



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Department Name: Public Works
Department No.: 054
For Agenda Of: September 6, 2011
Placement: Set Hearing for
September 20, 2011
Estimated Time: 15 minutes
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors

FROM: Department Director: Scott D. McGolpin, Director, Public Works, 568-3010
Contact Info: Dacé Morgan, Deputy Director, Transportation, 568-3064

SUBJECT: **Speed Limits on Various Roads; Second, Third and Fourth Supervisorial Districts**

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: N/A

Recommended Actions:

That the Board of Supervisors:

- A. Set a public hearing for September 20, 2011, to consider the introduction of an Ordinance amending Chapter 23, Sections 23-15.3, 23-15.4, 23-15.5 & 23-15.6 of the Code of Santa Barbara County, pertaining to speed limits on Cathedral Oaks Road, Hollister Avenue and State Street in the Santa Barbara area; Paradise Road in the Cachuma Lake area; Refugio Road in the Santa Ynez area; and Hummel Drive and Solomon Road in the Orcutt area (15 minutes);
- B. Conduct a second hearing on October 4, 2011 (on the Administrative Agenda) to approve and authorize the Chair to execute an Ordinance, amending Chapter 23 Sections 23-15.3, 23-15.4, 23-15.5 & 23-15.6 of the Code of Santa Barbara County, pertaining to speed limits on the subject roads described herein; and
- C. Approve the filing of a Notice of Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15301 (c), pertaining to maintenance and operation of existing facilities, for this project.

Summary Text:

In accordance with the California Vehicle Code, the Public Works Department prepared Engineering and Traffic Surveys for Cathedral Oaks Road, Hollister Avenue and State Street in the Santa Barbara area; Paradise Road in the Cachuma Lake area; Refugio Road in the Santa Ynez area; and Hummel Drive and Solomon Road in the Orcutt area. The Traffic Engineering Committee reviewed the speed zones at their meeting on December 15, 2010. The recommendations of the Traffic Engineering Committee are listed as follows:

- a) Maintain the existing speed limit of 40 mile per hour (mph) on Cathedral Oaks Road, from the Goleta city limits (east of Cambridge Drive) to Turnpike Road (Second District).
- b) Maintain the existing speed limit of 45 mph on Cathedral Oaks Road, from Turnpike Road to State Route 154 (Second District).
- c) Maintain the existing speed limit of 35 mph on Constellation Road, from Jupiter Avenue to Sirius Avenue and establish a speed limit of 35 mph, from Sirius Avenue to its northerly terminus (Third District).
- d) Lower the speed limit from 45 to 40 mph on Hollister Avenue, from the Goleta city limits (Maria Ygnacio Creek) to Modoc Road (Second District).
- e) Raise the speed limit from 35 to 40 mph on Hummel Drive, from Foster Road to Mooncrest Drive (Fourth District).
- f) Maintain the existing speed limit of 30 mph on Hummel Drive, from Mooncrest Drive to Patterson Road (Fourth District).
- g) Establish a speed limit of 45 mph on Paradise Road, from State Route 154 to a point 2.5 miles east of State Route 154 (Third District).
- h) Maintain the existing speed limit of 40 mph on Paradise Road, from a point 2.5 miles east of State Route 154 to a point 5.4 miles east of State Route 154, and remove the existing speed limit of 40 mph from a point 5.4 miles east of State Route 154 to the southerly bank of the Santa Ynez River (Third District).
- i) Maintain the existing speed limit of 35 mph on Refugio Road, from Redondo Court to Deer Trail Lane (south- Third District).
- j) Maintain the existing speed limit of 45 mph on Refugio Road, from Deer Trail Lane (south) to Country Road (Third District).
- k) Maintain the existing speed limit of 40 mph on Solomon Road, from State Route 1 to Blosser Road (Fourth District).
- l) Lower the speed limit from 45 to 40 mph on State Street, from Modoc Road to the Santa Barbara city limits (Second District).

Background:

The California Vehicle Code (CVC) requires that non-statutory speed limits on roadways be established based on the findings of an Engineering and Traffic Survey (E&TS), which shall include consideration of the prevailing (85th-percentile) speed, collision history, and conditions that are not readily apparent to the driver. In addition to these factors, per California Assembly Bill 2767 (AB2767), local authorities may also consider residential density, pedestrian safety and bicycle safety.

California law prohibits the use of radar speed enforcement along such roadways where the speed limits have not been set in accordance with the findings of an E&TS within the last seven to ten years, or where significant changes in the roadway or traffic conditions have occurred. Approval by your Board

will allow the California Highway Patrol (CHP) to use radar, which is the preferred method because it is more effective and efficient.

- a) Cathedral Oaks Road, from the Goleta city limits to Turnpike Road, is currently posted 40 mph. The E&TS for this road had expired and required updating. The average 85th-percentile speed ranged from 43 to 46.5 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit remain 40 mph after considering all of the following factors, including those set forth in AB2767:

Between the Goleta city limits and 300' east of Kellogg Avenue

- Lack of turning lanes with the many driveways and intersections as indicated by the collision history.
- 50% of collisions may have been speed related
- Residential district density.
- Pedestrian safety – based on uncontrolled marked crosswalks in conjunction with prevailing speeds, and crossing distance.
- Bicycle safety – based on parallel parking adjacent to bike lanes.
- Roadway characteristics – narrow lane widths, and horizontal curves.
- Roadside development & environment – fronting residences with closely spaced driveways, bus stops, frequent on-street parking and occasional to frequent pedestrian and bicycle activity.

Between 300' east of Kellogg Avenue and Turnpike Road

- Pedestrian safety – based on missing portions of sidewalk and uncontrolled marked crosswalk in conjunction with prevailing speeds, and crossing distance.
- Roadway characteristics – horizontal and vertical curves, and multiple changes to lane configuration.
- Roadside development & environment – scattered fronting residences, closely spaced driveways and intersections, bus stops, and occasional to frequent pedestrian and bicycle activity.

- b) Cathedral Oaks Road, from Turnpike Road to State Route 154, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th-percentile speed was 50.4 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit remain 45 mph after considering all of the following factors, including those set forth in AB2767:

- Pedestrian safety – based on missing portions of sidewalk uncontrolled marked crosswalk in conjunction with prevailing speeds.
- Roadway characteristics – horizontal and vertical curves.
- Roadside development & environment – closely spaced intersections bus stops and occasional pedestrian and bicycle activity.

- c) Constellation Road, from Jupiter Avenue to Sirius Avenue, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th-percentile speed ranged from 34.5 to 39 mph, indicating a preliminary speed limit of 35 to 40 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit remain 35 mph and extend north of Sirius Avenue to its northerly terminus, after considering all of the following factors, including those set forth in AB2767:

North of Burton Mesa Boulevard (north)

- On-street parking indicated by the collision history.
- Residential district density
- Bicycle safety – based on the absence of bike lanes with parallel parking.
- Roadside development & environment – fronting residences with closely spaced driveways, bus stops, frequent on-street parking and occasional to frequent pedestrian and bicycle activity.

Between Burton Mesa Boulevard (north) and State Route 1

- Zone length – short segment less than 0.5 miles long, with initial recommended speed limit of 40 mph, sandwiched between two other segments with recommended 35 mph speed limits
- Roadside development & environment – fronting businesses with closely spaced driveways, bus stops and occasional to frequent pedestrian and bicycle activity.

- d) Hollister Avenue, from the Goleta city limits to Modoc Road, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th-percentile speed ranged from 45.4 to 47 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit be lowered to 40 mph, after considering all of the following factors, including those set forth in AB2767:

- Collision rate that is higher than the State average for same type roads.
- 27% to 30% of the collisions may be speed related.
- Pedestrian safety – based on uncontrolled marked crosswalks with flashing yellow beacons in conjunction with prevailing speeds and crossing distance.
- Bicycle safety – drivers not observing bikes as indicated by 5 collisions in a 3 year period.
- Roadway characteristics – closely spaced traffic signals
- Roadside development & environment – fronting businesses with closely spaced driveways, bus stops, and frequent pedestrian and bicycle activity.

- e) Hummel Drive, from Foster Road to Mooncrest Lane, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th-percentile speed was 41 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS's and recommended that the posted speed limit be raised to 40 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.

- f) Hummel Drive, from Mooncrest Lane to Patterson Road, is currently posted 30 mph. The E&TS for this road had expired and required updating. The average 85th-percentile speed was 36 mph, indicating a preliminary speed limit of 35 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit remain 30 mph after considering all of the following factors, including those set forth in AB2767:
- Collision rate that is higher than the State average for same type roads
 - On-street parking indicated by the collision history.
 - Bicycle Safety – based on the absence of a bike lane with parallel parking where allowed.
 - Roadway characteristics – vertical curve limiting sight distance, and closely spaced intersections.
 - Roadside development & environment – fronting residences with closely spaced driveways, frequent on-street parking where allowed, and occasional to frequent pedestrian and bicycle activity.
- g) Paradise Road, from State Route 154 to a point 2.5 miles east of State Route 154, is currently unposted with a maximum enforceable speed of 55 mph. The National Forest Service requested that the County post a speed limit; therefore, an E&TS was completed for this road. The average 85th-percentile speed was 46 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit be established at 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- h) Paradise Road, from a point 2.5 miles east of State Route 154 to a point 5.4 miles east of State Route 154, is currently posted 40 mph. The E&TS for this road had expired and required updating. The 85th-percentile speed was 43.5 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit remain 40 mph after considering all of the following factors, including those set forth in AB2767:
- Many various campsites and associated activities that may not be readily apparent.
 - Driveways that may not be readily apparent.
 - Pedestrian safety – based on lack of sidewalk, portions with no dirt shoulder, and light to frequent pedestrian activity.
 - Bicycle safety – based on the absence of a bike lanes or paved shoulders.
 - Roadway characteristics – narrow road width, moderate horizontal and gentle vertical curves, limited sight distance due to roadside vegetation, terrain and curves.
 - Roadside development & environment – recreational campsites with some closely spaced driveways, cars that park on the dirt shoulder, and light to frequent pedestrian and bicycle activity.

Paradise Road, from a point 5.4 miles east of State Route 154 to the southerly bank of the Santa Ynez River (approximately 1000'), is currently posted 15 mph and is no longer maintained by the County.

- i) Refugio Road, from Redondo Court to Deer Trail Lane (south), is currently posted 35 mph. The E&TS for this road had expired and required updating. The 85th-percentile speed ranged from 38 to 42 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The Traffic Engineering Committee reviewed E&TS and recommended that the posted speed limit be lowered to 35 mph after considering all of the following factors, including those set forth in AB2767:
 - Collision rate that is higher than the State average for same type roads. (south of State Route 246)
 - 33% of the collisions may have been speed related
 - Pedestrian safety – missing portions of sidewalk.
 - Bicycle safety – based on the absence of bike lanes or paved shoulders (south of State Route 246).
 - Roadway characteristics – narrow road width (south of State Route 246), closely spaced intersections
 - Roadside development & environment – fronting residences with closely spaced driveways, occasional vehicles parking on the dirt shoulder, and occasional pedestrian and bicycle activity..
 - Pace speed is considerably lower than 85th-percentile speed (between State Route 246 and Deer Trail Ln. (south))
- j) Refugio Road, from Deer Trail Lane (south) to Country Road is currently posted 45 mph. The E&TS for this road had expired and required updating. The 85th-percentile speed was 46.8 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit remain 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- k) Solomon Road, from State Route 1 to Blosser Road, is currently posted 40 mph. The E&TS for this road had expired and required updating. The 85th-percentile speed was 42 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended that the posted speed limit remain 40 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- l) State Street, from Modoc Road to Santa Barbara city limits, is currently posted 45 mph. The E&TS for this road had expired and required updating. The 85th-percentile speed ranged from 45 to 47 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed E&TS and recommended that the posted speed limit be lowered to 40 mph after considering all of the following factors, including those set forth in AB2767:
 - Collision rates that are higher than the State average for same type roads. (4-lane segment)
 - 26% of the collisions may have been speed related

- Pedestrian safety – based on missing portions of sidewalk.
- Bicycle safety – based on parallel parking adjacent to bike lanes.
- Roadway characteristics – closely spaced intersections, closely spaced traffic signals, and transition from 2 lane road to 4 lane road.
- Roadside development & environment – fronting businesses with closely spaced driveways, bus tops, frequent on-street vehicle parking where allowed, and frequent pedestrian and bicycle activity.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized On-going Cost:</u>	<u>Total One-Time Project Cost</u>
State Gas Tax	\$ 8,700.00		\$ 8,700.00
Total	\$ 8,700.00	\$ -	\$ 8,700.00

Narrative:

Approximately \$8700.00 will be required for sign and paint installation & removal. These funds are available in Department 054, Program 2220, Org 0200, and Account 7121.

Staffing Impacts:

Legal Positions:
 N/A

FTEs:
 N/A

Special Instructions:

Please provide a copy of the executed documents and minute order to be sent interoffice mail to: Bert Johnson; Public Works Department Engineering Section; 620 W. Foster Road x8787

Attachments:

- Vicinity Maps (9)
- Ordinance (1)
- Notice of Exemption

Authored by:

Bert Johnson, Traffic Engineering Associate III