

**Summary of the Engineering and Traffic Surveys (E&TS) and
Traffic Engineering Committee (TEC) Recommendations
December 10, 2013**

***(Including Alamo Pintado Road from the August 22, 2012 TEC
& Calzada Avenue, Grand Avenue, and Betteravia Road from the April 11, 2013 TEC)***

- a) La Cumbre Road, from State Route 192 to Pueblo Aveue, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 39.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85th percentile speed.
- b) La Cumbre Road, from Pueblo Aveue to the Santa Barbara city limits south of Calle Cita, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 39.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85th percentile speed.
- c) Patterson Avenue, from Shoreline Drive to the Goleta city limits, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 46 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- d) Patterson Avenue, from the Goleta city limits to Cathedral Oaks Road, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 46 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- e) Patterson Avenue, from Cathedral Oaks Road to Cambridge Drive, is currently posted 25 mph which is not in accordance with the 35 mph speed limit in County Code. The E&TS for this road had expired and required updating. The average 85th percentile speed was 36 mph, indicating a preliminary speed limit of 35 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be raised to 30 or 35 mph. The vote was split 4-4. For the posted speed limit to be raised to 30 mph, the following factors, including those set forth in AB2767 must be considered:
 - Residential district criteria met
 - Bicycle safety – occasional to frequent bicycle activity with frequent on-street parking and no bike lane.
 - Pedestrian safety – occasional to frequent pedestrian activity with missing segments of sidewalk.
 - Roadway characteristics and roadside development – solid fronting residences, closely spaced driveways, some closely spaced intersections, frequent on-street parking, and horizontal curves.

For the posted speed limit to be raised to 35 mph, no existing conditions or collision history that would justify lowering the recommended speed limit are considered.

- f) Alamo Pintado Road, from the Solvang city limits to a point 1391 feet south of the centerline of Baseline Avenue, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 56 mph, indicating a preliminary speed limit of 55 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be raised to 50 mph after considering all of the following factors, including those set forth in AB2767:
- Collision rate is higher than the State average for similar type roads
 - 23% of collisions are estimated to be speed related
 - Bicycle safety – occasional to frequent bikes, high motor vehicle speeds, and one collision involving a bike
 - Roadway characteristics and roadside development – some fronting residences, and some closely spaced driveways
- g) 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, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 49 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85th percentile speed.
- h) Alamo Pintado Road, from a point 2077 feet north of the centerline of Baseline Avenue to Santa Barbara Avenue, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 52 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be raised to 50 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- i) Calzada Avenue, from Pine Street to Cimarron Drive, is currently posted 30 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 40 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be raised to 35 mph after considering all of the following factors, including those set forth AB2767:
- Pedestrian safety – light to occasional pedestrian activity, and no sidewalks
 - Bicycle safety – light to occasional bikes, and no bike lanes or paved shoulder
 - Roadway characteristics and roadside development – solid fronting residences, closely spaced driveways, driveways may not be readily apparent due to thick vegetation
- j) Calzada Avenue, from Cimarron Drive to Baseline Avenue, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 48.25 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- k) Camino Del Sur, from El Colegio (Road) to Del Playa Drive, is currently posted 25 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 29 mph, indicating a preliminary speed limit of 30 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 25 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85th percentile speed.
- l) Camino Pescadero, from El Colegio (Road) to Del Playa Drive, is currently posted 25 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 28 mph, indicating a preliminary speed limit of 30 mph, per the CVC. The TEC reviewed the E&TS

and recommended the posted speed limit remain 25 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85th percentile speed.

- m) Grand Avenue, from Roblar Avenue to Park Street, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 45 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit be raised to 40 mph after considering all of the following factors, including those set forth in AB2767:
- 33% of collisions are estimated to be speed related
 - Pedestrian safety – light to occasional pedestrian activity, and no sidewalks
 - Roadway characteristics and roadside development – solid fronting residences on the east side and agricultural fields on the west side, closely spaced driveways on the east side and driveways may not be readily apparent due to thick vegetation.
- n) Grand Avenue, from Park Street to Hollister Street, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 40.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph after considering all of the following factors, including those set forth in AB2767:
- 33% of collisions are estimated to be speed related
 - Pedestrian safety – light to occasional pedestrian activity, and no sidewalks
 - Roadway characteristics and roadside development – solid fronting residences, closely spaced driveways.
 - Road segment is situated between 40 mph limit to the south and 25 mph speed limit to the north
- o) Grand Avenue, from Hollister Street to State Route 154, is currently posted 25 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 28.5 mph, indicating a preliminary speed limit of 30 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 25 mph. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85th percentile speed.
- p) Saint Andrews Way, from Club House Road to Oak Hill Drive, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed in 1998 was 39 mph, indicating a preliminary speed limit of 40 mph, per the CVC. Due to the low volume, roadway characteristics and location, it was decided not to update the E&TS and remove the posted speed limit signs. Though it does not meet the residential district criteria to post 25 mph any driver accessing this road must pass through a residential district that is posted 25 mph, and there are no existing conditions or collision history that would indicate that speeding is a problem. Saint Andrews Way is better served from an operational and enforcement standpoint without a posted speed limit. The TEC reviewed the Traffic Section recommendations and agreed that the posted speed limit be removed.
- q) Blosser Road, from Clark Avenue to the Santa Maria city limits, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 46 mph, indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.
- r) Foster Road, from Orcutt Road to Bradley Road, is currently posted 40 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 43.5 mph,

indicating a preliminary speed limit of 45 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 40 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit.

- s) Graciosa Road, from Rice Ranch Road to a point 600 feet west of the centerline of Elkhorn Lane, is currently unposted. Graciosa Road becomes Orcutt Road north of Rice Ranch Road which is posted 40 mph and is similar in character. Graciosa Road would be best served if it too had a posted speed limit. The average 85th percentile speed was 41.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended a posted speed limit of 40 mph. There are no existing conditions or collision history that would justify lowering the recommended speed limit and it ties in with the posted 40 mph speed limit on Orcutt Road to the north.
- t) Patterson Road, from Orcutt Road to Bradley Road, is currently posted 35 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 40.5 mph, indicating a preliminary speed limit of 40 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 35 mph after considering all of the following factors, including those set forth in AB2767:
 - Residential district criteria met.
 - Bicycle Safety – occasional to frequent bicycle activity with frequent on-street parking and no bike lane.
 - Pedestrian safety – occasional to frequent pedestrian activity with missing segments of sidewalk.
 - Roadway characteristics and roadside development – solid fronting residences, closely spaced driveways, some closely spaced intersections, frequent on-street parking, and one uncontrolled marked school crosswalk.
- u) Betteravia Road, from the Santa Maria city limits to a point 200 feet east of the centerline of Nicholson Avenue, is currently posted 45 mph. The E&TS for this road had expired and required updating. The average 85th percentile speed was 48.5 mph, indicating a preliminary speed limit of 50 mph, per the CVC. The TEC reviewed the E&TS and recommended the posted speed limit remain 45 mph and extend an additional 300 feet to the east to a point 500 feet east of the centerline of Nicholson Avenue. No documentation is required when choosing to round down to the nearest 5 mph increment below the 85th percentile speed.