



Date: 11/12/2024

Honorable Mayor and Council Members:

Authors and titles: Dan P. Wilkins, Town Engineer; Blake Kloczl, Engineering Technician II

Title: **AB 413 Parking Near Crosswalks Reduction Ordinance**

Jen Callaway, Town Manager

Recommended Action: Introduce Ordinance 2024-06 reducing the minimum distance between parking spaces and crosswalks from 15 feet to 5 feet where curb extensions are present, as required by AB 413.

Discussion: On October 10, 2023, the State of California approved Assembly Bill 413 (AB 413), which amended section 22500 of the California Vehicle Code and added language pertaining to stopping, standing, or parking of a vehicle within a certain distance of the vehicle approach side of a marked or unmarked crosswalk. AB 413 went into effect January 1, 2024, prohibiting parking 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." However, AB 413 states that a local authority may choose to establish a different threshold by Ordinance if the distance is justified by established traffic safety standards and these new distance locations are marked using paint, signs, or other means to prohibit vehicles in the area.

Town Staff reviewed locations where there are established parking areas (where pavement striping delineates parking or curb extensions create a parking bay) and identified that a total of 16 parking spaces in Truckee are within the 15 or 20 foot no parking areas described in AB 413. Of the 16 identified, 10 of these are located in the Downtown Parking District.

At the February 27, 2024 Town Council meeting, Council directed Town Engineering Staff to conduct a study to identify if the AB 413 no parking zones adjacent to curb extensions could be reduced. The study included incident data analysis, traffic engineering research, and field investigation.

Staff analyzed available incident data over the past 10 years and found a total of 12 traffic incidents involving pedestrians have been reported in or adjacent to marked or unmarked crosswalks (***Attachment A***) with 5 of the incidents occurring along Bridge Street in the Downtown Parking District. None of the 12 incidents, including the 5 along Bridge Street, occurred in or adjacent to marked or unmarked crosswalks where parking currently is permitted and is located within the AB 413 threshold of 15 or 20 feet. In summary, there have been no reported incidents in the past 10 years at locations affected by the AB 413 threshold.

When creating AB 413, the State Assembly analysis referenced the National Association of City Transportation Officials (NACTO), which "recommends that intersection designers daylight intersections by removing parking within 20–25 feet of the intersection," (Source: Senate Committee on Transportation Staff Report Dated March 22, 2023). However, NACTO also recommends that "Daylighting in advance of a cross walk makes pedestrians more visible to motorists and cars more visible to pedestrians. This may be accomplished by restricting parking and/or installing a curb extension," (Source: NACTO Urban Streets Design Guide, Midblock Crosswalks). All locations within the Downtown Parking District that

would be required to restrict parking due to the new AB 413 requirements have crosswalks that are adjacent to curb extensions.

Finally, the language within AB 413 does not identify the speed limit of the road in which the 15 or 20 foot no parking restrictions are based on. Speeds within the Downtown Parking District are reduced due to physical roadway characteristics, such as 10-foot-wide travel lanes, curb extensions, on-street parking stalls, and high volume of pedestrian and slow vehicle activity, a reduction in sight distance may be warranted.

Based on no traffic incidents involving pedestrians in or adjacent to marked or unmarked crosswalks where parking would be restricted by AB 413, the NACTO recommendation for daylighting with use of curb extensions improve approaching drivers’ visibility of pedestrians crossing at crosswalks, and the reduced vehicle speeds within the Downtown Parking District due to physical roadway characteristics, the Town Engineer recommends that Council adopt an Ordinance (**Attachment B**) reducing the AB 413 no parking zone from 15 feet to 5 feet where a curb extension is present. With this new 5-foot threshold, no existing parking from the Downtown Parking District will be removed. Where curb extensions are not present, parking will be prohibited consistent with AB 413. This equates to a loss of approximately 4 established and maintained parking spaces throughout all of Truckee (**Attachment C**).

This is the first reading of this ordinance and, if approved, the second reading would occur at the next Council meeting.

Priority:

<input type="checkbox"/> Enhanced Communication	<input type="checkbox"/> Climate and Greenhouse Gas Reduction	<input type="checkbox"/> Housing
<input checked="" type="checkbox"/> Infrastructure Investment	<input type="checkbox"/> Emergency and Wildfire Preparedness	<input checked="" type="checkbox"/> Core Service

Fiscal Impact: No direct fiscal impact aside from Engineering staff time necessary to prepare the analysis, ordinance, and coordinate with private property owners to remove 4 established parking spaces.

Public Communication: None beyond this staff report.

Attachments:

Attachment A: Traffic Incidents Involving Pedestrians Map

Attachment B: Ordinance 2024-06 Prohibiting Stopping, Standing, or Parking Within Five Feet of a Marked or Unmarked Crosswalk Where Curb Extensions Are Present

Attachment C: Locations Requiring Parking Removal Map