



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

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**DATE:** MAY 1, 2018

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

**FROM:** ANDREW EASTERLING, TRAFFIC ENGINEER

**TITLE:** ROSSI CIRCLE “NO PARKING” ZONES

### RECOMMENDED MOTION:

A motion is sought approving the establishment of red “No Parking” zones adjacent to driveways on Rossi Circle.

### RECOMMENDATION:

It is recommended that the City Council approve a resolution approving the installation of red “No Parking” zones adjacent to driveways on Rossi Circle to provide sufficient stopping sight distances for turning vehicles.

### EXECUTIVE SUMMARY:

After first conducting a study on two driveways along Rossi Circle staff made a recommendation to Traffic and Transportation Commission for “No Parking” zones to provide minimum stopping sight distance. Following the original staff report and presentation to the Traffic and Transportation Commission on February 8, 2018, staff received an additional request to evaluate no parking zones adjacent to all remaining driveways on Rossi Circle. Staff conducted a field review and determined sightlines necessary to provide the minimum stopping sight distance and vehicle mobility along each driveways on Rossi Circle. Staff is recommending the designation of approximately an additional 230 feet along each side of Rossi Circle, to provide sufficient sight lines per stopping sight distance criteria and vehicle turn mobility.

### BACKGROUND:

Staff initially received a request to reduce parking restrictions on Rossi Circle to accommodate the reported high on-street parking demand. Staff found that there is inadequate stopping sight distance given the horizontal curvature along Rossi Circle and recommended additional sight clearance to meet sight stopping distance requirements. The request and findings were presented to the Traffic and Transportation Commission at its February 8, 2018 meeting. At the meeting, staff received a follow-up request to evaluate all remaining “no parking” zones adjacent to each driveway on Rossi Circle. Once again, the intent of the new request was to reduce red zones in order to accommodate high on-street parking demand in the area. Staff thus conducted multiple field reviews and

determined that increased sightlines are required to make a “gap acceptance decision” for safe turning movements from the driveways, while providing necessary stopping sight distance for vehicles on Rossi Circle. Furthermore, staff reviewed the turn movement mobility at driveways to ensure design vehicles could maneuver without conflicting with parking or opposing travel lanes. Staff is proposing the removal of approximately an additional 230 feet of parking on Rossi Circle, in addition to the existing 80 feet of red curbs, to provide sufficient sight lines and vehicle mobility.

Businesses located on Rossi Circle have the use of both off-street and on-street parking. On-street parking restriction could affect all businesses that share these public facilities. These businesses include: Emser Tile, Pro Source Wholesale Flooring, More than Sewing, Cinderella Carpet One, Bennett’s Custom Rug Design, MTS Upholstery, SlingShot Connections, Pinnacles HealthCare, Davita Dialysis and Rossi Self Storage. Staff sent Notices to affected addresses; businesses that use these driveways. Staff received the attached email from Mr. Patane, of 4 Rossi Circle who states that some of the red curbs unnecessarily limits on-street parking.

Federal and state guidelines detailed in Caltrans Highway Design Manual and the American Association of State Highway and Streets (AASHTO) manual recommend intersection sight distance criteria for intersections and driveways. These recommendations are typically longer than stopping sight distance to allow the major road to operate smoothly. Minor-road vehicle operators can wait at the stop bar 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. In this specific application, stopping sight distance, as opposed to intersection sight distance criteria--a more conservative design guideline, was selected as the minimum criteria because of the cul-de-sac like nature of the street and because of the significant impact and desire to preserve on-street parking capacity.

Unfortunately, this recommendation increases the need for parking removal and does not satisfy the original request to reduce the red zones. However, staff finds that the additional red zones are necessary to meet stopping sight distance requirements and provide the minimum standards for traffic safety.

#### TRAFFIC AND TRANSPORTATION COMMISSION:

The recommendation for “no parking” zones designations on Rossi Circle was presented to the Traffic and Transportation Commission at its February 2018 meeting, and again at the March 2018 meeting, after receiving a follow up request to evaluate all driveways on Rossi Circle.

On both occasions the Traffic and Transportation Commission voted unanimously to recommend to the City Council the approval of “no parking” zones adjacent to driveways on Rossi Circle.

#### CEQA CONSIDERATION:

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 Rossi Circle Street “No Parking” zones support the Council goal of “Well Planned City and Excellent Infrastructure.”

#### FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install red curb “no parking” zones on Central Avenue is estimated at \$600.00. Sufficient funding is available in the CIP 9720 account to fund the installations.

#### ATTACHMENTS:

Resolution

Attachment 1: Sight Visibility Study

Attachment 2: Vehicle Mobility Study

Attachment 3: Copy of E Mail from 4 Rossi Circle