# Rio Dell Traffic Committee Meeting Agenda



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

"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.]

April 18, 2024 – 3:00 P.M. Rio Dell City Hall 675 Wildwood Avenue Rio Dell, CA 95562

### **Traffic Committee Representatives:**

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

- 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



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

"It shall be the duty of the Traffic Committee to practicable means for coordinating the activities of all officers and agencies of this City having authority with administration or enforcement of traffic regulations; to stimulate and assist in the publication of traffic reports; to receive complaints having to do with traffic matters: and to recommend to the regislative body of this City and to the City Treffic Specialist, the chief of the Traffic Division and other City officials ways and neaus for improving traffic conditions and the administration and entercement of traffic regulations."[Ord, 1815 t. 1984; Ord. 173 § 33November 17, 2022 – 3:00 P.M. Rio Dell City Hall 675 Wildwood Avenue Rio Dell, CA 95562

### 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

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 re visit 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 2<sup>nd</sup> 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.

VEHICLE S	SPEED DATA			
Location: Belleview Avenue - West City Limit to Wild	lwood Avenue			
Posted Limit: 25 mph	Speed	Number	Speed	Number
Direction: Both Recorder: Mechanical	11	0	36	0
Date: 2/18/11 Day: Friday	12	1	37	0
Begin Time: 9:00 End Time: 12:00	13	0	38	0
Weather: Fair Land Use: Residential	14	0	39	0
5 5 11 11	15	2	40	0
Summary Statistics	16	0	41	0
Total Observed 107	17	2	42	0
Speed Range 12 - 34	18	3	43	0
50th percentile speed 24	19	5	44	0
85th percentile speed 28	20	9	45	0
10 mph pace speed 20 - 29	21	7	46	0
% in pace speed 79	22	10	47	0
Skewness index 1.000	23	12	48	0
	24	9	49	0
14 T	25	12	50	0
12 +	26	4	51	0
10 +	27	10	52	0
8 -	28	6	53	0
	29	6	54	0
6 +	30	3	55	0
4 +	31	.3	56	0
2 -	32	.2	57	0
	33	0	58	0
	34	0	59	0
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ANALYSIS INI		A L		107
Segment Length (mi): 1.10 ADT (vpd):  Number of collisions: 7 Time period:		Count Date: _	2/18/11	
	5 years			
Calc. Collision Rate = 7.75 collisions per million vehicle	-miles (c/mvm)			
Street Width (ft): 21'-38' Configuration:	2 Lanes	errain: F	lat	
Parking Conditions: Unrestricted Sidewalk:	None H	ike lanes: N	one	
Other considerations and conditions not readily apparent to	drivers: Relleview Av	enne is a coll	ector roadw	av within
residential area, with a higher than average collision rate. This	winding roadway none	reperally east	to west wit	b mony
omes at minimum setback from the roadway. There are no side	walks payed shoulders	or bike lones	Curb and a	nuttor is
iscontinuous and provided only on approach to Pacific Avenue				
ridth and sight distance. Based on the 85th percentile speed and				luway
ecommended that the speed limit be retained at 25 mph.	. Into idok of podostrian a	na oloyolo la	MM 10 10	ii ii
RECOMMEN	DATION		~	
n the basis of an engineering and traffic investigation, as repor		ance with the	provisions	Sections
27, 22357, 22358 and 40802 of the California Vehicle Code, a	speed limit of 25 mph is	hereby deter	mined to be	Jections
asonable and appropriate for the above street.	opera min or no mpn i	noroby dolor	iiined to be	1
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Frank W. Penry, C.E., P.T.O.E			2/3	副
C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)		REGIST.	TR2304	ES
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VEHICLE SPEED DA	TA			
Location: Davis Street - Pacific Avenue to Rigby Avenue				
Posted Limit: 25 mph	Speed	Number	Speed	Number
Direction: Both Recorder: Mechanical	10	0	35	2
Date: 11/30/10 Day: Tuesday	11	11	36	1
Begin Time: 13:00 End Time: 15:00  Weather: Fair Land Use: Residential	12	2	37	0
Weather: Fair Land Use: Residential	13	1	38	1
Summary Statistics	14	3	39	1
Total Observed 117	15	6	40	0
Speed Range 11 - 39	16	1	41	0
50th percentile speed 25	17	3	42	0
85th percentile speed 30	18 19	7	43	0
10 mph pace speed 19 - 28	20	4	44	0
% in pace speed 59	21	4	46	0
Skewness index 0.889	22	6	47	0
	23	4	48	0
14 <sub>T</sub>	24	9	49	0
12 +	25	11	50	0
10 +	26	5	51	0
	27	7	52	0
8 †	28	12	53	0
6 +	29	3	54	0
4 +   -   -	30	7	55	0
2 -	31	1.	56	0 .
	32	2	57	0
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	34	5	58	0
	TOTA		39	117
ANALYSIS INFORMATION				117
Segment Length (mi): 0.66 ADT (vpd): 1,100 Number of collisions: 2 Time period: 5 y		ount Date:	11/30/10	
Calc. Collision Rate = 1.51 collisions per million vehicle-miles (c/mym	ears )			
Street Width (ft): 25'-37' Configuration: 2 Lanes	To	errain: F	at	
Parking Conditions: Unrestricted Sidewalk: Discontinuo		ike lanes: N		į
Other considerations and conditions not readily apparent to drivers: Day	is Street is	a collector re	nadway with	in a
residential area. The roadway runs generally east to west, providing access fro	m the City	Center to US	3 101. It serv	es as the
primary route to school for students. Two signed school crossings are provide	d. with the	crossing at F	Jourth Street	recently
installed with bulb-outs. The high traffic volumes, no bike facilities, discontinu	uous sidew	alks, and pre-	sence of sch	oolage
pedestrians supports a reduction in the posted limit. Based on the 85th percent	ile speed ar	d 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 accorda	nce with the	provisions S	Sections
627, 22357, 22358 and 40802 of the California Vehicle Code, a speed limit of	25 mph is	hereby deten	mined to be	1
reasonable and appropriate for the above street.		77.70		
		PROFES	SIONA	- 1
Signature:		E STAN W.	PER SE	
Frank W. Penry, C.E. P.E., P.T.O.E		5 6	<b>公</b> 黨	\
C.E. 62785 (Exp 6/2012), T.E 2304 (Exp 6/2011)		No. TR	2304	1 1
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Date: March 3, 2011	1	# / Pose	EIC	
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VEHICLE SPEEI	DATA			
Location: Monument Road - Pacific Avenue to Wildwood Av	renue			
Posted Limit: 25 mph	Speed	Number	Speed	Numb
Direction: Both Recorder: Mechanical	10	0	35	0
Date: 12/10/10 Day: Friday	11	2	36	0
Begin Time: 12:00 End Time: 16:00	12	3	37	0
Weather: Fair Land Use: Residential	13	3	38	0
	. 14	4	39	0
Summary Statistics	15	4	40	0
Total Observed 124	16	4	41	0
Speed Range 11 - 34	17	6	42	0
50th percentile speed 21	18	12	43	0
85th percentile speed 27	19	9	44	0
10 mph pace speed 16 - 25	20	13	45	0
% in pace speed 68	21	8	46	0
Skewness index 1.125	22	10	47	0
	23	6	48	0
14 T	24	9	49	0
12 -	25	7	50	0
10	26	2	51	0
10 +	27	4	52	0
8 +	28	4	53	0
6 +	29	1	54	0
4	30	.5	55	0
	31	3	56	0
2	32	1	57	0
0 -	33	2	58	0
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	34	2	59	0
	TOTA	L		124
ANALYSIS INFORMA	ATION			
Segment Length (mi): 0.25 ADT (vpd): 500	0 C	ount Date:	12/10/10	
Number of collisions: 3 Time period: 5			22/20/20	
Calc. Collision Rate = 13.36 collisions per million vehicle-miles (collisions per million vehicle-miles (col				
Street Width (ft): 22'-33' Configuration: 2 Land			olling	
Parking Conditions: Varies Sidewalk: Varies	<u>B</u>	ke lanes: N	one	
ther considerations and conditions not readily apparent to driver	s: Monument Ro	ad is a collec	tor roadway	within a
sidential area, with a higher than average collision rate. This rolling ro	oadway runs gene	rally east to	west. The ea	sterly
ortion has no sidewalks, paved shoulders, or bike lanes. With a collision	on rate that is above	ve the averag	e for similar	r
gments statewide, it is recommended to retain the existing 25mph spec	ed limit.		o ror build	•
	7 10 E-00-00			
		1		
RECOMMENDATION				
n the basis of an engineering and traffic investigation, as reported above	e, and in accorda	nce with the	provisions (	Sections
7, 22357, 22358 and 40802 of the California Vehicle Code, a speed li	mit of 25 mph is	hereby deten	mined to be	
11, 22557, 22556 and 40602 of the Cantollia Vehicle Code, a speed in	•			
asonable and appropriate for the above street.		SHOPE	SONA	
asonable and appropriate for the above street.	-	11-	1.00	N.
asonable and appropriate for the above street.	The Paris of the Land of the L	SEO SIK W	SNIV	18
sonable and appropriate for the above street.		S SIK W	14 1 E	
gnature:  Frank W. Penry, C.E., P.E., P.T.O.E	2	Signal W	R2304	
gnature: Frank W. Penry, C.E., P.E., P.T.O.E	<i>=</i>	No. T	R2304	i de la companya de l
gnature: Frank W. Penry, C.E., P.E., P.T.O.E C.E. 62785 (Exp-6/2012), T.E 2304 (Exp.6/2011)		No. T	R2304 070/11	LEED .
gnature: Frank W. Penry, C.E., P.E., P.T.O.E		* Exp. 0	d20/11	area area
gnature: Frank W. Penry, C.E., P.E., P.T.O.E C.E. 62785 (Exp-6/2012), T.E 2304 (Exp.6/2011)		No. TI Exp	d20/11	A CONTRACTOR OF THE CONTRACTOR

		VEHICLE SPEED D	АТА			
Location: Pacific	c Avenue - Belleview A	venue to Monument Road				
Posted Limit: 25 mp	h		Speed	Number	Speed	Numbe
Direction: Both	Recorder:	Mechanical	10	0	35	0
Date: 12/2/1	Day:	Friday	11	6	36	3
Begin Time: 24hr	End Time:		12	11	37	3
Weather: Fair	Land Use:	Residential	13	4	38	2
			14	2	39	0
Summary Statistics			15	2	40	1
Total Observed	191		16	5	41	0
Speed Range	11 - 40		17	1	42	0
50th percentile speed			18	4	43	0
85th percentile speed	31		19	4	44	0
10 mph pace speed	22 - 31	_	20	9	45	0
% in pace speed	59		21	9	46	0
Skewness index	0.800	<del></del>	22	11	47	0
		-	23	10	48	0
25 T			24	21	49	0
	stated.		25	8	50	0
20 +			26	8	51	0
15 +			27	13	52	0
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10 +			· 29	11	54	0
			30	9	55	0
5 -			31	13 .	56	0
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1 12 12 1	~ ~ ~ ~ ~ ~ ~	જે જે જે જે જ	34	0	59	0
		NALYSIS INFORMATIO	TOTA	L		191
Segment Length (mi):	0.75	ADT (vpd): 200		Count Date: _	12/2/10	
Number of collisions: Calc. Collision Rate =	3		years			
	10.96 collisions per	million vehicle-miles (c/mv	m)			
treet Width (ft):	36' -40'	Configuration: 2 Lanes	T	егтаin: R	olling	
arking Conditions:	Varies	Sidewalk: Discontinu		ike lanes: N		
ther considerations a	nd conditions not read	ily apparent to drivers: Pa	acific Avenu	e is a collecte	or roadway y	within a
sidential area, with a h	igher than average collis	ion rate. This roadway runs	generally no	orth to south.	with many	homes at
nimum setback from t	he roadway. There is on	e controlled intersection at I	Davis Street,	approximate	ly in the mi	ddle of
e length. There are no s	sidewalks, paved should	ers, or bike lanes. Curb and	gutter is disc	continuous. I	arked vehic	les limit
idway width and sight	distance. Based on the 8	35th percentile speed and the	e lack of ped	lestrian and b	icycle facili	ties it is
commended that the sp	eed limit be retained at 2	25 mph.				
		RECOMMENDATION				
the basis of an engine	ering and traffic investig	gation, as reported above, ar	nd in accorda	ince with the	provisions 8	Sections
7, 22357, 22358 and 40	0802 of the California V	ehicle Code, a speed limit o	f 25 mph is	hereby deter	mined to be	
sonable and appropria	te for the above street.					
	// /			OF	SSION	
	L. ////			S PRO	N. Park	
gnature:				1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10/6	
	enry, C.E., P.E., P.T.O.			REGISTER.	22/3	剧
C.E. 62785	(Exp.6/2012), T.E 2304	(Exp 6/2011)		No.	TR2304	S
<b>.</b>	March 3, 20	11		<b> </b>	1470HH).	
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te:				STATE	AFFIC MAN	

U	Painter S	treet - Pacific Avenu	e to Rigby Ave	nue				
Posted Limit: 2	5 mph		o to Rugoj IIVe	Muc	Speed	Number	Speed	Numbe
	Both	Recorder:	Mechanical		10	0	35	1 1
Date: 1	1/29/10	Day:	Tuesday	-	11	1	36	3
Begin Time: 9	:00	End Time:	12:00		12	2	37	0
Weather: F	air	Land Use:	Residential		13	3	38	1
		- 12 April 1980 per			14	3	39	1
Summary Stat	istics				15	1	40	0
Total Observed		119			16	4	41	0
Speed Range		11 - 39	_		17	1	42	0
50th percentile :	speed	25	-		18	2	43	
85th percentile		31	-		19	1	44	0
10 mph pace spe		22 - 31			20	2	45	0
% in pace speed		70	-		21	3	45	0
Skewness index		0.900	=		22			0
2110 1111000 11111001		0.700	-		23	8	47	0
14 -						7	48	0
					24	11	49	0
12 +					25	12	50	0
10 +					26	5	51	0
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		La la ,	r		28	10	53	0
6 +					29	8	54	0
4 +					30	5	55	0
2 +					31	7 .	56	0
0					32	0	57	0
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		AR	IALYSIS INFO	OTH A MICH	TOTA	\L	<del></del>	119
egment Length ( lumber of collisi- alc. Collision Ra	ons:	0.72	ADT (vpd): Time period:	<u>500</u>	years	Count Date:	11/29/10	
treet Width (ft): arking Condition	2	8' -38'	Configuration:		T	errain: Fi	lat	
ridential area. Th rked vehicles lim	is roadwa it roadwa	conditions not readil ay runs generally east ay width and sight dis nended that the speed	to west, with no tance. Based or	o bike lanes the 85th pe	s. Curb, gutte ercentile spe	er, and sidew	alk is discor	ntinuous.
the bosis of a			RECOMMENI					
7, 22357, 22358	and 4080	ng and traffic investig 2 of the California Ve or the above street.	chicle Code, a sp	eu above, an peed limit o	of <b>25 mph</b> is	ance with the hereby deter	provisions mined to be	Sections
mature:	M.	y, C.E., P.F., P.T. O.E	(Exp 6/2011)			REGISTRA PARENTA PAREN	OFESSIONAL W. PENG TR2304	GHGINEER

7		VEHICLE SI	PEED DA	TA			
Location: Riversi	ide Drive - South F	· · · · · · · · · · · · · · · · · · ·		T			
Posted Limit: 25 mph		crit birect to I amte	or Direct	Speed	Number	Speed	Number
Direction: Both	Recorde	r: Mechanical		10	0	35	0
Date: 3/2/11	Day:	Wednesday		11	3	36	0
Begin Time: Mixed				12	2	37	0
Weather: Fair	Land Us	-		13	0	38	0
		o. Atomania	-	14	2	39	0
Summary Statistics			~	15	10	40	0
Total Observed	107	<del></del>		16	4	41	0
Speed Range	11 - 29			17	3	42	0
50th percentile speed	20	·		18	10	43	0
85th percentile speed	24			19	11	44	0
10 mph pace speed	15 - 24			20	18	45	0
% in pace speed	79	-		21	6	46	0
Skewness index	1.000			22	13	47	0
	1,000			23	6	48	0
20 T				24	3	49	0
18 +	authoral			25	10	50	0
16				26	2	51	0
14 +				27	1	52	0
12 +				28	2	53	0
10 +				29	1	54	0
8 +				30	0	55	0
6 †				. 31	0	. 56	0
4 + 2 +				32	0	. 57	0
o T				33	0	58	0
10 13 V	% % % % '''''''''''''''''''	- N - G - A - A		34	0	59	0
VO VA VA		∿ ° ° °	Ì	TOT		39	107
		ANALYSIS INFO	ORMATIO			••• •••••	
Segment Length (mi):	0.66	ADT (vpd):	350	-	Count Date:	3/2/11	
	2	Time period:		years •	Jount Dale:	JIAILL	
number of constitutes.				•			
British and the control of the contr	4.74 collisions	er million vehicle-r		nı			
Calc. Collision Rate =	4.74 collisions						
Calc. Collision Rate = treet Width (ft):	25' -40'	Configuration:	2 Lanes	7		Flat	
alc. Collision Rate = treet Width (ft): arking Conditions:	25' -40' Unrestricted	Configuration: Sidewalk:	2 Lanes Discontinu	ous E	Bike lanes: 1	Vone	
Number of collisions: Calc. Collision Rate = Greet Width (ft): Carking Conditions: Ther considerations are sidential area. This road dewalk is discontinuous the lack of pedestrian, co	25' -40' Unrestricted and conditions not redway runs generally s. Parked vehicles lin	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis	ous E  verside Dri tes and a hiptance. Base	Bike lanes: I we is a local gher collision ed on the 85th	None roadway wit n rate. Curb, h percentile s	gutter, and speed and
Calc. Collision Rate = Street Width (ft): Parking Conditions: Sther considerations are Stidential area. This road Stidential is discontinuous	25' -40' Unrestricted and conditions not redway runs generally s. Parked vehicles lin	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a	2 Lames Discontinu drivers: Ri n no bike lan and sight dis ommended	ous E  verside Dri tes and a hiptance. Base	Bike lanes: I we is a local gher collision ed on the 85th	None roadway wit n rate. Curb, h percentile s	gutter, and speed and
Calc. Collision Rate = treet Width (ft): arking Conditions: ther considerations ar sidential area. This road dewalk is discontinuous a lack of pedestrian, co	25' -40' Unrestricted  ad conditions not red dway runs generally s. Parked vehicles lithision rate and bicye ering and traffic inve	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related to the lance with lan	None roadway with rate. Curb, he percentile setained at 25	gutter, and speed and mph.  Sections
Calc. Collision Rate = treet Width (ft): arking Conditions: ther considerations are sidential area. This road dewalk is discontinuous a lack of pedestrian, co	25' -40' Unrestricted ad conditions not red dway runs generally s. Parked vehicles listlision rate and bicyclering and traffic involved.	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a s	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related to the lance with lan	None roadway with rate. Curb, he percentile setained at 25	gutter, and speed and mph.  Sections
Calc. Collision Rate = treet Width (ft): arking Conditions: ther considerations are sidential area. This road dewalk is discontinuous a lack of pedestrian, co	25' -40' Unrestricted ad conditions not red dway runs generally s. Parked vehicles listlision rate and bicyclering and traffic involved.	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a s	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related to the lance with lan	None roadway with rate. Curb, he percentile setained at 25	gutter, and speed and mph.  Sections
Calc. Collision Rate = treet Width (ft): arking Conditions: ther considerations are sidential area. This road dewalk is discontinuous a lack of pedestrian, co	25' -40' Unrestricted ad conditions not redway runs generally s. Parked vehicles listlision rate and bicyclering and traffic involved.	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a s	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related to the lance with lan	None roadway with rate. Curb, he percentile setained at 25	gutter, and speed and mph.  Sections
treet Width (ft): arking Conditions: ther considerations are sidential area. This road lewalk is discontinuous a lack of pedestrian, co	25' -40' Unrestricted ad conditions not redway runs generally s. Parked vehicles listlision rate and bicyclering and traffic involved.	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a s	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related to the lance with lan	None roadway with rate. Curb, he percentile setained at 25	gutter, and speed and mph.  Sections
calc. Collision Rate = treet Width (ft): arking Conditions: ther considerations ar sidential area. This road lewalk is discontinuous e lack of pedestrian, co the basis of an engine 7, 22357, 22358 and 40 sonable and appropriate	25' -40' Unrestricted ad conditions not red dway runs generally s. Parked vehicles listlision rate and bicycle ering and traffic involves 2802 of the California te for the above street	Configuration: Sidewalk: eadily apparent to north to south, with mit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a s et.	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related limit be related by the shereby determined to t	None roadway with rate. Curb, he percentile setained at 25	gutter, and speed and mph.  Sections
calc. Collision Rate = treet Width (ft): arking Conditions: ther considerations are sidential area. This road lewalk is discontinuous the basis of an engine the basis of an engine 7, 22357, 22358 and 40 sonable and appropriate gnature: Frank W. F	25' -40' Unrestricted ad conditions not red dway runs generally s. Parked vehicles list llision rate and bicycle ering and traffic inventors 2802 of the California te for the above street	Configuration: Sidewalk: eadily apparent to north to south, with mit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a s et.	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related limit be related by the shereby determined to t	None roadway with rate. Curb, he percentile setained at 25	gutter, and speed and mph.  Sections
Calc. Collision Rate =  treet Width (ft): tarking Conditions: ther considerations are sidential area. This road dewalk is discontinuous the lack of pedestrian, co the basis of an engine 7, 22357, 22358 and 40 asonable and appropriate gnature:  Frank W. F	25' -40' Unrestricted ad conditions not red dway runs generally s. Parked vehicles listlision rate and bicycle ering and traffic involves 2802 of the California te for the above street	Configuration: Sidewalk: eadily apparent to north to south, with mit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a s et.	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related limit be related by the shereby detection of the shereby detection.	roadway with rate. Curb, the percentile setained at 25 the provisions ermined to be rooted with the percentile setained at 25 the provisions ermined to be rooted with the percentile setained at 25 the provisions ermined to be rooted with the percentile setained at 25 the 25 the percentile setained at 25 the 25 the 25 the 25 the 25 the	gutter, and speed and mph.  Sections
Calc. Collision Rate = Street Width (ft): Parking Conditions: Ither considerations are sidential area. This road dewalk is discontinuous e lack of pedestrian, continuous of the basis of an engine 17, 22357, 22358 and 40 asonable and appropriate gnature:  Frank W. P. C.E. 62785	25' -40' Unrestricted ad conditions not red dway runs generally s. Parked vehicles listlision rate and bicycle ering and traffic inventors for the above street ering the formula of the condition of the conditio	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a set.	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related limit be related by the shereby determined to t	roadway with rate. Curb, the percentile setained at 25 the provisions ermined to be rooted with the percentile setained at 25 the provisions ermined to be rooted with the percentile setained at 25 the provisions ermined to be rooted with the percentile setained at 25 the 25 the percentile setained at 25 the 25 the 25 the 25 the 25 the	gutter, and speed and mph.  Sections
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treet Width (ft): arking Conditions: ther considerations are sidential area. This road lewalk is discontinuous e lack of pedestrian, co the basis of an engine 7, 22357, 22358 and 40 sonable and appropriate gnature: Frank W. P C.E. 62785	25' -40' Unrestricted ad conditions not red dway runs generally s. Parked vehicles listlision rate and bicycle ering and traffic inventors for the above street ering the formula of the condition of the conditio	Configuration: Sidewalk: eadily apparent to north to south, with nit roadway width a cle facilities it is rec  RECOMMENT estigation, as reporte ta Vehicle Code, a set.	2 Lanes Discontinu drivers: Ri n no bike lan and sight dis commended DATION ed above, an	ous E verside Dri nes and a hi ntance. Base that the spe	Bike lanes: I ve is a local gher collision of the 85th ed limit be related limit be related by the shereby determined to t	roadway with rate. Curb, the percentile setained at 25 the provisions ermined to be rooted with the provision ermined to be rooted with th	gutter, and speed and mph.  Sections

T		VEHICLE S		A I A			
Location: Wildw	ood Avenue - US 101	to Davis Street					
Posted Limit: 30 mp				Speed	Number	Speed	Numbe
Direction: Both	Recorder:	Mechanical		10	0	35	2
Date: 10/5/10		Wednesday		11	2	36	0
Begin Time: 14:00	End Time:		<del></del>	12	11	37	0
Weather: Fair	Land Use:	Commercia	1	13	3	38	0
C			****	14	3	39	0
Summary Statistics				15	3	40	0
Total Observed	183			16	6	41	0
Speed Range	11 - 35			17	2	42	0
50th percentile speed				18	4	43 .	0
85th percentile speed				19	4	44	0
10 mph pace speed	20 - 29			20	8	45	0
% in pace speed Skewness index	73			21	9	46	0
Skewness maex .	0.875			22	11	47	0
25 -				23	14	48	0
25				24	14	49	0
20 +	9			25	16	50	0
				26	6	51	0.
15 +				28	21	52 53	0
				29	13 21	54	0
10 +				30	3	55	0
5 +	Line Line			. 31	6	56	0
			÷.	32	4	57	0
0				33	3	58	0
N 13 15	1 9 2 2 2 2	~ ~ ~ ~ ~		34	4	59	0
	v. v. v. v. v. v. v.	12 '5 '5' '5'		TOTA			183
		NALYSIS INF	ORMATIO		<u> </u>		103
egment Length (mi):	0.54	ADT (md)	2.000		D-4	10/5/10	
umber of collisions:	1	ADT (vpd): Time period:	2,000		ount Date: _	10/5/10	
alc. Collision Rate =	0.51 collisions per		***************************************	years			
reet Width (ft):	<u>30' -40'</u>	Configuration:	2 Lanes -M			lat	
arking Conditions:	Restricted	_Sidewalk:	Both Sides	В	ike lanes: N	опе	
her considerations a ommercial area. This	nd conditions not read roadway runs generally 01 and Davis Street F	north to south. Based on the 85th	The roadway	is divided b	y a raised m	edian betwe	en its
rthern terminus a US 1	eed limit be retained at	30 mph.					
thern terminus a US 1 ommended that the sp	eed limit be retained at	RECOMMEN					
ommended that the sp the basis of an engine	eed limit be retained at	RECOMMEN	ted above, an	d in accorda	ance with the	provisions	Sections
them terminus a US 1 ommended that the sputter the basis of an engine 1, 22357, 22358 and 4	eed limit be retained at ering and traffic investing 2002 of the California	RECOMMEN	ted above, an	d in accorda	ance with the	provisions mined to be	Sections
them terminus a US 1 ommended that the sputter the basis of an engine 1, 22357, 22358 and 4	eed limit be retained at ering and traffic investing 2002 of the California	RECOMMEN	ted above, an	d in accorda f 30 mph is	ance with the	provisions mined to be	Sections
them terminus a US 1 ommended that the sputter the basis of an engine 1, 22357, 22358 and 4	eed limit be retained at ering and traffic investing 2002 of the California	RECOMMEN	ted above, an	d in accordz f 30 mph is	ance with the hereby deter	provisions mined to be	Sections
them terminus a US 1 commended that the specific the basis of an engine 1, 22357, 22358 and 4 conable and appropria	eed limit be retained at ering and traffic investing 2002 of the California	RECOMMEN	ted above, an	d in accorda	hereby deter	provisions mined to be	Sections
them terminus a US 1 commended that the sp the basis of an engine 2, 22357, 22358 and 4 conable and appropria	eed limit be retained at ering and traffic investing 2002 of the California	RECOMMEN igation, as report Vehicle Code, a	ted above, an	d in accorda	hereby deter	mined to be	Sections
thern terminus a US 1 ommended that the sp the basis of an engine 1, 22357, 22358 and 4 conable and appropria mature:	ering and traffic investing and traffic investing and traffic investing the for the above street.	RECOMMEN igation, as report Vehicle Code, a	ted above, an	d in accords	hereby deter	provisions mined to be ESSIONAL TR2304	Sections
them terminus a US 1 commended that the sp the basis of an engine 2, 22357, 22358 and 4 conable and appropria mature: Frank W. 1 C.E. 62785	ering and traffic investing and traffic inve	RECOMMENT igation, as report Vehicle Code, a service Code, a s	ted above, an	d in accorde	hereby deter	mined to be	Sections
them terminus a US 1 commended that the spot of the basis of an engine 7, 22357, 22358 and 4 conable and appropria conable and appropria	eed limit be retained at ering and traffic investions of the California te for the above street.	RECOMMENT igation, as report Vehicle Code, a service Code, a s	ted above, an	d in accorda	hereby deter	mined to be	Sections
them terminus a US 1 commended that the sp the basis of an engine 2, 22357, 22358 and 4 conable and appropria mature: Frank W. 1 C.E. 62785	ering and traffic investing and traffic inve	RECOMMENT igation, as report Vehicle Code, a service Code, a s	ted above, an	d in accorda	hereby deter	mined to be	Sections

ll .							
11		VEHICLE SP	EED DAT	ΓA			
Location: Wildw	ood Avenue - Davis	Street to Eagle Pra	irie Bridge				
Posted Limit: 30 mpl		Darce to Bagie 1 1a	III DI ME	Speed	Number	Speed	Number
Direction: Both	Recorde	r: Mechanical		10	0	35	2
Date: 10/5/10		Wednesday	-	11	2	36	0
Begin Time: 14:00	End Tim		-	12	1	37	0
Weather: Fair	Land Us	Market Committee	-	13	3	38	0
-			-	14	3	39	0
Summary Statistics				15	3	40	0
Total Observed	183			16	6	41	0
Speed Range	11 - 35		1	17	2	42	0
50th percentile speed	25		ŀ	18	4	43	0
85th percentile speed	29			19	4	44	0
10 mph pace speed	20 - 29	<del></del>	- 1	20	8	45	0
% in pace speed	73	·	f	21	9	46	0
Skewness index	0.875		r	22	11	47	0
			ŀ	23	14	48	0
25 <sub>T</sub>			-	24	14	49	0
			-	25	16	50	0
20 +				26	6	51	0
45	come come			27	21	52	0
15 +			Γ	28	13	53	0
10 ↓				29	21	54	0
				30	3	55	0
5 +				31	6	56	0
				32	4	57	0
0				33	3	58	0
10 15 VB V	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	ን ጭ ጭ ጭ <del></del>		34	4	59	0
				TOTA	A L		183
		ANALYSIS INFO	RMATION	ſ			
Segment Length (mi):	0.53	ADT (vpd):	2,000	(	Count Date:	10/5/10	
Number of collisions:	11	Time period:		ears		20/0/20	
Calc. Collision Rate =		per million vehicle-m					
					` T	lat	
treet Width (ft):	62 feet	Configuration: 3					
treet Width (ft):	62 feet Unrestricted		B Lanes Both Sides		Bike lanes: N		
treet Width (ft): arking Conditions:	Unrestricted	Sidewalk:	Both Sides	Е	like lanes: N	lone	tor within
treet Width (ft): arking Conditions: ther considerations a	Unrestricted nd conditions not re	Sidewalk:	Both Sides rivers: Wil	E dwood Dr	like lanes: Nike l	lone major collec	
treet Width (ft): arking Conditions: ther considerations as e central commercial a	Unrestricted  nd conditions not re	Sidewalk: I eadily apparent to d an average collision i	Both Sides rivers: Will rate. The road	E dwood Dr dway runs	ike lanes: N ive is a rural generally no	one major collect orth to south	with
treet Width (ft): arking Conditions: ther considerations as e central commercial a rtions of diagonal park	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85	Sidewalk: I eadily apparent to d an average collision i oth percentile speed,	Both Sides rivers: Will rate. The road collision rate	E dwood Dr dway runs	ike lanes: N ive is a rural generally no	one major collect orth to south	with
treet Width (ft): arking Conditions: ther considerations as e central commercial a rtions of diagonal park	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85	Sidewalk: I eadily apparent to d an average collision i oth percentile speed,	Both Sides rivers: Will rate. The road collision rate	E dwood Dr dway runs	ike lanes: N ive is a rural generally no	one major collect orth to south	with
treet Width (ft): arking Conditions: ther considerations as e central commercial a rtions of diagonal park	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85	Sidewalk: I eadily apparent to d an average collision i oth percentile speed,	Both Sides rivers: Will rate. The road collision rate	E dwood Dr dway runs	ike lanes: N ive is a rural generally no	one major collect orth to south	with
treet Width (ft): arking Conditions:	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85	Sidewalk: I eadily apparent to d an average collision i oth percentile speed,	Both Sides rivers: Wil rate. The roac collision rate nph.	E dwood Dr dway runs	ike lanes: N ive is a rural generally no	one major collect orth to south	with
treet Width (ft): arking Conditions: ther considerations as e central commercial a ortions of diagonal park cilities it is recommend	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85 led that the speed lin	Sidewalk: 1  eadily apparent to description of the percentile speed, nit be lowered to 25 recommends.	Both Sides rivers: Wil rate. The roac collision rate nph.  ATION	dwood Dr dway runs , diagonal	ike lanes: Nive is a rural generally no parking and	one major colled orth to south the lack of	with picycle
treet Width (ft): arking Conditions: ther considerations are e central commercial a artions of diagonal park cilities it is recommend	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85  led that the speed lim  eering and traffic inve	Sidewalk: I eadily apparent to dean average collision in 5th percentile speed, nit be lowered to 25 in RECOMMEND estigation, as reporte	Both Sides rivers: Will rate. The road collision rate nph.  DATION d above, and	dwood Dr dway runs c, diagonal	ike lanes: Nive is a rural generally no parking and	major collection the lack of	with oicycle
treet Width (ft): arking Conditions: ther considerations as e central commercial a ortions of diagonal park cilities it is recommend to the basis of an engine 7, 22357, 22358 and 46	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85 ded that the speed lim eering and traffic invo	Sidewalk:  Padily apparent to dan average collision in 5th percentile speed, nit be lowered to 25 recommendation, as reported in Vehicle Code, a special vehicle Code, a speci	Both Sides rivers: Will rate. The road collision rate nph.  DATION d above, and	dwood Dr dway runs c, diagonal	ike lanes: Nive is a rural generally no parking and	major collection the lack of	with oicycle
treet Width (ft): arking Conditions: ther considerations are e central commercial a ortions of diagonal park cilities it is recommend to the basis of an engine 7, 22357, 22358 and 4	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85 ded that the speed lim eering and traffic invo	Sidewalk:  Padily apparent to dan average collision in 5th percentile speed, nit be lowered to 25 recommendation, as reported in Vehicle Code, a special vehicle Code, a speci	Both Sides rivers: Will rate. The road collision rate nph.  DATION d above, and	dwood Dr dway runs c, diagonal	ike lanes: Nive is a rural generally no parking and	major collection the lack of	with oicycle
treet Width (ft): arking Conditions: ther considerations are e central commercial a ortions of diagonal park cilities it is recommend to the basis of an engine 7, 22357, 22358 and 4	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85 ded that the speed lim eering and traffic invo	Sidewalk:  Padily apparent to dan average collision in 5th percentile speed, nit be lowered to 25 recommendation, as reported in Vehicle Code, a special vehicle Code, a speci	Both Sides rivers: Will rate. The road collision rate nph.  DATION d above, and	dwood Dr dway runs c, diagonal	ike lanes: Nive is a rural generally no parking and	major collection the lack of	with oicycle
treet Width (ft): arking Conditions: ther considerations are central commercial a ritions of diagonal park cilities it is recommend the basis of an engine 7, 22357, 22358 and 4 asonable and appropria	Unrestricted  nd conditions not re rea, with a higher the cing. Based on the 85 ded that the speed lim eering and traffic inve 0802 of the Californi te for the above street	Sidewalk: I eadily apparent to dan average collision in 5th percentile speed, nit be lowered to 25 million in the lowered to 25 mill	Both Sides rivers: Will rate. The road collision rate nph.  DATION d above, and	dwood Dr dway runs c, diagonal	ike lanes: Nive is a rural generally no parking and	major collection the lack of	with oicycle
treet Width (ft): arking Conditions: ther considerations are central commercial a ortions of diagonal park cilities it is recommended to the basis of an engine 7, 22357, 22358 and 40 asonable and appropria	Unrestricted  nd conditions not re rea, with a higher the king. Based on the 85 ded that the speed lim eering and traffic invo	Sidewalk: I eadily apparent to dan average collision in 5th percentile speed, nit be lowered to 25 million in the lowered to 25 mill	Both Sides rivers: Will rate. The road collision rate nph.  DATION d above, and	dwood Dr dway runs c, diagonal	ive is a rural generally not parking and ance with the shereby determined by the shereby determi	major collector the lack of th	with oicycle
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#### 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.

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(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

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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.

(1) 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.

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