



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: SEPTEMBER 8, 2022

DEPARTMENT: PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION

FROM: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: NO PARKING BIKE LANES ON SCONBERG PARKWAY AND FREEDOM PARKWAY

RECOMMENDED MOTION:

A motion recommending that the City Council approve a Resolution approving the signing and striping plan for no parking bike lanes on Sconberg Parkway and Freedom Parkway.

RECOMMENDATION:

It is recommended that the Traffic and Transportation Commission recommend that the City Council approve a Resolution approving the signing and striping plan for no parking bike lanes on Sconberg Parkway and Freedom Parkway.

BACKGROUND:

The Mountain Valley Environmental Impact Report (Attachment 1) was certified in 1998. On October 14, 2003, City Council adopted Resolution No. 18392 approving the Vesting Tentative Map (VTM 03-02) for the Mountain Valley Precise Plan (Attachment 2). The Mountain Valley project, now known as Monte Bella, consisted of 853 single family residences, a 21-acre park site, a two (2) acre elementary school site and several well and infrastructure sites. The vesting tentative map contemplated seven phases of construction for full development of the subdivision (Phases 1, 2, 2B, 3, 4, 5 and 6). The final phase of development was recently accepted by City Council through Resolution No. 22400 (Attachment 3) on June 21, 2022.

Following the acceptance of the final phase the streets of Sconberg Parkway (formerly named Alisal Road Extension), and Freedom Parkway were completely opened for the first time. Shortly after the roads were opened to traffic, the City began receiving some complaints regarding on-street parking on Sconberg Parkway and Freedom Parkway. Site photos (Attachment 4) of on-street parking obstructing the travel ways were submitted to staff through the Salinas Connect application and via email. Staff reviewed the existing conditions and determined that the roads are approximately 32-feet wide which is not wide enough for a collector road to support on-street

parking and two-way traffic. Staff reviewed the details from the Mountain Valley Environmental Impact Report and the Precise Plan and discovered that the roads were intended to have class II bike lane with restricted on-street parking. Staff has developed the proposed Sconberg Parkway and Freedom Parkway signing and striping plan to install no parking bike lanes on Sconberg Parkway and Freedom Parkway. It is recommended that the Traffic and Transportation Commission recommend that the City Council approve a Resolution approving the signing and striping plan for no parking bike lanes on Sconberg Parkway and Freedom Parkway.

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:

The no parking bike lanes plan on Sconberg Parkway and Freedom Parkway supports the Council goals of Public Safety and Infrastructure and Environmental Sustainability.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated cost to install the Sconberg Parkway and Freedom Parkway is \$75K, if the City contracts the work out using the job order contract. However, the City may be able to install the no parking signs under its own work force to reduce costs. There are sufficient funds available in CIP 9120 Monte Bella Subdivision Improvements to pay for the installation.

ATTACHMENTS:

Attachment 1: Monte Valley Environmental Impact Report

Attachment 2: Monte Valley Precise Plan

Attachment 3: Resolution No. 22400

Attachment 4: Site Photos

Attachment 5: Sconberg Parkway and Freedom Parkway Signing and Striping Plan