



Agenda Item D.1
DISCUSSION/ACTION ITEM
Meeting Date: August 20, 2024

TO: Mayor and Councilmembers

SUBMITTED BY: Luz “Nina” Buelna, Interim Public Works Director

PREPARED BY: Derek Rapp, Contract Traffic Engineer

SUBJECT: Ordinance Amending Chapter 10.01 of the Goleta Municipal Code Reducing Speed Limits

RECOMMENDATION:

Introduce and conduct a first reading by title only, waiving further reading of Ordinance No. 24-___ entitled “An Ordinance of the City Council of the City of Goleta, California, Amending Chapter 10.01 of the Goleta Municipal Code Establishing Certain Streets as Safety Corridors or Facilities that Generate High Concentrations of Bicyclists or Pedestrians, Reducing Speed Limits on Said Streets, and Finding that the Ordinance is Exempt from the Environmental Quality Act”

BACKGROUND:

To enforce speed limits using radar or similar devices, the City must conduct Engineering and Traffic Surveys (E&TS), following requirements established by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD). These requirements are in place to avoid creating speed traps, where posted speeds are significantly below what drivers would expect based on perceived roadway and roadside conditions. Once adopted, per California Vehicle Code Section 40802(c)(2)(B)(II) the E&TS are valid for up to fourteen years, assuming there have been no significant changes to adjoining property or land use, roadway width, or traffic volume. The City’s existing E&TS are currently up to date.

The National Highway Traffic Safety Administration estimates excessive speed contributes to approximately one-third of all roadway fatalities. Speed plays an even more significant role in the severity of collisions involving cyclists and pedestrians. The mortality rate doubles when speeds increase from 25 to 35 miles per hour.

DISCUSSION:

Assembly Bill (AB) 43, signed into law in October 2021, gives communities new tools to reduce speeds on roadways to reduce the number of traffic-related serious injuries and deaths. All provisions of AB 43 came into effect on June 30, 2024. These new tools allow local jurisdictions to lower speed limits by five (5) mph in designated areas that meet specific criteria. Areas where speed limits may be reduced include:

Safety Corridors

California Vehicle Code section 22358.7(a)(1) allows agencies to reduce speed limits in Safety Corridors. The CA MUTCD defines safety corridors as roadway segments with the highest number of serious injuries and fatal collisions. Other factors that may be used to identify safety corridors include:

- Travel mode involved
- School proximity (<0.25 mi.)
- Disadvantaged Community Status (per CalEnviroScreen)
- Vulnerable Populations (per the American Community Survey) – Seniors (65+) and Youth (<15)

The definition restricts safety corridors to not more than 20% of the overall roadway network. In the City of Goleta, with just over 85 centerline miles of roadway, approximately 17 centerline miles of roadway are eligible as safety corridors. The table in Attachment 1 shows Goleta's proposed safety corridors based on five years of serious and fatal collision data from 2018 through 2022.

High Concentrations of Bicyclists or Pedestrians

California Vehicle Code section 22358.7(a)(2) permits speed reductions on roadways within one-quarter mile of lands or facilities that generate high concentrations of bicyclists and pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused. These areas are summarized in the CA MUTCD. See Table 1 below.

Table 1: Requirements to Determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Uses	Employment Centers
	Retail
	Parks, trails, and recreational destinations
	Schools
	Senior Centers
	Cultural/entertainment areas or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit-oriented developments
Pedestrian/Bicyclist Infrastructure	Sidewalk
	Crosswalks
	Bikeways
	Bicycles/scooters
Demographic Factors	Presence of children, seniors, persons with disabilities, and the unhoused
	Disadvantaged community status
	Presence of students
Local Data	Need identified in road safety audit or local road safety plan

Business Activity Districts

Another tool local jurisdictions can use when establishing speed limits is by ordinance, declaring a 20 or 25 mph prima facie speed limit within a business activity district. California Vehicle Code section 22358.9 defines a “business activity district” as a portion of a 4-lane maximum roadway and property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following four requirements:

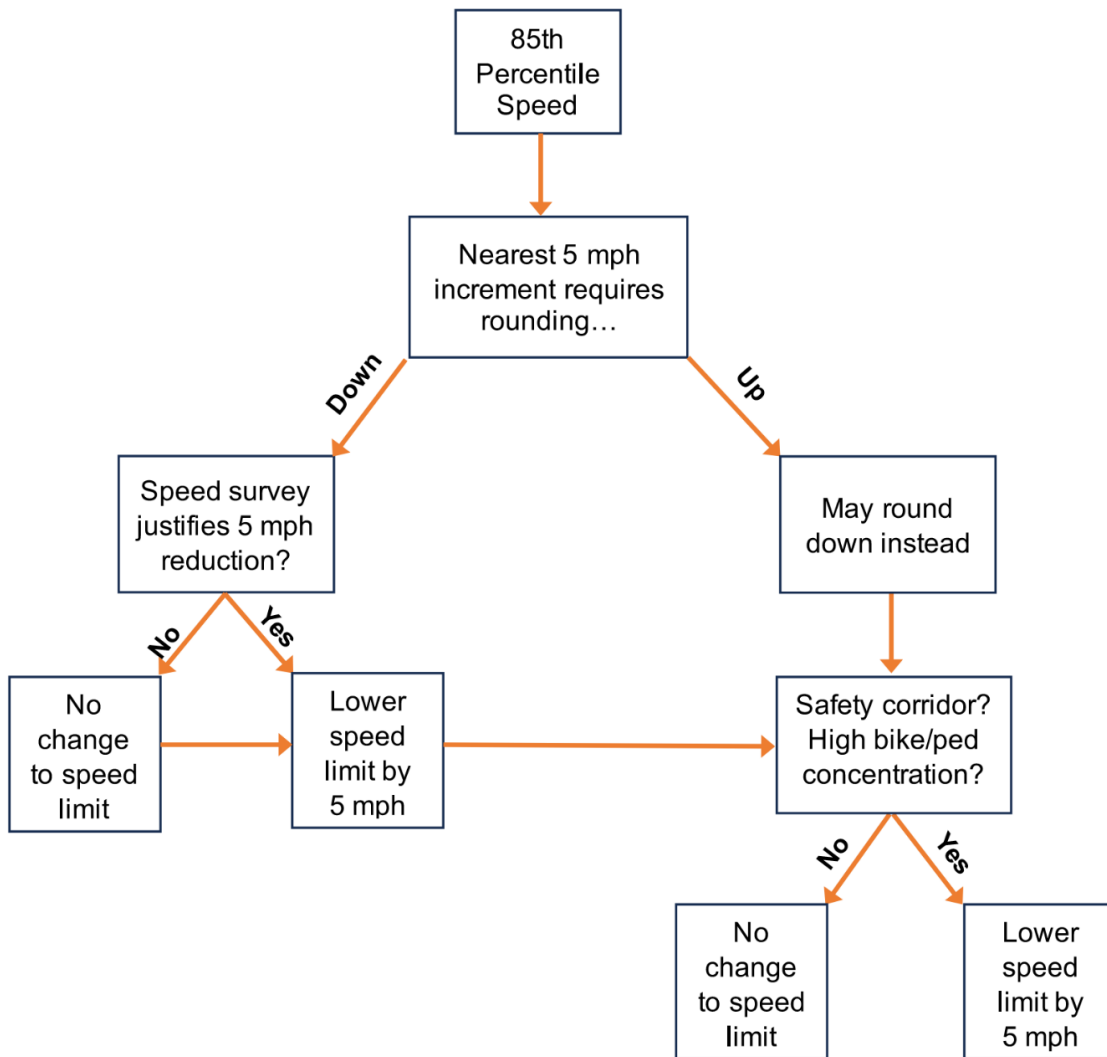
1. No less than 50% of the property fronting the roadway consists of retail or dining commercial uses.
2. On-street parking.
3. Traffic control devices (signals or stop signs) at no more than 600 feet intervals.
4. Marked crosswalks not controlled by a traffic control device.

In addition, the speed limits on the roadway segments immediately prior to and after the business activity district must be no more than five (5) mph higher than the proposed business activity district's prima facie speed limit. No street segments in the City of Goleta meet these requirements, and this Council item does not recommend any speed limits for business activity districts. Hollister Avenue in Old Town is the only segment that meets three of the four criteria above, but the segment immediately to the west of Fairview Avenue (in the City of Santa Barbara) is posted at 45 mph, well above the 30 mph required for a 25 mph business activity district designation. This segment of Hollister Avenue qualifies as a safety corridor with a recommended speed limit of 25 mph. Staff is coordinating with the City and County of Santa Barbara regarding speed limit transitions across our city limits.

Application of Speed Limit Reduction Tools

The following flow chart depicts how speed limits may be set based on the new laws.

Figure 1: Speed Limit Determination Decision Tree



Speed Limit Examples

Until the adoption of AB 43, local agencies had two means of establishing speed limits. These included rounding the observed 85th percentile speed and E&TS.

Speed data was collected in the field and the 85th percentile speed, or speed at which 85% of the measured traffic was traveling at or below, was calculated. The standard practice was to set the speed limit at the nearest 5 miles per hour increment to the 85th percentile speed. If the nearest 5-mile-per-hour increment involved rounding up, the local agency could choose to round down instead. However, no other speed limit reductions via an E&TS were permitted if the agency selected this option. If the nearest 5-mile-per-hour increment involved rounding down, agencies could lower the speed limit by an additional 5 miles per hour if justified by an E&TS.

An E&TS is an engineering study that considers speeds, collisions, residential density, conditions not readily apparent to the driver and vulnerable groups (children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused) to determine whether the speed limit established by the rounding methods discussed above are reasonable and safe. If the E&TS demonstrates that the speed limit is not reasonable and safe and the above rounding rules allow for further reduction, the agency may lower the speed limit an additional five (5) miles per hour.

The recent changes to the vehicle code through AB 43 add safety corridors and high concentrations of bicyclists or pedestrians as a new tool to reduce speed limits by an additional five (5) miles per hour. Staff proposes to amend Chapter 10.01 of the Goleta Municipal Code to establish (1) safety corridors and facilities with high concentrations of bicyclists or pedestrians pursuant to AB 43 and (2) speed limits on roadway segments in the subject areas. It should be noted that AB 43 requires the City to only issue warning citations for violations exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect pursuant to AB 43. (Vehicle Code section 22358.7(d))

The following examples in Table 2 and Table 3 below demonstrate the speed limit setting procedures and the impact of the new laws.

Table 2 – Speed Limit Rules – Round Up to Nearest 5 mph Increment

85th Percentile Speed	Method	Option	
		Round Up	Round Down
≥ 37.5 mph	5 mph increment rounding	40 mph	35 mph
	E&TS	35 mph	N/A
	Safety Corridors/High Concentrations of Bikes or Pedestrians	30 mph	30 mph

Table 3 – Speed Limit Rules – Round Down to Nearest 5 mph Increment

85th Percentile Speed	Method	Option	
		Round Up	Round Down
≤ 37.4 mph	5 mph increment rounding	N/A	35 mph
	E&TS	N/A	30 mph
	Safety Corridors/High Concentrations of Bikes or Pedestrians	N/A	25 mph

FISCAL IMPACTS:

The fiscal impacts consist of installing new speed limit signage and replacing speed limit legends placed on the pavement. The estimated cost for this work is \$120,000. The Fiscal Year 2024-25 budget from account 101-50-5800-51031 Special Department Supplies will be used to purchase the signs and account 101-50-5800-51300 Contract Services to install them. There is sufficient budget for these expenses.

GOLETA STRATEGIC PLAN:

This work effort meets the following City Strategic Goals:

Strategic Goals:

- 5.2 - Encourage the use of alternative transportation methods that reduce vehicle miles traveled
- 5.6 - Incorporate Vision Zero plans into transportation project design

LEGAL REVIEW BY: Megan Garibaldi, City Attorney

APPROVED BY: Robert Nisbet, City Manager

ATTACHMENTS:

1. Ordinance No. 24-___ entitled “An Ordinance of the City Council of the City of Goleta, California, Amending Chapter 10.01 of the Goleta Municipal Code Establishing Certain Streets as Safety Corridors or Facilities that Generate High Concentrations of Bicyclists or Pedestrians, Reducing Speed Limits on Said Streets, and Finding that the Ordinance is Exempt from the Environmental Quality Act”
2. Staff Presentation

ATTACHMENT 1

Ordinance No. 24-___ “An Ordinance of the City Council of the City of Goleta, California, Amending Chapter 10.01 of the Goleta Municipal Code Establishing Certain Streets as Safety Corridors or Facilities that Generate High Concentrations of Bicyclists or Pedestrians, Reducing Speed Limits on Said Streets, and Finding that the Ordinance is Exempt from the Environmental Quality Act”

ORDINANCE NO. 24-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, AMENDING CHAPTER 10.01 OF THE GOLETA MUNICIPAL CODE ESTABLISHING CERTAIN STREETS AS SAFETY CORRIDORS OR FACILITIES THAT GENERATE HIGH CONCENTRATIONS OF BICYCLISTS OR PEDESTRIANS, REDUCING SPEED LIMITS ON SAID STREETS AND FINDING THAT THE ORDINANCE IS EXEMPT FROM THE ENVIRONMENTAL QUALITY ACT

WHEREAS, Section 21351 of the California Vehicle Code authorizes the City to place and maintain, or cause to be placed and maintained, such appropriate signs, signals or traffic control devices as may be necessary properly to indicate and carry out the provisions of the Vehicle Code or local traffic ordinances, or to warn or guide traffic; and

WHEREAS, Section 22357 of the California Vehicle Code and Section 10.01.260 of the City's Municipal Code authorizes the City to establish speed limits by ordinance to facilitate the orderly movement of traffic; and

WHEREAS, Engineering and Traffic Surveys have been conducted in accordance with California Vehicle Code and California Department of Transportation requirements, said Engineering and Traffic Survey being identified as Speed Surveys, and

WHEREAS, Section 22358.6 of the Vehicle Code provides rules for the setting of speed limits, including performing an engineering and traffic survey, and

WHEREAS, Section 22358.7 of the Vehicle Code states that if a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, reduce the speed limit by an additional five miles per hour for either of the following reasons: (1) the portion of highway has been designated as a safety corridor or (2) the portion of highway is adjacent to a land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

WHEREAS, California Vehicle Code section 22358.7(b)(1) and the California Manual on Uniform Traffic Control Devices (CA MUTCD) defines "safety corridor" as a roadway segment constituting one-fifth of a roadway network where the highest number of serious injury and fatality crashes occur, and

WHEREAS, California Vehicle Code section 22358.7(b)(2) and CA MUTCD defines land or facility that generates high concentrations of bicyclists or pedestrians as roadway segments within 1,320 feet of these lands or facilities, and

WHEREAS, based upon the last five years of collision data, City staff has identified certain roadway segments, constituting one-fifth of Goleta's roadway network, to have the highest number of serious injuries and fatalities.

WHEREAS, the remaining roadway segments in the City are within 1,320' feet of land or facilities that generate high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities.

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF GOLETA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Recitals

The City Council hereby finds and determines that the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. Environmental Assessment

The Ordinance is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15060(c)(3) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations) because the activity is not a "project" as defined in Section 15378(b)(5) as an organizational or administrative activity by government that will not result in direct or indirect physical changes in the environment. The Ordinance is also exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines because the activity is covered by the general rule which exempts activities that can be seen with certainty to have no possibility for causing a significant effect on the environment. If the Ordinance is a project, it is categorically exempted under CEQA Guidelines 15301 because it involves the operations of existing facilities and the Ordinance, does not expand the use of the streets.

SECTION 3. Ordinance

Section 10.01.260, Speed Limits, of Title 10 of the Goleta Municipal Code, Vehicles and Traffic, is replaced to read in its entirety:

10.01.260 Speed Restrictions

It is hereby determined, pursuant to applicable California Vehicle Code sections, that the speeds permitted by state law upon the highways hereafter designated in this chapter are greater or less than is reasonable or safe under the conditions found to exist upon such highways. Unless otherwise provided, it is hereby declared that the prima facie speed

limits shall be as designated in this article, effective when signs are erected giving notice thereof, pursuant to the provisions of the California Vehicle Code and any amendments or successors thereto.

A. Safety Corridors

In accordance with the California Vehicle Code section 22358.7(a)(1), as amended, and the California Manual on Uniform Traffic Control Devices, the streets, or portions thereof, are hereby designated to be Safety Corridors and pursuant to Vehicle Code section 22358.7(d), the City shall issue only warning citations for violations exceeding the speed limit, established under this section, by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect :

Roadway	From	To
Calle Real	Brandon Drive	Glen Annie Road
Calle Real	Los Carneros Road	Valdez Avenue
Calle Real	Valdez Avenue	Fairview Avenue
Calle Real	Fairview Avenue	Kellogg Avenue
Cathedral Oaks Road	Winchester Canyon Road	Paseo Del Pinon
Cathedral Oaks Road	Paseo Del Pinon	Glen Annie Road
Cathedral Oaks Road	Glen Annie Road	Los Carneros Road
Cathedral Oaks Road	Los Carneros Road	Carlo Drive
Cathedral Oaks Road	Carlo Drive	Eastern City Limit
Covington Way	Los Carneros Road	La Patera Lane
Fairview Avenue	Hollister Avenue	US 101 NB Ramps
Fairview Avenue	US 101 NB Ramps	Berkeley Road
Fairview Avenue	Berkeley Road	Cathedral Oaks Road
Glen Annie Road	Calle Real	Cathedral Oaks Road
Hollister Avenue	Pebble Beach Dr.	Pacific Oaks Road
Hollister Avenue	Pacific Oaks Road	Storke Road
Hollister Avenue	Storke Road	Los Carneros Road
Hollister Avenue	Fairview Avenue	Kellogg Avenue
Hollister Avenue	Kellogg Avenue	Ward Drive
Hollister Avenue	Ward Drive	East City Limit
Kellogg Avenue	Hollister Avenue	Kellogg Way
Los Carneros Road	Calle Real	Cathedral Oaks Road
Patterson Avenue	Hollister Avenue	Northern City Limit
Storke Road	South City Limit	Phelps Road
Storke Road	Phelps Road	Hollister Avenue
Storke Road	Hollister Avenue	Calle Real

Ward Drive	S. City Limit	Hollister Avenue
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B. Facilities that Generate High Concentrations of Bicyclists and Pedestrians

In accordance with the California Vehicle Code section 22358.7(a)(2), as amended, and the California Manual on Uniform Traffic Control Devices, the streets, or portions thereof, are hereby designated to be facilities that generate high concentration of bicyclists and pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused, and pursuant to Vehicle Code section 22358.7(d), the City shall issue only warning citations for violations exceeding the speed limit, established under this section, by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect:

Roadway	From	To
Calle Real	Cathedral Oaks Road	Winchester Canyon Road
Calle Real	Winchester Canyon Road	Brandon Drive
Calle Real	Kellogg Avenue	Northeast City Limit
Cambridge Drive	Cathedral Oaks Road	Marbury Drive
Cambridge Drive	North City Limit	Cathedral Oaks Road
Cathedral Oaks Road	Hollister Avenue	Winchester Canyon Road
Fairview Avenue	South City Limit	Carson Street
Fairview Avenue	Carson Street	Hollister Avenue
Hollister Avenue	Cathedral Oaks Road	Pebble Beach Drive
Kellogg Avenue	Hollister Avenue	Depot Road
Kellogg Avenue	Kellogg Way	Thornwood Drive
La Patera Lane	Covington Way	Cathedral Oaks Road
La Patera Lane	Calle Real	Covington Way
Los Carneros Road	South City Limits	Hollister Avenue
Los Carneros Road	Hollister Avenue	US 101 SB Ramps
Los Carneros Road	US 101 SB Ramps	Calle Real
Pacific Oaks Road	Phelps Road	Hollister Avenue
Patterson Avenue	Ekwill Street	Hollister Avenue
Phelps Road	Pacific Oaks Road	Storke Road

C. Speed Limits

In accordance with the California Vehicle Code, the prima facie speed limits for streets, or portions thereof, in the City are hereby declared to be as follows:

Roadway	From	To	Declared Speed Limit
Calle Real	Cathedral Oaks Road	Winchester Canyon Road	35
Calle Real	Winchester Canyon Road	Brandon Drive	35
Calle Real	Brandon Drive	Glen Annie Road	40
Calle Real	Los Carneros Road	Valdez Avenue	40
Calle Real	Valdez Avenue	Fairview Avenue	30
Calle Real	Fairview Avenue	Kellogg Avenue	30
Calle Real	Kellogg Avenue	Northeast City Limit	40
Cambridge Drive	Cathedral Oaks Road	Marbury Drive	20
Cambridge Drive	Patterson Avenue	Cathedral Oaks Road	30
Cathedral Oaks Road	Hollister Avenue	Winchester Canyon Road	30
Cathedral Oaks Road	Winchester Canyon Road	Paseo Del Pinon	35
Cathedral Oaks Road	Paseo Del Pinon	Glen Annie Road	30
Cathedral Oaks Road	Glen Annie Road	Los Carneros Road	45
Cathedral Oaks Road	Los Carneros Road	Carlo Drive	35
Cathedral Oaks Road	Carlo Drive	Eastern City Limit	35
Covington Way	Los Carneros Road	La Patera Lane	25
Encina Road	Fairview Avenue	Kingston Avenue	25
Fairview Avenue	South City Limit	Carson Street	35
Fairview Avenue	Carson Street	Hollister Avenue	30
Fairview Avenue	Hollister Avenue	US 101 NB Ramps	30
Fairview Avenue	US 101 NB Ramps	Berkeley Road	30
Fairview Avenue	Berkeley Road	Cathedral Oaks Road	30
Glen Annie Road	Calle Real	Cathedral Oaks Road	40
Hollister Avenue	Cathedral Oaks Road	Pebble Beach Drive	40
Hollister Avenue	Pebble Beach Drive	Pacific Oaks Road	40
Hollister Avenue	Pacific Oaks Road	Storke Road	35

Hollister Avenue	Storke Road	Los Carneros Road	40
Hollister Avenue	Fairview Avenue	Kellogg Avenue	25
Hollister Avenue	Kellogg Avenue	Ward Drive	25
Hollister Avenue	Ward Drive	East City Limit	40
Kellogg Avenue	Hollister Avenue	Depot Road	20
Kellogg Avenue	Hollister Avenue	Kellogg Way	30
Kellogg Avenue	Kellogg Way	Thornwood Drive	35
La Patera Lane	Covington Way	Cathedral Oaks Road	20
La Patera Lane	Calle Real	Covington Way	30
Los Carneros Road	South City Limits	Hollister Avenue	40
Los Carneros Road	Hollister Avenue	US 101 SB Ramps	35
Los Carneros Road	US 101 SB Ramps	Calle Real	35
Los Carneros Road	Calle Real	Cathedral Oaks Road	35
Pacific Oaks Road	Phelps Road	Hollister Avenue	20
Patterson Avenue	Ekwill Street	Hollister Avenue	30
Patterson Avenue	Hollister Avenue	Northern City Limit	35
Phelps Road	Pacific Oaks Road	Storke Road	25
Storke Road	South City Limit	Phelps Road	40
Storke Road	Phelps Road	Hollister Avenue	40
Storke Road	Hollister Avenue	Calle Real	30
Ward Drive	S. City Limit	Hollister Avenue	30

SECTION 4. Severability

If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared invalid.

SECTION 5. Certification of the City Clerk

The City Clerk shall certify to the adoption of this ordinance and, within 15 days after its adoption, shall cause it to be published in accordance with California Government Code section 36933.

SECTION 6. Effective Date and Termination

This Ordinance shall take effect on the 31st day following adoption by the City Council.

INTRODUCED ON the 20th day of August 2024.

PASSED, APPROVED, AND ADOPTED this _____ day of _____ 2024.

PAULA PEROTTE, MAYOR

ATTEST:

DEBORAH LOPEZ
CITY CLERK

APPROVED AS TO FORM:

MEGAN GARIBALDI
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH S. LOPEZ, City Clerk of the City of Goleta, California, do hereby certify that the foregoing Ordinance No. 24-__ was introduced on August 20, 2024, and adopted at a regular meeting of the City Council of the City of Goleta, California, held on the _____, by the following roll-call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

(SEAL)

DEBORAH S. LOPEZ
CITY CLERK

ATTACHMENT 2

Staff Presentation



Ordinance Amending City of Goleta Municipal Code, Chapter 10.01, Reducing Speed Limits



August 20, 2024

Agenda

- Former speed limit setting methods
- AB 43 – new tools to reduce speed limits
- Application of new laws
- Adoption of resolution establishing new speed limits

Speed Limit Setting (Pre-AB 43)

- Measure 85%-ile speed
- Round to nearest 5 mph increment
- Reduce additional 5 mph based on:
 - Collision history
 - Residential density and/or
 - Bike/pedestrian safety



AB 43 – New Laws/Tools

- Safety Corridor
- High Concentration of Bicyclists & Pedestrians



Safety Corridor – CVC 22358.7(a) (1)

A roadway segment where the highest number of serious injury and fatality crashes occur.

* Limited to one-fifth (20%) of total roadway network.



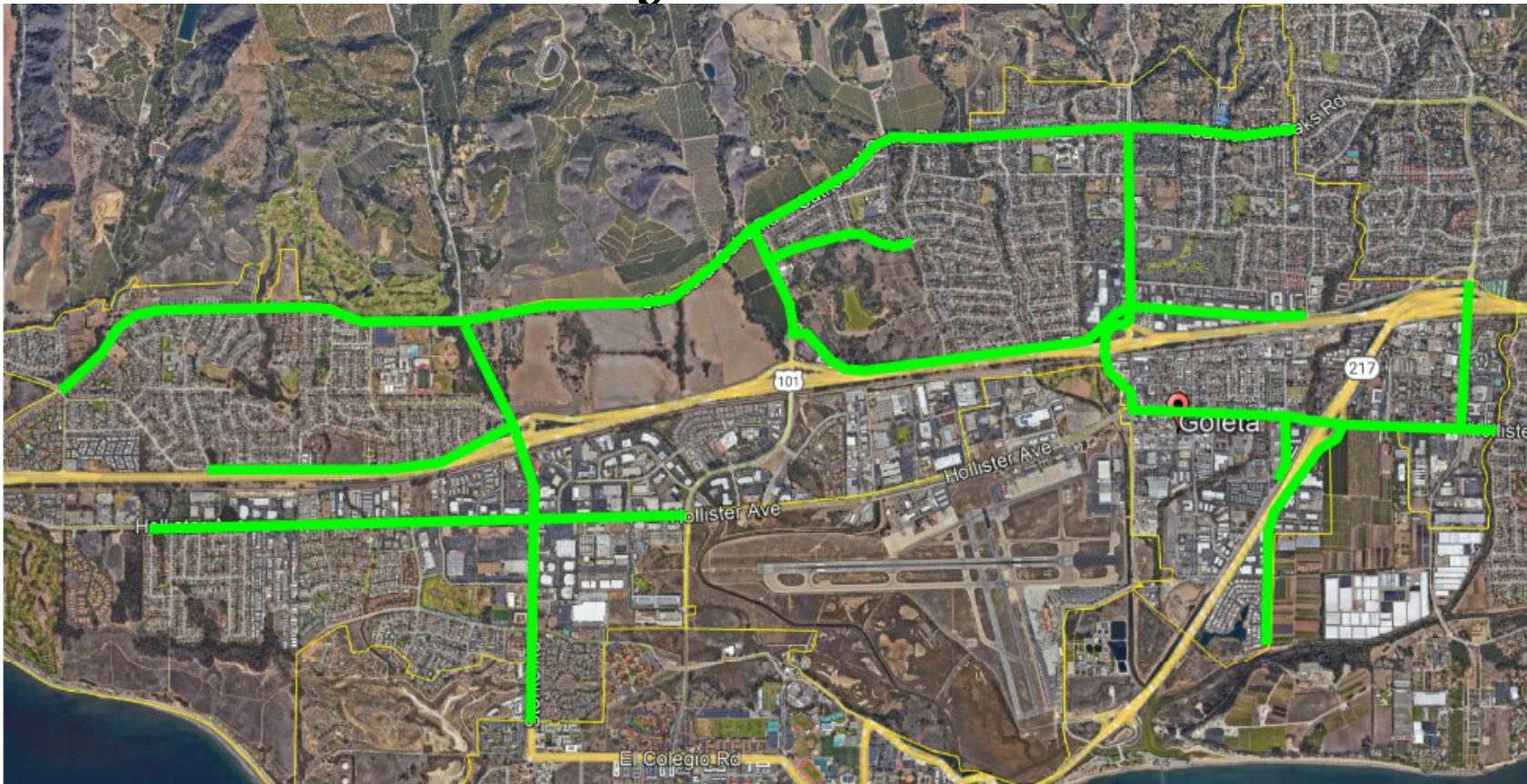
Safety Corridors

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Patterson Avenue	Hollister Avenue	Northern City Limit
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Storke Road	Hollister Avenue	Calle Real
Ward Drive	S. City Limit	Hollister Avenue



Safety Corridors



August 20, 2024, City Council Meeting



High Concentrations of Bicyclists or Pedestrians

Roadway segments within 1,320' (1/4 mi.) of the following bicycle or pedestrian generators



High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Uses	Employment Centers
	Retail
	Parks, trails, and recreational destinations
	Schools
	Senior Centers
	Cultural/entertainment areas or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit oriented developments
Pedestrian/Bicyclist Infrastructure	Sidewalk
	Crosswalks
	Bikeways
	Bicycles/scooters
Demographic Factors	Presence of children, seniors, persons with disabilities and the unhoused
	Disadvantaged community status
	Presence of students
Local Data	Need identified in road safety audit or local road safety plan



High Concentrations of Bicyclists or Pedestrians

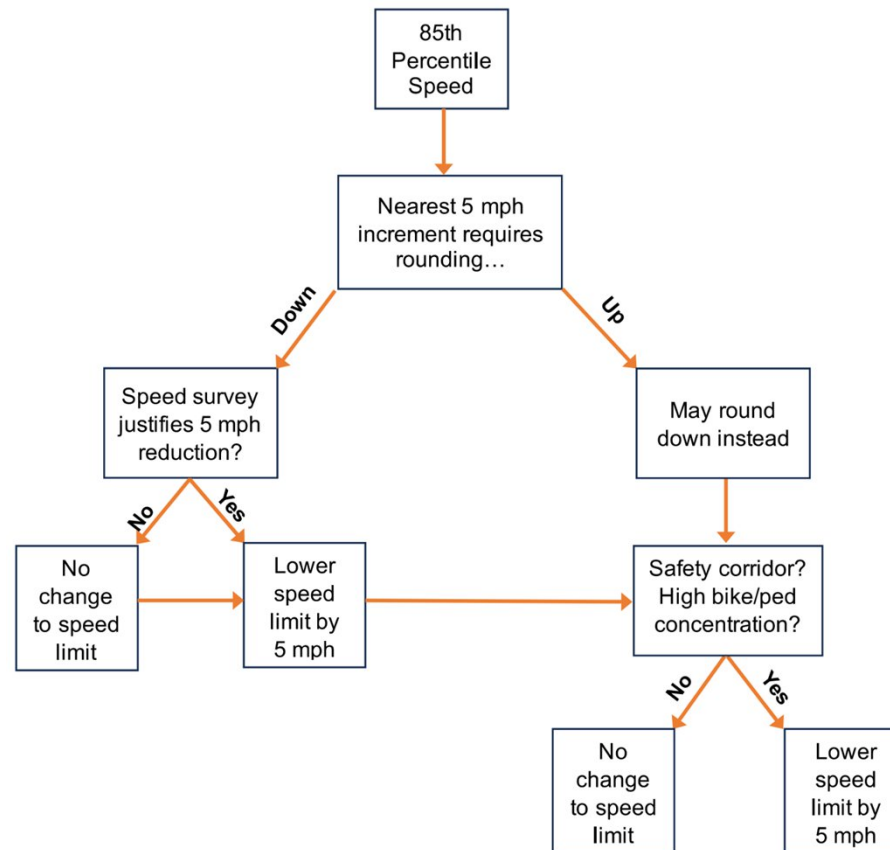
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Los Carneros Road	US 101 SB Ramps	Calle Real
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Patterson Avenue	Ekwill Street	Hollister Avenue
Phelps Road	Pacific Oaks Road	Storke Road



High Concentrations of Bicyclists or Pedestrians



Speed Limit Setting – New Procedures



Staff Recommendation

Introduce and conduct a first reading by title only, waiving further reading of Ordinance No. 24-____ entitled “An Ordinance of the City Council of the City of Goleta, California, Amending Chapter 10.01 of the Goleta Municipal Code Establishing Certain Streets as Safety Corridors or Facilities that Generate High Concentrations of Bicyclists or Pedestrians, Reducing Speed Limits on Said Streets, and Finding that the Ordinance is Exempt from the Environmental Quality Act”



Recommended Speed Limits

Roadway	From	To	Posted Speed	85th % Speed	Proposed Speed Limit
Calle Real	Cathedral Oaks Road	Winchester Canyon Road	None	41	35
Calle Real	Winchester Canyon Road	Brandon Drive	45	43	35
Calle Real	Brandon Drive	Glen Annie Road	45	49	40
Calle Real	Los Carneros Road	Valdez Avenue	45	52	40
Calle Real	Valdez Avenue	Fairview Avenue	35	39	30
Calle Real	Fairview Avenue	Kellogg Avenue	35 & 25	39	30
Calle Real	Kellogg Avenue	Northeast City Limit	45	51	40
Cambridge Drive	Cathedral Oaks Road	Marbury Drive	25	27	20
Cambridge Drive	Patterson Avenue	Cathedral Oaks Road	35	36	30
Cathedral Oaks Road	Hollister Avenue	Winchester Canyon Road	40	39	30
Cathedral Oaks Road	Winchester Canyon Road	Paseo Del Pinon	45	45	35
Cathedral Oaks Road	Paseo Del Pinon	Glen Annie Road	40	40	30
Cathedral Oaks Road	Glen Annie Road	Los Carneros Road	50	56	45
Cathedral Oaks Road	Los Carneros Road	Carlo Drive	40	42	35



Recommended Speed Limits

Roadway	From	To	Posted Speed	85th % Speed	Proposed Speed Limit
Covington Way	Los Carneros Road	La Patera Lane	35	35	25
Encina Road	Fairview Avenue	Kingston Avenue	25	N/A	25
Fairview Avenue	South City Limit	Carson Street	40	47	35
Fairview Avenue	Carson Street	Hollister Avenue	35	41	30
Fairview Avenue	Hollister Avenue	US 101 NB Ramps	35	36	30
Fairview Avenue	US 101 NB Ramps	Berkeley Road	25 & 35	41	30
Fairview Avenue	Berkeley Road	Cathedral Oaks Road	35	42	30
Glen Annie Road	Calle Real	Cathedral Oaks Road	45	48	40
Hollister Avenue	Cathedral Oaks Road	Pebble Beach Drive	45	49	40
Hollister Avenue	Pebble Beach Drive	Pacific Oaks Road	45	48	40
Hollister Avenue	Pacific Oaks Road	Storke Road	45	43	35
Hollister Avenue	Storke Road	Los Carneros Road	45	46	40
Hollister Avenue	Fairview Avenue	Kellogg Avenue	25	32	25
Hollister Avenue	Kellogg Avenue	Ward Drive	35	31	25
Hollister Avenue	Ward Drive	East City Limit	45	48	40



Recommended Speed Limits

Roadway	From	To	Posted Speed	85th % Speed	Proposed Speed Limit
Kellogg Avenue	Hollister Avenue	Depot Road	25	28	20
Kellogg Avenue	Hollister Avenue	Kellogg Way	None	40	30
Kellogg Avenue	Kellogg Way	Thornwood Drive	40	41	35
La Patera Lane	Covington Way	Cathedral Oaks Road	30	29	20
La Patera Lane	Calle Real	Covington Way	35	38	30
Los Carneros Road	South City Limits	Hollister Avenue	45	49	40
Los Carneros Road	Hollister Avenue	US 101 SB Ramps	45	44	35
Los Carneros Road	US 101 SB Ramps	Calle Real	45	44	35
Los Carneros Road	Calle Real	Cathedral Oaks Road	45	44	35
Pacific Oaks Road	Phelps Road	Hollister Avenue	30	27	20
Patterson Avenue	Ekwill Street	Hollister Avenue	35	39	30
Patterson Avenue	Hollister Avenue	Northern City Limit	45	42	35
Phelps Road	Pacific Oaks Road	Storke Road	30	33	25
Storke Road	South City Limit	Phelps Road	45	47	40
Storke Road	Phelps Road	Hollister Avenue	45	46	40
Storke Road	Hollister Avenue	Calle Real	35	38	30
Ward Drive	S. City Limit	Hollister Avenue	40	39	30



Questions?