



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 6, 2009
Placement: Set Hearing
Estimated Tme: 20 Minutes Total
Continued Item: (10 Minutes Staff)
If Yes, date from:
Vote Required: 4/5

TO: Board of Supervisors
FROM: Department Director Scott D. McGolpin, Public Works Director, #568-3010
Contact Info: Dacé Morgan, Deputy Director, Transportation, #568-3064
SUBJECT: Speed Limits on Various Roads; 1st, 2nd & 4th Supervisorial Districts

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: N/A

Other Concurrence: N/A

Recommended Actions:

That the Board of Supervisors:

- A. Set a public hearing for October 27, 2009, to consider the introduction of an Ordinance amending Chapter 23, Sections 23-15.3, 23-15.4, 23-15.5, 23-15.6 & 23-15.7 of the Code of Santa Barbara County, pertaining to speed limits on Rincon Hill Road and Via Real in the Carpinteria area; Middle Road in the Montecito area; Mission Canyon Road and Turnpike Road in the Santa Barbara area; and Rucker Road in the Mission Hills area (20 minutes total; 10 minutes staff)
- B. Conduct a second hearing on November 3, 2009 and adopt the Ordinance, amending Chapter 23 Sections 23-15.3, 23-15.4, 23-15.5, 23-15.6 & 23-15.7 of the Code of Santa Barbara County, pertaining to speed limits on the subject road described herein.

Summary Text:

In accordance with the California Vehicle Code, the Public Works Department has prepared Engineering and Traffic Surveys for Rincon Hill Road and Via Real in the Carpinteria area; Middle Road in the Montecito area; Mission Canyon Road and Turnpike Road in the Santa Barbara area; and Rucker Road in the Mission Hills. The Traffic Engineering Committee reviewed the speed zones at their meetings on October 15, 2008 and June 24, 2009. The recommendations of the Traffic Engineering Committee are listed as follows:

- a) Establish a 30 mile per hour (mph) speed limit on Rincon Hill Road, from the Ventura County Line to State Route 150.

- b) Raise the speed limit from 45 mph to 50 mph on Via Real, from Greenwell Avenue to a point 800 feet west of Toro Canyon Road, and from a point 400 feet east of Sentar Road to the Carpinteria City Limits.
- c) Raise the speed limit from 30 mph to 35 mph on Middle Road, from the Santa Barbara City Limits to Hot Springs Road.
- d) Raise the speed limit from 35 mph to 40 mph on Mission Canyon Road, from the Santa Barbara City Limits to State Route 192; and Turnpike Road, from Hollister Avenue to Cathedral Oaks Road.
- e) Raise the speed limit from 25 mph to 40 mph on Rucker Road, from a point 200 feet south of Calle Primera to Calle Lindero.

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 (ETS) which shall include consideration of the prevailing (85th-percentile) speed, collision history and conditions not readily apparent to the driver. In addition to these factors, 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 ETS within the last seven to ten years, or where significant changes in the roadway or traffic conditions have occurred. Approval by the Board will allow the California Highway Patrol (CHP) to use radar, which is the preferred method because it is more effective and efficient.

- a) Rincon Hill Road, from the Ventura County Line to State Route 150, currently does not have a speed limit posted, which makes 55 mph the maximum enforceable speed limit. Based on a citizen request, the Traffic Section performed an ETS to determine if 55 mph is appropriate. The 85th-percentile speed was 33 mph, indicating a recommended speed limit of 35 mph, per the CVC. The Traffic Engineering Committee reviewed the ETS and recommended that the speed limit be lowered to 30 mph, after considering all of the following factors, including those set forth in AB2767:
 - There are driveways that may not be readily visible, due to the thick vegetation and horizontal curvature of the road.
 - Pedestrian Safety- based on the lack of sidewalk, limited locations of usable shoulder to walk on and narrow width of roadway.
 - Bicycle Safety- based on the lack of bike lanes, paved shoulders and narrow width of roadway.
 - Other factors that were considered:
 - Shoulder Conditions – limited or lack of shoulders, which eliminates any recovery zone.
 - Alignment – moderate horizontal curves, one of which is posted with a 20 mph advisory speed sign.
 - Sight Distance – limited, due to the horizontal curves.

- Roadside Environment – thick vegetation close to the roadway and some residential driveways.
 - The 85th-percentile speed of 33 mph is under the initial speed limit of 35 mph, and only half a mile per hour over 32.5, which would justify establishing a 30 mph speed limit.
- b) Via Real, from Greenwell Avenue to a point 800 feet west of Toro Canyon Road, and from a point 400 feet east of Sentar Road to the Carpinteria City Limits, is currently posted 45 mph. The ETS for this road had expired and required updating. The 85th-percentile speed from Greenwell Avenue to 800 feet west of Toro Canyon Road was 50 mph. The 85th-percentile speed from 400 feet east of Sentar Road to the Carpinteria City Limits was 48.5 mph, indicating a recommended speed limit of 50 mph for both segments, per the CVC. The Traffic Engineering Committee reviewed both ETS's and recommended that the speed limits be established at 50 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit. It should be noted that Via Real is part of the Pacific Coast Bicycle Route and has bike lanes along its entire length. Even though bicycle safety is one of the factors considered when setting speed limits, having a signed and marked bike lane indicates a readily apparent condition, which would not justify reducing the initial recommended speed limit.
- The segment of Via Real between Toro Canyon Road and Sentar Road, is currently posted 40 mph and no changes are proposed based on the updated ETS.
- c) Middle Road, from the Santa Barbara City Limits to Hot Springs Road, is currently posted 30 mph. The ETS for this road had expired and required updating. The 85th-percentile speed was 39 mph, indicating a recommended speed limit of 40 mph, per the CVC. The Traffic Engineering Committee reviewed the ETS and recommended that the speed limit be lowered to 35 mph, after considering all of the following factors, including those set forth in AB2767:
- There are some driveways and intersections that may not be readily visible, due to the thick vegetation and/or parked vehicles.
 - Pedestrian Safety – based on the lack of sidewalk and irregularity of usable shoulder to walk on, due to parked vehicles or landscaping.
 - Bicycle Safety – based on the lack of bike lanes and paved shoulders.
 - Other factors that were considered:
 - Shoulder Conditions – variations in width and parked vehicles create an irregular and inconsistent recovery zone.
 - Alignment – moderate horizontal curve at the south end, which has a comfortable speed of less than 35 mph.
 - Sight Distance – limited, due to the curve at the south end.
 - Roadside Development & Environment – there are solid fronting residences on both sides of the roadway, with closely spaced driveways, intersections and school bus stops.
 - Parking Practices – moderate parallel parking along the roadway.
 - Pedestrian Activity – can be frequent at times, due to the residential nature of the roadside development and proximity to commercial development to the south.
- d) Mission Canyon Road, from the Santa Barbara City Limits to State Route 192, is currently posted 35 mph. The ETS for this road had expired and required updating. The 85th-percentile speed was 39 mph indicating a recommended speed limit of 40 mph, per the CVC. The Traffic

Engineering Committee reviewed the ETS and recommended that the speed limit be established at 40 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.

- e) Turnpike Road, from Hollister Avenue to Cathedral Oaks Road, is currently posted 35 mph. The ETS for this road had expired and required updating. The 85th-percentile speed from Hollister Avenue to Calle Real was 42.5 mph, indicating a recommended speed limit of 40 mph, per the CVC. The Traffic Engineering Committee reviewed the ETS and recommended that the speed limit be established at 40 mph. The 85th-percentile speed from Calle Real to Cathedral Oaks Road was 45.5 mph, indicating a recommended speed limit of 45 mph, per the CVC. The Traffic Engineering Committee reviewed the ETS and recommended that the speed limit be lowered to 40 mph, after considering all of the following factors, including those set forth in AB2767:
- There are some driveways and intersections that may not be readily visible due to the adjacent slope, vegetation and parked vehicles.
 - Meets the residential density condition; however, it does not qualify as a residence district because the functional classification of the road is an *arterial road*.
 - Pedestrian Safety – based on the lack of sidewalk on the east side, north of La Gama Way.
 - Other factors that were considered:
 - Roadway Characteristics – variations in width, lane configuration, and centerline type, with a lane reduction through a curve.
 - Alignment – moderate horizontal curves.
 - Sight Distance – limited, due to the curvature of the roadway.
 - Roadside Development & Environment – there are continuous fronting residences, and businesses on both sides of the roadway, with closely spaced driveways and intersections.
 - Parking Practices – high use of parallel parking in front of the residences and occasional high demand for parking in front of the churches.
 - Pedestrian Activity – can be frequent at times, due to the residential and business nature of the roadside development.
- f) Rucker Road, from a point 200 feet south of Calle Primera to Calle Lindero, is currently posted 25 mph. Rucker Road has a functional classification as a collector road by the Federal Highway Administration (FHWA). Due to this functional classification, the use of radar is prohibited without an ETS. The Traffic Section recommended performing an ETS to determine if 25 mph is appropriate. The 85th-percentile speed was 43.75 mph, indicating a recommended speed limit of 45 mph per the CVC. The Traffic Engineering Committee reviewed the ETS and recommended that the speed limit be lowered to 40 mph, after considering all of the following factors, including those set forth in AB2767:
- Meets the residential density condition; however, it does not qualify as a residence district because the functional classification of the road is a *collector road*.
 - Pedestrian Safety-based on the lack of sidewalk on the west side.
 - Bicycle Safety-based on the lack of bike lanes and on-street parking.
 - Other factors that were considered:

- Shoulder Conditions – there are no shoulders present, which eliminates any recovery zone.
- Sight Distance – limited through one curve.
- The Pace Speed – pace speed is the 10 mph band in the ETS that contains the highest value of samples. The 85th-percentile speed normally matches the top end of the pace speed; however, the 85th percentile speed is 44 mph, and the top end of the pace speed is 40 mph.
- Roadside Development & Environment – there are continuous fronting residences on the east side of the roadway, with closely spaced driveways, intersections and bus stops.
- Parking Practices – moderate parallel parking demand along the roadway.
- Pedestrian Activity – can be frequent at times, due to the residential nature of the roadside development.

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>
General Fund			
State			
Federal			
Fees			
Other: State Gas Tax	\$ 5,450.00		\$ 5,450.00
Total	\$ 5,450.00	\$ -	\$ 5,450.00

Narrative:

This work has been budgeted in Department 054, Org 0300, Program 2340, Account 7121, for installation of signs and legends.

Staffing Impacts:

Legal Positions:
None

FTEs:
None

Special Instructions:

1. Clerk of the Board shall complete noticing for the Ordinance in the Santa Barbara News Press and the Lompoc Record, 10 days prior to the hearing.
2. Clerk of the Board shall publish a summary (one time) within 15 days following the adoption of the Ordinance.

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Agenda Date: October 6, 2009

Page 6 of 6

3. Please forward one copy of the certified stamped minute order and executed document for pickup to the attention of Gary Smart, Public Works Department, Traffic Section, ext. 3308.

Attachments:

1. Ordinance
2. Vicinity Maps (5)

Authored by:

Bert Johnson, Traffic Engineering Associate III, ext. 8787

CC:

PW Accounting

File: C1500 & C1800