PUBLIC REQUEST TO ADDRESS
THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, CALIFORNIA

MEMBERS OF THE BOARD

HILDA L. SOLIS
HOLLY J. MITCHELL
LINDSEY P. HORVATH
JANICE HAHN
KATHRYN BARGER

Correspondence Received

			The following individuals submitted comments on agenda item:	
Agenda #	**Relate To**	**Position**	**Name**	**Comments**
36.		**Oppose**	Alyssa Liu	The proposed traffic regulations in Hacienda Heights would NOT promote traffic safety or enhance traffic flow. After the terrible decision to create three, narrow lanes on Colima Road traffic has become more dangerous in this area and choosing to change the speed limits that have been in place since 2018 will lead to more confusion in the neighborhood. The decision to reduce the speed limit on Haliburton Road between Hacienda Blvd and Stimson Ave and then increase it leading up to Colima Road does not make sense.

As of: 10/7/2026 9:00:14 AM

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			The following individuals submitted comments on agenda item:	
Agenda #	**Relate To**	**Position**	**Name**	**Comments**
36.		**Oppose**	Elke Tapia	Before the County reduces the speed limit on Halliburton Road from 45 mph to 35 mph between Hacienda Boulevard and Stimson Avenue, residents should ask a simple question: What objective traffic and safety data justify this 10-mph reduction? Halliburton Road is not a residential side street. County traffic documentation identifies this portion of Halliburton Road as a four-lane, undivided minor arterial, currently posted at 45 mph. It also identifies traffic signals at Hacienda Boulevard/Halliburton Road and Stimson Avenue/Halliburton Road. A blanket reduction to 35 mph should be supported by current evidence showing that the existing 45-mph limit is inappropriate for the roadway. • What is the most recent 85th-percentile speed study for this section of Halliburton Road? • What is the documented collision history, including the number and severity of crashes, and how many were actually speed-related? • What engineering analysis supports 35 mph specifically, rather than 40 or maintaining 45 mph? • Has the County demonstrated that lowering the posted limit will actually reduce operating speeds, rather than simply creating a larger gap between the posted limit and the speed at which motorists naturally travel? • What consideration was given to traffic flow and congestion, particularly on a four-lane arterial connecting Hacienda Boulevard, Stimson Avenue and Colima Road? Most importantly, traffic regulations should be based on engineering evidence and actual roadway conditions—not simply on an assumption that a lower posted number automatically makes a roadway safer. If the County has current data demonstrating a significant safety problem on this specific segment, residents deserve to see that data before the change is approved. Let's see the traffic study, the speed data, and the collision analysis before changing a longstanding 45-mph arterial to 35 mph.

As of: 10/7/2026 9:00:14 AM

			The following individuals submitted comments on agenda item:	
Agenda #	**Relate To**	**Position**	**Name**	**Comments**
36.		**Oppose**	Joe Yau	While I strongly support traffic safety, reducing the posted speed limit on this specific segment will likely create new safety hazards rather than resolve existing ones. I request that Public Works consider the following traffic engineering and mobility impacts before making a final decision: 1. Incongruity with Roadway Design and Prevailing Speeds Halliburton Road along this corridor functions as a wide, multi-lane secondary arterial with clear sightlines, broad lanes, and minimal direct driveway conflicts. The physical geometry of the road naturally accommodates free-flowing traffic at 40–45 mph. Traffic engineering principles consistently show that altering posted signs without changing physical roadway geometry does not meaningfully reduce actual vehicle speeds; drivers instinctively adjust their speed to the visual and spatial conditions of the road. 2. Increased Speed Variance and Collision Risk Lowering the posted limit to 35 mph will cause compliant drivers to slow down while the majority of traffic continues flowing at the natural design speed. This creates a high speed differential between vehicles on the same roadway—a recognized factor in increased tailgating, sudden braking, rear-end collisions, and unsafe passing maneuvers. Uniformity in vehicle speeds is critical for corridor safety. 3. Compliance with CVC Standards and the 85th Percentile Rule Under California Vehicle Code (CVC) standards, speed limits on arterial roads should closely align with the 85th percentile speed established by a current Engineering and Traffic Survey (E&TS). Setting a posted limit significantly lower than the 85th percentile speed risks creating an unenforceable condition under CVC § 40802 (Speed Trap Prohibition), making routine traffic enforcement legally vulnerable while penalizing safe, everyday commuters. 4. Traffic Displacement onto Surrounding Residential Streets Halliburton Road serves as a key east-west connector designed to move traffic across the community and keep vehicles off strictly residential side streets. Artificially restricting flow on this primary corridor creates unnecessary congestion, which encourages drivers to seek cut-through routes through adjacent quiet neighborhoods, shifting safety risks directly into residential areas where pedestrians and children are present.
		Item Total	**3**	
Grand Total			**3**	

As of: 10/7/2026 9:00:14 AM

To:

Los Angeles County Department of Public Works

Traffic Safety and Mobility Division

900 S. Fremont Ave

Alhambra, CA 91803

Subject: Public Comment Opposing Proposed Speed Limit Reduction on Halliburton Road (Hacienda Blvd to Stimson Ave)

To Whom It May Concern,

I am writing as a resident of Hacienda Heights to formally express my opposition to the proposed speed limit reduction from 45 mph to 35 mph on Halliburton Road between Hacienda Boulevard and Stimson Avenue.

While I strongly support traffic safety, reducing the posted speed limit on this specific segment will likely create new safety hazards rather than resolve existing ones. I request that Public Works consider the following traffic engineering and mobility impacts before making a final decision:

1. Incongruity with Roadway Design and Prevailing Speeds

Halliburton Road along this corridor functions as a wide, multi-lane secondary arterial with clear sightlines, broad lanes, and minimal direct driveway conflicts. The physical geometry of the road naturally accommodates free-flowing traffic at 40–45 mph. Traffic engineering principles consistently show that altering posted signs without changing physical roadway geometry does not meaningfully reduce actual vehicle speeds; drivers instinctively adjust their speed to the visual and spatial conditions of the road.

2. Increased Speed Variance and Collision Risk

Lowering the posted limit to 35 mph will cause compliant drivers to slow down while the majority of traffic continues flowing at the natural design speed. This creates a high speed differential between vehicles on the same roadway—a recognized factor in increased tailgating, sudden braking, rear-end collisions, and unsafe passing maneuvers. Uniformity in vehicle speeds is critical for corridor safety.

3. Compliance with CVC Standards and the 85th Percentile Rule

Under California Vehicle Code (CVC) standards, speed limits on arterial roads should closely align with the 85th percentile speed established by a current Engineering and Traffic

Survey (E&TS). Setting a posted limit significantly lower than the 85th percentile speed risks creating an unenforceable condition under CVC § 40802 (Speed Trap Prohibition), making routine traffic enforcement legally vulnerable while penalizing safe, everyday commuters.

4. Traffic Displacement onto Surrounding Residential Streets

Halliburton Road serves as a key east-west connector designed to move traffic across the community and keep vehicles off strictly residential side streets. Artificially restricting flow on this primary corridor creates unnecessary congestion, which encourages drivers to seek cut-through routes through adjacent quiet neighborhoods, shifting safety risks directly into residential areas where pedestrians and children are present.

Recommendation

Rather than a flat reduction in the posted speed limit, I respectfully ask that the Department prioritize physical traffic-calming measures, enhanced sightline maintenance, or targeted pedestrian crossing enhancements where needed, while keeping the posted speed limit consistent with the roadway's physical design and the 85th percentile speed.

Thank you for your consideration of these technical and community impacts.

Sincerely,

Joseph Yau

Hacienda Heights, CA