



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: JANUARY 10, 2019

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

FROM: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: “NO PARKING” RED ZONES ALONG CARIBBEAN AVENUE, & HAWAII PLACE

RECOMMENDED MOTION:

The Traffic and Transportation Commission is requested to consider recommending to Council the establishment of total of 50 feet “No Parking” red zones along Caribbean Avenue, and Hawaii Place to provide a passing zone.

RECOMMENDATION:

Staff does not have a recommendation but requests Traffic and Transportation Commission to consider a request to establish of total of 50 feet “No Parking” red zones along Caribbean Avenue, and Hawaii Place to provide a passing zone.

EXECUTIVE SUMMARY:

Staff received a request to establish red zones on Hawaii Place. Staff performed a field visit with the requester and found existing roadway conditions are inconsistent with present day standards and contribute to maneuverability challenges for the residents. However, no common engineering standards would warrant the application of a “red zone” at this intersection. Staff found no case files or City records which indicate the establishment of a red zone. The Salinas Fire Department has not indicated any extraordinary access issues at this intersection. The State collision database has report zero recorded collision at this intersections within the past 5 years. Without any technical basis for the red zones, staff surveyed the residents to determine if this request was substantially supported. Eight residents responded to the survey and eight-eight (88) percent support and twelve (12) percent oppose, therefore staff is recommending the establishment of total of 50 feet “No Parking” red zones along Caribbean Avenue, and Hawaii Place.

BACKGROUND:

On September 13, 2018, the Traffic and Transportation Commission considered a request from a resident of Hawaii Place, to evaluate sight lines along Caribbean Avenue, Pacific Avenue, Bermuda Way and Hawaii Place. According to the requestor, parked cars at the intersections obscure approaching vehicles. Staff conducted an analysis and determined sight lines necessary to

make a safe turning movement based on gap acceptance decision. The analysis considers the gap acceptance decision for turning movements from the minor-roadways while providing necessary stopping sight distance for vehicles on the major-roadways. Based on the traffic analysis and design standards established by state and federal design guidelines, staff is proposing the removal of approximately a total of 250 feet of parking. In addition, it was determined that there are no conflict points at the intersection of Hawaii Place and Caribbean Avenue. Therefore, staff and the Traffic and Transportation Commission recommended to City Council the removal of a total of 250 feet of parking only along Caribbean Avenue, Pacific Avenue and Bermuda Way.

The requester requested a supplemental analysis of Hawaii Place for additional red zones. Staff performed a field visit with the requester and found no common engineering standards for which staff could recommend the establishment of red zones. However, staff found existing roadway conditions are inconsistent with present day standards and contribute to maneuverability challenges for the residents. The Salinas General Plan states “A Local Cul-de-Sac roadway is typically constructed within a right-of-way of 56 feet and a curb-to-curb pavement width of 36 feet.” Staff found that the existing roadway width for Hawaii Place was 28 feet and Caribbean Avenue was 32 feet. Both streets have rolled curbs and some vehicles park with one side of the vehicle on the sidewalk. The width of a standard design vehicle for a large passenger car is approximately 7 feet wide and given the roadway width, two-way traffic with parking is constrained. Two-way traffic on Hawaii Place is difficult if cars park on both sides of the street without using the rolled curbs, which cause maneuverability issues for the residents. The high percentage of large cars and trucks in the neighborhood exacerbate this issue.

At the time the roadways were built, this area was within the County of Monterey and it was later annexed to the City of Salinas. The City has no case files or records on Hawaii Place that established Hawaii Place as a “No Parking” zones or establish one-lane-two-way traffic conditions. Furthermore, public works staff checked with the Fire Department regarding any known access issues and the Fire Department responded as follows: “No extraordinary traffic conditions. Motor vehicle parking is impacted on these streets, same as in other parts of the city. However, the Fire Department found no conditions that obstruct traffic flow or emergency vehicle access.” Additionally, staff reviewed the state collision database and found zero recorded collisions at this intersection during the past five years.

In summary, staff therefore finds that there are no common engineering standards that warrant the application of a “red zone”; no case files or City records indicate the establishment of a red zone; no indication from the Salinas Fire Department of any extraordinary access issues at this intersection. Furthermore, records are absent of collisions that may indicate operational issues.

Public works staff is therefore not making a recommendation at this intersection. Staff polled the residents to determine if this request was substantially supported. Nineteen residences were surveyed on Hawaii Place and the effected area on Caribbean Avenue. Eight residents responded to the survey and eight-eight (88) percent support and twelve (12) percent oppose, therefore staff is recommending the establishment of total of 50 feet “No Parking” red zones along Caribbean Avenue, and Hawaii Place.

The community was mailed notices regarding the proposed establishment of 50 feet of “No Parking” red zones along Caribbean Avenue, and Hawaii Place to provide a passing zone. At the time of this report no public comments have been received by City staff.

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 “No Parking” Red Zones along Caribbean Ave, Pacific Ave and Bermuda Way supports the Council of “Well planned city and excellent infrastructure.”

DEPARTMENTAL COORDINATION:

Red Zones are installed and maintained by Public Works staff. Parking enforcement is provided in coordination with Parking Enforcement Staff (SERCO).

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the “No Parking” Red Zones along Caribbean Ave, Pacific Ave and Bermuda Way is estimated to be \$300.00. Sufficient funding is available in the maintenance budget to fund the installations.

ATTACHMENTS:

Attachment 1: Survey Results