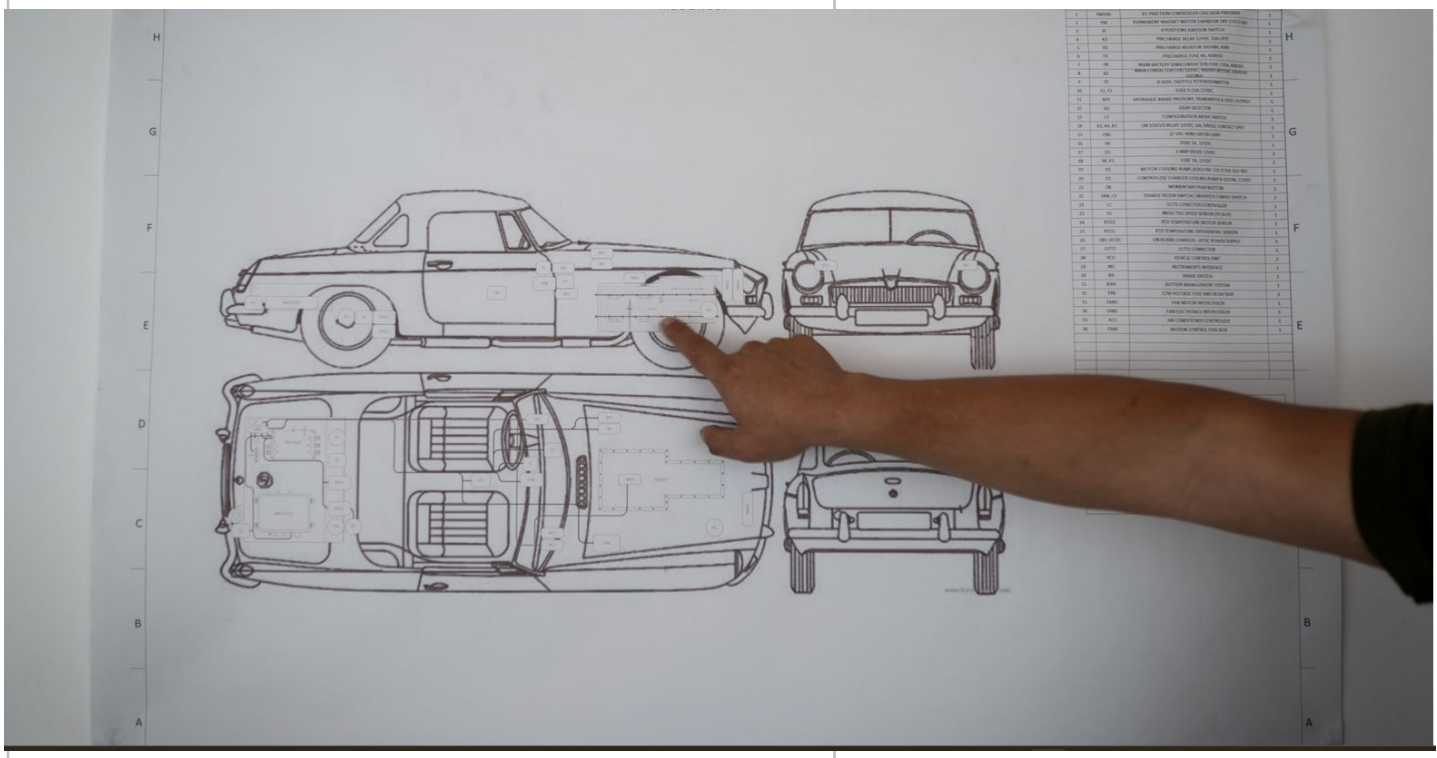
González Barrios initially used some American EV kits to retrofit vehicles, but when those became too costly, Autolibre partnered with Zhuhai Enpower Electric, a Chinese electric power system company.

Over the last few years, as the popularity of EVs has grown, so has interest in retrofitting regular vehicles, Bruno González, head of sales at Autolibre, told *Rest of World*. In 2011, the company retrofitted a fleet of delivery vans for Bimbo, the largest bread-making company in the world. Bimbo did not respond to questions from *Rest of World*.

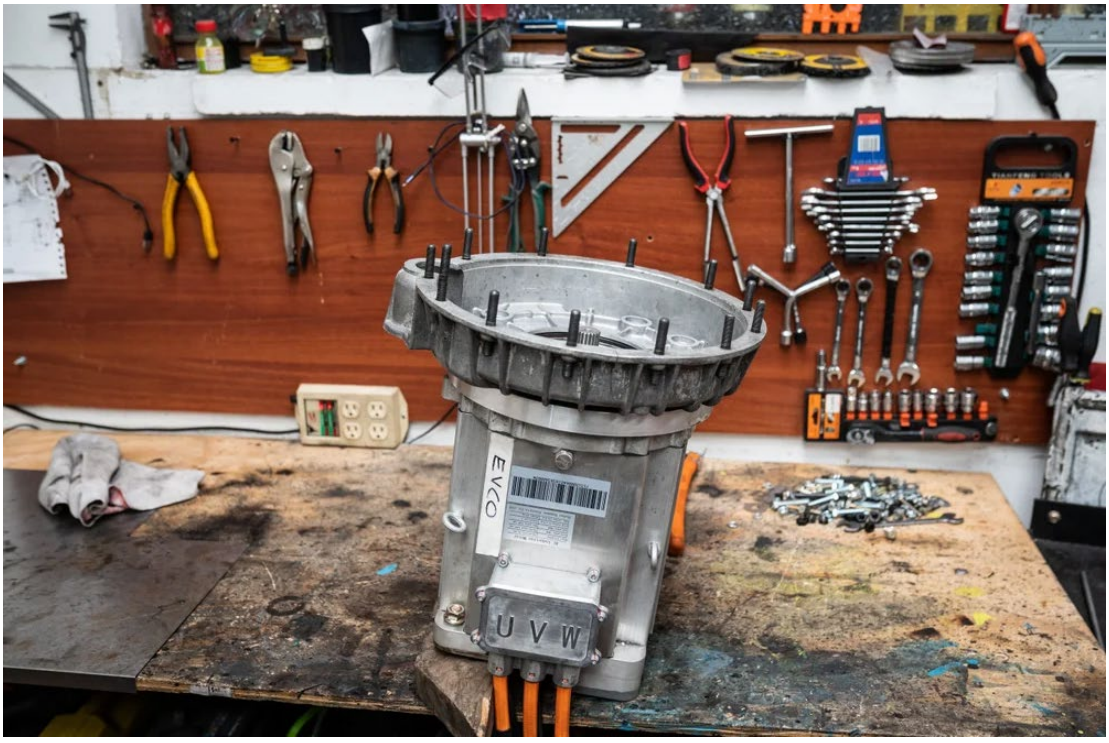
In its 2020 report about the practice, the Latin American Association of Sustainable Mobility revealed that at least 145 retrofitted vehicles had been officially registered.

The Latin American Retrofit Association, co-founded by González Barrios, now has more than 30 members across the region. All are either distributors of EV retrofit kits or have workshops specializing in the process.

A photo of a hand pointing towards a technical drawing of a car



Each new component for the vehicle is custom-made.



This electric engine is able to power a Land Rover Defender.



The electric charging port takes the place of the fuel tank.

Retrofitting electric vehicles has been practiced worldwide for over 30 years, with countries like Japan and Australia establishing national guidelines for the process. A report from the Latin American Association of Sustainable Mobility lists 21 companies that currently sell EV retrofit kits for different vehicles across the world.

The biggest incentive to retrofit a vehicle is its affordability, said González Barrios. Most new EVs available in Latin America remain out of reach for regular car users. One of the most popular models, the electric Renault Kwid, costs around $18,100. Converting an existing gas or diesel-engine car into an electric vehicle using Autolibre's process starts at $6,000.

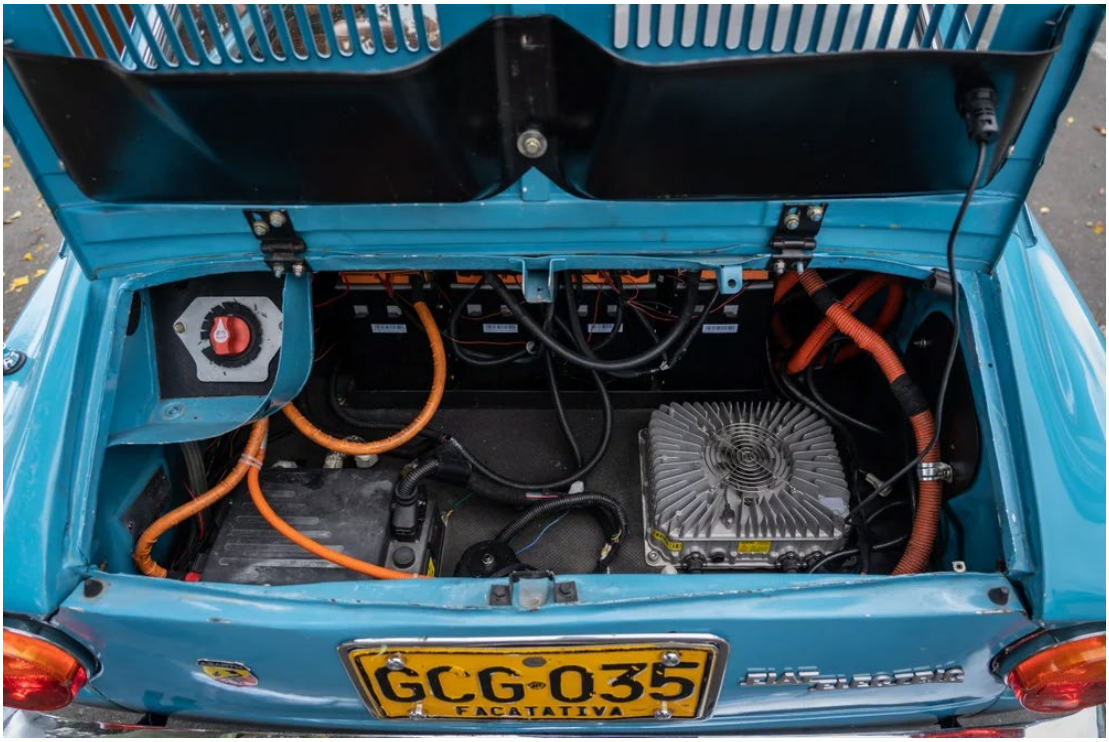
Since the practice is largely a DIY process, there are no official statistics on the retrofitting industry in Latin America. Many retrofitting jobs are done "by tinkerers who seek to extend the life of their petrol cars since they can't afford a new electric one," Adolfo Rojas, president of the Association of Entrepreneurs to Promote Electric Vehicles in Peru, told *Rest of World*.

The retrofitting process requires skilled EV technicians to remove the engine, gas tank, exhaust, and other components within a regular car, and fit the electric motor, batteries, on-board charger, and computer into the empty space. Weight has to be carefully distributed so the car doesn't tilt to one side. The original electrical components — such as airbags and sensors — must function properly, and the battery shouldn't overheat. Autolibre Academy, the company's educational branch, offers online courses on these basic skills to any EV enthusiast interested in retrofitting, González said.

But Rojas said there are risks associated with the retrofitting process.

Retrofitting kits, many of which are available on online marketplaces like Alibaba or MercadoLibre, often don't guarantee a "minimum level of safety and quality for the retrofit unit," Rojas said.

Once they've been modified, retrofitted vehicles must get government permits that allow them to be on the road in specific countries, according to retrofitting experts.



Garcia company sells retrofitting kits exclusively to certified technicians to reduce risks.

In 2021, the Chilean transport ministry passed legislation banning the retrofitting of all used passenger vehicles. “Retrofits were being done, but keeping the car’s safety level was being overlooked,” Rodrigo Salcedo, president of Chile’s Electric Vehicle Association, told *Rest of World*. A safety compliance regulation is being prepared by the transport and energy ministries.

In Colombia, where retrofitted vehicles face no legal impediment, some are arguing for tighter controls.

García, from the car shop in Bogotá, said he is working with fellow retrofitting experts and enthusiasts to lobby for specific regulation, including meeting with the Colombian transport department and SENA, the country’s professional and technical training service. He said his company sells retrofit kits exclusively to certified technicians.

Jairo Novoa, one of García’s customers, retrofitted a 1981 BMW. He told *Rest of World* the process made sense for an old car like his because spare or repair parts are expensive and hard to find.

Although most of Colombia’s more than 11,000 electric vehicles are brand-new, retrofitted ones “do not need to envy” them, said Novoa. Except maybe, “really expensive ones like Tesla.”

Daniela Dib is a freelance journalist based in Mexico City covering business and technology in Latin America. She was previously a Rest of World reporter.

From: John C.
To: City Council Public Comment
Subject: Email Comment for South Pasadena City council meeting for agenda item 17
Date: Tuesday, June 2, 2026 1:48:16 PM

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

To South Pasadena City Council Mayor Shelia Rossi, Mayor Pro Tem Omari Ferguson, Councilmember Jon Primuth, Councilmember Michael A Cacciotti, Councilmember Janet Braun, City Manager Todd Hileman, and South Pasadena Public Work Staff

From, John

Please read this article down below. Also, Argentina has been converting Hybrid and plug in hybrid and look at the total number they have converted in 2025. This can be down with any vehicles including the vehicles for Public Works recently leased out.

Manual for converting vehicles to electric in Argentina proposes adding dealerships to the retrofit business

By Lucila de los Santos • April 15, 2026



The conversion of internal combustion engine vehicles to electric (known as retrofitting) is gaining traction in the discussion about the energy transition of the Argentine automotive sector. In this context, the National Institute of Industrial Technology **(INTI)** , in conjunction with **Argentine Vehicle Control** , is working on the development of a best practices manual that aims to standardize the technical aspects of these modifications and open new opportunities for mechanical workshops, dealerships, and companies in the sector.

The document is being prepared with the aim of offering technical guidelines for those who want to start making these types of conversions, a segment that could contribute to accelerating the electrification of the existing vehicle fleet.

“General workshops have a volume of vehicles that can be upgraded or revamped. This allows you to go from a polluting vehicle to a cleaner one with fewer moving parts,” explains **Diego Marino** , Head of Mobility Projects at INTI.

The initiative also proposes that retrofitting should not be limited solely to independent workshops. According to Marino, the development of this type of practice could also involve **official dealerships or large companies in the automotive sector.**

“For us, it is very important that large companies or dealerships can select two or three vehicles that they want to officially

retrofit. That is an important incentive for electromobility," he maintains.

Three volumes to organize the retrofit

The manual being developed will consist of **three volumes** , each focused on a specific aspect of the conversion process.

The first focuses on **adapting mechanical workshops** to work with electric vehicles. It includes recommendations on infrastructure, equipment, and safety conditions necessary for operating on high-voltage electrical systems.

"The first volume focuses on how to set up a workshop or adapt an existing one to work with electric vehicles, especially retrofits," Marino explains. "That document is already finished and ready for publication."

The second volume focuses exclusively on the **technical practice of retrofitting** , that is, the process of transforming a vehicle with an internal combustion engine into an electric one.

This section covers aspects such as:

- combustion system disassembly
- electric motor integration
- battery installation
- active and passive safety systems
- technical decisions regarding transmission and clutch.

"The second volume addresses all the details and conditions that must be considered when modifying a combustion engine vehicle into an electric one," the expert explains.

The third volume focuses on the **tests and verifications that must be carried out before delivering the converted vehicle to the user** .

For Marino, one of the central aspects of the manual is to establish procedures that ensure that conversions are carried out safely.

"The tests must first be carried out in the workshop and then undergo a technical verification. For us, it is crucial that the vehicle is evaluated both before and after the conversion to electric," he says.

Initial focus on cars and light commercial vehicles

In this first stage, the manual will focus primarily on light vehicles, particularly in categories **M1 and N1** , which include cars and light commercial vehicles.

The decision is based on practical logic: these are the most accessible vehicles for mechanical workshops and where modifications are technically more feasible.

"The scope we've defined for retrofitting is for M1 and N1 category vehicles, meaning cars and light commercial vehicles," Marino explains. "The idea is to focus on a target audience that can perform this procedure within a workshop."

However, the executive clarifies that the technical concepts developed in the manual could also be applied in the future to larger vehicles, such as buses or passenger transport.

"The concepts are the same, but the practice is different. That's why we started with light vehicles, which are the most accessible for workshops," he adds.

Retrofit as a complement to electrification

The development of these technical guides comes at a time when the electrification of the Argentine vehicle fleet is still in its early stages.

According to industry data, in 2025 more than 14,000 electrified vehicles (including hybrids, plug-in hybrids and electric vehicles) were registered in Argentina , a figure that reflects the sustained growth of this segment in recent years driven by the expansion of the range of imported models and the arrival of new brands to the market.

In this context, retrofitting is seen as a **complementary tool** for the growth of the new electric vehicle market. In many cases, conversions can include **integrating a structural battery into the vehicle floor** , a technical solution that allows for a closer approximation to the architecture of a factory-designed electric vehicle.

“This isn’t about replacing pure electric vehicles, which are clearly the long-term goal,” Marino cautions. “But for training companies, employees, and individuals, it’s often easier to start with products that are already familiar.”

From this perspective, the conversion of existing vehicles could serve as a way to accelerate the adoption of electric technology, especially in segments where there is still a large base of combustion engine vehicles in circulation.

According to industry estimates, **a converted electric vehicle can have an energy cost up to ten times lower than an equivalent combustion engine vehicle** , due to the greater efficiency of the electric system compared to the internal combustion engine.

A new segment for workshops and dealerships

The development of a technical framework for retrofitting also opens the door to the emergence of a new segment within the automotive ecosystem.

Mechanical workshops could find a **new line of business** in the electric conversion, especially in a scenario where the maintenance of electric vehicles requires fewer mechanical interventions than combustion engines.

At the same time, dealer networks and the automakers themselves could **explore conversion programs for certain models.**

“If dealerships or large companies select certain vehicles for official retrofitting, that could have a significant impact on the rate at which electromobility grows,” Marino says.

In that scenario, retrofitting could become an additional tool to boost the energy transition of transport, taking advantage of part of the existing vehicle fleet while the electric vehicle market continues to expand.

For the sector, the key will be to establish clear technical criteria that allow these modifications to be carried out safely and in a standardized manner, an objective that the manual of good practices seeks to begin to organize within the Argentine automotive ecosystem.

If you want to learn all the details about the electric vehicle market in Argentina, we invite you to download our free Mobility Portal Data report, where you'll find a comprehensive analysis of brand presence, dealership expansion, the impact of the quota system, and the main business opportunities within the eMobility ecosystem. You can access the free report here.

Discover Mobility Portal Data, a new and exclusive market intelligence platform with reliable data and key reports for smart decision-making in the automotive sector, including both combustion and electric vehicles, and charging infrastructure.

From: Barbara Eisenstein
To: City Council Public Comment
Subject: Item 18 -Support for Option 2A for all of Fremont
Date: Sunday, May 31, 2026 4:33:58 PM

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

To: City Council of South Pasadena
From: Barbara Eisenstein, 1852 Monterey Road
Date: 5/31/26
Item 18: Design Alternatives for Huntington and Fremont Ave Corridor Improvement Project

I strongly support Option 2A for all segments of Fremont Avenue. Our city has entirely too much car traffic and too many accidents. I believe we need to move forward with bold designs to make cycling and walking safer throughout the city. It is unacceptable for cyclists, walkers and joggers to have to share the same space. Furthermore, e-bikes, one of which I own and use, are becoming more and more popular and so Option 5's exclusion of Class 3 e-bikes will set up confusion and many people will not obey the regulation. In addition, Option 2A removes the fewest trees. We are losing so many trees right now that I think it is critical to take this into account, especially on a busy street like Fremont.

I try to ride my bike to do errands, and the thing that stops me the most is the traffic and safety concerns here in South Pasadena. Please, prioritize safety, clean air, and urban canopy over parking spaces for cars.

Thank you,
Barbara Eisenstein

--



Check Calendar for Upcoming Volunteer Days

From: William Thompson
To: City Council Public Comment
Subject: Comment for June 3rd meeting, item 18: I support Fremont option 2A
Date: Sunday, May 31, 2026 7:52:41 PM

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

Dear Mayor and Members of the South Pasadena City Council,

I am writing to express my strong support for Fremont Avenue Option 2A.

As a South Pasadena resident, I believe Option 2A represents the safest and most forward-looking solution for this important transportation corridor. Fremont is a transportation route used daily by students, families, commuters, and older adults—not a recreational trail. Option 2A provides dedicated space for pedestrians and cyclists, reducing conflicts between users and creating a safer environment for people of all ages and abilities.

In contrast, Option 5 combines pedestrians and cyclists into a shared-use path, increasing the potential for collisions as bicycle and e-bike use continues to grow. There are also unresolved questions regarding whether Class 3 e-bikes will be legally permitted on a shared path, creating additional uncertainty.

The area around South Pasadena High School and Holy Family School is precisely where separation matters most. Hundreds of students and families rely on this corridor every day, and dedicated infrastructure for both walking and biking will help ensure their safety.

Option 2A also preserves more of our community's valuable tree canopy. According to the City's analysis, Option 2A would require the replacement of 57 trees, compared to 81 under the hybrid alternative. Preserving mature trees provides shade, improves air quality, and helps keep our neighborhoods cooler.

Finally, Option 2A is designed for the future. More residents are choosing bicycles and e-bikes for everyday transportation, and our infrastructure should reflect that reality. By creating safe, separated facilities today, we can support a healthier, more sustainable, and more connected South Pasadena for decades to come.

Thank you for your consideration and for your commitment to improving safety and mobility in our community.

Sincerely,

Bill Thompson
[redacted]

From: John Aboud
To: City Council Public Comment
Subject: Fremont Corridor
Date: Monday, June 1, 2026 12:46:38 PM

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

Dear neighbors and friends on the South Pasadena City Council,

I'm writing to express my support of Option 2A for all Fremont segments (Agenda Item 18 for Wednesday's meeting). Option 2A creates the kind of transportation infrastructure that our community will need for decades to come. By separating cars, cyclists, and pedestrians, it is the safest option for people of all ages and abilities. It also preserves more mature trees, contributing to our canopy which remains one of the best in the region.

Thank you for your service to South Pasadena and for making the right decisions now that will benefit the city well into the future.

John Aboud
Avon Place

From: Adry Hezekiah
To: City Council Public Comment
Subject: Comment for June 3rd meeting, item 18: I support Fremont option 2A
Date: Sunday, May 31, 2026 3:31:18 PM

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

I am just reaching out to voice my support for option 2A for all Fremont segments of the potential new layout for the Fremont corridor multi-modal transportation upgrades.

This seems like the safest & most actually useable & connected route layout.

Thank you.

- Adry Hezekiah
  former resident of districts 2, 4, 5 & parent of 2 SPUSD students

From: [redacted]
To: City Council Public Comment
Subject: Comment for June 3rd meeting, item 18: I support Fremont option 2A
Date: Sunday, May 31, 2026 9:43:48 PM

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

I support Fremont Option 2A.

Aside from being less expensive than the other considered alternative, Alternative 5, it avoids any potential bike/pedestrian conflict.

Additionally, this option will provide people of all ages and abilities (including wheelchairs!) safe mobility options for walking and riding a bike to get to their destinations.

Thank you,
Kaly Trezos

From: Kristen Pumphrey
To: Sheila Rossi; Omari Ferguson; City Council Public Comment; CCO
Subject: Public Comment for June 3rd, Agenda Item 18
Date: Tuesday, June 2, 2026 12:41:34 PM

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

Esteemed City Council Members, Mayor Rossi, and Mayor Pro Tem Ferguson:
Thank you for your continued consideration of protected bike lanes on Fremont. I appreciate your commitment to this project and your willingness to adapt to the evolving transportation needs of our community.

I urge you to adopt Option 2A for the full length of the Fremont Corridor.

Option 2A is the safer design because it provides dedicated space for pedestrians, cyclists, wheelchair users, and others using mobility devices.

By contrast, Option 5 combines these users in a heavily traveled corridor, including near the high school, creating greater potential for conflicts and collisions. Option 5 may also create confusion for Class 3 e-bike riders, who are not legally permitted to ride on shared-use paths and represent a growing segment of South Pasadena's cycling community.

While Option 2A preserves less parking, it provides a safer facility, is more cost-effective, and preserves more of South Pasadena's urban forest.

Thank you for your consideration. I encourage you to support Option 2A for the entire Fremont Corridor.

excited to ride the protected lanes,
Kristen Pumphrey
AV PTA Active Transit Co-Chair & South Pas Active Board Member

From: Lissette Rodriguez
To: City Council Public Comment
Subject: Comment for June 3rd meeting, item 18: I support Fremont option 2A
Date: Tuesday, June 2, 2026 4:46:05 PM

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

Hi,

As a Pasadena resident who often rides a bike down Fremont to visit friends who live in South Pas, I wholeheartedly support Fremont option 2A, and urge the City Council to vote for it.

Thank you.

From: Mathew Foster
To: City Council Public Comment
Subject: Public Comment - June 3rd, agenda Item 18
Date: Sunday, May 31, 2026 3:09:26 PM

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Hello,

I'm writing as a resident of South Pasadena in support of Option 2A for the Fremont Corridor plan. This option provides dedicated space for people and kids biking, for walking, and preserves significantly more mature trees. Bonus that this option costs less, and better prepares Fremont for the future of transportation.

Thank you,

Mathew Foster
[redacted]

From: MIKE NOE
To: City Council Public Comment
Subject: Comment for June 3rd meeting, item 18: I support Fremont option 2A
Date: Monday, June 1, 2026 1:37:44 AM

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Greetings City Council!

I'm the chair of South Pasadena's Natural Resources & Environmental Commission (NREC) and live a block from Huntington and Fremont where I ride my bicycle frequently. This area is overdue for a protected bike lane to enable safe bicycling routes across town. In particular, Fremont Ave is a challenging stretch of road given the level of parked cars, commuters and high school traffic on a daily basis. The protected bike lane would enable further use of non-greenhouse gas emitting vehicles and would prevent the unnecessary loss of mature trees to enable its development. Pls make your vote count for residents today and for future generations by voting in option 2A for S Pasadena residents.

--

Kind regards!

Michael Noe
Chair, Natural Resources & Environment Commission 2026

From: Michael Siegel
To: City Council Public Comment; CCO
Subject: Public Comment - June 3rd, Agenda Item 18 - Support 2A
Date: Tuesday, June 2, 2026 3:32:37 PM

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Council/Staff:

I urge you to adopt Option 2A for the full length of the Fremont Corridor.

Option 2A is the safer design, more cost-effective, and preserves more of South Pasadena's urban forest.

Mike Siegel



From: Sandy Shannon
To: City Council Public Comment
Subject: Protected Bike Lane Design
Date: Monday, June 1, 2026 11:41:52 AM

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Hello,

I am submitting a comment in support of option 2A for the protected bike lane designs for Fremont Corridor. We want a protected two-way cycle track that provides separate space for people biking and people walking. This is better for the environment, for community safety, and the wellbeing of our children.

Kindly,
Sandy

Sandy Shannon

From: Shandor Garrison
To: City Council Public Comment
Subject: Comment for June 3rd meeting, item 18: I support Fremont option 2A
Date: Monday, June 1, 2026 2:40:57 PM

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

Dear City Council,

I am writing to express my strong support for Option 2A regarding the Protected Bike Lane designs for the Fremont Corridor.

As the parent of two students in middle school and high school who would utilize this path daily, safety is my primary concern. Option 2A effectively separates cars, cyclists, and pedestrians, which reduces potential conflicts and creates a significantly safer environment for commuters of all ages and abilities.

Thank you for your time and for considering this feedback.

Sincerely,

Shandor Garrison
[redacted]

From: South Pas Active
To: City Council Public Comment
Subject: Comment for June 3rd Special meeting, 6pm, Item 1: Support for Fremont option 2A
Date: Wednesday, June 3, 2026 7:19:08 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 and Councilmembers,

Our city is on the cusp of a wonderful transformation though the redesign of two of its major corridors, Fremont and Huntington. This transformation is a natural continuation of the work of the "freeway fighters" who saw the destruction wrought by freeways and fast roads that prioritize driving over our quality of life, health, and environment.

South Pas Active is very grateful to the city for recognizing and responding to a growing voice asking for safety and access for all road users. The plans under consideration for Fremont reflect that.

Between options under consideration for Fremont now, we feel that option 2A is the right design for Fremont Ave because:

- It is safer for everyone -- Option 2A separates cars, cyclists, and pedestrians, reducing conflicts and creating a safer environment for people of all ages and abilities. Option 5 combines pedestrians and cyclists into a shared path, increasing the potential for collisions as bicycle and e-bike use continues to grow.
- It has no use restrictions -- State law seems to forbid Class 3 Ebikes (a popular class in our city's bike bus groups!) from using a shared path. While a local ordinance could allow for both users, the intent of state law is clear -- mixing these two kinds of user is dangerous and uncomfortable for pedestrians.
- Designed for the future: More residents in South Pasadena and throughout the SGV are choosing bikes and e-bikes for everyday trips. Option 2A creates the kind of transportation infrastructure that everyone will use for decades to come.

The inclusion of two roundabouts is welcome. They will mildly inconvenience cyclists, but have huge value in reducing the incentive to drive through. This makes roundabouts an essential element for a healthier, safer Fremont.

Respectfully,
South Pas Active

From: Tera Landers
To: City Council Public Comment
Subject: Agenda Item 19: I Support Fremont Corridor Option 2A
Date: Wednesday, June 3, 2026 11:05:11 AM

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

Dear South Pasadena Government:

I am a former South Pasadena resident. My son graduated from South Pasadena High School 2012, and I live nearby in Garvanza. I am in South Pasadena often for shopping and errands, and I also drive up and down Fremont.

I support the Fremont Corridor Option 2A, as the option that prioritizes the health and well-being of people, whether they are driving, cycling, or walking.

Having a protected walking/bike lane makes a huge safety difference for people who are using it. Protected lanes will encourage more people to use them. Cars move so fast, and it can create anxiety to be walking or riding a bike so close to fast moving traffic.

Thank you for choosing an option that will get more people walking, biking, and enjoying the beautiful city of South Pasadena.

With warm regards,
Tera Landers

From:	Thomas Neuberger
To:	City Council Public Comment
Cc:	Omari Ferguson; Sheila Rossi
Subject:	Public Comment on Agenda Item 18
Date:	Wednesday, June 3, 2026 11:00:26 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 Mayor Pro Tem Ferguson,

Public comment:

18. CONSIDERATION AND SELECTION OF DESIGN ALTERNATIVES FOR THE HUNTINGTON DRIVE AND FREMONT AVENUE CORRIDOR IMPROVEMENT PROJECT

I am writing in support of **Alternative 2A** for the Fremont Avenue bike lane project, which would replace parking with an on-street bike lane. I urge the City Council to choose Alternative 2A over **Alternative 5**, which would extend the sidewalk and create a mixed-use path.

I support Alternative 2A because it treats bikes as transportation, not as an afterthought. A dedicated on-street bike lane creates a clearer and safer space for people riding bikes, especially students, families, commuters, and residents who use bikes to get around South Pasadena. It also helps separate people biking from pedestrians, which is especially important near schools and other high-traffic areas. I know there is concern about removing parking, but near Arroyo Visto, the city removed parking along Hawthorn, and it hasn't had a huge impact on the greater neighborhood, even though parents parked there to pick up their children every afternoon.

I am concerned that Alternative 5, while well-intentioned, is the weaker option. A mixed-use path creates more conflict between people walking and people biking, costs more, and would remove significantly more trees, creating community conflict and making the path less desirable. I am also concerned about how e-bikes would function on a mixed-use path. Along similar routes in beach cities, riders are often required to dismount in crowded or heavily pedestrian areas. If South Pasadena had to implement similar dismount requirements near schools or busy areas, the path would become much less useful for bikes as a real transportation option.

Fremont Avenue is an important corridor, and this project is an opportunity to make our streets safer and more accessible. Alternative 2A is the better choice because it is clearer, safer, more practical, and better aligned to help people move around the city without needing a car.

Please support **Alternative 2A** and reject **Alternative 5**.

Thank you for your time and your work on this important project.

Sincerely,
Thomas Neuberger
[redacted]

From: Scott Dukes
To: City Council Public Comment
Subject: Agenda Item - Support Option 2A for Fremont Corridor
Date: Wednesday, June 3, 2026 10:55:05 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.

Honorable Mayor and City Council Members,

As a resident of South Pasadena, we stand in support of Option 2A for the Fremont Corridor.

Option 2A provides dedicated space for people biking, dedicated space for people walking, preserves significantly more mature trees, costs less, and better prepares Fremont for the future of transportation.

Option 5 appears to prioritize parking retention at the expense of safety, comfort, and the urban forest.

The City should choose the design that best serves people, not the design that simply preserves the most parking.

Sincerely,

Scott Dukes

From: ISHIGAMI FUMI
To: City Council Public Comment
Subject: Public Comment for June 3rd, Agenda Item 18
Date: Wednesday, June 3, 2026 10:24:19 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 and Council Members

I am a parent of a first-grade student in the city. Thank you always for your efforts to discuss and promote a safer community for our children and all residents.
As we participate in the school's bike bus and walk bus, I increasingly feel that I hope the city's design will continue to evolve in ways that better support children's safety and independence.
With that in mind, I believe that Option 2A for Fremont Ave is the right choice. By clearly separating pedestrians, vehicles, and bicycles, it creates a safer environment for everyone using the road.
Although South Pasadena is not a large city, I believe it has the potential to serve as a model for child-friendly planning and environmental awareness. Looking ahead, I hope it will continue to grow into a community that can have a positive influence on surrounding areas as well.
Thank you.

Fumi Pettijohn
[redacted]

From: Andrew Portugal
To: City Council Public Comment
Subject: Public Comment for June 3, Agenda Item 18
Date: Wednesday, June 3, 2026 11:13:51 AM

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

Dear Mayor and council members,

I am commenting in support of Fremont Ave bike lane option '2A' for the safety and forward thinking design that it offers to the present and future communities of South Pasadena. I oppose mixed used path option '5' since the design it is a safety hazard to cyclists, pedestrians, and motorists; will cost the city more, and removes more trees.

Option 2A on Fremont works for all users. Option 5 jeopardizes the safety of cyclists while preserving motorist infrastructure, such as parking spaces and lanes. Please do not support this option 5; it is not a forward thinking or sustainable design for our city. P

From: Ian Maxon
To: City Council Public Comment
Subject: Comment for June 3rd meeting, item 18: I support Fremont option 2A
Date: Wednesday, June 3, 2026 11:08:32 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.

Hello council,
I am a resident of South Pasadena in District 5. First, I want to thank you for your hard work in getting the protected lanes on Huntington Dr approved. I live on this street and I'm really looking forward to being able to ride right onto my street rather than having to skirt around to get onto side streets.

Regarding the Fremont Corridor, I strongly urge you to accept option 2A, and reject option 5. Option 5 is a glorified sidewalk. I get the sense that the reason it exists as an option to begin with is a desire to preserve parking. By this point it is well understood by those that pay attention that parking is not ever free- someone has to pay for it one way or another. Land is valuable, especially on a street. Cutting down more trees to preserve the status quo for those that wish to reject or purposefully not understand this reality is a bad idea.

Option 5 doesn't give adequate sight lines to ride safely. Cars pulling out or turning into intersections cannot see a bike going 10mph on a sidewalk until they are moments away from a collision. It would have people hauling 450-500lbs on a cargo bike trying to weave through students getting out of school, or parishioners getting out of church. Stopping and starting every time they need to yield to a pedestrian. Worst of all if they decide to just instead ride on the street, motorists will absolutely go ballistic because there is a "bike lane".

There are many of these very extremely flawed pieces of bicycle infrastructure all throughout SoCal. Many of them are a product of their time. We now know that MUPs and painted lanes are not the answer- dedicated, protected bike lanes are. Please don't succumb to those clinging to the past to reject the future that is clearly better.

Thank you for all your hard work.
- Ian

From: Noel & Miguel
To: City Council Public Comment
Subject: Public comment: South Pasadena
Date: Wednesday, June 3, 2026 11:27:03 AM

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

Dear Council,

We are writing as a family that lives on Arroyo Drive in South Pasadena. We support Option 2A for each segment of Fremont. We hope there are safer streets for all ages.

Thank you!
- Noël and Miguel Bahamón