

CORRESPONDENCE FROM THE
AUGUST 26, 2025
MUNICIPAL SERVICES COMMITTEE
MEETING

From: [Jonah Kanner](#)
To: [cityclerk](#)
Subject: MSC Item 3: Speed Hump Policy
Date: Tuesday, July 22, 2025 8:46:21 AM

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Dear MSC members and staff,

Thank you for taking a look at the city's speed hump policy. The proposed amendments are important steps, and I hope you will approve them.

I am writing to ask for one additional amendment. Speed humps, and speed cushions in particular, are a simple and effective traffic calming technique. They should be a valuable tool for slowing traffic on the five Greenways in the city's bicycle transportation action plan (BTAP). However, my understanding is that staff (so far) have avoided proposing any speed humps on the planned Greenways, because this policy is far too restrictive for this case.

It seems very strange to me that we would effectively remove speed humps as a design option for slow, safe greenways. In other cities (such as Portland, OR and Palo Alto, CA) speed humps are a key design element for safe Greenways.

I support the proposed speed hump policy amendments. In addition, please add an amendment which would exempt Greenways in the city's bike plan from the speed hump policy, so that the Greenways design process can include speed humps as an option.

Thank you!

- Jonah Kanner

Gao, Beilei

From: Blair Miller
Sent: Tuesday, July 22, 2025 11:10 AM
To: cityclerk; Cole, Rick; Jones, Justin; Lyon, Jason; Hampton, Tyron
Cc: Siques, Joaquin; Reyes, David
Subject: MSC July 22, 2025 Agenda Item #3, Speed Hump Policy

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Councilmembers,

In September 2022, Anna Pollerana was killed on Marengo by a driver speeding down the wrong side of the street, as she was placing her grandchildren into a car. Her neighbor Colin Bogart (now on TAC) led the effort to install speed humps, which might have saved Anna's life had they been in place at the time. The difficulties that Colin faced in this effort showed clearly just how challenging it is to get speed humps installed under the current policy, even when more than 2/3 of the residents are in support.

I appreciate DOT's effort to update the policy on speed humps and I agree with all of their recommendations.

I am writing with a request, a note and a question.

I request that Councilmembers consider adding an exception to the policy for Greenways. Speed humps or cushions are a simple and effective traffic calming technique. They should be a valuable tool for slowing traffic on the five Greenways in the city's bicycle transportation action plan (BTAP). Speed tables are also a good tool, but the entire point of the Greenways is to slow traffic down below 25MPH, so we should use the speed cushions on the slower Greenways and save speed tables for roads with higher traffic volumes.

Note: The City has moved to a new design ("speed cushions") which have cut-outs place so emergency vehicles can move more quickly over them. **I support the continued use of this new design as the standard for all installations going forward.**

Question: The cost for each speed hump is quoted at \$4,000 to \$5,000 per hump. **Would the cost go down if more were installed each year?**

Thank you,

Blair Miler

Gao, Beilei

From: Wesley Reutimann
Sent: Tuesday, July 22, 2025 2:32 PM
To: cityclerk
Subject: Support for speed hump policy updates

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Dear
MSC members and DOT staff,

Thank
you for considering ways to approve the city's speed hump policy. The proposed amendments are important steps forward. The Reutimann household hopes you will approve them.

However
as you review the amendments, I ask that you add an additional one to ensure that speed humps and speed cushions are eligible, evidence based traffic calming tools that may be used on Pasadena's greenway corridors.


Thank you for your service,

Wesley Reutimann

Gao, Beilei

From: Paul Little
Sent: Tuesday, July 22, 2025 3:34 PM
To: cityclerk
Cc: PublicComment-AutoResponse; Cole, Rick; Jones, Justin; Hampton, Tyron; Lyon, Jason; Siques, Joaquin; TravelAlaska.com Member Mailing
Subject: Municipal Services Committee speed hump discussion

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Hello Municipal Services Committee members,

I read in PasadenaNOW that you were to take up consideration of changing the criteria for speed hump installation today, but online see that today's meeting is cancelled.

When you do take that issue into consideration, please take into account my concerns.

First, thank you for instituting the current anonymous voting system for seeking neighbor input on installing speed humps. It is fair and takes away much of the coercive nature of the previous petition system.

That said, the current system and the requirement for 2/3 of neighbors to approve the installation of speed humps is fair and should remain in place.

Installing speed humps on a residential street dramatically changes the character of a neighborhood. To do so in a manner that does not include the affirmation of a super-majority of the neighbors disenfranchises those neighbors who do not vote, for whatever reason and removes them from a decision-making process that could dramatically, and possibly without their knowledge, dramatically alter the character of their street.

Please maintain the current system to ensure no neighbors are disenfranchised in the process. Currently, neighbors are aware that a 2/3 positive vote is required. Those who do not vote are voting NO.

The assumption that those who do not vote are indifferent or do not care whether speed humps are installed is misguided. Whatever the reason for non-voting is irrelevant. They did not vote no, but they also did not vote yes.

If you lower the requirement to approval by only 2/3 of those who vote, you are removing people from the process many who should have to agree to the installation of speed humps. And what of those who, for whatever reason do not get the notice in the mail, are away during the voting process, or disregard the mailed notice not knowing it is important?


If, after the installation of the speed humps in a neighborhood, a significant number of neighbors say they were unaware of the vote, will you remove them?

Please maintain the current system so that everyone on the street has the chance to approve or deny such installations.

Gao, Beilei

From: Kaly
Sent: Tuesday, July 22, 2025 3:22 PM
To: cityclerk
Subject: Speed humps

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Councilmembers,

In September 2022, Anna Pollerana was killed on Marengo by a driver speeding down the wrong side of the street, as she was placing her grandchildren into a car. Her neighbor Colin Bogart (now on TAC) led the effort to install speed humps, which might have saved Anna's life had they been in place at the time. The difficulties that Colin faced in this effort showed clearly just how challenging it is to get speed humps installed under the current policy, even when more than 2/3 of the residents are in support.

I appreciate DOT's effort to update the policy on speed humps and I agree with all of their recommendations.

I am writing with a request to make one more important change, as well.

I request that Councilmembers consider adding an exception to the policy for Greenways. Speed humps or cushions are a simple and effective traffic calming technique. They should be a valuable tool for slowing traffic on the five Greenways in the city's bicycle transportation action plan (BTAP). Speed tables are also a good tool, but the entire point of the Greenways is to slow traffic down below 25MPH, so we should use the speed cushions on the slower Greenways and save speed tables for roads with higher traffic volumes.

Thank you,

Kaly Trezos

Gao, Beilei

From: Jonah Kanner
Sent: Monday, August 25, 2025 7:42 PM
To: cityclerk
Cc: Gao, Beilei
Subject: MSC Item 2: Speed Hump Policy

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Dear Municipal Service Committee members and staff,

Thank you for taking a look at the city's speed hump policy. The proposed amendments are important steps, and I hope you will approve them.

I am writing to ask for one additional amendment. Speed humps, and speed cushions in particular, could be a valuable tool for slowing traffic on the five Greenways in the city's bicycle transportation action plan (BTAP). However, the current policy makes this nearly impossible.

It seems very strange to me that we would effectively remove speed humps as a design option for slow, safe greenways. In other cities (such as Portland, OR and Palo Alto, CA) speed humps are a key design element for safe Greenways.

I support the proposed speed hump policy amendments. In addition, please add an amendment which would exempt Greenways in the city's bike plan from the speed hump policy, so that the Greenways design process can include speed humps as an option.

Thank you!

- Jonah Kanner

From: Wesley Reutimann
To: Gao, Beilei
Subject: Public Comment - MSC Items #2 and #3
Date: Tuesday, August 26, 2025 6:27:47 AM

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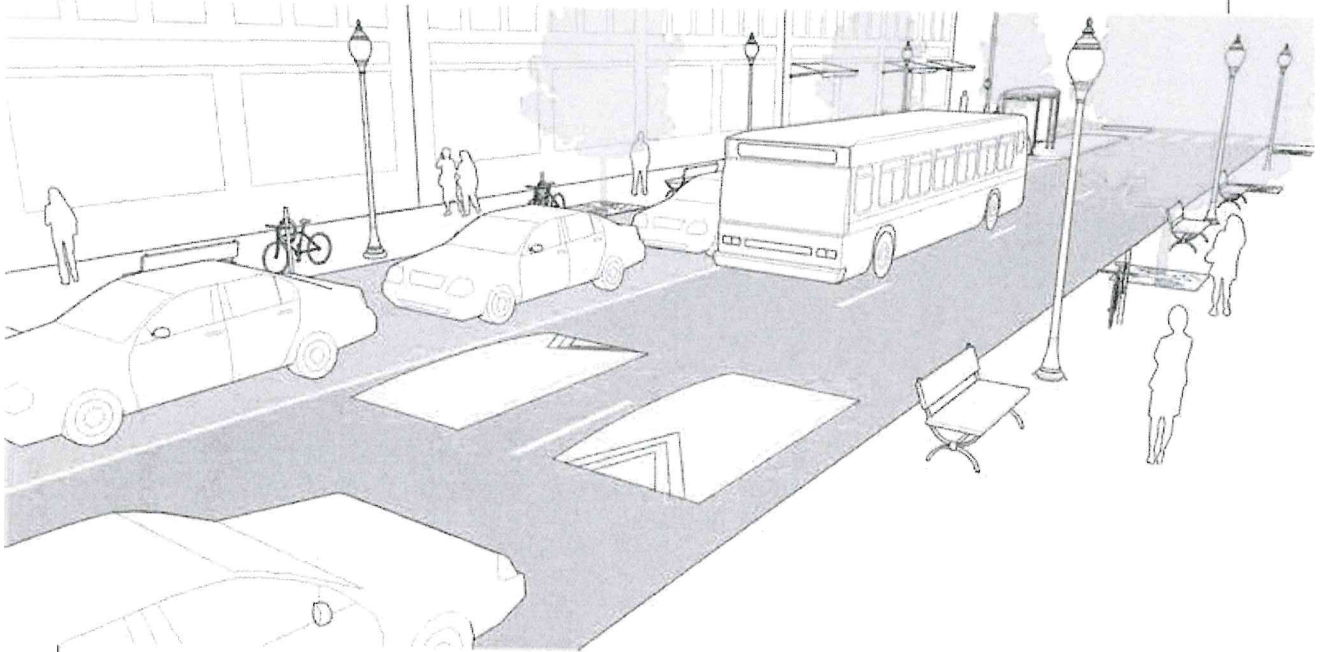
Good morning MSC members and staff,

As I will not be able to attend today's meeting in person, I am submitting written comments on two important agenda items. Thank you in advance for your time and consideration.

Item #2 - Please amend the proposed Speed Hump policy update to include an exemption for designated City greenways. Speed humps are evidence-based traffic safety measures that can be designed to accommodate emergency vehicles (see reference below). It is critical that the staff have access to this tool to limit speeding and reckless driving, particularly around local schools and pedestrian-filled business districts.

Every year far too many people in our community are seriously injured or killed in preventable collisions where speed is a primary collision factor. With new vehicles averaging larger, heavier, higher, and faster than a decade ago, the outcomes of higher-speed collisions are far, far worse, especially for anyone outside of a vehicle. Speed humps / cushions are an affordable manner to address our ongoing traffic safety epidemic.

***Speed Cushions** are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with a longitudinal gap provided to allow wide wheelbase vehicles to avoid going over the hump.*



Item #3 - Please lift the residential solar generation limit until Pasadena reaches its 100% clean power goal. Pasadena needs all the help it can get to reach its laudable clean power goal. Harnessing individual customer's willingness to install additional solar for their current and future needs is a key step in this process. Solar permitting should be fast, easy and affordable in the City. As shepherds of a publicly owned utility, you as Council Members have a great deal of control over this regulatory process.

Thank you for your service to the community,

The Reutimann Family
Pasadena 91103

From: [Paul Little](#)
To: [cityclerk](#)
Cc: [PublicComment-AutoResponse](#); [Cole, Rick](#); [Jones, Justin](#); [Hampton, Tyron](#); [Lyon, Jason](#); [Siques, Joaquin](#)
Subject: Fw: Municipal Services Committee speed hump discussion
Date: Tuesday, August 26, 2025 11:37:34 AM

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Resending this previously submitted as public comment for the Municipal Services Committee:

Hello Municipal Services Committee members,

Please take into account my concerns related to voting on speed hump installations.

First, thank you for instituting the current anonymous voting system for seeking neighbor input on installing speed humps. It is fair and takes away much of the coercive nature of the previous petition system.

That said, the current system and the requirement for 2/3 of neighbors to approve the installation of speed humps is fair and should remain in place.

Installing speed humps on a residential street dramatically changes the character of a neighborhood. To do so in a manner that does not include the affirmation of a super-majority of the neighbors disenfranchises those neighbors who do not vote, for whatever reason and removes them from a decision-making process that could dramatically, and possibly without their knowledge, substantially alter the character of their street.

Please maintain the current system to ensure no neighbors are disenfranchised in the process. Currently, neighbors are aware that a 2/3 positive vote is required. Those who do not vote ARE VOTING NO.

The assumption that those who do not vote are indifferent or do not care whether speed humps are installed is misguided. Whatever the reason for non-voting is irrelevant. They did not vote no, but hey also did not vote yes.

If you lower the requirement to approval by only 2/3 of those who vote, you are removing people from the process many who should have to agree to the installation of speed humps. And what of those who, for whatever reason do not get the notice in the mail, are away during the voting process, or disregard the mailed notice not knowing it is important?

If, after the installation of the speed humps in a neighborhood, a significant number of neighbors say they were unaware of the vote, will you remove them?

Please maintain the current system so that everyone on the street has the chance to approve such installations.

That is fair.

Thank you,
Paul Little
Pasadena resident and former Pasadena City Council member

Gao, Beilei

From: Gause, Cheryl V.
Sent: Tuesday, August 26, 2025 2:24 PM
To: Gao, Beilei
Cc: Gause, Cheryl V.
Subject: PROPOSED AMENDMENTS TO THE CITY COUNCIL ADOPTED SPEED HUMP POLICIES AND PROCEDURES

Importance: High

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Good afternoon Chair and Members of the Committee,

My name is **Cheryl Gause**, and I have been a resident of North Madison Avenue since **July of 1985**. I am here today in support of the changes to the proposed speed hump policies and procedures.

Our neighborhood has been dealing with constant traffic and dangerous speeding that puts residents, children, and seniors at risk every day. We have raised these concerns—at our April 26th community meeting with Pasadena City officials and again at City Hall on July 18th—and we remain deeply concerned about pedestrian and driver safety.

The proposed amendments to the City's speed hump policies are important, but I urge the Committee to ensure that these policies are not only adopted but also implemented quickly and equitably, so neighborhoods like ours can finally see meaningful relief.

Please make resident safety a top priority. Our community deserves safe, calm streets where we can walk, bike, and live without fear of speeding traffic.

Thank you for your time and consideration.

Cheryl Gause