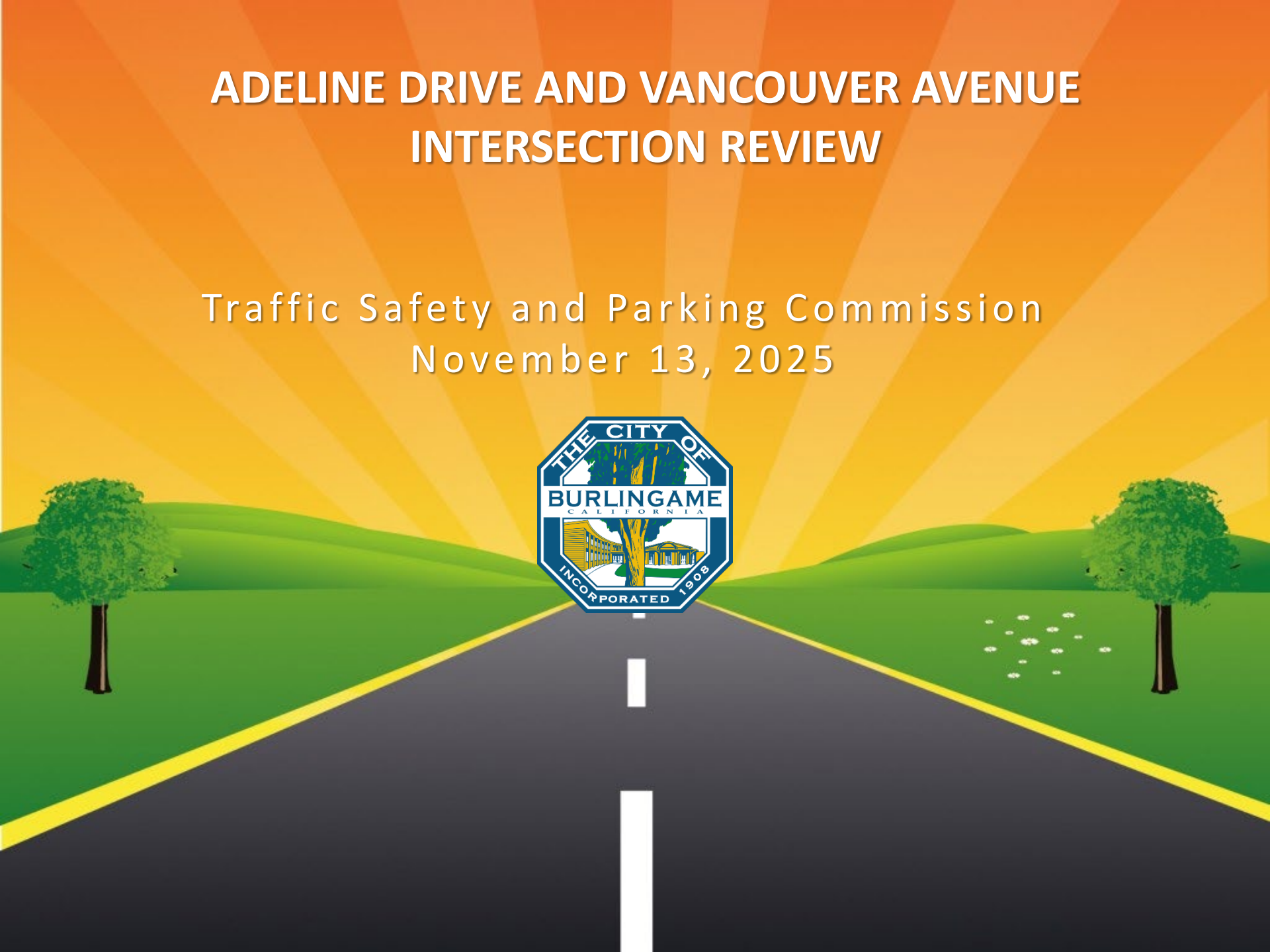
ADELINE DRIVE AND VANCOUVER AVENUE INTERSECTION REVIEW

Traffic Safety and Parking Commission
November 13, 2025



Meeting Goals

- Present the TSPC with an update on the Adeline Drive and Vancouver Avenue intersection review
- Following the update, staff requests that the TSPC review, discuss, obtain public feedback, then provide a motion or support for the proposed traffic calming enhancements and continued process moving forward

Background

- Staff received a resident concern over the intersection following a collision in March 2025
- Held Neighborhood meeting in October to hear more concerns

Aerial View

CA MUTCD Guidelines (collisions)

Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

- 10 year collision history revealed 2 potentially correctible incidents
  - 2022 a Vehicle ran a stop sign on Vancouver and had a right-angle collision with a Vehicle on Adeline Drive. (Reported)
  - 2025 a Vehicle on Vancouver failed to yield to oncoming traffic on Adeline Drive. (Unreported)

CA MUTCD Guidelines (volumes)

Minimum volumes:

1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and*
2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Speed and Volume Data (Westbound)

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	16.2	100.0	20.2	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7.9	100.0	17.8	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.7	100.0	25.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	8	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	11.3	87.50	17.6	-
0600	21	0	0	3	11	6	1	0	0	0	0	0	0	0	0	0	0	12.6	95.24	18.7	21.7
0700	84	0	0	17	49	18	0	0	0	0	0	0	0	0	0	0	0	12.1	90.48	17.7	20.6
0800	77	0	1	10	46	19	1	0	0	0	0	0	0	0	0	0	0	13.3	89.61	18.2	21.6
0900	46	0	0	3	26	16	1	0	0	0	0	0	0	0	0	0	0	13.2	97.83	19.6	21.7
1000	64	0	0	7	31	26	0	0	0	0	0	0	0	0	0	0	0	13.5	98.44	18.9	21.8
1100	62	0	0	6	32	21	3	0	0	0	0	0	0	0	0	0	0	14.1	88.71	19.2	22.6
1200	63	0	0	3	27	31	2	0	0	0	0	0	0	0	0	0	0	13.5	93.65	19.9	22.5
1300	57	0	1	5	19	31	1	0	0	0	0	0	0	0	0	0	0	14.9	87.72	19.6	23.4
1400	58	0	0	5	25	27	1	0	0	0	0	0	0	0	0	0	0	14.7	91.38	19.5	23.2
1500	92	0	1	11	52	27	1	0	0	0	0	0	0	0	0	0	0	12.8	91.30	18.4	21.4
1600	95	0	1	13	39	41	1	0	0	0	0	0	0	0	0	0	0	14.4	85.26	18.7	22.5
1700	100	0	1	12	51	35	1	0	0	0	0	0	0	0	0	0	0	14.7	87.00	18.9	22.4
1800	73	0	1	11	35	23	3	0	0	0	0	0	0	0	0	0	0	12.5	83.56	18.5	21.9
1900	49	0	1	4	16	26	2	0	0	0	0	0	0	0	0	0	0	13.6	85.71	19.6	22.5
2000	38	0	1	0	23	13	1	0	0	0	0	0	0	0	0	0	0	15.2	97.37	19.0	21.3
2100	25	0	0	3	18	4	0	0	0	0	0	0	0	0	0	0	0	10.7	96.00	17.3	20.1
2200	12	0	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	12.5	100.0	18.9	22.3
2300	11	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	0	15.7	90.91	19.5	24.3
07-19	**871**	**0**	**6**	**103**	**432**	**315**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.6**	**87.49**	**18.8**	**21.9**
06-22	**1004**	**0**	**8**	**113**	**500**	**364**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.6**	**87.85**	**18.8**	**21.9**
06-00	**1027**	**0**	**8**	**115**	**514**	**370**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.6**	**87.93**	**18.9**	**21.9**
00-00	**1042**	**0**	**9**	**116**	**521**	**374**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.6**	**87.62**	**18.9**	**21.9**

Peak step 17:00 (100) **AM Peak step** 7:00 (84) **PM Peak step** 17:00 (100)

Speed and Volume Data (Eastbound)

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	vPace	Pace%	Mean	Vpp
<--		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	10	10		85
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	100				
0000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	13.6	100.0	22.3	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.4	100.0	25.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	13.6	100.0	19.1	-
0500	13	0	0	1	4	7	1	0	0	0	0	0	0	0	0	0	0	14.5	92.31	20.6	24.3
0600	30	0	0	5	14	11	0	0	0	0	0	0	0	0	0	0	0	13.1	86.67	18.4	22.5
0700	125	0	1	14	60	46	4	0	0	0	0	0	0	0	0	0	0	14.1	88.00	19.2	22.7
0800	98	0	1	10	55	31	1	0	0	0	0	0	0	0	0	0	0	13.5	88.78	18.7	22.1
0900	63	0	0	6	31	23	3	0	0	0	0	0	0	0	0	0	0	14.2	90.48	19.5	23.1
1000	104	0	0	6	51	45	2	0	0	0	0	0	0	0	0	0	0	14.4	93.27	19.8	23.1
1100	59	0	0	5	30	24	0	0	0	0	0	0	0	0	0	0	0	13.2	96.61	19.1	22.1
1200	55	0	0	3	32	19	1	0	0	0	0	0	0	0	0	0	0	13.3	94.55	19.3	22.2
1300	71	0	0	6	32	30	1	2	0	0	0	0	0	0	0	0	0	14.5	87.32	19.7	23.4
1400	61	0	0	6	27	23	5	0	0	0	0	0	0	0	0	0	0	13.4	83.61	19.9	23.2
1500	75	0	0	11	28	29	7	0	0	0	0	0	0	0	0	0	0	13.3	78.67	19.4	23.8
1600	69	0	0	7	32	26	4	0	0	0	0	0	0	0	0	0	0	13.1	84.06	19.3	22.7
1700	78	0	0	11	33	31	2	1	0	0	0	0	0	0	0	0	0	13.9	88.46	19.1	23.1
1800	80	0	1	4	36	32	7	0	0	0	0	0	0	0	0	0	0	13.6	88.75	19.9	23.1
1900	47	0	0	4	19	23	1	0	0	0	0	0	0	0	0	0	0	13.9	93.62	19.7	22.5
2000	29	0	1	3	15	10	0	0	0	0	0	0	0	0	0	0	0	14.7	89.66	18.7	22.2
2100	18	0	0	1	13	2	2	0	0	0	0	0	0	0	0	0	0	12.2	88.89	18.6	22.5
2200	7	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	13.4	100.0	20.6	-
2300	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	11.6	71.43	20.2	-
07-19	**938**	**0**	**3**	**89**	**447**	**359**	**37**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.2**	**86.78**	**19.4**	**22.7**
06-22	**1062**	**0**	**4**	**102**	**508**	**405**	**40**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.0**	**86.82**	**19.3**	**22.7**
06-00	**1076**	**0**	**4**	**103**	**513**	**412**	**41**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.0**	**86.71**	**19.4**	**22.7**
00-00	**1097**	**0**	**4**	**104**	**521**	**422**	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.2**	**86.69**	**19.4**	**22.7**

Peak step 7:00 (125) **AM Peak step** 7:00 (125) **PM Peak step** 18:00 (80)

CA MUTCD additional considerations

Option:

05 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

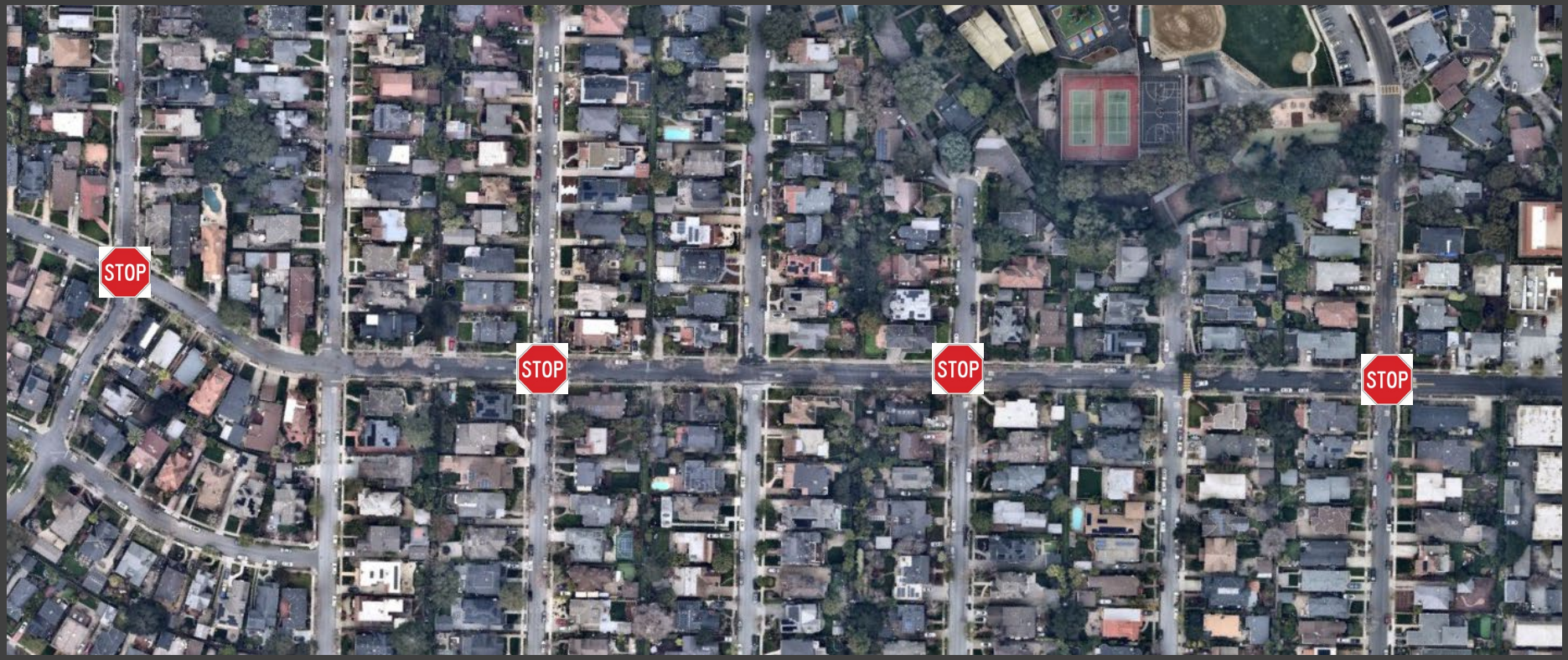
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

City of Burlingame considerations

further reductions may be considered for local low volume residential streets that meet the following criteria:

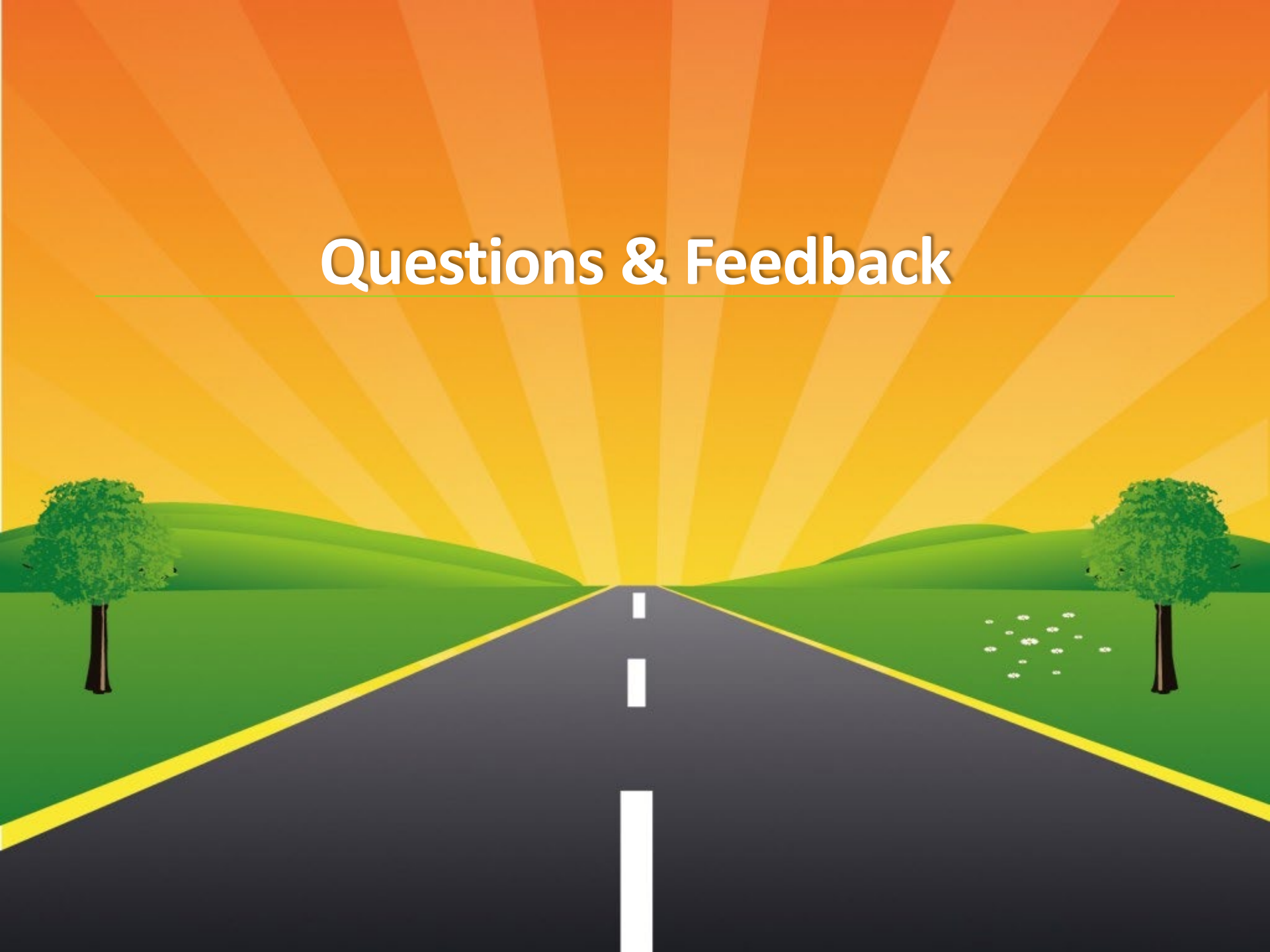
- Both of the intersecting streets are mainly residential with 25 MPH speed limits
- Both streets are two-lane streets
- The main street does not have any other existing controls within 500 feet
- The intersecting street must extend more than 500 feet
- The installation should improve overall traffic operations

Expanded Aerial View (300 ft blocks)



Visibility

Summary

- Multiway stop did not meet MUTCD guidelines and is not recommended at this time
- 20’ Red Curb on all approaches and facing the eastbound approach is recommended to improve visibility.
- Raised Centerline is recommended to properly position oncoming traffic

Questions & Feedback