

Agenda Report

October 17, 2016

TO: Honorable Mayor and City Council
FROM: Department of Transportation
SUBJECT: PROPOSED SPEED LIMIT ORDINANCE REVISIONS

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the proposed Municipal Code Amendment is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15301 (Existing Facilities); and
2. Direct the City Attorney to prepare an amendment to Pasadena Municipal Code Section 10.48.010 (Prima facie speed of non-local streets) within 60 days that reflects the revisions presented in this report.

BACKGROUND:

The California Vehicle Code (CVC) provides that all streets that are not designated as a "local" street must have a valid engineering and traffic survey for any law enforcement officer to legally enforce the posted speed limit. A "local" street is a street or road that is functionally classified as "local" on the California Road Systems Maps that are approved by the Federal Highway Administration and maintained by the California Department of Transportation (Caltrans). All "local" streets that are shown on the California Road Systems Maps have a prima facie speed limit of 25 mph. All other streets that are not classified as "local" have a prima facie speed of 55 mph, unless there is an engineering and traffic survey to validate lowering the speed limit from 55 mph.

Local authorities are granted the authority to establish speed limits lower than the maximum allowable on the basis of engineering and traffic surveys, (CVC 22358). Such surveys must include an analysis of roadway conditions, accident records and a sampling of the prevailing speed of traffic, (CVC 627). Other factors may be considered, but an unreasonable speed limit, which is called a **speed trap**, may not be established, (CVC 40802). This latter section also limits the use of electronic speed enforcement methods on non-local streets unless a current engineering and traffic survey is on record.

All the non-local streets for which the speed limits have been established via engineering and traffic surveys are listed in the City of Pasadena Municipal Code (PMC) in Section 10.48.010.

During review of the approved Federal Highway map, the following three inconsistencies were identified:

- Paloma Street between Hill Avenue and Sierra Madre Villa Avenue, which is currently in PMC Section 10.48.010, was determined to be designated as a “local” street and by definition an engineering and traffic survey is not required.
- Bellefontaine Street between Arroyo Boulevard and Fair Oaks Avenue was determined to be classified as a “collector” street, which requires an engineering and traffic study; and
- Montana Street between Canada Avenue and Los Robles Street was also determined to be classified as a “collector” street, which requires an engineering and traffic study.

The proposed changes to section 10.48.010 of the Pasadena Municipal code are as follows:

Add new street segments in the ordinance:

Street	Limits	Existing	Proposed
Bellefontaine Street	Arroyo Boulevard to Fair Oaks Avenue	Not in the Ordinance (prima facie 55)	25
Montana Avenue	Canada Avenue to Los Robles Street	Not in the Ordinance (prima facie 55)	25

Remove existing street segment in the ordinance:

Street	Limits	Existing	Proposed
Paloma Street	Hill Avenue to Sierra Madre Villa Avenue	30	25 (prima facie limit for local street)

COUNCIL POLICY CONSIDERATION:

The proposed action is consistent with the City Council’s Strategic Planning Goals to improve, maintain, and enhance public facilities and ensure public safety throughout the City.

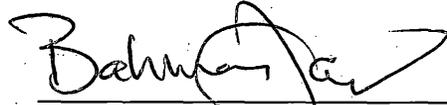
ENVIRONMENTAL ANALYSIS:

The proposed Municipal Code Amendment has been determined to be exempt from environmental review pursuant to CEQA Guidelines Section 15301 (Existing Facilities). This exemption includes the maintenance, repair and operation relating to existing facilities, mechanical equipment, or structures where there is negligible or no expansion of the use. Section 15301 (c) specifically identifies existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

FISCAL IMPACT:

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

Respectfully submitted,



for

FREDERICK C. DOCK
Director
Department of Transportation

Prepared by:



Norman Baculinao
Traffic Engineering Manager

Approved by:



STEVE MERMELL
City Manager