



**CITY OF SALINAS  
COUNCIL STAFF REPORT**

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**DATE:** AUGUST 4, 2019  
**DEPARTMENT:** PUBLIC WORKS  
**FROM:** DAVID JACOBS, PUBLIC WORKS DIRECTOR  
**BY:** ANDREW EASTERLING, TRAFFIC ENGINEER  
**TITLE:** “NO PARKING” RED ZONES AT THE INTERSECTION OF PARK STREET AND WEST STREET

RECOMMENDED MOTION:

A motion to approve a resolution for the approval and establishment of total of 130 feet “No Stopping” red zones at the intersection of Park Street at West Street to provide sufficient corner sight distance.

RECOMMENDATION:

It is recommended that the City Council approve a Resolution to establish of total of 130 feet “No Stopping” red zones at the intersection of Park Street at West Street to provide sufficient corner sight distance.

EXECUTIVE SUMMARY:

Staff received a request to evaluate the intersection of Park Street at West Street. Staff evaluated the intersection and found that an all-way stop is not warranted based of the measured traffic volumes and collision history. Staff conducted a field review and determined that parked vehicles obstructed sightlines necessary to provide the minimum stopping sight distance. Staff is recommending the designation of approximately 130 feet of “No Stopping” red zones at the intersection of Park Street at West Street, equivalent to roughly 5 parking spaces in total, to provide sufficient sight lines.

BACKGROUND:

Staff received a request from Salinas Connect to evaluate the intersection of Park Street and West Street. Staff measured traffic volumes and reviewed the collision history and found that the intersection does not warrant an all-way stop. A stop sign can be an effective traffic control device when installed at the right place at the right time. It is intended to help motorist at an intersection understand who has the right-of-way, it is not a traffic calming device. Federal and state standards are applied when determining if a stop sign is warranted at an intersection. Stop signs are only warranted under specific roadway volumes or collision history. Installing a stop

sign where it is not warranted can do more harm than good, and often times increases the potential for collisions. It is therefore critical the City take careful consideration when evaluating a stop sign and comply with state and federal guidelines. The City evaluates all-way stops at the time of development and if roadway conditions change. Staff applies City Council adopted guidelines outlined in the California Manual on Uniform Traffic Control Devices (CA-MUTCD). An all-way stop is not warranted at West St at Park St and consequently is not recommended by staff and the Traffic and Transportation Commission.

Staff reviewed the existing configuration and checked sight lines. Based on the traffic analysis and design standards established by state and federal design guidelines, staff is proposing the removal of 130 feet of parking along West Street (Attachment 1). Staff's recommendation uses the minimum standard that can be applied to minimize the impact to on street parking capacity.

Intersection sight distance criteria for stop-controlled intersections is typically longer than stopping sight distance to allow the intersection to operate smoothly. Minor-road vehicle operators can wait at the approach until they can adequately evaluate sufficient gaps in traffic so that they can proceed safely without forcing a major-road vehicle to stop or unduly interfering with major-road traffic operations. For this application staff is recommending stopping sight distance as the minimum standard to apply to provide adequate sight lines and also minimize the impacts to on-street parking capacity.

#### TRAFFIC AND TRANSPORTATION COMMISSION:

At its June 11<sup>th</sup>, 2020 meeting, the Traffic and Transportation Commission voted 5-2 to recommend to the City Council to approve the establishment of a total of 130 feet "No Stopping" red zones at the intersection of Park Street at West Street. At the meeting, public comments were received and read into the record stating concerns over the loss of parking, however the Commission voted to support the recommendation based on safety.

#### CEQA CONSIDERATION:

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consists of operation and minor alteration of an existing City street.

#### STRATEGIC PLAN INITIATIVE:

The "No Parking" red zones for the intersection of Park Street and West Street supports the Council of "Public Safety."

#### DEPARTMENTAL COORDINATION:

Red zone markings are installed and maintained by Public Works staff. Parking enforcement is provided in coordination with Parking Enforcement Staff (SERCO) and the Police Department.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the “No Parking” red zone markings along Park Street and West Street is estimated to be \$275.00. Sufficient funding is available in the current streets budget to fund the installations.

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: Proposed No Parking Exhibit