

**Summary of the Engineering and Traffic Surveys (E&TS) and  
Traffic Engineering Committee (TEC) Recommendations  
June 3, 2014**

- a) Las Palmas Drive, from Via Senda to Paloma 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 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.
- b) Las Palmas Drive, from Paloma Drive to Via Bendita, 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 38.5 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.
- c) Las Palmas Drive, from Via Bendita to Las Olas Drive, is currently un-posted, though; it should be posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 33.5 mph, indicating a preliminary speed limit of 35 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be lowered to 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.
- d) Roble Drive, from Las Olas Drive to Marian Drive, is currently un-posted, though; it should be posted 35 mph. The E&TS for this road had expired and required updating. The average 85<sup>th</sup> percentile speed was 25 mph, indicating a preliminary speed limit of 25 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be lowered to 30 mph. No documentation is required when choosing to round up above the 85<sup>th</sup> percentile speed.
- e) Hope Avenue, from Pueblo Avenue to Sterrett 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 33.5 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.
- f) Santa Barbara Avenue, from Alamo Pintado Road to Alamo Pintado 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 47.5 mph, indicating a preliminary speed limit of 45 or 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- g) Foxen Canyon Road, from 1320' north of Depot Avenue to 100' east of Brooks Street, 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 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.
- h) Union Valley Parkway, from State Route 135 to Bradley Road is currently un-posted west of Hummel Drive and posted 50 mph east of Hummel Drive. Union Valley Parkway west of Hummel Drive would be best served if it had a posted speed limit and the E&TS east of Hummel Drive had expired and required updating. The average 85<sup>th</sup> percentile speed was 54.5 mph, indicating a preliminary speed limit of 55 mph, per the CVC. The TEC reviewed the E&TS and recommended

the posted speed limit of 50 mph west of Hummel Drive and the posted speed limit remain 50 mph east of Hummel Drive. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed.

- i) Union Valley Parkway, from Bradley Road to U.S. 101 is currently posted 45 mph west of Boardwalk Lane and un-posted east of Boardwalk Lane. The E&TS west of Boardwalk Lane had expired and required updating and Union Valley Parkway east of Boardwalk Lane would be best served if it had a posted speed limit. 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 west of Boardwalk Lane and the posted speed limit of 50 mph east of Boardwalk Lane. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- j) Orcutt Road, from Waller Lane to Goodwin Road, 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:
  - Roadway characteristics and roadside development – fronting county park with on-street angle parking, fronting businesses and fronting multi-unit residences, with closely spaced driveways
  - Bicycle safety – occasional to frequent bikes, with missing segments of bike lanes
  - Pedestrian safety – frequent pedestrians, with missing segments of sidewalk
- k) Orcutt Road, from Lakeview Road to Foster Road, 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 46 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 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- l) Orcutt Road, from Foster Road to Clark Avenue, is currently posted 40 mph north of a point 600' north of Mooncrest Lane and 45 mph south of a point 600' north of Mooncrest Lane. The E&TS for this road had expired and required updating. The 40 mph segment north of a point 600' north of Mooncrest Lane has been realigned and widened consistent with the rest of Orcutt Road. The average 85<sup>th</sup> percentile speed was 48.5 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.
- m) Orcutt Road, from Clark Avenue to Rice Ranch 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 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 40 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- n) Blosser Road, from Clark Avenue to the Santa Maria city limits, is currently posted 45 mph. The E&TS for this road required updating due to the change in traffic volumes since Union Valley Parkway was completed between Blosser Road and U.S. 101. The average 85<sup>th</sup> percentile speed was 46 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 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- o) Foster Road, from Orcutt Road to Bradley Road, is currently posted 40 mph. The E&TS for this road required updating due to the change in traffic volumes since Union Valley Parkway was

completed between Blosser Road and U.S. 101. 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.

- p) Patterson Road, from Orcutt Road to Bradley Road, is currently posted 35 mph. The E&TS for this road required updating due to the change in traffic volumes since Union Valley Parkway was completed between Blosser Road and U.S. 101. 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.