



**TO:** Mayor and Councilmembers

**FROM:** Charles W. Ebeling, Public Works Director

**CONTACT:** Marti Milan, Principal Civil Engineer

**SUBJECT:** Updated and New Speed Surveys

**RECOMMENDATION:**

Adopt Resolution No. 19- \_ entitled, "A Resolution of the City Council of the City of Goleta, California, Establishing Speed Limits at Various Locations throughout the City."

**BACKGROUND:**

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 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 a certain number of years. Several of the speed limits on key roadway segments within the City are expired and must be renewed.

**DISCUSSION:**

Engineering and traffic surveys (Attachment 2) have been performed to provide facts about 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. The law further specifies that these surveys be conducted periodically to assure that posted speed limits are kept current. The surveys must be conducted:

- Every five (5) years; or
- Every seven (7) years if certain equipment calibration and officer training requirements are satisfied; or
- Every ten (10) years if certain equipment calibration and officer training requirements are satisfied and no significant changes in roadway or traffic conditions have occurred.

Typically, the City meets the requirements to conduct these surveys on a ten-year cycle.

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 the majority of drivers believe is safe and reasonable. The speed limit normally should be established at the nearest five mile 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. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who do not conform to what the majority of drivers find reasonable.

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. The recommended speed limit for two sections that do not currently have a posted speed limit are recommended at the 85<sup>th</sup> 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.

Staff will return to Council with additional engineering and traffic survey renewals in the upcoming months.

#### **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 and only enforceable by pacing the vehicle which is more time consuming.

#### **FISCAL IMPACTS:**

The fiscal impacts associated with the installation of the speed limit signage would be approximately \$2,500 and would be funded through the existing street maintenance budget. There will be minimal annual maintenance necessary to maintain the signs and pavement markings.

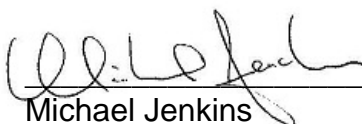
**Reviewed By:**

**Legal Review By:**

**Approved By:**



Kristine Schmidt  
Deputy City Manager



Michael Jenkins  
City Attorney



Michelle Greene  
City Manager

**ATTACHMENTS:**

1. 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



## **ATTACHMENT 1**

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



## RESOLUTION NO. 19-XX

### 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 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 22358 of the California Vehicle Code and Section 15.32.020 of the City's Municipal Code authorizes the City to declare prima facie speed limits 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 the Speed Survey, dated May 27, 28, 29 and 30, 2019.

**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:

<b>Roadway Segment</b>	<b>Survey Limits</b>	<b>Existing Posted Speed</b>	<b>85<sup>th</sup> % Speed</b>	<b>New Speed</b>	<b>Survey Date</b>
Calle Real	1000' w/of Fairview Ave to Fairview Ave	35	38	35	5/29/2019
Calle Real	Cathedral Oaks Rd to Winchester Canyon Rd	None	40	40	5/27/2019
Cambridge Dr	Cathedral Oaks Rd to Marbury Dr	25	27	25	5/30/2019
Cambridge Dr	900' N/O Cathedral Oaks Rd to Patterson Ave	35	36	35	5/30/2019
Cathedral Oaks Rd	Los Carneros Rd to 900' W/O Carlo Dr	40	42	40	5/29/2019
Cathedral Oaks Rd	900' E/O Carlo Dr to 1000' E/O N Fairview Ave	40	43	40	5/30/2019
Cathedral Oaks Rd	Winchester Canyon Rd to Paseo del Pinon	45	45	45	5/29/2019

<b>Roadway Segment</b>	<b>Survey Limits</b>	<b>Existing Posted Speed</b>	<b>85<sup>th</sup> % Speed</b>	<b>New Speed</b>	<b>Survey Date</b>
Covington Way	Los Carneros Rd to La Patera Ln	35	35	35	5/29/2019
Fairview Ave	Calle Real to Berkeley Rd	35	42	35	5/29/2019
Hollister Ave	Pebble Beach Dr to Pacific Oaks Rd	45	48	45	5/27/2019
Hollister Ave	Pacific Oaks Rd to Storke Rd	45	43	45	5/27/2019
Hollister Ave	Kellogg Ave to Ward Dr	35	31	35	5/30/2019
Hollister Ave	Fairview Ave to Kellogg Ave	25	32	25	5/28/2019
Kellogg Ave	Hollister Ave to Depot Rd	25	28	25	5/28/2019
Kellogg Ave	Thornwood Dr to Kellogg Way	None	40	40	5/30/2019
Kellogg Ave	Kellogg Way to Hollister Ave	30	32	30	5/28/2019
La Patera Ln	Covington Way to Cathedral Oaks Rd	30	29	30	5/28/2019
La Patera Ln	Calle Real to Covington Way	35	36	35	5/30/2019
Los Carneros Rd	Hollister Ave to US 101 SB Ramps	45	44	45	5/29/2019
Los Carneros Rd	Calle Real to Cathedral Oaks Rd	45	44	45	5/29/2019
Phelps Rd	Pacific Oaks Rd to Storke Rd	30	33	30	5/29/2019
Ward Dr	Southerly terminus to 200' S/O Ekwil St	40	40	40	5/28/2019
Ward Dr	200' S/of Ekwil St to Hollister Ave	40	39	40	5/28/2019

**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 3<sup>rd</sup> day of September, 2019.

\_\_\_\_\_  
PAULA PEROTTE, MAYOR

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
DEBORAH S. LOPEZ  
CITY CLERK

\_\_\_\_\_  
MICHAEL JENKINS  
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 Resolution No. 19-\_\_ was duly adopted  
by the City Council of the City of Goleta at a regular meeting held on the 3<sup>rd</sup> day  
of September, 2019 by the following vote of the Council:

AYES:

NOES:

ABSENT:

(SEAL)

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DEBORAH S. LOPEZ  
CITY CLERK

**ATTACHMENT 2**

**ENGINEERING & TRAFFIC SURVEYS**





## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Calle Real</u>	<b>Survey Date:</b>	<u>5/29/2019</u>
<b>From/To:</b>	<u>From Fairview Ave to 1000 West of Fairview Ave</u>	<b>Street Width:</b>	<u>64'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>1-EB, 2-WB, Lt's</u>
<b>Street Classification:</b>	<u>Minor Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>25 MPH East of Segment</u> <u>45 MPH West of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Commercial</u>	<b>Pedestrian Sidewalks:</b>	<u>Mostly Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Mostly three lane roadway with 2-way left turn lanes. Bike lanes both sides. Southern sidewalk ends.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
35	30 to 39	33	38

<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
16,400	0.19	9	2.64	3

<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 35 or 40 mph. The lessor of the two will be recommended due to the high numbers of accidents in this segment of roadway. The recommended speed is 35 mph.

**RECOMMENDED SPEED LIMIT:**

**35 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Calle Real</u>	<b>Survey Date:</b>	<u>5/27/2019</u>
<b>From/To:</b>	<u>From Cathedral Oaks Rd to Winchester Canyon Rd</u>	<b>Street Width:</b>	<u>30'-50'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>1 EB, 1 WB</u>
<b>Street Classification:</b>	<u>Major Collector</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>US 101 Off-ramp East of Segment</u> <u>Not Posted West of Segment</u>	<b>Bicycle Lanes:</b>	<u>North Side Only</u>
<b>Adjacent Land Use:</b>	<u>Non-Fronting Res</u>	<b>Pedestrian Sidewalks:</b>	<u>North Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no raised median. Northern portions of the segment have bike Lanes. Segment has Right and Left Turn lanes. Sidewalk on the North Side only.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
none	32 to 41	36	40
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>
-	0.30	0	-
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 40 mph. No reduction is recommended. The recommended speed is 40. mph.

**RECOMMENDED SPEED LIMIT:**

**40 MPH**

TRAFFIC ENGINEER:

*[Signature]*  
Derek Rapp, T.E. #2026

DATE:

*[Signature]*  
8/12/19

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## CITY OF GOLETA ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Cambridge Dr</u>	<b>Survey Date:</b>	<u>5/30/2019</u>
<b>From/To:</b>	<u>From Cathedral Oaks Rd to Marbury Dr</u>	<b>Street Width:</b>	<u>40'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Local</u>	<b>On-street parking:</b>	<u>Both Sides</u>
<b>Adjacent street segment speed limits:</b>	<u>25 MPH (Res.) South of Segment</u> <u>25 MPH North of Segment</u>	<b>Bicycle Lanes:</b>	<u>None</u>
<b>Adjacent Land Use:</b>	<u>School, Residential</u>	<b>Pedestrian Sidewalks:</b>	<u>Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Mostly four lane roadway with raised median. Small section with one NB lane. Northern portions of the segment have the raised median. The entire segment has left turn lanes. Bike lanes both sides. No sidewalk adjacent Fairview Gardens fields.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
25	19 to 28		22	27
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
-	0.54	3	-	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>	
	N/A	2.33	N/A	

**Speed Limit Justification:**

Based on the 85th percentile speed, proximity to residences, proximity to school, this segment should continue to be set at 25 mph.

**RECOMMENDED SPEED LIMIT:**

**25 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/14/19

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Cambridge Dr</u>	<b>Survey Date:</b>	<u>5/30/2019</u>
<b>From/To:</b>	<u>From 900' North of Cathedral Oaks Rd to Patterson Ave</u>	<b>Street Width:</b>	<u>40'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Local</u>	<b>On-street parking:</b>	<u>Both Sides</u>
<b>Adjacent street segment speed limits:</b>	<u>25 MPH South of Segment</u> <u>25 MPH (Res) North of Segment</u>	<b>Bicycle Lanes:</b>	<u>None</u>
<b>Adjacent Land Use:</b>	<u>Residential</u>	<b>Pedestrian Sidewalks:</b>	<u>Mostly Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

1 Lane at each direction street with no raised median. No Bike lanes. Sidewalks on both sides on most of the segment. West sidewalk ends South of Via Salerno.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
35	25 to 34	31	36
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>
-	0.34	2	-
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 35 mph. No reduction is recommended. The recommended speed is 35 mph.

**RECOMMENDED SPEED LIMIT:**

**35 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/21/19

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk





## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Cathedral Oaks Rd</u>	<b>Survey Date:</b>	<u>5/29/2019</u>
<b>From/To:</b>	<u>From Los Carneros Rd to 900' West of Carlo Dr</u>	<b>Street Width:</b>	<u>44'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>1 EB, 1 WB</u>
<b>Street Classification:</b>	<u>Minor Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>40 MPH East of Segment</u> <u>50 MPH West of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Agriculture, Non-Fronting Res</u>	<b>Pedestrian Sidewalks:</b>	<u>South Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. The entire segment has left turn pockets except Camino Laguna Vista. Bike lanes both sides. Sidewalk on South Side Only.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
40	35 to 44		39	42
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
-	0.88	5	-	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>	
	N/A	2.33	N/A	

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 40 mph. No reduction is recommended. The recommended speed is 40 mph.

**RECOMMENDED SPEED LIMIT:**

**40 MPH**

TRAFFIC ENGINEER:

*Derek Rapp*  
Derek Rapp, T.E. #2026

DATE:

*8/12/19*

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Cathedral Oaks Rd</u>	<b>Survey Date:</b>	<u>5/30/2019</u>
<b>From/To:</b>	<u>From 900' West of Carlo Dr to 1000' East of Fairview Avenue</u>	<b>Street Width:</b>	<u>64'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>1-2 EB, 1-2 WB, Lt's</u>
<b>Street Classification:</b>	<u>Minor Arterial</u>	<b>On-street parking:</b>	<u>Partial</u>
<b>Adjacent street segment speed limits:</b>	<u>40 MPH East of Segment</u> <u>40 MPH West of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>School, Residential, Non-Fronting Res</u>	<b>Pedestrian Sidewalks:</b>	<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 Marguitta. Parking on Both Sides West of Carlo Rd. Parking on North Side East of Fairview.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
40	34 to 43	39	43
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>
8,400	0.86	0	0.00
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 40 or 45 mph. The lesser of the two will be recommended due to high numbers of bicyclists along this segment of the roadway. The recommended speed is 40 mph.

**RECOMMENDED SPEED LIMIT:**

**40 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Cathedral Oaks Rd</u>	<b>Survey Date:</b>	<u>5/29/2019</u>
<b>From/To:</b>	<u>From Winchester Canyon Rd to Paseo Del Pinon</u>	<b>Street Width:</b>	<u>46'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB, Lt's</u>
<b>Street Classification:</b>	<u>Minor Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>45 MPH South of Segment</u> <u>40 MPH North of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Agriculture, Non-Fronting Res</u>	<b>Pedestrian Sidewalks:</b>	<u>East Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with striped median. The entire segment has left turn lanes. Bike lanes both sides. Class 1 Bike lane on West Side. Sidewalk on East Side Only.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
45	36 to 45		40	45
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
-	0.49	0	-	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>	
	N/A	2.33	N/A	

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 45 mph. No reduction is recommended. The recommended speed is 45 mph.

**RECOMMENDED SPEED LIMIT:**

**45 MPH**

TRAFFIC ENGINEER:

*Derek Rapp*  
Derek Rapp, T.E. #2026

DATE:

*8/12/19*

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Covington Way</u>	<b>Survey Date:</b>	<u>5/29/2019</u>
<b>From/To:</b>	<u>From Los Carneros Rd to La Patera Ln</u>	<b>Street Width:</b>	<u>40'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>1 EB, 1 WB</u>
<b>Street Classification:</b>	<u>Major Collector</u>	<b>On-street parking:</b>	<u>Both Sides</u>
<b>Adjacent street segment speed limits:</b>	<u>25 MPH (Res) East of Segment</u> <u>45 MPH West of Segment</u>	<b>Bicycle Lanes:</b>	<u>None</u>
<b>Adjacent Land Use:</b>	<u>Residential</u>	<b>Pedestrian Sidewalks:</b>	<u>North Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with raised median. No Bike Lanes. Sidewalk on North Side Only.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
35	26 to 35		30	35
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
-	0.57	1	-	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>	
	N/A	2.33	N/A	

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 35 mph. No reduction is recommended. The recommended speed is 35 mph.

**RECOMMENDED SPEED LIMIT:** 35 MPH

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk





## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Fairview Avenue</u>	<b>Survey Date:</b>	<u>5/29/2019</u>
<b>From/To:</b>	<u>From Calle Real to Berkeley Rd</u>	<b>Street Width:</b>	<u>64'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>2 NB, 2 SB, Lt's</u>
<b>Street Classification:</b>	<u>Principal Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>35 MPH North of Segment NB Freeway Off-Ramp</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Commercial, Multi-Family Residential</u>	<b>Pedestrian Sidewalks:</b>	<u>Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Four lane roadway with Center two-way left turn lane. The entire segment has left turn lanes. Bike lanes both sides. No sidewalk adjacent Fairview Gardens fields.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
35	31 to 40		36	42
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
12,500	0.31	4	0.94	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>		<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A		2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 40 mph. A 5 mph reduction is applied due to high numbers of bicyclists along this segment of the roadway. The recommended speed is 35 mph.

**RECOMMENDED SPEED LIMIT:**

**35 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Hollister Ave</u>	<b>Survey Date:</b>	<u>5/27/2019</u>
<b>From/To:</b>	<u>From Pebble Beach Dr to Pacific Oaks Rd</u>	<b>Street Width:</b>	<u>64'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>2 EB, 2 WB, Lt's</u>
<b>Street Classification:</b>	<u>Principal Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>35 MPH South of Segment</u> <u>Not Posted North of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Commercial, Non-Fronting Res</u>	<b>Pedestrian Sidewalks:</b>	<u>Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Four lane roadway with raised medians east of Cornado Dr. The entire segment has left turn lanes. Bike lanes both sides.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
45	39 to 48	45	48
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>
-	0.96	10	-
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 45 or 50 mph. The lesser of which is recommended due to the high numbers of bicyclists along this segment of the roadway. The recommended speed is 45 mph.

**RECOMMENDED SPEED LIMIT:**

**45 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## CITY OF GOLETA ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Hollister Ave</u>	<b>Survey Date:</b>	<u>5/27/2019</u>
<b>From/To:</b>	<u>From Pacific Oaks Rd to Storke Rd</u>	<b>Street Width:</b>	<u>84'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>2 NB, 2 SB, Lt's</u>
<b>Street Classification:</b>	<u>Principal Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>45 MPH East of Segment</u> <u>45 MPH West of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Commercial</u>	<b>Pedestrian Sidewalks:</b>	<u>Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Mostly four lane roadway with raised median. The entire segment has left turn lanes. Bike lanes both sides.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
45	35 to 44		39	45
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
23,500	0.46	12	1.01	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>	
	N/A	2.33	N/A	

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 45 mph. The recommended speed is 45 mph.

**RECOMMENDED SPEED LIMIT:**

**45 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Hollister Ave</u>	<b>Survey Date:</b>	<u>5/28/2019</u>
<b>From/To:</b>	<u>From Kellogg Ave to Ward Dr</u>	<b>Street Width:</b>	<u>84'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>2 EB, 2 WB</u>
<b>Street Classification:</b>	<u>Principal Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>45 MPH East of Segment</u> <u>25 MPH West of Segment</u>	<b>Bicycle Lanes:</b>	<u>Mostly Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Commercial</u>	<b>Pedestrian Sidewalks:</b>	<u>Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Four lane roadway with raised medians. The entire segment has left turn lanes. Bike lanes both sides. Bikes use sidewalk under the bridge.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
35	25 to 34		29	31
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
24,400	0.22	8	1.36	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>		<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A		2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 35 mph. Due to this segment being a transition zone, from a 45 mph zone to a 25 mph zone, the recommended speed is 35 mph

**RECOMMENDED SPEED LIMIT:**

**35 MPH**

TRAFFIC ENGINEER:

*Derek Rapp*  
Derek Rapp, T.E. #2026

DATE:

*8/12/19*

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

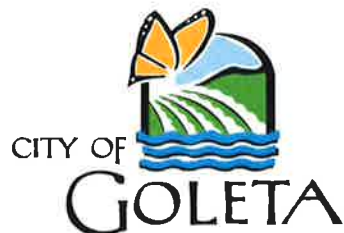
Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk





## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Hollister Ave</u>	<b>Survey Date:</b>	<u>5/28/2019</u>
<b>From/To:</b>	<u>From Fairview Ave to Kellogg Ave</u>	<b>Street Width:</b>	<u>72'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>2 EB, 2 WB, Lt's</u>
<b>Street Classification:</b>	<u>Principal Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>35 MPH East of Segment</u> <u>45 MPH West of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Commercial</u>	<b>Pedestrian Sidewalks:</b>	<u>Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Four lane roadway with raised median on Eastern and Western ends only. The entire segment has left turn lanes. Bike lanes both sides. Parking Allowed between Orange Ave and Kinman Ave.

Posted Speed Limit (MPH)
25

10 MPH Pace Speed
25 to 34

50th Percentile (MPH)
29

85th Percentile (MPH)
32

Average Daily Traffic
19,900

Length (Miles)
0.58

# of Accidents
25

Accident Rate (a/mvm)
1.98

Accident Data (Years)
3

Average Accident Rate: a/mvm
N/A

State (a/mvm)
N/A

District 5 (a/mvm)
2.33

City (a/mvm)
N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 30 mph. A 5 mph reduction is applied due to high numbers of pedestrians and bicyclists along this segment of the roadway. The recommended speed is 25 mph.

**RECOMMENDED SPEED LIMIT:**

**25 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Kellogg Ave</u>	<b>Survey Date:</b>	<u>5/28/2019</u>
<b>From/To:</b>	<u>From Hollister Ave to Depot Rd</u>	<b>Street Width:</b>	<u>38'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Major Collector</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>Not Posted North of Segment 30 MPH South of Segment</u>	<b>Bicycle Lanes:</b>	<u>None</u>
<b>Adjacent Land Use:</b>	<u>Commercial, Multi-Family Residential</u>	<b>Pedestrian Sidewalks:</b>	<u>Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. No Bike lanes. Sidewalk Both Sides.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
25	21 to 30	25	28
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>
3,200	0.21	5	6.79
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 25 or 30 mph. The lesser will be recommended to due to the concern of bicyclists safety along this segment of the roadway. The recommended speed is 25 mph.

**RECOMMENDED SPEED LIMIT:** **25 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Kellogg Ave</u>	<b>Survey Date:</b>	<u>5/31/2019</u>
<b>From/To:</b>	<u>From Thornwood Dr to Kellogg Way</u>	<b>Street Width:</b>	<u>44'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Major Collector</u>	<b>On-street parking:</b>	<u>West Side Only</u>
<b>Adjacent street segment speed limits:</b>	<u>30 MPH North of Segment</u> <u>Not Posted South of Segment</u>	<b>Bicycle Lanes:</b>	<u>None</u>
<b>Adjacent Land Use:</b>	<u>Commercial</u>	<b>Pedestrian Sidewalks:</b>	<u>West Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. No Bike lanes. Sidewalk on west side only.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
none	32 to 41		36	40
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
1,350	0.30	1	2.25	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>	
	N/A	2.33	N/A	

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 40 mph. No reduction is recommended. The recommended speed is 40 mph.

**RECOMMENDED SPEED LIMIT:**

**40 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Kellogg Ave</u>	<b>Survey Date:</b>	<u>5/28/2019</u>
<b>From/To:</b>	<u>From Kellogg Way to Hollister Ave</u>	<b>Street Width:</b>	<u>44'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1-2 NB, 2 SB, Lt's</u>
<b>Street Classification:</b>	<u>Major Collector</u>	<b>On-street parking:</b>	<u>Both Sides</u>
<b>Adjacent street segment speed limits:</b>	<u>25 MPH North of Segment</u> <u>Not Posted South of Segment</u>	<b>Bicycle Lanes:</b>	<u>None</u>
<b>Adjacent Land Use:</b>	<u>Commercial</u>	<b>Pedestrian Sidewalks:</b>	<u>West Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. No Bike lanes. Sidewalk on west side only.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
30	25 to 34		27	29
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
4,100	0.30	3	2.23	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>	
	N/A	2.33	N/A	

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 30 mph. No reduction is necessary. The recommended speed is 30 mph.

**RECOMMENDED SPEED LIMIT:**

**30 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk





## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>La Patera Ln</u>	<b>Survey Date:</b>	<u>5/28/2019</u>
<b>From/To:</b>	<u>From Covington Way to Cathedral Oaks Rd</u>	<b>Street Width:</b>	<u>32'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Local</u>	<b>On-street parking:</b>	<u>West Side Only</u>
<b>Adjacent street segment speed limits:</b>	<u>40 MPH North of Segment</u> <u>35 MPH South of Segment</u>	<b>Bicycle Lanes:</b>	<u>None</u>
<b>Adjacent Land Use:</b>	<u>School, Residential</u>	<b>Pedestrian Sidewalks:</b>	<u>West Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. No bike lanes. Sidewalk on both sides south of Parkhurst Dr only.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
30	22 to 31		27	29
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
-	0.42	1	-	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>	
	N/A	2.33	N/A	

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 30 mph. No reduction is recommended. The recommended speed is 30 mph.

**RECOMMENDED SPEED LIMIT:**

**30 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>La Patera Ln</u>	<b>Survey Date:</b>	<u>5/30/2019</u>
<b>From/To:</b>	<u>From Calle Real to Covington Way</u>	<b>Street Width:</b>	<u>32'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Local</u>	<b>On-street parking:</b>	<u>East Side Only</u>
<b>Adjacent street segment speed limits:</b>	<u>30 MPH North of Segment</u> <u>45 MPH South of Segment</u>	<b>Bicycle Lanes:</b>	<u>None</u>
<b>Adjacent Land Use:</b>	<u>Residential</u>	<b>Pedestrian Sidewalks:</b>	<u>East Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. No bike lanes.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
35	25	to 34	31	36
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
-	0.47	2	-	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>		<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A		2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 35 mph. No reduction is recommended. The recommended speed is 35 mph.

**RECOMMENDED SPEED LIMIT:**

**35 MPH**

TRAFFIC ENGINEER:

*Derek Rapp*  
Derek Rapp, T.E. #2026

DATE:

*8/12/19*

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## CITY OF GOLETA ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Los Carneros Road</u>	<b>Survey Date:</b>	<u>5/29/2019</u>
<b>From/To:</b>	<u>From Hollister Ave to US 101 SB Ramps</u>	<b>Street Width:</b>	<u>84'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>2-3 NB, 2 SB, Lt's</u>
<b>Street Classification:</b>	<u>Principal Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>US 101 Off-Ramp 45 MPH South of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Commercial</u>	<b>Pedestrian Sidewalks:</b>	<u>Mostly Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Mostly four lane roadway with raised median. No Raised Median North of Calle Koral. The entire segment has left turn lanes. Bike lanes both sides. No sidewalk on East Side North of Calle Koral.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>		<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
45	34 to 43		38	44
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
24,300	0.69	6	0.33	3
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>		<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A		2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 45 mph. No reduction is recommended. The recommended speed is 45 mph.

**RECOMMENDED SPEED LIMIT:**

**45 MPH**

TRAFFIC ENGINEER:

  
Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Los Carneros Road</u>	<b>Survey Date:</b>	<u>5/29/2019</u>
<b>From/To:</b>	<u>From Calle Real to Cathedral Oaks Rd</u>	<b>Street Width:</b>	<u>32'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Principal Arterial</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>Roundabout South of Segment 40-50 MPH Posted North of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Agriculture, Non-Fronting Res</u>	<b>Pedestrian Sidewalks:</b>	<u>East Side Only</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. Bike lanes both sides.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
45	35 to 44	39	44
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>
12,400	0.42	1	0.18
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 45 mph. No reduction is recommended. The recommended speed is 45 mph.

**RECOMMENDED SPEED LIMIT:**

**45 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk





## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Phelps Rd</u>	<b>Survey Date:</b>	<u>5/29/2019</u>
<b>From/To:</b>	<u>From Pacific Oaks Rd to Storke Rd</u>	<b>Street Width:</b>	<u>44'</u>
<b>Direction:</b>	<u>EB/WB</u>	<b># of Vehicle Lanes:</b>	<u>1 EB, 1 WB</u>
<b>Street Classification:</b>	<u>Major Collector</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>30 MPH West of Segment Not Posted East of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>School, Commercial, Non-Fronting Res</u>	<b>Pedestrian Sidewalks:</b>	<u>Both Sides</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. The entire segment has left turn lanes. Bike lanes and sidewalks on both sides.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
30	26 to 35	29	33

<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>	<b>Accident Data (Years)</b>
-	0.44	2	-	3

<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 30 or 35 mph. The lesser of which is recommended due to the concern of school safety along this segment of the roadway. The recommended speed is 30 mph.

**RECOMMENDED SPEED LIMIT:**

**30 MPH**

TRAFFIC ENGINEER:

*Derek Rapp*  
Derek Rapp, T.E. #2026

DATE:

*8/12/19*

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Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Ward Dr</u>	<b>Survey Date:</b>	<u>5/28/2019</u>
<b>From/To:</b>	<u>From Southerly Terminus to 200' South of Ekwill St</u>	<b>Street Width:</b>	<u>32'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Major Collector</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>40 MPH North of Segment</u> <u>Not Posted North of Segment</u>	<b>Bicycle Lanes:</b>	<u>Mostly Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Agriculture, Commercial, Non-Fronting Res</u>	<b>Pedestrian Sidewalks:</b>	<u>Mostly West Side</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. Bike lanes both sides. Sidewalk on West side only, Small gaps in sidewalk and bike lane segments.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
40	32 to 41	35	40
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>
3,000	0.42	0	0.00
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 40 mph. No speed reduction will be required for this segment. The recommended speed is 40 mph.

**RECOMMENDED SPEED LIMIT:**

**40 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## ENGINEERING & TRAFFIC SURVEY

<b>Street Name:</b>	<u>Ward Dr</u>	<b>Survey Date:</b>	<u>5/28/2019</u>
<b>From/To:</b>	<u>From 200' South of Ekwil St to Hollister Ave</u>	<b>Street Width:</b>	<u>36'</u>
<b>Direction:</b>	<u>NB/SB</u>	<b># of Vehicle Lanes:</b>	<u>1 NB, 1 SB</u>
<b>Street Classification:</b>	<u>Major Collector</u>	<b>On-street parking:</b>	<u>None</u>
<b>Adjacent street segment speed limits:</b>	<u>35/45 MPH North of Segment</u> <u>40 MPH South of Segment</u>	<b>Bicycle Lanes:</b>	<u>Both Sides</u>
<b>Adjacent Land Use:</b>	<u>Agriculture, Commercial</u>	<b>Pedestrian Sidewalks:</b>	<u>None</u>

**Highway Conditions, Roadside Characteristics, and Traffic Observations:**

Two lane roadway with no median. Bike lanes both sides. Sidewalk starts on South End on the West Side.

<b>Posted Speed Limit (MPH)</b>	<b>10 MPH Pace Speed</b>	<b>50th Percentile (MPH)</b>	<b>85th Percentile (MPH)</b>
40	28 to 37	35	39
<b>Average Daily Traffic</b>	<b>Length (Miles)</b>	<b># of Accidents</b>	<b>Accident Rate (a/mvm)</b>
5,000	0.49	1	0.37
<b>Average Accident Rate: a/mvm</b>	<b>State (a/mvm)</b>	<b>District 5 (a/mvm)</b>	<b>City (a/mvm)</b>
	N/A	2.33	N/A

**Speed Limit Justification:**

Based on the 85th percentile speed, this segment would typically be set at 40 mph. No reduction is recommended. The recommended speed is 40 mph.

**RECOMMENDED SPEED LIMIT:**

**40 MPH**

TRAFFIC ENGINEER:

Derek Rapp, T.E. #2026

DATE:

8/12/19

This Engineering and Traffic Survey (E&TS) was prepared on 07/15/2019 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 8/20/2024; or based on meeting the provisions of CVC 40802.c.1, this E&TS shall be valid for 7 years and expire on 8/20/2026; 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 8/20/2029

Date: \_\_\_\_\_

By, \_\_\_\_\_

Deborah Lopez

City Clerk



## **ATTACHMENT 3**

### **SUMMARY TABLE OF RADAR SPEED SURVEY LOCATIONS**



## RADAR SPEED SURVEY LOCATIONS

Roadway Segment	Survey Limits	Exiting Posted Speed	85 <sup>th</sup> % Speed	New Speed	Survey Date
Calle Real	1000' w/of Fairview Ave to Fairview Ave	35	38	35	5/29/2019
Calle Real	Cathedral Oaks Rd to Winchester Canyon Rd	None	40	40	5/27/2019
Cambridge Dr	Cathedral Oaks Rd to Marbury Dr	25	27	25	5/30/2019
Cambridge Dr	900' N/O Cathedral Oaks Rd to Patterson Ave	35	36	35	5/30/2019
Cathedral Oaks Rd	Los Carneros Rd to 900' W/O Carlo Dr	40	42	40	5/29/2019
Cathedral Oaks Rd	900' E/O Carlo Dr to 1000' E/O N Fairview Ave	40	43	40	5/30/2019
Cathedral Oaks Rd	Winchester Canyon Rd to Paseo del Pinon	45	45	45	5/29/2019
Covington Way	Los Carneros Rd to La Patera Ln	35	35	35	5/29/2019
Fairview Ave	Calle Real to Berkeley Rd	35	42	35	5/29/2019
Hollister Ave	Pebble Beach Dr to Pacific Oaks Rd	45	48	45	5/27/2019
Hollister Ave	Pacific Oaks Rd to Storke Rd	45	43	45	5/27/2019
Hollister Ave	Kellogg Ave to Ward Dr	35	31	35	5/30/2019
Hollister Ave	Fairview Ave to Kellogg Ave	25	32	25	5/28/2019
Kellogg Ave	Hollister Ave to Depot Rd	25	28	25	5/28/2019
Kellogg Ave	Thornwood Dr to Kellogg Wy	None	40	40	5/30/2019
Kellogg Ave	Kellogg Way to Hollister Ave	30	32	30	5/28/2019
La Patera Ln	Covington Way to Cathedral Oaks Rd	30	29	30	5/28/2019
La Patera Ln	Calle Real to Covington Way	35	36	35	5/30/2019
Los Carneros Rd	Hollister Ave to US 101 SB Ramps	45	44	45	5/29/2019
Los Carneros Rd	Calle Real to Cathedral Oaks Rd	45	44	45	5/29/2019
Phelps Rd	Pacific Oaks Rd to Storke Rd	30	33	30	5/29/2019
Ward Dr	Southerly terminus to 200' S/O Ekwil St	40	40	40	5/28/2019
Ward Dr	200' S/of Ekwil St to Hollister Ave	40	39	40	5/28/2019