



Ordinance Fact Sheet

TO: CITY COUNCIL **DATE:** December 12, 2016
FROM: CITY ATTORNEY
SUBJECT: AN ORDINANCE OF THE CITY OF PASADENA AMENDING PASADENA MUNICIPAL CODE TITLE 10, CHAPTER 10.48, SECTION 10.48.010 RELATING TO PRIMA FACIE SPEED LIMITS ON NON-LOCAL STREETS

TITLE OF PROPOSED ORDINANCE:

AN ORDINANCE OF THE CITY OF PASADENA AMENDING PASADENA MUNICIPAL CODE TITLE 10, CHAPTER 10.48, SECTION 10.48.010 RELATING TO PRIMA FACIE SPEED LIMITS ON NON-LOCAL STREET

PURPOSE OF PROPOSED ORDINANCE:

The proposed ordinance will identify Bellefontaine Street between Arroyo Boulevard and Fair Oaks Avenue and Montana Street between Canada Avenue and Los Robles Street as "non-local" streets and establish a 25 mph speed limit. The proposed ordinance will also delete Paloma Street between Hill Avenue and Sierra Madre Villa Avenue as a "non-local" street.

BACKGROUND:

All "local" streets that are shown on the California Road Systems Maps have a prima facie speed limit of 25 mph. All other streets not so classified have a prima facie speed limit of 55 mph, unless there is an engineering and traffic survey to validate lowering the speed limit. The non-local streets for which the speed limits have been established via engineering and traffic surveys are listed in Section 10 48 010 of the Pasadena Municipal Code. During review of the approved Federal Highway map, the above three changes to the Code were identified.

MEETING OF 12/12/2016
AGENDA ITEM NO 21

On October 17, 2016 the City Council approved the proposed amendments to Section 10 48 010 of the Pasadena Municipal Code and instructed the City Attorney to prepare an ordinance

REASON WHY LEGISLATION IS NEEDED:

The City's ordinance relating to non-local streets and their speed limits was established by ordinance and must be amended by ordinance

PROGRAM, DEPARTMENT, OR GROUPS AFFECTED:

The Department of Transportation has oversight over the determination of non local streets and their speed limits The Police Department enforces traffic regulations including the enforcement of speed limits on non local streets

ENVIRONMENTAL:

The proposed amendment has been determined to be exempt from environmental review pursuant to CEQA Guidelines Section 15301 (Existing Facilities)

FISCAL IMPACT:

The proposed ordinance change shall have no fiscal impact to the City The costs to replace, remove, relocated and install speed limit signs shall be absorbed within the current operating budget of the Department of Transportation

Respectfully submitted,


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