



## **CITY OF SALINAS**

### **TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT**

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**DATE:** JUNE 10, 2021

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

**FROM:** GERARDO RODRIGUEZ, ASSISTANT ENGINEER

**KATHERINE BONILLA, ENGINEERING AIDE II**

**TITLE:** “NO STOPPING” RED ZONES AT THE INTERSECTIONS OF  
NORTH FIRST STREET AT OSAGE DRIVE AND PUEBLO DRIVE

#### **RECOMMENDED MOTION:**

The Traffic and Transportation Commission is requested to consider recommending the establishment of an additional 20 feet of “No Stopping” red zones at the intersection of North First Street at Osage Drive and 5 feet of “No Stopping” red zones at the intersection of North First Street at Pueblo Street.

#### **RECOMMENDATION:**

Recommend to the City Council the establishment of an additional 20 feet of “No Stopping” red zones at the intersection of North First Street at Osage Drive and 5 feet of “No Stopping” red zones at the intersection of North First Street at Pueblo Street.

#### **EXECUTIVE SUMMARY:**

Staff received a request to evaluate sight lines at the intersections of North First Street at Osage Drive and Pueblo Drive. Staff conducted a field and determined that parked vehicles obstructed sightlines necessary to provide the minimum stopping sight distance. Staff is recommending the designation of an additional 20 feet of “No Stopping” red zones at the intersection of North First Street at Osage Drive and 5 feet of “No Stopping” red zones at the intersection of North First Street at Pueblo Street.

#### **BACKGROUND:**

Staff received a request to evaluate sight lines at the intersections of North First Street at Osage Drive and Pueblo Drive. Staff conducted an analysis and determined sight lines necessary to make a safe turning movement based on gap acceptance decision for turning movements for the minor roadways (Osage Drive and Pueblo Street) while providing necessary stopping sight distance for vehicles on the major-roadway (North First Street). Based on the traffic analysis and design standards established by state and federal design guidelines, staff is proposing the removal of an additional total of 20 feet and 5 feet of parking along North First Street (see Attachment 1).

Intersection sight distance criteria for stop-controlled intersections is typically longer than stopping sight distance to allow the intersection to operate smoothly. Minor-road vehicle operators can wait at the approach 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. For this application staff is recommending stopping sight distance as the minimum stand to apply to provide adequate sight lines and minimize the impacts 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 North First Street “No Stopping” red zones support the Council of “Public Safety.”

#### DEPARTMENTAL COORDINATION:

Red zones are installed and maintained by Public Works staff. Parking enforcement is provided in coordination with Parking Enforcement Staff (LAZ) and the Police Department.

#### FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the “No Stopping” Red Zones along North First Street is estimated to be \$200.00. Sufficient funding is available in the current streets budget to fund the installations.

#### ATTACHMENTS:

Attachment 1: Proposed “No Stopping” Red Zones Exhibit