



## **CITY OF SALINAS COUNCIL STAFF REPORT**

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**DATE:** JUNE 13, 2023

**DEPARTMENT:** PUBLIC WORKS DEPARTMENT

**FROM:** DAVID JACOBS P.E., L.S., PUBLIC WORKS DIRECTOR

**BY:** ANDREW EASTERLING, TRAFFIC ENGINEER

**TITLE:** 2023-2024 PRIORITIZATION OF RESTRIPING PROJECTS

### RECOMMENDED MOTION:

A motion to approve the 2023-2024 Prioritization of Restriping Projects.

### EXECUTIVE SUMMARY:

Several service requests to restripe roads have been received from Salinas residents. The number of requests exceed the City's budgeted resources, and there is therefore a need to prioritize restriping requests. Staff has developed a prioritization of the requested streets. The Council is requested to review and provide feedback on the proposed 2023-2024 Prioritization of Restriping Projects. Staff recommends the approval of the 2023-2024 Prioritization of Restriping Projects. The Council may choose to recommend changes to the Prioritization of Restriping Projects.

### BACKGROUND:

Most thermoplastic pavement markings have an upper limit life expectancy of (six) 6 to (nine) 9 years depending on weather and traffic conditions. Historically, the City replaced pavement markings whenever a road was resurfaced, which traditionally occurred at a similar frequency. However, the City has not been able to perform pavement maintenance on all of its streets within this time frame and some streets now have faded pavement markings. The City has received several requests to restripe roads and the number of requests exceeds the City's budgeted resources. There is therefore a need to prioritize restriping requests.

The City's street maintenance crews can perform minor restriping work, but for larger projects the City cannot restripe entire streets using its own work forces and must contract the work out. On October 22, 2019, the City awarded an On-Call Services for Traffic Control Devices Contract to Chrisp Company via Resolution No. 21722. Unit prices for restriping work were competitively bid and using this contract the estimated cost to restripe a road can vary between roughly \$6 to \$28 per linear feet (LF) depending on the number of lanes and legends on any given roadway.

As of December 31, 2022, numerous restriping requests have been submitted to the City. Two segments were screened out where pavement work was planned, including East Romie Lane and

Boronda Road, and of the remaining service requests sixteen (16) road segments were requested for restriping and do not have any planned pavement work. Based on the On-Call Services Contract pricing, staff estimates the total costs to restripe all sixteen (16) of these facilities is roughly \$715,000.00. The City's anticipated restriping budget (CIP 9081-66.4000) for FY 23-24 is \$200,000, including soft costs. Staff estimates the City can restripe at least five (5) segments within the anticipated budget depending on the length and complexity of the individual restriping projects. Additionally, staff recommends retaining roughly \$30,000 in the account, which will provide resources to respond to smaller service requests, such as crosswalks, through the end of the fiscal year.

The City has no established prioritization policy for restriping projects and staff is recommending that the 2023-2024 Prioritization of Restriping Projects are based on staffs' opinion of needs and budgetary constraints. On small two-lane, two-way roads centerlines are not always required by the Manual on Uniform Traffic Control Devices (MUTCD), the City's standard for pavement markings. The City previously installed centerlines on Maple Street, Rider Avenue, and Schilling Place, however these roads do not require centerline markings based on the MUTCD. Consequently, with a finite amount of funding and a growing list of roads which need to be restriped, staff is recommending these roads be prioritized last.

**Table 1: 2023-2024 Prioritization of Restriping Projects**

Recommended Priority Ranking	Segment	Limits	Length (LF)	Total Estimate	Notes
1	Independence Boulevard	E Boronda Road to Nantucket Boulevard	1,875	\$51,243.79	Original request stated in front of school
2	East Market Street	Front Street to Sherwood Drive	2,549	\$30,068.86	3 service requests
3	West Romie Lane	South Main Street to Padre Drive	1,071	\$19,135.55	
4	Terven Avenue	Sanborn Place to Airport Boulevard	2,064	\$10,068.48	
5	Riker Street at Clay Street	Intersection approaches	N/A	\$7,422.00	Original request is about intersection
6	West Rossi Street	South Davis Road to South Main Street	1,071	\$135,670.32	
7	Harkins Road	Hansen Street to Southernly City Limits	7,550	\$96,394.68	
8	El Dorado Drive	Harden Parkway to Mendocino Drive	4,074	\$64,582.62	Original request between Calaveras and Mendocino
9	North Main Street	Boronda Road to Russell Road	4,690	\$155,919.54	
10	Williams Road	Old Stage Road to East Boronda Road	3,117	\$30,484.92	
11	Old Stage Road	Williams Road to 900 Block	7,632	\$40,354.08	
12	East Alisal Street	Griffin Street to Work Street	17,160	\$33,615.42	Original request is about faded bike lane
13	Schilling Place	Harkins Road to Eden Street	2,970	\$10,479.60	Original request is WB approach. The centerline is not warranted per MUTCD
14	Towt Street	East Alisal Street to East Market Street	1,609	\$12,846.36	
15	Rider Avenue	Del Monte Avenue to Mimblera Way	1,550	\$9,326.64	Centerline is not warranted per MUTCD
16	Maple Street	South Main Street to Pajaro Street	3,156	\$7,698.67	Parking tees and centerline are not warranted per MUTCD
Subtotal (1-5)				\$117,938.68	
Estimated Remaining Balances (Reserves)				\$32,061.32	
Subtotal (6-16)				\$597,372.85	
<b>Total Requests</b>				<b>\$715,311.53</b>	

**Table 2: Relevant Traffic Data**

Segment	Limits	ADT	Fatal + Injury Collisions (2021-2022)	Collision Rate (Fatal + Injury per million vehicle miles)	Pavement Condition Index (2020)
Independence Boulevard	East Boronda Road to Nantucket Boulevard	7,464	2	2.07	35-37
East Market Street	Front Street to Sherwood Drive	22,984	0	0.00	77
West Romie Lane	South Main Street to Padre Drive	10,817	0	0.00	35
Terven Avenue	Sanborn Place to Airport Boulevard	16,633	5	2.11	53
Riker Street at Clay Street	Intersection approaches	N/A	1	N/A	48
West Rossi Street	South Davis Road to South Main Street	28,134	11	0.96	40-50
Harkins Road	Hansen Street to Southernly City Limits	7,550*	4	1.46	40-59
El Dorado Drive	Harden Parkway to Mendocino Drive	4,074	2	3.46	31
North Main Street	Boronda Road to Russell Road	11,764	34	8.91	74
Williams Road	Old Stage Road to East Boronda Road	3,117	7	6.74	29
Old Stage Road	Williams Road to 900 Block	7,632	4	N/A	33
East Alisal Street	Griffin Street to Work Street	17,160*	2	2.64	67
Schilling Place	Harkins Road to Eden Street	2,970*	0	0.00	58
Towt Street	East Alisal Street to East Market Street	4,120	1	2.18	80
Rider Avenue	Del Monte Avenue to Mimbrera Way	3,871	4	9.64	25
Maple Street	South Main Street to Pajaro Street	3,156	0	0.00	40

\*ADT approximated from peak hour count, and K=0.10

Staff recommends retaining roughly \$30,000 in the CIP account to be able to respond to smaller service requests, such as crosswalks, through the end of the fiscal year. Once the allotted budget has been depleted, the backlogged restriping service requests will be held until resources become available or until the next re-prioritization recommendation.

## TRAFFIC AND TRANSPORTATION COMMISSION:

The 2023-24 Prioritization of Restriping Projects was presented to the Traffic and Transportation Commission at its May 11, 2023 meeting. The Commission voted (3-3) on an alternative motion to recommend staff evaluate and measure restriping needs for every City street and provide a full report to the Commission.

There is not a well establish engineering method for measuring restriping needs, however there are several recognized methods for measuring pavement markings' retro-reflectivity. These techniques can be timing consuming and cost prohibitive. The City has nearly 300 centerline miles of roads to maintain, and with a relatively small restriping budget, the estimated cost for surveying City streets would exceed the annual budget and leave no funding available for actual restriping work. Therefore, staff recommends the 2023-24 Prioritization of Restriping Projects based on the service requests received from residents, without a City-wide retro-reflectivity survey. Staff notes that the pavement condition index (PCI) score provides a measurement for the pavement condition and therefor the PCI score may provide some indication of striping conditions.

## CEQA CONSIDERATION:

**Not a Project.** The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

## STRATEGIC PLAN INITIATIVE:

The 2023-2024 Prioritization of Restriping Projects supports the Council's goals of "Infrastructure and Environmental Sustainability" and "Public Safety".

## DEPARTMENTAL COORDINATION:

The Public Works Department and Finance Department manage the project accounting. The Public Works Department manages construction contract, inspection, and final acceptance of construction projects.

## FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund. The City's anticipated restriping budget, CIP Account 5800.50.9081-66.4000 is anticipated for \$200,000, leaving approximately \$150,000 for restriping work for fiscal year 2023-2024. The CIP account is funded using SB1 Maintenance and Rehab funds. The 2023-2024 Prioritization of Restriping Projects establishes the priority ranking of projects. Once the first projects are completed and final costs are known, and if remaining resources are available, staff will work on the next highest scoring project until the budget is depleted. If the next highest priority project cannot be completed with remaining funds, but lower priority projects can be completed within the remaining budget, staff recommends treating the lower priority project in order to maximize the use of available funds.

## ATTACHMENTS:

Resolution

Attachment 1: Current Conditions Photos