



Additional Documents
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PUBLIC WORKS INFRASTRUCTURE COMMISSION MEETING of
February 11, 2026

Item No.	Agenda Item Description	Distributor	Document
3	Revised Item 3: Citywide Engineering And Traffic Survey (E&TS) Report	Bassam AL-Beitawi	Report
3	Item 3: Citywide Engineering And Traffic Survey (E&TS) Presentation	Bassam AL-Beitawi	Presentation
3	Public Comment Agenda Item 3	Barbara Cocks	Email to Commission



SPEED ENFORCED BY RADAR

2025 Citywide Engineering & Traffic Survey (E&TS) for Speed Limits

City of South Pasadena, CA

SPEED LIMIT 40

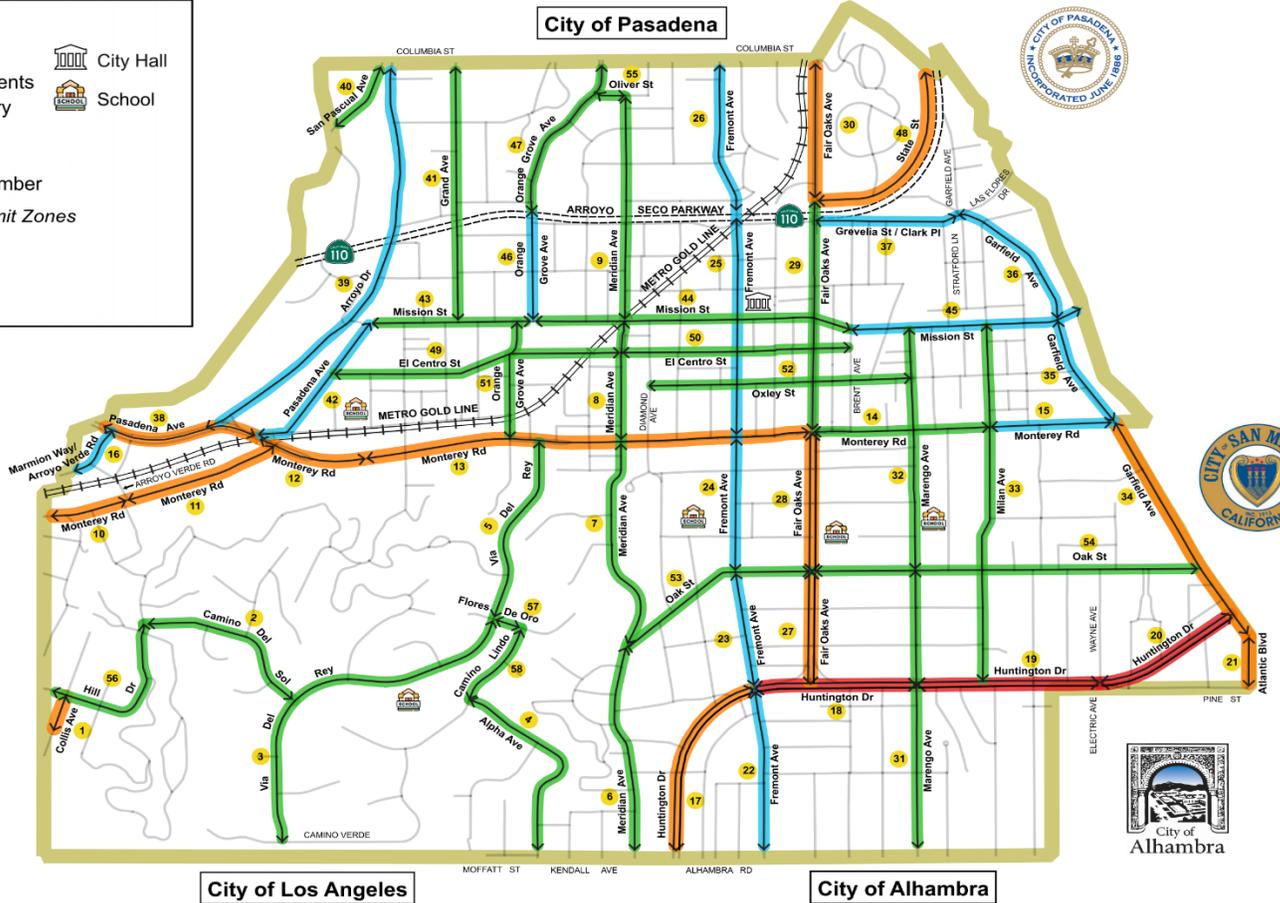


LEGEND

- Streets
- ↔ Street Segments
- City Boundary
- Freeway
- Rail Road
- X Segment Number
- City Hall
- School

Proposed Speed Limit Zones

- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH



06/04/25

PREPARED FOR:

CITY OF SOUTH PASADENA

Public Works Department

1414 Mission Street
South Pasadena, CA 91030-3298



PREPARED BY:

MINAGAR & ASSOCIATES, INC.

ITS - Traffic/Civil/Electrical Engineering - Transportation Planning - Homeland Security - CEM

23282 Mill Creek Drive, East Tower, Suite 120
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Updated February 9, 2026

2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) FOR SPEED LIMITS

PREPARED FOR:



CITY OF SOUTH PASADENA, CA

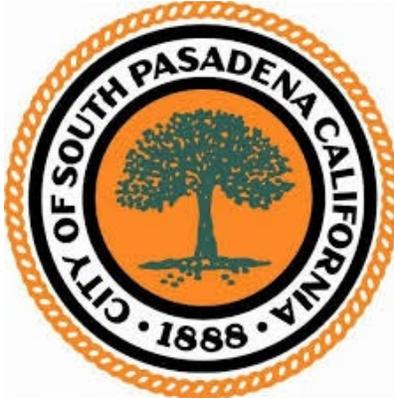
PREPARED BY:



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Traffic/Civil/Electrical Engineering - ITS - Transportation Planning - CEM

UPDATED FEBRUARY 9, 2026



CITY OF SOUTH PASADENA, CA

2025 CITYWIDE ENGINEERING & TRAFFIC SURVEY (E&TS)

I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional Civil Engineer. The survey has been conducted in strict compliance with guidelines contained in the 2025 version of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD) Rev. 8, effective January 11, 2024. Data contained in this report represents a true and accurate description of existing traffic conditions collected and measured in the field on City of South Pasadena roadways.

A handwritten signature in black ink, appearing to read 'Fred Minagar', is written in a cursive style.

Fred Minagar, MS, RCE, PE, Registration No. 53466, Expires, June 30, 2027
Project Manager





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1 – Executive Summary

This report recommends the establishment and revision of posted speed limits for fifty-eight (58) street segments on twenty-nine (29) citywide streets within the City of South Pasadena, California, and discusses the findings of the Engineering and Traffic Survey (E&TS) conducted by Minagar & Associates, Inc. which was used to determine these results. This E&TS Report was requested by and prepared for the City of South Pasadena as a record of existing conditions on the selected roadways, and to provide the City with a basis for updating and validating its currently posted speed limits on citywide streets.

Engineering and Traffic Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. In accordance with the latest relevant sections of the *California Vehicle Code (CVC)* and the *California Manual on Uniform Traffic Control Devices (CAMUTCD Rev. 8, effective January 11, 2024)*, and *Federal Highway Administration Manual on Uniform Traffic Control Devices (FHWA MUTCD, 11th Edition, December 19, 2023)*, the E&TS must consider, at a minimum, the following contributing factors toward the establishment of appropriate posted speed limits:

- 1) Analysis of prevailing speeds, as determined by traffic engineering measurements.
- 2) Analysis of collision records for the most recent available January 01, 2020 – December 31, 2024 period.
- 3) Other highway, traffic, and roadside conditions not readily apparent to drivers.

When qualifying an appropriate speed limit, local authorities may consider factors such as roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, pedestrian and bicyclist safety, the 10-MPH pace range of prevailing traffic, roadside development and environment, parking practices, and the density of adjacent residential and/or business frontage.

The findings of this E&TS reveal that 50 out of the 58 surveyed street segments are recommended to remain at their currently established posted speed limit as documented, and would not require any changes to the existing posted regulatory signage or speed limit pavement markings; 5 segments are recommended for 5-MPH decrease in existing posted speed limit; and 3 segments require a new speed limit to be established/posted:

The findings of this E&TS reveal that 50 out of the 58 surveyed street segments are recommended to remain at their currently established posted speed limit as documented, and would not require any changes to the existing posted regulatory signage or speed limit pavement markings; 5 segments are recommended for 5-MPH decrease in existing posted speed limit; and 3 segments require a new speed limit to be established/posted.





#29 – Fair Oaks Avenue (State Street to Monterey Road)

- Reduce the existing posted speed limit from 30 miles per hour to 25 miles per hour.

#39 – Arroyo Drive (Columbia Street to Pasadena Avenue)

- Reduce the existing posted speed limit from 35 miles per hour to 30 miles per hour.

#43 – Mission Street (Pasadena Avenue to Orange Grove Avenue)

- Reduce the existing posted speed limit from 30 miles per hour to 25 miles per hour.

#44 – Mission Street (Orange Grove Avenue to Brent Avenue)

- Reduce the existing posted speed limit from 30 miles per hour to 25 miles per hour.

#47 – Orange Grove Avenue (Columbia Street to SR110 Freeway)

- Reduce the existing posted speed limit from 30 miles per hour to 25 miles per hour.

#55 – Oliver Street (Orange Grove Avenue to Meridian Avenue)

- Establish new posted speed limit of 25 miles per hour.

#57 – Flores De Oro (Via Del Rey to Camino Lindo)

- Establish new posted speed limit of 25 miles per hour.

#58 – Camino Lindo (Flores De Oro to Alpha Avenue)

- Establish new posted speed limit of 25 miles per hour.

A map of recommended speed limits is provided in **Appendix A** and roadway segment analysis of factors not readily apparent and traffic data summary certification sheets justifying posted speed limits for all 58 street segments are provided in **Appendix C**.

Additional supporting documentation of the survey's methodology are provided in the following sections of this report, including project background, current speed regulations, speed zoning principles, survey methodology, daily traffic volume counts, and radar spot speed survey data upon which the overall conclusions of this engineering and traffic survey and recommended posted speed limits are based.

Radar speed survey sheets and 24-hour machine tube counts (ADT) data are provided in **Appendices D & E** respectively.





2 – Background/Discussion

The California *Manual on Traffic Uniform Control Devices* (CAMUTCD) states that local agencies should conduct engineering studies at least once every 7 or 14 years, in compliance with Section 40802 of the *California Vehicle Code* (CVC) to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review. Speed limits are used to both regulate and guide motorists' speed choices, and are visibly posted on the roadside as a tool to reduce the dangers that drivers might otherwise impose on road users by driving at unsafe speeds.

It is a common assumption that the posting of a speed limit sign will lead to a motorist driving at that speed; however, historical evidence and research shows that the majority of drivers will travel at roadway speeds which seem the most reasonable given the prevailing driving conditions. Speed regulations construed as unreasonable have the potential to be disregarded by an unsafe majority of motorists; therefore, a “reasonable” speed limit is commonly one that conforms to the actual behavior of the general motoring public. Based upon this concept, the California Vehicle Code (CVC) provides the *Basic Speed Law* which states that:

“No person shall drive a vehicle upon a highway at a speed greater than what is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.”

The purpose of controlling speed limits using law enforcement is not to burden motorists with unreasonable laws, but to give motorists a clear indication of the maximum driving speed that is reasonable and prudent under typical driving conditions, and reflects surrounding roadway and roadside conditions which may not be apparent to drivers. Speed limits established on the basis of an E&TS provide law enforcement officers with a means to regulate the top fringe of drivers who are disposed to reckless and unreliable driving behaviors, have faulty judgment, or will otherwise not conform to the Basic Speed Law and to what the majority of drivers find to be reasonable and prudent.





3 – Current Regulations

Under California law, the maximum speed limit for any passenger vehicle is 65 miles per hour (mph). All other speed limits are called prima facie limits, which “at first sight”, are safe and prudent under normal conditions. Specific prima facie limits established by California law include:

- 70 mph - May be posted by the governing authority on the basis of an engineering and traffic study and consultation with the California Highway Patrol (CHP).
- 65 mph - On all streets and highways, unless otherwise posted or if prevailing conditions meet the criteria for a lower prima facie speed limit, as described below.
- 55 mph - On two-lane undivided highways (i.e., highways not physically divided and have no more than one lane per each direction, excluding passing lanes).
- 25 mph - When approaching or passing a posted “SCHOOL” zone, when children are going to and from school; in a “business district” or “residence district,” as defined by the CVC; or when passing a “senior center” facility.
- 15 mph - In any alley; or when approaching a “blind” highway intersection or rail-highway grade crossing uncontrolled by traffic control devices (i.e., limited sight distance in advance of the uncontrolled intersection or crossing, as defined by the CVC).

In addition to the above prima facie speed limits, a local authority may declare and establish intermediate prima facie speed limits upon the basis of an Engineering and Traffic Survey (E&TS) in increments of 5 miles per hour up to 60 mph, or a maximum speed limit of 65 mph, whichever is found to be most appropriate in facilitating the orderly movement of traffic and is also reasonable and safe. E&TS provide an analysis of roadway conditions, accident records, and the prevailing speed of drivers representatively traveling the highway under study. Since unjustified speed limits can be difficult to enforce, the E&TS is essential in preventing the establishment of speed limits which are below or above what is safe, and/or what the majority of drivers consider to be reasonable for the prevailing roadway, roadside and traffic conditions.

The California Vehicle Code (CVC) states that the use of radar or other speed measuring device to enforce speed limits which have not been justified based on an E&TS constitutes a “speed trap,” notwithstanding certain qualifying conditions. An E&TS is valid for up to seven (7) years if the speed measuring devices used for speed enforcement are certified and properly calibrated, and the enforcing officer has completed the required operating courses for the speed-measuring device used, per CVC 40802(c)(2)(B)(i)(I). If an E&TS was conducted more than seven (7) years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, it is valid for up to 14 years, per CVC 40802(c)(2)(B)(i)(II).

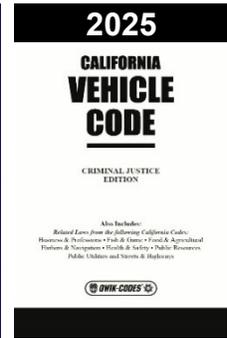
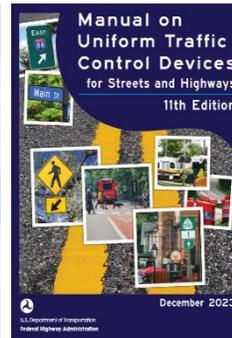
Given the above requirements, the California Vehicle Code prohibits authorities from securing evidence as to the speed of any vehicle based on a speed trap. Conversely, drivers who do not comply with speed limits which have been lawfully justified and posted are subject to enforcement action. See Section 7 for CVC divisions and articles pertaining to this E&TS.





4 – Speed Zoning Principles

Driver behavioral research has been conducted over several decades and finds that the average driver chooses their driving speed based on the appearance of the highway itself and the prevailing traffic conditions. Thus, the CVC and CAMUTCD require that speed limits be established in accordance with appropriate engineering practice and methods. The CAMUTCD provides standards, guidance and support for the preparation of engineering and traffic surveys, and requires that, at a minimum, the three following factors be considered in determining appropriate speed limits to facilitate the safe, sensible and orderly flow of traffic:



- Prevailing speeds
- Collision records
- Highway, traffic, and roadside conditions not readily apparent to the driver

Prevailing Speeds

Measuring the typical speed, or *prevailing speed*, of existing traffic flow allows the selection of an effective speed limit based on the presumption that the majority of motorists drive at speeds that are generally safe and reasonable. Prevailing speeds are determined by conducting a radar-based spot speed survey along a particular segment and direction along a roadway to measure a sample number of vehicle speeds during generally free-flow traffic conditions. For this E&TS, radar speed surveys were conducted to collect a minimum of 100 speed samples during morning and afternoon time periods (9:00 AM – 4:00 PM).

The resulting measured speed data is organized and analyzed to extract various speed characteristics and driver trends, such as the ten-mile pace range, average speed traveled, and the 85th percentile speed. The most significant speed attribute obtained from the survey is the 85th *percentile speed*, or *critical speed*, and is defined as one (1) standard deviation above 50th percentile (average speed), or simply the free-flow speed at or below which 85% of the motorists were surveyed to be traveling. Since only 15% of the motorists exceed this value, the 85th percentile speed is normally used as an initial (presumptive) value for the updated posted speed limit, and adjusted downward or upward as other conditions necessitate. Based on current CAMUTCD guidelines and California state law, when a speed limit is to be posted, it shall be established at the nearest 5-MPH increment to the surveyed 85th percentile speed, except under the following optional conditions in which it may otherwise establish:

- The posted speed may be reduced by 5 MPH from the nearest 5-MPH increment to the 85th percentile speed upon due consideration for additional factors not readily apparent to the typical driver which have been appropriately justified and documented in the E&TS, and approved by a registered Civil or Traffic Engineer (see CVC §627 and 22358.5).





- For cases which require rounding up the field-surveyed 85th percentile speed to the nearest 5-MPH increment (e.g., 38 MPH rounded up to 40 MPH), the selected speed limit may instead be rounded down to the nearest 5-MPH increment below the surveyed 85th percentile speed, if no further reduction is used (see CVC §21400(b)).

In accordance with CVC §40802, a “speed trap” does not apply to active and posted school zones or “local streets” as defined in the current California Road System (CRS). A local authority may therefore post an appropriately established prima facie speed limit on such roadways without requiring a recent engineering and traffic survey or determination based on the procedures set forth in §22352, §22354, §22357 or 22358.3 of the code.

Collision Records

The most recent collision data was also considered in setting appropriate speed limits. Drivers may underestimate the effects of higher speeds on crash probability and severity. An above-average collision rate, particularly due to unsafe speeding related incidents, might suggest existence of conditions which are not readily apparent to motorists; this should be considered when reevaluating the appropriate speed limit for the roadway segment.

Conditions Not Readily Apparent to Motorists

Each street segment was additionally evaluated to identify and document any roadway, roadside, traffic and other significant features which may not be readily apparent to motorists and may justify selecting a posted speed limit based on a five mile-per-hour reduction from the nearest 5-MPH increment to the 85th percentile speed. Such conditions would exist where the combined influence of one or more of these factors could result in uncharacteristic or unexpected driving conditions, and in turn, affect the ability of drivers to properly judge the safest and most appropriate travel speed for a particular situation or location.

Examples of such factors include: shoulder conditions (e.g., on-street parking, closely-spaced and/or blind driveway traffic), sight distance and/or geometric constraints (e.g., narrow streets, horizontal roadway curvature, hilly grades), pedestrian and bicyclist safety (e.g., mid-block crosswalks, bike lanes and routes), uniformity and consistency between contiguous speed zones (e.g., length of the speed zone, spacing and frequency of traffic-controlled intersections, speed zone transitions on “boundary line” streets), and land use conditions adjacent to the roadway (e.g., residential and business districts, commercial driveways, senior centers, etc.).

The CVC stipulates that, in the absence of other factors, physical conditions such as roadway width, curvature, grade and surface pavement conditions are considered to be readily apparent and are the responsibility of the driver to perceive and react to without requiring a special downwardly zoned posted speed limit, per CVC Section 22358.5. Valid consideration of one or more of the above conditions determined as not readily apparent to motorists, however, provides the required justification to allow for a 5-mile per hour (MPH) reduction from the nearest 5-MPH increment to the 85th percentile where engineering judgment presents evidence and documentation that an adjustment for these factors is needed to match the existing conditions with the traffic safety needs of the community and road users.





5 - Methodology

Data Collection

In accordance with discussions with city staff, the scope of the study consisted of 58 roadway segments on 29 citywide streets within the City of South Pasadena. Study segments were determined by city staff, generally on the basis of previous zone designations established by the previous 2014-15 speed survey.

Procedure

The primary goal of this E&TS is to determine the suitability of currently-posted speed limits in the City of South Pasadena, and resolve to either change or maintain as-is the designated speed limits along each of the surveyed speed zones. To make these determinations, the study compiled information both in the field and from City records on prevailing motorist speeds, recent collision history, comparative collision rates for similar roadway types, and any significant roadside conditions not evident to motorists. References under which this study was conducted include sections of the *California Vehicle Code* (CVC) provided in Section 7 of this report and the *California Manual on Uniform Traffic Control Devices* (CAMUTCD) developed by Caltrans in cooperation with the USDOT/Federal Highway Administration (FHWA).

Speed Zoning

The principal method utilized in this E&TS was *speed zoning*, a process which uses prevailing speeds of drivers as a guide to establish reasonable speed limits for highway sections where original statutory speed limits set by State ordinance may be considered less suitable for the local conditions. Establishment of posted speed limits by speed zoning methods allows motorists to be informed of the safe speed limit under which to drive on a particular roadway under normal conditions, and also protects the general public from unreasonable and reckless drivers. Spot radar speed surveys were conducted to determine the prevailing speeds of drivers on each of the 58 segments.

The surveys were performed during normal, non-holiday weekdays in April of 2025 during typical daytime periods. The unimpeded free-flow speeds of individual vehicles were measured during the off-peak time periods (9:00 AM – 4:00 PM) with a minimum survey count of either one hundred (100) or two hundred (200) radar samples (i.e., approximately 50 and 100 per direction for street segments without or with raised medians respectively, or for 2 hours of survey). Detailed radar speed zoning sheets are included in **Appendix D**.

Following the collection of spot speed survey data, all radar measurements were organized, computed, analyzed and summarized on standard Traffic Survey Forms. Various speed-related characteristics were then determined, including the following:

85th Percentile Speed: The speed at which 85% of surveyed motorists did not exceed (i.e., no more than 15% of traffic exceeded) during the radar survey. Also called *critical speed*, equals one standard deviation from the average speed.





- 50th Percentile Speed:** The speed at which half of surveyed motorists did not exceed during the radar survey. Also called the *median speed*, by definition 50% of the observed speeds are below the median, and the other half are above the median.
- 10-MPH Pace:** The 10-mile per hour range containing the largest percentage of speed observations; provides an alternative and more readily identifiable measure to the standard deviation to describe the dispersion of speeds within the survey sample. Consistency in travel speeds is evidenced by a pace that usually includes between 70% and 80% of the free-flowing vehicles. Similar reported statistical data includes the percentage of surveyed vehicles over and under the 10-MPH Pace range.
- Average Speed:** Equals the calculated average speed of all surveyed vehicles. Also called the *mean speed*.

The above statistical attributes were obtained for each segment from the speed survey data collected in the field, and then applied using the CAMUTCD guidelines. The recommended speed limit was presumptively determined as the nearest 5-MPH increment to the 85th percentile speed of free-flowing traffic, with a downward 5-MPH adjustment applied if necessary to reflect the presence of conditions not readily apparent to drivers or to match the existing traffic needs of the community.

It is significant to note that former versions of the California MUTCD required that posted speed limits be presumptively set at the nearest 5-MPH increment to the surveyed the 85th percentile speed, and then adjusted by 5 MPH if justifiable and documented in the study. The most current release of the CAMUTCD (Rev. 8, effective January 11, 2024), however, presently allows for speed limits to be set at the lower 5-MPH increment to the surveyed 85th percentile speed in those cases where the nearest 5-MPH increment would normally require rounding up, if no further reduction is used. In order to satisfy local traffic and roadway conditions, local agencies may apply this judgment at its own discretion without any required supporting documentation or reasons in the Engineering and Traffic Survey. The results of the speed zoning analysis are summarized in **Tables 1**.

Collisions Analysis

The collisions analysis compared recent collision history data with expected collision rates for similar roadway types. The analysis was based on the latest available traffic collision information from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) and the Berkeley Transportation Injury Mapping System (TIMS) database for a period of 5 years (60 months) between January 2020 and December 2024. The raw SWITRS data was downloaded and processed independently for all calculations, including collision rates and speed-related factors. The raw collision data was further screened to consider only speeding-related accidents as the primary collision factor, based on the recommended practice provided in the CAMUTCD and Caltrans' Traffic Manual. Non-speeding related accident reports were omitted from the





analysis since this data does not directly correlate to vehicle speeding and can tend to overstate collision rates, particularly for shorter segments. To support visualization and mapping, the TIMS (Transportation Injury Mapping System) platform that developed by UC Berkeley’s SafeTREC was used. However, TIMS was employed solely for graphical and mapping purposes; no pre-filtered or interpreted TIMS data was used in the analytical calculations.

Prevailing collision rates for each segment were calculated by first determining the total number of speed-related collisions which have occurred during the selected 60-month period. This, along with the measured 24-hour average daily traffic volume of the segment from machine traffic counts collected in the field (see **Appendix E** for machine count data sheets) and the known segment length, was used in the standard formula below to determine the calculated collision rate for each segment, expressed in terms of *collisions per million vehicle miles traveled*:

$$Collision\ Rate\ \left(\frac{Collisions}{MVM}\right) = \frac{No.\ of\ Collisions * 1,000,000}{ADT * Distance * No.\ of\ Days}$$

where:	<i>No. of Collisions</i>	Number of speed-related collisions on the segment during the selected analysis period (60 months), both directions
	<i>1,000,000</i>	Conversion factor for Million-Vehicle-Miles (MVM)
	<i>ADT</i>	Average Daily Traffic (vehicles per day), both directions
	<i>Distance</i>	Roadway segment distance traveled by each vehicle (miles)
	<i>No. of Days</i>	Number of days during the selected analysis period (i.e., 1.00 year = 365 days)

The speed zoning analysis tables for each segment are provided on the following pages and utilize the following abbreviations and terminology.

DEFINITIONS:	
10-mi. Pace	Equals the 10-mile per hour range in which the largest number of vehicles were observed to be traveling
% in 10-mi. Pace	The percentage of the total vehicles observed traveling in the 10-mile per hour pace
50th Percentile	The speed at which half of the observed speeds were observed below and half were observed above
85th Percentile	The speed at or below which 85% of the observed vehicles were surveyed to be traveling at



Table 1
Speed Zoning Analysis Summary
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

Street	ROADWAY INFORMATION						SPEED ZONING ANALYSIS						Justification / Conditions not Readily Apparent
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %ile (MPH)	85th %ile (MPH)	Speed Limit		
		From	To	Length (miles)	No. of Lanes	Functional Class ¹					Posted (MPH)*	Rec. (MPH)	
COLLIS Avenue	1	West City Limit	Hill Drive	0.18	2	MIN	26 - 35	84%	30	34	35	35	- Nearest five miles per hour increment to the 85th Percentile Speed selected.
Camino DEL SOL	2	Hill Drive / St. Albans Avenue	Via Del Rey	0.39	2	COL	25 - 34	80%	29	34	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
Via DEL REY	3	Flores De Oro	Camino Verde	0.80	2	COL	23 - 32	85%	27	29	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ALPHA Avenue	4	Camino Lindo	SCL / Kendall Avenue	0.48	2	COL	24 - 33	91%	29	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
Via DEL REY	5	Monterey Road	Flores Del Oro	0.42	2	COL	24 - 33	87%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MERIDIAN Avenue	6	Oak Street	SCL / Kendall Avenue	0.49	2	COL	21 - 30	95%	25	28	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MERIDIAN Avenue	7	Monterey Road	Oak Street	0.47	2	COL	24 - 33	94%	28	30	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MERIDIAN Avenue	8	Mission Street	Monterey Road	0.26	2	COL	23 - 32	83%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MERIDIAN Avenue	9	Oliver Street	Mission Street	0.50	2	COL	25 - 34	83%	29	33	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MONTEREY Road	10	West City Limit	Arroyo Verde Road	0.17	2	MIN	27 - 36	82%	33	36	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MONTEREY Road	11	Arroyo Verde Road	Pasadena Avenue	0.33	2	MIN	30 - 39	82%	34	38	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MONTEREY Road	12	Pasadena Avenue	416-428 Monterey Road	0.08	4	MIN	33 - 42	85%	36	40	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MONTEREY Road	13	416-428 Monterey Road	Fair Oaks Avenue	1.00	4	MIN	30 - 39	86%	33	36	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MONTEREY Road	14	Fair Oaks Avenue	Milan Avenue	0.36	2	MIN	25 - 34	87%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MONTEREY Road	15	Milan Avenue	Garfield Road	0.26	2	MIN	26 - 35	82%	30	34	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ARROYO VERDE Road/ MARMION Way	16	WCL / Marmion Way	Pasadena Avenue	0.13	2	PA	26 - 35	79%	32	36	30	30	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
HUNTINGTON Drive	17	W. Alhambra Road / Kendall Avenue	Fremont Avenue	0.45	6	PA	34 - 43	84%	38	42	40	40	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
HUNTINGTON Drive	18	Fremont Avenue	Marengo Avenue	0.33	6	PA	36 - 45	81%	40	44	40	40	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).





Table 1
Speed Zoning Analysis Summary
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

Street	ROADWAY INFORMATION						SPEED ZONING ANALYSIS						
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %ile (MPH)	85th %ile (MPH)	Speed Limit		Justification / Conditions not Readily Apparent
		From	To	Length (miles)	No. of Lanes	Functional Class ¹					Posted (MPH)*	Rec. (MPH)	
HUNTINGTON Drive	19	Marengo Avenue	N. Electric Avenue / Wayne Avenue	0.37	6	PA	36 - 45	78%	41	47	40	40	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
HUNTINGTON Drive	20	N. Electric Avenue / Wayne Avenue	ECL / Garfield Avenue	0.32	6	PA	35 - 44	71%	40	46	40	40	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
ATLANTIC Boulevard	21	Garfield Avenue	W. Pine Street	0.12	4	PA	30 - 39	75%	33	38	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	22	Huntington Drive	SCL / W. Alhambra Road	0.37	2	PA	28 - 37	97%	32	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	23	Oak Street	Huntington Drive	0.26	2	PA	27 - 36	90%	32	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	24	Monterey Road	Oak Street	0.30	2	PA	26 - 35	87%	30	34	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	25	SR-110 Freeway	Monterey Road	0.23	2	PA	27 - 36	85%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	26	NCL / Columbia Street	SR-110 Freeway	0.35	2	PA	28 - 37	89%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FAIR OAKS Avenue	27	Oak Street	Huntington Drive	0.25	6	MIN	33 - 42	81%	38	42	35	35	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and close to School Zone.
FAIR OAKS Avenue	28	Monterey Road	Oak Street	0.31	6	MIN	30 - 39	92%	33	36	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FAIR OAKS Avenue	29	State Street	Monterey Road	0.25	4	MIN	24 - 33	98%	28	31	30	25	▼ 85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways and high calculated collision rate.
FAIR OAKS Avenue	30	NCL / Columbia Street	State Street	0.31	4	MIN	32 - 41	80%	37	41	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MARENGO Avenue	31	Oak Street	SCL / W. Alhambra Road	0.63	2	COL	25 - 34	91%	29	33	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MARENGO Avenue	32	Mission Street	Oak Street	0.54	2	COL	24 - 33	87%	27	31	25	25	- Prima facie speed for residential districts selected; 15-MPH speed limit signs are posted in the vicinity of the adjacent Marengo Elementary School.
MILAN Avenue	33	Mission Street	Huntington Drive	0.80	2	COL	24 - 33	84%	27	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
GARFIELD Avenue	34	Monterey Road	Atlantic Boulevard	0.55	2	MIN/PA	31 - 40	82%	36	40	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
GARFIELD Avenue	35	Mission Street	Monterey Road	0.26	2	MIN	26 - 35	93%	31	34	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
GARFIELD Avenue	36	Clark Place / Grevelia Street	Mission Street	0.32	2	MIN	27 - 36	85%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).





**2025 CITYWIDE ENGINEERING & TRAFFIC SURVEY
for SPEED LIMITS
CITY OF SOUTH PASADENA, CA**



**Table 1
Speed Zoning Analysis Summary
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

Street	ROADWAY INFORMATION							SPEED ZONING ANALYSIS					
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %ile (MPH)	85th %ile (MPH)	Speed Limit		Justification / Conditions not Readily Apparent
		From	To	Length (miles)	No. of Lanes	Functional Class ¹					Posted (MPH)*	Rec. (MPH)	
GREVELIA Street	37	Fair Oaks Avenue	Clark Place / Garfield Avenue	0.31	2	MIN	27 - 36	90%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
PASADENA Avenue	38	WCL / Arroyo Verde Road	Monterey Road	0.39	4	PA	31 - 40	92%	36	39	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ARROYO Drive	39	Columbia Street	Pasadena Avenue	0.95	2	COL	26 - 35	87%	31	34	35	30	▼ Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
SAN PASCUAL Avenue	40	NCL / Columbia Street	WCL / Stoney Drive / San Ramon Drive	0.25	2	COL	24 - 33	86%	27	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, narrow roadway width, and shared bike lanes.
GRAND Avenue	41	NCL / Columbia Street	Mission Street	0.57	2	COL	24 - 33	87%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
PASADENA Avenue	42	Mission Street	Monterey Road	0.36	2	PA	27 - 36	85%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MISSION Street	43	Pasadena Avenue	Orange Grove Avenue	0.34	4	MIN	27 - 36	83%	31	35	30	25	▼ Prima facie speed for business districts selected; the segment falls under downtown specific plan where there is a high chance to have high pedestrian and bicycle activities.
MISSION Street	44	Orange Grove Avenue	Brent Avenue	0.66	4	MIN	25 - 34	88%	30	33	30	25	▼ Prima facie speed for business districts selected; the segment falls under downtown specific plan where there is a high chance to have high pedestrian and bicycle activities.
MISSION Street	45	Brent Avenue	ECL / Garfield Avenue	0.48	2	MIN	28 - 37	84%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ORANGE GROVE Avenue	46	SR-110 Freeway	Mission Street	0.24	2	MIN	27 - 36	89%	32	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ORANGE GROVE Avenue	47	NCL / Columbia Street	SR-110 Freeway	0.38	3	MIN	25 - 34	95%	29	32	30	25	▼ 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways; segment also has slight up-down hill and many curvatures which can limit the sight distance.
STATE Street	48	NCL / SR-110 SB Off-Ramp	Fair Oaks Avenue	0.65	2	LOC	26 - 35	78%	31	34	35	35	- Nearest five miles per hour increment to the 85th Percentile Speed selected.
EL CENTRO Street	49	Pasadena Avenue	Meridian Avenue	0.60	2	COL	23 - 32	76%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, and close to School Zone.
EL CENTRO Street	50	Meridian Avenue	Brent Avenue	0.47	2	COL	22 - 31	85%	26	30	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ORANGE GROVE Avenue	51	Mission Street	Monterey Road	0.27	2	MIN	21 - 30	84%	26	30	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
OXLEY Street	52	Diamond Avenue	Marengo Avenue	0.54	2	COL	22 - 31	87%	25	28	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
OAK Street	53	Meridian Avenue	Fair Oaks Avenue	0.43	2	COL	21 - 30	97%	25	27	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
OAK Street	54	Fair Oaks Avenue	ECL / Garfield Avenue	0.81	2	COL	23 - 32	82%	27	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, and close to School Zone.



Table 1
Speed Zoning Analysis Summary
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

Street	ROADWAY INFORMATION						SPEED ZONING ANALYSIS						
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %-ile (MPH)	85th %-ile (MPH)	Speed Limit		Justification / Conditions not Readily Apparent
		From	To	Length (miles)	No. of Lanes	Functional Class ¹					Posted (MPH)*	Rec. (MPH)	
OLIVER Street	55	Orange Grove Avenue	Meridian Avenue	0.06	2	COL	15 - 24	100%	19	22	N/P	25	E Nearest five miles per hour increment to the 85th Percentile Speed selected.
HILL Drive	56	West City Limit	Camino Del Sol / St. Albans Avenue	0.41	2	COL	23 - 32	87%	27	31	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515), and closely-spaced driveways.
FLORES DE ORO	57	Via Del Rey	Camino Lindo	0.06	2	COL	17 - 26	99%	21	23	N/P	25	E Nearest five miles per hour increment to the 85th Percentile Speed selected.
Camino LINDO	58	Flores De Oro	Alpha Avenue	0.20	2	COL	23 - 32	92%	26	29	N/P	25	E Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).

KEY:

¹ Roadway Functional Classifications (Based on latest CRS Maps):	Speed Zoning annotations:	-	=	No Change on Posted Speed Limit or current prima facie speed
PA = Principal Arterial	%-ile = Percentile	*	=	Increase Posted Speed Limit
MIN = Minor Arterial	mph = Miles per hour	▲	=	Decrease Posted Speed Limit
COL = Collector	N/P = Speed Limit Not Posted	▼	=	Establish New Posted Speed Limit
LOC = Local Street	Rec. = Recommended	E	=	





Table 2 shows the average statewide collision rates obtained from *Caltrans' Collision Data on California State Highways*, adjusted to represent proportional rates for speeding-related collisions. These expected rates were used to identify survey segments which exhibit a higher-than-expected collision rate.

Table 2: Expected Statewide Speed-Related Traffic Collision Rates

ROADWAY TYPE* (URBAN)		EXPECTED ACCIDENT RATE**
1- or 2-Lane	< 45 MPH	1.07 collisions per million vehicle miles
	≥ 45 MPH	0.61 collisions per million vehicle miles
3-Lane		1.61 collisions per million vehicle miles
4-Lane, Undivided	< 45 MPH	0.66 collisions per million vehicle miles
	≥ 45 MPH	0.77 collisions per million vehicle miles
4-Lane, Divided	< 45 MPH	0.64 collisions per million vehicle miles
	≥ 45 MPH	0.93 collisions per million vehicle miles
5- or 6-Lane, Undivided	< 45 MPH	1.00 collisions per million vehicle miles
	≥ 45 MPH	0.31 collisions per million vehicle miles
5- or More Lanes, Divided	< 45 MPH	0.75 collisions per million vehicle miles
	≥ 45 MPH	0.87 collisions per million vehicle miles

Source: "2022 Collision Data on California State Highways," 2024 Update. Prepared by the California State Transportation Agency, Department of Transportation, Division of Research, Innovation, and System Information. Sacramento, California.

* Based on U.S. Census Rural Area (RA) definition of ≤1,000 persons/square mile (City of South Pasadena: +/- 7,500 ppm)

** Basic Average Accident Rates tabulation data adjusted for speed-related crashes only. Number of lanes are for both directions of travel and are applicable for both uni- and bi-directional surveyed roadway segments.

Other collected collision history data is summarized in the following figures. Overall, from January 1, 2020 to December 31, 2024, there has been a total of **555 collisions** including **276 collisions for fatality and injuries** reported on Statewide Integrated Traffic Records System (SWITRS) and graphically tabulated on the Transportation Injury Mapping System (TIMS). This included 2 fatalities and 362 other injured victims. The second primary collision factor (PCF) of these collisions was unsafe speed, as shown in the figure below. This PCF was responsible for **90 collisions out of 555 total collisions** and **51 collisions out of 276 total collisions for fatal and injuries**.





Figure 1: Number of Crashes by Primary Crash Factor (PCF) Violation (January 1, 2020 - December 31, 2024)

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

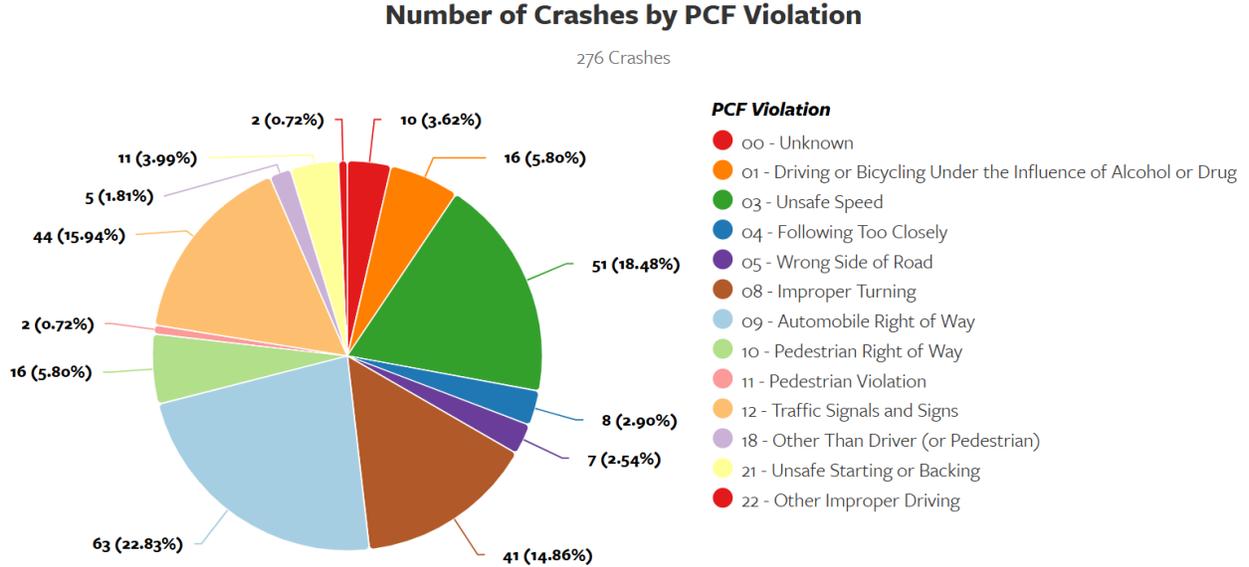


Figure 2: Number of Crashes by Crash Type (January 1, 2020 - December 31, 2024)

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

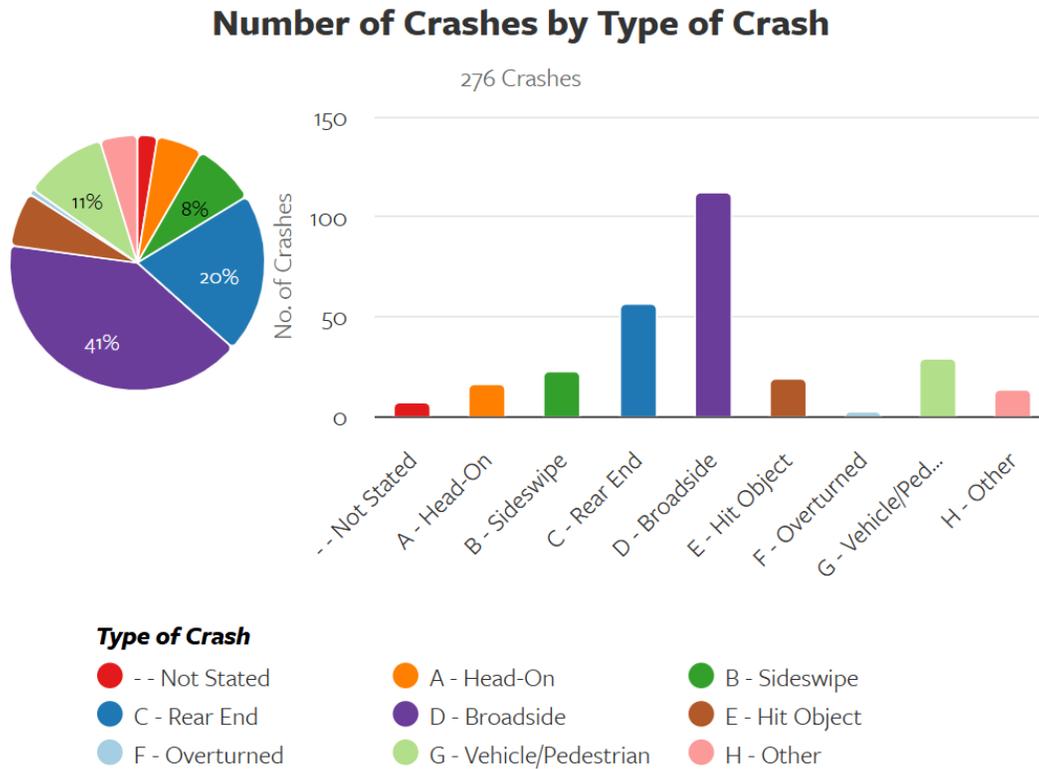
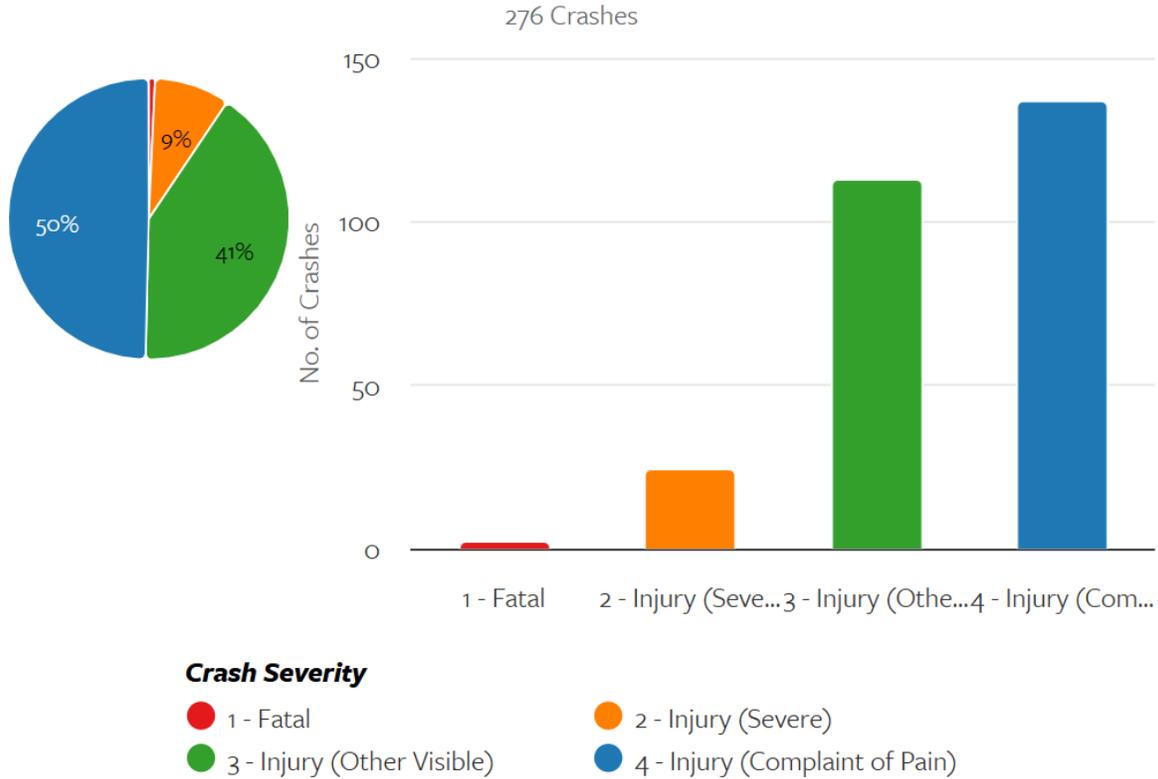




Figure 3: Number of Crashes by Crash Severity
(January 1, 2020 - December 31, 2024)

Source: University of California, Berkeley Transportation Injury Mapping System (TIMS)

Number of Crashes by Crash Severity



To evaluate the collision behavior of each street segment, the calculated collision rate for each segment was compared to the average statewide collision rates for streets with comparable characteristics. The results of the accident analysis for the 58 roadway segments are summarized in **Tables 3**.



Table 3
Collision Data Analysis Summary
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&T) REPORT

Street	ROADWAY INFORMATION							COLLISION ANALYSIS			
	No.	Segment Limits			Roadway Type			ADT (vpd)	Number of Collisions ^{3,4}	Collision Rate	
		From	To	Length (miles)	No. of Lanes ¹	Division	Functional Class ²			Expected ⁵ (A/MM)	Calculated ⁶ (A/MM)
COLLIS Avenue	1	West City Limit	Hill Drive	0.18	2	Undivided	MIN	4,409	0	1.07	0.00
CAMINO DEL SOL	2	Hill Drive / St. Albans Avenue	Via Del Rey	0.39	2	Undivided	COL	1,608	0	1.07	0.00
VIA DEL REY	3	Flores De Oro	Camino Verde	0.80	2	Undivided	COL	865	0	1.07	0.00
ALPHA Avenue	4	Camino Lindo	SCL / Kendall Avenue	0.48	2	Undivided	COL	2,624	0	1.07	0.00
VIA DEL REY	5	Monterey Road	Flores Del Oro	0.42	2	Undivided	COL	4,309	0	1.07	0.00
MERIDIAN Avenue	6	Oak Street	SCL / Kendall Avenue	0.49	2	Undivided	COL	4,074	0	1.07	0.00
MERIDIAN Avenue	7	Monterey Road	Oak Street	0.47	2	Undivided	COL	9,183	1	1.07	0.13
MERIDIAN Avenue	8	Mission Street	Monterey Road	0.26	2	Undivided	COL	4,760	1	1.07	0.44
MERIDIAN Avenue	9	Oliver Street	Mission Street	0.50	2	Undivided	COL	2,923	1	1.07	0.37
MONTEREY Road	10	West City Limit	Arroyo Verde Road	0.17	2	Undivided	MIN	7,117	1	1.07	0.45
MONTEREY Road	11	Arroyo Verde Road	Pasadena Avenue	0.33	2	Undivided	MIN	7,295	1	1.07	0.23
MONTEREY Road	12	Pasadena Avenue	416-428 Monterey Road	0.08	4	Divided	MIN	19,533	1	0.64	0.35
MONTEREY Road	13	416-428 Monterey Road	Fair Oaks Avenue	1.00	4	Undivided	MIN	29,987	2	0.66	0.04
MONTEREY Road	14	Fair Oaks Avenue	Milan Avenue	0.36	2	Undivided	MIN	7,997	0	1.07	0.00
MONTEREY Road	15	Milan Avenue	Garfield Road	0.26	2	Undivided	MIN	7,498	0	1.07	0.00
ARROYO VERDE Road/ MARMION Way	16	WCL / Marmion Way	Pasadena Avenue	0.13	2	Undivided	PA	6,949	0	1.07	0.00
HUNTINGTON Drive	17	W. Alhambra Road / Kendall Avenue	Fremont Avenue	0.45	6	Divided	PA	19,443	5	0.75	0.31
HUNTINGTON Drive	18	Fremont Avenue	Marengo Avenue	0.33	6	Divided	PA	28,635	5	0.75	0.29





Table 3
Collision Data Analysis Summary
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&T) REPORT

Street	ROADWAY INFORMATION							COLLISION ANALYSIS			
	No.	Segment Limits			Roadway Type			ADT (vpd)	Number of Collisions ^{3,4}	Collision Rate	
		From	To	Length (miles)	No. of Lanes ¹	Division	Functional Class ²			Expected ⁵ (A/MM)	Calculated ⁶ (A/MM)
HUNTINGTON Drive	19	Marengo Avenue	N. Electric Avenue / Wayne Avenue	0.37	6	Divided	PA	26,884	1	0.75	0.06
HUNTINGTON Drive	20	N. Electric Avenue / Wayne Avenue	ECL / Garfield Avenue	0.32	6	Divided	PA	31,100	3	0.75	0.17
ATLANTIC Boulevard	21	Garfield Avenue	W. Pine Street	0.12	4	Undivided	PA	22,961	0	0.66	0.00
FREMONT Avenue	22	Huntington Drive	SCL / W. Alhambra Road	0.37	2	Undivided	PA	25,020	7	1.07	0.41
FREMONT Avenue	23	Oak Street	Huntington Drive	0.26	2	Undivided	PA	18,791	5	1.07	0.56
FREMONT Avenue	24	Monterey Road	Oak Street	0.30	2	Undivided	PA	22,780	7	1.07	0.56
FREMONT Avenue	25	SR-110 Freeway	Monterey Road	0.23	2	Undivided	PA	19,490	4	1.07	0.49
FREMONT Avenue	26	NCL / Columbia Street	SR-110 Freeway	0.35	2	Undivided	PA	17,943	2	1.07	0.17
FAIR OAKS Avenue	27	Oak Street	Huntington Drive	0.25	6	Divided	MIN	30,280	2	0.75	0.14
FAIR OAKS Avenue	28	Monterey Road	Oak Street	0.31	6	Divided	MIN	33,162	1	0.75	0.05
FAIR OAKS Avenue	29	State Street	Monterey Road	0.25	4	Undivided	MIN	32,745	12	0.66	0.80
FAIR OAKS Avenue	30	NCL / Columbia Street	State Street	0.31	4	Undivided	MIN	30,206	2	0.66	0.12
MARENGO Avenue	31	Oak Street	SCL / W. Alhambra Road	0.63	2	Undivided	COL	6,001	0	1.07	0.00
MARENGO Avenue	32	Mission Street	Oak Street	0.54	2	Undivided	COL	3,215	0	1.07	0.00
MILAN Avenue	33	Mission Street	Huntington Drive	0.80	2	Undivided	COL	1,775	0	1.07	0.00
GARFIELD Avenue	34	Monterey Road	Atlantic Boulevard	0.55	2	Undivided	MIN/PA	12,798	2	1.07	0.16
GARFIELD Avenue	35	Mission Street	Monterey Road	0.26	2	Undivided	MIN	10,424	0	1.07	0.00
GARFIELD Avenue	36	Clark Place / Grevelia Street	Mission Street	0.32	2	Undivided	MIN	9,167	1	1.07	0.19





Table 3
Collision Data Analysis Summary
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

Street	ROADWAY INFORMATION							COLLISION ANALYSIS			
	No.	Segment Limits			Roadway Type			ADT (vpd)	Number of Collisions ^{3,4}	Collision Rate	
		From	To	Length (miles)	No. of Lanes ¹	Division	Functional Class ²			Expected ⁵ (A/MVM)	Calculated ⁶ (A/MVM)
GREVELIA Street	37	Fair Oaks Avenue	Clark Place / Garfield Avenue	0.31	2	Undivided	MIN	11,658	3	1.07	0.45
PASADENA Avenue	38	WCL / Arroyo Verde Road	Monterey Road	0.39	4	Divided	PA	21,561	2	0.64	0.13
ARROYO Drive	39	Columbia Street	Pasadena Avenue	0.95	2	Undivided	COL	3,341	0	1.07	0.00
SAN PASCUAL Avenue	40	NCL / Columbia Street	WCL / Stoney Drive / San Ramon Drive	0.25	2	Undivided	COL	2,750	1	1.07	0.80
GRAND Avenue	41	NCL / Columbia Street	Mission Street	0.57	2	Undivided	COL	3,697	0	1.07	0.00
PASADENA Avenue	42	Mission Street	Monterey Road	0.36	2	Undivided	PA	2,270	1	1.07	0.67
MISSION Street	43	Pasadena Avenue	Orange Grove Avenue	0.34	4	Undivided	MIN	8,436	1	0.66	0.19
MISSION Street	44	Orange Grove Avenue	Brent Avenue	0.66	4	Undivided	MIN	10,353	4	0.66	0.32
MISSION Street	45	Brent Avenue	ECL / Garfield Avenue	0.48	2	Undivided	MIN	8,045	0	1.07	0.00
ORANGE GROVE Avenue	46	SR-110 Freeway	Mission Street	0.24	2	Undivided	MIN	8,139	3	1.07	0.84
ORANGE GROVE Avenue	47	NCL / Columbia Street	SR-110 Freeway	0.38	3	Divided	MIN	27,827	8	1.61	0.41
STATE Street	48	NCL / SR-110 SB Off-Ramp	Fair Oaks Avenue	0.65	2	Undivided	LOC	2,892	0	1.07	0.00
EL CENTRO Street	49	Pasadena Avenue	Meridian Avenue	0.60	2	Undivided	COL	3,485	0	1.07	0.00
EL CENTRO Street	50	Meridian Avenue	Brent Avenue	0.47	2	Undivided	COL	2,930	0	1.07	0.00
ORANGE GROVE Avenue	51	Mission Street	Monterey Road	0.27	2	Undivided	MIN	2,051	0	1.07	0.00
OXLEY Street	52	Diamond Avenue	Marengo Avenue	0.54	2	Undivided	COL	1,521	0	1.07	0.00
OAK Street	53	Meridian Avenue	Fair Oaks Avenue	0.43	2	Undivided	COL	2,660	0	1.07	0.00
OAK Street	54	Fair Oaks Avenue	ECL / Garfield Avenue	0.81	2	Undivided	COL	2,977	0	1.07	0.00





Table 3
Collision Data Analysis Summary
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT

Street	ROADWAY INFORMATION							COLLISION ANALYSIS			
	No.	Segment Limits			Roadway Type			ADT (vpd)	Number of Collisions ^{3,4}	Collision Rate	
		From	To	Length (miles)	No. of Lanes ¹	Division	Functional Class ²			Expected ⁵ (A/MVM)	Calculated ⁶ (A/MVM)
OLIVER Street	55	Orange Grove Avenue	Meridian Avenue	0.06	2	Undivided	COL	3,041	0	1.07	0.00
HILL Drive	56	West City Limit	Camino Del Sol / St. Albans Avenue	0.41	2	Undivided	COL	1,385	0	1.07	0.00
FLORES DE ORO	57	Via Del Rey	Camino Lindo	0.06	2	Undivided	COL	2,616	0	1.07	0.00
Camino LINDO	58	Flores De Oro	Alpha Avenue	0.20	2	Undivided	COL	2,337	0	1.07	0.00

Notes:

[1] Total number of lanes on the roadway in both directions of traffic.

[2] Functional classification of roadways are based on the latest California Road System (CRS) maps database as developed by the Federal Highway Administration (FHWA) and maintained by the State of California Department of Transportation (Caltrans).

[3] 5-year period from 01/01/2020 to 12/31/2024. Collision data extracted from Transportation Injury Mapping System (TIMS, SafeTREC/UC Berkeley) and latest available SWITRS data.

[4] Speed-related collisions only. Excludes collisions influenced by intersection traffic controls on the Primary Street as indicated in the available accident report.

[5] Source: "2022 Collision Data on California State Highways," 2024 Update. Prepared by the California State Transportation Agency, Department of Transportation, Division of Research, Innovation, and System Information. Sacramento, California.

[6] Calculated rate =
$$\frac{\text{No. of Collisions} * 1,000,000}{\text{ADT} * \text{Distance} * \text{No. of Days}}$$

where:

No. of Collisions = Total number of speed-related collisions recorded on the segment for a period of 5.00 years

ADT = Average Daily Traffic (vehicles per day, both directions of traffic except for one-sided segments as indicated)

Distance = Total length of segment (miles)

No. of Days = 1,826 days for a duration period of 5 years of collision data

Bold/Underline = Calculated collision rate is higher than the expected rate for a similar roadway type





Survey of Street Segments

Minagar & Associates, Inc. staff also evaluated each of the 58 roadway segments to observe the following existing roadway, roadside and traffic conditions, and identify individual or combined factors which may not be readily apparent to drivers.

- Segment length
- Roadway pavement width
- Number of travel lanes
- Center median division
- Type and frequency of traffic controls on the primary road
- Sight distance and visibility of driveways and side street traffic due to:
 - Horizontal curvature
 - Vertical alignment and grade shifts
 - On-street parking
 - Large street trees planted in the median and/or adjacent parkway(s)
 - Two-way left turn traffic in the center lane
 - Offset or skewed intersection approaches
- Roadway lighting
- Abutting land use density and property access along the roadway
- Commercial and residential driveway spacing
- Bicyclists and bike lanes/routes
- Heavy vehicle, golf cart, and NEV/LSV traffic
- Pedestrians, crosswalks, sidewalks, school children walking along roadway due to the absence or discontinuity of sidewalks

These characteristics are described for each segment in the summary sheets provided in **Appendix C**.



6 – Engineering & Traffic Survey Results and Recommendations

This Engineering & Traffic Survey is intended to establish prima facie speed limits for 58 surveyed roadway segments in the City of South Pasadena, based on a thorough evaluation of the collected data and standard speed zoning practice. Prima Facie speed limits serve to advise drivers and law enforcement of what is the reasonable and prudent speed under normal conditions.

The field radar-measured 85th percentile speed was rounded to the nearest upper or lower 5-MPH increment, as appropriate, and used as the recommended posted speed limit. Where other significant factors were demonstrated, such as an above-average collision rate; traffic, roadway and roadside conditions not readily apparent to the driver; and/or the need to consider legal prima facie speed limits, the presumptive speed limit was adjusted upward or downward by a 5 mile per hour increment to the final recommended posted speed. In some cases where the roadway segment is located along a “local street” as designated by the California Road System (CRS), several of the existing posted speed limits are proposed to maintain as-is, notwithstanding presumptive posted speed limit, in order to meet the needs of the local community and prevailing road users in accordance with applicable provisions of the CVC (§40802, §22358, §22352, §22354, §22357, and 22358.3) allowing the local authority to do so.

The findings of this E&TS indicate that currently posted speed limits on **50** of the **58** surveyed segments will not change, and will remain as documented and posted to allow for continued radar enforcement until the next renewal of posted speeds is required during the next validation of this E&TS. As for the remaining street segments, **5** of the **58** segments are recommended for 5-MPH decrease in existing posted speed limit, and **3** of the **58** segments require the established as new posted speed limit zones.



7 – Applicable Vehicle Codes

The following codes were considered relevant in preparing the E&T Survey Report as provided in the 2025 California Vehicle Code (CVC):

- **235** **Business District**
A “business district” is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.
(Enacted by Stats. 1959, Ch. 3.)

- **240** **Business and Residence Districts: Determination**
In determining whether a highway is within a business or residence district, the following limitations shall apply and qualify the definitions in Sections 235 & 515:
 - (a) No building shall be regarded unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
 - (b) Where a highway is physically divided into two or more roadways only those buildings facing each roadway separately shall be regarded for the purpose of determining whether the roadway is within a district.
 - (c) All churches, apartments, hotels, multiple dwelling houses, clubs, & public buildings, other than schools, shall be deemed to be business structures.
 - (d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.*(Enacted by Stats. 1959, Ch. 3.)*

- **515** **Residence District**
A “residence district” is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.
(Enacted by Stats. 1959, Ch. 3.)



- **627** **Engineering and Traffic Survey**
 - (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.
 - (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:
 - (1) Prevailing speeds as determined by traffic engineering measurements.
 - (2) Accident records.
 - (3) Highway, traffic, and roadside conditions not readily apparent to the driver.
 - (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
 - (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
 - (2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

(Amended by Stats. 2021, Ch. 690, Sec. 1. (AB 43) Effective January 1, 2022.)

- **21400** **Uniform Standards**
 - (a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.
 - (b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning



signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

- (c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.
- (d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

(Amended by Stats. 2021, Ch. 690, Sec. 2. (AB 43) Effective January 1, 2022.)

■ **22349** **Maximum Speed Limit**

- (a) Except as provided in Section 22356, no person may drive a vehicle upon a highway at a speed greater than 65 miles per hour.
- (b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:
 - (1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.
 - (2) Passing lanes may not be considered when determining the number of through lanes.
- (c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

(Amended by Stats. 1999, Ch. 724, Sec. 41. Effective January 1, 2000.)

■ **22350** **Basic Speed Law**

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

“No Person Shall Drive a Vehicle Upon a Highway at a Speed Greater Than is Reasonable or Prudent...”

Basic Speed Law
 California Vehicle Code (CVC)
 D11 / Ch7 / Art1 / §22350

(Amended by Stats. 1999, Ch. 724, Sec. 41. Effective Jan. 1, 2000.)

■ **22351** **Speed Law Violations**

- (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.





- (b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

(Enacted by Stats. 1959, Ch. 3.)

■ **22352 Prima Facie Speed Limits**

- (a) The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

- (1) Fifteen miles per hour:

- (A) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

- (B) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

- (C) On any alley.

- (2) Twenty-five miles per hour:

- (A) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

25 MPH
SPEED LIMIT

"When approaching or passing a school... posted with a standard 'SCHOOL' warning sign, while children are going to or leaving the school... during school hours."

- Prima Facie Speed Limits: 25mph, *California Vehicle Code (CVC), D11 / Ch7 / Art1 / §22352*





- (B) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard “SCHOOL” warning sign. For purposes of this subparagraph, standard “SCHOOL” warning signs may be placed at any distance up to 500 feet away from school grounds. (C) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

(Amended by Stats. 20121, Ch. 690, Sec. 3 (AB 43) Effective Jan. 1, 2022.)

- **22357** **Increase of Local Speed Limits to 65 Miles Per Hour**
 - (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.





- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

(Repealed (in Sec. 28) and added by Stats. 1995, Ch. 766, Sec. 29. Effective January 1, 1996. This section became operative, by its own provisions, on the date described in Section 22366.)

- **22357.1 Decrease Near Children's Playgrounds**

Notwithstanding Section 22357, a local authority may, by ordinance or resolution, set a prima facie speed limit of 25 miles per hour on any street, other than a state highway, adjacent to any children's playground in a public park but only during particular hours or days when children are expected to use the facilities. The 25 mile per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

(Added by Stats. 1989, Ch. 508, Sec. 1.)

- **22358 Decrease of Local Speed Limits**

- (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

(Amended by Stats. 2021, Ch. 690, Sec. 5 (AB43) Effective Jan. 1, 2022.)

- **22358.4 Decrease of Local Limits Near Schools or Senior Centers**

- (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by paragraph (2) of subdivision (a) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

- (2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

- (b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:



- (A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.
 - (B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.
- (2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:
 - (A) A maximum of two traffic lanes.
 - (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.
 - (3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.
 - (4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.
 - (5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by



the Department of Transportation and the appropriate signs are erected upon the highway.

- (B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.
- (C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.
- (D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

*(Amended by Stats. 2016, Ch. 208, Sec. 15. (AB 2906)
 Effective January 1, 2017.)*

■ **22358.5 Downward Speed Zoning**

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

(Added by Stats. 1989, Ch. 11.)

■ **22359 Boundary Line Streets**

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

(Amended by Stats. 163, Ch. 209.)

“No ordinance...shall be effective...until all authorities having jurisdiction of the portions of the street concerned have approved the same.”

(Does not include boundary line streets consisting of separate roadways within different jurisdictions)

- Boundary Line Streets
*California Vehicle Code (CVC)
 D11 / Ch7 / Art1 / §22359*





■ **22361** **Multiple-Lane Highways**

On multiple-lane highways with two or more separate roadways different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.

(Amended by Stats. 1963, Ch. 209.)

■ **40801** **Speed Trap Prohibition**

No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

(Enacted by Stats. 1959, Ch. 3.)

“No peace officer or other person shall use a speed trap in arresting...any person for any alleged violation of this code, nor shall any speed trap be used in securing evidence as to the speed of any vehicle...”

- Speed Trap Prohibition
California Vehicle Code (CVC)
D17 / Ch3 / Art1 / §40801

■ **40802** **Speed Traps**

(a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the “California Road System Maps,” it may be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.





- (2) For purposes of this section, “school zone” means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. “School zone” also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard “SCHOOL” warning sign.
 - (3) For purposes of this section, “senior zone” means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard “SENIOR” warning sign, pursuant to Section 22352.
 - (4) For purposes of this section, “business activity district” means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.
- (c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:
- (A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.
 - (B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.
 - (C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).
(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.



- (d) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.
- (2) A "speed trap" is either of the following:
 - (A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
 - (B)
 - (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:
 - (I) Except as specified in subclause (II), seven years.
 - (II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.
 - (ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(Amended by Stats. 2022, Ch. 406, Sec. 5. (AB 1938) Effective January 1, 2023.)

■ **40803 Speed Trap Evidence**

- (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.





**2025 CITYWIDE ENGINEERING & TRAFFIC SURVEY
for SPEED LIMITS
CITY OF SOUTH PASADENA, CA**



- (b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.
- (c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

(Amended by Stats. 1996, Ch. 124, Sec. 147. Effective January 1, 1997.)





Appendix A

Map of Recommended Speed Limit



LEGEND

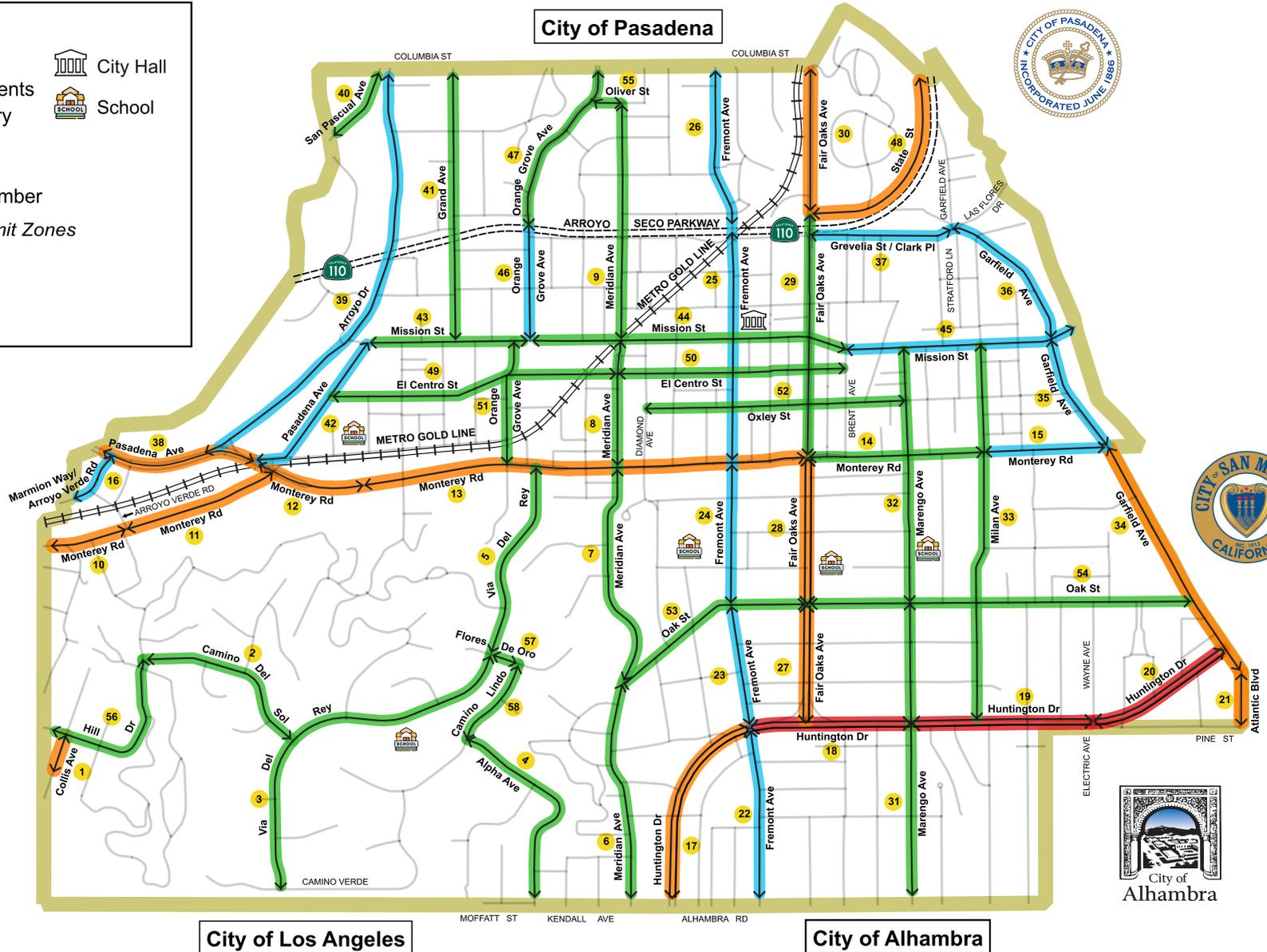
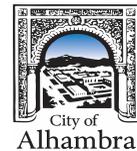
- Streets
- Street Segments
- City Boundary
- Freeway
- Rail Road
- Segment Number



Proposed Speed Limit Zones

- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH

City of Pasadena



City of Los Angeles

City of Alhambra



Proposed Speed Limit Zones
 City of South Pasadena 2025 Citywide Engineering & Traffic Survey (E&TS)



MINAGAR & ASSOCIATES, INC.

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Appendix B

Map of Average Daily Traffic Flow

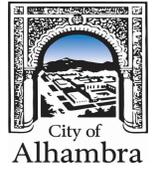
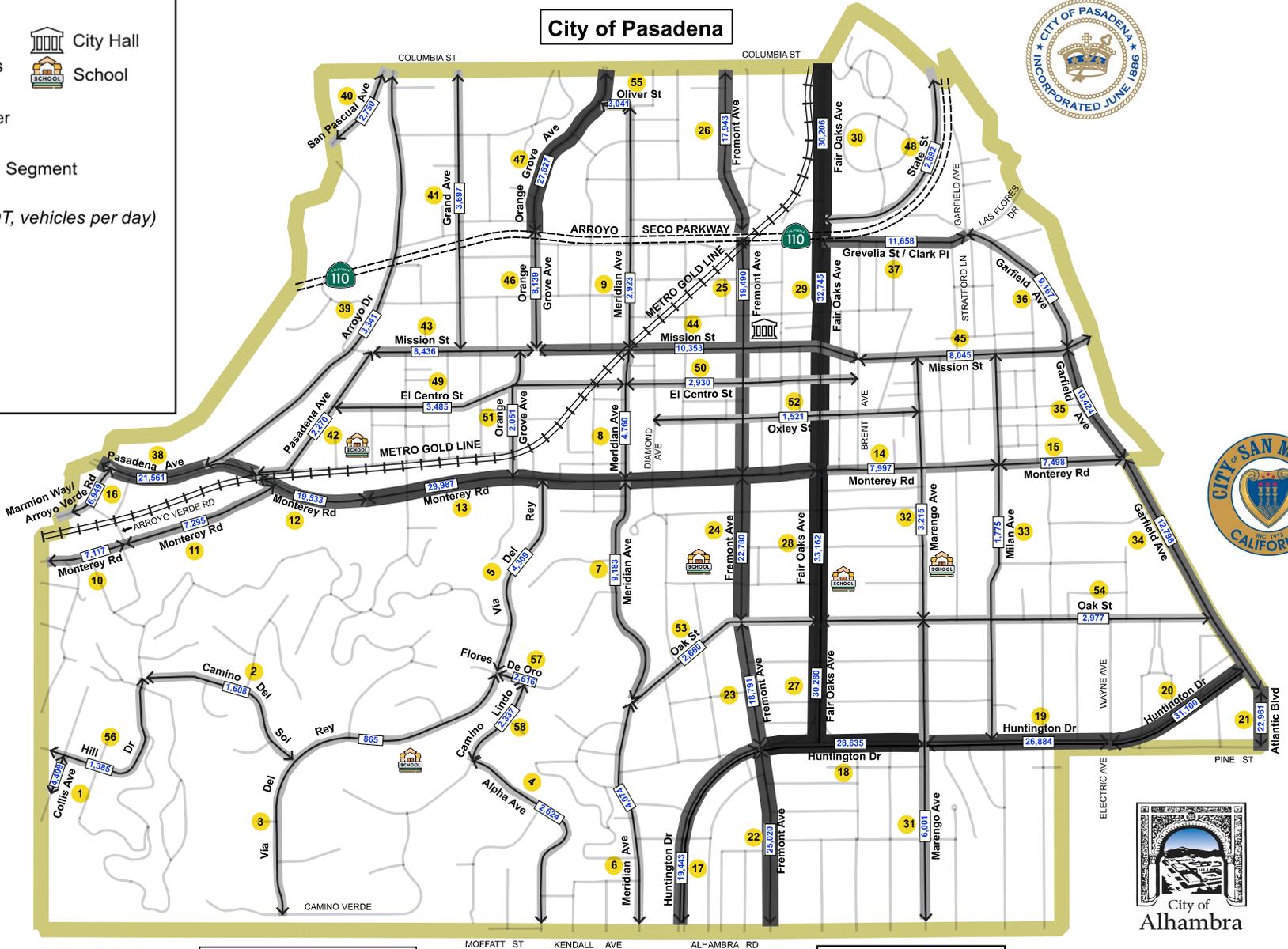


LEGEND

- Streets
- Street Segments
- Freeway
- Segment Number
- Rail Road
- Principal Arterial Segment
- City Boundary
- City Hall
- School

Average Daily Traffic (ADT, vehicles per day)

- 0 - 5,000
- 5,000 - 10,000
- 10,000 - 15,000
- 15,000 - 20,000
- 20,000 - 25,000
- 25,000 - 30,000
- 30,000 - 35,000



City of Los Angeles

City of Alhambra

04/21/25



Average Daily Traffic Flow, April 2025
 City of South Pasadena 2025 Citywide Engineering & Traffic Survey (E&TS)



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Appendix C

Roadway Segment Analysis of Factors Not Readily Apparent and Traffic Data Summary Sheets





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

1	COLLIS Avenue	West City Limit to Hill Drive
DATE:	4/2/2025	SURVEY BY: Counts Unlimited
TIME:	12:35 PM - 1:10 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	34 Miles	
10 MPH Pace	26 - 35 MPH	
Percent in Pace	84%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	1	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	4409 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Stop at Hill Dr.	
Crosswalks	None	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.18 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Nearest five miles per hour increment to the 85th Percentile Speed selected.	

CERTIFICATION

I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of **South Pasadena** was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on **South Pasadena's** streets.


Fred Minagar

RCE #53466

State Registration No.

6/4/2025

Date



MINAGAR & ASSOCIATES, INC.



**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

2 Camino DEL SOL	Hill Drive / St. Albans Avenue to Via Del Rey	
DATE: 4/2/2025	SURVEY BY: Counts Unlimited	
TIME: 1:10 PM - 2:15 PM	CHECK BY: G. Le	
1 - PREVAILING SPEED DATA		
85th Percentile	34 Miles	
10 MPH Pace	25 - 34 MPH	
Percent in Pace	80%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	1608 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	3 Stops at Hill Dr./St. Albans Ave., Santa Teresa, and Via Del Rey	
Crosswalks	None	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.39 Miles	
Vertical Curve	None	
Horizontal Curve	Slight curvature	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

3 Via DEL REY	Flores De Oro to Camino Verde	
DATE: 4/2/2025	SURVEY BY: Counts Unlimited	
TIME: 2:15 PM - 3:10 PM	CHECK BY: G. Le	
1 - PREVAILING SPEED DATA		
85th Percentile	29 Miles	
10 MPH Pace	23 - 32 MPH	
Percent in Pace	85%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	865 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	4 Stops at Camno Verde, Indiana Ave, Camino Cerrado, and Flores De Oro	
Crosswalks	At Indiana Ave, Camino Cerrado, and Flores De Oro	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	Near School Zone	
4- ROADWAY FACTORS		
Length of Segment	0.8 Miles	
Vertical Curve	Very slight up/downhill grades	
Horizontal Curve	East curvature if going northbound	
Lateral Visibility	Good	
Road Conditions	Partial Poor - Partial Poor	
Sidewalk/Driveways	Yes / Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land U:	Residential, School	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

4 ALPHA Avenue	Camino Lindo to SCL / Kendall Avenue	
DATE: 4/3/2025	SURVEY BY: Counts Unlimited	
TIME: 12:55 PM - 1:40 PM	CHECK BY: G. Le	
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	24 - 33 MPH	
Percent in Pace	91%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	2624 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	4 Stops at Camino Lindo, La Fremontia St., Valley View Rd., and Kendall Ave.	
Crosswalks	None	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.48 Miles	
Vertical Curve	Few Gradual Up-Downhill Grades	
Horizontal Curve	Slightly left and right curvatures if going northbound	
Lateral Visibility	Limited Sight Distance	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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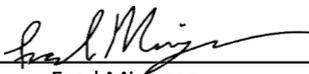
**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

5 Via DEL REY	Monterey Road to Flores Del Oro	
DATE: 4/2/2025	SURVEY BY: Counts Unlimited	
TIME: 3:10 PM - 3:55 PM	CHECK BY: G. Le	
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	24 - 33 MPH	
Percent in Pace	87%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	4309 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Monterey Rd.; Stop at Flores De Oro	
Crosswalks	At Monterey Rd.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.42 Miles	
Vertical Curve	Few Gradual Up-Downhill Grades	
Horizontal Curve	Slight S-curvature if coming northbound	
Lateral Visibility	Fair	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land U:	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

6	MERIDIAN Avenue	Oak Street to SCL / Kendall Avenue
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	12:25 PM - 12:55 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	28 Miles	
10 MPH Pace	21 - 30 MPH	
Percent in Pace	95%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	3	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	4074 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Stop at Kendall Ave./ South City Limit	
Crosswalks	At Maple St., and Oak St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.49 Miles	
Vertical Curve	None	
Horizontal Curve	Slight S-Curvature	
Lateral Visibility	Limited sight distance at curves	
Road Conditions	Poor	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

7	MERIDIAN Avenue	Monterey Road to Oak Street
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	12:05 PM - 12:25 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	30 Miles	
10 MPH Pace	24 - 33 MPH	
Percent in Pace	94%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	1	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.13	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	9183 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Monterey Rd.	
Crosswalks	At Bank St., and Monterey Rd.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.47 Miles	
Vertical Curve	Few Gradual Up-Down Grades	
Horizontal Curve	Many Curvatures	
Lateral Visibility	Limited Sight Distance at curves	
Road Conditions	Poor	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, School	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

8	MERIDIAN Avenue	Mission Street to Monterey Road
DATE:	4/2/2025	SURVEY BY: Counts Unlimited
TIME:	10:30 AM - 11:05 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	23 - 32 MPH	
Percent in Pace	83%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	0	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.44	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	4760 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Signals at Mission St., And Monterey Rd.; Stop at El Centro St.	
Crosswalks	At El Centro St., and Mission St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.26 Miles	
Vertical Curve	None	
Horizontal Curve	Slight curvature at Mission St.	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided - Raised median at Mission St.	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

9	MERIDIAN Avenue	Oliver Street to Mission Street
DATE:	4/2/2025	SURVEY BY: Counts Unlimited
TIME:	9:50 AM to 10:30 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	33 Miles	
10 MPH Pace	25 - 34 MPH	
Percent in Pace	83%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	2	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.37	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	2923 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Mission St., 3 Stops at Oliver St., Buena Vista St., and Grevelia St.	
Crosswalks	At Mission St., Buena Vista St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.5 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

10	MONTEREY Road	West City Limit to Arroyo Verde Road
DATE: 4/2/2025		SURVEY BY: Counts Unlimited
TIME: 12:10 PM - 12:35 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	36 Miles	
10 MPH Pace	27 - 36 MPH	
Percent in Pace	82%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	3	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.45	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	7117 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Stop at Arroyo Verde Rd./ Kolle Ave.	
Crosswalks	At Arroyo Verde Rd./ Kolle Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes	
4- ROADWAY FACTORS		
Length of Segment	0.17 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

11	MONTEREY Road	Arroyo Verde Road to Pasadena Avenue
DATE:	4/2/2025	SURVEY BY: Counts Unlimited
TIME:	11:45 AM - 12:10 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	38 Miles	
10 MPH Pace	30 - 39 MPH	
Percent in Pace	82%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	1	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.23 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	7295 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Pasadena Ave.; Stop at Arroyo Verde Rd./ Kolle Ave.	
Crosswalks	At Pasadena Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes	
4- ROADWAY FACTORS		
Length of Segment	0.33 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

12	MONTEREY Road	Pasadena Avenue to 416-428 Monterey Road
DATE: 4/2/2025		SURVEY BY: Counts Unlimited
TIME: 11:25 AM - 11:45 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	40 Miles	
10 MPH Pace	33 - 42 MPH	
Percent in Pace	85%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	2	
Expected Collision Rate	0.64 (Speed Related Only)	
Calculated Collision Rate	0.35 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	19533 Vehicles Per Day	
Lane Configuration	4-Lane (Urban)	
Traffic Controls	Signal at Pasadena Ave., and Metrolink Gold Line R/R Xing	
Crosswalks	At Pasadena Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.08 Miles	
Vertical Curve	None	
Horizontal Curve	Slight curvature at 314 Monterey Rd.	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Divided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

13	MONTEREY Road	416-428 Monterey Road to Fair Oaks Avenue
DATE: 4/2/2025		SURVEY BY: Counts Unlimited
TIME: 11:05 AM - 11:25 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	36 Miles	
10 MPH Pace	30 - 39 MPH	
Percent in Pace	86%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	2	
Total Accidents	15	
Expected Collision Rate	0.66 (Speed Related Only)	
Calculated Collision Rate	0.04 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	29987 Vehicles Per Day	
Lane Configuration	4-Lane (Urban)	
Traffic Controls	7 Signals - At Indiana Ave., Orange Grove Ave., Via Del Rey, Meridian Ave., Diamond Ave., Fremont Ave., and Fair Oaks Ave.	
Crosswalks	At Indiana Ave., Orange Grove Ave., Via Del Rey, Meridian Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Crosswalks at Diamond Ave., Fremont Ave., and Fair Oaks Ave.	
4- ROADWAY FACTORS		
Length of Segment	1 Miles	
Vertical Curve	No	
Horizontal Curve	Slight curvature at 768 Monterey Rd.	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

14	MONTEREY Road	Fair Oaks Avenue to Milan Avenue
DATE:	4/2/2025	SURVEY BY: Counts Unlimited
TIME:	9:25 AM to 9:50 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	25 - 34 MPH	
Percent in Pace	87%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	3	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	7997 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Fair Oaks Ave.; 2 Stops at Marengo Ave., and Milan Ave. In-roadway warning lights (IRWL) on east leg at Marengo Ave.	
Crosswalks	At Fair Oaks Ave., Marengo Ave., and Milan Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.36 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Poor	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

15	MONTEREY Road	Milan Avenue to Garfield Road
DATE: 4/2/2025		SURVEY BY: Counts Unlimited
TIME: 9:00 AM - 9:25 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	34 Miles	
10 MPH Pace	26 - 35 MPH	
Percent in Pace	82%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	3	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	7498 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Stops at Milan Ave., and Garfield Ave.	
Crosswalks	At Garfield Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.26 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Poor	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

16	ARROYO VERDE Road/ MARMION Way	WCL / Marmion Way to Pasadena Avenue
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	3:15 PM - 3:45 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	36 Miles	
10 MPH Pace	26 - 35 MPH	
Percent in Pace	79%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	6949 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Pasadena Ave.	
Crosswalks	At Pasadena Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	Bike Lanes	
4- ROADWAY FACTORS		
Length of Segment	0.13 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

17	HUNTINGTON Drive	W. Alhambra Road / Kendall Avenue to Fremont Avenue
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	10:25 AM - 10:45 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	42 Miles	
10 MPH Pace	34 - 43 MPH	
Percent in Pace	84%	
Posted Speed Limit	40 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	5	
Total Accidents	5	
Expected Collision Rate	0.75	(Speed Related Only)
Calculated Collision Rate	0.31	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	19443 Vehicles Per Day	
Lane Configuration	6-Lane (Urban)	
Traffic Controls	2 Signals at Alhambra Rd., and Fremont Ave.	
Crosswalks	At Alhambra Rd., Maple St., and Fremont Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Ped Xing (Maple St.), Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.45 Miles	
Vertical Curve	None	
Horizontal Curve	Big curvature when approaching Fremont Ave.	
Lateral Visibility	Limited sight distance	
Road Conditions	Fair (No painted lane separation)	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Divided (Raised median)	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	40 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

18	HUNTINGTON Drive	Fremont Avenue to Marengo Avenue
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	10:05 AM - 10:25 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	44 Miles	
10 MPH Pace	36 - 45 MPH	
Percent in Pace	81%	
Posted Speed Limit	40 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	5	
Total Accidents	5	
Expected Collision Rate	0.75	(Speed Related Only)
Calculated Collision Rate	0.29	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	28635 Vehicles Per Day	
Lane Configuration	6-Lane (Urban)	
Traffic Controls	3 Signals at Fremont Ave., Fair Oaks Ave., and Marengo Ave.	
Crosswalks	At Fremont Ave., Fair Oaks Ave., and Marengo Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.33 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Poor (No painted lane separation)	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Divided (Raised median)	
Adjacent Land Use	Residential, Commercial, Institutional	
Recommended Speed Limit	40 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

19	HUNTINGTON Drive	Marengo Avenue to N. Electric Avenue / Wayne Avenue
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	9:45 AM - 10:05 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	47 Miles	
10 MPH Pace	36 - 45 MPH	
Percent in Pace	78%	
Posted Speed Limit	40 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	6	
Expected Collision Rate	0.75	(Speed Related Only)
Calculated Collision Rate	0.06	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	26884 Vehicles Per Day	
Lane Configuration	6-Lane (Urban)	
Traffic Controls	2 Signals at Marengo Ave., and Fletcher Ave.	
Crosswalks	At Marengo Ave., Fletcher Ave, and Wayne Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Ped Xing, Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.37 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair (No painted lane separation)	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Divided (Raised median)	
Adjacent Land Use	Residential, Commercial, Institutional	
Recommended Speed Limit	40 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

20	HUNTINGTON Drive	N. Electric Avenue / Wayne Avenue to ECL / Garfield Avenue
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	9:25 AM - 9:45 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	46 Miles	
10 MPH Pace	35 - 44 MPH	
Percent in Pace	71%	
Posted Speed Limit	40 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	3	
Total Accidents	8	
Expected Collision Rate	0.75	(Speed Related Only)
Calculated Collision Rate	0.17	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	31100 Vehicles Per Day	
Lane Configuration	6-Lane (Urban)	
Traffic Controls	Signal at Garfield Ave.	
Crosswalks	At Court Ave., and Garfield Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Ped Xing, Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.32 Miles	
Vertical Curve	None	
Horizontal Curve	Slight curvature starting from Wayne Ave.	
Lateral Visibility	Good	
Road Conditions	Fair (No painted lane separation)	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Divided (Raised median)	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	40 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

21	ATLANTIC Boulevard	Garfield Avenue to W. Pine Street
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	9:00 AM - 9:25 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	38 Miles	
10 MPH Pace	30 - 39 MPH	
Percent in Pace	75%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	0.66 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	22961 Vehicles Per Day	
Lane Configuration	4-Lane (Urban)	
Traffic Controls	2 Signals at Garfield Ave., and Pine St.	
Crosswalks	At Garfield Ave., and Pine St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	No	
Other	Bus Stop	
4- ROADWAY FACTORS		
Length of Segment	0.12 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

22	FREMONT Avenue	Huntington Drive to SCL / W. Alhambra Road
DATE:	4/10/2025	SURVEY BY: Counts Unlimited
TIME:	9:00 AM - 9:20 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	28 - 37 MPH	
Percent in Pace	97%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	7	
Total Accidents	5	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.41 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	25020 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	3 Signals at Huntington Dr., Maple St., and Alhambra Rd.	
Crosswalks	At Huntington Dr., Maple St., and Alhambra Rd.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	School Xing, Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.37 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided (Two-way left turn lane)	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

23	FREMONT Avenue	Oak Street to Huntington Drive
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	10:45 AM - 11:05 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	27 - 36 MPH	
Percent in Pace	90%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	5	
Total Accidents	2	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.56 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	18791 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Signals at Oak St., and Huntington Dr.	
Crosswalks	At Oak St., and Huntington Dr.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.26 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided (Two-way left turn lane)	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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MINAGAR & ASSOCIATES, INC.



**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

24	FREMONT Avenue	Monterey Road to Oak Street
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	11:05 AM - 11:25 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	34 Miles	
10 MPH Pace	26 - 35 MPH	
Percent in Pace	87%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	7	
Total Accidents	10	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.56 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	22780 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	4 Signals at Monterey Rd., Bank St., Rollin St., and Oak St.	
Crosswalks	At Monterey Rd., Lyndon St., Bank St., Rollin St., and Oak St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	School Xing	
4- ROADWAY FACTORS		
Length of Segment	0.3 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided (Two-way left turn lane)	
Adjacent Land Use	Residential, Commercial, Civic & Institutional	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

25	FREMONT Avenue	SR-110 Freeway to Monterey Road
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	11:25 AM - 11:45 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	27 - 36 MPH	
Percent in Pace	85%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	4	
Total Accidents	14	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.49 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	19490 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	4 Signals at Mission St., El Centro St., Monterey Rd.; Grevelia St./Metrolink Gold Line R/R Xing; In-roadway warning lights (IRWL) across Fremont Ave. at Oxley St	
Crosswalks	At Mission St., El Centro St., Monterey Rd., Grevelia St., Magnolia St., and Oxley St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Ped Xing	
4- ROADWAY FACTORS		
Length of Segment	0.23 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided (Two-way left turn lane)	
Adjacent Land Use	Residential, Commercial, Civic & Institutional	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

26	FREMONT Avenue	NCL / Columbia Street to SR-110 Freeway
DATE: 4/3/2025		SURVEY BY: Counts Unlimited
TIME: 11:45 AM - 12:05 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	28 - 37 MPH	
Percent in Pace	89%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	2	
Total Accidents	3	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.17	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	17943 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Signals at Columbia St., and Grevelia St./Metrolink Gold Line Xing; 1 Overhead Flashing Yellow Beacon (FYB) on N/S legs at Buena Vista St.	
Crosswalks	At Columbia St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Partial	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.35 Miles	
Vertical Curve	None	
Horizontal Curve	Slight S-curve starts from Grevelia St.	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

27	FAIR OAKS Avenue	Oak Street to Huntington Drive
DATE: 4/3/2025		SURVEY BY: Counts Unlimited
TIME: 1:40 PM - 2:00 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	42 Miles	
10 MPH Pace	33 - 42 MPH	
Percent in Pace	81%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	2	
Total Accidents	6	
Expected Collision Rate	0.75	(Speed Related Only)
Calculated Collision Rate	0.14	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	30280 Vehicles Per Day	
Lane Configuration	6-Lane (Urban)	
Traffic Controls	2 Signals at Oak St., and Huntington Dr.	
Crosswalks	At Oak St., Spruce St., and Huntignton Dr.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	School Zone, Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.25 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Divided (Raised median)	
Adjacent Land Use	Residential, Commercial, Civic & Institutional	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and close to School Zone.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

28	FAIR OAKS Avenue	Monterey Road to Oak Street
DATE: 4/3/2025		SURVEY BY: Counts Unlimited
TIME: 2:00 PM - 2:25 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	36 Miles	
10 MPH Pace	30 - 39 MPH	
Percent in Pace	92%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	3	
Expected Collision Rate	0.75	(Speed Related Only)
Calculated Collision Rate	0.05	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	33162 Vehicles Per Day	
Lane Configuration	6-Lane (Urban)	
Traffic Controls	4 Signals at Monterey Rd., Bank St., Rollin St., and Oak St.	
Crosswalks	At Rollin St., Bank St., and Monterey Rd.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	School Zone, Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.31 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes / Yes	
Street Lighting	Yes	
Other	Divided (Raised median)	
Adjacent Land Use	Residential, Commercial, Civic & Institutional	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

29	FAIR OAKS Avenue	State Street to Monterey Road
DATE: 4/3/2025		SURVEY BY: Counts Unlimited
TIME: 2:25 PM - 2:55 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	31 Miles	
10 MPH Pace	24 - 33 MPH	
Percent in Pace	98%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	12	
Total Accidents	17	
Expected Collision Rate	0.66	(Speed Related Only)
Calculated Collision Rate	0.80	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	32745 Vehicles Per Day	
Lane Configuration	4-Lane (Urban)	
Traffic Controls	6 Signals at State St./SR-110 SB On-Ramp, Grevelia St./SR-110 NB Off-Ramp, Hope St., Mission St., Oxley St., and Monterey Rd.; Stop at El Centro St.	
Crosswalks	At State St., Grevelia St., Hope St., Mission St., Oxley St., El Centro St., Monterey Rd.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.25 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided (Two-way left turn lane)	
Adjacent Land Use	Commercial	
Recommended Speed Limit	25 MPH	
Speed Limit Change	Decrease	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways and high calculated collision rate.	
CERTIFICATION		
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

30	FAIR OAKS Avenue	NCL / Columbia Street to State Street
DATE:	4/3/2025	SURVEY BY: Counts Unlimited
TIME:	12:50 PM - 1:50 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	41 Miles	
10 MPH Pace	32 - 41 MPH	
Percent in Pace	80%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	2	
Total Accidents	5	
Expected Collision Rate	0.66	(Speed Related Only)
Calculated Collision Rate	0.12	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	1314 Vehicles Per Day	
Lane Configuration	4-Lane (Urban)	
Traffic Controls	2 Signals at Columbia St., and State St./SR-110 SB On-Ramp	
Crosswalks	At Columbia St., and State St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.31 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided (Two-way left turn lane)	
Adjacent Land Use	Commercial	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

31	MARENGO Avenue	Oak Street to SCL / W. Alhambra Road
DATE:	4/8/2025	SURVEY BY: Counts Unlimited
TIME:	3:00 PM - 3:25 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	33 Miles	
10 MPH Pace	25 - 34 MPH	
Percent in Pace	91%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	2	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	6001 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	1 Signal at Huntington Dr.; 5 Stops at Oak St., Laurel St., Spruce St., Maple St., and Alhambra Rd./Palm Ave.	
Crosswalks	At Oak St., Laurel St., Spruce St., Huntington Dr., Maple St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike lanes	
4- ROADWAY FACTORS		
Length of Segment	0.63 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.		
	RCE #53466	6/4/2025
Fred Minagar	State Registration No.	Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

32	MARENGO Avenue	Mission Street to Oak Street
DATE:	4/8/2025	SURVEY BY: Counts Unlimited
TIME:	2:25 PM - 3:00 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	31 Miles	
10 MPH Pace	24 - 33 MPH	
Percent in Pace	87%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	3	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	3215 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	4 Stops at Mission St., Monterey Rd., Bank St., and Oak St.	
Crosswalks	At Mission St., Oxley St., Monterey Rd., Bank St., Rollin St., and Oak St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	Bike lanes	
4- ROADWAY FACTORS		
Length of Segment	0.54 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, School	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	Prima facie speed for residential districts selected; 15-MPH speed limit signs are posted in the vicinity of the adjacent Marengo Elementary School.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

33	MILAN Avenue	Mission Street to Huntington Drive
DATE:	4/8/2025	SURVEY BY: Counts Unlimited
TIME:	11:40 AM - 12:30 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	24 - 33 MPH	
Percent in Pace	84%	
Posted Speed Limit	25 MPH & 20 MPH at curve	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	1775 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	4 Stops at Mission St., Monterey Rd., Oak St., and Huntington Dr.	
Crosswalks	At Oak St., Monterey Rd., Mission St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.8 Miles	
Vertical Curve	None	
Horizontal Curve	Slight curve when approaching Edgewood Dr.	
Lateral Visibility	Good	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	12/22/2023 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

34	GARFIELD Avenue	Monterey Road to Atlantic Boulevard
DATE:	4/8/2025	SURVEY BY: Counts Unlimited
TIME:	10:15 AM - 10:40 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	40 Miles	
10 MPH Pace	31 - 40 MPH	
Percent in Pace	82%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	2	
Total Accidents	2	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.16 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	12798 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Huntington Dr.; Stop at Monterey Rd.	
Crosswalks	At Monterey Rd., Oak St., and Huntington Dr.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Ped Xing	
4- ROADWAY FACTORS		
Length of Segment	0.55 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of **South Pasadena** was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on **South Pasadena's** streets.


Fred Minagar

RCE #53466
State Registration No.

6/4/2025
Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

35	GARFIELD Avenue	Mission Street to Monterey Road
DATE:	4/8/2025	SURVEY BY: Counts Unlimited
TIME:	9:50 AM - 10:15 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	34 Miles	
10 MPH Pace	26 - 35 MPH	
Percent in Pace	93%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	10424 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Stops at Mission St., and Monterey Rd.	
Crosswalks	At Mission St., and Monterey Rd	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.26 Miles	
Vertical Curve	None	
Horizontal Curve	Slight curve at Oxley St.	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes / Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of **South Pasadena** was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on **South Pasadena's** streets.


Fred Minagar

RCE #53466
State Registration No.

6/4/2025
Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

36	GARFIELD Avenue	Clark Place / Grevelia Street to Mission Street
DATE:	4/8/2025	SURVEY BY: Counts Unlimited
TIME:	9:25 AM - 9:50 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	27 - 36 MPH	
Percent in Pace	85%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	2	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.19	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	9167 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Stops at Clark Pl./Las Flores Dr., and Mission St.	
Crosswalks	At Clack Pl., Montrose Ave., and Mission St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.32 Miles	
Vertical Curve	None	
Horizontal Curve	Slight southeast curvature	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
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 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

37	GREVELIA Street	Fair Oaks Avenue to Clark Place / Garfield Avenue
DATE:	4/8/2025	SURVEY BY: Counts Unlimited
TIME:	9:00 AM - 9:25 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	27 - 36 MPH	
Percent in Pace	90%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	3	
Total Accidents	3	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.45	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	11658 Vehicles Per Day	
Lane Configuration	2-Lane (Urban) and (4 lanes w/o Brent Ave. to Fair Oaks Ave.)	
Traffic Controls	Signal at Fair Oaks Ave.; Stop at Garfield Ave./Las Flores Dr.; Overhead Flashing Yellow Beacon (FYB) on west leg at Stratford Ave.	
Crosswalks	At Fair Oaks Ave., Park Ave., Stratford Ave., and Clark Pl.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.31 Miles	
Vertical Curve	None	
Horizontal Curve	Slight curve at Stratford Ave.	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

38	PASADENA Avenue	WCL / Arroyo Verde Road to Monterey Road
DATE:	4/8/2025	SURVEY BY: Counts Unlimited
TIME:	11:00 AM - 12:00 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	39 Miles	
10 MPH Pace	31 - 40 MPH	
Percent in Pace	92%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	2	
Total Accidents	10	
Expected Collision Rate	0.64	(Speed Related Only)
Calculated Collision Rate	0.13	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	21561 Vehicles Per Day	
Lane Configuration	4-Lane (Urban)	
Traffic Controls	2 Signals at Arroyo Verde Rd., and Monterey Rd./ Pasadena Ave. (N)/ Metrolink Gold Line R/R Xing	
Crosswalks	At Arroyo Verde Rd., and Arroyo Dr.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes, Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.39 Miles	
Vertical Curve	None	
Horizontal Curve	S-curve along segment	
Lateral Visibility	Limited sight distance	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Divided (Raised median)	
Adjacent Land Use	Commercial	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

39	ARROYO Drive	Columbia Street to Pasadena Avenue
DATE:	4/9/2025	SURVEY BY: Counts Unlimited
TIME:	2:35 PM - 3:20 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	34 Miles	
10 MPH Pace	26 - 35 MPH	
Percent in Pace	87%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	2	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	3341 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Stops at Mission St., and Pasadena Ave.	
Crosswalks	At Mission St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.95 Miles	
Vertical Curve	None	
Horizontal Curve	Slight curve along segment	
Lateral Visibility	Fair sight distance	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	30 MPH	
Speed Limit Change	Decrease	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

40	SAN PASCUAL Avenue	NCL/Columbia Street to WCL/Stoney Drive/San Ramon Drive
DATE:	4/9/2025	SURVEY BY: Counts Unlimited
TIME:	1:45 PM - 2:35 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	24 - 33 MPH	
Percent in Pace	86%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	0	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.80	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	2750 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Stops at Arroyo Dr., and San Ramon Dr./Stoney Dr.	
Crosswalks	None	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes (Starts from San Ramon Dr. to Nelson Field)	
Other	Bike Lanes, Angle Parking, and Narrow Street	
4- ROADWAY FACTORS		
Length of Segment	0.25 Miles	
Vertical Curve	Slight Up/Down-hill grades	
Horizontal Curve	Slight curve at Nelson Field	
Lateral Visibility	Limited sight distance	
Road Conditions	Fair	
Sidewalk/Driveways	Partial/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Park	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, narrow roadway width, and shared bike lanes.	
CERTIFICATION		
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

41	GRAND Avenue	NCL / Columbia Street to Mission Street
DATE:	4/9/2025	SURVEY BY: Counts Unlimited
TIME:	1:15 PM - 1:45 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	24 - 33 MPH	
Percent in Pace	87%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	3697 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Mission St.; Stop at Hermosa St.	
Crosswalks	At Mission St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes	
4- ROADWAY FACTORS		
Length of Segment	0.57 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

42	PASADENA Avenue	Mission Street to Monterey Road
DATE: 4/9/2025		SURVEY BY: Counts Unlimited
TIME: 1:25 PM - 1:45 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	27 - 36 MPH	
Percent in Pace	85%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	1	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.67 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	2270 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Pasadena Ave./ Monterey Rd./ Metro Gold Line R/R Xing	
Crosswalks	At Hawthorne St., El Centro St., and Mission St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes, Bus Stops, School Xing	
4- ROADWAY FACTORS		
Length of Segment	0.36 Miles	
Vertical Curve	None	
Horizontal Curve	Sharp right turn curvature toward Monterey Rd.	
Lateral Visibility	Limited sight distance at curvature	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided (Two-way left turn lane)	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of **South Pasadena** was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on **South Pasadena's** streets.


Fred Minagar

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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

43	MISSION Street	Pasadena Avenue to Orange Grove Avenue
DATE:	4/9/2025	SURVEY BY: Counts Unlimited
TIME:	12:55 PM - 1:15 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	27 - 36 MPH	
Percent in Pace	83%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	1	
Total Accidents	5	
Expected Collision Rate	0.66 (Speed Related Only)	
Calculated Collision Rate	0.19 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	8436 Vehicles Per Day	
Lane Configuration	4-Lane (Urban)	
Traffic Controls	Stop at Pasadena Ave.; 2 Signals at Grand Ave., and Orange Grove Ave.	
Crosswalks	At Pasadena Ave., Grand Ave.,	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes, Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.34 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	25 MPH	
Speed Limit Change	Decrease	
Justification	Prima facie speed for business districts selected; the segment falls under downtown specific plan where there is a high chance to have high pedestrian and bicycle activities.	
CERTIFICATION		
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

44	MISSION Street	Orange Grove Avenue to Brent Avenue
DATE: 4/9/2025		SURVEY BY: Counts Unlimited
TIME: 9:30 AM - 9:55 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	33 Miles	
10 MPH Pace	25 - 34 MPH	
Percent in Pace	88%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	4	
Total Accidents	8	
Expected Collision Rate	0.66 (Speed Related Only)	
Calculated Collision Rate	0.32 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	10353 Vehicles Per Day	
Lane Configuration	4-Lane (Urban)	
Traffic Controls	4 Signals at Orange Grove Ave., Meridian Ave., Fremont Ave., and Fair Oaks Ave.	
Crosswalks	At Orange Grove Ave., Meridian Ave., Diamond Ave., Fairview Ave., Fremont Ave., Mound Ave., Fair Oaks Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes, Bus Stops	
4- ROADWAY FACTORS		
Length of Segment	0.66 Miles	
Vertical Curve	Slight up/downhill grades	
Horizontal Curve	Slight right turn curvature at Fair Oaks Ave. toward Brent Ave.	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Commercial, Park	
Recommended Speed Limit	25 MPH	
Speed Limit Change	Decrease	
Justification	Prima facie speed for business districts selected; the segment falls under downtown specific plan where there is a high chance to have high pedestrian and bicycle activities.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

45	MISSION Street	Brent Avenue to ECL / Garfield Avenue
DATE: 4/8/2025		SURVEY BY: Counts Unlimited
TIME: 12:30 PM - 12:55 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	28 - 37 MPH	
Percent in Pace	84%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	8	
Expected Collision Rate	1.07 (Speed Related Only)	
Calculated Collision Rate	0.00 (Speed Related Only)	
3 - TRAFFIC FACTORS		
Average Daily Traffic	8045 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Stop at Marengo Ave.; Signal at Garfield Ave.	
Crosswalks	At Marengo Ave., Milan Ave., Montrose Ave., and Garfield Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes	
4- ROADWAY FACTORS		
Length of Segment	0.48 Miles	
Vertical Curve	Slight up/downhill grades	
Horizontal Curve	None	
Lateral Visibility	Limited sight distance	
Road Conditions	Fair	
Sidewalk/Driveways	No/Few	
Street Lighting	No	
Other	Undivided	
Adjacent Land Use	Park, Commercial, Residential	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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Fred Minagar

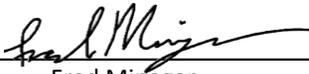
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

46	ORANGE GROVE Avenue	SR-110 Freeway to Mission Street
DATE: 4/9/2025		SURVEY BY: Counts Unlimited
TIME: 10:55 AM - 11:15M		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	35 Miles	
10 MPH Pace	27 - 36 MPH	
Percent in Pace	89%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	3	
Total Accidents	4	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.84	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	8139 Vehicles Per Day	
Lane Configuration	2-Lane (Urban); 3-Lane starts from SR-110 to Charter Oak St	
Traffic Controls	2 Signals at SR-110 SB Ramps, and Mission St.	
Crosswalks	At Mission St.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.24 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	30 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
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 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

47	ORANGE GROVE Avenue	NCL / Columbia Street to SR-110 Freeway
DATE: 4/9/2025		SURVEY BY: Counts Unlimited
TIME: 10:25 AM - 10:45 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	25 - 34 MPH	
Percent in Pace	95%	
Posted Speed Limit	30 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	8	
Total Accidents	0	
Expected Collision Rate	1.61	(Speed Related Only)
Calculated Collision Rate	0.41	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	27827 Vehicles Per Day	
Lane Configuration	3-Lane (Urban); 4-Lane starts from Columbia St. to Oliver St.	
Traffic Controls	2 Signals at Columbia St., and SR-110 NB Ramps	
Crosswalks	At Columbia St., and SR-110 NB Ramps	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	No/No parking on specific hours sign on NB	
Other	Roadway travels rear of college campus	
4- ROADWAY FACTORS		
Length of Segment	0.38 Miles	
Vertical Curve	Slight up/downhill grades	
Horizontal Curve	Many S-curvature along street segment	
Lateral Visibility	Limited sight distance	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Divided (Raised Median)	
Adjacent Land Use	Residential, Commercial, Institutional	
Recommended Speed Limit	25 MPH	
Speed Limit Change	Decrease	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways; segment also has slight up-down hill and many curvatures which can limit the sight distance.	
CERTIFICATION		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

48	STATE Street	NCL / SR-110 SB Off- Ramp to Fair Oaks Avenue
DATE: 4/10/2025		SURVEY BY: Counts Unlimited
TIME: 1:45 PM - 2:30 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	34 Miles	
10 MPH Pace	26 - 35 MPH	
Percent in Pace	78%	
Posted Speed Limit	35 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	2892 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Signals at Raymondale Dr., and Fair Oaks Ave.	
Crosswalks	At Raymondale Dr., and Fair Oaks Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.65 Miles	
Vertical Curve	Slight - gradual up/downhill grades	
Horizontal Curve	Gradual "C" curve	
Lateral Visibility	Limited sight distance	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Partial/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial	
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
Justification	Nearest five miles per hour increment to the 85th Percentile Speed selected.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
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**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

49	EL CENTRO Street	Pasadena Avenue to Meridian Avenue
DATE: 4/8/2025		SURVEY BY: Counts Unlimited
TIME: 11:15 AM - 11:40 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	23 - 32 MPH	
Percent in Pace	76%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	1	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	3485 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	4 Stops at Pasadena Ave., Indiana Ave., Orange Grove Ave., and Meridian Ave.; Metrolink Gold Line R/R Xing at Glendon Wy.	
Crosswalks	At Pasadena Ave., Cawston Ave., Indiana Ave., Palm Ave., Orange Grove Ave., Glendon Wy., Meridian Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Bike Lanes, School Xing	
4- ROADWAY FACTORS		
Length of Segment	0.6 Miles	
Vertical Curve	None	
Horizontal Curve	Sharp curvature at Palm Ave., and Orange Grove Ave.	
Lateral Visibility	Limited sight distance at curvatures	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, School, Park, Commercial	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, and close to School Zone.	
CERTIFICATION		
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.		
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Fred Minagar	State Registration No.	Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

50	EL CENTRO Street	Meridian Avenue to Brent Avenue
DATE: 4/9/2025		SURVEY BY: Counts Unlimited
TIME: 9:00 AM - 9:30 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	30 Miles	
10 MPH Pace	22 - 31 MPH	
Percent in Pace	85%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	2	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	0 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Fremont Ave.; 4 Stops at Meridian Ave., Diamond Ave., Fairview Ave., and Fair Oaks Ave.	
Crosswalks	At Meridian Ave., Diamond Ave., Fairview Ave., Frmont Ave., Fair Oaks Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	Shared Bike Lanes, Angle parking at Mound Ave.	
4- ROADWAY FACTORS		
Length of Segment	0.47 Miles	
Vertical Curve	None	
Horizontal Curve	Constant gradual "C" curves	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial, Civic & Institutional	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

55	OLIVER Street	Orange Grove Avenue to Meridian Avenue
DATE:	4/9/2025	SURVEY BY: Counts Unlimited
TIME:	9:55 AM - 10:25 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	22 Miles	
10 MPH Pace	15 - 24 MPH	
Percent in Pace	100%	
Posted Speed Limit	N/P	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	3041 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Stops at Orange Grove Ave., and Meridian Ave.	
Crosswalks	At Orange Grove Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Few	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.06 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Good	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes/Yes	
Other	Undivided	
Adjacent Land Use	Residential, Institutional	
Recommended Speed Limit	25 MPH	
Speed Limit Change	Establish Speed Limit Sign	
Justification	Nearest five miles per hour increment to the 85th Percentile Speed selected.	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
	RCE #53466	6/4/2025
Fred Minagar	State Registration No.	Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

54	OAK Street	Fair Oaks Avenue to ECL / Garfield Avenue
DATE: 4/8/2025		SURVEY BY: Counts Unlimited
TIME: 10:40 AM - 11:30 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	32 Miles	
10 MPH Pace	23 - 32 MPH	
Percent in Pace	82%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	1	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	2977 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Fair Oaks Ave.; 3 Stops at Marengo Ave., Milan Ave., and Garfield Ave./ECL; In-roadway warning lights (IRWL) on east leg at Marengo Ave.	
Crosswalks	At Fair Oaks Ave., Marengo Ave., Milan Ave., Fletcher Ave., Camden Pkwy., Garfield Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Few	
On-Street Parking	Yes	
Other	School Xing	
4- ROADWAY FACTORS		
Length of Segment	0.81 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair-Poor	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, School, Commercial, Institutional	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, and close to School Zone.	
CERTIFICATION		
I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.		
	RCE #53466	6/4/2025
Fred Minagar	State Registration No.	Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

53	OAK Street	Meridian Avenue to Fair Oaks Avenue
DATE:	4/10/2025	SURVEY BY: Counts Unlimited
TIME:	9:20 AM - 10:10 AM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	27 Miles	
10 MPH Pace	21 - 30 MPH	
Percent in Pace	97%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	2	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	2660 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Signals at Fremont Ave., and Fair Oaks Ave.; 2 Stops at Meridian Ave. and Ramona Ave.	
Crosswalks	At Diamond Ave., Ramona Ave., Fremont Ave., and Fair Oaks Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.43 Miles	
Vertical Curve	None	
Horizontal Curve	Sharp turn curvature at Fremont Ave.	
Lateral Visibility	Limited sight distance at curvature	
Road Conditions	Fair-Poor	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Commercial, Institutional	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
	RCE #53466	6/4/2025
Fred Minagar	State Registration No.	Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

52	OXLEY Street	Diamond Avenue to Marengo Avenue
DATE: 4/8/2025		SURVEY BY: Counts Unlimited
TIME: 12:35 PM - 2:25 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	28 Miles	
10 MPH Pace	22 - 31 MPH	
Percent in Pace	87%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	4	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	1521 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Signal at Fair Oaks Ave.; 6 Stops at Diamond Ave., Fairview Ave., Fremont Ave., Mound Ave., Brent Ave., and Marengo Ave.	
Crosswalks	At Fairview Ave., Fremont ave., Fair Oaks Ave., and Marengo Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Angle parking	
4- ROADWAY FACTORS		
Length of Segment	0.54 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Commercial, Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
<p>I, Fred Minagar do hereby certify that this Engineering and Traffic Survey for the City of South Pasadena was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a professional engineer. The survey has been conducted in strict compliance with guidelines contained in the most current versions of the California Vehicle Code (CVC) and the California Department of Transportation Manual on Uniform Traffic Control Devices (CAMUTCD). Data contained in this report represents a true and accurate description of traffic conditions existing on South Pasadena's streets.</p>		
 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

51	ORANGE GROVE Avenue	Mission Street to Monterey Road
DATE: 4/8/2025		SURVEY BY: Counts Unlimited
TIME: 11:30 AM - 12:35 PM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	30 Miles	
10 MPH Pace	21 - 30 MPH	
Percent in Pace	84%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	2	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	2051 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	3 Stops at Mission St. (S), El Centro St., and Monterey Rd.; Metrolink Gold Line R/R Xing @200' n/o Monterey Rd.	
Crosswalks	At El Centro St., Hawthorne st., and Monterey Rd.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Yes	
On-Street Parking	Yes	
Other	Narrow street	
4- ROADWAY FACTORS		
Length of Segment	0.27 Miles	
Vertical Curve	None	
Horizontal Curve	Off-set intersection curvature at El centro St.	
Lateral Visibility	Limited sight distance at curvature	
Road Conditions	Good and Poor	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Park, Commercial	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	
CERTIFICATION		
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 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

56	HILL Drive	West City Limit to Camino Del Sol / St. Albans Avenue
DATE:	4/10/2025	SURVEY BY: Counts Unlimited
TIME:	11:40 AM - 12:30 PM	CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	31 Miles	
10 MPH Pace	23 - 32 MPH	
Percent in Pace	87%	
Posted Speed Limit	25 MPH	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	1385 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Stops at Collis Ave. and Hanscom Dr./Cam. Del Sol/St. Albans Ave./Warwick Pl.	
Crosswalks	At Collis Ave.	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Few	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.41 Miles	
Vertical Curve	Up-hill grades	
Horizontal Curve	Sharp turn curvature after passing Harriman Ave., and slight S-curvature at Peterson Ave.	
Lateral Visibility	Limited sight distance at grades and curvatures	
Road Conditions	Good	
Sidewalk/Driveways	Partial/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential, Business	
Recommended Speed Limit	25 MPH	
Speed Limit Change	No Change	
Justification	85th percentile speed downgraded due to abutting residential frontage (CVC §515), and closely-spaced driveways.	
CERTIFICATION		
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	RCE #53466	6/4/2025
Fred Minagar	State Registration No.	Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

57	FLORES DE ORO	Via Del Rey to Camino Lindo
DATE: 4/10/2025		SURVEY BY: Counts Unlimited
TIME: 10:10 AM - 10:50 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	23 Miles	
10 MPH Pace	17 - 26 MPH	
Percent in Pace	99%	
Posted Speed Limit	N/P	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	2616 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	Stop at Via Del Rey	
Crosswalks	None	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	No	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.06 Miles	
Vertical Curve	None	
Horizontal Curve	None	
Lateral Visibility	Good	
Road Conditions	Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	Establish Speed Limit Sign	
Justification	Nearest five miles per hour increment to the 85th Percentile Speed selected.	
CERTIFICATION		
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 Fred Minagar	RCE #53466 State Registration No.	6/4/2025 Date





**CITY OF SOUTH PASADENA
2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

58	Camino LINDO	Flores De Oro to Alpha Avenue
DATE: 4/10/2025		SURVEY BY: Counts Unlimited
TIME: 10:50 AM - 11:40 AM		CHECK BY: G. Le
1 - PREVAILING SPEED DATA		
85th Percentile	29 Miles	
10 MPH Pace	23 - 32 MPH	
Percent in Pace	92%	
Posted Speed Limit	N/P	
2 - ACCIDENT HISTORY		
No. of Months Observed	60	
Speed-Related Accidents	0	
Total Accidents	0	
Expected Collision Rate	1.07	(Speed Related Only)
Calculated Collision Rate	0.00	(Speed Related Only)
3 - TRAFFIC FACTORS		
Average Daily Traffic	2337 Vehicles Per Day	
Lane Configuration	2-Lane (Urban)	
Traffic Controls	2 Stops at Flores De Oro, and Alpha Ave.	
Crosswalks	None	
Pedestrian/Bicycles	Yes/Yes	
Truck Traffic	Few	
On-Street Parking	Yes	
Other	None	
4- ROADWAY FACTORS		
Length of Segment	0.2 Miles	
Vertical Curve	None	
Horizontal Curve	Slight S-curvature along street segment	
Lateral Visibility	Slight limited sight distance at curvatures	
Road Conditions	Good-Fair	
Sidewalk/Driveways	Yes/Yes	
Street Lighting	Yes	
Other	Undivided	
Adjacent Land Use	Residential	
Recommended Speed Limit	25 MPH	
Speed Limit Change	Establish Speed Limit Sign	
Justification	Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).	

CERTIFICATION

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Fred Minagar

RCE #53466
State Registration No.

6/4/2025
Date





Appendix D

Radar Speed Survey Sheets



City of South Pasadena Radar Speed Survey

MPH			Vehicles Surveyed								TOT.	
Speed	NB	SB	Northbound				Southbound				VEH.	
55	0	0									0	
54	0	0									0	
53	0	0									0	
52	0	0									0	
51	0	0									0	
50	0	0									0	
49	0	0									0	
48	0	0									0	
47	0	0									0	
46	0	0									0	
45	0	0									0	
44	0	0									0	
43	0	0									0	
42	0	0									0	
41	0	0									0	
40	0	1						X			1	
39	0	1						X			1	
38	0	0									0	
37	0	1						X			1	
36	2	2	X	X				X	X		4	
35	2	2	X	X				X	X		4	
34	4	6	X	X	X	X		X	X	X	X	10
33	3	3	X	X	X			X	X	X		6
32	7	5	X	X	X	X	X	X	X	X		12
31	6	2	X	X	X	X	X	X				8
30	6	6	X	X	X	X	X	X	X	X		12
29	5	3	X	X	X	X		X	X			8
28	5	4	X	X	X	X		X	X	X		9
27	4	5	X	X	X	X		X	X	X	X	9
26	3	3	X	X	X			X	X	X		6
25	0	2						X	X			2
24	2	2	X	X				X	X			4
23	1	0	X									1
22	0	0										0
21	0	2						X	X			2
20	0	0										0
19	0	0										0
18	0	0										0
17	0	0										0
16	0	0										0
15	0	0										0
14	0	0										0
13	0	0										0
12	0	0										0
11	0	0										0
10	0	0										0
9	0	0										0
8	0	0										0
7	0	0										0
6	0	0										0
5	0	0										0
Total	50	50	GRAND TOTALS								100	

Location: **Collis Avenue**

Between: **West City Limit - Hill Drive**

Weather: **Clear**

Date: **4/2/25**

Time From: **12:35**

Time To: **1:10**

Existing Speed Limit: 35 MPH

* * * P A C E * *

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	10%	7%
% In Pace:	90%	78%	84%
% Under Pace:	6%	12%	9%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	26 - 35 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	27 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	EB	WB		Eastbound				Westbound				VEH.	
55	0	0	55										0
54	0	0	54										0
53	0	0	53										0
52	0	0	52										0
51	0	0	51										0
50	0	0	50										0
49	0	0	49										0
48	0	0	48										0
47	0	0	47										0
46	0	0	46										0
45	0	0	45										0
44	0	0	44										0
43	0	0	43										0
42	0	0	42										0
41	0	0	41										0
40	0	0	40										0
39	0	0	39										0
38	0	0	38										0
37	0	0	37										0
36	0	0	36										0
35	0	0	35										0
34	0	0	34										0
33	0	0	33										0
32	2	2	32	X	X				X	X			4
31	4	1	31	X	X	X	X		X				5
30	2	3	30	X	X				X	X	X		5
29	4	7	29	X	X	X	X		X	X	X	X	11
28	7	4	28	X	X	X	X	X	X	X	X		11
27	6	10	27	X	X	X	X	X	X	X	X	X	16
26	6	7	26	X	X	X	X	X	X	X	X		13
25	5	2	25	X	X	X	X		X	X			7
24	4	5	24	X	X	X	X		X	X	X	X	9
23	2	2	23	X	X				X	X			4
22	2	1	22	X	X				X				3
21	2	3	21	X	X				X	X	X		5
20	2	0	20	X	X								2
19	1	2	19	X					X	X			3
18	0	0	18										0
17	1	0	17	X									1
16	0	0	16										0
15	0	1	15						X				1
14	0	0	14										0
13	0	0	13										0
12	0	0	12										0
11	0	0	11										0
10	0	0	10										0
9	0	0	9										0
8	0	0	8										0
7	0	0	7										0
6	0	0	6										0
5	0	0	5										0
Total	50	50		GRAND TOTALS								100	

Location: Via Del Rey
Between: Flores De Oro - Camino Verde
Weather: Clear
Date: 4/2/25
Time From: 2:15
Time To: 3:10
Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	6%	0%
% In Pace:	84%	88%	85%
% Under Pace:	16%	6%	15%
Average Speed:	26 MPH	26 MPH	26 MPH
Pace Speed:	23 - 32 MPH	21 - 30 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	22 MPH	23 MPH	22 MPH
50th Percentile / Critical Speed:	26 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	1	36					X				1
35	0	3	35					X X X				3
34	1	0	34	X								1
33	2	3	33	X X				X X X				5
32	4	4	32	X X X X				X X X X				8
31	4	5	31	X X X X				X X X X X				9
30	8	6	30	X X X X X X X X				X X X X X X				14
29	8	10	29	X X X X X X X X				X X X X X X X X X X				18
28	6	5	28	X X X X X X				X X X X X				11
27	4	1	27	X X X X				X				5
26	2	2	26	X X				X X				4
25	5	3	25	X X X X X				X X X				8
24	3	6	24	X X X				X X X X X X				9
23	3	0	23	X X X								3
22	0	1	22					X				1
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Alpha Avenue
Between: Camino Lindo - South City Limit
Weather: Clear
Date: 4/3/25
Time From: 12:55
Time To: 1:40
Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	8%	5%
% In Pace:	94%	90%	91%
% Under Pace:	0%	2%	4%
Average Speed:	28 MPH	29 MPH	29 MPH
Pace Speed:	23 - 32 MPH	24 - 33 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.	
Speed	NB	SB		Northbound					Southbound					VEH.	
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	0	0	45												0
44	0	0	44												0
43	0	0	43												0
42	0	0	42												0
41	0	0	41												0
40	0	0	40												0
39	0	0	39												0
38	0	0	38												0
37	0	0	37												0
36	1	0	36	X											1
35	0	3	35					X	X	X					3
34	3	2	34	X	X	X		X	X						5
33	3	3	33	X	X	X		X	X	X					6
32	4	4	32	X	X	X	X	X	X	X					8
31	5	2	31	X	X	X	X	X	X						7
30	5	5	30	X	X	X	X	X	X	X					10
29	5	2	29	X	X	X	X	X	X						7
28	5	7	28	X	X	X	X	X	X	X	X	X			12
27	10	6	27	X	X	X	X	X	X	X	X	X			16
26	4	3	26	X	X	X	X	X	X						7
25	1	4	25	X				X	X	X	X				5
24	4	5	24	X	X	X	X	X	X	X	X				9
23	0	0	23												0
22	0	2	22					X	X						2
21	0	2	21					X	X						2
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: Via Del Rey

Between: Monterey Road - Flores Del Oro

Weather: Clear

Date: 4/2/25

Time From: 3:10

Time To: 3:55

Existing Speed Limit: 25 MPH

* * * P A C E * * *

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	10%	9%
% In Pace:	92%	82%	87%
% Under Pace:	0%	8%	4%
Average Speed:	29 MPH	28 MPH	29 MPH
Pace Speed:	24 - 33 MPH	24 - 33 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	26 MPH	24 MPH	25 MPH
50th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	32 MPH	33 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	0	0	44											0
43	0	0	43											0
42	0	0	42											0
41	0	0	41											0
40	0	0	40											0
39	0	0	39											0
38	0	0	38											0
37	0	0	37											0
36	0	0	36											0
35	0	0	35											0
34	0	0	34											0
33	0	0	33											0
32	0	2	32							X	X			2
31	1	0	31	X										1
30	3	0	30	X	X	X								3
29	1	3	29	X						X	X	X		4
28	1	6	28	X						X	X	X	X	7
27	6	8	27	X	X	X	X	X		X	X	X	X	14
26	10	8	26	X	X	X	X	X	X	X	X	X	X	18
25	8	8	25	X	X	X	X	X	X	X	X	X	X	16
24	8	9	24	X	X	X	X	X	X	X	X	X	X	17
23	3	2	23	X	X	X				X	X			5
22	5	1	22	X	X	X	X			X				6
21	3	2	21	X	X	X				X	X			5
20	1	1	20	X						X				2
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location: Meridian Avenue
Between: Oak Street - South City Limit
Weather: Clear
Date: 4/3/25
Time From: 12:25
Time To: 12:55
Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
* % Over Pace:	2%	4%	3%
* % In Pace:	96%	96%	95%
* % Under Pace:	2%	0%	2%
* Average Speed:	25 MPH	26 MPH	25 MPH
* Pace Speed:	21 - 30 MPH	20 - 29 MPH	21 - 30 MPH
15th Percentile / Critical Speed: 22 MPH 24 MPH 23 MPH			
50th Percentile / Critical Speed: 25 MPH 26 MPH 25 MPH			
85th Percentile / Critical Speed: 27 MPH 28 MPH 28 MPH			



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.	
Speed	NB	SB		Northbound					Southbound					VEH.	
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	0	0	45												0
44	0	0	44												0
43	0	0	43												0
42	0	0	42												0
41	0	0	41												0
40	0	0	40												0
39	0	0	39												0
38	0	0	38												0
37	0	0	37												0
36	0	0	36												0
35	0	0	35												0
34	1	1	34	X					X						2
33	0	0	33												0
32	0	1	32						X						1
31	7	4	31	X	X	X	X	X	X	X	X	X	X	X	11
30	4	6	30	X	X	X	X		X	X	X	X	X	X	10
29	4	8	29	X	X	X	X		X	X	X	X	X	X	12
28	9	6	28	X	X	X	X	X	X	X	X	X	X	X	15
27	7	12	27	X	X	X	X	X	X	X	X	X	X	X	19
26	7	4	26	X	X	X	X	X	X	X	X				11
25	6	3	25	X	X	X	X	X	X	X					9
24	4	2	24	X	X	X	X		X	X					6
23	0	0	23												0
22	0	1	22						X						1
21	1	2	21	X					X	X					3
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: Meridian Avenue
Between: Monterey Road - Oak Street
Weather: Clear
Date: 4/3/25
Time From: 12:05
Time To: 12:25
Existing Speed Limit: 25 MPH

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	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	2%	2%
% In Pace:	96%	92%	94%
% Under Pace:	2%	6%	4%
Average Speed:	28 MPH	28 MPH	28 MPH
Pace Speed:	24 - 33 MPH	24 - 33 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	27 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	31 MPH	30 MPH	30 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	NB	SB	Northbound				Southbound				VEH.
55	0	0									0
54	0	0									0
53	0	0									0
52	0	0									0
51	0	0									0
50	0	0									0
49	0	0									0
48	0	0									0
47	0	0									0
46	0	0									0
45	0	0									0
44	0	0									0
43	0	0									0
42	0	0									0
41	0	0									0
40	0	0									0
39	0	0									0
38	1	1	X				X				2
37	1	0	X								1
36	2	0	X	X							2
35	1	0	X								1
34	0	2					X	X			2
33	4	1	X	X	X	X		X			5
32	3	5	X	X	X		X	X	X	X	8
31	4	3	X	X	X	X		X	X		7
30	5	1	X	X	X	X		X			6
29	1	8	X				X	X	X	X	9
28	7	8	X	X	X	X	X	X	X	X	15
27	6	4	X	X	X	X	X				10
26	5	5	X	X	X	X		X	X	X	10
25	4	1	X	X	X			X			5
24	3	4	X	X	X			X	X	X	7
23	1	5	X					X	X	X	6
22	0	1						X			1
21	1	1	X					X			2
20	1	0	X								1
19	0	0									0
18	0	0									0
17	0	0									0
16	0	0									0
15	0	0									0
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
Total	50	50	GRAND TOTALS								100

Location: Meridian Avenue
 Between: Mission Street - Monterey Road
 Weather: Clear
 Date: 4/2/25
 Time From: 10:30
 Time To: 11:05
 Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	8%	13%
% In Pace:	84%	88%	83%
% Under Pace:	6%	4%	4%
Average Speed:	29 MPH	28 MPH	28 MPH
Pace Speed:	24 - 33 MPH	23 - 32 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	25 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	33 MPH	32 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	0	0	44											0
43	0	0	43											0
42	0	0	42											0
41	0	0	41											0
40	0	0	40											0
39	0	0	39											0
38	0	1	38							X				1
37	1	1	37	X						X				2
36	0	0	36											0
35	3	1	35	X	X	X				X				4
34	1	3	34	X						X	X	X		4
33	4	2	33	X	X	X	X			X	X			6
32	6	8	32	X	X	X	X	X	X	X	X	X	X	14
31	6	4	31	X	X	X	X	X	X	X	X	X		10
30	5	4	30	X	X	X	X	X		X	X	X		9
29	5	5	29	X	X	X	X	X		X	X	X	X	10
28	1	5	28	X						X	X	X	X	6
27	5	7	27	X	X	X	X	X		X	X	X	X	12
26	5	1	26	X	X	X	X	X		X				6
25	2	4	25	X	X					X	X	X		6
24	2	2	24	X	X					X	X			4
23	2	0	23	X	X									2
22	0	1	22							X				1
21	1	1	21	X						X				2
20	1	0	20	X										1
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location: Meridian Avenue
Between: Oliver Street - Mission Street
Weather: Clear
Date: 4/2/25
Time From: 9:50
Time To: 10:30
Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	6%	7%
% In Pace:	82%	86%	83%
% Under Pace:	16%	8%	10%
Average Speed:	29 MPH	29 MPH	29 MPH
Pace Speed:	26 - 35 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed										TOT.	
				Eastbound					Westbound						VEH.
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	0	0	45												0
44	0	0	44												0
43	1	0	43	X											1
42	0	0	42												0
41	2	0	41	X	X										2
40	2	0	40	X	X										2
39	1	2	39	X					X	X					3
38	2	3	38	X	X				X	X	X				5
37	0	1	37						X						1
36	1	7	36	X					X	X	X	X	X	X	8
35	4	0	35	X	X	X	X								4
34	6	9	34	X	X	X	X	X	X	X	X	X	X	X	15
33	6	6	33	X	X	X	X	X	X	X	X	X			12
32	3	7	32	X	X	X			X	X	X	X	X	X	10
31	7	6	31	X	X	X	X	X	X	X	X	X			13
30	4	4	30	X	X	X	X		X	X	X	X			8
29	2	1	29	X	X				X						3
28	2	0	28	X	X										2
27	5	2	27	X	X	X	X	X	X	X					7
26	0	0	26												0
25	1	0	25	X											1
24	1	2	24	X					X	X					3
23	0	0	23												0
22	0	0	22												0
21	0	0	21												0
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: Monterey Road
Between: West City Limit - Arroyo Verde Road
Weather: Clear
Date: 4/2/25
Time From: 12:10
Time To: 12:35
Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	0%	14%
% In Pace:	80%	90%	82%
% Under Pace:	4%	10%	4%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	27 - 36 MPH	30 - 39 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	30 MPH	29 MPH
50th Percentile / Critical Speed:	32 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	38 MPH	36 MPH	36 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH	Vehicles Surveyed						TOT.			
	Speed	EB	WB	Eastbound				Westbound		
55	0	0								0
54	0	0								0
53	0	0								0
52	0	0								0
51	0	0								0
50	0	0								0
49	0	0								0
48	0	0								0
47	0	0								0
46	0	0								0
45	0	0								0
44	0	0								0
43	1	0		X						1
42	1	0		X						1
41	1	0		X						1
40	4	1		X	X	X	X		X	5
39	1	3		X				X	X	4
38	2	2		X	X			X	X	4
37	1	4		X				X	X	5
36	9	7		X	X	X	X	X	X	16
35	6	5		X	X	X	X	X	X	11
34	6	3		X	X	X	X	X		9
33	3	3		X	X	X		X	X	6
32	4	3		X	X	X	X	X		7
31	4	7		X	X	X	X	X	X	11
30	3	6		X	X	X		X	X	9
29	1	2		X				X	X	3
28	1	1		X				X		2
27	1	2		X				X	X	3
26	1	0		X						1
25	0	1						X		1
24	0	0								0
23	0	0								0
22	0	0								0
21	0	0								0
20	0	0								0
19	0	0								0
18	0	0								0
17	0	0								0
16	0	0								0
15	0	0								0
14	0	0								0
13	0	0								0
12	0	0								0
11	0	0								0
10	0	0								0
9	0	0								0
8	0	0								0
7	0	0								0
6	0	0								0
5	0	0								0
Total	50	50								100

Location: **Monterey Road**
 Between: **Arroyo Verde Road - Pasadena Avenue**
 Weather: **Clear**
 Date: **4/2/25**
 Time From: **11:45**
 Time To: **12:10**
 Existing Speed Limit: **35** MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	2%	8%
% In Pace:	80%	86%	82%
% Under Pace:	14%	12%	10%
Average Speed:	35 MPH	33 MPH	34 MPH
Pace Speed:	31 - 40 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	35 MPH	33 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	37 MPH	38 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed										TOT.		
				Eastbound					Westbound						VEH.	
55	0	0	55													0
54	0	0	54													0
53	0	0	53													0
52	0	0	52													0
51	0	0	51													0
50	0	0	50													0
49	0	0	49													0
48	0	0	48													0
47	0	1	47							X						1
46	1	0	46	X												1
45	0	0	45													0
44	1	0	44	X												1
43	2	1	43	X	X					X						3
42	0	3	42							X	X	X				3
41	2	1	41	X	X					X						3
40	4	3	40	X	X	X	X			X	X	X				7
39	2	7	39	X	X					X	X	X	X	X		9
38	6	5	38	X	X	X	X	X	X	X	X	X	X	X		11
37	3	8	37	X	X	X				X	X	X	X	X	X	11
36	5	5	36	X	X	X	X	X		X	X	X	X			10
35	7	3	35	X	X	X	X	X	X	X	X					10
34	8	8	34	X	X	X	X	X	X	X	X	X	X	X		16
33	4	1	33	X	X	X	X			X						5
32	1	0	32	X												1
31	2	2	31	X	X					X	X					4
30	1	0	30	X												1
29	0	2	29							X	X					2
28	1	0	28	X												1
27	0	0	27													0
26	0	0	26													0
25	0	0	25													0
24	0	0	24													0
23	0	0	23													0
22	0	0	22													0
21	0	0	21													0
20	0	0	20													0
19	0	0	19													0
18	0	0	18													0
17	0	0	17													0
16	0	0	16													0
15	0	0	15													0
14	0	0	14													0
13	0	0	13													0
12	0	0	12													0
11	0	0	11													0
10	0	0	10													0
9	0	0	9													0
8	0	0	8													0
7	0	0	7													0
6	0	0	6													0
5	0	0	5													0
Total	50	50		GRAND TOTALS										100		

Location: **Monterey Road**
 Between: **Pasadena Avenue - 416-428 Monterey Road**
 Weather: **Clear**
 Date: **4/2/25**
 Time From: **11:25**
 Time To: **11:45**
 Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	2%	6%
% In Pace:	84%	88%	85%
% Under Pace:	8%	10%	9%
Average Speed:	36 MPH	37 MPH	37 MPH
Pace Speed:	32 - 41 MPH	34 - 43 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	34 MPH
50th Percentile / Critical Speed:	36 MPH	37 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH				Vehicles Surveyed				TOT.
Speed	EB	WB	Eastbound				Westbound				VEH.
55	0	0									0
54	0	0									0
53	0	0									0
52	0	0									0
51	0	0									0
50	0	0									0
49	0	0									0
48	0	0									0
47	0	0									0
46	0	0									0
45	0	0									0
44	0	0									0
43	0	0									0
42	0	0									0
41	1	1	X					X			2
40	1	1	X					X			2
39	0	1						X			1
38	3	0	X	X	X						3
37	4	3	X	X	X	X		X	X	X	7
36	4	7	X	X	X	X		X	X	X	11
35	1	4	X					X	X	X	5
34	10	5	X	X	X	X	X	X	X	X	15
33	6	7	X	X	X	X	X	X	X	X	13
32	7	5	X	X	X	X	X	X	X	X	12
31	2	5	X	X				X	X	X	7
30	7	5	X	X	X	X	X	X	X	X	12
29	1	0	X								1
28	2	1	X	X				X			3
27	0	3						X	X	X	3
26	1	1	X					X			2
25	0	1						X			1
24	0	0									0
23	0	0									0
22	0	0									0
21	0	0									0
20	0	0									0
19	0	0									0
18	0	0									0
17	0	0									0
16	0	0									0
15	0	0									0
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
Total	50	50	GRAND TOTALS								100

Location: Monterey Road
Between: 416-428 Monterey Road - Fair Oaks Avenue
Weather: Clear
Date: 4/2/25
Time From: 11:05
Time To: 11:25
Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	4%	4%
% In Pace:	90%	84%	86%
% Under Pace:	6%	12%	10%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	29 - 38 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			Vehicles Surveyed										TOT.
MPH	Eastbound					Westbound					VEH.		
Speed	EB	WB											
55	0	0											0
54	0	0											0
53	0	0											0
52	0	0											0
51	0	0											0
50	0	0											0
49	0	0											0
48	0	0											0
47	0	0											0
46	0	0											0
45	0	0											0
44	0	0											0
43	0	0											0
42	0	0											0
41	0	0											0
40	0	0											0
39	0	0											0
38	0	0											0
37	0	0											0
36	1	0											1
35	1	2											3
34	2	3											5
33	2	2											4
32	2	3											5
31	3	8											11
30	2	1											3
29	6	6											12
28	7	10											17
27	8	3											11
26	5	4											9
25	5	5											10
24	0	1											1
23	3	2											5
22	1	0											1
21	1	0											1
20	1	0											1
19	0	0											0
18	0	0											0
17	0	0											0
16	0	0											0
15	0	0											0
14	0	0											0
13	0	0											0
12	0	0											0
11	0	0											0
10	0	0											0
9	0	0											0
8	0	0											0
7	0	0											0
6	0	0											0
5	0	0											0
Total	50	50	GRAND TOTALS										100

Location: Monterey Road
Between: Fair Oaks Avenue - Milan Avenue
Weather: Clear
Date: 4/2/25
Time From: 9:25
Time To: 9:50
Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	4%	4%
% In Pace:	84%	90%	87%
% Under Pace:	12%	6%	9%
Average Speed:	28 MPH	29 MPH	28 MPH
Pace Speed:	25 - 34 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
85th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			Vehicles Surveyed										TOT.
MPH	Eastbound					Westbound					VEH.		
Speed	EB	WB											
55	0	0											0
54	0	0											0
53	0	0											0
52	0	0											0
51	0	0											0
50	0	0											0
49	0	0											0
48	0	0											0
47	0	0											0
46	0	0											0
45	0	0											0
44	0	0											0
43	0	0											0
42	0	0											0
41	0	0											0
40	0	0											0
39	0	1						X					1
38	1	1	X					X					2
37	1	0	X										1
36	0	1						X					1
35	5	4	X	X	X	X	X	X	X	X			9
34	1	7	X					X	X	X	X	X	8
33	3	1	X	X	X			X					4
32	6	4	X	X	X	X	X	X	X				10
31	6	4	X	X	X	X	X	X	X				10
30	5	4	X	X	X	X	X	X	X				9
29	5	5	X	X	X	X	X	X	X	X			10
28	1	9	X					X	X	X	X	X	10
27	5	1	X	X	X	X	X	X					6
26	2	4	X	X				X	X	X	X		6
25	4	2	X	X	X	X		X	X				6
24	0	1						X					1
23	1	0	X										1
22	3	0	X	X	X								3
21	0	1						X					1
20	0	0											0
19	1	0	X										1
18	0	0											0
17	0	0											0
16	0	0											0
15	0	0											0
14	0	0											0
13	0	0											0
12	0	0											0
11	0	0											0
10	0	0											0
9	0	0											0
8	0	0											0
7	0	0											0
6	0	0											0
5	0	0											0
Total	50	50	GRAND TOTALS										100

Location: Monterey Road
Between: Milan Avenue - Garfield Road
Weather: Clear
Date: 4/2/25
Time From: 9:00
Time To: 9:25
Existing Speed Limit: 30 MPH

* * * P A C E * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	6%	5%
% In Pace:	78%	86%	82%
% Under Pace:	18%	8%	13%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	26 - 35 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	25 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

MPH			Vehicles Surveyed										TOT.	
Speed	NB	SB	Northbound					Southbound					VEH.	
55	0	0												0
54	0	0												0
53	0	0												0
52	0	0												0
51	0	0												0
50	0	0												0
49	0	0												0
48	0	0												0
47	0	0												0
46	0	0												0
45	0	0												0
44	0	0												0
43	0	0												0
42	0	0												0
41	0	0												0
40	0	0												0
39	2	2	X	X					X	X				4
38	4	0	X	X	X	X								4
37	2	1	X	X					X					3
36	1	3	X						X	X	X			4
35	4	2	X	X	X	X			X	X				6
34	5	5	X	X	X	X	X		X	X	X	X		10
33	7	3	X	X	X	X	X	X	X	X				10
32	4	7	X	X	X	X			X	X	X	X	X	11
31	2	3	X	X					X	X	X			5
30	4	2	X	X	X	X			X	X				6
29	4	7	X	X	X	X			X	X	X	X	X	11
28	1	7	X						X	X	X	X	X	8
27	4	2	X	X	X	X			X	X				6
26	4	2	X	X	X	X			X	X				6
25	0	2							X	X				2
24	1	1	X						X					2
23	1	1	X						X					2
22	0	0												0
21	0	0												0
20	0	0												0
19	0	0												0
18	0	0												0
17	0	0												0
16	0	0												0
15	0	0												0
14	0	0												0
13	0	0												0
12	0	0												0
11	0	0												0
10	0	0												0
9	0	0												0
8	0	0												0
7	0	0												0
6	0	0												0
5	0	0												0
Total	50	50	GRAND TOTALS										100	

Location: Arroyo Verde Road
Between: West City Limits - Pasadena Avenue
Weather: Clear
Date: 4/3/25
Time From: 3:15
Time To: 3:45
Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	6%	15%
% In Pace:	78%	82%	79%
% Under Pace:	4%	12%	6%
Average Speed:	32 MPH	31 MPH	31 MPH
Pace Speed:	26 - 35 MPH	27 - 36 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	32 MPH	31 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	35 MPH	36 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.	
Speed	NB	SB		Northbound					Southbound					VEH.	
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	2	1	45	X	X					X					3
44	2	2	44	X	X					X	X				4
43	4	0	43	X	X	X	X								4
42	3	4	42	X	X	X				X	X	X	X		7
41	3	5	41	X	X	X				X	X	X	X	X	8
40	2	5	40	X	X					X	X	X	X		7
39	7	7	39	X	X	X	X	X	X	X	X	X	X	X	14
38	2	7	38	X	X					X	X	X	X	X	9
37	6	4	37	X	X	X	X	X	X	X	X	X			10
36	5	4	36	X	X	X	X	X		X	X	X	X		9
35	5	5	35	X	X	X	X	X		X	X	X	X	X	10
34	2	4	34	X	X					X	X	X	X		6
33	4	0	33	X	X	X	X								4
32	2	2	32	X	X					X	X				4
31	0	0	31												0
30	1	0	30	X											1
29	0	0	29												0
28	0	0	28												0
27	0	0	27												0
26	0	0	26												0
25	0	0	25												0
24	0	0	24												0
23	0	0	23												0
22	0	0	22												0
21	0	0	21												0
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: Huntington Drive
Between: Alhambra Road - Fremont Avenue
Weather: Clear
Date: 4/3/25
Time From: 10:25
Time To: 10:45
Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	6%	7%
% In Pace:	78%	90%	84%
% Under Pace:	18%	4%	9%
Average Speed:	38 MPH	38 MPH	38 MPH
Pace Speed:	35 - 44 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	41 MPH	42 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	1	44					X				1
43	0	0	43									0
42	0	2	42					X	X			2
41	2	0	41	X	X							2
40	0	1	40					X				1
39	2	5	39	X	X			X	X	X	X	7
38	0	3	38					X	X	X		3
37	3	3	37	X	X	X		X	X	X		6
36	2	4	36	X	X			X	X	X	X	6
35	2	4	35	X	X			X	X	X	X	6
34	5	6	34	X	X	X	X	X	X	X	X	11
33	2	8	33	X	X			X	X	X	X	10
32	8	4	32	X	X	X	X	X	X	X	X	12
31	5	1	31	X	X	X	X	X				6
30	6	2	30	X	X	X	X	X	X			8
29	3	3	29	X	X	X		X	X	X		6
28	2	1	28	X	X			X				3
27	4	0	27	X	X	X	X					4
26	2	0	26	X	X							2
25	1	1	25	X				X				2
24	1	1	24	X				X				2
23	0	0	23									0
22	0	0	22									0
21	0	0	21									0
20	0	0	20									0
19	0	0	19									0
18	0	0	18									0
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Atlantic Boulevard
Between: Garfield Avenue - West Pine Street
Weather: Clear
Date: 4/3/25
Time From: 9:00
Time To: 9:25
Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	8%	6%
% In Pace:	78%	80%	75%
% Under Pace:	8%	12%	19%
Average Speed:	32 MPH	34 MPH	33 MPH
Pace Speed:	27 - 36 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	27 MPH	30 MPH	29 MPH
50th Percentile / Critical Speed:	32 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	36 MPH	39 MPH	38 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH			Vehicles Surveyed										TOT.	
Speed	NB	SB	Northbound					Southbound					VEH.	
55	0	0												0
54	0	0												0
53	0	0												0
52	0	0												0
51	0	0												0
50	0	0												0
49	0	0												0
48	0	0												0
47	0	0												0
46	0	0												0
45	0	0												0
44	0	0												0
43	0	0												0
42	0	0												0
41	0	0												0
40	1	0	X											1
39	0	0												0
38	0	1						X						1
37	1	2	X					X	X					3
36	4	5	X	X	X	X		X	X	X	X			9
35	6	7	X	X	X	X	X	X	X	X	X	X		13
34	3	9	X	X	X			X	X	X	X	X	X	12
33	8	3	X	X	X	X	X	X	X					11
32	11	7	X	X	X	X	X	X	X	X	X	X		18
31	6	7	X	X	X	X	X	X	X	X	X	X		13
30	4	6	X	X	X	X		X	X	X	X	X		10
29	4	1	X	X	X	X		X						5
28	1	2	X					X	X					3
27	1	0	X											1
26	0	0												0
25	0	0												0
24	0	0												0
23	0	0												0
22	0	0												0
21	0	0												0
20	0	0												0
19	0	0												0
18	0	0												0
17	0	0												0
16	0	0												0
15	0	0												0
14	0	0												0
13	0	0												0
12	0	0												0
11	0	0												0
10	0	0												0
9	0	0												0
8	0	0												0
7	0	0												0
6	0	0												0
5	0	0												0
Total	50	50	GRAND TOTALS										100	

Location: Fremont Avenue
 Between: Huntington Drive - South City Limit
 Weather: Clear
 Date: 4/10/25
 Time From: 9:00
 Time To: 9:20
 Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	2%	2%
% In Pace:	96%	98%	97%
% Under Pace:	2%	0%	1%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	28 - 37 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	32 MPH	33 MPH	32 MPH
85th Percentile / Critical Speed:	35 MPH	36 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.	
Speed	NB	SB		Northbound					Southbound					VEH.	
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	0	0	45												0
44	0	0	44												0
43	0	0	43												0
42	0	0	42												0
41	0	0	41												0
40	0	0	40												0
39	0	1	39							X					1
38	0	1	38							X					1
37	1	4	37	X						X	X	X	X		5
36	3	2	36	X	X	X				X	X				5
35	3	3	35	X	X	X				X	X	X			6
34	6	5	34	X	X	X	X	X		X	X	X	X		11
33	2	5	33	X	X					X	X	X	X	X	7
32	7	4	32	X	X	X	X	X	X	X	X	X			11
31	7	8	31	X	X	X	X	X	X	X	X	X	X	X	15
30	7	8	30	X	X	X	X	X	X	X	X	X	X	X	15
29	5	4	29	X	X	X	X			X	X	X	X		9
28	2	3	28	X	X					X	X	X			5
27	4	1	27	X	X	X	X			X					5
26	2	0	26	X	X										2
25	0	0	25												0
24	1	1	24	X						X					2
23	0	0	23												0
22	0	0	22												0
21	0	0	21												0
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: Fremont Avenue
Between: North City Limit - State Route 110
Weather: Clear
Date: 4/3/25
Time From: 11:45
Time To: 12:05
Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	4%	2%
% In Pace:	92%	92%	89%
% Under Pace:	6%	4%	9%
Average Speed:	31 MPH	32 MPH	32 MPH
Pace Speed:	27 - 36 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	28 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	34 MPH	36 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	NB	SB	Northbound				Southbound				VEH.
55	0	0									0
54	0	0									0
53	0	0									0
52	0	0									0
51	0	0									0
50	0	0									0
49	0	0									0
48	0	0									0
47	1	1	X					X			2
46	0	1						X			1
45	0	1						X			1
44	1	2	X					X X			3
43	3	1	X X X					X			4
42	4	3	X X X X					X X X			7
41	2	4	X X					X X X X			6
40	6	2	X X X X X X					X X			8
39	2	4	X X					X X X X			6
38	8	6	X X X X X X X X					X X X X X X			14
37	6	6	X X X X X X					X X X X X X			12
36	1	3	X					X X X			4
35	4	4	X X X X					X X X X			8
34	1	5	X					X X X X X			6
33	4	6	X X X X					X X X X X X			10
32	4	1	X X X X					X			5
31	2	0	X X								2
30	0	0									0
29	1	0	X								1
28	0	0									0
27	0	0									0
26	0	0									0
25	0	0									0
24	0	0									0
23	0	0									0
22	0	0									0
21	0	0									0
20	0	0									0
19	0	0									0
18	0	0									0
17	0	0									0
16	0	0									0
15	0	0									0
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
Total	50	50	GRAND TOTALS								100

Location: Fair Oaks Avenue
Between: Oak Street - Huntington Drive
Weather: Clear
Date: 4/3/25
Time From: 1:40
Time To: 2:00
Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	12%	11%
% In Pace:	76%	86%	81%
% Under Pace:	14%	2%	8%
Average Speed:	38 MPH	38 MPH	38 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH			Vehicles Surveyed										TOT.	
Speed	NB	SB	Northbound					Southbound					VEH.	
55	0	0												0
54	0	0												0
53	0	0												0
52	0	0												0
51	0	0												0
50	0	0												0
49	0	0												0
48	0	0												0
47	0	0												0
46	0	0												0
45	0	0												0
44	0	0												0
43	0	0												0
42	0	0												0
41	0	1								X				1
40	1	0	X											1
39	3	1	X	X	X					X				4
38	2	2	X	X						X	X			4
37	2	3	X	X						X	X	X		5
36	3	7	X	X	X					X	X	X	X	10
35	4	4	X	X	X	X				X	X	X	X	8
34	5	11	X	X	X	X	X			X	X	X	X	16
33	8	7	X	X	X	X	X	X	X	X	X	X	X	15
32	6	2	X	X	X	X	X			X	X			8
31	6	5	X	X	X	X	X			X	X	X	X	11
30	6	5	X	X	X	X	X			X	X	X	X	11
29	1	2	X							X	X			3
28	2	0	X	X										2
27	1	0	X											1
26	0	0												0
25	0	0												0
24	0	0												0
23	0	0												0
22	0	0												0
21	0	0												0
20	0	0												0
19	0	0												0
18	0	0												0
17	0	0												0
16	0	0												0
15	0	0												0
14	0	0												0
13	0	0												0
12	0	0												0
11	0	0												0
10	0	0												0
9	0	0												0
8	0	0												0
7	0	0												0
6	0	0												0
5	0	0												0
Total	50	50	GRAND TOTALS										100	

Location: Fair Oaks Avenue
 Between: Monterey Road - Oak Street
 Weather: Clear
 Date: 4/3/25
 Time From: 2:00
 Time To: 2:25
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	4%	2%
% In Pace:	90%	96%	92%
% Under Pace:	8%	0%	6%
Average Speed:	33 MPH	34 MPH	34 MPH
Pace Speed:	30 - 39 MPH	29 - 38 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	31 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.	
Speed	NB	SB		Northbound					Southbound					VEH.	
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	0	0	45												0
44	0	0	44												0
43	0	0	43												0
42	0	0	42												0
41	0	0	41												0
40	0	0	40												0
39	0	0	39												0
38	0	0	38												0
37	0	0	37												0
36	1	0	36	X											1
35	0	0	35												0
34	1	0	34	X											1
33	1	0	33	X											1
32	1	1	32	X					X						2
31	6	5	31	X	X	X	X	X	X	X	X	X	X		11
30	7	1	30	X	X	X	X	X	X						8
29	11	4	29	X	X	X	X	X	X	X	X	X	X		15
28	7	9	28	X	X	X	X	X	X	X	X	X	X		16
27	4	11	27	X	X	X	X		X	X	X	X	X	X	15
26	7	10	26	X	X	X	X	X	X	X	X	X	X		17
25	3	4	25	X	X	X			X	X	X				7
24	1	5	24	X					X	X	X	X			6
23	0	0	23												0
22	0	0	22												0
21	0	0	21												0
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: Fair Oaks Avenue
Between: State Street - Monterey Road
Weather: Clear
Date: 4/3/25
Time From: 2:25
Time To: 2:55
Existing Speed Limit: 30 MPH

* * * P A C E * * *

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	0%	2%
% In Pace:	96%	100%	98%
% Under Pace:	2%	0%	0%
Average Speed:	29 MPH	27 MPH	28 MPH
Pace Speed:	25 - 34 MPH	24 - 33 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	26 MPH	25 MPH	26 MPH
50th Percentile / Critical Speed:	29 MPH	27 MPH	28 MPH
85th Percentile / Critical Speed:	31 MPH	29 MPH	31 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	NB	SB	Northbound				Southbound				VEH.
55	0	0									0
54	0	0									0
53	0	0									0
52	0	0									0
51	0	0									0
50	0	0									0
49	0	0									0
48	0	0									0
47	0	0									0
46	1	0	X								1
45	0	0									0
44	2	1	X	X				X			3
43	1	0	X								1
42	5	1	X	X	X	X	X	X			6
41	3	5	X	X	X			X	X	X	8
40	2	2	X	X				X	X		4
39	5	3	X	X	X	X		X	X	X	8
38	5	4	X	X	X	X		X	X	X	9
37	7	4	X	X	X	X	X	X	X	X	11
36	3	7	X	X	X			X	X	X	10
35	4	5	X	X	X	X		X	X	X	9
34	3	6	X	X	X			X	X	X	9
33	2	2	X	X				X	X		4
32	2	6	X	X				X	X	X	8
31	2	2	X	X				X	X		4
30	3	1	X	X	X			X			4
29	0	1						X			1
28	0	0									0
27	0	0									0
26	0	0									0
25	0	0									0
24	0	0									0
23	0	0									0
22	0	0									0
21	0	0									0
20	0	0									0
19	0	0									0
18	0	0									0
17	0	0									0
16	0	0									0
15	0	0									0
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
Total	50	50	GRAND TOTALS								100

Location: Fair Oaks Avenue
Between: North City Limit - State Street
Weather: Clear
Date: 4/3/25
Time From: 2:55
Time To: 3:15
Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	4%	11%
% In Pace:	78%	88%	80%
% Under Pace:	14%	8%	9%
Average Speed:	37 MPH	36 MPH	37 MPH
Pace Speed:	33 - 42 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	33 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	37 MPH	36 MPH	37 MPH
85th Percentile / Critical Speed:	42 MPH	40 MPH	41 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	0	0	46											0
45	0	0	45											0
44	0	0	44											0
43	0	0	43											0
42	0	0	42											0
41	0	0	41											0
40	0	0	40											0
39	0	0	39											0
38	0	0	38											0
37	1	0	37	X										1
36	1	0	36	X										1
35	1	0	35	X										1
34	2	4	34	X X					X X X X					6
33	5	2	33	X X X X X					X X					7
32	7	8	32	X X X X X X X					X X X X X X X X X					15
31	3	4	31	X X X					X X X X					7
30	4	5	30	X X X X					X X X X X					9
29	4	5	29	X X X X					X X X X X					9
28	5	7	28	X X X X X					X X X X X X X					12
27	6	3	27	X X X X X X					X X X					9
26	4	4	26	X X X X					X X X X					8
25	4	5	25	X X X X					X X X X X					9
24	0	3	24						X X X					3
23	2	0	23	X X										2
22	0	0	22											0
21	1	0	21	X										1
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location: Marenco Avenue
Between: Oak Street - South City Limits
Weather: Clear
Date: 4/8/25
Time From: 3:00
Time To: 3:25
Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	0%	3%
% In Pace:	88%	94%	91%
% Under Pace:	6%	6%	6%
Average Speed:	29 MPH	29 MPH	29 MPH
Pace Speed:	25 - 34 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	26 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	33 MPH	32 MPH	33 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	NB	SB		Northbound				Southbound				VEH.	
55	0	0	55										0
54	0	0	54										0
53	0	0	53										0
52	0	0	52										0
51	0	0	51										0
50	0	0	50										0
49	0	0	49										0
48	0	0	48										0
47	0	0	47										0
46	0	0	46										0
45	0	0	45										0
44	0	0	44										0
43	0	0	43										0
42	0	0	42										0
41	0	0	41										0
40	0	0	40										0
39	0	0	39										0
38	0	0	38										0
37	0	0	37										0
36	0	0	36										0
35	0	1	35					X					1
34	2	1	34	X	X			X					3
33	2	2	33	X	X			X	X				4
32	2	4	32	X	X			X	X	X			6
31	5	2	31	X	X	X	X	X	X				7
30	2	5	30	X	X			X	X	X	X		7
29	2	2	29	X	X			X	X				4
28	3	5	28	X	X	X		X	X	X	X		8
27	8	8	27	X	X	X	X	X	X	X	X	X	16
26	8	7	26	X	X	X	X	X	X	X	X	X	15
25	3	2	25	X	X	X		X	X				5
24	7	8	24	X	X	X	X	X	X	X	X	X	15
23	1	3	23	X				X	X	X			4
22	4	0	22	X	X	X	X						4
21	1	0	21	X									1
20	0	0	20										0
19	0	0	19										0
18	0	0	18										0
17	0	0	17										0
16	0	0	16										0
15	0	0	15										0
14	0	0	14										0
13	0	0	13										0
12	0	0	12										0
11	0	0	11										0
10	0	0	10										0
9	0	0	9										0
8	0	0	8										0
7	0	0	7										0
6	0	0	6										0
5	0	0	5										0
Total	50	50		GRAND TOTALS								100	

Location: Marenco Avenue
Between: Mission Street - Oak Street
Weather: Clear
Date: 4/8/25
Time From: 2:25
Time To: 3:00
Existing Speed Limit: 25 MPH

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	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	8%	4%
% In Pace:	86%	92%	87%
% Under Pace:	2%	0%	9%
Average Speed:	27 MPH	28 MPH	27 MPH
Pace Speed:	22 - 31 MPH	23 - 32 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	24 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	31 MPH	32 MPH	31 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	1	0	36	X								1
35	0	0	35									0
34	2	1	34	X X				X				3
33	5	0	33	X X X X X								5
32	4	6	32	X X X X				X X X X X X				10
31	3	3	31	X X X				X X X				6
30	2	4	30	X X				X X X X				6
29	5	4	29	X X X X X				X X X X				9
28	3	6	28	X X X				X X X X X X				9
27	3	5	27	X X X				X X X X X				8
26	4	5	26	X X X X				X X X X X				9
25	4	7	25	X X X X				X X X X X X X				11
24	5	6	24	X X X X X				X X X X X X				11
23	1	1	23	X				X				2
22	2	1	22	X X				X				3
21	3	0	21	X X X								3
20	0	0	20									0
19	2	1	19	X X				X				3
18	1	0	18	X								1
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Milan Avenue
Between: Mission Street - Huntington Drive
Weather: Clear
Date: 4/8/25
Time From: 11:40
Time To: 12:30
Existing Speed Limit: 25 MPH

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	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	2%	4%
% In Pace:	76%	94%	84%
% Under Pace:	18%	4%	12%
Average Speed:	27 MPH	27 MPH	27 MPH
Pace Speed:	24 - 33 MPH	23 - 32 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	22 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	33 MPH	31 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.
Speed	NB	SB		Northbound					Southbound					VEH.
55	0	0	55											0
54	0	0	54											0
53	0	0	53											0
52	0	0	52											0
51	0	0	51											0
50	0	0	50											0
49	0	0	49											0
48	0	0	48											0
47	0	0	47											0
46	1	0	46	X										1
45	0	2	45					X	X					2
44	0	0	44											0
43	1	2	43	X				X	X					3
42	1	2	42	X				X	X					3
41	2	2	41	X	X			X	X					4
40	3	1	40	X	X	X		X						4
39	2	4	39	X	X			X	X	X	X			6
38	4	5	38	X	X	X	X	X	X	X	X			9
37	7	9	37	X	X	X	X	X	X	X	X	X	X	16
36	5	4	36	X	X	X	X	X	X	X				9
35	4	7	35	X	X	X	X	X	X	X	X	X		11
34	6	2	34	X	X	X	X	X	X					8
33	2	4	33	X	X			X	X	X	X			6
32	3	2	32	X	X	X		X	X					5
31	4	4	31	X	X	X	X	X	X	X				8
30	0	0	30											0
29	4	0	29	X	X	X	X							4
28	1	0	28	X										1
27	0	0	27											0
26	0	0	26											0
25	0	0	25											0
24	0	0	24											0
23	0	0	23											0
22	0	0	22											0
21	0	0	21											0
20	0	0	20											0
19	0	0	19											0
18	0	0	18											0
17	0	0	17											0
16	0	0	16											0
15	0	0	15											0
14	0	0	14											0
13	0	0	13											0
12	0	0	12											0
11	0	0	11											0
10	0	0	10											0
9	0	0	9											0
8	0	0	8											0
7	0	0	7											0
6	0	0	6											0
5	0	0	5											0
Total	50	50		GRAND TOTALS										100

Location: **Garfield Avenue**
 Between: **Monterey Road - Atlantic Boulevard**
 Weather: **Clear**
 Date: **4/8/25**
 Time From: **10:15**
 Time To: **10:40**
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	16%	13%
% In Pace:	80%	84%	82%
% Under Pace:	10%	0%	5%
Average Speed:	36 MPH	37 MPH	36 MPH
Pace Speed:	31 - 40 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	31 MPH	33 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	37 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	41 MPH	40 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	1	0	40	X		1
39	0	0	39			0
38	1	1	38	X	X	2
37	2	0	37	X X		2
36	1	3	36	X	X X X	4
35	4	4	35	X X X X	X X X X	8
34	3	2	34	X X X	X X	5
33	3	7	33	X X X	X X X X X X X	10
32	4	8	32	X X X X	X X X X X X X X	12
31	6	4	31	X X X X X X	X X X X	10
30	8	9	30	X X X X X X X X X	X X X X X X X X X	17
29	8	4	29	X X X X X X X X	X X X X	12
28	5	2	28	X X X X X	X X	7
27	0	5	27	X X X X X	X X X X X	5
26	2	0	26	X X		2
25	2	1	25	X X	X	3
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Grevelia Street
Between: Fair Oaks Avenue - Garfield Avenue
Weather: Clear
Date: 4/8/25
Time From: 9:00
Time To: 9:25
Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	2%	5%
% In Pace:	88%	96%	90%
% Under Pace:	8%	2%	5%
Average Speed:	31 MPH	31 MPH	31 MPH
Pace Speed:	28 - 37 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	1	0	43	X		1
42	0	0	42			0
41	2	1	41	X X	X	3
40	4	2	40	X X X X	X X	6
39	4	3	39	X X X X	X X X	7
38	7	4	38	X X X X X X X	X X X X	11
37	6	4	37	X X X X X X X	X X X X	10
36	5	8	36	X X X X X X	X X X X X X X X	13
35	8	5	35	X X X X X X X X X	X X X X X X	13
34	6	9	34	X X X X X X X	X X X X X X X X X X	15
33	1	5	33	X	X X X X X	6
32	2	1	32	X X	X	3
31	2	6	31	X X	X X X X X X X	8
30	1	1	30	X	X	2
29	1	0	29	X		1
28	0	0	28			0
27	0	0	27			0
26	0	1	26		X	1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Pasadena Avenue
Between: West City Limit - Monterey Road
Weather: Clear
Date: 4/10/25
Time From: 12:30
Time To: 12:50
Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	2%	4%
% In Pace:	90%	94%	92%
% Under Pace:	8%	4%	4%
Average Speed:	36 MPH	35 MPH	36 MPH
Pace Speed:	32 - 41 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	34 MPH	31 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	35 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	38 MPH	39 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.	
Speed	NB	SB		Northbound					Southbound					VEH.	
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	0	0	45												0
44	0	0	44												0
43	0	0	43												0
42	0	0	42												0
41	0	0	41												0
40	0	0	40												0
39	0	0	39												0
38	0	1	38							X					1
37	1	1	37	X						X					2
36	0	1	36							X					1
35	5	3	35	X	X	X	X	X		X	X	X			8
34	5	2	34	X	X	X	X	X		X	X				7
33	3	5	33	X	X	X				X	X	X	X	X	8
32	5	7	32	X	X	X	X	X		X	X	X	X	X	12
31	6	7	31	X	X	X	X	X	X	X	X	X	X	X	13
30	4	3	30	X	X	X	X			X	X	X			7
29	7	4	29	X	X	X	X	X	X	X	X	X			11
28	2	5	28	X	X					X	X	X	X		7
27	5	5	27	X	X	X	X	X		X	X	X	X		10
26	1	3	26	X						X	X	X			4
25	2	2	25	X	X					X	X				4
24	2	1	24	X	X					X					3
23	1	0	23	X											1
22	0	0	22												0
21	1	0	21	X											1
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: Arroyo Drive
Between: Columbia Street - Pasadena Avenue
Weather: Clear
Date: 4/9/25
Time From: 2:35
Time To: 3:20
Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	6%	4%
% In Pace:	86%	88%	87%
% Under Pace:	12%	6%	9%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	26 - 35 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.	
Speed	NB	SB		Northbound					Southbound					VEH.	
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	0	0	45												0
44	0	0	44												0
43	0	0	43												0
42	0	0	42												0
41	0	0	41												0
40	0	0	40												0
39	0	0	39												0
38	0	2	38						X	X					2
37	0	0	37												0
36	1	1	36	X					X						2
35	0	0	35												0
34	2	0	34	X	X										2
33	3	1	33	X	X	X			X						4
32	3	2	32	X	X	X			X	X					5
31	3	3	31	X	X	X			X	X	X				6
30	3	5	30	X	X	X			X	X	X	X			8
29	8	2	29	X	X	X	X	X	X	X					10
28	7	4	28	X	X	X	X	X	X	X	X				11
27	4	10	27	X	X	X	X		X	X	X	X	X	X	14
26	4	5	26	X	X	X	X		X	X	X	X			9
25	6	6	25	X	X	X	X	X	X	X	X	X			12
24	2	5	24	X	X				X	X	X	X			7
23	2	2	23	X	X				X	X					4
22	2	1	22	X	X				X						3
21	0	1	21						X						1
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: San Pascual Avenue
Between: North City Limit - West City Limit
Weather: Clear
Date: 4/9/25
Time From: 1:45
Time To: 2:35
Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	8%	6%
% In Pace:	86%	88%	86%
% Under Pace:	12%	4%	8%
Average Speed:	28 MPH	28 MPH	28 MPH
Pace Speed:	25 - 34 MPH	23 - 32 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	25 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	28 MPH	27 MPH	27 MPH
85th Percentile / Critical Speed:	32 MPH	31 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	NB	SB	Northbound				Southbound				VEH.
55	0	0									0
54	0	0									0
53	0	0									0
52	0	0									0
51	0	0									0
50	0	0									0
49	0	0									0
48	0	0									0
47	0	0									0
46	0	0									0
45	0	0									0
44	0	0									0
43	0	0									0
42	0	0									0
41	0	0									0
40	0	0									0
39	0	0									0
38	0	0									0
37	2	0	X	X							2
36	3	0	X	X	X						3
35	1	1	X				X				2
34	3	0	X	X	X						3
33	1	1	X				X				2
32	4	2	X	X	X	X	X	X			6
31	8	3	X	X	X	X	X	X	X	X	11
30	5	3	X	X	X	X	X	X			8
29	3	5	X	X	X		X	X	X	X	8
28	8	8	X	X	X	X	X	X	X	X	16
27	6	8	X	X	X	X	X	X	X	X	14
26	4	5	X	X	X	X	X	X	X		9
25	0	4	X	X	X	X	X	X			4
24	2	7	X	X			X	X	X	X	9
23	0	2					X	X			2
22	0	1					X				1
21	0	0									0
20	0	0									0
19	0	0									0
18	0	0									0
17	0	0									0
16	0	0									0
15	0	0									0
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
Total	50	50	GRAND TOTALS								100

Location: Grand Avenue
Between: North City Limit - Mission Street
Weather: Clear
Date: 4/9/25
Time From: 1:15
Time To: 1:45
Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	4%	10%
% In Pace:	86%	94%	87%
% Under Pace:	4%	2%	3%
Average Speed:	30 MPH	27 MPH	29 MPH
Pace Speed:	26 - 35 MPH	23 - 32 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	27 MPH	24 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	27 MPH	28 MPH
85th Percentile / Critical Speed:	34 MPH	30 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	NB	SB	Northbound				Southbound				VEH.
55	0	0									0
54	0	0									0
53	0	0									0
52	0	0									0
51	0	0									0
50	0	0									0
49	0	0									0
48	0	0									0
47	0	0									0
46	0	0									0
45	0	0									0
44	0	0									0
43	0	0									0
42	0	0									0
41	0	1							X		1
40	1	1	X						X		2
39	0	2							X X		2
38	0	1							X		1
37	0	2							X X		2
36	3	4	X X X						X X X X		7
35	2	4	X X						X X X X		6
34	1	6	X						X X X X X X		7
33	2	1	X X						X		3
32	5	3	X X X X X						X X X		8
31	7	5	X X X X X X X X						X X X X X		12
30	8	5	X X X X X X X X X						X X X X X		13
29	7	9	X X X X X X X X						X X X X X X X X X		16
28	7	1	X X X X X X X X						X		8
27	2	3	X X						X X X		5
26	2	1	X X						X		3
25	1	1	X						X		2
24	1	0	X								1
23	0	0									0
22	1	0	X								1
21	0	0									0
20	0	0									0
19	0	0									0
18	0	0									0
17	0	0									0
16	0	0									0
15	0	0									0
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
Total	50	50	GRAND TOTALS								100

Location: Pasadena Avenue
Between: Mission Street - Monterey Road
Weather: Clear
Date: 4/10/25
Time From: 12:50
Time To: 1:40
Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	14%	8%
% In Pace:	88%	82%	85%
% Under Pace:	10%	4%	7%
Average Speed:	30 MPH	32 MPH	31 MPH
Pace Speed:	27 - 36 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	29 MPH	28 MPH
50th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	33 MPH	36 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	1	0	39	X		1
38	1	5	38	X	X X X X X	6
37	1	1	37	X	X	2
36	3	0	36	X X X		3
35	6	4	35	X X X X X X	X X X X	10
34	7	5	34	X X X X X X X X	X X X X X	12
33	3	5	33	X X X	X X X X X	8
32	3	5	32	X X X	X X X X X	8
31	4	5	31	X X X X	X X X X X	9
30	2	2	30	X X	X X	4
29	5	4	29	X X X X X	X X X X	9
28	5	5	28	X X X X X	X X X X X	10
27	6	4	27	X X X X X X	X X X X	10
26	0	2	26		X X	2
25	2	1	25	X X	X	3
24	1	1	24	X	X	2
23	0	0	23			0
22	0	1	22		X	1
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Mission Street
Between: Pasadena Avenue - Orange Grove Avenue
Weather: Clear
Date: 4/9/25
Time From: 12:55
Time To: 1:15
Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	12%	9%
% In Pace:	88%	82%	83%
% Under Pace:	6%	6%	8%
Average Speed:	31 MPH	31 MPH	31 MPH
Pace Speed:	27 - 36 MPH	26 - 35 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			Vehicles Surveyed										TOT.	
Speed	EB	WB	Eastbound					Westbound					VEH.	
55	0	0												0
54	0	0												0
53	0	0												0
52	0	0												0
51	0	0												0
50	0	0												0
49	0	0												0
48	0	0												0
47	0	0												0
46	0	0												0
45	0	0												0
44	0	0												0
43	0	0												0
42	0	0												0
41	0	0												0
40	0	0												0
39	0	1								X				1
38	0	2								X	X			2
37	1	0	X											1
36	1	2	X							X	X			3
35	2	1	X	X						X				3
34	2	1	X	X						X				3
33	3	1	X	X	X					X				4
32	4	2	X	X	X	X				X	X			6
31	7	9	X	X	X	X	X	X	X	X	X	X	X	16
30	7	7	X	X	X	X	X	X	X	X	X	X	X	14
29	6	7	X	X	X	X	X	X	X	X	X	X	X	13
28	6	7	X	X	X	X	X	X	X	X	X	X	X	13
27	3	4	X	X	X					X	X	X	X	7
26	5	3	X	X	X	X				X	X	X		8
25	2	2	X	X						X	X			4
24	1	0	X											1
23	0	1								X				1
22	0	0												0
21	0	0												0
20	0	0												0
19	0	0												0
18	0	0												0
17	0	0												0
16	0	0												0
15	0	0												0
14	0	0												0
13	0	0												0
12	0	0												0
11	0	0												0
10	0	0												0
9	0	0												0
8	0	0												0
7	0	0												0
6	0	0												0
5	0	0												0
Total	50	50	GRAND TOTALS										100	

Location: Mission Street
Between: Orange Grove Avenue - Brent Avenue
Weather: Clear
Date: 4/9/25
Time From: 9:30
Time To: 9:55
Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	12%	10%
% In Pace:	90%	86%	88%
% Under Pace:	6%	2%	2%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	26 - 35 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	26 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	1	0	40	X		1
39	1	1	39	X	X	2
38	1	0	38	X		1
37	0	2	37		X X	2
36	0	5	36		X X X X X	5
35	3	2	35	X X X	X X	5
34	5	2	34	X X X X X	X X	7
33	5	9	33	X X X X X	X X X X X X X X X	14
32	1	8	32	X	X X X X X X X X	9
31	5	1	31	X X X X X	X	6
30	9	8	30	X X X X X X X X X X	X X X X X X X X	17
29	6	2	29	X X X X X X	X X	8
28	6	5	28	X X X X X X	X X X X X	11
27	0	2	27		X X	2
26	3	1	26	X X X	X	4
25	1	2	25	X	X X	3
24	2	0	24	X X		2
23	1	0	23	X		1
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: **Mission Street**
 Between: **Brent Avenue - East City Limit**
 Weather: **Clear**
 Date: **4/8/25**
 Time From: **12:30**
 Time To: **12:55**
 Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	2%	4%
% In Pace:	86%	88%	84%
% Under Pace:	8%	10%	12%
Average Speed:	31 MPH	32 MPH	31 MPH
Pace Speed:	26 - 35 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH
85th Percentile / Critical Speed:	34 MPH	36 MPH	35 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	NB	SB		Northbound				Southbound				VEH.	
55	0	0	55										0
54	0	0	54										0
53	0	0	53										0
52	0	0	52										0
51	0	0	51										0
50	0	0	50										0
49	0	0	49										0
48	0	0	48										0
47	0	0	47										0
46	0	0	46										0
45	0	0	45										0
44	0	0	44										0
43	0	0	43										0
42	0	0	42										0
41	0	0	41										0
40	0	0	40										0
39	0	0	39										0
38	0	0	38										0
37	1	0	37	X									1
36	1	0	36	X									1
35	1	0	35	X									1
34	1	1	34	X				X					2
33	5	0	33	X	X	X	X	X					5
32	6	3	32	X	X	X	X	X	X	X			9
31	3	4	31	X	X	X		X	X	X			7
30	7	9	30	X	X	X	X	X	X	X	X		16
29	6	10	29	X	X	X	X	X	X	X	X		16
28	9	6	28	X	X	X	X	X	X	X	X		15
27	7	9	27	X	X	X	X	X	X	X	X		16
26	2	4	26	X	X			X	X	X	X		6
25	1	2	25	X				X	X				3
24	0	1	24					X					1
23	0	1	23					X					1
22	0	0	22										0
21	0	0	21										0
20	0	0	20										0
19	0	0	19										0
18	0	0	18										0
17	0	0	17										0
16	0	0	16										0
15	0	0	15										0
14	0	0	14										0
13	0	0	13										0
12	0	0	12										0
11	0	0	11										0
10	0	0	10										0
9	0	0	9										0
8	0	0	8										0
7	0	0	7										0
6	0	0	6										0
5	0	0	5										0
Total	50	50		GRAND TOTALS								100	

Location: Orange Grove Avenue
Between: North City Limit - State Route 110
Weather: Clear
Date: 4/9/25
Time From: 10:25
Time To: 10:45
Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	2%	3%
% In Pace:	94%	98%	95%
% Under Pace:	2%	0%	2%
Average Speed:	30 MPH	29 MPH	29 MPH
Pace Speed:	26 - 35 MPH	23 - 32 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	27 MPH	26 MPH	27 MPH
50th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	33 MPH	31 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena
Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	NB	SB	Northbound				Southbound				VEH.
55	0	0									0
54	0	0									0
53	0	0									0
52	0	0									0
51	0	0									0
50	0	0									0
49	0	0									0
48	0	0									0
47	0	0									0
46	0	0									0
45	0	0									0
44	0	0									0
43	0	1					X				1
42	0	0									0
41	0	0									0
40	0	1					X				1
39	1	1	X				X				2
38	0	2					X X				2
37	2	3	X X				X X X				5
36	0	2					X X				2
35	0	2					X X				2
34	5	6	X X X X X				X X X X X X				11
33	3	6	X X X				X X X X X X				9
32	7	6	X X X X X X X				X X X X X X				13
31	6	5	X X X X X X				X X X X X				11
30	7	3	X X X X X X X				X X X				10
29	3	2	X X X				X X				5
28	5	3	X X X X X				X X X				8
27	4	2	X X X X				X X				6
26	2	1	X X				X				3
25	1	0	X								1
24	2	1	X X				X				3
23	1	1	X				X				2
22	0	1					X				1
21	1	1	X				X				2
20	0	0									0
19	0	0									0
18	0	0									0
17	0	0									0
16	0	0									0
15	0	0									0
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
Total	50	50	GRAND TOTALS								100

Location: State Street
Between: North City Limit - Fair Oaks Avenue
Weather: Clear
Date: 4/10/25
Time From: 1:45
Time To: 2:30
Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	10%	13%
% In Pace:	86%	76%	78%
% Under Pace:	8%	14%	9%
Average Speed:	30 MPH	32 MPH	31 MPH
Pace Speed:	25 - 34 MPH	28 - 37 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH
85th Percentile / Critical Speed:	34 MPH	37 MPH	34 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			Vehicles Surveyed						TOT.
MPH			Eastbound			Westbound			VEH.
Speed	EB	WB							
55	0	0						0	
54	0	0						0	
53	0	0						0	
52	0	0						0	
51	0	0						0	
50	0	0						0	
49	0	0						0	
48	0	0						0	
47	0	0						0	
46	0	0						0	
45	0	0						0	
44	0	0						0	
43	0	0						0	
42	0	0						0	
41	0	0						0	
40	0	0						0	
39	0	0						0	
38	0	1				X		1	
37	0	2				X X		2	
36	0	2				X X		2	
35	0	2				X X		2	
34	1	1	X			X		2	
33	2	3	X X			X X X		5	
32	5	3	X X X X X			X X X		8	
31	2	5	X X			X X X X X		7	
30	5	1	X X X X X			X		6	
29	6	6	X X X X X X			X X X X X X		12	
28	7	3	X X X X X X X			X X X		10	
27	2	3	X X			X X X		5	
26	3	4	X X X			X X X X		7	
25	5	3	X X X X X			X X X		8	
24	1	4	X			X X X X		5	
23	5	3	X X X X X			X X X		8	
22	3	2	X X X			X X		5	
21	2	2	X X			X X		4	
20	1	0	X					1	
19	0	0						0	
18	0	0						0	
17	0	0						0	
16	0	0						0	
15	0	0						0	
14	0	0						0	
13	0	0						0	
12	0	0						0	
11	0	0						0	
10	0	0						0	
9	0	0						0	
8	0	0						0	
7	0	0						0	
6	0	0						0	
5	0	0						0	
Total	50	50	GRAND TOTALS						100

Location: El Centro Street
Between: Pasadena Avenue - Meridian Avenue
Weather: Clear
Date: 4/8/25
Time From: 11:15
Time To: 11:40
Existing Speed Limit: 25 MPH

* P A C E *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	16%	14%
% In Pace:	82%	70%	76%
% Under Pace:	12%	14%	10%
Average Speed:	27 MPH	29 MPH	28 MPH
Pace Speed:	23 - 32 MPH	24 - 33 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	23 MPH	24 MPH	23 MPH
50th Percentile / Critical Speed:	28 MPH	29 MPH	28 MPH
85th Percentile / Critical Speed:	32 MPH	34 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	EB	WB		Eastbound				Westbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	1	36						X			1
35	0	1	35						X			1
34	0	2	34						X X			2
33	1	0	33	X								1
32	3	1	32	X X X					X			4
31	0	4	31						X X X X			4
30	4	2	30	X X X X					X X			6
29	4	4	29	X X X X					X X X X			8
28	3	7	28	X X X					X X X X X X X			10
27	5	5	27	X X X X X					X X X X X			10
26	3	6	26	X X X					X X X X X X			9
25	4	3	25	X X X X					X X X			7
24	10	5	24	X X X X X X X X X X X					X X X X X			15
23	5	6	23	X X X X X					X X X X X X			11
22	3	2	22	X X X					X X			5
21	3	0	21	X X X								3
20	0	0	20									0
19	1	1	19	X					X			2
18	1	0	18	X								1
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: El Centro Street
Between: Meridian Avenue - Brent Avenue
Weather: Clear
Date: 4/9/25
Time From: 9:00
Time To: 9:30
Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	10%	9%
% In Pace:	88%	88%	85%
% Under Pace:	4%	2%	6%
Average Speed:	26 MPH	27 MPH	26 MPH
Pace Speed:	21 - 30 MPH	22 - 31 MPH	22 - 31 MPH
15th Percentile / Critical Speed:	22 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	25 MPH	27 MPH	26 MPH
85th Percentile / Critical Speed:	30 MPH	31 MPH	30 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	NB	SB	Northbound				Southbound				VEH.
55	0	0									0
54	0	0									0
53	0	0									0
52	0	0									0
51	0	0									0
50	0	0									0
49	0	0									0
48	0	0									0
47	0	0									0
46	0	0									0
45	0	0									0
44	0	0									0
43	0	0									0
42	0	0									0
41	0	0									0
40	0	0									0
39	0	0									0
38	0	0									0
37	0	0									0
36	0	0									0
35	0	0									0
34	1	1	X				X				2
33	0	1					X				1
32	4	1	X	X	X	X	X				5
31	2	2	X	X			X	X			4
30	4	4	X	X	X	X	X	X	X		8
29	6	4	X	X	X	X	X	X	X		10
28	2	2	X	X			X	X			4
27	5	5	X	X	X	X	X	X	X		10
26	7	10	X	X	X	X	X	X	X	X	17
25	5	6	X	X	X	X	X	X	X	X	11
24	5	3	X	X	X	X	X	X			8
23	2	3	X	X			X	X	X		5
22	2	4	X	X			X	X	X		6
21	4	1	X	X	X	X	X				5
20	1	0	X								1
19	0	2					X	X			2
18	0	1					X				1
17	0	0									0
16	0	0									0
15	0	0									0
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
Total	50	50	GRAND TOTALS								100

Location: Orange Grove Avenue
Between: Mission Street - Monterey Road
Weather: Clear
Date: 4/8/25
Time From: 11:30
Time To: 12:35
Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
* % Over Pace:	2%	6%	12%
* % In Pace:	84%	86%	84%
* % Under Pace:	14%	8%	4%
Average Speed:	27 MPH	26 MPH	26 MPH
Pace Speed:	23 - 32 MPH	22 - 31 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	23 MPH	22 MPH	22 MPH
50th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
85th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed				TOT.
				Eastbound		Westbound		
55	0	0	55					0
54	0	0	54					0
53	0	0	53					0
52	0	0	52					0
51	0	0	51					0
50	0	0	50					0
49	0	0	49					0
48	0	0	48					0
47	0	0	47					0
46	0	0	46					0
45	0	0	45					0
44	0	0	44					0
43	0	0	43					0
42	0	0	42					0
41	0	0	41					0
40	0	0	40					0
39	0	0	39					0
38	0	0	38					0
37	0	0	37					0
36	0	0	36					0
35	0	0	35					0
34	0	0	34					0
33	0	1	33			X		1
32	1	0	32	X				1
31	2	1	31	X X		X		3
30	0	4	30			X X X X		4
29	4	2	29	X X X X		X X		6
28	6	4	28	X X X X X X		X X X X		10
27	7	7	27	X X X X X X X		X X X X X X X		14
26	7	3	26	X X X X X X X		X X X		10
25	6	4	25	X X X X X X		X X X X		10
24	7	10	24	X X X X X X X		X X X X X X X X X X		17
23	4	4	23	X X X X		X X X X		8
22	1	4	22	X		X X X X		5
21	1	1	21	X		X		2
20	2	2	20	X X		X X		4
19	1	1	19	X		X		2
18	0	2	18			X X		2
17	1	0	17	X				1
16	0	0	16					0
15	0	0	15					0
14	0	0	14					0
13	0	0	13					0
12	0	0	12					0
11	0	0	11					0
10	0	0	10					0
9	0	0	9					0
8	0	0	8					0
7	0	0	7					0
6	0	0	6					0
5	0	0	5					0
Total	50	50		GRAND TOTALS				100

Location: Oxley Street
Between: Diamond Avenue - Marengo Avenue
Weather: Clear
Date: 4/8/25
Time From: 12:35
Time To: 2:25
Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	2%	2%
% In Pace:	90%	86%	87%
% Under Pace:	4%	12%	11%
Average Speed:	26 MPH	25 MPH	25 MPH
Pace Speed:	20 - 29 MPH	22 - 31 MPH	22 - 31 MPH
15th Percentile / Critical Speed:	23 MPH	22 MPH	22 MPH
50th Percentile / Critical Speed:	26 MPH	25 MPH	25 MPH
85th Percentile / Critical Speed:	28 MPH	29 MPH	28 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	2	1	30	X X	X	3
29	3	0	29	X X X		3
28	2	2	28	X X	X X	4
27	5	9	27	X X X X X	X X X X X X X X X X	14
26	8	9	26	X X X X X X X X X	X X X X X X X X X X	17
25	5	7	25	X X X X X	X X X X X X X	12
24	9	6	24	X X X X X X X X X X	X X X X X X	15
23	5	4	23	X X X X X	X X X X	9
22	4	6	22	X X X X	X X X X X X	10
21	5	5	21	X X X X X	X X X X X	10
20	0	1	20		X	1
19	0	0	19			0
18	2	0	18	X X		2
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Oak Street
Between: Meridian Avenue - Fair Oaks Avenue
Weather: Clear
Date: 4/10/25
Time From: 9:20
Time To: 10:10
Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
* % Over Pace:	0%	0%	0%
* % In Pace:	96%	98%	97%
* % Under Pace:	4%	2%	3%
* Average Speed:	25 MPH	25 MPH	25 MPH
* Pace Speed:	21 - 30 MPH	21 - 30 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	22 MPH	22 MPH	22 MPH
50th Percentile / Critical Speed:	24 MPH	25 MPH	25 MPH
85th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92880
T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed										TOT.	
Speed	EB	WB		Eastbound					Westbound					VEH.	
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	0	0	52												0
51	0	0	51												0
50	0	0	50												0
49	0	0	49												0
48	0	0	48												0
47	0	0	47												0
46	0	0	46												0
45	0	0	45												0
44	0	0	44												0
43	0	0	43												0
42	0	0	42												0
41	0	0	41												0
40	0	0	40												0
39	0	0	39												0
38	0	0	38												0
37	0	0	37												0
36	0	1	36							X					1
35	3	0	35	X	X	X									3
34	1	3	34	X						X	X	X			4
33	1	3	33	X						X	X	X			4
32	0	5	32							X	X	X	X	X	5
31	0	4	31							X	X	X	X		4
30	5	2	30	X	X	X	X	X		X	X				7
29	6	4	29	X	X	X	X	X	X	X	X	X			10
28	5	7	28	X	X	X	X	X		X	X	X	X	X	12
27	7	4	27	X	X	X	X	X	X	X	X	X			11
26	7	3	26	X	X	X	X	X	X	X	X				10
25	4	5	25	X	X	X	X			X	X	X	X		9
24	5	4	24	X	X	X	X	X		X	X	X	X		9
23	3	2	23	X	X	X				X	X				5
22	1	3	22	X						X	X	X			4
21	2	0	21	X	X										2
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
14	0	0	14												0
13	0	0	13												0
12	0	0	12												0
11	0	0	11												0
10	0	0	10												0
9	0	0	9												0
8	0	0	8												0
7	0	0	7												0
6	0	0	6												0
5	0	0	5												0
Total	50	50		GRAND TOTALS										100	

Location: Oak Street
Between: Fair Oaks Avenue - East City Limits
Weather: Clear
Date: 4/8/25
Time From: 10:40
Time To: 11:30
Existing Speed Limit: 25 MPH

* P A C E *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	8%	12%
% In Pace:	90%	82%	82%
% Under Pace:	0%	10%	6%
Average Speed:	27 MPH	28 MPH	28 MPH
Pace Speed:	21 - 30 MPH	24 - 33 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	24 MPH	24 MPH	24 MPH
50th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH
85th Percentile / Critical Speed:	30 MPH	32 MPH	32 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed						TOT.
Speed	EB	WB		Eastbound			Westbound			VEH.
55	0	0	55							0
54	0	0	54							0
53	0	0	53							0
52	0	0	52							0
51	0	0	51							0
50	0	0	50							0
49	0	0	49							0
48	0	0	48							0
47	0	0	47							0
46	0	0	46							0
45	0	0	45							0
44	0	0	44							0
43	0	0	43							0
42	0	0	42							0
41	0	0	41							0
40	0	0	40							0
39	0	0	39							0
38	0	0	38							0
37	0	0	37							0
36	0	0	36							0
35	0	0	35							0
34	0	0	34							0
33	0	0	33							0
32	0	0	32							0
31	0	0	31							0
30	0	0	30							0
29	0	0	29							0
28	0	0	28							0
27	0	0	27							0
26	0	0	26							0
25	0	0	25							0
24	2	0	24	X	X					2
23	4	7	23	X	X	X	X	X	X	11
22	2	6	22	X	X					8
21	7	6	21	X	X	X	X	X	X	13
20	6	8	20	X	X	X	X	X	X	14
19	10	10	19	X	X	X	X	X	X	20
18	10	6	18	X	X	X	X	X	X	16
17	6	5	17	X	X	X	X	X	X	11
16	2	2	16	X	X					4
15	1	0	15	X						1
14	0	0	14							0
13	0	0	13							0
12	0	0	12							0
11	0	0	11							0
10	0	0	10							0
9	0	0	9							0
8	0	0	8							0
7	0	0	7							0
6	0	0	6							0
5	0	0	5							0
Total	50	50		GRAND TOTALS						100

Location: Oliver Street
Between: Orange Grove Avenue - Meridian Avenue
Weather: Clear
Date: 4/9/25
Time From: 9:55
Time To: 10:25
Existing Speed Limit: N/P MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	0%	0%
% In Pace:	100%	100%	100%
% Under Pace:	0%	0%	0%
Average Speed:	19 MPH	20 MPH	20 MPH
Pace Speed:	15 - 24 MPH	16 - 25 MPH	15 - 24 MPH
15th Percentile / Critical Speed:	17 MPH	18 MPH	17 MPH
50th Percentile / Critical Speed:	19 MPH	20 MPH	19 MPH
85th Percentile / Critical Speed:	22 MPH	22 MPH	22 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.	
Speed	EB	WB		Eastbound				Westbound				VEH.	
55	0	0	55										0
54	0	0	54										0
53	0	0	53										0
52	0	0	52										0
51	0	0	51										0
50	0	0	50										0
49	0	0	49										0
48	0	0	48										0
47	0	0	47										0
46	0	0	46										0
45	0	0	45										0
44	0	0	44										0
43	0	0	43										0
42	0	0	42										0
41	0	0	41										0
40	0	0	40										0
39	0	0	39										0
38	0	0	38										0
37	0	0	37										0
36	0	0	36										0
35	0	0	35										0
34	0	0	34										0
33	0	0	33										0
32	0	0	32										0
31	0	0	31										0
30	0	0	30										0
29	0	0	29										0
28	0	1	28					X					1
27	0	0	27										0
26	1	0	26	X									1
25	2	1	25	X X				X					3
24	4	2	24	X X X X				X X					6
23	6	3	23	X X X X X X				X X X					9
22	10	11	22	X X X X X X X X X X X X				X X X X X X X X X X X X					21
21	6	8	21	X X X X X X				X X X X X X X X					14
20	5	10	20	X X X X X				X X X X X X X X X X					15
19	7	6	19	X X X X X X X X				X X X X X X					13
18	7	8	18	X X X X X X X X				X X X X X X X X					15
17	2	0	17	X X									2
16	0	0	16										0
15	0	0	15										0
14	0	0	14										0
13	0	0	13										0
12	0	0	12										0
11	0	0	11										0
10	0	0	10										0
9	0	0	9										0
8	0	0	8										0
7	0	0	7										0
6	0	0	6										0
5	0	0	5										0
Total	50	50		GRAND TOTALS								100	

Location: Flores De Oro
Between: Via Del Rey - Camino Lindo
Weather: Clear
Date: 4/10/25
Time From: 10:10
Time To: 10:50
Existing Speed Limit: N/P MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	2%	1%
% In Pace:	100%	98%	99%
% Under Pace:	0%	0%	0%
Average Speed:	21 MPH	21 MPH	21 MPH
Pace Speed:	17 - 26 MPH	18 - 27 MPH	17 - 26 MPH
15th Percentile / Critical Speed:	18 MPH	18 MPH	18 MPH
50th Percentile / Critical Speed:	21 MPH	21 MPH	21 MPH
85th Percentile / Critical Speed:	23 MPH	22 MPH	23 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267

City of South Pasadena Radar Speed Survey

			MPH	Vehicles Surveyed								TOT.
Speed	NB	SB		Northbound				Southbound				VEH.
55	0	0	55									0
54	0	0	54									0
53	0	0	53									0
52	0	0	52									0
51	0	0	51									0
50	0	0	50									0
49	0	0	49									0
48	0	0	48									0
47	0	0	47									0
46	0	0	46									0
45	0	0	45									0
44	0	0	44									0
43	0	0	43									0
42	0	0	42									0
41	0	0	41									0
40	0	0	40									0
39	0	0	39									0
38	0	0	38									0
37	0	0	37									0
36	0	0	36									0
35	0	0	35									0
34	0	0	34									0
33	0	0	33									0
32	2	1	32	X	X				X			3
31	1	0	31	X								1
30	4	3	30	X	X	X	X		X	X	X	7
29	6	5	29	X	X	X	X	X	X	X	X	11
28	7	4	28	X	X	X	X	X	X	X	X	11
27	6	7	27	X	X	X	X	X	X	X	X	13
26	5	3	26	X	X	X	X		X	X	X	8
25	7	7	25	X	X	X	X	X	X	X	X	14
24	5	8	24	X	X	X	X		X	X	X	13
23	2	9	23	X	X				X	X	X	11
22	1	2	22	X					X	X		3
21	1	0	21	X								1
20	1	1	20	X					X			2
19	1	0	19	X								1
18	1	0	18	X								1
17	0	0	17									0
16	0	0	16									0
15	0	0	15									0
14	0	0	14									0
13	0	0	13									0
12	0	0	12									0
11	0	0	11									0
10	0	0	10									0
9	0	0	9									0
8	0	0	8									0
7	0	0	7									0
6	0	0	6									0
5	0	0	5									0
Total	50	50		GRAND TOTALS								100

Location: Camino Lindo
Between: Flores De Oro - Alpha Avenue
Weather: Clear
Date: 4/10/25
Time From: 10:50
Time To: 11:40
Existing Speed Limit: N/P MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	0%	2%	0%
% In Pace:	90%	96%	92%
% Under Pace:	10%	2%	8%
Average Speed:	26 MPH	26 MPH	26 MPH
Pace Speed:	23 - 32 MPH	22 - 31 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	24 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	27 MPH	25 MPH	26 MPH
85th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH



Radar Survey Conducted By:
Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92880
 T 951-268-6268 F 951-268-6267



Appendix E

24-Hour Machine Counts (ADT) Traffic Volume Data



Counts Unlimited, Inc

City of South Pasadena
 Meridian Avenue
 B/ Monterey Road - Oak Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SPA007
 Site Code: 231-25257

Start Time	4/8/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	42			2	48				
12:15		3	42			4	56				
12:30		1	40			1	58				
12:45		0	44	4	168	1	48	8	210	12	378
01:00		0	53			4	47				
01:15		0	52			1	56				
01:30		1	66			4	56				
01:45		2	66	3	237	1	72	10	231	13	468
02:00		0	69			0	76				
02:15		0	86			0	67				
02:30		0	94			2	96				
02:45		1	86	1	335	5	116	7	355	8	690
03:00		1	96			3	108				
03:15		1	76			1	93				
03:30		1	77			0	124				
03:45		1	70	4	319	0	124	4	449	8	768
04:00		2	68			1	112				
04:15		0	94			3	92				
04:30		5	104			0	108				
04:45		6	89	13	355	3	128	7	440	20	795
05:00		7	92			4	124				
05:15		14	118			4	105				
05:30		13	77			4	114				
05:45		29	86	63	373	16	110	28	453	91	826
06:00		24	66			7	110				
06:15		30	74			11	96				
06:30		41	69			15	83				
06:45		69	66	164	275	35	84	68	373	232	648
07:00		93	58			44	86				
07:15		120	42			58	68				
07:30		172	40			94	68				
07:45		160	36	545	176	140	48	336	270	881	446
08:00		114	36			114	40				
08:15		122	21			136	34				
08:30		120	21			88	38				
08:45		120	25	476	103	78	48	416	160	892	263
09:00		94	24			48	21				
09:15		98	18			68	28				
09:30		110	13			50	28				
09:45		103	15	405	70	58	18	224	95	629	165
10:00		81	11			54	18				
10:15		58	12			38	9				
10:30		56	7			46	9				
10:45		58	6	253	36	56	17	194	53	447	89
11:00		50	10			39	8				
11:15		41	6			53	6				
11:30		42	4			38	4				
11:45		52	3	185	23	54	4	184	22	369	45
Total		2116	2470	2116	2470	1486	3111	1486	3111	3602	5581
Combined Total		4586		4586		4597		4597		9183	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	568	-	-	-	484	-	-	-	-	-
P.H.F.	-	0.826	-	-	-	0.864	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	403	-	-	-	471	-	-	-	-
P.H.F.	-	-	0.854	-	-	-	0.920	-	-	-	-
Percentage		46.1%	53.9%			32.3%	67.7%				
ADT/AADT		ADT 9,183		AADT 9,183							

Counts Unlimited, Inc

City of South Pasadena
 Fremont Avenue
 B/ Monterey Road - Oak Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SPA024
 Site Code: 231-25257

Start Time	4/8/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		26	181			12	142				
12:15		16	175			16	155				
12:30		8	181			17	150				
12:45		15	189	65	726	17	161	62	608	127	1334
01:00		3	204			5	168				
01:15		9	176			5	131				
01:30		5	201			12	152				
01:45		9	223	26	804	8	204	30	655	56	1459
02:00		9	209			7	191				
02:15		4	205			7	182				
02:30		4	236			6	214				
02:45		6	255	23	905	8	230	28	817	51	1722
03:00		7	210			11	181				
03:15		5	221			8	180				
03:30		8	245			7	188				
03:45		11	215	31	891	12	192	38	741	69	1632
04:00		10	247			8	177				
04:15		14	239			8	157				
04:30		14	212			22	179				
04:45		29	226	67	924	18	170	56	683	123	1607
05:00		41	200			32	179				
05:15		68	224			31	193				
05:30		85	209			46	180				
05:45		125	177	319	810	73	181	182	733	501	1543
06:00		132	178			71	155				
06:15		157	189			117	177				
06:30		219	194			116	166				
06:45		188	164	696	725	150	176	454	674	1150	1399
07:00		217	136			169	173				
07:15		204	106			181	165				
07:30		193	124			193	145				
07:45		223	130	837	496	190	144	733	627	1570	1123
08:00		207	104			168	141				
08:15		207	129			181	110				
08:30		170	68			149	119				
08:45		154	94	738	395	152	129	650	499	1388	894
09:00		196	83			159	103				
09:15		163	78			162	99				
09:30		159	70			167	74				
09:45		138	52	656	283	149	56	637	332	1293	615
10:00		143	54			139	69				
10:15		130	39			147	49				
10:30		148	45			130	49				
10:45		186	42	607	180	150	41	566	208	1173	388
11:00		168	41			150	36				
11:15		156	28			153	32				
11:30		211	30			129	22				
11:45		222	18	757	117	143	24	575	114	1332	231
Total		4822	7256	4822	7256	4011	6691	4011	6691	8833	13947
Combined Total		12078		12078		10702		10702		22780	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	837	-	-	-	733	-	-	-	-	-
P.H.F.	-	0.938	-	-	-	0.949	-	-	-	-	-
PM Peak	-	-	03:30	-	-	-	02:00	-	-	-	-
Vol.	-	-	946	-	-	-	817	-	-	-	-
P.H.F.	-	-	0.957	-	-	-	0.888	-	-	-	-
Percentage		39.9%	60.1%			37.5%	62.5%				
ADT/AADT		ADT 22,780		AADT 22,780							

Counts Unlimited, Inc

City of South Pasadena
 Fair Oaks Avenue
 B/ Oak Street - Huntington Drive
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SPA027
 Site Code: 231-25257

Start Time	3/25/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		16	176			31	224				
12:15		13	162			23	212				
12:30		10	169			16	249				
12:45		6	158	45	665	14	217	84	902	129	1567
01:00		10	195			15	263				
01:15		4	176			12	222				
01:30		13	185			12	218				
01:45		9	193	36	749	9	253	48	956	84	1705
02:00		10	187			8	244				
02:15		1	178			9	296				
02:30		6	224			7	251				
02:45		5	214	22	803	5	296	29	1087	51	1890
03:00		9	193			4	380				
03:15		8	201			2	352				
03:30		10	216			13	346				
03:45		15	228	42	838	4	385	23	1463	65	2301
04:00		6	232			7	379				
04:15		13	260			14	380				
04:30		43	233			4	410				
04:45		44	257	106	982	18	401	43	1570	149	2552
05:00		53	246			16	428				
05:15		59	275			28	393				
05:30		94	241			27	418				
05:45		141	220	347	982	39	387	110	1626	457	2608
06:00		141	242			40	383				
06:15		166	199			66	397				
06:30		207	188			67	325				
06:45		258	209	772	838	106	335	279	1440	1051	2278
07:00		247	156			107	284				
07:15		292	180			149	312				
07:30		284	126			186	261				
07:45		327	130	1150	592	274	251	716	1108	1866	1700
08:00		291	125			220	213				
08:15		277	105			231	221				
08:30		266	87			184	202				
08:45		288	104	1122	421	202	211	837	847	1959	1268
09:00		217	82			188	169				
09:15		241	65			181	176				
09:30		225	58			196	138				
09:45		239	49	922	254	197	119	762	602	1684	856
10:00		182	54			233	109				
10:15		207	48			197	110				
10:30		193	39			182	99				
10:45		176	28	758	169	222	61	834	379	1592	548
11:00		165	32			209	66				
11:15		191	27			234	58				
11:30		175	14			233	43				
11:45		183	25	714	98	226	39	902	206	1616	304
Total		6036	7391	6036	7391	4667	12186	4667	12186	10703	19577
Combined Total		13427		13427		16853		16853		30280	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	1194	-	-	-	911	-	-	-	-	-
P.H.F.	-	0.913	-	-	-	0.831	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	1019	-	-	-	1640	-	-	-	-
P.H.F.	-	-	0.926	-	-	-	0.958	-	-	-	-
Percentage		45.0%	55.0%			27.7%	72.3%				
ADT/AADT		ADT 30,280		AADT 30,280							

Counts Unlimited, Inc

City of South Pasadena
 Fair Oaks Avenue
 B/ Monterey Road - Oak Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SPA028
 Site Code: 231-25257

Start Time	3/25/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	234			29	223				
12:15		16	225			19	209				
12:30		14	255			17	238				
12:45		7	219	57	933	14	208	79	878	136	1811
01:00		10	276			11	217				
01:15		7	234			12	200				
01:30		14	246			8	217				
01:45		7	242	38	998	10	242	41	876	79	1874
02:00		11	232			11	233				
02:15		2	241			8	276				
02:30		6	329			5	282				
02:45		7	451	26	1253	6	302	30	1093	56	2346
03:00		9	291			4	302				
03:15		10	281			2	318				
03:30		8	283			11	297				
03:45		14	362	41	1217	4	316	21	1233	62	2450
04:00		8	302			8	355				
04:15		13	372			14	347				
04:30		43	344			3	336				
04:45		46	372	110	1390	18	378	43	1416	153	2806
05:00		52	399			16	384				
05:15		61	365			28	344				
05:30		103	349			29	376				
05:45		142	292	358	1405	36	331	109	1435	467	2840
06:00		151	354			43	321				
06:15		172	286			69	335				
06:30		214	285			70	295				
06:45		281	276	818	1201	114	285	296	1236	1114	2437
07:00		284	242			112	263				
07:15		304	233			149	254				
07:30		302	163			243	241				
07:45		393	163	1283	801	319	213	823	971	2106	1772
08:00		390	175			233	198				
08:15		304	131			258	191				
08:30		309	103			176	171				
08:45		318	130	1321	539	209	194	876	754	2197	1293
09:00		254	99			169	164				
09:15		284	82			186	145				
09:30		284	65			200	127				
09:45		312	55	1134	301	191	113	746	549	1880	850
10:00		232	61			197	94				
10:15		273	56			192	89				
10:30		249	47			185	84				
10:45		244	35	998	199	202	53	776	320	1774	519
11:00		225	36			216	56				
11:15		249	26			213	49				
11:30		252	20			228	37				
11:45		251	27	977	109	224	31	881	173	1858	282
Total		7161	10346	7161	10346	4721	10934	4721	10934	11882	21280
Combined Total		17507		17507		15655		15655		33162	
AM Peak	-	07:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	1396	-	-	-	1053	-	-	-	-	-
P.H.F.	-	0.888	-	-	-	0.825	-	-	-	-	-
PM Peak	-	-	04:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	1487	-	-	-	1482	-	-	-	-
P.H.F.	-	-	0.932	-	-	-	0.965	-	-	-	-
Percentage		40.9%	59.1%			30.2%	69.8%				
ADT/AADT		ADT 33,162		AADT 33,162							

Counts Unlimited, Inc

City of South Pasadena
 Fair Oaks Avenue
 B/ State Street - Monterey Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SPA029
 Site Code: 231-25257

Start Time	3/25/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		21	215			32	300				
12:15		18	238			19	219				
12:30		14	259			16	278				
12:45		5	274	58	986	15	244	82	1041	140	2027
01:00		12	239			14	242				
01:15		7	249			13	251				
01:30		14	248			14	231				
01:45		10	243	43	979	15	278	56	1002	99	1981
02:00		8	245			7	269				
02:15		6	235			8	300				
02:30		3	261			8	281				
02:45		7	297	24	1038	3	307	26	1157	50	2195
03:00		9	306			8	317				
03:15		12	294			6	305				
03:30		12	255			12	306				
03:45		10	313	43	1168	7	341	33	1269	76	2437
04:00		6	293			10	348				
04:15		15	277			13	344				
04:30		48	279			3	361				
04:45		44	286	113	1135	17	366	43	1419	156	2554
05:00		42	281			23	378				
05:15		73	237			32	354				
05:30		93	301			36	346				
05:45		146	292	354	1111	59	301	150	1379	504	2490
06:00		161	283			45	349				
06:15		197	268			68	330				
06:30		249	244			72	298				
06:45		292	274	899	1069	105	221	290	1198	1189	2267
07:00		324	209			122	304				
07:15		309	188			161	253				
07:30		332	198			180	257				
07:45		290	182	1255	777	237	204	700	1018	1955	1795
08:00		292	138			202	172				
08:15		313	145			209	186				
08:30		326	129			166	150				
08:45		306	122	1237	534	201	145	778	653	2015	1187
09:00		293	137			186	141				
09:15		303	124			190	128				
09:30		313	95			222	115				
09:45		292	83	1201	439	206	106	804	490	2005	929
10:00		295	79			228	97				
10:15		267	63			197	82				
10:30		270	54			195	62				
10:45		233	41	1065	237	232	57	852	298	1917	535
11:00		231	38			243	43				
11:15		213	40			265	48				
11:30		228	27			267	40				
11:45		245	32	917	137	251	31	1026	162	1943	299
Total		7209	9610	7209	9610	4840	11086	4840	11086	12049	20696
Combined Total		16819		16819		15926		15926		32745	
AM Peak	-	06:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	1257	-	-	-	1026	-	-	-	-	-
P.H.F.	-	0.947	-	-	-	0.961	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	1168	-	-	-	1459	-	-	-	-
P.H.F.	-	-	0.933	-	-	-	0.965	-	-	-	-
Percentage		42.9%	57.1%			30.4%	69.6%				
ADT/AADT		ADT 32,745		AADT 32,745							

Counts Unlimited, Inc

City of South Pasadena
 Fair Oaks Avenue
 B/ North City Limits/Columbia Street - State Street
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SPA030
 Site Code: 231-25257

Start Time	3/25/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		14	236			23	233				
12:15		15	246			25	203				
12:30		20	258			20	203				
12:45		15	262	64	1002	17	194	85	833	149	1835
01:00		8	273			10	192				
01:15		11	252			14	196				
01:30		10	264			20	207				
01:45		10	250	39	1039	14	202	58	797	97	1836
02:00		12	262			10	212				
02:15		8	232			5	250				
02:30		6	282			11	266				
02:45		10	268	36	1044	8	234	34	962	70	2006
03:00		14	238			10	247				
03:15		8	266			9	246				
03:30		18	261			12	270				
03:45		13	293	53	1058	9	255	40	1018	93	2076
04:00		11	244			18	294				
04:15		30	253			9	258				
04:30		39	264			8	335				
04:45		62	286	142	1047	18	293	53	1180	195	2227
05:00		66	254			26	287				
05:15		81	272			34	268				
05:30		93	268			36	246				
05:45		148	252	388	1046	54	252	150	1053	538	2099
06:00		151	278			62	276				
06:15		196	270			61	225				
06:30		242	258			72	236				
06:45		309	250	898	1056	110	196	305	933	1203	1989
07:00		282	218			120	208				
07:15		296	196			146	186				
07:30		374	183			149	227				
07:45		360	179	1312	776	165	162	580	783	1892	1559
08:00		286	142			140	168				
08:15		370	134			155	144				
08:30		314	122			149	126				
08:45		325	132	1295	530	178	116	622	554	1917	1084
09:00		364	141			149	116				
09:15		280	135			199	104				
09:30		313	92			198	90				
09:45		326	82	1283	450	176	94	722	404	2005	854
10:00		292	79			200	87				
10:15		275	68			198	68				
10:30		270	66			185	58				
10:45		276	45	1113	258	202	62	785	275	1898	533
11:00		204	40			221	48				
11:15		258	27			200	46				
11:30		237	20			216	35				
11:45		222	28	921	115	222	27	859	156	1780	271
Total		7544	9421	7544	9421	4293	8948	4293	8948	11837	18369
Combined Total		16965		16965		13241		13241		30206	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	1390	-	-	-	859	-	-	-	-	-
P.H.F.	-	0.929	-	-	-	0.967	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	1080	-	-	-	1183	-	-	-	-
P.H.F.	-	-	0.944	-	-	-	0.883	-	-	-	-
Percentage		44.5%	55.5%			32.4%	67.6%				
ADT/AADT		ADT 30,206		AADT 30,206							

Counts Unlimited, Inc

City of South Pasadena
 Marengo Avenue
 B/ Oak Street - South City Limit/Alhambra Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

SPA031
 Site Code: 231-25257

Start Time	4/8/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	36			4	34				
12:15		1	40			0	46				
12:30		2	38			1	48				
12:45		1	40	5	154	2	58	7	186	12	340
01:00		1	38			1	41				
01:15		0	48			1	36				
01:30		1	39			0	54				
01:45		1	47	3	172	0	51	2	182	5	354
02:00		0	39			0	52				
02:15		2	58			0	63				
02:30		0	49			0	56				
02:45		1	48	3	194	0	69	0	240	3	434
03:00		1	50			0	58				
03:15		0	36			0	66				
03:30		1	54			1	76				
03:45		0	43	2	183	1	87	2	287	4	470
04:00		0	78			0	67				
04:15		1	60			0	62				
04:30		4	58			0	70				
04:45		6	61	11	257	0	80	0	279	11	536
05:00		8	58			2	76				
05:15		12	44			2	90				
05:30		12	60			3	64				
05:45		27	58	59	220	8	68	15	298	74	518
06:00		14	47			4	62				
06:15		32	47			12	69				
06:30		34	50			15	70				
06:45		46	38	126	182	23	72	54	273	180	455
07:00		47	37			28	48				
07:15		56	24			22	55				
07:30		70	34			35	40				
07:45		93	26	266	121	55	44	140	187	406	308
08:00		63	31			43	30				
08:15		50	14			58	20				
08:30		58	25			42	22				
08:45		64	13	235	83	44	26	187	98	422	181
09:00		49	17			50	30				
09:15		56	9			49	21				
09:30		41	12			46	20				
09:45		46	8	192	46	58	23	203	94	395	140
10:00		44	10			40	13				
10:15		34	5			34	8				
10:30		44	4			42	8				
10:45		28	4	150	23	52	6	168	35	318	58
11:00		46	2			46	8				
11:15		38	4			40	2				
11:30		35	1			50	4				
11:45		41	6	160	13	47	7	183	21	343	34
Total		1212	1648	1212	1648	961	2180	961	2180	2173	3828
Combined Total		2860		2860		3141		3141		6001	
AM Peak	-	07:15	-	-	-	09:00	-	-	-	-	-
Vol.	-	282	-	-	-	203	-	-	-	-	-
P.H.F.	-	0.758	-	-	-	0.875	-	-	-	-	-
PM Peak	-	-	04:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	257	-	-	-	316	-	-	-	-
P.H.F.	-	-	0.824	-	-	-	0.878	-	-	-	-
Percentage		42.4%	57.6%			30.6%	69.4%				
ADT/AADT		ADT 6,001		AADT 6,001							



MINAGAR & ASSOCIATES, INC.

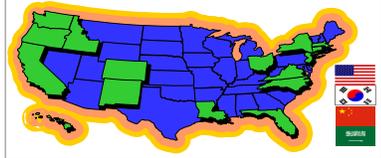
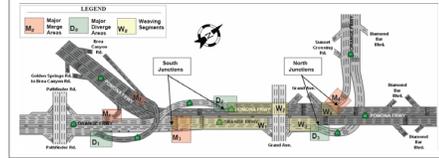
ITS - Traffic/Civil/Electrical Engineering - Transportation Planning - Homeland Security - CEM

	2019 Winner of the Orange County Engineering Council's Outstanding Service Award	
	2016 Winner of the ASCE's Outstanding Civil Engineer in the Private Sector Award in the State of California	
	2016 Winner of the ASCE Los Angeles Section's Outstanding Civil Engineer in the Private Sector Award	
	2016 Winner of the ASCE Orange County Chapter's Outstanding Civil Engineer in the Private Sector Award	
	2016 Certificate of Recognition for Dedication to Support the ELTP Program by Los Angeles County MTA/Metro	
	2016 Winner of the Orange County Engineering Council's Outstanding Engineering Service Award	
	2015 Orange County Business Journal's 2015 Excellence in Entrepreneurship Award Nominee	
	2014 Orange County Business Journal's 2014 Excellence in Entrepreneurship Award Nominee	
	2012 Winner of Cal-EPA/California Air Resources Board's Cool California Climate Leader	
	2011 Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	2011 Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	2010 Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	
	2009 Winner of the ASCE's Outstanding Private Sector Civil Engineering Project in Metropolitan Los Angeles	
	2009 Winner of the Caltrans' 2009 Excellence in Transportation Award in the State of California	
	2007 Winner of the ASCE's Outstanding Public/Private Sector Civil Engineering Project in Metropolitan Los Angeles	 
	2005 Winner of the APWA's Best Traffic Congestion Mitigation Project of the Year in Southern California	 
	2004 Top Nominee of Transportation Foundation's Highway Management Program in the State of California	
	2003 Winner of the PTI's Best Transportation Technology Solutions Award in the United States	  
	2002 Winner of the ITS-CA's Best Return on Investment Project Award in the State of California	  
	2000 Award of Excellence in Service by Los Angeles County MTA/Metro in the County of Los Angeles	



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- Civil/Electrical Engineering
- Homeland Security
- Construction Engineering Management



MINAGAR & ASSOCIATES, INC.

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Laguna Hills, CA 92653

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2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

February 11, 2026 – Public Works Infrastructure Commission (PWIC)

Prepared By: Transportation Division - Public Works Department

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Background and Discussion:

- ❑ California Manual on Uniform Traffic Control Devices (CA MUTCD) states that local agencies should conduct Engineering and Traffic Survey every (E&TS) 5, 7, or 14* years in compliance with Section 40802 of the California Vehicle Code (CVC).
 - *A speed survey may be extended to 14 years if the engineer determines that no significant changes in roadway or traffic conditions have occurred.*
- ❑ The last E&TS study for the City was conducted in **October 2014**. Therefore, the City is due for a new E&TS.
- ❑ In February 2025, the City contracted with Minagar & Associate, a private traffic engineering consulting firm, to conduct a new citywide E&TS.
- ❑ On May 20, 2025, staff presented the new citywide E&TS study to Public Works Infrastructure Commission (PWIC). The Commissioners provided staff with questions and comments on the ET&S. The intention of this presentation is to address commissioners' questions and comments, and to present the new revised ET&S.

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Definition of an Engineering and Traffic Survey (E&TS):

- (a) California Vehicle Code Section 627 defines E&TS as *“a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities”*.
- (b) The E&TS **shall** include, among other requirements deemed necessary, consideration of the following:
 - (1) Prevailing Speeds as determined by traffic engineering measurements.*
 - (2) Accident records.*
 - (3) Highway, traffic, and roadside conditions not readily apparent the driver.*
- (c) The 2025 citywide E&TS is based on:
 - (a) Compliance with Guidelines of California Vehicle Code (CVC), California Manual on Uniform Traffic Control Devices (CA MUTCD) and Federal MUTCD*
 - (b) California New Speed Law AB 43*

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

(d) The local authority may take into consideration other factors when conducting an E&TS:

- *Residential density if one side of the street within a quarter of a mile the contiguous property fronting is 13 or more separate residential dwellings or business structures, or 16 units on both sides of the street.*
- *Safety of bicyclists and pedestrians*
- *Roadway design speed*
- *Safe stopping sight distance*
- *Shoulder conditions*
- *Vertical and horizontal roadway alignment (roadway curvature)*
- *Intersection spacing and offsets*
- *Driveways characteristics*
- *On-Street parking*

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Question raised by the Commission in the May 20, 2025, meeting

Q1: Why was TIMS reporting system used instead of SWITRS for analyzing the accident history?

A1. TIMS (Transportation Injury Mapping System) is a platform not a substitute for SWITRS (Statewide Integrated Traffic Records System), but rather a visualization tool built on raw SWITRS data. The crash data used in the E&TS report was primarily based on raw data from SWITRS.

It is also important to note that as of January 8, 2025, SWITRS is no longer available for public access, it is being replaced by the California Crash Reporting System (CCRS).

Q2: Mission Street is considered a “Business District” per CVC definition, so why the prima facie speed of 25 MPH not used instead of the recommended 30 MPH in the E&TS report?

A2. While Mission Street does meet the CVC definition of “Business District, the study analysis revealed; the collision rate is below the expected statewide average, roadway condition are good for prevailing conditions with no sight distance issues, and the 5 MPH reduction was applied to the 85th percentile. With that in mind, further reduction to 25 MPH were made in the new revised E&TS to segment #43 (Pasadena Ave. to Orange Grove Ave., and segment #44 (Orange Grove Ave. to Brent Ave.).

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Q3: Several complaints of speeding and near misses were made on Orange Grove Ave., given the fact that fronting developments are primarily residential, so why AB 43 was not applied to lower the speed limit to 25 MPH?

A3. While the measured 85th percentile on Orange Grove Ave. was between 32-35 MPH, the 5 MPH reduction was already applied in line with CVC guidelines. However, due to the presence of several horizontal curves and fronting developments consisting of residential dwellings, it is reasonable to lower the speed limit to 25 MPH on Orange Grove Ave. between Columbia St. and SR 110. This is reflected in the revised E&TS report on segment #47.

Q4: The E&TS report shows that new speed limits to be established on segments #55, #57, and #58. These segments had speed limits established in the 2014 - 2015 ET&S report, so why new speed limits needs to be established?

A4. Although the same recommendations were made in the 2014 - 2015 E&TS report, the consultant noticed that no signs were installed on these segments. Therefore, the recommendations were repeated to address the lack of installing speed limit signs.

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Q5: Why wasn't AB 43 taken into consideration to lower speeds by 5 MPH on some of the high-speed streets in the City?

A5. Under AB 43 cities can reduce speed limits by 5 MPH below the 85th percentile speed **in specific cases** based on traffic data and context, but not on every street.

➤ A 5 MPH reduction is **allowed** when:

- The street is in a business activity district or residential area with high pedestrians' activity, schools, or bicycle use.
- There is a documented speeding concern, or near misses, and the area has land use that justifies slower speed (homes, storefronts, etc.).
- The street is not a major arterial or high-speed thoroughfare. The reduction applies mainly on non-arterial roads, such as local or collector streets where lower speeds would improve safety without hindering traffic flow.

➤ A 5 MPH reduction **cannot** be applied:

- Automatically because perception that cars are going fast, it still requires justification under land use context.
- Streets or major arterial streets designed for high-speed travel.

This revised E&TS study updated some segments where the reduction was deemed acceptable.

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Q 6: On Arroyo Dr. (Segment #39), the 85th percentile was 34 MPH, so why the speed limit was not lowered to 30 MPH?

A6. Arroyo Dr. (segment #39) the measured 85th percentile was 34 MPH. According to CVC Section 22358.8(b), speed limit may be rounded to the nearest 5 MPH increment; therefore, the speed limit was recommended to be 35 MPH.

Under AB 43 provisions, it is permitted to apply the 5 MPH **reduction** to the measured 85th percentile speed instead of to the nearest **increment**, therefore, the speed was reduced to 30 MPH on segment #39 of Arroyo Dr., and this is reflected in the revised E&TS report.

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

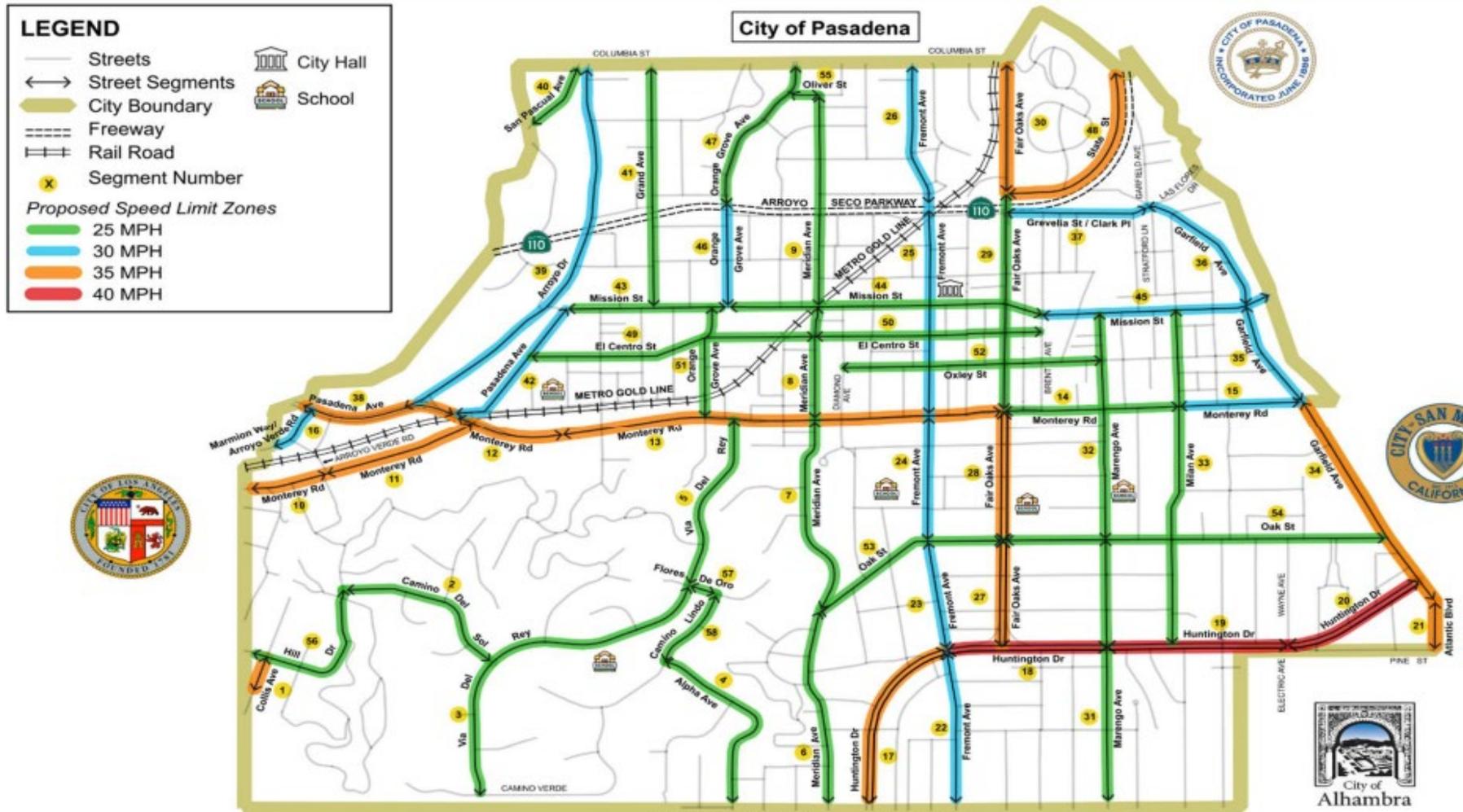
Revisions in the new 2025 Citywide E&TS:

- 5 out of the 58 street segments in the 2025 E&TS have speed limits reduced by 5 MPH utilizing AB 43:
 - Segment #29 – Fair Oaks Avenue from State Street to Monterey Road:
Speed reduced from existing speed limit of 30 MPH to 25 MPH
 - Segment #39 – Arroyo Drive from Columbia Street to Pasadena Avenue:
Speed reduced from existing speed limit of 35 MPH to 30 MPH
 - Segment # 43 – Mission Street from Pasadena Avenue to Orange Grove Avenue:
Speed reduced from existing speed limit of 30 MPH to 25 MPH
 - Segment #44 – Mission Street from Orange Grove Avenue to Brent Avenue:
Speed reduced from existing speed limit of 30 MPH to 25 MPH
 - Segment #47 - Orange Grove Avenue – From Columbia Street to SR110 Freeway:
Speed reduced from existing speed limit of 30 MPH to 25 MPH

- All local streets within the school zones of the 5 schools in the City have speed limits reduced to 15 MPH.

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

The E&TS included 58 roadway segments on 29 citywide streets



2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Street	ROADWAY INFORMATION											Speed Limit	
	No.	Segment Limits			Roadway Type		10-mi	% in	50th	85th	Posted (MPH)*		
		From	To	Length (miles)	No. of Lanes	Functional Class ¹	Pace (MPH)	10-mi Pace	(MPH)	(MPH)			
COLLIS Avenue	1	West City Limit	Hill Drive	0.18	2	MN	26 - 35	84%	30	34	35	35	
Camino DEL SOL	2	Hill Drive / St. Albans Avenue	Via Del Rey	0.39	2	COL	25 - 34	80%	29	34	25	25	
Via DEL REY	3	Flores De Oro	Camino Verde	0.80	2	COL	23 - 32	85%	27	29	25	25	
ALPHA Avenue	4	Camino Lindo	SCL / Kendall Avenue	0.48	2	COL	24 - 33	91%	29	32	25	25	
Via DEL REY	5	Monterey Road	Flores Del Oro	0.42	2	COL	24 - 33	87%	28	32	25	25	
MERIDIAN Avenue	6	Oak Street	SCL / Kendall Avenue	0.49	2	COL	21 - 30	95%	25	28	25	25	
MERIDIAN Avenue	7	Monterey Road	Oak Street	0.47	2	COL	24 - 33	94%	28	30	25	25	
MERIDIAN Avenue	8	Mission Street	Monterey Road	0.26	2	COL	23 - 32	83%	28	32	25	25	
MERIDIAN Avenue	9	Oliver Street	Mission Street	0.50	2	COL	25 - 34	83%	29	33	25	25	
MONTEREY Road	10	West City Limit	Arroyo Verde Road	0.17	2	MN	27 - 36	82%	33	36	35	35	

Street	ROADWAY INFORMATION											Speed Limit	
	No.	Segment Limits			Roadway Type		10-mi	% in	50th	85th	Posted (MPH)*		
		From	To	Length (miles)	No. of Lanes	Functional Class ¹	Pace (MPH)	10-mi Pace	(MPH)	(MPH)			
MONTEREY Road	11	Arroyo Verde Road	Pasadena Avenue	0.33	2	MN	30 - 39	82%	34	38	35	35	
MONTEREY Road	12	Pasadena Avenue	416-426 Monterey Road	0.08	4	MN	33 - 42	85%	36	40	35	35	
MONTEREY Road	13	416-426 Monterey Road	Fair Oaks Avenue	1.00	4	MN	30 - 39	86%	33	36	35	35	
MONTEREY Road	14	Fair Oaks Avenue	Milan Avenue	0.36	2	MN	25 - 34	87%	28	32	25	25	
MONTEREY Road	15	Milan Avenue	Garfield Road	0.26	2	MN	26 - 35	82%	30	34	30	30	
ARROYO VERDE Road / MARMION Way	16	WCL / Marmion Way	Pasadena Avenue	0.13	2	PA	26 - 35	79%	32	36	30	30	
HUNTINGTON Drive	17	W. Alhambra Road / Kendall Avenue	Fremont Avenue	0.45	6	PA	34 - 43	84%	38	42	40	40	
HUNTINGTON Drive	18	Fremont Avenue	Marengo Avenue	0.33	6	PA	36 - 45	81%	40	44	40	40	
HUNTINGTON Drive	19	Marengo Avenue	N. Electric Avenue / Wayne Avenue	0.37	6	PA	36 - 45	78%	41	47	40	40	
HUNTINGTON Drive	20	N. Electric Avenue / Wayne Avenue	ECL / Garfield Avenue	0.32	6	PA	35 - 44	71%	40	46	40	40	

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Street	ROADWAY INFORMATION											Speed Limit	
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %ile (MPH)	85th %ile (MPH)	Posted (MPH)*	Rec. (MPH)	
		From	To	Length (miles)	No. of Lanes	Functional Class ¹							
ATLANTIC Boulevard	21	Garfield Avenue	W. Pine Street	0.12	4	PA	30 - 39	75%	33	38	35	35	
FREMONT Avenue	22	Huntington Drive	SCL / W. Alhambra Road	0.37	2	PA	28 - 37	97%	32	35	30	30	
FREMONT Avenue	23	Oak Street	Huntington Drive	0.26	2	PA	27 - 36	90%	32	35	30	30	
FREMONT Avenue	24	Monterey Road	Oak Street	0.30	2	PA	26 - 35	87%	30	34	30	30	
FREMONT Avenue	25	SR-110 Freeway	Monterey Road	0.23	2	PA	27 - 36	85%	31	35	30	30	
FREMONT Avenue	26	NCL / Columbia Street	SR-110 Freeway	0.35	2	PA	28 - 37	89%	31	35	30	30	
FAIR OAKS Avenue	27	Oak Street	Huntington Drive	0.25	6	MIN	33 - 42	81%	38	42	35	35	
FAIR OAKS Avenue	28	Monterey Road	Oak Street	0.31	6	MIN	30 - 39	92%	33	36	35	35	
FAIR OAKS Avenue	29	State Street	Monterey Road	0.25	4	MIN	24 - 33	98%	28	31	30	25	
FAIR OAKS Avenue	30	NCL / Columbia Street	State Street	0.31	4	MIN	32 - 41	80%	37	41	35	35	

Street	ROADWAY INFORMATION											Speed Limit	
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %ile (MPH)	85th %ile (MPH)	Posted (MPH)*	Rec. (MPH)	
		From	To	Length (miles)	No. of Lanes	Functional Class ¹							
MARENGO Avenue	31	Oak Street	SCL / W. Alhambra Road	0.63	2	COL	25 - 34	91%	29	33	25	25	
MARENGO Avenue	32	Mission Street	Oak Street	0.54	2	COL	24 - 33	87%	27	31	25	25	
MILAN Avenue	33	Mission Street	Huntington Drive	0.80	2	COL	24 - 33	84%	27	32	25	25	
GARFIELD Avenue	34	Monterey Road	Atlantic Boulevard	0.55	2	MINPA	31 - 40	82%	36	40	35	35	
GARFIELD Avenue	35	Mission Street	Monterey Road	0.26	2	MIN	26 - 35	93%	31	34	30	30	
GARFIELD Avenue	36	Clark Place / Grevelia Street	Mission Street	0.32	2	MIN	27 - 36	85%	31	35	30	30	
ARROYO Drive	39	Columbia Street	Pasadena Avenue	0.95	2	COL	26 - 35	87%	31	34	35	30	
SAN PASCUAL Avenue	40	NCL / Columbia Street	WCL / Stoney Drive / San Ramon Drive	0.25	2	COL	24 - 33	86%	27	32	25	25	
GRAND Avenue	41	NCL / Columbia Street	Mission Street	0.57	2	COL	24 - 33	87%	28	32	25	25	
PASADENA Avenue	42	Mission Street	Monterey Road	0.36	2	PA	27 - 36	85%	31	35	30	30	

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Street	ROADWAY INFORMATION						Performance Metrics						Speed Limit	
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %ile (MPH)	85th %ile (MPH)	Posted (MPH)*	Rec. (MPH)	Speed Limit	
		From	To	Length (miles)	No. of Lanes	Functional Class ¹							Posted (MPH)*	Rec. (MPH)
MISSION Street	43	Pasadena Avenue	Orange Grove Avenue	0.34	4	MIN	27 - 36	83%	31	35	30	25		
MISSION Street	44	Orange Grove Avenue	Brent Avenue	0.66	4	MIN	25 - 34	88%	30	33	30	25		
MISSION Street	45	Brent Avenue	ECL / Garfield Avenue	0.48	2	MIN	28 - 37	84%	31	35	30	30		
ORANGE GROVE Avenue	46	SR-110 Freeway	Mission Street	0.24	2	MIN	27 - 36	89%	32	35	30	30		
ORANGE GROVE Avenue	47	NCL / Columbia Street	SR-110 Freeway	0.38	3	MIN	25 - 34	95%	29	32	30	25		
STATE Street	48	NCL / SR-110 SB Off-Ramp	Fair Oaks Avenue	0.65	2	LOC	26 - 35	78%	31	34	35	35		
EL CENTRO Street	49	Pasadena Avenue	Meridian Avenue	0.60	2	COL	23 - 32	76%	28	32	25	25		
EL CENTRO Street	50	Meridian Avenue	Brent Avenue	0.47	2	COL	22 - 31	85%	26	30	25	25		
ORANGE GROVE Avenue	51	Mission Street	Monterey Road	0.27	2	MIN	21 - 30	84%	26	30	25	25		
OXLEY Street	52	Diamond Avenue	Marengo Avenue	0.54	2	COL	22 - 31	87%	25	28	25	25		

Street	ROADWAY INFORMATION						Performance Metrics						Speed Limit	
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %ile (MPH)	85th %ile (MPH)	Posted (MPH)*	Rec. (MPH)	Speed Limit	
		From	To	Length (miles)	No. of Lanes	Functional Class ¹							Posted (MPH)*	Rec. (MPH)
OAK Street	53	Meridian Avenue	Fair Oaks Avenue	0.43	2	COL	21 - 30	97%	25	27	25	25		
OAK Street	54	Fair Oaks Avenue	ECL / Garfield Avenue	0.81	2	COL	23 - 32	82%	27	31	25	25		
OLIVER Street	55	Orange Grove Avenue	Meridian Avenue	0.06	2	COL	15 - 24	100%	19	22	NP	25		
HILL Drive	56	West City Limit	Camino Del Sol / St. Albans Avenue	0.41	2	COL	23 - 32	87%	27	31	25	25		
FLORES DE ORO	57	Via Del Rey	Camino Lindo	0.06	2	COL	17 - 26	99%	21	23	NP	25		
Camino LINDO	58	Flores De Oro	Alpha Avenue	0.20	2	COL	23 - 32	92%	26	29	NP	25		

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Next Step

- Staff recommend that the Commission review the Citywide Engineering and Traffic Survey (E&TS) report and make a recommendation to City Council to adopt the study findings and report.
- Upon City Council adoption of the new Citywide Engineering and Traffic Survey (E&TS), staff will install appropriate speed limit signs on the streets that required new speed limits. City staff will also update speed limit signs and refresh speed limit pavement legend where needed. .
- Upon City Council adoption of the new speed limits and installation of appropriate speed limits, staff will share the new 2025 E&TS with the City Police Department for immediate enforcement. Enforcement of any revised speed limit will begin by issuing of warnings to motorists for the first 30 days. After the 30 days warning period, full enforcement by issuing citation will apply.

2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

Thank You!



Proposed SPEED LIMIT REDUCTION In Front of ELEMENTARY SCHOOLS

From Barbara Cocks [REDACTED]
Date Wed 2/11/2026 11:57 AM
To PWIC Public Comments <pwicpubliccomments@southpasadenaca.gov>

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Since we have a current Traffic Study in hand (as required), I suggest that we take AB 382 into consideration now — which allows Cities to set 20 MPH limits by schools with an ordinance.

Based on the current Traffic Study the reported traffic flows on the streets where our elementary schools are located would indicate that this would be a welcome safety improvement.

In 2031 it will, as I understand it, automatically happen throughout the entire State of California to help improve the safety of students so why not make this change now.

I encourage the MTIC to draft an ordinance to set the limit to 20 MPH (although 15 MPH would be preferred) in front of all our schools.

Barbara Cocks
Marengo Matters

