



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: SEPTEMBER 6, 2022

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR

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TITLE: 2022-2023 PRIORITIZATION OF RESTRIPING PROJECTS

RECOMMENDED MOTION:

A motion to approve a resolution approving the 2022-2023 Prioritization of Restriping Projects.

RECOMMENDATION:

Several requests to restripe roads have been received. The number of restriping requests exceed the City's budgeted resources, and there is therefore a need to prioritize restriping requests. City staff recommends the approval of the 2022-2023 Prioritization of Restriping Projects.

BACKGROUND:

Most thermoplastic pavement markings have an upper limit life expectancy of six (6) to nine (9) years. 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 timeframe and some streets now have faded pavement markings. Service requests have been reported to the City which exceed the City's budgeted resources. There is therefore a need to prioritize restriping requests.

The City's crews can perform minor restriping work, but for larger projects the City cannot restripe entire streets using its own 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 through Resolution No. 21722 (Attachment 1). 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 foot depending on the number of lanes and legends on any given roadway.

As of June 30, 2022, service requests for thirteen (13) road segments have been submitted to the City. Based on the On-Call Services Contract pricing, staff estimates the total costs to restripe all thirteen of these facilities is roughly \$627,000. The City's available restriping budget (CIP 9081-66.4000) is \$150,000. Staff estimates the City can restripe at least three (3) segments within the existing budget depending on the length and complexity of the individual restriping projects.

Additionally, staff recommends retaining at least \$30,000 in the account, so that the City has 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's recommendation for 2022-2023 Prioritization of Restriping Projects is based on staffs' opinion of needs and budgetary constraints. Additionally, the report includes pictures of the current conditions of these roads and their pavement markings (Attachment 1) for the Council to consider. Table 1 below lists staff's recommendation for 2022-2023 Prioritization of Restriping Projects. Table 2 also provides some relevant traffic data for the Commission to consider. Once the first three (3) projects are completed and final costs are known, and if remaining resources are available excluding the reserve balance, 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 with the remaining funds then staff recommends treating the lower priority project to maximize the use of available funds.

Table 1: 2022-2023 Prioritization of Restriping Projects

Recommended Priority Ranking	Segment	Limits	Length (LF)	Total Estimate	Notes
1	Abbott Street	Harkins Road to Easterly City Limits	6731	\$60,439	Four service requests on file
2	Hansen Street	Airport Boulevard to Harkins Road	1050	\$45,582	
3	Natividad Road at E Laurel Drive	Northbound Approach	400	\$9,176	Request is for northbound approach only
4	Boronda Road	N Main Street to San Juan Grade Road	1680	\$34,071	Three service requests on file
5	W Rossi Street	N Davis Road to N Main Street	5900	\$88,500	Three service requests on file
6	Harkins Road	Hansen Street to Southerly City Limits	5260	\$78,900	
7	N Main Street	Boronda Road to Russell Road	4690	\$140,700	
8	El Dorado Drive	Harden Parkway to E Alvin Drive	2050	\$46,002	
9	Independence Boulevard	E Boronda Road to Nantucket Boulevard	1875	\$56,250	
10	Terven Avenue	Sanborn Place to Airport Boulevard	2064	\$23,282	
11	W Romie Lane	S Main Street to Padre Drive	1071	\$16,065	
12	Rider Avenue	Mimbrera Way to Del Monte Avenue	1550	\$23,250	Two service requests on file; Centerline not warranted per MUTCD
13	Towt Street	E Alisal Street to E Market Street	1609	\$4,152	Centerline not warranted per MUTCD
Subtotal (1-3)				\$115,197	
Estimated Remaining Balances (Reserves)				\$34,803	
Subtotal (4-13)				\$511,172	
Total Requests				\$626,369	

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.

Table 2: Relevant Traffic Data

Segment	Limits	ADT	Fatal + Injury Collisions (2020-2021)	Collision Rate (Fatal + Injury per million vehicle miles)	Pavement Condition Index (2020)
Abbott Street	Harkins Rd to Easterly City Limits	13,040	3	0.49	48
Hansen Street	Airport Boulevard to Harkins Road	17,697	1	0.78	38
Natividad Road at Laurel Drive	Northbound Approach	13,246	12	21.84	76-80
Harkins Road	Hansen Street to Southerly City Limits	14,923	2	0.37	40-59
W Rossi Street	N Davis Road to N Main Street	17,009	10	1.44	40-50
N Main Street	Boronda Road to Russell Road	20,790*	18	2.67	74
Boronda Road	N Main Street to San Juan Grade Road	19,370*	5	2.22	46
El Dorado Drive	Harden Parkway to E Alvin Drive	5,620*	3	3.77	31
Independence Boulevard	E Boronda Road to Nantucket Boulevard	7,464	2	2.07	35-37
Terven Avenue	Sanborn Place to Airport Boulevard	7,589	0	0.00	53
W Romie Lane	S Main Street to Padre Drive	N/A	2	N/A	35
Rider Avenue	Mimbrera Way to Del Monte Avenue	3,871	0	0.00	25
Towt Street	E Alisal Street to E Market Street	4,040*	1	2.23	80

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

TRAFFIC AND TRANSPORTATION COMMISSION:

The 2022-2023 Prioritization of Restriping Projects was presented to the Traffic and Transportation Commission at its August 11, 2022 meeting. The Commission voted 6-0 for to recommend the City restripe the top three (3) locations and to recommend to City Council to approve a resolution approving the 2022-2023 Prioritization of Restriping Projects.

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). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

The 2022-2023 Prioritization of Restriping Projects supports the Council's goals of Infrastructure and Environmental Sustainability and Public Safety.

DEPARTMENTAL COORDINATION:

The City's Public Works Department is responsible for responding to restriping service requests.

FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund. The City's available restriping budget (CIP 9081-66.4000) is just less than \$150,000, which is comprised of SB1 Maintenance and Rehab funds.

The 2022-2023 Prioritization of Restriping Projects establishes the priority ranking of projects only. 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: Resolution No. 21722

Attachment 2: Current Conditions Photos

Attachment 3: 2020 Pavement Management System Update