

## Attachment D – Discussion of Specific Speed Limit Revisions

### Speed Limits Decreased:

***West Drive (Washington Boulevard to Seco Street)*** – This portion of West Drive is classified as an urban collector and is currently posted at 40 mph. The 85<sup>th</sup> percentile of 41 mph must be rounded to the nearest 5 mile increment which establishes 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 of the unadjusted limit of 40 mph to the proposed speed limit of 35 mph is justified.

### 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 remain at 25 mph. The 85<sup>th</sup> percentile of 32 mph must be rounded to the nearest 5 mile increment which establishes the unadjusted limit of 30 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 of the unadjusted limit of 30 mph to the proposed speed limit of 25 mph is justified.

### Speed Limits Increased:

***Columbia Street (Orange Grove Boulevard to Fair Oaks Avenue)*** – This portion of Columbia Street is classified as a minor urban arterial and has an existing posted speed limit of 30 mph. The 85<sup>th</sup> percentile speed of 38 mph must be rounded to the nearest 5 mile increment which establishes the unadjusted limit of 40 mph. Based on the number of speed related collisions not readily apparent to the motorist, a 5-mile per hour reduction of the unadjusted limit of 40 mph to the proposed posted speed limit of 35 mph is justified.

***Glenarm Street (Pasadena Avenue to Arroyo Parkway)*** – This portion of Glenarm Street is classified as a minor urban arterial and has an existing posted speed limit of 25 mph. The 85<sup>th</sup> percentile speed of 36 mph must be rounded to the nearest 5 mile increment which establishes 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 of the unadjusted limit of 35 mph to the proposed posted limit of 30 mph is justified.

***Hill Avenue (North City Limit to Washington Boulevard)*** – This portion of Hill Avenue is classified as a minor urban arterial and has an existing posted speed limit of 30 mph. The 85<sup>th</sup> percentile speed of 38 mph must be rounded to the nearest 5 mile increment which establishes 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 of the unadjusted limit of 40 mph to the proposed posted limit of 35 mph is justified.

***Mountain Street (Hill Avenue to Altadena Drive)*** – This portion of Mountain Street is classified as an urban collector and has an existing posted speed limit of 30 mph. The 85<sup>th</sup> percentile speed of 38 mph must be rounded to the nearest 5 mile increment which establishes 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 of the unadjusted limit of 40 mph to the proposed speed limit of 35 mph is justified.

***Pasadena Avenue (Walnut Street to California Boulevard)*** – This portion of Pasadena Avenue is classified as an urban minor arterial between Walnut Street and Del Mar Boulevard and then becomes an urban principal arterial between Del Mar Boulevard and California Boulevard. The 85<sup>th</sup> percentile speed of 45 mph establishes 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 of the unadjusted limit of 45 mph to the proposed speed limit of 40 mph is justified. It should be noted that the last approved survey was completed in 1995 and was extended by memo to 2005. Radar enforcement was curtailed after the expiration of the engineering and traffic survey. The proposed increase in posted speed limit would need to be reviewed and approved by Caltrans.

***Pasadena Avenue (California Boulevard to South City Limit)*** – This portion of Pasadena Avenue is classified as an urban principal arterial. The 85<sup>th</sup> percentile speed of 45 mph establishes the unadjusted limit of 45 mph. There were 10 speed related mid block collisions within a recent 3 year period. Based on the presence of the Huntington Memorial Hospital, school and numerous back-out driveways, a 5-mile per hour reduction of the unadjusted limit of 45 mph to the proposed speed limit of 40 mph is justified. This represents a 10 mile per hour increase from the posted limit. It should be noted that the last approved survey was completed in 1995 and was extended by memo to 2005. Radar enforcement was curtailed after the expiration of the engineering and traffic survey. The proposed increase in posted speed limit would need to be reviewed and approved by Caltrans.

***Riviera Drive (Sierra Madre Boulevard to Alegria Street)*** – This portion of Riviera Drive is classified as an urban collector and is currently posted at 25 mph. The 85<sup>th</sup> percentile of 37 mph must be rounded to the nearest 5 mile increment which establishes 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 of the unadjusted limit of 35 mph to the proposed speed limit of 30 mph is justified.

***Villa Street (Altadena Drive to Eaton Drive)*** – This portion of Villa Street is classified as an urban collector and is currently posted at 25 mph. The 85<sup>th</sup> percentile of 36 mph must be rounded to the nearest 5 mile increment which establishes 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 of the unadjusted limit of 35 mph to the proposed speed limit of 30 mph is justified.

***Washington Boulevard (City Limit East of Del Rey Avenue to Sierra Madre Boulevard)*** – This portion of Washington Boulevard is classified as an urban minor arterial and is currently posted at 35 mph. The 85<sup>th</sup> percentile of 46 mph must be rounded to the nearest 5 mile increment which establishes the unadjusted limit of 45 mph. Based on a review of the collision history and site conditions including Pasadena High School and St. Luke's, a 5-mile per hour reduction of the unadjusted limit of 45 mph to the proposed speed limit of 40 mph is justified.