



STAFF REPORT

AGENDA NO: 9b

MEETING DATE: January 6, 2020

To: Honorable Mayor and City Council

Date: January 6, 2020

**From: Syed Murtuza, Director of Public Works – (650) 558-7230
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Subject: Public Hearing to Introduce an Ordinance Amending Chapters 13.24.010 and 13.24.015 of the Burlingame Municipal Code to Reduce the Posted Speed Limit on California Drive between Oak Grove Avenue and Peninsula Avenue to 25 MPH

RECOMMENDATION

Staff recommends that the City Council hold a Public Hearing to introduce the attached ordinance amending Chapters 13.24.010 and 13.24.015 of the Burlingame Municipal Code to reduce the posted speed limit on California Drive between Oak Grove Avenue and Peninsula Avenue to 25 MPH.

In order to do so, staff recommends the following actions:

1. Requesting the City Clerk to read the title of the attached ordinance;
2. By motion, waiving further reading and introducing the proposed ordinance;
3. Conducting a public hearing on the proposed ordinance;
4. Discussing the proposed ordinance and determining whether to bring it back for a second reading and adoption; and
5. Directing the City Clerk to publish a summary of the ordinance at least five days before the proposed adoption.

BACKGROUND

The California Drive Roundabout Project was completed this past spring. The project has significantly improved pedestrian access and safety along California Drive near the intersections of Bellevue Avenue and Lorton Avenue, while reducing potential conflicts for all modes of transportation. Staff continues to monitor the intersection and make small changes to further enhance the safety, including enhancing the pedestrian Rectangular Rapid Flashing Beacons (RRFB), installing driver feedback signs, deploying changeable message signs, and implementing a pilot program with a 25 MPH speed limit on the California Drive approaches to the roundabout.

The roundabout was designed with a 15 MPH advisory speed limit. This advisory speed limit was in place to prepare vehicles approaching the roundabout to yield to pedestrians near the crosswalks

and vehicles already in the roundabout. Staff observed that not all vehicles were entering the roundabout at the posted advisory 15 MPH speed limit, which contributed to some vehicles already in the roundabout stopping to avoid a potential collision.

Per the City's Municipal Code (BMC), the portion of California Drive from Oak Grove Avenue to Burlingame Avenue has a posted speed limit of 35 MPH, while the posted speed limit from Burlingame Avenue to Peninsula Avenue is 30 MPH. Part of the reason for some vehicles not complying with the 15 MPH advisory speed can be attributed to the rapid deceleration from 35 MPH to 15 MPH in a relatively short distance. Although the City deployed changeable message signs to warn drivers to reduce their speed, the 25 MPH signs were installed on a pilot basis to improve the deceleration transition.

DISCUSSION

The requirements for posting speed limits are found in the California Vehicle Code (CVC) Division 11, "Rules of the Road." For this specific situation, the requirements can be found in CVC Section 22352, for the 25 MPH limit, where the conditions necessary to qualify for these 'default' speed limits are described. The 25 MPH speed limit applies to streets located within 1) business districts, 2) residential districts, 3) near schools, or 4) near senior centers. The 25 MPH speed limits are commonly signed in residential districts for the benefit of the residents, and occasionally in downtown business areas.

California Drive between Oak Grove Avenue and Bellevue Avenue-Lorton Avenue meets one of the four conditions for the prima facie 25 MPH speed limit, the 'business district' condition. The definition of business district is provided in CVC Division 1, Words and Phrases Defined, Sections 235 and 240, as follows:

235. A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.

240. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions in Sections 235 and 515: (a) No building shall be regarded unless its entrance faces the highway and the front of the building is within 75 feet of the roadway. (b) Where a highway is physically divided into two or more roadways only those buildings facing each roadway separately shall be regarded for the purpose of determining whether the roadway is within a district. (c) All churches, apartments, hotels, multiple dwelling houses, clubs, and public buildings, other than schools, shall be deemed to be business structures. (d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

Being within the business district, California Drive from Oak Grove Avenue to Peninsula Avenue meets one of the criteria for a 25 MPH default speed limit, so it qualifies to post and radar enforce this speed accordingly. However, California Drive between Oak Grove Avenue and Peninsula Avenue appears as a minor arterial on the California Road System (CRS) map, so under the statutes of CVC Section 40802, it would constitute a speed trap if this 25 MPH speed limit were to be enforced with radar equipment. However, as permitted by the CVC, the City can enforce the 25 MPH speed limit on this segment by using alternative approved methods.

Staff presented this proposal to the Traffic Safety and Parking Commission at their November 14, 2019 meeting. After reviewing the matter the TPSC supported reducing the posted speed limit to 25 MPH with a vote of 4-1-0.

FISCAL IMPACT

The costs associated with changing the posted speed limit signs are minimal and will be absorbed within the Public Works Department operating budget.

Exhibits:

- Ordinance
- BMC Update