



STAFF REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of May 13, 2025

TO: Mayor and Members of the City Council

VIA: Dante Hall, City Manager

SUBMITTED BY: Nanda Gottiparthi, Acting City Engineer
Jeff Brown Interim Public Works Director

SUBJECT: Approve Traffic Calming Improvements on John Muir Parkway between Albert Nobel Drive and the future Bayfront Loop north of Tioga Loop

RECOMMENDED ACTION:

Approve Traffic Calming Improvements on John Muir Parkway between Albert Nobel Drive and future Bayfront Loop north of Tioga Loop, and authorize the City Manager to prepare the plans and bid documents.

BACKGROUND:

In response to resident safety concerns and excessive speeds on John Muir Parkway, the City hired Traffic Engineering consultant Kimley-Horn to conduct warrant analyses at the intersections of John Muir Parkway/Tioga Loop and John Muir Parkway/Yosemite Place-Tsushima Street to evaluate installing all-way stop control at the two existing side street stop control intersections. Kimley-Horn prepared a memorandum dated February, 14, 2025 with its findings and recommendations for improving traffic safety (See Attachment 2).

Kimley-Horn's memorandum concluded that all-way stop-controls do not meet the warrants and that stop signs are not recommended to be installed at the intersections. In order to provide adequate sight distance for southbound vehicles on Yosemite Place to observe westbound vehicles along John Muir Parkway, Kimley-Horn recommended installing approximately 50' of red striping from the curb return at the near side of Yosemite Place. City crews recently installed the red striping per the recommendation.

Kimley-Horn's memorandum also recommended additional measures to reduce speeds and improve safety for vehicular traffic and pedestrians. The additional recommended measures included improvements consisting of new striping, pavement markings, and speed feedback signs as described and shown in Attachment 2. A further recommendation of transverse rumble strips was also explored but ultimately set aside due to the potential for elevated vibration and noise that this treatment could cause. Repeated exposure to these disruptive elements can be frustrating for nearby residents. Although included in Attachment 3, staff does not recommend installing transverse rumble strips at this time.

Kimley-Horn's memorandum and recommended improvements in Attachment 2 were presented to the City Traffic Safety Subcommittee at their April 2, 2025, meeting. The subcommittee recommended the installation of the proposed improvements, including new striping, pavement markings, and speed feedback signs as described and shown in Attachment 2.

FISCAL IMPACT:

Kimley-Horn's has provided a cost estimate of \$258,000 for the design, project management, and construction of the recommended improvements. It is recommended that the General Fund Capital Reserve be utilized to finance this project. Should this recommendation be approved, the project will be incorporated into the FY 2025-26 Capital Improvement Project (CIP) budget for consideration by the City Council.

| <i>Financial Impact</i> | | | |
|---|--|---------------|------|
| Description: John Muir Parkway traffic calming improvements and solicitation of design and construction management proposals from qualified Professionals. | | | |
| Funding Source: | General Fund Capital Reserve | | |
| Budget Recap: | | | |
| Total Estimated cost: | \$258,000 | New Revenue: | None |
| Amount Budgeted: | None | Lost Revenue: | N/A |
| New funding required: | Yes <input checked="" type="checkbox"/> No | | |

ATTACHMENTS:

Attachment 1: Resolution – John Muir Pkwy Traffic Calming
 Attachment 2: Kimley Horn Memorandum Dated February 14, 2025
 Attachment 3: Presentation