

Summary Table of Proposed Speed Limit Revisions

Attachment B

Street	Limits	Dir.	Posted	Proposed	Critical Speed 86%	10-MPH Pace	# Speed Coll. Collision Rate
			Limit (MPH)	Limit (MPH)			
Altadena Drive	Midwick Drive to New York Drive	N/B	35	40	45	26-35	2
			S/B	35	40	40	27-36
Altadena Drive	Washington Boulevard to Foothill Boulevard	N/B	35	40	41	30-39	21
			S/B	35	40	45	33-42
Altadena Drive	Foothill Boulevard to Del Mar Boulevard	N/B	30	35	40	24-33	4
			S/B	30	35	34	23-32
Columbia Street	Orange Grove Boulevard to Fair Oaks Avenue	E/B	30	35	40	29-38	11
			W/B	30	35	37	29-38
Glenarm Street	Pasadena Avenue to Arroyo Parkway	E/B	25	30	37	27-36	7
			W/B	25	30	37	28-37
Hill Avenue	North City Limit to Washington Boulevard	E/B	30	35	39	31-40	4
			W/B	30	35	39	26-35
Hill Avenue	Walnut Street to California Boulevard	E/B	30	35	40	31-40	28
			W/B	30	35	39	29-38
La Loma Road	West City Limit to Arroyo Boulevard	E/B	25	30	33	25-34	0
			W/B	25	30	37	29-38
Lida Street	West City Limit to Knollwood Drive	E/B	30	35	37	28-37	2
			W/B	30	35	38	28-37
Lida Street	Knollwood Drive to Linda Vista Avenue	E/B	25	30	36	26-35	1
			W/B	25	30	34	24-33
Mountain Street	Fair Oaks Avenue to Hill Avenue	E/B	25	30	37	26-35	19
			W/B	25	30	37	21-30
Mountain Street	Hill Avenue to Altadena Drive	E/B	30	35	40	30-39	10
			W/B	30	35	42	29-38
Pasadena Avenue	Walnut Street to California Boulevard	N/B	35	40	45	31-40	4
							0.95
Pasadena Avenue	California Boulevard to South City Limit	N/B	30	40	45	36-45	24
			S/B	30	40	46	35-44
Raymond Avenue	Orange Grove Boulevard to Green Street	N/B	25	30	32	23-32	15
			S/B	25	30	35	25-34
Raymond Avenue	Green Street to California Boulevard	N/B	30	35	41	32-41	3
			S/B	30	35	37	27-36
Raymond Avenue	California Boulevard to Glenarm Street	N/B	35	40	45	35-44	3
			S/B	35	40	41	32-41
Riviera Drive	Sierra Madre Boulevard to Alegria Street	N/B	25	30	37	28-37	1
			S/B	25	30	37	29-38
Rosemead Boulevard	Hastings Ranch Drive to Foothill Boulevard	N/B	35	40	25	17-26	18
			S/B	35	40	27	15-24
Rosemont Avenue	Seco Street to Orange Grove Boulevard	E/B	25	30	31	23-32	1
			W/B	25	30	34	21-30
San Gabriel Boulevard	South City Limit to Sierra Madre Boulevard	N/B	35	40	45	38-47	14
			S/B	35	40	45	34-43
San Pasqual Street	Hill Avenue to Allen Avenue	E/B	30	35	40	33-42	2
			W/B	30	35	40	31-40
San Pasqual Street	San Gabriel Boulevard to East City Limits	E/B	35	40	43	34-43	1
			W/B	35	40	45	38-47
Villa Street	Fair Oaks Avenue to Allen Avenue	E/B	30	35	39	27-36	22
			W/B	30	35	35	25-34
Villa Street	Altadena Drive to Eaton Drive	E/B	25	30	35	24-33	2
			W/B	25	30	37	25-34
Washington Boulevard	El Molino Avenue to Catalina Avenue	E/B	30	35	39	29-38	20
			W/B	30	35	38	29-38
Washington Boulevard	Catalina Avenue to Belford Avenue	E/B	35	40	45	34-43	29
			W/B	35	40	45	35-44
Washington Boulevard	City Limit East of Del Rey Avenue to Sierra Madre Boulevard	E/B	35	40	46	37-46	6
			W/B	35	40	45	34-44
West Drive	Washington Boulevard to Seco Street	N/B	40	35	42	32-41	2
			S/B	40	35	38	29-38

## Discussion of Specific Speed Limit Revisions

### Speed Limits Increased:

***Altadena Drive (Midwick Drive to New York Drive)*** – The existing posted speed limit of 35 mph along this portion of Altadena Drive is proposed to be increased to 40 mph. The measured critical speeds of 45 and 40 mph determined the unadjusted limit of 45 mph. Based on a review of the existing site conditions noting significant sight distance issues along the curves as well as the trailhead access to Eaton Canyon Park indicates that a 5-mile per hour reduction in the posted speed limit (from 45 mph to 40 mph) is appropriate.

***Altadena Drive (Washington Boulevard to Foothill Boulevard)*** – The existing posted speed limit of 35 mph along this portion of Altadena Drive is proposed to be increased to 40 mph. The measured critical speeds of 41 and 45 mph determined the unadjusted limit of 45 mph. Based on a review of the collision history and proximity to high use pedestrian activity centers such as Victory Park, Pasadena High School and Norma Coombs Alternative School, a 5-mile per hour reduction in the posted speed limit (from 45 mph to 40 mph) is appropriate.

***Altadena Drive (Foothill Boulevard to Del Mar Boulevard)*** – The existing posted speed limit of 30 mph along this portion of Altadena Drive is proposed to be increased to 35 mph. The measured critical speeds of 40 and 34 mph determined the unadjusted limit of 40 mph. Based on a review of the site conditions, noting the land use changes, private school and library, a 5-mile per hour reduction in the posted speed limit (from 40 mph to 35 mph) is appropriate.

***Columbia Street (Orange Grove Boulevard to Fair Oaks Avenue)*** – The existing posted speed limit of 30 mph along Columbia Street is proposed to be increased to 35 mph. The measured critical speeds of 40 and 37 mph determined the unadjusted limit of 40 mph. Based on a review of the collision history, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

***Glenarm Street (Pasadena Avenue to Arroyo Parkway)*** – The existing posted speed limit of 25 mph along this portion of Glenarm Street is proposed to be increased to 30 mph. The measured critical speeds of 37 mph in both directions determined the unadjusted limit of 35 mph. Based on a review of the collision history and heavy pedestrian activity from Blair High School, Gold Line and Jacobs Engineering off-site parking, a 5-mile per hour reduction in the posted limit (35 mph to 30 mph) is appropriate.

***Hill Avenue (North City Limit to Washington Boulevard)*** – The existing posted speed limit of 30 mph along this portion of Hill Avenue is proposed to be increased to 35 mph. The measured critical speeds of 39 mph in both directions determined the unadjusted limit of 40 mph. Based on a review of the collision history, proximity to schools and churches, and the presence of bicycle facilities, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

**Hill Avenue (Walnut Street to California Boulevard)** – The existing posted speed limit of 30 mph along this portion of Hill Avenue is proposed to be increased to 35 mph. The measured critical speeds of 40 and 39 mph determined the unadjusted limit of 40 mph. Based on a review of the collision history, proximity to Pasadena City College, Caltech and local area churches, a 5-mile per hour reduction in the posted limit (40 mph to 35 mph) is appropriate.

**La Loma Road (West City Limit to Arroyo Boulevard)** – The existing posted speed limit of 25 mph along this portion of La Loma Road is proposed to be increased to 30 mph. The measured critical speeds of 33 and 37 mph determined the unadjusted limit of 35 mph. Based on a review of the collision history, lack of sidewalks, and curvature of the roadway, a 5-mile per hour reduction in the posted speed limit (35 mph to 30 mph) is appropriate.

**Lida Street (West City Limit to Knollwood Drive)** – The existing posted speed limit of 30 mph along this portion of Lida Street is proposed to be increased to 35 mph. The measured critical speeds of 37 and 38 mph determined the unadjusted limit of 40 mph. Based on a review of the collision history, limited sight distance and location of Art Center College of Design, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

**Lida Street (Knollwood Drive to Linda Vista Avenue)** – The existing posted speed limit of 25 mph along this portion of Lida Street is proposed to be increased to 30 mph. The measured critical speeds of 36 and 34 mph determined the unadjusted limit of 35 mph. Based on the presence of on-street bike facilities, proximity to library and school, a 5-mile per hour reduction in the posted speed limit (35 mph to 30 mph) is appropriate.

**Mountain Street (Fair Oaks Avenue to Hill Avenue)** – The existing posted speed limit of 25 mph along this portion of Mountain Street is proposed to be increased to 30 mph. The measured critical speeds of 37 mph in both directions determined the unadjusted limit of 35 mph. Based on the proximity to high use pedestrian centers such as Madison Elementary School and McDonald Park, a 5-mile per hour reduction in the posted limit (35 mph to 30 mph) is appropriate.

**Mountain Street (Hill Avenue to Altadena Drive)** – The existing posted speed limit of 30 mph along this portion of Mountain Street is proposed to be increased to 35 mph. The measured critical speeds of 40 and 42 mph determined the unadjusted limit of 40 mph. Based on the proximity to high use pedestrian centers such as Victory Park, Marshall Fundamental Secondary School and Pasadena High School, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

**Pasadena Avenue (Walnut Street to California Boulevard)** – The existing posted speed limit of 35 mph along this portion of Pasadena Avenue is proposed to be increased to 40 mph. The measured critical speed of 45 mph determined the unadjusted limit of 45 mph. Based on the presence of bicycle facilities, free on-ramps, numerous commercial driveways and schools, a 5-mile per hour reduction in the posted speed limit (45 mph to 40 mph) is appropriate.

***Pasadena Avenue (California Boulevard to South City Limit)*** – The existing posted speed limit of 30 mph along this portion of Pasadena Avenue is proposed to be increased to 40 mph. The primary reason for the 10 mph increase is due to the measured critical speeds of 45 and 46 mph which determined the unadjusted limit of 45 mph. Based on the presence of the Huntington Memorial Hospital, school and numerous back-out driveways, a 5-mile per hour reduction in the posted speed limit (45 mph to 40 mph) is appropriate.

***Raymond Avenue (Orange Grove Boulevard to Green Street)*** – The existing posted speed limit of 25 mph along this portion of Raymond Avenue is proposed to be increased to 30 mph. The measured critical speeds of 32 and 35 mph determined the unadjusted limit of 35 mph. Based on the adjacent land uses including a church, school, Gold Line Station, and Memorial Park, a 5-mile per hour reduction in the posted speed limit (35 mph to 30 mph) is appropriate.

***Raymond Avenue (Green Street to California Boulevard)*** – The existing posted speed limit of 30 mph along this portion of Raymond Avenue is proposed to be increased to 35 mph. The measured critical speeds of 41 and 37 mph determined the unadjusted limit of 40 mph. Based on the adjacent land uses noting the presence of the Del Mar Gold Line Station, Public Park, and business district, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

***Raymond Avenue (California Boulevard to Glenarm Street)*** – The existing posted speed limit of 35 mph along this portion of Raymond Avenue is proposed to be increased to 40 mph. The measured critical speeds of 45 and 41 mph determined the unadjusted limit of 45 mph. Based on a review of the collision history coupled with the presence of the Fillmore Gold Line Station, Art Center College of Design and pedestrian usage, a 5-mile per hour reduction in the posted speed limit (45 mph to 40 mph) is appropriate.

***Riviera Drive (Sierra Madre Boulevard to Alegria Street)*** – The existing posted speed limit of 25 mph along this portion of Riviera Drive is proposed to be increased to 30 mph. The measured critical speeds of 37 mph in both directions determined the unadjusted limit of 35 mph. Based on the frontages being single family residential with back-out driveways, limited horizontal and vertical sight distance, a 5-mile per hour reduction in the posted speed limit (35 mph to 30 mph) is appropriate.

***Rosemead Boulevard (Hastings Ranch Drive to Foothill Boulevard)*** – The existing posted speed limit of 35 mph along this portion of Rosemead Boulevard is proposed to be increased to 40 mph. The measured critical speeds of 25 and 27 mph determined the unadjusted limit of 25 mph, but the measured speeds were not indicative of free-flow conditions due to the spacing and operations of the two adjacent traffic signals. The posted limits west of Hastings Ranch Drive are 40 mph and the portion in LA County is posted at 40 mph. It is recommended to match the adjacent speed limits and sign the curve warning appropriately.

***San Gabriel Boulevard (South City Limit to Sierra Madre Boulevard)*** – The existing posted speed limit of 35 mph along this portion of San Gabriel Boulevard is proposed to be increased to 40 mph. The measured critical speeds of 45 mph in both directions

determined the unadjusted limit of 45 mph. Based on a review of the existing site conditions noting moderate pedestrian activity, presence of private schools and central business district, a 5-mile per hour reduction in the posted speed limit (45 mph to 40 mph) is appropriate.

***San Pasqual Street (Hill Avenue to Allen Avenue)*** – The existing posted speed limit of 30 mph along this portion of San Pasqual Street is proposed to be increased to 35 mph. The measured critical speeds of 40 mph in both directions determined the unadjusted limit of 40 mph. Based on a review of the collision history and noting the proximity to Caltech and Pasadena City College, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

***San Pasqual Street (San Gabriel Boulevard to East City Limits)*** – The existing posted speed limit of 35 mph along this portion of San Pasqual Street is proposed to be increased to 40 mph. The measured critical speeds of 43 and 45 mph determined the unadjusted limit of 45 mph. Based on a review of the collision history and noting the proximity to Willard Elementary and Wilson Middle Schools, a 5-mile per hour reduction in the posted speed limit (45 mph to 40 mph) is appropriate.

***Villa Street (Fair Oaks Boulevard to Allen Avenue)*** – The existing posted speed limit of 30 mph along this portion of Villa Street is proposed to be increased to 35 mph. The measured critical speeds of 39 and 35 mph determined the unadjusted limit of 40 mph. Based on a review of the collision history, proximity to senior housing facilities, Villa Park, Lake Avenue Church and Jefferson Elementary School, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

***Villa Street (Altadena Drive to Eaton Drive)*** – The existing posted speed limit of 25 mph along this portion of Villa Street is proposed to be increased to 30 mph. The measured critical speeds of 35 and 37 mph determined the unadjusted limit of 35 mph. Based on a review of the collision history and proximity to Villa Esperanza, a 5-mile per hour reduction in the posted speed limit (35 mph to 30 mph) is appropriate.

***Washington Boulevard (El Molino Avenue to Catalina Avenue)*** – The existing posted speed limit of 30 mph along this portion of Washington Boulevard is proposed to be increased to 35 mph. The measured critical speeds of 39 and 38 mph determined the unadjusted limit of 40 mph. Based on a review of the collision history and site conditions including central business district, high pedestrian and transit activity, adjacent Longfellow Elementary School, and Catalina Library, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

***Washington Boulevard (City Limit East of Del Rey Avenue to Sierra Madre Boulevard)*** – The existing posted speed limit of 35 mph along this portion of Washington Boulevard is proposed to be increased to 40 mph. The measured critical speeds of 45 mph in both directions determined the unadjusted limit of 45 mph. Based on a review of the collision history and site conditions including central business district, high pedestrian and transit activity, adjacent Longfellow Elementary School, and Catalina Library, a 5-mile per hour reduction in the posted speed limit (45 mph to 40 mph) is appropriate.

**Speed Limits Decreased:**

***West Drive (Washington Boulevard to Seco Street)*** – The existing posted speed limit of 40 mph along this portion of West Drive is proposed to be decreased to 35 mph. The measured critical speeds of 42 and 38 mph determined the unadjusted limit of 40 mph. Based on a review of the collision history and the high pedestrian related special events and general recreational usage around the Rose Bowl, a 5-mile per hour reduction in the posted speed limit (40 mph to 35 mph) is appropriate.

**Speed Limits Established:**

***Rosemont Avenue (Seco Street to Orange Grove Boulevard)*** – This portion of Rosemont Avenue is defined on the functional classification map as an urban collector, thus requiring a valid engineering and traffic survey to determine the posted speed limit. The existing posted speed limit of 25 mph is proposed to be increased to 30 mph. The measured critical speeds of 31 and 34 mph determined the unadjusted limit of 35 mph. A review of the 10-mile pace and collision history suggests zoning in the 25-30 mph range. Based on the heavy pedestrian activity, proximity to the Rose Bowl a 5-mile per hour reduction in the posted speed limit (35 mph to 30 mph) is appropriate.