

**Summary of the Engineering and Traffic Surveys (E&TS) and  
Traffic Engineering Committee (TEC) Recommendations  
August 22, 2012**

- a) Barker Pass Road, from Sycamore Canyon Road to the city of Santa Barbara, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 41 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph after considering all of the following factors, including those set forth in AB2767:
- Driveways and intersections are not readily apparent due to horizontal curves, and thick vegetation
  - Pedestrian safety – occasional pedestrian activity, no sidewalks, very little if any walkable shoulders, and part of a school route for an elementary school
  - Bicycle safety – occasional bikes, no bike lanes, no paved shoulders, and part of a school route for an elementary school
  - Roadway characteristics and roadside development – fronting residences, closely spaced driveways and intersections, limited sight distance due to horizontal curves, and 35 mph speed limit in the city of Santa Barbara with similar characteristics
- b) Camino Viejo, from Sycamore Canyon Road to the city of Santa Barbara, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 40 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph after considering all of the following factors, including those set forth in AB2767:
- Driveways and intersection are not readily apparent due to thick vegetation and one horizontal curve
  - Pedestrian safety – occasional pedestrian activity, no sidewalks, and no walkable shoulders on the north side
  - Bicycle safety – occasional bikes, no bike lanes, and no paved shoulders
  - Roadway characteristics and roadside development – fronting residences, closely spaced driveways, limited sight distance due to horizontal curve
- c) Hot Springs Road, from the city of Santa Barbara to Olive Mill Road, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 41.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph after considering all of the following factors, including those set forth in AB2767:
- Driveways and intersection are not readily apparent due to thick vegetation
  - Collision rate is higher than the State average for similar type roads
  - 56% of collisions are estimated to be speed related, and 22% are rear end type collisions
  - Pedestrian safety – occasional pedestrian activity, and no sidewalks
  - Bicycle safety – occasional bikes, and one collision involving a bike

- Roadway characteristics and roadside development – fronting residences, and closely spaced driveways and intersections
- d) Hot Springs Road, from Olive Mill Road to State Route 192, is currently posted 40 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 42.5 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 40 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- e) Hot Springs Road, from State Route 192 to Riven Rock Road, is currently posted 40 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 45.5 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 40 mph after considering all of the following factors, including those set forth in AB2767:
- Driveways are not readily apparent due to thick vegetation
  - Collision rate is higher than the State average for similar type roads
  - Pedestrian safety – occasional pedestrian activity, no sidewalks, no walkable shoulders, and part of a school route for an elementary school
  - Bicycle safety – occasional bikes, no bike lanes, no paved shoulders, and part of a school route for an elementary school
  - Roadway characteristics and roadside development – fronting residences, and closely spaced driveways
- f) Hot Springs Road, from Riven Rock Road to Mountain Drive, is currently posted 40 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 40.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be lowered to 35 mph after considering all of the following factors, including those set forth in AB2767:
- Driveways are not readily apparent due to thick vegetation
  - Pedestrian safety – occasional pedestrian activity, no sidewalks, no walkable shoulders
  - Bicycle safety – occasional bikes, no bike lanes, no paved shoulders
  - Roadway characteristics and roadside development – fronting residences, closely spaced driveways, and narrow lane widths
- g) San Ysidro Road, from Jameson Lane North to State Route 192, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 39.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- h) San Ysidro Road, from State Route 192 to Bolero Drive, is currently posted 30 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 34.5 mph, indicating a preliminary speed limit of 35 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 30 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- i) San Ysidro Road, from Bolero Drive to Mountain Drive, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 36.5 mph,

indicating a preliminary speed limit of 35 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.

- j) Alamo Pintado Road, from the city of Solvang to a point 1391 feet south of the centerline of Baseline Avenue, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 56 mph, indicating a preliminary speed limit of 55 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be raised to 50 mph after considering all of the following factors, including those set forth in AB2767:
- Collision rate is higher than the State average for similar type roads
  - 23% of collisions are estimated to be speed related
  - Bicycle safety – occasional to frequent bikes, high motor vehicle speeds, and one collision involving a bike
  - Roadway characteristics and roadside development – some fronting residences, and some closely spaced driveways
- k) Alamo Pintado Road, from a point 1391 feet south of the centerline of Baseline Avenue to a point 2077 feet north of the centerline of Baseline Avenue, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 49 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- l) Alamo Pintado Road, from a point 2077 feet north of the centerline of Baseline Avenue to Santa Barbara Avenue, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 52 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be raised to 50 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- m) Edison Street, from State route 246 to Tivola Street, is currently posted 25 mph. There was no E&TS for this road making it illegal to enforce by radar. The average 85<sup>th</sup> percentile speed was 28.5 mph, indicating a preliminary speed limit of 30 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 25 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- n) Edison Street, from Tivola Street to a point 200 feet north of Lindero Street, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 39 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- o) Edison Street, from a point 200 feet north of Lindero Street to Baseline Avenue (south), is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 48 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- p) Apollo Way, from Constellation Road to State Route 1 northbound off-ramp, is currently un-posted. There was no E&TS for this road making 55 mph the maximum enforceable speed limit. The average 85<sup>th</sup> percentile speed was 38 mph, indicating a preliminary speed limit of 40 mph, per the

CVC. The TEC reviewed the E&TS and recommended the posted speed limit be established at 35 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.

- q) Broadway, from Rice Ranch Road to Clark Avenue, is currently posted 30 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 35.5 mph, indicating a preliminary speed limit of 35 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 30 mph after considering all of the following factors, including those set forth in AB2767:
- Pedestrian safety – frequent pedestrian activity, and frequent crossings at uncontrolled intersections
  - Bicycle safety – occasional bikes, on-street angle parking
  - Roadway characteristics and roadside development – solid fronting businesses, and closely spaced driveways and intersections, and on-street angle parking
- r) Broadway, from Clark Avenue to California Boulevard, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 37.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- s) Clark Avenue, from State Route 1 to a point 350 feet west of the centerline of Broadway, is currently posted 40 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 43.5 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 40 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- t) Clark Avenue, from a point 350 feet west of the centerline of Broadway to Norris Street, is currently posted 30 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 35 mph, indicating a preliminary speed limit of 35 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 30 mph after considering all of the following factors, including those set forth in AB2767:
- Pedestrian safety – frequent pedestrian activity, and frequent crossings at uncontrolled intersections
  - Bicycle safety – occasional bikes, on-street angle parking, and two collisions involving bikes
  - Roadway characteristics and roadside development – solid fronting businesses, closely spaced driveways and intersections, and on-street angle parking
- u) Clark Avenue, from Norris Street to Bethany Lane, is currently posted 40 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 43.5 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 40 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- v) Clark Avenue, from Bethany Lane to El Portal Street, is currently posted 50 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 52 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 50 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.

- w) Clark Avenue, from El Portal Street to Leon Street, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 39 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.
- x) Clark Avenue, from Leon Street to a point 920 feet east of U.S. 101 northbound off-ramp, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 50 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph after considering all of the following factors, including those set forth in AB2767:
- Collision rate is higher than the State average for similar type roads
  - 38% of collisions are estimated to be speed related, 24% are rear end type collisions, and 63% involve vehicles entering or exiting the roadway
  - Pedestrian safety – occasional pedestrian activity, occasional crossings at uncontrolled intersections, and one pedestrian involved collision
  - Bicycle safety – occasional bikes, high motor vehicle speeds, and narrow travel lane next to 5 foot wide bike lane
  - Roadway characteristics and roadside development – narrow lane widths, bus stops, short lane merge east of Stillwell Road, and close intersection spacing near U.S. 101