



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

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**DATE:** APRIL 30, 2019

**DEPARTMENT:** PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

**FROM:** DAVID JACOBS, DIRECTOR

**BY:** ANDREW EASTERLING, TRAFFIC ENGINEER

**TITLE:** “NO PARKING” RED ZONES AT THE INTERSECTION OF  
CARR AVENUE AND FREMONT STREET

**RECOMMENDED MOTION:**

A motion to approve a resolution establishing a total of 70 feet of “No Parking” red zones at the intersection of Carr Avenue and Fremont Street (see Attachment 2).

**RECOMMENDATION:**

Staff recommends that the City Council approve a resolution approving approximately 70 feet of “No Parking” red zones marking to provide sufficient sight lines at the intersection of Carr Avenue and Fremont Street to provide sufficient corner sight distance.

**EXECUTIVE SUMMARY:**

Staff received a request to evaluate sight lines at the intersection of Carr Avenue and Fremont Street. 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 70 feet of “No Parking” red zones at the intersection of Carr Avenue and Fremont Street, equivalent to roughly three parking spaces in total, to provide sufficient sight lines.

**BACKGROUND:**

Staff has received a request from a resident to evaluate sight lines at the intersection of Carr Avenue and Fremont Street. Staff conducted an analysis and determined sight lines necessary to make a safe turning movement based on the gap acceptance decision for turning movements from the minor-roadway (Fremont Street) while providing necessary stopping sight distance for vehicles on the major-roadway (Carr Avenue). Based on the traffic analysis and design standards established by state and federal design guidelines, staff is proposing the removal of approximately 70 feet of parking (see Attachment 2).

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.

Three of the four corners are recommended for red zones but the south-east corner was found not necessary. This is because state laws already prohibit vehicles from parking within 15 feet of a fire hydrant and painting curbs red is not necessary. Like many other California agencies, the City of Salinas does not typically paint red curbs in front of fire hydrants. Therefore, staff does not recommend painting the curb along the south-east corner of the intersection, adjacent to the fire hydrant. If the recommended red zones are approved, staff will coordinate with city parking enforcement staff to enforce these restrictions including the prohibition of parking at the hydrant.

#### Traffic and Transportation Commission

The establishment of a total of 70 feet of “No Parking” red zones at the intersection of Carr Avenue and Fremont Street was presented to the Traffic and Transportation Commission at its April 2019 meeting. The Commission voted 6-0 to recommend to the City Council to approve a resolution to establish 70 feet of “No Parking” red zones at the intersection of Carr Avenue and Fremont Street.

#### 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 proposed “No Parking” red zones at the intersection of Carr Avenue and Fremont Street supports the Council goal of “well planned city and excellent infrastructure.”

#### DEPARTMENTAL COORDINATION:

Red Zone(s) are installed and maintained by Public Works staff. Parking enforcement is provided in coordination with Parking Enforcement Staff (SERCO) and the Police Department. The Community Development Department was notified of the request and recommended red zone.

#### FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the “No Parking” red zones at the intersection of Carr Avenue and Fremont Street is estimated to be \$277.00. Sufficient funding is available in the current streets maintenance budget to fund proposed red zones installation. Staff finds these parking restrictions necessary to promote safety on City streets. However, maintaining and enforcing these and other special curb markings may be a resource challenge for the City. Staff is beginning to track curb markings in the City GIS in order to help manage this City program.

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: Proposed red zone(s) at Carr Avenue and Fremont Street