



Administrative Report

J.3., File # PWS24-0501

Meeting Date: 3/25/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

TITLE

DISCUSSION OF AMENDMENTS TO REDONDO BEACH MUNICIPAL CODE SECTION 3-7.12 AND IMPLEMENTATION OF AB 413

EXECUTIVE SUMMARY

Assembly Bill 413 is a state law that went into effect on January 1, 2024. Also known as the “daylighting bill,” AB 413 amends the California Vehicle Code (CVC) Section 22500 to prohibit the stopping, standing, or parking of any vehicle within 20 feet of any marked or unmarked crosswalk, or 15 feet where a curb extension (bulbout) is present. In accordance with AB 413, prior to January 1, 2025 jurisdictions may only issue warnings for violations unless otherwise marked by signage or paint (red curb). In 2025, jurisdictions are allowed to enforce the provisions of AB 413 whether or not red curb and/or signage is present, similar to current parking restrictions adjacent to fire hydrants. Most cities in California have not yet communicated strategies to comply with this new state law. The City has started to receive some questions from informed residents asking how the City plans to implement this law.

Staff recommends a gradual implementation and enforcement strategy for AB 413 based on conversations with RBPB and other transportation engineers in other California cities, including discussions with Hermosa Beach and Manhattan Beach. Implementation of AB 413 would address visibility concerns at intersections.

Staff also recommends revisions to subsections of RBMC Section 3-7.12 to update and remove conflicting language. **Attachment 1** shows redlined proposed revisions to RBMC in consultation with RBPB and RBFD. **Attachment 2** provides a draft ordinance reflecting those revisions. The City Attorney’s office is currently reviewing the proposed revisions and will be ready to consider any additional recommendations provided by the PWSC.

Staff is seeking input and direction on this matter from the public and Public Works and Sustainability Commission (PWSC) prior to discussion and a potential ordinance change at City Council.

BACKGROUND

Attachment 3 is an infographic that depicts potential benefits of “daylighting” crosswalks and intersections. CVC states that legal crosswalks are present at nearly all intersections whether marked or unmarked with striping. Maintaining clear sight lines at crosswalks has been proven to reduce the frequency and severity of vehicle-pedestrian collisions and conflicts. Drivers are less likely to yield the right-of-way to pedestrians when there is not enough time and visibility to stop. Providing improved sight distance at intersections also aids driver visibility of traffic from conflicting directions, especially with the overwhelming popularity of larger and taller vehicles (SUVs) with residents, including electric vehicles that are typically heavier and faster accelerating.

AB 413 aims to “daylight” intersections for improved visibility and is now in effect across the State of California.

Forty-three other states have adopted similar laws already. Because AB 413 recently went into effect, most cities have not yet communicated plans for implementation. In New Jersey, the neighboring cities of Hoboken and Jersey City have attributed their accomplishment of zero traffic-related fatalities in 2022 to various traffic calming and safety projects, most notably the daylighting of intersections. Although both of those cities are much denser and provide more public transportation options than Redondo Beach, all three cities share characteristics with Redondo Beach such as high parking demand, relatively narrow residential streets, and an urbanized network of gridded streets.

AB 413 now prohibits parking or stopping 20 feet in advance of any legal crosswalk on the approach side, or 15 feet if a curb extension is present. The daylighting zone does not need to be marked with red curb or signed, but citation enforcement may not begin till 2025 unless red curb or signage is present. Cities may install amenities such as bicycle parking corrals or bioswales within the 15 feet daylighting zone, so long as clear sight lines are maintained. Note that red curbs are not required on the departure side of crosswalks, but City staff may mark no parking zones in those locations on a case-by-case basis based on site-specific engineering issues like visibility.

At a local level, RBMC 3-7.12 currently mandates the City Manager to paint or mark no parking zones within 30 feet of any intersection in the Central Traffic District (area bound by Beryl Street, the coast, Ruby Street, and PCH), or within 25 feet of all other intersections and crosswalks. In practice, the City has not prioritized this section of the RBMC, which is more stringent than AB 413. Proposed revisions to RBMC would modify language in the RBMC to better align with state law.

DISCUSSION

The City of Redondo Beach frequently receives requests to install stop signs and/or red curb at intersections and crosswalks due to limited sight lines and narrow streets. The City also frequently receives requests to shorten red curb to provide additional public street parking due to the high demand to park vehicles on the street. City staff intend to start complying with AB 413 as resources permit to improve transportation safety, especially for vulnerable roadway users. Due to a lack of widespread public awareness for this law and the high demand for parking in Redondo Beach, staff will prioritize implementation by painting red curbs at the following locations:

- School zone (painted yellow) crosswalks
- Signalized intersections
- Crosswalks with visibility challenges
- Crosswalks across multiple lanes of traffic in the same direction
- Crosswalks with heavier pedestrian crossing volumes
- Other crosswalks determined by engineering staff to experience higher driver/pedestrian conflicts based on engineering judgement and/or resident feedback

Like other red curb locations, enforcement may begin immediately at these locations. AB 413 allows for a shorter 15-foot no parking zone if a curb extension (bulbout) is present. Since late 2023 after AB 413 was signed, City staff have kept this provision in mind when striping new red curb where bulbouts were recently installed. Staff proposes that if the five (5) foot difference in no parking zone could potentially prevent the loss of an additional parking space, installation of a bulbout (using striping and vertical elements such as flexible posts, or using concrete, may be considered. Construction of a bulbout must also consider drainage conditions, street sweeping load, and bicycle traffic, which will vary on a case-by-case basis.

The City's transportation engineer met with RBPD's Parking Enforcement Unit to discuss education and

enforcement strategies and together determined that a gradual approach for implementation of AB 413 standards would be appropriate. RBPD would continue to issue citations for parking or standing along any red curbs, and begin an educational warning campaign on the dangers of blocking the visibility of crosswalks. RBPD will prepare and provide a brief educational flyer for drivers violating CVC 22500 where red curb and/or signage may not be present. In 2025, citations may be considered depending on the nature of the violation in accordance with state law.

The addition of red curb at many intersections is expected to result in a loss of some street parking at intersections. It is not yet known exactly how many spaces may be lost but, for comparative purposes, the City and County of San Francisco expects a total on-street parking loss of 5% if all intersection corners are painted red. San Francisco has a higher intersection density than Redondo Beach, so staff expect a similar or lower percentage of parking spaces would be affected within Redondo Beach. Nonetheless, daylighting intersections would provide valuable safety benefits to people driving, biking, and walking, and this type of parking prohibition is already in force in 43 other states.

Revisions to RBMC 3-7.12

Attachment 1 shows the proposed revisions to parking sections of the RBMC, and are summarized below. **Attachment 2** shows the proposed ordinance.

- Removal of most designated “No Parking Zones” language in Section 3-7.1203 to align with more lenient state law.
- Addition of a local parking prohibition within 10 feet of any fire hydrant.
- Removal of most of Section 3-7.1204 to provide flexibility to staff and align with Council-adopted curb policies.
- General language cleanup of Section 3-7.1205 regarding colored curb zones and current accessibility standards.
- Removal of most of Section 3-7.1206 pertaining to requests for curb color changes to provide flexibility and align with Council-adopted policies.
- Removal of Section 3-7.1210 pertaining to taxicab stands based on societal shifts surrounding ridehailing platforms (Uber, Lyft etc.)
- General language cleanup (gendered language, obsolete terminology)

For “No Parking Zones” around fire hydrants, the City currently defers to CVC 22514, which prohibits parking within 15 feet of a fire hydrant statewide, whether or not the curb is painted. CVC 22514 also allows jurisdictions to adopt a different length of “No Parking Zone.” The City’s Transportation Engineer consulted with RBFD on potential decreases to fire hydrant no parking zones and concluded that within 10 feet would be sufficient for RBFD operations (**Attachment 4**). If approved, City staff would proceed to paint red curb within 10 feet of all fire hydrants, or 20 feet in total. City staff would start with locations where the newly reduced fire hydrant red curb zone could result in an additional parking space. This would help address some of the parking loss attributed to AB 413.

COORDINATION

Coordination of this report and revisions to RBMC took place within the Public Works Department, RBFD, RBPD Parking Enforcement Unit, and the City Attorney’s Office. Communications also took place with transportation engineers at other California cities.

ATTACHMENTS

1 - Track Change Revisions to RBMC 3-7.12

- 2 - Draft Ordinance
- 3 - AB 413 Infographic
- 4 - Rbfd Concurrence with Proposed Fire Hydrant "No Parking Zones"

Ryan Liu

From: Jason May
Sent: Wednesday, January 17, 2024 7:05 PM
To: Ryan Liu; Patrick Butler
Cc: Brian Regan
Subject: RE: Fire Hydrant Red Curbs

Follow Up Flag: Follow up
Flag Status: Flagged

Ryan –

Today one of our Fire Engines went out to conduct several evolutions about the proposed 10' or 20' of red curb surrounding a fire hydrant. Here are their findings:

“After thorough evaluation, we have determined that the 10' distance is impractical. The narrowness of this distance poses challenges for the proper deployment of our large diameter hoses, potentially hindering our emergency response capabilities and risking damage to parked vehicles.

On the other hand, the 20' distance proved to be more effective and practical. We were consistently able to deploy the hose with ample room, using our current hose load, without causing any damage.

Enclosed with this email are photos depicting our operations at both the 10' and 20' distances to illustrate the difference in evolutions.

Considering these findings, I would strongly discourage allowing any vehicles to park within less than 20' (10 feet per side of the hydrant). Doing so may impede our emergency response and pose a risk of damage to vehicles.”

Please let me know if additional information would help you with the RBMC refinement.



Jason May
Division Chief
Redondo Beach Fire Department

From: Ryan Liu
Sent: Tuesday, January 16, 2024 1:40 PM
To: Jason May <Jason.May@redondo.org>; Patrick Butler <Patrick.Butler@redondo.org>
Cc: Brian Regan <Brian.Regan@redondo.org>
Subject: RE: Fire Hydrant Red Curbs

Hi Chief May,

Thanks for providing an update. We'll stand by whatever distance you deem is sufficient for your needs. We're aiming to bring this item through the political process starting around the end of February, so there is time.