



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: NOVEMBER 14, 2019

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

FROM: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: ADDITIONAL “NO PARKING” RED ZONES AT THE INTERSECTION OF CENTRAL AVENUE AND VILLA STREET

RECOMMENDED MOTION:

The Traffic and Transportation Commission is requested to consider recommending the establishment of an additional 50 feet “No Parking” red zones along Central Avenue to provide sufficient stopping sight distance.

RECOMMENDATION:

Recommend to the City Council the establishment of a total of 50 feet of “No Parking” red zones at the intersection of Central Avenue and Villa Street.

EXECUTIVE SUMMARY:

Staff received a request to evaluate sight lines at the intersection of Central Avenue and Villa Street. Staff conducted a field review and determined that parked vehicles obstructed sightlines necessary to provide the minimum stopping sight distance. Staff is recommending the designation of an additional 50 feet of “No Parking” red zones along Central Avenue, equivalent to roughly two (2) parking spaces in total, to provide sufficient sight lines (see Attachment 1).

BACKGROUND:

Staff has received a request from Salinas Connect to evaluate the crosswalk at the intersection of Central Avenue and Villa Street. Staff reviewed the existing configuration and checked sight lines. Based on the traffic analysis and design standards established by state and federal design guidelines, staff is proposing the removal of an additional 50 feet along Central Avenue (Attachment 1). Staff’s recommendation uses the minimum standard that can be applied to minimize the impact to on street parking capacity.

Stopping sight distance should be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching an object or pedestrian in its path. Although greater lengths of visible roadway are desirable, the sight distance at every point along a roadway should be at least that needed for the majority of drivers (90th percentile of reaction time) to stop. Stopping

sight distance is the sum of two distances: (1) the distance traversed by the vehicle from the instant the driver sights an object necessitating a stop to the instant the brakes are applied, and (2) the distance needed to stop the vehicle from the instant brake application begins.

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 proposed “No Parking” red zones at the intersection of Central Avenue and Villa Street 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) and the Police Department.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the “No Parking” Red Zones at the intersection of Central Avenue and Villa Street is estimated to be \$275. Sufficient funding is available in the current streets maintenance budget to fund proposed red zones installation.

ATTACHMENTS:

Attachment 1: Proposed Red Zones at Central Avenue and Villa Street.