



Agenda Item B.6
CONSENT CALENDAR
Meeting Date: September 20, 2022

TO: Mayor and Councilmembers

FROM: Charles W. Ebeling, Public Works Director

CONTACT: Derek Rapp, Acting Traffic Engineer

SUBJECT: Updated and New Speed Surveys

RECOMMENDATION:

Adopt Resolution No. 22-_____ entitled, "A Resolution of the City Council of the City of Goleta, California, Establishing Speed Limits at Various Locations Throughout the City."

BACKGROUND:

For law enforcement to enforce speed limits using radar or similar devices, the City must approve engineering and traffic surveys in accordance with requirements established by the California Vehicle Code and the California Manual on Uniform Traffic Control Devices. These requirements are in place to avoid the creation of speed traps where posted speeds are significantly below what drivers would expect based on perceived conditions and the speed of other vehicles. Once adopted, the speed surveys are valid for up to 10 years. Speed limits on various key roadway segments within the City have expired and must be renewed, as shown in the map in Attachment 4.

DISCUSSION:

Engineering and Traffic Surveys (Attachment 2) have been performed to provide documentation of the present speed conditions on certain streets within the city limits and are the basis for the establishment and enforcement of speed limits. These surveys will authorize law enforcement authorities to deploy radar or similar devices for enforcement. To assure that posted speed limits are kept current the law further specifies that these surveys be conducted as follows:

- Every five (5) years; or
- Every seven (7) years if significant changes in roadway or traffic conditions have occurred; or
- Every ten (10) years if significant changes in roadway or traffic conditions have occurred.

Speed limits are typically established at or near the Critical Speed, also known as the Prevailing Speed, which is determined by sampling the existing speeds of motorists. The Critical Speed is defined as the 85th percentile speed, which is that speed at or below which 85 percent of the traffic is moving. This speed is the primary guide in determining what most drivers believe is safe and reasonable. The speed limit normally should be established at the nearest five miles per hour increment to the 85th percentile speed, although engineering judgment may indicate the need for a further reduction of five miles per hour. Such judgment would depend on accident records, conditions not readily apparent to motorists, density of fronting residential land uses, and/or pedestrian and bicyclist safety.

A summary table of the results of the engineering and traffic surveys that have been conducted is provided in Attachment 3. The majority of the recommended speed limits shown in the table will remain the same as currently posted on the roadways. Speed limits for Street segments of Cathedral Oaks Road, Pacific Oaks Roads, and Patterson Avenue have been reduced. The recommended speed limit for two sections that do not currently have a posted speed limit are recommended at the 85th percentile or prevailing speed and will require new posts and signage. It is recommended that the City Council approve the attached resolution adopting the recommended speed limits for each of these roadway segments (Attachment 1).

FISCAL IMPACTS:

The approved FY2023 budget includes \$16,245 for speed limit signage in account 205-50-5800-51062 Maintenance–Streets. The fiscal impacts associated with the installation of the speed limit signage is approximately \$1,500. There is sufficient funding in the existing budget, therefore no additional budget appropriation for this action is required. There will be minimal annual maintenance necessary to maintain the signs and pavement markings.

Maintenance – Streets FY23				
Fund Type	Account	Current Budget	YTD Actuals / Encumbrances	Total Available Budget
Measure A	205-50-5800-51062	\$75,000	\$58,755	\$16,245

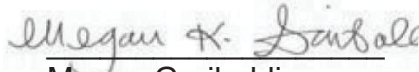
ALTERNATIVES:

The Council could choose not to adopt the attached resolution, in which case the posted speed limits on the subject roadway segments will not be enforceable by the use of radar.

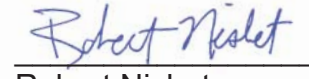
Reviewed By:


Kristine Schmidt
Assistant City Manager

Legal Review By:


Megan Garibaldi
City Attorney

Approved By:


Robert Nisbet
City Manager

ATTACHMENTS:

1. Resolution No. 22-_____ entitled, "A Resolution of the City Council of the City of Goleta, California, Establishing Speed Limits at Various Locations Throughout the City."
2. Engineering & Traffic Surveys
3. Summary Table of Radar Speed Survey Locations
4. Speed Survey Location Map

ATTACHMENT 1

**RESOLUTION NO. 22-XXX ENTITLED, "A RESOLUTION OF THE CITY
COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, ESTABLISHING
SPEED LIMITS AT VARIOUS LOCATIONS THROUGHOUT THE CITY"**

RESOLUTION NO. 22-XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, ESTABLISHING SPEED LIMITS AT VARIOUS LOCATIONS THROUGHOUT THE CITY

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 to properly indicate and carry out the provisions of the Vehicle Code or local traffic ordinances, or to warn or guide traffic;

WHEREAS, Section 22358.8 of the California Vehicle Code and Section 10.01.290 of the City's Municipal Code authorizes the City to set speed limits; 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 the Speed Survey, dated June 15, 2022, July 22, 2022, and August 12, 2022.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLETA, AS FOLLOWS:

SECTION 1.

Established speed limits at the locations described below are hereby rescinded and the following speed limits are established:

Roadway Segment	Survey Limits	85 th % Speed	Speed Limit	Survey Date
Cathedral Oaks Rd	Paseo Del Pinon to Glen Annie Rd	40	40	6/15/2022
Cathedral Oaks Rd	Glen Annie Rd to Los Carneros Rd	56	50	7/22/2022
Cathedral Oaks Rd	800 feet West of Carlo Dr to Eastern City Limit	46	40	8/12/2022
Pacific Oaks Rd	Phelps Rd to Los Ninos	27	25	6/15/2022
Pacific Oaks Rd	Los Ninos to Hollister Ave	29	30	6/15/2022
Patterson Ave	Ekwill St to Hollister Ave	39	35	7/22/2022
Patterson Ave	Hollister Ave to Northern City Limit	42	40	8/12/2022
Storke Rd	Hollister Ave to Hwy 101 SB Ramps	38	40	7/22/2022

SECTION 2.

That the City Manager is hereby directed to provide for the installation and maintenance of appropriate signs and markings for the locations hereinabove identified as necessary.

SECTION 3.

The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 20th day of September, 2022.

PAULA PEROTTE, MAYOR

ATTEST:

APPROVED AS TO FORM:

DEBORAH S. LOPEZ
CITY CLERK

MEGAN GARIBALDI
CITY ATTORNEY

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

I, DEBORAH S. LOPEZ, City Clerk of the City of Goleta, California, DO
HEREBY CERTIFY that the foregoing Resolution No. 22-XXX was duly adopted
by the City Council of the City of Goleta at a regular meeting held on the 20th day
of September, 2022 by the following vote of the Council:

AYES:

NOES:

ABSENT:

(SEAL)

DEBORAH S. LOPEZ
CITY CLERK

ATTACHMENT 2
ENGINEERING & TRAFFIC SURVEYS



ENGINEERING & TRAFFIC SURVEY

Street Name:	Cathedral Oaks	Survey Date:	6/15/2022
From/To:	Paseo Del Pinon to Glen Annie Rd	Street Width:	50'
Direction:	EB/WB	# of Vehicle Lanes:	1-EB, 1-WB
Street Classification:	Minor Arterial	On-street parking:	None
Adjacent street segment speed limits:	40 mph west of segment 50 mph west of segment	Bicycle Lanes:	Both Sides
Adjacent Land Use:	Residential	Pedestrian Sidewalks:	Mostly Both Sides

Highway Conditions, Roadside Characteristics, and Traffic Observations:

Mostly two-lane roadway with left-turn lanes. Bike lanes on both sides. Northern asphalt sidewalk in majority of segment. Concrete Sidewalk throughout entire southern side of the segment. No on-street parking.

Posted Speed Limit (MPH)	10 MPH Pace Speed		50th Percentile (MPH)	85th Percentile (MPH)
40	28	to 37	34	40

Average Daily Traffic	Length (Miles)	# of Accidents	Accident Rate (a/mvm)	Accident Data (Years)
9,000	1.15	5	0.44	3

Average Accident Rate: a/mvm	State (a/mvm)	District 5 (a/mvm)	County (a/mvm)
	1.39	1.74	1.70

Speed Limit Justification:

According to the standards and guidance provided in the CAMUTCD, since the 85th percentile speed is 40 mph and the existing collision rate is lower than the statewide average, the enforceable speed limit shall be set at 40 mph.

RECOMMENDED SPEED LIMIT:

40 MPH

TRAFFIC ENGINEER:	Derek Rapp, T.E. #2026	DATE:	August 15, 2022
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This Engineering and Traffic Survey (E&TS) was prepared on 08/15/2022 per Section 627 and other applicable sections of the California Vehicle Code (CVC) in accordance with methods determined by the State of California Department of Transportation. Section 627 of the CVC defines that an E&T shall include consideration of all of the following elements: (1) Prevailing Speed, (2) Accident records, (3) Conditions not readily apparent to the driver, (4) Residential density, and (5) Pedestrian and bicycle safety. Based on meeting the provisions of CVC 40802.a, this E&TS shall be valid for 5 years and expire on 08/15/2027; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 08/15/2029; or based on meeting the provisions of CVC 40802.c.2.B.i.II, this E&TS shall be valid for 10 years and expire on 08/15/2032

Date: _____

By, _____

Deborah Lopez

City Clerk



ENGINEERING & TRAFFIC SURVEY

Street Name:	<u>Cathedral Oaks</u>	Survey Date:	<u>7/22/2022</u>
From/To:	<u>From Glen Annie Rd to Los Carneros</u>	Street Width:	<u>40'</u>
Direction:	<u>EB/WB</u>	# of Vehicle Lanes:	<u>1-EB, 1-WB</u>
Street Classification:	<u>Principal Arterial</u>	On-street parking:	<u>None</u>
Adjacent street segment speed limits:	<u>40 mph west of segment</u> <u>40 mph east of segment</u>	Bicycle Lanes:	<u>Both Sides</u>
Adjacent Land Use:	<u>Agriculture</u>	Pedestrian Sidewalks:	<u>South Side</u>

Highway Conditions, Roadside Characteristics, and Traffic Observations:

Two-lane, mostly undivided, roadway. Bike lanes on both sides. Sidewalk on south side only.

Posted Speed Limit (MPH)	10 MPH Pace Speed		50th Percentile (MPH)	85th Percentile (MPH)
50	43 to 52		48	56
Average Daily Traffic	Length (Miles)	# of Accidents	Accident Rate (a/mvm)	Accident Data (Years)
7,300	1.19	4	0.42	3
Average Accident Rate: a/mvm	State (a/mvm)		District 5 (a/mvm)	County (a/mvm)
	0.91		0.62	1.32

Speed Limit Justification:

The enforceable speed limit shall be set at 50 mph. The prevailing speed is 56 mph as determined by a speed zone survey conducted according to guidance provided in the CAMUTCD. A 5 mph reduction in the enforceable speed is warranted for bicyclist safety, in accordance with CVC 627, given that this segment connects to a Class I bike path to the west, which provides access to/from Dos Pueblos High School.

RECOMMENDED SPEED LIMIT:

50 MPH

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

August 15, 2022

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Date: _____

By, _____

Deborah Lopez

City Clerk



ENGINEERING & TRAFFIC SURVEY

Street Name:	<u>Cathedral Oaks Rd</u>	Survey Date:	<u>8/12/2022</u>
From/To:	<u>From 900' West of Carlo Dr to Eastern City Limit</u>	Street Width:	<u>64'</u>
Direction:	<u>EB/WB</u>	# of Vehicle Lanes:	<u>1-2 EB, 1-2 WB, Lt's</u>
Street Classification:	<u>Minor Arterial</u>	On-street parking:	<u>Partial</u>
Adjacent street segment speed limits:	<u>40 MPH East of Segment 40 MPH West of Segment</u>	Bicycle Lanes:	<u>Both Sides</u>
Adjacent Land Use:	<u>School, Residential, Non-Fronting Res</u>	Pedestrian Sidewalks:	<u>Mostly Both Sides</u>

Highway Conditions, Roadside Characteristics, and Traffic Observations:

Partially two lane roadway with two-way left turn lane and partially four lane roadway with raised median. The entire segment has left turn lanes. Bike lanes both sides. No sidewalk Between Fairview and Santa Marguita. Parking on Both Sides West of Carlo Rd. Parking on North Side East of Fairview.

Posted Speed Limit (MPH)	10 MPH Pace Speed		50th Percentile (MPH)	85th Percentile (MPH)
40	36 to 45		40	46
Average Daily Traffic	Length (Miles)	# of Accidents	Accident Rate (a/mvm)	Accident Data (Years)
8,400	1.28	1	0.08	3
Average Accident Rate: a/mvm	State (a/mvm)		District 5 (a/mvm)	City (a/mvm)
	1.39		1.74	N/A

Speed Limit Justification:

The enforceable speed limit shall be set at 40 mph. The prevailing speed is 46 mph as determined by a speed zone survey conducted according to guidance provided in the CAMUTCD. A 5 mph reduction in the enforceable speed is warranted for bicyclist safety, as this is a popular regional route for cyclists.

RECOMMENDED SPEED LIMIT: **40 MPH**

TRAFFIC ENGINEER:	<u>Derek Rapp, T.E. #2026</u>	DATE:	<u>15-Aug-22</u>
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Date: _____	By, _____	City Clerk Deborah Lopez
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ENGINEERING & TRAFFIC SURVEY

Street Name:	<u>Pacific Oaks Rd</u>	Survey Date:	<u>6/15/2022</u>
From/To:	<u>From Phelps Rd to Los Ninos</u>	Street Width:	<u>64'</u>
Direction:	<u>NB/SB</u>	# of Vehicle Lanes:	<u>1-NB, 1-SB, Lt's</u>
Street Classification:	<u>Major Collector</u>	On-street parking:	<u>Both Sides</u>
Adjacent street segment speed limits:	<u>25 mph south of segment</u> <u>25 mph north of segment</u>	Bicycle Lanes:	<u>Both Sides</u>
Adjacent Land Use:	<u>Residential</u>	Pedestrian Sidewalks:	<u>Both Sides</u>

Highway Conditions, Roadside Characteristics, and Traffic Observations:

Two-lane roadway with left-turn lanes. Bike lanes, sidewalks, and on-street parking on both sides of the roadway.

Posted Speed Limit (MPH)
40

10 MPH Pace Speed
15 to 24

50th Percentile (MPH)
21

85th Percentile (MPH)
27

Average Daily Traffic
3,500

Length (Miles)
0.11

of Accidents
0

Accident Rate (a/mvm)
0.00

Accident Data (Years)
3

Average Accident Rate: a/mvm

State (a/mvm)
1.39

District 5 (a/mvm)
1.74

County (a/mvm)
1.70

Speed Limit Justification:

The enforceable speed limit shall be set at 25 mph. The prevailing speed is 27 mph as determined by a speed zone survey conducted according to guidance provided in the CAMUTCD. The enforceable speed limit is therefore set at the nearest 5 mph increment to the measured prevailing speed.

RECOMMENDED SPEED LIMIT:

25 MPH

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

15-Aug-22

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Date: _____

By, _____

Deborah Lopez

City Clerk



ENGINEERING & TRAFFIC SURVEY

Street Name:	<u>Pacific Oaks Rd</u>	Survey Date:	<u>6/15/2022</u>
From/To:	<u>From Los Ninos to Hollister</u>	Street Width:	<u>60'</u>
Direction:	<u>NB/SB</u>	# of Vehicle Lanes:	<u>1-NB, 1-SB, Lt's</u>
Street Classification:	<u>Major Collector</u>	On-street parking:	<u>Both Sides</u>
Adjacent street segment speed limits:	<u>25 mph south of segment</u>	Bicycle Lanes:	<u>Both Sides</u>
Adjacent Land Use:	<u>Commercial/Residential</u>	Pedestrian Sidewalks:	<u>Both Sides</u>

Highway Conditions, Roadside Characteristics, and Traffic Observations:

Two-lane roadway with left-turn lanes. Bike lanes, sidewalks, and on-street parking on both sides of the roadway.

Posted Speed Limit (MPH)	10 MPH Pace Speed		50th Percentile (MPH)	85th Percentile (MPH)
40	15 to 24		21	29
Average Daily Traffic	Length (Miles)	# of Accidents	Accident Rate (a/mvm)	Accident Data (Years)
4,300	0.21	0	0.00	3
Average Accident Rate: a/mvm	State (a/mvm)		District 5 (a/mvm)	County (a/mvm)
	1.39		1.74	1.70

Speed Limit Justification:

After a Engineering and Traffic Survey conducted in accordance with CVC 627 and the standards and guidance in the CAMUTCD, the enforceable speed shall be set at the nearest 5 mph increment to the prevailing speed. The enforceable speed shall be set at 30 mph.

RECOMMENDED SPEED LIMIT:

30 MPH

TRAFFIC ENGINEER: _____
Derek Rapp, T.E. #2026

DATE: August 15, 2022

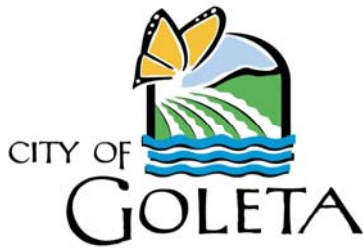
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Date: _____

By,

 Deborah Lopez

City Clerk



ENGINEERING & TRAFFIC SURVEY

Street Name:	Patterson Ave	Survey Date:	7/22/2022
From/To:	From Ekwill St to Hollister Ave	Street Width:	64'
Direction:	NB/SB	# of Vehicle Lanes:	1-NB, 1-SB, Lt's
Street Classification:	Minor Arterial	On-street parking:	Mostly Both Sides
Adjacent street segment speed limits:	45 mph south of segment 45 mph north of segment	Bicycle Lanes:	Both Sides
Adjacent Land Use:	Commercial	Pedestrian Sidewalks:	Both Sides

Highway Conditions, Roadside Characteristics, and Traffic Observations:

Mostly two-lane roadway with left-turn lanes and 2-way left-turn lanes. Bike lanes and sidewalks on both sides. On-street parking ends at the north end of segment.

Posted Speed Limit (MPH)
35

10 MPH Pace Speed
29 to 38

50th Percentile (MPH)
33

85th Percentile (MPH)
39

Average Daily Traffic
7,400

Length (Miles)
0.33

of Accidents
0

Accident Rate (a/mvm)
0.00

Accident Data (Years)
3

Average Accident Rate: a/mvm

State (a/mvm)
1.39

District 5 (a/mvm)
1.74

County (a/mvm)
1.70

Speed Limit Justification:

After an Engineering and Traffic Survey conducted in accordance with CVC 627 and the standards and guidance in the CAMUTCD, the enforceable speed limit shall be set at 35 mph.

RECOMMENDED SPEED LIMIT:

35 MPH

TRAFFIC ENGINEER: _____
Derek Rapp, T.E. #2026

DATE: _____
August 15, 2022

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Date: _____

By, _____
Deborah Lopez

City Clerk



ENGINEERING & TRAFFIC SURVEY

Street Name:	<u>Patterson Avenue</u>	Survey Date:	<u>8/12/2022</u>
From/To:	<u>Hollister Ave to Northern City Limits</u>	Street Width:	<u>84'-86' variable</u>
Direction:	<u>Northbound/Southbound</u>	# of Vehicle Lanes:	<u>2 NB, 2 SB, Lt's</u>
Street Classification:	<u>Principal Arterial</u>	On-street parking:	<u>None</u>
Adjacent street segment speed limits:	<u>35MPH South of Segment</u>	Bicycle Lanes:	<u>Both Sides</u>
Adjacent Land Use:	<u>Business/Commercial</u>	Pedestrian Sidewalks:	<u>Both Sides</u>

Highway Conditions, Roadside Characteristics, and Traffic Observations:

Four lane roadway with two-way left-turn lane. Sidewalks and Class II bike lanes on both sides. Surrounding area is mostly business and commercial.

Posted Speed Limit (MPH)
45

10 MPH Pace Speed
33 to 42

50th Percentile (MPH)
38

85th Percentile (MPH)
42

Average Daily Traffic
20,500

Length (Miles)
0.63

of Accidents
11

Accident Rate (a/mvm)
0.78

Accident Data (Years)
3

Average Accident Rate: a/mvm

State (a/mvm)
1.39

District 5 (a/mvm)
1.74

City (a/mvm)
N/A

Speed Limit Justification:

After an Engineering and Traffic Survey conducted in accordance with CVC 627 and the standards and guidance in the CAMUTCD, the enforceable speed shall be 40 mph.

RECOMMENDED SPEED LIMIT:

40 MPH

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

August 15, 2022

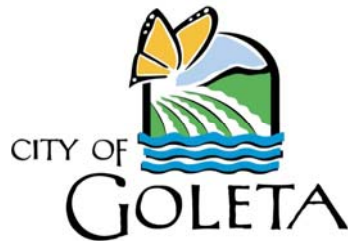
This Engineering and Traffic Survey (E&TS) was prepared on 8/15/2022 per Section 627 and other applicable sections of the California Vehicle Code (CVC) in accordance with methods determined by the State of California Department of Transportation. Section 627 of the CVC defines that an E&T shall include consideration of all of the following elements: (1) Prevailing Speed, (2) Accident records, (3) Conditions not readily apparent to the driver, (4) Residential density, and (5) Pedestrian and bicycle safety. Based on meeting the provisions of CVC 40802.a, this E&TS shall be valid for 5 years and expire on 8/15/2027; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/15/2029; or based on meeting the provisions of CVC 40802.c.2.B.i.II, this E&TS shall be valid for 10 years and expire on 8/15/2029

Date: _____

By, _____

Deborah Lopez

City Clerk



ENGINEERING & TRAFFIC SURVEY

Street Name:	<u>Storke Rd</u>	Survey Date:	<u>7/22/2022</u>
From/To:	<u>From Hollister Ave to Hwy 101 s/b ramps</u>	Street Width:	<u>80'</u>
Direction:	<u>NB/SB</u>	# of Vehicle Lanes:	<u>3-NB, 2-SB</u>
Street Classification:	<u>Principal Arterial</u>	On-street parking:	<u>None</u>
Adjacent street segment speed limits:	<u>45 mph south of segment</u> <u>45 mph north of segment</u>	Bicycle Lanes:	<u>Both Sides</u>
Adjacent Land Use:	<u>Commercial/Residential</u>	Pedestrian Sidewalks:	<u>West Side</u>

Highway Conditions, Roadside Characteristics, and Traffic Observations:

Mostly five-lane roadway with raised and painted medians separating the Northbound and Southbound Traffic. No. 3 Northbound lane trapped at freeway on-ramp. Bike lanes on both sides. Sidewalk on the west side only. No on-street parking.

Posted Speed Limit (MPH)
35

10 MPH Pace Speed
29 to 38

50th Percentile (MPH)
34

85th Percentile (MPH)
38

Average Daily Traffic
30,500

Length (Miles)
0.27

of Accidents
4

Accident Rate (a/mvm)
0.44

Accident Data (Years)
3

Average Accident Rate: a/mvm

State (a/mvm)
1.18

District 5 (a/mvm)
1.42

County (a/mvm)
1.68

Speed Limit Justification:

After a Engineering and Traffic Survey conducted in accordance with CVC 627 and the standards and guidance in the CAMUTCD the enforceable speed limit shall be set at the nearest 5 mph increment to the prevailing speed of 38 mph. The enforceable speed limit shall be 40 mph.

RECOMMENDED SPEED LIMIT:

40 MPH

TRAFFIC ENGINEER: _____
Derek Rapp, T.E. #2026

DATE: _____
August 15, 2022

This Engineering and Traffic Survey (E&TS) was prepared on 08/15/2019 per Section 627 and other applicable sections of the California Vehicle Code (CVC) in accordance with methods determined by the State of California Department of Transportation. Section 627 of the CVC defines that an E&T shall include consideration of all of the following elements: (1) Prevailing Speed, (2) Accident records, (3) Conditions not readily apparent to the driver, (4) Residential density, and (5) Pedestrian and bicycle safety. Based on meeting the provisions of CVC 40802.a, this E&TS shall be valid for 5 years and expire on 8/15/2027; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/15/2029; or based on meeting the provisions of CVC 40802.c.2.B.i.II, this E&TS shall be valid for 10 years and expire on 8/15/2032

Date: _____

By, _____

Deborah Lopez

City Clerk

ATTACHMENT 3

SUMMARY TABLE OF RADAR SPEED SURVEY LOCATIONS

RADAR SPEED SURVEY LOCATIONS

Roadway Segment	Survey Limits	85th % Speed	Speed Limit	Survey Date
Cathedral Oaks Rd	Paseo Del Pinon to Glen Annie Rd	40	40	6/15/2022
Cathedral Oaks Rd	Glen Annie Rd to Los Carneros Rd	56	50	7/22/2022
Cathedral Oaks Rd	800 feet West of Carlo Dr to Eastern City Limit	46	40	8/12/2022
Pacific Oaks Rd	Phelps Rd to Los Ninos	27	25	6/15/2022
Pacific Oaks Rd	Los Ninos to Hollister Ave	29	30	6/15/2022
Patterson Ave	Ekwill St to Hollister Ave	39	35	7/22/2022
Patterson Ave	Hollister Ave to Northern City Limit	42	40	8/12/2022
Storke Rd	Hollister Ave to Hwy 101 SB Ramps	38	40	7/22/2022

ATTACHMENT 4
SPEED SURVEY LOCATION MAP



SPEED SURVEY SUMMARY

CITY OF GOLETA, CALIFORNIA

