

de la Guerra, Sheila General Public Comment

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**From:** lgdcfls@west.net  
**Sent:** Monday, October 3, 2022 5:15 PM  
**To:** sbcob  
**Subject:** 25 mph on El Colegio Road



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Dear Members of the Board of Supervisors:

I will be attending tomorrow's meeting via Zoom, and this is a summary of my input in the Public Comments Section.

I live in a retirement home called Friendship Manor, which is on El Colegio Road in Isla Vista. (I moved to Santa Barbara in 1965 and attended local schools.)

The traffic on El Colegio Road has been a problem for many years. We are at the intersection of Los Carneros Road, where the speed limit is 45 mile per hour. This, of course, means that traffic is really moving between 50 and 60 mph. On a few occasions, cars have missed the turn and run into our trees or our sign, as the drivers are unable to control the turn at those speeds. On every occasion, the cars hurry to regain their speed, causing loud engine noise and backfires. (We have many veterans with PTSD, and the backfires make them want to drop and cover.)

This past Memorial Day weekend, three young lives were tragically lost when a car travelling at about 60 mph missed the curve at the corner of Stadium Road and crashed head-on into two oncoming cars, killing the driver of the speeding car and two others. There were also some horrible injuries. We were having dinner at the time, and our dining room faces El Colegio Road. We watched numerous emergency vehicles, including several ambulances, race past us to the scene.

This accident spurred the formation of an ex officio committee to resolve the situation. We had noticed the "Senior Zone" signs in the La Encina neighborhood, and we found a statute providing for 25 mph in a senior zone. In order to go through proper channels, we asked (through our CEO) the Isla Vista Community Services District to designate our block and the surrounding blocks to be a "Senior Zone." They did so at their June 28, 2022 meeting.

In July, I received an email from Supervisor Hart that led me to believe that the County had approved the request and that the Roads Department would schedule a crew to put up the signs. I spent a day going up and down the affected blocks, making a chart with suggested signage, and I forwarded this to Mr. Hart. He and a traffic engineer, Gary Smart, both graciously thanked me for this, but neither of them even hinted that the new speed limit would not be implemented. The following is the content of Mr. Smart's email to me:

2022-09-29 6:32 pm, Smart, Gary wrote:

Laura,

We have studied your request to change the speed limit on EL Colegio from 35 mph to 25 mph senior zone and have determine the change is not warranted. The intent of the 25 mph senior and school zones is to reduce stopping distance for vehicles in case there is a kid or senior in the street away from a crosswalk. Pedestrians should not be on El Colegio in the travel lanes in front of friendship manor. We have sidewalks for pedestrians and bike lanes for cyclist so they would not be in the travel lanes. The 25 mph senior zone could only be for the frontage of friendship manor and eastbound traffic. The median divides the roadway and the north side needed to be evaluated separately. The intent of the senior zones is for lower volume local roads that have seniors crossing the street mid-block or in uncontrolled intersections. The Senior Center 25 mph zone would only be for the frontage of the building which is 300 feet. Typically we want speed zones to be a half mile in length or longer. School zones are typically over 1300 feet in length.

Here is the vehicle code for senior zones for your reference:

CVC 22352 (b) (3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

We are still reviewing the no bikes on sidewalks sign requests you had in your original correspondence. The County Code was changed a few years ago to allow children to ride on the sidewalks so the wording of those signs is not accurate. Also we are looking at the causes for cyclist to ride on the sidewalk and are trying to address those issues. We are considering possible changes to the bike lane to make cyclist feel more comfortable to ride in the bike lane and not on the sidewalk.

If you have any questions, please do not hesitate to contact me.

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Dear Supervisors, I am asking that this issue be put on the next agenda.

It has already been more than three months since the IVCSd made its findings, and the students are back. I had hoped that this would be accomplished before then.

By the way, this is the Vehicle Code Section that MANDATES a 25 mph speed limit in Senior Zones:

22352.

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

\* \* \*

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL"

warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Thank you so much,

Laura Dewey