

**Summary of the Engineering and Traffic Surveys and
Traffic Engineering Committee Recommendations
November 14, 2011**

- a) Lillie Avenue, from Ortega Hill Road to Valencia Road, is currently posted 25 mph. There was no E&TS for this road making it illegal to enforce by radar. The 85th percentile speed was 30.5 mph, indicating a preliminary speed limit of 30 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended the posted speed limit remain 25 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
 - Collision history – 50% of collisions involved parked vehicles
 - Pedestrian safety – one uncontrolled marked crosswalk
 - Bicycle safety – absence of bike lanes and on-street angled parking
 - Roadway characteristics – closely spaced intersections
 - Roadside development and environment – fronting businesses with closely spaced driveways, existing bus stops, on-street angled parking, and very frequent pedestrian and bicycle activity
- b) Lillie Avenue, from Valencia Road to Greenwell Avenue, is currently posted 25 mph. There was no E&TS for this road making it illegal to enforce by radar. The 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 the posted speed limit be raised to 30 mph after considering all of the following factors, including those set forth in AB2767:
- Collision history – 75% of collisions may have been speed related
 - Pedestrian safety – missing portions of sidewalk
 - Bicycle safety – absence of bike lanes and on-street parallel parking
 - Roadway characteristics – closely spaced intersections
 - Roadside development and environment – fronting businesses and residences with closely spaced driveways, existing bus stops, on-street parallel parking, and frequent pedestrian and bicycle activity.
- c) Ortega Hill Road, from a point 350 feet west of the centerline of Sears Street to Lillie Avenue, is currently posted 25 mph. There was no E&TS for this road making it illegal to enforce by radar. The 85th percentile speed was 29.5 mph, indicating a preliminary speed limit of 30 mph, per the CVC. The Traffic Engineering Committee reviewed E&TS and recommended the posted speed limit remain 25 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
 - 67% of collisions involved parked vehicles
 - Pedestrian safety – missing portions of sidewalk
 - Bicycle safety – bike lane adjacent to on-street parallel parking, bike path intersection, segment without bike lanes, and one collision involving a bike

- Roadway characteristics – closely spaced intersections
 - Roadside development and environment – fronting businesses with closely spaced driveways, existing bus stops, portions with on-street parallel parking, and frequent pedestrian and bicycle activity
- d) Toro Canyon Road, from Via Real to State Route 192, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 43.3 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended the posted speed limit be raised to 40 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
 - 60% of collisions involved vehicles running the road possibly due to roadway and shoulder width
 - Driveways may not be readily apparent due to horizontal or vertical curves, landscaping or parked vehicles close to the road
 - Pedestrian safety – lack of sidewalk
 - Bicycle safety – no bike lanes or paved shoulder with on-street parallel parking allowed
 - Roadway characteristics – narrow lanes (11.5ft.), and horizontal and vertical curves limiting sight distance
 - Roadside development and environment – portion with fronting residences with closely spaced driveways, parallel parking off pavement, and light pedestrian, bicycle and equestrian activity
- e) El Colegio Road, from Storke Road to U.C.S.B., is currently posted 35 mph. The E&TS for this road had expired and required updating. The 85th percentile speed was 38.8 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The Traffic Engineering Committee reviewed E&TS and recommended the posted speed limit remain 35 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
 - 30% of collisions may have been speed related
 - Pedestrian safety – three collisions involving pedestrians
 - Bicycle safety – ten collisions involving bikes
 - Roadway characteristics – closely spaced signalized intersections
 - Roadside development and environment – fronting businesses with closely spaced driveways, existing bus stops, and very frequent pedestrian and bicycle activity
- f) Camino Corto, from El Colegio Road to Abrego Road, is currently posted 30 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 36.5 mph, indicating a preliminary speed limit of 35 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended the posted speed limit be raised to 35 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.

- g) Camino Corto, from Abrego Road to Del Playa Drive, is currently posted 25 mph. The E&TS for this road had expired and required updating. The 85th percentile speed was 30 mph, indicating a preliminary speed limit of 30 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended the posted speed limit remain 25 mph after considering all of the following factors, including those set forth in AB2767:
- Collision History – 50% of collisions involved parked vehicles
 - Pedestrian safety – missing portions of sidewalk and one collision involving a pedestrian
 - Bicycle safety – absence of bike lanes with heavy on-street parallel parking on shoulder
 - Roadway characteristics – many closely spaced intersections
 - Roadside development and environment – closely spaced driveways, on-street parallel parking and frequent pedestrian and bicycle activity
- h) Lompoc Casmalia Road, from State Route 1 to Utah Avenue, is currently posted 50 mph. The E&TS for this road had expired and required updating. The 85th percentile speed was 54 mph, indicating a preliminary speed limit of 55 mph, per the CVC. The Traffic Engineering Committee reviewed E&TS and recommended the posted speed limit be removed leaving the enforceable maximum speed of 55 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- i) Bradley Road, from Santa Maria Way to a point 150 feet north of the centerline of Amethyst Drive, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed ranged from 47 to 50 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The Traffic Engineering Committee 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
 - 39% of collisions may have been speed related
 - Bicycle safety – 2 collisions in a 3-year period
 - Roadway characteristics – horizontal curves and closely spaced intersections
 - Roadside development and environment – existing bus stops and frequent pedestrian and bicycle activity
- j) Bradley Road, from a point 150 feet north of the centerline of Amethyst Drive to Patterson Road, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 45.5 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended the posted speed limit be raised to 40 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
 - 26% of collisions may have been speed related
 - Residential district density
 - Bicycle safety – on-street parallel parking adjacent to bike lanes
 - Roadway characteristics – narrow (10ft) lanes

- Roadside development and environment – many closely spaced resident driveways, existing bus stops, on-street parallel parking and frequent pedestrian and bicycle activity
- k) Bradley Road, from Patterson Road to Via Mavis, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 38 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The Traffic Engineering Committee 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:
- Collision rate is higher than the State average for similar type roads
 - 21% of collisions may have been speed related
 - Residential district density met on northern portion
 - Bicycle safety – on-street parallel parking adjacent to bike lanes in front of residences
 - Roadside development and environment – many closely spaced resident and business driveways, existing bus stops, on-street parallel parking in front of residences and frequent pedestrian and bicycle activity
- l) Bradley Road, from Via Mavis to Rice Ranch Road, is currently posted 40 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 44.5, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee 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:
- Collision History – 83% of collisions involved loss of vehicle control, which is unusual given the roadway has no horizontal curves
 - Pedestrian safety – missing portions of sidewalk
 - Bicycle safety – bike path intersection
 - Roadway characteristics – moderate grades, vertical curve with limited sight distance, and some closely spaced intersections
 - Roadside development and environment – some closely spaced driveways and frequent pedestrian and bicycle activity
- m) Bradley Road, from Rice Ranch Road to Sage Crest Drive, is currently posted 30 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 38 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The Traffic Engineering Committee reviewed the E&TS and recommended the posted speed limit be raised to 35 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
 - 33% of collisions may have been speed related
 - Pedestrian safety – missing portions of sidewalk and uncontrolled school crossing
 - Bicycle safety – on-street parallel parking adjacent to bike lanes
 - Roadside development and environment – closely spaced driveways and frequent pedestrian and bicycle activity
 - Pace speed is considerably lower than 85th percentile speed

n) Lakeview Road, from Orcutt Road to Bradley Road is currently posted 40 mph. The characteristics of this road had changed with the addition of a center two-way left turn lane and required updating the E&TS. The 85th percentile speed was 44.5 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The Traffic Engineering Committee 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:

- Collision rate is higher than the State average for similar type roads
- 31% of collisions may have been speed related
- Pedestrian safety – missing portions of sidewalk, mid-block crosswalk and one collision involving a pedestrian
- Bicycle safety – on-street parallel parking allowed within a bike lane and two collisions involving bikes
- Roadway characteristics – narrow lanes (10ft), lane merge at west end and closely spaced intersections
- Roadside development and environment – fronting residences and businesses with closely spaced driveways, existing bus stops, on-street parallel parking on the south side, and occasional to frequent pedestrian and bicycle activity