

Agenda Report

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

DATE: September 10, 2007

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;
2. Direct the City Attorney to prepare an amendment to Chapter 10.48 of the Pasadena Municipal Code in order to reflect the proposed revisions and administrative revisions to be presented to the City Council for first reading within 90 days;
3. Acknowledge that the proposed revisions to existing speed limits is categorically exempted 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. This allows the Police Department to effectively use radar equipment as a speed enforcement tool.

The CVC provides that whenever radar is used for speed enforcement and a speed limit other than the prima facie speed limit is posted it 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.

Prior California Department of Transportation (Caltrans) guidelines allowed for speed limits to be determined by taking the critical speed (85th percentile) and lowering to the nearest five mile per hour increment. However, as of September 26, 2006, Caltrans adopted the California Manual on Uniform Traffic Control Devices as the guideline which clearly defines the critical speed to be rounded up or down to the nearest five mile increment. This change is retroactive for engineering and traffic surveys dating back to May 20, 2004. Generally, the determined speed limit is typically within the 10-mile pace (the 10-mile per hour range that the majority of the surveyed vehicles are traveling within). Based on the collision history and roadside conditions not readily apparent to the driver, speed limits may be adjusted down by five 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 need to be modified so that the Police Department can continue a vigorous radar speed enforcement program which the courts will support. Each of the proposed speed limit changes listed below has been discussed with the Police Department and they concur with the recommendations.

<u>Street</u>	<u>Limits</u>	<u>Existing</u>	<u>Proposed</u>
Altadena Dr.	Midwick Dr. to New York Dr.	35	40
Altadena Dr.	Washington Blvd. to Foothill Blvd.	35	40
Altadena Dr.	Foothill Blvd. to Del Mar Blvd.	30	35
Columbia St.	Orange Grove Blvd. to Fair Oaks Ave.	30	35
Glenarm St.	Pasadena Ave. to Arroyo Parkway	25	30
Hill Ave.	North City Limit to Washington Blvd.	30	35
Hill Ave.	Walnut Street to California Blvd.	30	35
La Loma Rd.	West City Limit to Arroyo Blvd.	25	30

<u>Street</u>	<u>Limits</u>	<u>Existing</u>	<u>Proposed</u>
Lida St.	West City Limit to Knollwood Dr.	30	35
Lida St.	Knollwood Dr. to Linda Vista Ave.	25	30
Mountain St.	Fair Oaks Ave. to Hill Ave.	25	30
Mountain St.	Hill Ave. to Altadena Dr.	30	35
Pasadena Ave.	Walnut St. to California Blvd.	35	40
Pasadena Ave.	California Blvd. to South City Limit	30	40
Raymond Ave.	Orange Grove Blvd. to Green St.	25	30
Raymond Ave.	Green St. to California Blvd.	30	35
Raymond Ave.	California Blvd. to Glenarm St.	35	40
Riviera Dr.	Sierra Madre Blvd. to Alegria St.	25	30
Rosemead Blvd.	Hastings Ranch Dr. to Foothill Blvd.	35	40
Rosemont Ave.	Seco St. to Orange Grove Blvd.	25	30
San Gabriel Blvd.	South City Limit to Sierra Madre Blvd.	35	40
San Pasqual St.	Hill Ave. to Allen Ave.	30	35
San Pasqual St.	San Gabriel Blvd. to East City Limits	35	40
Villa St.	Fair Oaks Ave. to Allen Ave.	30	35
Villa St.	Altadena Dr. to Eaton Dr.	25	30
Washington Blvd.	El Molino Ave. to Catalina Ave.	30	35
Washington Blvd.	Catalina Ave. to Bellford Ave.	35	40
Washington Blvd.	East of Del Rey Ave. to Sierra Madre Blvd.	35	40
West Dr.	Washington Blvd. to Seco St.	40	35

Provide for reference are a map that identifies the limits and locations of the proposed speed limit revisions (Attachment A), a summary table of proposed speed limit revisions (Attachment B), and a discussion of specific revisions (Attachment C).

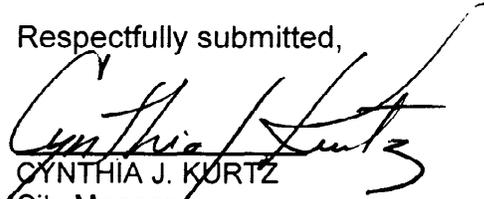
Although a number of studies have shown that the adjustment of speed limits either up or down have negligible impact on the actual operating speeds on a particular street, the establishment of realistic speed limits on a street will generally increase voluntary compliance, and foster driver respect for 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. Administratively, the current format of Chapter 10.48 of the Pasadena Municipal Code requires revisions in order to correlate with the current engineering traffic engineering files on record. The proposed speed limit revisions are consistent with the 2004 Mobility Element of the General Plan.

FISCAL IMPACT

There are minor fiscal impacts to the Department of Transportation budget due to the systematic replacement of speed limit signs along the roadway sections as described.

Respectfully submitted,



CYNTHIA J. KURTZ
City Manager

Prepared by:



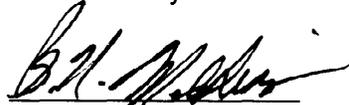
Norman Baculinao
Traffic Engineering Manager

Approved by:



Mark Yamparone
Interim Director of Transportation

Concurred by:



Bernard K. Melekian
Chief of Police

Attachment A	Map of Proposed Speed Limit Revisions
Attachment B	Summary Table of Proposed Speed Limit Revisions
Attachment C	Discussion of Specific Speed Limit Revisions