



**CITY OF SALINAS  
COUNCIL STAFF REPORT**

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**DATE:** DECEMBER 4, 2018  
**DEPARTMENT:** PUBLIC WORKS  
**FROM:** DAVID JACOBS, PUBLIC WORKS DIRECTOR  
**BY:** ANDREW EASTERLING, TRAFFIC ENGINEER  
**TITLE:** WEST CURTIS STREET “NO PARKING” RED ZONES

RECOMMENDED MOTION:

A motion to approve a Resolution establishing “No Parking” red zones to clear sightlines along West Curtis Street at intersections with North Second and North Third Streets.

RECOMMENDATION:

Traffic staff recommends the approval for designating “No Parking” red zones along West Curtis Street to clear sight lines at intersections with North Second and North Third Streets.

EXECUTITVE SUMMARY:

In response to residents’ concerns expressed regarding sightlines and mobility, staff reviewed requests for increased on-street parking restrictions for sight clearance at the intersections of West Curtis Street at North Second Street, and at West Curtis Street at North Third Street. Staff conducted a field review and determined sightlines appropriate to make a gap acceptance decision for turning movements from the minor street. Staff is proposing the removal of total of approximately 150 feet of parking (approximately seven parking spaces) on West Curtis Street to provide sufficient departure sight triangles.

BACKGROUND:

At its meeting on September 4, 2018 the City Council directed staff to implement the Curtis Street Neighborhood Traffic Calming Plan based on results of the support for the plan from residents. The project was implemented with construction completed on October 12, 2018.

The Curtis Street neighborhood traffic calming plan included the installation of striping (lane markings) on Curtis Street, to narrow the travel lanes for vehicles, thereby inducing drivers to lowers their speed. Additionally, the plan included the installation of speed cushions. Speed cushions are vertical traffic calming devices and are similar to speed humps but include cutouts

for Fire trucks. The spacing of the approved speed cushions to maintain a speed of approximately 25 mph, which corresponds to the speeds on residential streets.

New traffic control devices may take a few months to allow street users to change travelling behavior with the new traffic calming devices. Typically, staff collects data and reports on new installations after six months to a year. The Curtis Street neighborhood traffic calming project has only been completed for less than one month, which is not sufficient time to measure the effectiveness of the traffic calming devices because changing behavior takes time.

Prior to the approval of the Curtis Street Traffic Calming plan, staff received requests from the neighborhood to evaluate intersection corner sight distances at West Curtis Street at North Second Street and West Curtis Street at North Third Street. Staff conducted a field review and determined sightlines appropriate to make a gap acceptance decision for turning movements from the minor street without forcing vehicles to stop on the major street. Staff is proposing the removal of a total of approximately 150 feet of parking on West Curtis Street to provide sufficient departure sight triangles.

The intersections of West Curtis Street at North Second Street and West Curtis Street at North Third Street are not stop controlled and traffic conditions currently do not warrant either a single stop control or all-way stop controls. In this circumstance, minor-road approaches are presumed to operate similarly to a single side stop control condition, whereas minor-road vehicle operators slow and/or stop at the intersection and adequately evaluate sufficient gaps in traffic before proceeding safely without forcing a major-road vehicle to stop or unduly interfering with major-road traffic operations. In this specific application, stopping sight distance was considered to be the minimum criteria because of the significant impact to on-street parking capacity.

#### TRAFFIC AND TRANSPORTATION COMMISSION:

The recommendation for the establishment of “No Parking” red zones along West Curtis Street was presented to the Traffic and Transportation Commission at its November 2018 meeting. The Commission voted unanimously (7-0) to recommend to Council the establishment of “No Parking” red zones along West Curtis Street.

Members of the community were present at the meeting and expressed support for the red zones which alleviates the difficulty for drivers to see approaching vehicles.

#### CEQA CONSIDERATION:

Removal of an uncontrolled marked crosswalk on City street is exempt under CEQA 15301, Class 1(c) since the actions consists of operation and minor alteration of an existing City street.

#### STRATEGIC PLAN INITIATIVE:

The West Curtis Street “No Parking” red zones supports the Council’s initiative of “Well planned city and excellent infrastructure.”

DEPARTMENTAL COORDINATION:

Traffic staff coordinates with parking enforcement and street maintenance services on this item.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install “No Parking” red zones on West Curtis is estimated at \$550.00. Sufficient funding is available in the streets budget to fund the installations. Staff finds these red zones necessary for safety on City streets; however, maintaining these and enforcing them will be a continuing sustainability challenge for the City. Staff is beginning to track these curb markings in the City GIS in order to help manage this City program.

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: Approved Curtis Street Neighborhood Traffic Calming Plan

Attachment 3: Approved West Curtis Street Traffic Calming Plan