



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: April 17, 2012, and May 1, 2012
Placement:
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: Eric Pearson, Interim Deputy Director, Transportation, 568-3064
SUBJECT: Speed Limits on Various Roads; First, 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. Consider the introduction (first reading) of an Ordinance amending Chapter 23, Sections 23-15.2, 23-15.3, 23-15.4, 23-15.5 & 23-15.7 of the Santa Barbara County Code, pertaining to speed limits on Lillie Avenue and Ortega Hill Road in the Summerland area, Toro Canyon Road in the Carpinteria area, El Colegio Road and Camino Corto in the Isla Vista area, Lompoc Casmalia Road in the Vandenberg Air Force Base area, and Bradley Road and Lakeview Road in the Orcutt area; and
- B. Set hearing on the Administrative Agenda of May 1, 2012 to consider recommendations, as follows:
 - i. Consider the adoption (second reading) of an Ordinance, amending Chapter 23 Sections 23-15.2, 23-15.3, 23-15.4, 23-15.5 & 23-15.7 of the Santa Barbara County Code, pertaining to speed limits on the subject roads described herein;
 - ii. 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 (CEQA) pursuant to 14 CCR 15301; and
 - iii. Approve the filing of a Notice of Exemption on that basis.

Summary Text:

In accordance with the California Vehicle Code, the Public Works Department prepared Engineering and Traffic Surveys for Lillie Avenue and Ortega Hill Road in the Summerland area; Toro Canyon Road

in the Carpinteria area; El Colegio Road and Camino Corto in the Isla Vista area; Lompoc Casmalia Road in the Vandenberg Air Force Base area; and Bradley Road and Lakeview Road in the Orcutt area. The Traffic Engineering Committee (TEC) reviewed the speed zones at their meeting on November 14, 2011; the following are their recommendations:

- a) Maintain the existing speed limit of 25 mph on Lillie Avenue, from Ortega Hill Road to Valencia Road (First District).
- b) Raise the speed limit from 25 to 30 mph on Lillie Avenue, from Valencia Road to Greenwell Avenue (First District).
- c) Maintain the existing speed limit of 25 mph on Ortega Hill Road, from a point 350 feet west of the centerline of Sears Street to Lillie Avenue (First District).
- d) Raise the speed limit from 35 to 40 mph on Toro Canyon Road, from Via Real to State Route 192 (First District).
- e) Maintain the existing speed limit of 35 mph on El Colegio Road, from Storke Road to the west boundary of the University of California at Santa Barbara (Third District).
- f) Maintain the existing speed limit of 25 mph on Camino Corto, from Abrego Road to Del Playa Drive (Third District).
- g) Remove the speed limit of 50 mph on Lompoc Casmalia Road, from State Route 1 to Utah Avenue, leaving it un-posted with an enforceable maximum speed limit of 55 mph. (Third District).
- h) Maintain the existing speed limit of 45 mile per hour (mph) on Bradley Road, from Santa Maria Way to a point 150 feet north of Amethyst Drive (Fourth District).
- i) Raise the speed limit from 35 to 40 mph on Bradley Road, from a point 150 feet north of Amethyst Drive to Patterson Road (Fourth District).
- j) Maintain the existing speed limit of 35 mph on Bradley Road, from Patterson Road to Via Mavis (Fourth District).
- k) Maintain the existing speed limit of 40 mph on Bradley Road, from Via Mavis to Rice Ranch Road (Fourth District).
- l) Raise the speed limit from 30 to 35 mph on Bradley Road, from Rice Ranch Road to Sage Crest Drive (Fourth District).
- m) Maintain the existing speed limit of 40 mph on Lakeview Road, from Orcutt Road to Bradley Road (Fourth 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), and shall include consideration of the prevailing (85th-percentile) speed, collision history, and conditions that are not readily apparent to the driver. 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. A detailed summary of the E&TS and the TEC's recommendations is attached for your information. Your Board's approval of the TEC's recommendations would allow the California Highway Patrol (CHP) to use radar enforcement, which is preferred as the more efficient and effective method.

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	\$ 3,000.00		\$ 3,000.00
Total	\$ 3,000.00	\$ -	\$ 3,000.00

Narrative:

Approximately \$3,000 will be required for sign and paint installation & removal. These funds are available in Department 054, Program 2340, Org 0200, Account 7121.

Staffing Impacts:

Legal Positions:

N/A

FTEs:

N/A

Special Instructions:

Please provide a copy of the executed documents and a stamped, certified minute order to Bert Johnson, Public Works Department Engineering Section, 620 W. Foster Road, x8787

Attachments:

Vicinity Maps (8)
Ordinance (1)
Summary of E&TS
Notice of Exemption

Authored by:

Bert Johnson, Traffic Engineering Associate III