

Rio Dell

Traffic Committee Meeting Agenda



April 4, 2024 – 3:00 P.M.
Rio Dell City Hall
675 Wildwood Avenue
Rio Dell, CA 95562

Traffic Committee Representatives:

Membership:
City Council (1)
City Council (2)
Fire Chief
Water/ Roadway -
Superintendent
City Manager
Chief of Police
Community Dev. Dir.

City Council	Woodall
City Council	Orr
Rio Dell Fire Chief	Wilson
Water/ Roadways Superintendent	Jensen
City Manager/ Chairman	Knopp
Chief of Police	Allen
Community Dev. Dir.	Caldwell

"It shall be the duty of the Traffic Committee to suggest the most practicable means for coordinating the activities of all officers and agencies of this City having authority with respect to the administration or enforcement of traffic regulations; to stimulate and assist in the preparation and publication of traffic reports; to receive complaints having to do with traffic matters; and to recommend to the legislative body of this City and to the City Traffic Specialist, the chief of the Traffic Division and other City officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations." [Ord. 181 § 1, 1984; Ord. 173 § 33-03.090, 1983.]

1. Call to order
2. Introductions/Roll Call
3. Approval of Minutes of November 17, 2022 Meeting (Action)
4. Public Presentations
5. Update on Traffic Survey
6. Discuss Assembly Bill AB413 Red Curbs Near Crosswalks
7. Update on Grant for Electronic Speed Signs
8. Update on using Base Map(s) to Develop a Proposal for The Avenues
9. Member Reports
10. Adjournment

Rio Dell

Traffic Committee Meeting Minutes



November 17, 2022 – 3:00 P.M.
Rio Dell City Hall
675 Wildwood Avenue
Rio Dell, CA 95562

Membership:
City Council (1)
City Council (2)
Fire Chief
Water/ Roadway -
Superintendent
City Manager
Chief of Police
Community Dev. Dir.

Traffic Committee Representatives:

City Council	Wilson
City Council	Johnson
Rio Dell Fire Chief	Wilson
Water/ Roadways Superintendent	Jensen
City Manager/ Chairman	Knopp
Chief of Police	Allen
Community Dev. Dir.	Caldwell

1. Call to order

Chair Knopp called meeting to order at 3:03 P.M.

2. Introductions/Roll Call

Chair Knopp welcomed everyone back, and explained that the Traffic Committee was not a committee that meets on a regular basis. Chair Knopp read the scope of duties mentioned in the Rio Dell Municipal Code, and explained in further detail what was expected of the members of the committee. Chair Knopp asked Lumpkin to take roll-call. The Traffic Committee Members present at the meeting were: S. Wilson, Jensen, Knopp, Allen, and Caldwell constituting a quorum. Traffic Committee Members absent from the meeting were City Council Member Frank Wilson and City Council Member Gordon Johnson. Lumpkin clarified that both their absences were excused. Other people present at the meeting were: Rio Dell Community Resource Officer Mary Clark, and a couple of Rio Dell Residents.

3. Approval of Minutes of October 20, 2022 (action)

Chair Knopp called for a motion to approve the Minutes from October 20, 2022 Meeting.

Motion: Caldwell

Second: Allen

"It shall be the duty of the Traffic Committee to suggest the most practicable means for coordinating the activities of all officers and agencies of this City having authority with respect to the administration or enforcement of traffic regulations; to stimulate and assist in the preparation and publication of traffic reports; to receive complaints having to do with traffic matters; and to recommend to the legislative body of this City and to the City Traffic Specialist, the chief of the Traffic Division and other City officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations." [Ord. 181 § 1, 1984; Ord. 173 § 33-03.090, 1982]

Chair Knopp asked for every member present who was in favor say "I." All members present said "I." Chair Knopp mentioned that the October 20, 2022 Minutes were unanimously approved.

4. Public Presentations

Chair Knopp asked if anyone had anything to discuss that was not on the current agenda. A gentleman in the meeting brought up the speeding cars on Painter Street. He mentioned that it was like a speedway. People use it as an alternative route and drive 40, 50, and 60 miles per hour down it. The gentleman was concerned for the residents that reside on Painter Street with pets and children. He mentioned that many owners have had their pets hit, and he was worried about the children walking and riding their bikes to and from school. Allen mentioned that he would look into it. Allen also mentioned that he would have the officers do extra patrol. Allen explained that Painter Street was one of the roads that would be part of the speed survey. Chair Knopp asked if there were any other items; Hearing none, Knopp moved on to the next item on the agenda.

5. Discussion on Traffic Survey

Chair Knopp said there was money in the budget to cover the Traffic Survey. Knopp asked Lumpkin for an update. Lumpkin mentioned that we are still waiting on the quotes. Caldwell mentioned that he would reach out to GHD Inc. and some other firms. Knopp mentioned that people do drive faster as roads are paved. Discussion occurred. In summary, the Traffic Committee would like to add more sections of streets to the survey. The original request was to have the survey include sections of roads such as: Belleview Avenue from Wildwood Avenue to Blue Slide Road, all of Wildwood Avenue, Davis Street from Wildwood Avenue to the entrance of the Rivers Edge RV Park, and Painter Street from Wildwood Avenue to the end of Painter Street. Now, the committee would like to add Riverside to Eeloa Avenue, all of Painter Street, Center Street, and Ireland to the survey list as well. The committee asked to revisit this item when we receive the quotes. Knopp asked to have a quote with and without the additional streets to give the city a couple different options. Also, Knopp would like to get an additional quote for 1st and 2nd Avenue. Chair Knopp asked to bring back this item once the quotes were in. The Traffic Committee Members present all agreed. Chair Knopp moved on to the next item on the agenda.

6. Discussion on Painting Curbs Red Near Driveways, Crosswalks, and Intersections

Chair Knopp mentioned that there were updated pictures in the packet of the red curb locations discussed at the last meeting. Jensen mentioned that Public Works were working on painting the curbs. Allen mentioned that there was still a problem in front of Mingo's with a lady still parking in the red zone. Jensen said it was originally painted red on Edwards Drive back in 2002. Allen mentioned that a ticket was just issued. Knopp asked if the staff could do the hatches. Jensen said that Public Works can do it. On picture #2 the red curb was shortened a little bit to allow one additional vehicle on the street. On picture #3 we stopped the red curb at the storm drain. There was a request by a neighbor on Meadow Bridge Lane to have the curb on the corner of Meadow Bridge Lane just off Edwards Drive painted red to help the visibility when making the turn onto Meadow Bridge Lane. Allen asked to bring back this location at the next meeting. Allen would like to go drive around at that location to see if a red curb

would help the visibility in that location. The Traffic Committee Members present all agreed to bring back the item at the next meeting. Chair Knopp move on to item #7 on the agenda.

7. Discussion on Grant for Electric Speed Signs and Placement Locations

Chair Knopp asked Allen to take the lead. Allen explained that he applied for a grant for three smart technology speed signs. The City Finance Director should know if we qualified in 60 days. If we qualify, Allen plans on placing one on Belleview Avenue, one on Painter Street, and the final one on Davis Street. With the completed speed survey, and the data collected from these signs, our officers will be able to use radar and catch and cite out the speeders. Chair Knopp opened the floor for public comment.

Public Comment:

A gentleman at the meeting asked about speed bumps and if we could add one on Painter Street. Knopp mentioned that speed bumps must be engineered and that not many people would like a speed bump in front of their house. The gentleman gave The City of Rio Dell permission to place a speed bump in front of his house. Knopp mentioned that the city plans on paving roads and adding sidewalks in the next couple of years. The sidewalks will be paid through a grant. The gentleman asked if he could make a recommendation to the council for speeding conditions. The members of the Traffic Committee present asked for him to get a petition going with names, addresses, and signatures and the Rio Dell City Council will respond to it. The gentleman asked if the petition would be made public. Knopp mentioned that it would be presented to the City Council. Shane Wilson mentioned that a three way stop at 4th and Davis Street might help. Knopp mentioned that there was a realm of possibilities in the grant such as: sidewalks near the school, and traffic calming devices at Center Street and Riverside. Knopp mentioned that Belleview Avenue and Pacific Avenue were the next two streets to be addressed with parking and sidewalks. Knopp also mentioned that there would be modifications done to the North Side of Bridge on Painter Street at that time. Knopp asked if anyone had anything else to add; Hearing none, Knopp moved on to the next item on the agenda.

8. Discussion on The Avenues using Base Maps to Develop a Proposal

Chair Knopp asked Caldwell to take the lead on the topic. Caldwell handed out Base Maps to all the Traffic Committee Members. Caldwell mentioned that he was not sure why the people on 1st Avenue were along the street and not in their driveways. Jensen mentioned that most of the people on 1st Avenue have gates blocking their driveways to give their animals a place to run. Caldwell explained that the width of 1st Avenue in some areas fall under the distance needed to park on one side of the street let alone both sides. The width of Columbus at Berkeley was 12.2 ft, and other locations along 1st Avenue go up to 31 feet in width. Discussion occurred. In Summary, the members of the committee would like to focus on making 1st Ave a one-way street allowing a 10 to 12-foot-wide lane running South bound with parking along one side of the street in areas where the street width allowed. They would like to make 1st Avenue a one-way street first to see how it works before making 2nd Avenue a one-way street going the opposite direction. The members also discussed making Atlanta Street a one-way street from 1st Avenue to 2nd Avenue allowing vehicles to park on one side of the street in certain areas too! Chair Knopp mentioned that the street study may not require an engineer. Jensen offered to take pictures of 1st and 2nd Avenue at different times of day with his drone to see the parking and how congestive it can get depending on the time of day. The members discussed the possibility that the city purchase the vacant lot in the area for

additional parking. Knopp asked if there would be any objection to adjourn the meeting. All the members present agreed, Chair Knopp adjourned the meeting at 4:01 P.M.

9. Adjournment

Knopp adjourned the meeting at 4:01 P.M.

**City of Rio Dell
Engineering and Traffic Survey**

VEHICLE SPEED DATA

Location: Belleview Avenue - West City Limit to Wildwood Avenue

Posted Limit: 25 mph

Direction: Both

Recorder: Mechanical

Date: 2/18/11

Day: Friday

Begin Time: 9:00

End Time: 12:00

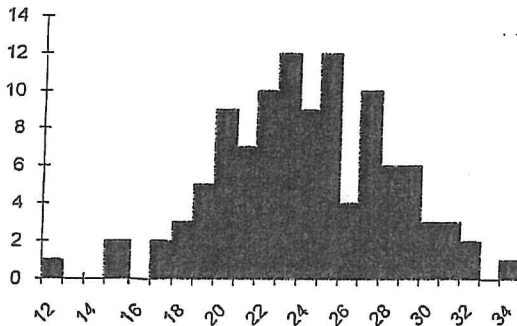
Weather: Fair

Land Use: Residential

Speed	Number	Speed	Number
11	0	36	0
12	1	37	0
13	0	38	0
14	0	39	0
15	2	40	0
16	0	41	0
17	2	42	0
18	3	43	0
19	5	44	0
20	9	45	0
21	7	46	0
22	10	47	0
23	12	48	0
24	9	49	0
25	12	50	0
26	4	51	0
27	10	52	0
28	6	53	0
29	6	54	0
30	3	55	0
31	3	56	0
32	2	57	0
33	0	58	0
34	1	59	0
35	0	60	0

Summary Statistics

Total Observed	<u>107</u>
Speed Range	<u>12 - 34</u>
50th percentile speed	<u>24</u>
85th percentile speed	<u>28</u>
10 mph pace speed	<u>20 - 29</u>
% in pace speed	<u>79</u>
Skewness index	<u>1.000</u>



TOTAL **107**

ANALYSIS INFORMATION

Segment Length (mi): 1.10 ADT (vpd): 450 Count Date: 2/18/11
 Number of collisions: 7 Time period: 5 years
 Calc. Collision Rate = 7.75 collisions per million vehicle-miles (c/mvm)

Street Width (ft): 21' -38' Configuration: 2 Lanes Terrain: Flat
 Parking Conditions: Unrestricted Sidewalk: None Bike lanes: None

Other considerations and conditions not readily apparent to drivers: Belleview Avenue is a collector roadway within a residential area, with a higher than average collision rate. This winding roadway runs generally east to west, with many homes at minimum setback from the roadway. There are no sidewalks, paved shoulders, or bike lanes. Curb and gutter is discontinuous and provided only on approach to Pacific Avenue and Wildwood Avenue. Parked vehicles limit roadway width and sight distance. Based on the 85th percentile speed and the lack of pedestrian and bicycle facilities it is recommended that the speed limit be retained at 25 mph.

RECOMMENDATION

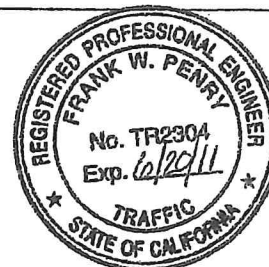
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for the above street.

Signature: _____

Frank W. Penry, C.E., P.E., P.T.O.E
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)

Date: _____

March 3, 2011



**City of Rio Dell
Engineering and Traffic Survey**

VEHICLE SPEED DATA

Location: <u>Davis Street - Pacific Avenue to Rigby Avenue</u>		Speed	Number	Speed	Number		
Posted Limit: <u>25 mph</u>		10	0	35	2		
Direction: <u>Both</u>	Recorder: <u>Mechanical</u>	11	1	36	1		
Date: <u>11/30/10</u>	Day: <u>Tuesday</u>	12	2	37	0		
Begin Time: <u>13:00</u>	End Time: <u>15:00</u>	13	1	38	1		
Weather: <u>Fair</u>	Land Use: <u>Residential</u>	14	3	39	1		
Summary Statistics		15	6	40	0		
Total Observed	<u>117</u>	16	1	41	0		
Speed Range	<u>11 - 39</u>	17	3	42	0		
50th percentile speed	<u>25</u>	18	7	43	0		
85th percentile speed	<u>30</u>	19	7	44	0		
10 mph pace speed	<u>19 - 28</u>	20	4	45	0		
% in pace speed	<u>59</u>	21	4	46	0		
Skewness index	<u>0.889</u>	22	6	47	0		
		23	4	48	0		
		24	9	49	0		
		25	11	50	0		
		26	5	51	0		
		27	7	52	0		
		28	12	53	0		
		29	3	54	0		
		30	7	55	0		
		31	1	56	0		
		32	2	57	0		
		33	5	58	0		
		34	1	59	0		
				TOTAL	117		

ANALYSIS INFORMATION


Segment Length (mi): 0.66 ADT (vpd): 1,100 Count Date: 11/30/10
 Number of collisions: 2 Time period: 5 years
 Calc. Collision Rate = 1.51 collisions per million vehicle-miles (c/mvm)

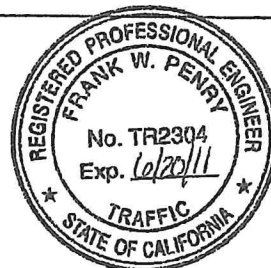
Street Width (ft): 25' -37' Configuration: 2 Lanes Terrain: Flat
 Parking Conditions: Unrestricted Sidewalk: Discontinuous Bike lanes: None

Other considerations and conditions not readily apparent to drivers: Davis Street is a collector roadway within a residential area. The roadway runs generally east to west, providing access from the City Center to US 101. It serves as the primary route to school for students. Two signed school crossings are provided, with the crossing at Fourth Street recently installed with bulb-outs. The high traffic volumes, no bike facilities, discontinuous sidewalks, and presence of school age pedestrians supports a reduction in the posted limit. Based on the 85th percentile speed and the lack of pedestrian and bicycle facilities it is recommended that the speed limit be retained at 25 mph.

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for the above street.

Signature: 
 Frank W. Penry, C.E., P.E., P.T.O.E.
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)
 Date: March 3, 2011



**City of Rio Dell
Engineering and Traffic Survey**

VEHICLE SPEED DATA							
Location: <u>Monument Road - Pacific Avenue to Wildwood Avenue</u>		Speed	Number	Speed	Number		
Posted Limit: <u>25 mph</u>		10	0	35	0		
Direction: <u>Both</u>	Recorder: <u>Mechanical</u>	11	2	36	0		
Date: <u>12/10/10</u>	Day: <u>Friday</u>	12	3	37	0		
Begin Time: <u>12:00</u>	End Time: <u>16:00</u>	13	3	38	0		
Weather: <u>Fair</u>	Land Use: <u>Residential</u>	14	4	39	0		
Summary Statistics		15	4	40	0		
Total Observed	<u>124</u>	16	4	41	0		
Speed Range	<u>11 - 34</u>	17	6	42	0		
50th percentile speed	<u>21</u>	18	12	43	0		
85th percentile speed	<u>27</u>	19	9	44	0		
10 mph pace speed	<u>16 - 25</u>	20	13	45	0		
% in pace speed	<u>68</u>	21	8	46	0		
Skewness index	<u>1.125</u>	22	10	47	0		
		23	6	48	0		
		24	9	49	0		
		25	7	50	0		
		26	2	51	0		
		27	4	52	0		
		28	4	53	0		
		29	1	54	0		
		30	5	55	0		
		31	3	56	0		
		32	1	57	0		
		33	2	58	0		
		34	2	59	0		
				TOTAL		124	

ANALYSIS INFORMATION

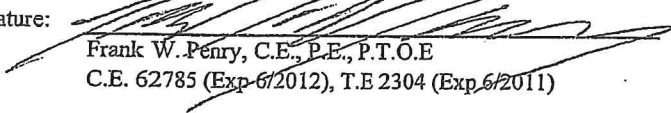
Segment Length (mi): 0.25 ADT (vpd): 500 Count Date: 12/10/10
 Number of collisions: 3 Time period: 5 years
 Calc. Collision Rate = 13.36 collisions per million vehicle-miles (c/mvm)

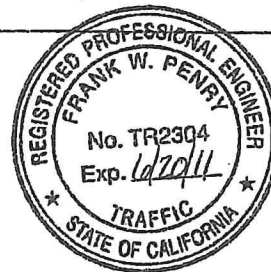
Street Width (ft): 22' -33' Configuration: 2 Lanes Terrain: Rolling
 Parking Conditions: Varies Sidewalk: Varies Bike lanes: None

Other considerations and conditions not readily apparent to drivers: Monument Road is a collector roadway within a residential area, with a higher than average collision rate. This rolling roadway runs generally east to west. The easterly portion has no sidewalks, paved shoulders, or bike lanes. With a collision rate that is above the average for similar segments statewide, it is recommended to retain the existing 25mph speed limit.

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

Signature: 
 Frank W. Penry, C.E., P.E., P.T.O.E.
 C.E. 62785 (Exp. 6/2012), T.E. 2304 (Exp. 6/2011)
 Date: March 3, 2011



**City of Rio Dell
Engineering and Traffic Survey**

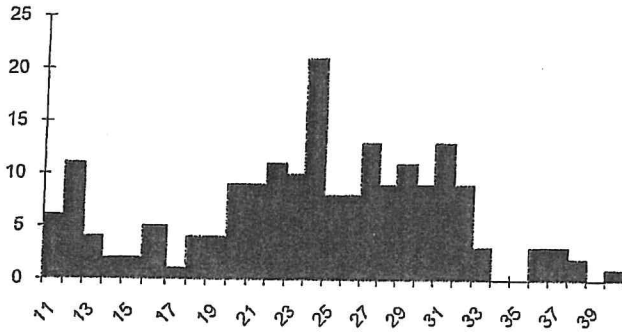
VEHICLE SPEED DATA

Location: Pacific Avenue - Belleview Avenue to Monument Road
 Posted Limit: 25 mph
 Direction: Both Recorder: Mechanical
 Date: 12/2/10 Day: Friday
 Begin Time: 24hr End Time:
 Weather: Fair Land Use: Residential

Speed	Number	Speed	Number
10	0	35	0
11	6	36	3
12	11	37	3
13	4	38	2
14	2	39	0
15	2	40	1
16	5	41	0
17	1	42	0
18	4	43	0
19	4	44	0
20	9	45	0
21	9	46	0
22	11	47	0
23	10	48	0
24	21	49	0
25	8	50	0
26	8	51	0
27	13	52	0
28	9	53	0
29	11	54	0
30	9	55	0
31	13	56	0
32	9	57	0
33	3	58	0
34	0	59	0

Summary Statistics

Total Observed	191
Speed Range	11 - 40
50th percentile speed	24
85th percentile speed	31
10 mph pace speed	22 - 31
% in pace speed	59
Skewness index	0.800



TOTAL 191

ANALYSIS INFORMATION


Segment Length (mi): 0.75 ADT (vpd): 200 Count Date: 12/2/10
 Number of collisions: 3 Time period: 5 years
 Calc. Collision Rate = 10.96 collisions per million vehicle-miles (c/mvm)

Street Width (ft): 36' -40' Configuration: 2 Lanes Terrain: Rolling
 Parking Conditions: Varies Sidewalk: Discontinuous Bike lanes: None

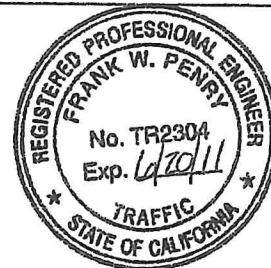
Other considerations and conditions not readily apparent to drivers: Pacific Avenue is a collector roadway within a residential area, with a higher than average collision rate. This roadway runs generally north to south, with many homes at minimum setback from the roadway. There is one controlled intersection at Davis Street, approximately in the middle of the length. There are no sidewalks, paved shoulders, or bike lanes. Curb and gutter is discontinuous. Parked vehicles limit roadway width and sight distance. Based on the 85th percentile speed and the lack of pedestrian and bicycle facilities it is recommended that the speed limit be retained at 25 mph.

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

Signature: 
 Frank W. Penry, C.E., P.E., P.T.O.E
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)

Date: March 3, 2011



**City of Rio Dell
Engineering and Traffic Survey**

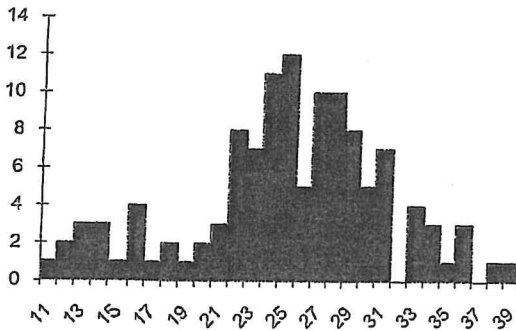
VEHICLE SPEED DATA

Location: Painter Street - Pacific Avenue to Rigby Avenue
 Posted Limit: 25 mph
 Direction: Both Recorder: Mechanical
 Date: 11/29/10 Day: Tuesday
 Begin Time: 9:00 End Time: 12:00
 Weather: Fair Land Use: Residential

Speed	Number	Speed	Number
10	0	35	1
11	1	36	3
12	2	37	0
13	3	38	1
14	3	39	1
15	1	40	0
16	4	41	0
17	1	42	0
18	2	43	0
19	1	44	0
20	2	45	0
21	3	46	0
22	8	47	0
23	7	48	0
24	11	49	0
25	12	50	0
26	5	51	0
27	10	52	0
28	10	53	0
29	8	54	0
30	5	55	0
31	7	56	0
32	0	57	0
33	4	58	0
34	3	59	0

Summary Statistics

Total Observed	119
Speed Range	11 - 39
50th percentile speed	25
85th percentile speed	31
10 mph pace speed	22 - 31
% in pace speed	70
Skewness index	0.900



TOTAL 119

ANALYSIS INFORMATION

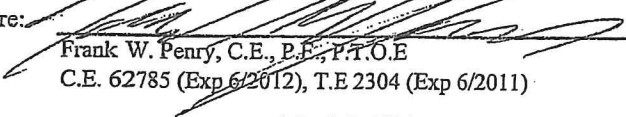
Segment Length (mi): 0.72 ADT (vpd): 500 Count Date: 11/29/10
 Number of collisions: 1 Time period: 5 years
 Calc. Collision Rate = 1.52 collisions per million vehicle-miles (c/mvm)

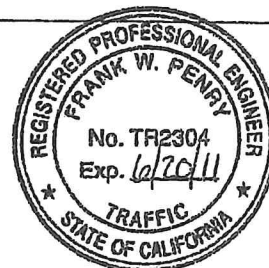
Street Width (ft): 28' -38' Configuration: 2 Lanes Terrain: Flat
 Parking Conditions: Unrestricted Sidewalk: Discontinuous Bike lanes: None

Other considerations and conditions not readily apparent to drivers: Painter Street is a local roadway within a residential area. This roadway runs generally east to west, with no bike lanes. Curb, gutter, and sidewalk is discontinuous. Parked vehicles limit roadway width and sight distance. Based on the 85th percentile speed and the lack of pedestrian and bicycle facilities it is recommended that the speed limit be retained at 25 mph.

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of **25 mph** is hereby determined to be reasonable and appropriate for the above street.

Signature: 
 Frank W. Penry, C.E., P.E., P.T.O.E
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)
 Date: March 3, 2011



**City of Rio Dell
Engineering and Traffic Survey**

VEHICLE SPEED DATA							
Location: <u>Riverside Drive - South Fern Street to Painter Street</u>		Speed	Number	Speed	Number		
Posted Limit: <u>25 mph</u>		10	0	35	0		
Direction: <u>Both</u>	Recorder: <u>Mechanical</u>	11	3	36	0		
Date: <u>3/2/11</u>	Day: <u>Wednesday</u>	12	2	37	0		
Begin Time: <u>Mixed Off Peak</u>	End Time: _____	13	0	38	0		
Weather: <u>Fair</u>	Land Use: <u>Residential</u>	14	2	39	0		
Summary Statistics		15	10	40	0		
Total Observed	<u>107</u>	16	4	41	0		
Speed Range	<u>11 - 29</u>	17	3	42	0		
50th percentile speed	<u>20</u>	18	10	43	0		
85th percentile speed	<u>24</u>	19	11	44	0		
10 mph pace speed	<u>15 - 24</u>	20	18	45	0		
% in pace speed	<u>79</u>	21	6	46	0		
Skewness index	<u>1.000</u>	22	13	47	0		
		23	6	48	0		
		24	3	49	0		
		25	10	50	0		
		26	2	51	0		
		27	1	52	0		
		28	2	53	0		
		29	1	54	0		
		30	0	55	0		
		31	0	56	0		
		32	0	57	0		
		33	0	58	0		
		34	0	59	0		
				TOTAL		107	

ANALYSIS INFORMATION

Segment Length (mi): 0.66 ADT (vpd): 350 Count Date: 3/2/11
 Number of collisions: 2 Time period: 5 years
 Calc. Collision Rate = 4.74 collisions per million vehicle-miles (c/mvm)

Street Width (ft): 25' -40' Configuration: 2 Lanes Terrain: Flat
 Parking Conditions: Unrestricted Sidewalk: Discontinuous Bike lanes: None

Other considerations and conditions not readily apparent to drivers: Riverside Drive is a local roadway within a residential area. This roadway runs generally north to south, with no bike lanes and a higher collision rate. Curb, gutter, and sidewalk is discontinuous. Parked vehicles limit roadway width and sight distance. Based on the 85th percentile speed and the lack of pedestrian, collision rate and bicycle facilities it is recommended that the speed limit be retained at 25 mph.

RECOMMENDATION

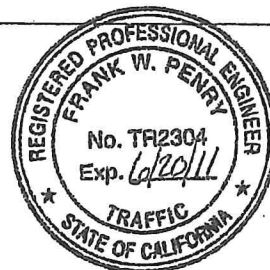
On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for the above street.

Signature: _____

Frank W. Penry, C.E., P.E., P.T.O.E.
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)

Date: _____

March 3, 2011



**City of Rio Dell
Engineering and Traffic Survey**

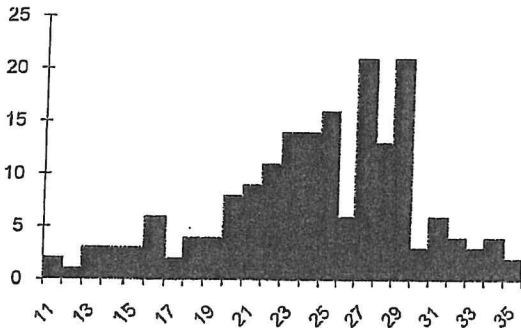
VEHICLE SPEED DATA

Location: Wildwood Avenue - US 101 to Davis Street
 Posted Limit: 30 mph
 Direction: Both Recorder: Mechanical
 Date: 10/5/10 Day: Wednesday
 Begin Time: 14:00 End Time: 15:00
 Weather: Fair Land Use: Commercial

Speed	Number	Speed	Number
10	0	35	2
11	2	36	0
12	1	37	0
13	3	38	0
14	3	39	0
15	3	40	0
16	6	41	0
17	2	42	0
18	4	43	0
19	4	44	0
20	8	45	0
21	9	46	0
22	11	47	0
23	14	48	0
24	14	49	0
25	16	50	0
26	6	51	0
27	21	52	0
28	13	53	0
29	21	54	0
30	3	55	0
31	6	56	0
32	4	57	0
33	3	58	0
34	4	59	0

Summary Statistics

Total Observed	183
Speed Range	11 - 35
50th percentile speed	25
85th percentile speed	29
10 mph pace speed	20 - 29
% in pace speed	73
Skewness index	0.875



TOTAL 183

ANALYSIS INFORMATION

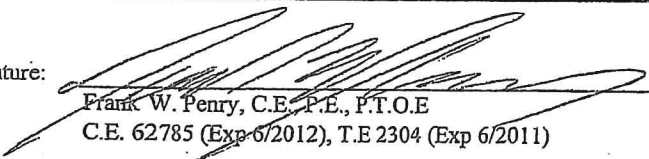
Segment Length (mi): 0.54 ADT (vpd): 2,000 Count Date: 10/5/10
 Number of collisions: 1 Time period: 5 years
 Calc. Collision Rate = 0.51 collisions per million vehicle-miles (c/mvm)

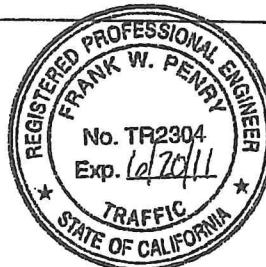
Street Width (ft): 30' -40' Configuration: 2 Lanes -Median Terrain: Flat
 Parking Conditions: Restricted Sidewalk: Both Sides Bike lanes: None

Other considerations and conditions not readily apparent to drivers: Wildwood Drive is a rural major collector within a commercial area. This roadway runs generally north to south. The roadway is divided by a raised median between its northern terminus a US 101 and Davis Street. Based on the 85th percentile speed and the lack of bicycle facilities it is recommended that the speed limit be retained at 30 mph.

RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for the above street.

Signature: 
 Frank W. Penry, C.E., P.E., P.T.O.E.
 C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)
 Date: March 3, 2011



**City of Rio Dell
Engineering and Traffic Survey**

VEHICLE SPEED DATA					
Location: <u>Wildwood Avenue - Davis Street to Eagle Prairie Bridge</u>					
Posted Limit: <u>30 mph</u>		Speed	Number	Speed	Number
Direction: <u>Both</u>	Recorder: <u>Mechanical</u>	10	0	35	2
Date: <u>10/5/10</u>	Day: <u>Wednesday</u>	11	2	36	0
Begin Time: <u>14:00</u>	End Time: <u>15:00</u>	12	1	37	0
Weather: <u>Fair</u>	Land Use: <u>Commercial</u>	13	3	38	0
		14	3	39	0
		15	3	40	0
		16	6	41	0
		17	2	42	0
		18	4	43	0
		19	4	44	0
		20	8	45	0
		21	9	46	0
		22	11	47	0
		23	14	48	0
		24	14	49	0
		25	16	50	0
		26	6	51	0
		27	21	52	0
		28	13	53	0
		29	21	54	0
		30	3	55	0
		31	6	56	0
		32	4	57	0
		33	3	58	0
		34	4	59	0
		TOTAL			183
Summary Statistics					
Total Observed	183				
Speed Range	11 - 35				
50th percentile speed	25				
85th percentile speed	29				
10 mph pace speed	20 - 29				
% in.pace speed	73				
Skewness index	0.875				
ANALYSIS INFORMATION					
Segment Length (mi):	<u>0.53</u>	ADT (vpd):	<u>2,000</u>	Count Date:	<u>10/5/10</u>
Number of collisions:	<u>11</u>	Time period:	<u>5</u> years		
Calc. Collision Rate =	<u>5.69</u> collisions per million vehicle-miles (c/mvm)				
Street Width (ft):	<u>62 feet</u>	Configuration:	<u>3 Lanes</u>	Terrain:	<u>Flat</u>
Parking Conditions:	<u>Unrestricted</u>	Sidewalk:	<u>Both Sides</u>	Bike lanes:	<u>None</u>
<p>Other considerations and conditions not readily apparent to drivers: Wildwood Drive is a rural major collector within the central commercial area, with a higher than average collision rate. The roadway runs generally north to south with portions of diagonal parking. Based on the 85th percentile speed, collision rate, diagonal parking and the lack of bicycle facilities it is recommended that the speed limit be lowered to 25 mph.</p>					
RECOMMENDATION					
<p>On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions Sections 627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for the above street.</p>					
Signature:					
	Frank W. Penry, C.E., P.E., P.T.O.E C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)				
Date:	March 3, 2011				

Assembly Bill No. 413

CHAPTER 652

An act to amend Section 22500 of the Vehicle Code, relating to vehicles.

[Approved by Governor October 10, 2023. Filed with Secretary
of State October 10, 2023.]

LEGISLATIVE COUNSEL'S DIGEST

AB 413. Lee. Vehicles: stopping, standing, and parking.

Existing law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. Existing law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking.

This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified. The bill would, prior to January 1, 2025, authorize jurisdictions to only issue a warning for a violation, and would prohibit them from issuing a citation for a violation, unless the violation occurs in an area marked using paint or a sign.

By restricting parking in certain areas, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

The people of the State of California do enact as follows:

SECTION 1. Section 22500 of the Vehicle Code is amended to read:

22500. A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:

(a) Within an intersection, except adjacent to curbs as may be permitted by local ordinance.

(b) On a crosswalk, except that a bus engaged as a common carrier or a taxicab may stop in an unmarked crosswalk to load or unload passengers when authorized by the legislative body of a city pursuant to an ordinance.

(c) Between a safety zone and the adjacent right-hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, which sign or paint was erected or placed by local authorities pursuant to an ordinance.

(d) Within 15 feet of the driveway entrance to a fire station. This subdivision does not apply to any vehicle owned or operated by a fire department and clearly marked as a fire department vehicle.

(e) (1) In front of a public or private driveway, except that a bus engaged as a common carrier, schoolbus, or a taxicab may stop to load or unload passengers when authorized by local authorities pursuant to an ordinance.

(2) In unincorporated territory, where the entrance of a private road or driveway is not delineated by an opening in a curb or by other curb construction, so much of the surface of the ground as is paved, surfaced, or otherwise plainly marked by vehicle use as a private road or driveway entrance, shall constitute a driveway.

(f) On a portion of a sidewalk, or with the body of the vehicle extending over a portion of a sidewalk, except electric carts when authorized by local ordinance, as specified in Section 21114.5. Lights, mirrors, or devices that are required to be mounted upon a vehicle under this code may extend from the body of the vehicle over the sidewalk to a distance of not more than 10 inches.

(g) Alongside or opposite a street or highway excavation or obstruction when stopping, standing, or parking would obstruct traffic.

(h) On the roadway side of a vehicle stopped, parked, or standing at the curb or edge of a highway, except for a schoolbus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.

(i) Except as provided under Section 22500.5, alongside curb space authorized for the loading and unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb erected or painted by local authorities pursuant to an ordinance.

(j) In a tube or tunnel, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility.

(k) Upon a bridge, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility, and except that buses engaged as a common carrier in local transportation may stop to load or unload passengers upon a bridge where sidewalks are provided, when authorized by local authorities pursuant to an ordinance, and except that local authorities pursuant to an ordinance or the Department of Transportation pursuant to an order, within their respective jurisdictions, may permit parking on bridges having sidewalks and shoulders of sufficient width to permit parking without interfering with the normal movement of traffic on the roadway. Local authorities, by ordinance or resolution, may

permit parking on these bridges on state highways in their respective jurisdictions if the ordinance or resolution is first approved in writing by the Department of Transportation. Parking shall not be permitted unless there are signs in place, as may be necessary, to indicate the provisions of local ordinances or the order of the Department of Transportation.

(l) In front of or upon that portion of a curb that has been cut down, lowered, or constructed to provide wheelchair accessibility to the sidewalk.

(m) In a portion of a highway that has been designated for the exclusive use of public transit buses.

(n) (1) (A) Within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present.

(B) Notwithstanding subparagraph (A), a local authority may establish a different distance if both of the following requirements are met:

(i) A local authority establishes the different distance by ordinance that includes a finding that the different distance is justified by established traffic safety standards.

(ii) A local authority has marked the different distance at the intersection using paint or a sign.

(2) Notwithstanding paragraph (1), a local authority may permit commercial vehicle loading or unloading within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present if both of the following requirements are met:

(A) A local authority authorizes the commercial vehicle loading and unloading by ordinance and identifies the crosswalk or crosswalks in the ordinance.

(B) A local authority has marked the commercial loading and unloading areas with paint or signage.

(3) Notwithstanding paragraph (1), a local authority may permit parking for bicycles or motorized scooters within 20 feet of a crosswalk.

(4) Prior to January 1, 2025, jurisdictions may only issue a warning, and shall not issue a citation, for a violation unless the violation occurs in an area marked using paint or a sign.

SEC. 2. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.



