



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: AUGUST 8, 2023

DEPARTMENT: PUBLIC WORKS, TRAFFIC AND TRANSPORTATION

FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR

BY: ADRIANA ROBLES, CITY ENGINEER
GERARDO RODRIGUEZ, ASSISTANT ENGINEER

TITLE: “NO PARKING” RED ZONES AT VARIOUS LOCATIONS

RECOMMENDED MOTION:

A motion to approve Resolutions establishing:

- i. 45 feet of “No Stopping” red zones at the intersection of Humboldt Drive and Donner Way;
- ii. 65 feet of “No Stopping” red zones at the intersection of North Madeira Avenue and Roosevelt Street;
- iii. 85 feet of “No Stopping” red zones at the intersection of Riker Street and Lang Street; and
- iv. 90 feet of “No Stopping” red zones at the intersection of Rochex Avenue and North 3rd Street.

EXECUTIVE SUMMARY:

Staff received a request to evaluate sight lines at the intersections of Humboldt Drive and Donner Way. Staff conducted a traffic study and determined that parked vehicles obstructed sightlines necessary to provide the minimum stopping sight distance. Staff is recommending the designation of approximately a total of 45 feet of “No Parking” red zones at the intersections of Humboldt Drive to provide sufficient sight lines.

Staff received a request to evaluate the potential of establishing stop signs at the intersections of North Maderia Avenue and N 3rd Avenue, Riker Street and Lang Street, and Rochex Avenue and North 3rd Street. Staff performed a traffic analysis and determined the intersections do not warrant stop signs. Furthermore, staff conducted a traffic study and determined that parked vehicles obstructed sightlines necessary to provide the minimum stopping sight distance. Staff is recommending the designation of approximately 65 feet of “No Stopping” red zones at the intersection of North Madeira Avenue and Roosevelt Street, 85 feet of “No Stopping” red zones at the intersection of Riker Street and Lang Street and 90 feet of “No Stopping” red zones at the intersection of Rochex Avenue and North 3rd Street.

BACKGROUND:

Humboldt Drive and Donner Way

Public Works staff received a request (Service Request No. 97750) to evaluate sight lines at the intersection of Humboldt Drive and Donner Way. Staff conducted an analysis and determined sight lines necessary to make a safe turning movement based on gap acceptance decision for turning movements for the minor roadway (Donner Way) while providing necessary stopping sight distance for vehicles on the major roadway (Humboldt Drive). Humboldt Drive is a residential street with a prima facie speed limit of 25 miles per hour. The minimum stopping sight distance per state and federal design standards is 155 feet. Based on the traffic analysis and applicable design standards, staff is recommending the restriction of approximately 45 feet of parking along Humboldt Drive (see Attachment 2). It should be noted that the intersection sight triangles require that 10 feet of curb parking remain clear on the north-east corner of the intersection. However, this corner has a fire hydrant and parking within 15 feet of the fire hydrant is prohibited by California Vehicle Code Section 22514 without necessitating red curb markings.

North Madeira Avenue and Roosevelt Street

Public Works staff received a request from a resident to evaluate the potential of establishing stop signs at the intersection of North Madeira and Roosevelt Street. According to the requestor, cars parked along the intersection of North Madeira Avenue and Roosevelt Street make it difficult to see oncoming vehicles. Staff performed a traffic analysis and determined the intersection does not warrant stop signs, see Attachment 4. 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 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 and the City's traffic control device policy outlined in the California Manual on Uniform Traffic Control Devices (Resolution No. 18725).

Although a stop sign is not warranted at this location, staff looked for additional issues that may be the root cause of the problem. Staff conducted an analysis and determined sight lines necessary to make a safe turning movement based on gap acceptance decision for turning movements for the minor roadway (Roosevelt Street) while providing necessary stopping sight distance for vehicles on the major roadway (North Madeira Avenue). North Madeira Avenue is a residential street with a prima facie speed limit of 25 miles per hour. The minimum stopping sight distance per state and federal design standards is 155 feet. Based on the traffic analysis and applicable design standards, staff is recommending the restriction of approximately 65 feet of parking along North Madeira Avenue (see Attachment 5).

Riker Street and Lang Street

Public Works staff received a request from a resident to evaluate the potential of establishing stop signs at the intersection of Riker Street and Lang Street. According to the requestor, cars parked along the intersection of Riker Street and Lang Street make it difficult to see oncoming vehicles. Staff performed a traffic analysis and determined the intersection does not warrant stop signs, see Attachment 6. 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 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 and the City's traffic control

device policy outlined in the California Manual on Uniform Traffic Control, Resolution No. 18725.

Although a stop sign is not warranted at this location, staff looked for additional issues that may be the root cause of the problem. Staff conducted an analysis and determined sight lines necessary to make a safe turning movement based on gap acceptance decision for turning movements for the minor roadway (Lang Street) while providing necessary stopping sight distance for vehicles on the major roadway (Riker Street). Riker Street is a collector street with a prima facie speed limit of 25 miles per hour. The minimum stopping sight distance per state and federal design standards is 155 feet. Based on the traffic analysis and applicable design standards, staff is recommending the restriction of approximately 85 feet of parking along Riker Street (see Attachment 7).

Rochex Avenue and North 3rd Street

Public Works staff received a request from a resident to evaluate the potential of establishing stop signs at the intersection of Rochex Avenue and North 3rd Street. According to the requestor, cars parked along the intersection of Rochex Avenue and North 3rd Street make it difficult to see oncoming vehicles. Staff performed a traffic analysis and determined the intersection does not warrant stop signs, see Attachment 8. 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 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 and the City's traffic control device policy outlined in the California Manual on Uniform Traffic Control Devices (Resolution No. 18725).

Although a stop sign is not warranted at this location, staff looked for additional issues that may be the root cause of the problem. Staff conducted an analysis and determined sight lines necessary to make a safe turning movement based on gap acceptance decision for turning movements for the minor roadway (North 3rd Street) while providing necessary stopping sight distance for vehicles on the major roadway (Rochex Avenue). Rochex Avenue is a residential street with a prima facie speed limit of 25 miles per hour. The minimum stopping sight distance per state and federal design standard is 155 feet. Based on the traffic analysis and applicable design standards, staff is recommending the restriction of approximately 90 feet of parking along Rochex Avenue (see Attachment 9).

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 minimize the impacts to on-street parking capacity.

Traffic and Transportation Commission:

At its July 13, 2023 meeting, the Traffic and Transportation Commission voted as follows:

- (4-1) to recommend to the City Council the approval of a Resolution establishing a total of 45 feet of “No Stopping” red zones at the intersection of Humboldt Drive and Donner Way. Commissioners Davis, Cox, Howell and Canseco voted in support of the recommendation. Commission Quigley voted against supporting the proposed recommendation.;
- (4-1) to recommend to the City Council the approval of a Resolution establishing a total of 65 feet of “No Stopping” red zones at the intersection of North Madeira Avenue and Roosevelt Street. The Commission received comments from residents in support of the recommendation. Commissioners Davis, Cox, Howell and Canseco voted in support of the recommendation. Commissioner Quigley voted against supporting the proposed recommendation.;
- (4-1) to recommend to the City Council the approval of a Resolution establishing a total of 85 feet of “No Stopping” red zones at the intersection of Riker Street and Lang Street. Commissioners Davis, Cox, Howell and Canseco voted in support of the recommendation. Commissioner Quigley voted against supporting the proposed recommendation.;
- (3-2) to recommend to the City Council the approval of a Resolution establishing a total of 90 feet of “No Stopping” red zones at the intersection of Rochex Avenue and North 3rd Street. Commissioners Davis, Cox and Canseco voted in support of the recommendation. Commissioners Howell and Quigley voted against supporting the proposed recommendation.

Staff is recommending that City Council consider each request separately based on the responses received from the residents and the Commission.

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 consist of operation and minor alteration of an existing City street.

STRATEGIC PLAN INITIATIVE:

“No Stopping” red zones at intersections to provide minimum stopping sight distance supports Council’s goal of Public Safety.

DEPARTMENTAL COORDINATION:

Red zones are installed and maintained by Public Works staff. Parking enforcement is provided in coordination with Parking Enforcement contractor (LAZ) and the Police Department.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install “No Stopping” red zones along Humboldt Drive, North Madeira, Riker Street and Rochex Avenue is estimated to be \$1,100. Sufficient funding is available in the current streets budget to fund the installations.

ATTACHMENTS:

Resolution – Humbolt Dr and Donner Way

Resolution – N Madeira Ave and Roosevelt St

Resolution – Riker St and Lang St

Resolution – Rochex Ave and N 3rd St

Attachment 1: Humboldt Dr and Donner Way Service Request 97750

Attachment 2: Humboldt Dr and Donner Way Sight Visibility Analysis

Attachment 4: N Madeira Ave and Roosevelt St Stop Warrants Worksheet Analysis

Attachment 5: N Madeira Ave and Roosevelt St Sight Visibility Analysis

Attachment 6: Riker St and Lang St Stop Warrant Analysis

Attachment 7: Riker St and Lang St Sight Visibility Analysis

Attachment 8: Rochex Ave and N 3rd St Stop Warrant Analysis

Attachment 9: Rochex Ave and N 3rd St Sight Visibility Analysis