



## **CITY COUNCIL STAFF REPORT**

**MEETING DATE:** February 13, 2023

**ITEM TITLE:** Adopt a Resolution Appropriating \$35,000 from the General Capital Fund 0025 (Fund 25) for the Greater East San Carlos Neighborhood Slow Street Project; Approving the Plans and Specifications; and Authorizing a Call for Bids.

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### RECOMMENDATION:

Staff recommends that the City Council adopt a Resolution appropriating \$35,000 from the General Capital Fund 0025 (Fund 25) for the Greater East San Carlos Neighborhood Slow Street Project ("Project"), approving the plans and specifications, and authorizing a call for bids.

### FISCAL IMPLICATIONS:

The preliminary engineer's estimate to construct the Project is approximately \$30,000. With an 18% contingency, or \$5,000, the Project cost is expected to be \$35,000.

Staff is requesting an appropriation of \$35,000 from the General Capital Fund 0025 (Fund 25) to construct the Project. There are sufficient funds available in Fund 25 to accommodate this request. The ongoing maintenance cost has not yet been determined but will be presented to the City Council at the six month anniversary date of the Project's implementation.

### BACKGROUND:

Over the last several years, the City has received several requests from the Greater East San Carlos neighborhood ("GESC") for traffic calming to reduce speeds and cut-through traffic and increase safety.

The City has performed studies to evaluate existing conditions and potential solutions. The findings were presented to the Transportation and Circulation Commission in September 2021. In May 2022, the City Council directed staff to expand the study area to include residents and businesses on five additional streets, conduct more public outreach, and study other cities' solutions.

Extensive outreach was conducted throughout 2022. Staff mailed 393 postcard invitations to residents and business for four in-person and online public meetings. Subsequent to these meetings, residents of the GESC neighborhood proposed another solution: "Slow Street Improvements." This solution offers benefits similar to a partial street closure, but allows local two-way traffic passage. It does not interfere with fire access or fire site logistics (hose pull); however,

the Slow Street Improvements solution is not enforceable.

On December 8, 2022, an in-person workshop was held at Laureola Building to share the conceptual plans for the placement of pylons, signage, and street striping for the Project. The predominating concern was the loss of parking due to the amount of red curb areas proposed adjacent to the pylons. Staff has since revised the plans and minimized the impacts to parking as much as safely possible.

#### ANALYSIS:

Staff recommends that the City Council implement Slow Street measures at the eight intersections along Old County and Industrial Roads at McCue Avenue, and Cherry, Montgomery, and Hall Streets. The measure would include pylons and signage stating “local traffic only” as depicted in the attached plans. There are several benefits to this proposed solution. First, representatives from the GESC have already expressed their willingness to adopt this measure as a suitable alternative to partial or complete street closures. Second, evidence from neighboring Redwood City streets suggests that this solution is inexpensive, quickly implementable as it will not require warrant studies, and effective. Third, discussions with third party service providers and local safety officials have confirmed that there will be no significant logistical or safety issues presented by the pylons as they may be driven over by fire trucks if necessary. Finally, this solution will help address three primary goals gleaned from the public engagement meetings: (1) limit cut-through traffic, (2) decrease speed, and (3) increase safety.

Staff notes that although there are similarities with the Redwood City soft closures, there are also significant differences. Redwood City has implemented the soft closures on several of their streets in various parts of the city. These streets are not in a grid system concentrated in one neighborhood such as what is being proposed in the GESC neighborhood. Redwood City has experienced damage to the pylons from turning vehicles even on streets that are 40 feet or wider. The GESC neighborhood’s streets are 30 feet wide curb to curb, so the proposed red curbs will help to minimize potential damage to parked vehicles next to the pylons.

It is staff’s intent to measure the effectiveness of these measures in one year. During the community engagement meetings, participants expressed their concerns about the findings of W-Trans’ cut-through analysis. While W-Trans’ consultant explained the sound methodology of the study which used pre-pandemic cell phone data, they also clarified that the study did not collect cut-through traffic that zigzagged through the GESC. For example, a vehicle that cut to Industrial from Old County Road would be counted. However, a vehicle that cut from Old County Road to Cherry Street, then up Bayport Avenue to Montgomery Street and out to Industrial (or “zigzagged”) would not be counted. W-Trans has since worked with staff to identify an alternative traffic count methodology which was accepted by the neighbors. The effectiveness of the soft closures will be measured after one year.

#### ALTERNATIVES:

Options available to the City Council include:

1. Adopt a Resolution appropriating \$35,000 from the General Capital Fund 0025 (Fund 25) for the Greater East San Carlos Neighborhood Slow Street Project ("Project"), approving the plans and specifications, and authorizing a call for bids; or
2. Do not adopt the Resolution; or
3. Provide staff with alternative direction.

Respectfully submitted by:

Steven Machida, Public Works Director

Approved for submission by:

A handwritten signature in black ink, appearing to read 'J. Maltbie', is written above a horizontal line.

Jeff Maltbie, City Manager

ATTACHMENT(S):

1. Resolution
2. GESC Slow Street Project Plans
3. GESC Slow Street Project Specs