



CITY COUNCIL AGENDA STATEMENT



February 2, 2021

File ID: 20-0501

TITLE

ORDINANCE OF THE CITY OF CHULA VISTA ESTABLISHING THE SPEED LIMITS AT THE FOLLOWING SEGMENTS: (1) BONITA GLEN DRIVE BETWEEN BONITA ROAD AND THE CHULA VISTA CITY LIMIT AT 25 MPH, (2) INCREASING EASTLAKE PARKWAY BETWEEN OLYMPIC PARKWAY AND HUNTE PARKWAY FROM 45 MPH TO 50 MPH, (3) INCREASING BIRCH ROAD BETWEEN LA MEDIA ROAD AND EASTLAKE PARKWAY FROM 45 MPH TO 50 MPH, (4) INCREASING PASEO DEL REY BETWEEN EAST H STREET AND EAST J STREET FROM 35 MPH TO 40 MPH; AND AMENDING SCHEDULE X OF THE REGISTER MAINTAINED IN THE OFFICE OF THE CITY ENGINEER TO REFLECT THE ESTABLISHED SPEED LIMITS (FIRST READING)

RECOMMENDED ACTION

Council place the ordinance on first reading.

SUMMARY

Staff completed Engineering and Traffic Surveys (E&TSs) on Bonita Glen Drive, Eastlake Parkway, Birch Road, and Paseo del Rey in accordance with the California Vehicle Code, which indicates that the posting of speed limits that are not the maximum or standard prima facie speed limits be determined by an E&TS for each street with a posted speed limit within the City. Based on the results of the E&TS, staff has determined that the speed limits be established on: (1) Bonita Glen Drive between Bonita Road and the Chula Vista city limit at 25 miles per hour (mph), (2) Eastlake Parkway from Olympic Parkway to Hunte Parkway increased from 45 mph to 50 mph, (3) Birch Road from La Media Road to Eastlake Parkway increased from 45 mph to 50 mph, and (4) Paseo Del Rey from East H Street to East J Street increased from 35 mph to 40 mph (see Attachment 1, Location Plats).

ENVIRONMENTAL REVIEW

The Director of Development Services has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the project qualifies for a Categorical Exemption pursuant to State CEQA Guidelines Section 15301 Class 1 (Existing Facilities) and Section 15061(b)(3), because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. Thus, no further environmental review is required.

BOARD/COMMISSION/COMMITTEE RECOMMENDATION

On March 4, 2020, the Safety Commission voted to concur with staff's recommendation to increase the speed limit on Paseo del Rey between East H Street and East J Street from 35 mph to 40 mph (Attachment 5).

On September 2, 2020, the Safety Commission voted to concur with staff's recommendation to increase the speed limit on Eastlake Parkway between Olympic Parkway and Hunte Parkway from 45 mph to 50 mph (Attachment 2).

On November 4, 2020, the Safety Commission voted to concur with staff’s recommendation to establish a speed limit of 25 mph on Bonita Glen Drive between Bonita Road and the Chula Vista city limit (Attachment 3) and to increase the speed limit on Birch Road between La Media Road and Eastlake Parkway from 45 mph to 50 (Attachment 4).

DISCUSSION

Background

The California Vehicle Code (CVC) establishes minimum and maximum prima facie speed limits for all streets in the State. The minimum prima facie speed limit is 25 mph for specific roadways and the maximum speed limit is 65 mph (55 mph for undivided roads) and an E&TS is required to change the prima facie speed limit from these preset limits for any City roadway.

The CVC and the California Manual on Uniform Traffic Control Devices (CAMUTCD) require that local agencies review changes in local speed limits every five to ten years to determine if the existing street segment speed limits require updating due to the age of the E&TS or changes in roadway and traffic conditions. Staff completed E&TS’s for the following segments and determined what speed limits were appropriate for the segments in accordance with the CVC and CAMUTCD.

	Street	Segment	Existing Speed Limit	Proposed Speed Limit
A	Bonita Glen Drive	Bonita Road to Chula Vista City Limits	--	25 mph
B	Eastlake Parkway	Olympic Parkway to Hunte Parkway	45 mph	50 mph
C	Birch Road	La Media Road to Eastlake Parkway	45 mph	50 mph
D	Paseo Del Rey	East H Street to East J Street	35 mph	40 mph

Per the CVC, the E&TS’s performed by staff included:

- (1) Prevailing speeds as determined by traffic engineering measurements;
- (2) Accident records; and
- (3) Traffic/roadside conditions not readily apparent to the driver.

Existing Speed Limit Signage

Bonita Glen Drive – Currently, there are 25 mph advisory speed limit signs posted on Bonita Glen Drive approaching horizontal curves. These existing advisory speed limit signs are only recommendations and are not enforceable. This Item will establish a regulatory 25 mph prima facie speed limit that can be enforced.

Eastlake Parkway & Birch Road – Both segments “B” and “C” in the table above have existing regulatory road signs and pavement markings indicating a speed limit of 50 mph. However, existing City ordinances (No. 3190 for Eastlake Parkway and No. 3189 for Birch Road, both adopted May 10, 2011) established the enforceable speed limits based on E&TSs conducted at the time at 45 mph. Those E&TSs have since expired. Staff is not aware of nor could it determine the reason for the discrepancy in speed limits between said ordinances adopted in 2011 and the signage that was installed in 2012 (based on review of past aerial

imagery of the pavement markings). If City Council approves this Item, the E&TSs conducted in 2020 will be certified and enforceable on the segments.

Paseo Del Rey – There are existing speed limit signs and pavement legends indicating a 35-mph speed limit on segment “D.”

Traffic Calming

Due to the major roadway classification of Segments “B,” “C,” and “D” in the table above, no traffic calming measures can feasibly be implemented. The proposed speed limit of 25 mph for Segment “A” is the minimum for its type of roadway and accounts for adjacent land uses. In addition, Bonita Glen Drive operates similar to a minor collector, has substantial horizontal curvature and a variable grade, thus making most traffic calming measures inapplicable.

Speed Enforceability

If the proposed speed increase supported by an E&TS is not approved, the following would be the means of enforcing speeds on the subject segments:

- Basic Speed Law: police car matches the speed of a vehicle and determines that the speed is unsafe for current conditions. Infeasible due to insufficient police availability and the very short segment lengths.
- Maximum Speed Law: use RADAR/LiDAR methods to enforce a speed limit of 65 mph.

If the proposed speed limit is approved, police can use RADAR/LiDAR to enforce the approved posted speed limit.

DECISION-MAKER CONFLICT

Staff has reviewed the property holdings of the City Council members and has found that Mayor Casillas Salas has real property holdings within 1,000 feet of the boundaries of the property which is the subject of this action. However, to the extent that any decision would have a reasonably foreseeable financial effect on the member’s real property, the effect would be nominal, inconsequential, or insignificant. Consequently, pursuant to California Code of Regulations Title 2, sections 18700 and 18702(b), this item does not present a real property-related conflict of interest under the Political Reform Act (Cal. Gov't Code § 87100, et seq.).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decision-maker conflict of interest in this matter.

CURRENT-YEAR FISCAL IMPACT

The establishment of the speed limit would require the posting of new speed limit signs and speed limit legends on Bonita Glen Drive only. The increase in the speed limit on Paseo Del Rey would require the replacement of speed limit signs and speed limit pavement markings. This minor work will be funded by an existing Capital Improvement Project, TRF0332, Signing and Striping Program.

ONGOING FISCAL IMPACT

Regular maintenance of the pavement legends every 5 to 7 years and the signage every 12 to 15 years.

ATTACHMENTS

1. Location Plats
2. Safety Commission Report September 2, 2020 Item #2
3. Safety Commission Report November 4, 2020 Item #1

4. Safety Commission Report November 4, 2020 Item #2
5. Safety Commission Report March 4, 2020 Item #3

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