



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: February 4, 2014
Placement: Set Hearing
Estimated Tme: 15 Minutes
February 18, 2014;
Second Reading
March 4, 2014
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director: Scott D. McGolpin, Public Works Department, 568-3010
Contact Info: Chris Sneddon, Deputy Director, Transportation, 568-3064
SUBJECT: Speed Limits on Various Roads; All 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. Set a hearing for February 18, 2014, to consider the introduction (first reading) of an Ordinance amending Santa Barbara County Code, Chapter 23, Sections 23-15.2, 23-15.4, 23-15.5, 23-15.6, and 23-15.7, pertaining to speed limits on Eucalyptus Lane in the Montecito area, Patterson Avenue in the Goleta area, Alamo Pintado Road, Calzada Avenue and Grand Avenue in the Santa Ynez/Los Olivos area, St. Andrews Way in the Vandenberg Village area, Main Street in the Los Alamos area, Graciosa Road in the Orcutt area, and Betteravia Road in the Santa Maria area (15 minutes);
- B. Set a hearing for March 4, 2014 on the Administrative Agenda to consider recommendations, as follows:
 - i.) Consider the adoption (second reading) of an Ordinance, amending Santa Barbara County Code, Chapter 23 Sections 23-15.2, 23-15.4, 23-15.5, 23-15.6, and 23-15.7, pertaining to speed limits on the subject roads described herein, First, Second, Third, Fourth and Fifth Supervisorial Districts;
 - ii.) Read the title of the Ordinance and waive the reading of the Ordinance in full;
 - iii.) 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
 - iv.) Approve the filing of a Notice of Exemption on that basis.

Summary Text:

In accordance with the California Vehicle Code (CVC), the Public Works Department prepared Engineering and Traffic Surveys (E&TS) for Eucalyptus Lane in the Montecito area; La Cumbre Road in the Santa Barbara area; Patterson Avenue in the Goleta area; Camino Del Sur and Camino Pescadero in the Isla Vista area; Alamo Pintado Road, Calzada Avenue and Grand Avenue in the Santa Ynez/Los Olivos area; St. Andrews Way in the Vandenberg Village area; Main Street in the Los Alamos area; Blosser Road, Foster Road, Patterson Road, and Graciosa Road in the Orcutt area; and Betteravia Road in the Santa Maria area.

The current E&TS on Eucalyptus Lane in the Montecito area, and Main Street in the Los Alamos area were reevaluated by staff and because they are classified as local roads that meet the business or residence district criteria, a statutory speed limit of 25 mph per CVC Section 22352 applies in the absence of a posted, E&TS-based speed limit; staff recommends the following:

- Remove the existing speed limit of 25 mph from the County Code and allow the application of the statutory speed limit of 25 mph on Eucalyptus Lane, from Jameson Lane South to Miramar Avenue (First District).
- Remove the existing speed limit of 25 mph from the County Code and allow the application of the statutory speed limit of 25 mph on Main Street, from Den Street to Bell Street (Third District).

The Traffic Engineering Committee (TEC) reviewed the Alamo Pintado Road speed zone at their meeting on August 22, 2012. Public Works staff, with the concurrence of the Buellton California Highway Patrol Office, recommends removing the two advised 50 mph speed zones, and let them revert back to the statutory 55 mph maximum speed limit per CVC Section 22349, which applies in the absence of a posted, E&TS-based speed limit. The following are the TEC recommendations with staff modifications applied:

- Maintain the existing speed limit of 45 mph on Alamo Pintado Road, from a point 1391 feet south of the centerline of Baseline Avenue to a point 2077 feet north of the centerline of Baseline Avenue (Third District).
- Remove the existing speed limit of 45 mph on Alamo Pintado Road, from the Solvang city limits to a point 1391 feet south of the centerline of Baseline Avenue (Third District).
- Remove the speed limit of 45 mph on Alamo Pintado Road, from a point 2077 feet north of the centerline of Baseline Avenue to Santa Barbara Avenue (Third District).

The Traffic Engineering Committee (TEC) reviewed the Calzada Avenue, Grand Avenue, and Betteravia Road speed zones at their meeting on April 11, 2013, and the remaining speed zones requiring an E&TS at their meeting on December 10, 2013. The removal of the 35 mph speed zone on St. Andrews Way lets it revert back to the statutory 55 mph maximum speed limit per the CVC Section 22349, which applies in the absence of a posted, E&TS-based speed limit; the following are their recommendations:

- Maintain the existing speed limit of 35 mph on La Cumbre Road, from State Route 192 to Pueblo Avenue (Second District).
- Maintain the existing speed limit of 35 mph on La Cumbre Road, from Pueblo Avenue to the Santa Barbara city limits south of Calle Cita (Second District).
- Maintain the existing speed limit of 45 mph on Patterson Avenue, from Shoreline Drive to the Goleta city limits (Second District).

- Maintain the existing speed limit of 45 mph on Patterson Avenue, from the Goleta city limits to Cathedral Oaks Road (Second District).
- Raise the speed limit from 30 to 35 mph on Calzada Avenue, from Pine Street to Cimarron Drive (Third District).
- Maintain the existing speed limit of 45 mph on Calzada Avenue, from Cimarron Drive to Baseline Avenue (Third District).
- Maintain the existing speed limit of 25 mph on Camino Del Sur, from El Colegio (Road) to Del Playa Drive (Third District).
- Maintain the existing speed limit of 25 mph on Camino Pescadero, from El Colegio (Road) to Del Playa Drive (Third District).
- Raise the speed limit from 35 to 40 mph on Grand Avenue, from Roblar Avenue to Park Street (Third District).
- Maintain the existing speed limit of 35 mph on Grand Avenue, from Park Street to Hollister Street (Third District).
- Maintain the existing speed limit of 25 mph on Grand Avenue, from Hollister Street to State Route 154 (Third District).
- Remove the existing speed limit of 35 mph on Saint Andrews Way, from Club House Road to Oak Hill Drive (Third District).
- Maintain the existing speed limit of 45 mph on Blosser Road, from Clark Avenue to the Santa Maria city limits (Fourth District).
- Maintain the existing speed limit of 40 mph on Foster Road, from Orcutt Road to Bradley Road (Fourth District).
- Establish a speed limit of 40 mph on Graciosa Road, from Rice Ranch Road to a point 600 feet west of the centerline of Elkhorn Lane (Fourth District).
- Maintain the existing speed limit of 35 mph on Patterson Road, from Orcutt Road to Bradley Road (Fourth District).
- Maintain the existing speed limit of 45 mph on Betteravia Road, from the Santa Maria city limits to a point 200 feet east of the centerline of Nicholson Avenue; and extend the speed limit of 45 mph 300 feet, to a point 500 feet east of the centerline of Nicholson Avenue (Fifth District).
- The Traffic Engineering Committee requested staff to study the effects of the opening of Union Valley Parkway Interchange on the traffic patterns in the Orcutt area. Staff will be monitoring traffic volumes and speeds and analyzing the data during the first half of 2014. Staff will present their findings to the TEC later this year. Any recommendations from the TEC meeting for changes to speed zones will be submitted to the Board of Supervisors for their considerations.

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. More specifically, the CVC also requires, under Section

21400(b), that speed limits be rounded to the nearest five miles per hour of the 85th percentile speed of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up, it may instead be rounded down, but shall not be reduced any further for any reason.

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 Traffic Engineering Committee (TEC) recommendations is attached for your information. Your Board's approval of the attached changes to the County Code would allow the California Highway Patrol (CHP) to use radar enforcement, which is preferred as the more efficient, effective, and safest method.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

Funding Sources	Total One-Time Project Cost
State Gas Tax	\$4,500
Total	\$4,500

Narrative:

Approximately \$4,500 will be required for sign installation and pavement marking. These funds are available in Department 054, Program 2340, Org 0200, Account 7121.

Special Instructions:

Please provide a copy of the executed documents and certified stamped Minute Order to Bert Johnson, Public Works Department, Engineering Section, ext. 8787

Attachments

1. Vicinity Maps (13)
2. Ordinance
3. Summary of Engineering and Traffic Survey
4. Notice of Exemption

Authored by:

Bert Johnson, Traffic Engineer, Public Works Department, ext. 8787