

Town Council

David Polivy, Mayor

Jan Zabriskie, Vice Mayor

Anna Klovstad, Council Member
Courtney Henderson, Council Member
Lindsay Romack, Council Member



Department Heads

Jen Callaway, Town Manager
Andy Morris, Town Attorney
Danny Renfrow, Chief of Police
Daniel Wilkins, Public Works Director/Town Engineer
Denyelle Nishimori, Community Development Director
Nicole Casey, Administrative Services Director
Kelly Carpenter, Town Clerk
Hilary Hobbs, Assistant to the Town Manager

AB 413 Engineering Analysis

The Town of Truckee Engineering Division has performed an engineering analysis to recommend a reduction of the AB 413 no stopping, standing, or parking distance from 15 feet established by AB 413 to 5 feet. The following analysis has been conducted:

1. 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, 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.
2. 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 crosswalk 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.
3. 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 and the same length of restricted area applies whether the speeds are 55 miles per hour or 20 miles per hour. However, the purpose of the parking restriction is to provide adequate sight distance between the drivers and pedestrians at the crosswalk and lower speeds result in lower sight distance requirements. 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, thus a reduction in sight distance is appropriate.