



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: JANUARY 14, 2021

DEPARTMENT: PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION

FROM: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: 2021 STREET SEAL AND STRIPING IMPROVEMENTS

RECOMMENDED MOTION:

A motion recommending that City Council approve proposed striping improvements with the 2021 Street Seal Project.

RECOMMENDATION:

It is recommended that Traffic and Transportation Commission recommend that City Council approve proposed striping improvements with the 2021 Street Seal Project.

BACKGROUND:

The City of Salinas manages approximately 290 centerline miles of road network. It is recommended that pavements receive low-cost maintenance every 5-7 years to avoid higher repair/replacement costs in later years. In 2021 slurry seal and chip seal projects are planned on the following City streets: North Sanborn Road between Laurel Drive and Del Monte Avenue; East Boronda Road between Rider Avenue and Sanborn Road; Airport Boulevard between Roy Diaz Street and Skyway Boulevard; Roy Diaz Street between Airport Boulevard and De La Torre Street; Abbott Street between John Street and Blanco Road; West Blanco Road between Luther Way and South Main Street; Bernal Drive between Lupin Drive and Rosarita Drive; and East Rossi Street between Main Street and Sherwood Drive; and Calle Cebu between Sherwood Drive and Sun Street.

Planned street seal projects present an opportunity to install operational and safety improvements with minimal additional cost to the City. Re-striping improvements which would otherwise require grinding and removal of pavement markings are easily incorporated when a roadway is resurfaced or resealed making it the ideal time to make adjustments. Public works staff recommends restriping improvements with the 2021 street seal project.

Notable Changes

North Sanborn Road between Laurel Drive and Del Monte Avenue – This segment of North Sanborn Road is an undivided 4 lane major arterial. This segment of North Sanborn Road is part of the City's High Injury Network. This segment of North Sanborn Road experiences a high rate of broadside and rear end collisions. A two-way left turn lane is proposed between Garner Avenue and

Del Monte to reduce both broadside and rear end collisions. On-street parking will be removed to provide additional space for the center lane and a striped shoulders/bike lane. The proposed changes intent to reduce the potential for traffic collisions by improving sight lines, and turn movement separation.

Airport Boulevard between Roy Diaz Street and Skyway Boulevard – This segment of Airport Road is an undivided major arterial with 4-lanes of traffic. A 4-lane undivided arterial typically has capacity for 24,000 average daily trips, this segment of Airport Boulevard currently carries approximately 7,000 daily trips. New development is planned on Airport Boulevard between Mercer Way and Skyway Boulevard. The planned increase in driveways access on Airport Boulevard will lead more left turn movements on and off from Airport Boulevard. The proposed changes, will utilize existing excess capacity to convert an existing westbound lane into a two way left turn lane. This change supports future development and minimizes the potential for traffic collisions.

Abbott Street between John Street and Blanco Road – Abbott Street is a 4-lane arterial, it is undivided between John Street and Chamberlain Street, it is divided with a two way left turn lane between Chamberlain Street and East Romie Street and it is divided with a raised median between East Romie Street and Blanco Road. This segment of Abbott Street experiences a high rate of broadside, rear end, and head-on collisions. The ultimate configuration of Abbott Street will be a 4 lane arterial with a raised median without on-street parking between John Street and Blanco Road, per the City's General Plan and Traffic Improvement Plan. The proposed striping plan will install a painted median to the ultimate configuration of Abbott Street. Uncontrolled marked crosswalks at Maple Street, Alameda Street and Chamberlain Street, which do not meet City standards, will be removed. The proposed changes intent to reduce the potential for traffic collisions by improving sight lines, and turn movement separation.

East Rossi Street between Main Street and Sherwood Drive – At its February 11th, 2020 meeting, City Council accepted grant funds to install buffered bike lanes, signal modifications, and improved roadway geometry on East Rossi Street. The conceptual plan was approved and commits to delivering specific bicycle and pedestrian improvements on East Rossi Street.

CEQA CONSIDERATION:

Signing and Striping changes to an existing City streets are exempt under CEQA 15301, Class 1(c) since the actions consists of operation and minor alteration of an existing City street.

STRATEGIC PLAN INITIATIVE:

This action supports the Council's initiative of Public Safety.

FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund. Striping improvements will take place with planned street seal projects. The cost of re-striping the roadway is already budgeted in the 2021 Street Improvements Project. Minor revisions and alterations to the striping plans has little to no cost impact to the City.

ATTACHMENTS:

Attachment 1: Draft 2021 Street Improvement Plans CIP 9981

Attachment 2: 2021 Street Seal and Striping Improvements Collision History