



## **CITY OF SALINAS**

# **TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT**

---

**DATE:** NOVEMBER 8, 2018

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

**FROM:** ANDREW EASTERLING, TRAFFIC ENGINEER

KATHERINE BONILLA, ENGINEERING AIDE I

**TITLE:** WEST CURTIS STREET TRAFFIC CALMING UPDATE: “NO PARKING” RED ZONES ALONG WEST CURTIS STREET

### RECOMMENDED MOTION:

The Traffic and Transportation Commission is requested to consider recommending the removal of a total of approximately 150 feet of parking at the intersections of West Curtis Street at North Second Street and W Curtis Street at North Third Street.

### RECOMMENDATION:

Recommend that the Traffic and Transportation Commission recommend to City Council to approve a resolution approving approximately 150 feet of no parking zones at the intersections of West Curtis Street/North Second Street and W Curtis Street/North Third Street.

### EXECUTIVE SUMMARY:

In response to 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 W 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 W 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.

#### 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 “No Parking” red zones at the intersection of West Curtis Street/North Second Street and West Curtis Street/North Third Street supports the Council of “Well Planned City and Excellent Infrastructure.”

#### DEPARTMENTAL COORDINATION:

“No Parking” red zones are installed and maintained by Public Works staff. Parking enforcement is provided in coordination with Parking Enforcement Staff (SERCO).

ATTACHMENTS:

Attachment 1: Location Map of Proposed Parking Restrictions

Attachment 2: Approved Curtis Street Neighborhood Traffic Calming Plan