



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: October 11, 2022
Placement: Administrative – Set
Hearing (October 11,
2022); Departmental
(November 1, 2022:
First Reading);
Administrative
(November 29, 2022:
Second Reading)
Estimated Time: 20 Minutes on
November 1, 2022
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Scott D. McGolpin, Public Works Department, 568-3010
Director
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064
SUBJECT: Amendment of Speed Limits Specified in County Code Sections 23-15, 23-15.4,
23-15.5, 23-15.6, 23-15.7 and 15.8; First, Second, & Fourth Supervisorial
Districts

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: n/a

Recommended Actions:

Set a hearing to consider recommendations regarding the introduction (First Reading) of an Ordinance amending speed limits Specified in County Code Sections 23-15.4, 23-15.5, 23-15.6, 15.7 and 23-15.8, First, Second, & Fourth Districts, as follows: (Set a hearing for November 1, 2022. Time estimate: 20 minutes)

- a) Approve the introduction (First Reading) of an Ordinance amending Santa Barbara County Code, Chapter 23, Sections 23-15.4, 23-15.5, 23-15.6, 23-15.7 and 23-15.8, pertaining to speed limits on Ortega Ridge Road in the Summerland area of the First District; and Burton Mesa Boulevard and St. Andrews Way in the Vandenberg Village area and Onstott Road and Rucker Road in the Mission Hills area of the Third District; and
- b) Read the title of the Ordinance and waive further reading of the Ordinance in full; and

- c) Continue the item to the Administrative Agenda of November 29, 2022 to consider the adoption (Second Reading) of an Ordinance amending speed limits on various roads, as follows:
- i) Adopt the Ordinance (Second Reading) amending Santa Barbara County Code, Chapter 23, Sections 23-15.4, 23-15.5, 23-15.6, 23-15.7 and 23-15.8, pertaining to speed limits on Ortega Ridge Road in the Summerland area of the First District; and Burton Mesa Boulevard and St. Andrews Way in the Vandenberg Village area and Onstott Road and Rucker Road in the Mission Hills area of the Third District; and
 - ii) Determine that amending Santa Barbara County Code, Chapter 23, Sections 23-15.4, 23-15.5, 23-15.6, 23-15.7 and 23-15.8, pertaining to speed limits, is not a project under the California Environmental Quality Act, pursuant to 14 CCR Section 15378(b)(2), since the recommended actions are administrative activities of the County that will not result in direct or indirect physical changes in the environment and is general policy and procedure making.

Summary Text:

This item is on the agenda to update the speed limits on several roads within the County. In accordance with changes to the California Vehicle Code (CVC) by the adoption of Assembly Bill 43, the Public Works Department reviewed the County speed zones and prepared the attached Ordinance to amend the County Code.

On October 8, 2021 the Governor signed Assembly Bill 43 into law taking effect on January 1, 2022. The adoption of Assembly Bill 43 changed California Vehicle Codes governing speed limits. The changes made to the California Vehicle Code now authorizes local agencies to:

- Consider the safety of vulnerable pedestrian groups when setting speed limits,
- Set speed zones to 20 mph or 15 mph based on an Engineering and Traffic Survey,
- Lower speeds zones on sections of roadways adjacent to business districts,
- Lower speeds zones on portions of highway designated as a “safety corridor” are adjacent to facilities that generate high concentrations of bicycles or pedestrians (this provision cannot be implemented until either: 1) June 20, 2024; or 2) the Judicial Council has developed an online tool for adjudicating infraction violations statewide.) Retain or restore immediately prior speed zones that were based on an Engineering and Traffic Survey if certain conditions are met,
- Exempt senior zones and business activity districts from the restrictions of the State Speed Trap Law; and
- Extend the period that a speed limit justified by a more than 7-year-old Engineering and Traffic Survey can remain valid to 14 years.

AB 43 also revised the definition of “local roads”, which are excluded from the State’s “Speed Trap Law”. Any road that primarily provides access to abutting residential properties, is not more than 40 feet wide, one-half of a mile of uninterrupted length, and one traffic lane in each direction, may be classified as a “local road”. Under this definition of “local road”, the County will be able to set 25 mph speed zones, and the California Highway Patrol will be able to use radar equipment to enforce speed limits, on

the following 14 sections of County Roads. These changes will not require any action from your Board to implement.

FIRST DISTRICT (see Vicinity Map 1)

- Sterrett Avenue from Duncan Road to Hope Avenue
- Puesta Del Sol Road from Las Encinas Road to City of Santa Barbara

SECOND DISTRICT (see Vicinity Map 2)

- Sabado Tarde Road from El Embarcadero Road to Camino Corto
- Merida Drive from Tree Farm Lane to south end
- Agana Drive from Patterson Avenue to Merida Drive
- University Drive from Patterson Avenue to San Marcos Road
- Lassen Drive from Hollister Avenue to Santa Ana Drive
- San Simeon Drive from Lassen Drive to San Marcos Road
- Walnut Lane from Santa Paula Avenue to Santa Susana Avenue
- San Marcos Road from Hollister Avenue to Anita Lane
- Rhoads Avenue from La Roda Avenue to Zink Avenue

FOURTH DISTRICT (see Vicinity Map 3)

- Hillview Road from Lakeview Road to Foster Road
- Foxenwood Drive from Foxenwood Lane to California Boulevard

Under the “grandfathering” provision of AB 43, the County may retain a current speed limit or restore an immediately prior speed limit that was established with an Engineering and Traffic Survey, notwithstanding a new Engineering and Traffic Survey justifying a higher speed limit, if the County finds that: 1) the higher speed limit is still more than is reasonable or safe; and 2) a registered engineer has evaluated the section of roadway and determined that no additional general purpose lanes have been added since the completion of the prior Engineering and Traffic Survey.

With the passage of Assembly Bill 43, three school zone speed limits will require changes and two school zone speed limits will be added per California Vehicle Code 22358.4.

Public Works met with the California Highway Patrol to discuss these changes to the Vehicle Code and their impacts on our County speed zones. The following are Public Works recommendations:

FIRST DISTRICT

- Remove the existing speed zone of 30 mph on Hope Avenue from Sterrett Avenue to State Street (Those portions within the unincorporated territory of the County) allowing the County to post a 25-mph speed zone because this road can be classified as a “local road” to which the State “Speed Trap Law” does not apply (see Vicinity Map 4).
- Remove the existing speed zone of 35 mph on Middle Road from the Santa Barbara City Limits to Hot Springs Road allowing the County to post a 25-mph speed zone from 90 feet south of High Road to Hot Springs Road because this road can be classified as a “local road” to which the State “Speed Trap Law” does not apply (see Vicinity Map 5).

SECOND DISTRICT

- Codify the existing speed limit of 25 mph on Patterson Avenue between Cathedral Oaks Road and Cambridge Drive because this road can be classified as a “local road” to which the State “Speed Trap Law” does not apply (see Vicinity Map 6).
- Remove the existing speed zone of 35 mph on Veronica Springs Road (those portions only within the unincorporated area of the County) from Modoc Road to Torino Drive allowing the County to post a 25-mph speed zone because this road can be classified as a “local road” to which the State “Speed Trap Law” does not apply (see Vicinity Map 7).

FOURTH DISTRICT

- Remove the existing speed limit of 45 mph and establish a speed limit of 40 mph on Clark Avenue from State Route 1 to a point one thousand feet west of Broadway based on the previous Engineering and Traffic Survey under Assembly Bill 43 per the “restore the immediately prior speed limit” clause (see Vicinity Map 8).
- Remove the existing speed zone of 35 mph on Patterson Road from Orcutt Road to Bradley Road allowing the County to post a 25-mph speed zone because this road can be classified as a “local road” to which the State “Speed Trap Law” does not apply (see Vicinity Map 9).
- Lower the existing speed limit from 50 mph to 45 mph on Union Valley Parkway from Bradley Road to U.S. 101 northbound ramps based on an updated Engineering and Traffic Survey (see Vicinity Map 10).
- Establish a 15-mph speed limit near schools while children are going to or leaving school during school hours on Glenwood Drive from Lancaster Drive to Dickson Drive (see Vicinity Map 11).
- Establish a 15-mph speed limit near schools while children are going to or leaving school during school hours on Dickson Drive from a point two hundred seventy-seven feet south of Raymond Avenue to Drake Drive (see Vicinity Map 11).
- Establish a 15-mph speed limit near schools while children are going to or leaving school during school hours on Hillview Road from a point one hundred seventeen feet north of Edgewood Avenue to a point fifty-nine feet north of Mable Court (see Vicinity Map 11).
- Establish a 15-mph speed limit near schools while children are going to or leaving school during school hours on Dahlia Place from Angeles Road to a point four hundred seventy-two feet east of Hillview Road (see Vicinity Map 11).
- Establish a 15-mph speed limit near schools while children are going to or leaving school during school hours on Patterson Road from a point two hundred forty-two feet east of Martin Avenue to a point three hundred fifty feet west of Cherry Avenue (see Vicinity Map 11).

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 increment of the 85th percentile speed of free-flowing traffic. However, in cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th-percentile speed with no further reductions used.

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 five to ten years, or where significant changes in the roadway or traffic conditions have occurred. (CVC § 40802.). Approval of the attached changes to the County Code will allow the California Highway Patrol (CHP) to use radar enforcement on these roads, which is preferred as the more efficient, effective, and safest method.

Fiscal and Facilities Impacts:

Budgeted: Yes

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized On-going Cost:</u>	<u>Total One-Time Project Cost</u>
General Fund			
State			
Federal			
Fees			
Other: Road Fund			\$ 6,000.00
Total	\$ -	\$ -	\$ 6,000.00

Narrative:

Approximately \$6,000 will be required for sign installation and pavement marking. These funds are available in Department 054, Fund 0015, Program 2340, Org 0200, Account 7121.

Special Instructions:

After the hearing on October 11, 2022, direct the Clerk of the Board to publish the attached Notice of Public Hearing (Attachment C) pursuant to Section 25124 of the Government Code in the Santa Barbara News Press, Santa Maria Times, and Lompoc Record five (5) days prior to the First Reading.

After the Second Reading on November 29, 2022, direct the Clerk of the Board to:

1. Send a copy of the Minute Order of these actions to the Transportation Division of Department of Public Works, 123 E. Anapamu Street, Santa Barbara, CA 93101:
 - a) Attn: Gary Smart, ext. 83308
 - b) Attn: Ashley Kruzel, ext. 83064

2. Clerk of the Board will publish a copy of the Ordinance or summary thereof, with the names of the members of the Board of Supervisors voting for or against the approval in the Santa Barbara News Press, Santa Maria times and Lompoc Record newspapers within 15 days after adoption.

Attachments:

Attachment A: Ordinance

Attachment B: Vicinity Maps (11)

Attachment C: Notice of Public Hearing

Attachment D: Notice of Exemption

Authored by:

Gary Smart, Traffic Engineer, Public Works Department, 568-3308

CC:

PW Accounting

PW Traffic