



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: February 9, 2016
Placement: Administrative
Estimated Tme: Second Reading
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director: Scott D. McGolpin, Public Works Department, 568-3010
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064
SUBJECT: Speed Limits on Various Roads; First, Second, Third & 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) Consider and approve the adoption (second reading) of an Ordinance amending Santa Barbara County Code, Chapter 23, Sections 23-15.2, 23-15.4, 23-15.5, 23-15.6, 23-15.7 and 23-15.8, pertaining to speed limits on Jameson Lane North, San Leandro Lane, and Park Lane in the Montecito area, Padaro Lane, and Via Real in the Summerland to Carpinteria area of the First Supervisorial District; Kellogg Avenue and Turnpike Road in the unincorporated Goleta area of the Second Supervisorial District; Embarcadero Del Mar, Embarcadero Del Norte, Trigo Road, and Storke Road in the Isla Vista area, Country Road in the Santa Ynez area of the Third Supervisorial District; and Santa Maria Way, and Rice Ranch Road in the Orcutt area of the Fourth Supervisorial District;
- b) Find that the proposed action is for the operation and maintenance of existing public facilities, involving negligible, or no expansion of use beyond that which presently exists, that the proposed action is therefore exempt from the California Environmental Quality Act pursuant to 14 CCR 15301; and
- c) Approve and direct staff to file the attached Notice of Exemption on that basis.

Summary Text:

In accordance with the California Vehicle Code (CVC), the Public Works Department prepared Engineering and Traffic Surveys (E&TS) for Jameson Lane North, San Leandro Lane, and Park Lane in the Montecito area; Padaro Lane, and Via Real in the Summerland to Carpinteria area; Kellogg Avenue and Turnpike Road in the unincorporated Goleta area; Embarcadero Del Mar, Embarcadero Del Norte, Trigo Road, and Storke Road in the Isla Vista area; Country Road in the Santa Ynez area; and Santa Maria Way, and Rice Ranch Road in the Orcutt area. During the first reading Samantha Drive was removed from the proposed Ordinance of setting speed limits at 35 mph and will follow Basic Speed Law until re-evaluated during the next E&TS study period.

The County's Traffic Engineering Committee (TEC) reviewed the speed zones requiring an E&TS at their meetings. Attached are the summaries from the meetings; the following are their recommendations:

FIRST DISTRICT

- Remove the existing speed limit of 35 mph and allow for the application of the Basic Speed Law on San Leandro Lane, from Santa Rosa Lane to Sheffield Drive.
- Maintain the existing speed limit of 40 mph on Jameson Lane North from Olive Mill Road to San Ysidro Road.
- Maintain the existing speed limit of 40 mph on Jameson Lane North from San Ysidro Road to Sheffield Drive.
- Remove the existing speed limit of 30 mph and allow for the application of the Basic Speed Law on Park Lane from State Route 192 to Mountain Drive.
- Lower the speed limit from 45 mph to 40 mph on Padaro Lane from Via Real (west) to a point 4800 feet east of Via Real (west).
- Lower the speed limit from 50 mph to 30 mph on Via Real from Greenwell Avenue to a point 300 feet east of Greenwell Avenue.
- Lower the speed limit from 50 mph to 45 mph on Via Real from a point 300 feet east of Greenwell Avenue to Padaro Lane (west).
- Lower the speed limit from 50 mph to 45 mph on Via Real from Padaro Lane (west) to a point 800 feet west of Toro Canyon Road (First District).
- Maintain the existing speed limit of 40 mph on Via Real from a point 800 feet west of Toro Canyon Road to a point 400 feet east of Sentar Road.
- Maintain the existing speed limit of 50 mph on Via Real from a point 400 feet east of Sentar Road to Padaro Lane (east).
- Maintain the existing speed limit of 50 mph on Via Real from Padaro Lane (east) to the City of Carpinteria.

SECOND DISTRICT

- Maintain the existing speed limit of 35 mph on Kellogg Avenue from the City of Goleta to Cathedral Oaks Road.
- Maintain the existing speed limit of 40 mph on Turnpike Road from Hollister Avenue to Calle Real.
- Maintain the existing speed limit of 40 mph on Turnpike Road from Calle Real to Cathedral Oaks Road.

THIRD DISTRICT

- Maintain the existing speed limit of 25 mph on Embarcadero Del Mar from El Colegio Road to Trigo Road.
- Maintain the existing speed limit of 25 mph on Embarcadero Del Norte from El Colegio Road to Trigo Road.
- Maintain the existing speed limit of 25 mph on Trigo Road from Embarcadero Del Mar to Embarcadero Del Norte.
- Remove the existing speed limit of 45 mph and allow for the application of the Basic Speed Law on Storke Road from El Colegio Road to the City of Goleta.
- Maintain the existing speed limit of 30 mph on Country Road from Refugio Road to Calzada Avenue.

- Remove the existing speed limit of 30 mph and allow for the application of the Basic Speed Law on Samantha Drive from Refugio Road to Calzada Avenue.

FOURTH DISTRICT

- Establish a speed limit of 45 mph on Rice Ranch Road from Broadway to Orcutt Road.
- Maintain the existing un-posted speed limit on Rice Ranch Road from Orcutt Road to Lorraine Avenue.
- Maintain the existing speed limit of 45 mph on Rice Ranch Road from Lorraine Avenue to Bradley Road.
- Maintain the existing speed limit of 50 mph on Santa Maria Way from the City of Santa Maria to U.S. 101

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), and shall include consideration of the prevailing (85th-percentile) speed, collision history, and conditions that are not readily apparent to the driver. Per CVC § 627, local authorities may also consider residential density, pedestrian safety and bicycle safety. More specifically, the CVC also requires, under Section 21400(b), that speed limits be rounded to the nearest five miles per hour of the 85th percentile speed of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up, it may instead be rounded down, but shall not be reduced any further for any reason.

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. A detailed summary of the E&TS and the Traffic Engineering Committee (TEC) recommendations is attached for your information. Your Board’s approval of the attached changes to the County Code would allow the California Highway Patrol (CHP) to use radar enforcement, which is preferred as the more efficient, effective, and safest method.

Where the TEC recommendations include removing the existing speed limit or leaving a roadway un-posted, then the application of the Basic Speed Law shall prevail.

The Basic Speed Law states: “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. (CVC Sec. 22350.)

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

Funding Sources	Total One-Time Project Cost
State Gas Tax	\$4,000
Total	\$4,000

Narrative:

Approximately \$4,000 will be required for sign installation and pavement marking. These funds are available in Department 054, Program 2340, Org 0200, Account 7121.

Special Instructions:

Please provide a copy of the executed documents and certified stamped Minute Order to Bert Johnson, Public Works Department, Engineering Section, ext. 8787.

Attachments:

Attachment A: Vicinity Maps (13)

Attachment B: Ordinance

Attachment C: Summary of Engineering and Traffic Survey and Traffic Engineering Committee Recommendations 3-3-2015

Attachment D: Summary of Engineering and Traffic Survey and Traffic Engineering Committee Recommendations 10-13-2015

Attachment E: Notice of Exemption

Authored by:

Bert Johnson, Traffic Engineer, Public Works Department, ext. 8787

CC:

PW Accounting

PW Traffic