

Agenda Report

TO: CITY COUNCIL
FROM: CITY MANAGER
SUBJECT: PROPOSED SPEED LIMIT REVISIONS

DATE: December 13, 2004

RECOMMENDATION

It is recommended that the City Council:

1. Approve the proposed speed limit revisions on several City streets as detailed in the Background section of this report; and
2. Direct the City Attorney to prepare an amendment to Chapter 10.48 of the Pasadena Municipal Code in order to reflect the revisions to be presented to the City Council for first reading within 90 days; and
3. Acknowledge that the proposed revision to existing speed limits is categorically exempt from the California Environmental Quality Act (CEQA) according to section 15301, Existing Facilities, of the CEQA guidelines, and authorize the City Manager to execute and the City Clerk to file a Notice of Exemption therefore with the Los Angeles County Clerk.

BACKGROUND

Pursuant to the provisions of the California Vehicle Code (CVC) and in cooperation with the Pasadena Police Department and Municipal Courts, the Department of Transportation has been conducting a continuing (surveillance type) program of traffic and engineering surveys on streets throughout the City so that the Police Department can effectively use radar equipment as a speed enforcement tool.

The CVC provides that whenever radar is used for speed enforcement the prima facie speed limit must be justified by an engineering and traffic survey conducted within the five-year period immediately preceding the date of the alleged violation. Also, under the Vehicle and Traffic Section of the Pasadena Municipal Code (Chapter 10) any modification of speed limit is a matter that requires City Council action. The courts will, with regularity, dismiss charges for speeding citations issued where radar has been used as an enforcement tool if the required documented justification for the posted speed limit is not available. The required traffic and engineering surveys as defined by Section 627 of the CVC must include the following:

- A. Prevailing speeds as determined by traffic engineering measurements (85th percentile, average and 10 miles per hour pace speeds)
- B. Accident records
- C. Highway, traffic and roadside conditions not readily apparent to the driver, including land use, roadway geometrics and alignment, driveways, etc.

In general, speed limits are determined by taking the critical speed (85%) and lowering to the nearest 5 mile increment. This number is typically within the 10-mile pace. Based on the collision history and roadside conditions not readily apparent to the driver, speed limits may be adjusted up or down by 5 miles per hour.

Engineering and traffic surveys have now been completed on most of the City's street system where radar enforcement can be used. The latest engineering and traffic surveys have resulted in findings that the speed limits on portions of a number of streets are in need of modification so that the Police Department can continue a vigorous radar speed enforcement program which the courts will support. The Police Department has been consulted and concurs with the following recommendations.

<u>Street</u>	<u>Limits</u>	<u>Existing</u>	<u>Proposed</u>
Arroyo Boulevard	North City Limit to Zanja Street	40	35
Arroyo Boulevard	Zanja Street to Holly Street Bridge crossing	35	30
Raymond Avenue	North City Limit to Orange Grove Boulevard	35	30
Arroyo Parkway	Colorado Boulevard to State Street Connector	35 ¹	35

The attached speed limit map (Attachment A), summary table of proposed speed limit revisions (Attachment B), and discussion of specific revisions (Attachment C) are provided for your reference.

Although a number of studies have shown that the adjustment of speed limits either up or down have negligible impact on the actual operating speeds on a particular street, the establishment of realistic speed limits on a street will generally increase voluntary compliance, and foster driver respect for speed limits and other traffic laws.

The recommended speed limit changes noted above have been coordinated with the existing speed limits on adjacent portions of the same streets. Therefore, the limits of the streets called out in the ordinance amendment may differ but will not result in any

¹ Speed limits on Arroyo Parkway (State Route 110) were determined by Caltrans in 1997. Caltrans relinquished Arroyo Parkway to the City of Pasadena in 2002. The City of Pasadena must include Arroyo Parkway in the PMC for continued radar enforcement.

changes except as noted above. The proposed speed limit revisions are consistent with the 2004 Mobility Element of the General Plan.

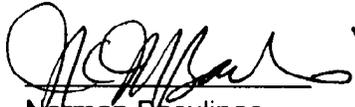
FISCAL IMPACT

There is no fiscal impact to the Department of Transportation budget from the implementation of the proposed ordinance amendment as there are sufficient funds in the current budget to cover the new sign installations.

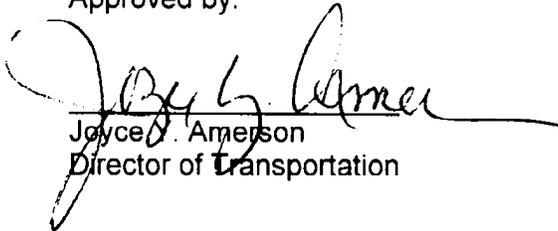
Respectfully submitted,


CYNTHIA J. KURTZ
City Manager

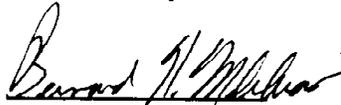
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