

**TO: MENDOCINO COUNTY BOARD OF SUPERVISORS**

**FROM: STEPHEN F. JOHNSON, ATTORNEYFOR APPELLANT BOWER LIMITED PARTNERSHIP**

**RE: APPELLANT BOWER LIMITED PARTNERSHIP’S ADDITIONALCOMMENTS REGARDING APPEAL OF CDP\_2024-0040, COASTAL DEVELOPMENT PERMIT FOR CALTRANS TO IMPLEMENT THE GUALALA DOWNTOWN STREETSCAPE ENHANCEMENT PROJECT**

**HEARING DATE: NOVEMBER 4, 2025**

**SUBMITTED ON OCTOBER 30, 2025 VIA EMAIL:**

<https://mendocinocounty.gov/goernment/board-of-supervisors/publicengagement>

**Board of Supervisors, [bos@mendocinocounty.gov](mailto:bos@mendocinocounty.gov)**

**Clerk of the Board, [cobsupport@mendocinocounty.gov](mailto:cobsupport@mendocinocounty.gov)**

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Appellant Bower Limited Partnership (“BLP”) has the following comments regarding the Mendocino County Planning and Building Service’s Memorandum and Staff Report prepared for the Appeal of Coastal Development Permit Application CDP\_2024-0040.

**A. THE TAKING OF ON-STREET PARKING USED BY THE PUBLIC IS NOT IN CONFORMITY WITH THE PUBLIC ACCESS AND PUBLIC RECREATION POLICIES OF CHAPTER 3 OF THE COASTAL ACT.**

The County’s Appeal Memorandum states the following in Section E:

“Because portions of the proposed development are located between the public road and the sea or shoreline of any body of water, the following additional finding must be made:  
(1) The proposed development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act and the Coastal Element of the General Plan.”

The County’s memorandums, reports, and resolutions do not specifically address the following public access and public recreation policies of Chapter 3 of the California Coastal Act and the Coastal Element of the General Plan, and the project is in conflict with referenced policies:

Article 2 of Chapter 3 of the California Coastal Act addresses public access policies, and it is codified in Public Resource Code Section 30210, which states the following:

“In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities

shall be provided for all the people consistent with public safety needs and the needs to protect public rights, rights of private property owners, and natural resource areas from overuse.”

Article 2 of Chapter 3 of the California Coastal Act addresses public access policies, and it is codified in Public Resource Code Section 30211, which states the following:

“Development shall not interfere with the public’s right to access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.”

Article 2 of Chapter 3 of the California Coastal Act addresses public access policies, and it is codified in Public Resource Code Section 30212, which states in pertinent party the following:

“(a) Public access from the nearest public roadway to the shoreline and along the coast to the shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be affected. . . .”

“(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.”

Article 2 of Chapter 3 of the California Coastal Act addresses public access policies, and it is codified in Public Resource Code Section 30212.5, which states the following:

“Wherever appropriate and feasible, public facilities, including parking areas or facilities shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.”

Article 2 of Chapter 3 of the California Coastal Act addresses public access policies, and it is codified in Public Resource Code Section 30214(b), which states the following:

“It is the intent of the Legislature that the public access policies of this article be carried out in reasonable manner that considers the equities and that balances the rights of the individual property owner with the public’s constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.”

Article 2 of Chapter 3 of the California Coastal Act addresses public access policies, and it is codified in Public Resource Code Section 30214(c), which states the following:

“In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreement with private

organizations which would minimize management costs and encourage use of volunteer programs.”

Article 3 of Chapter 3 of the California Coastal Act addresses recreation policies, and it is codified in Public Resource Code Section 30223, which states the following:

“Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.”

The County’s Appeal Memorandum and other reports for this project do not specifically discuss, or otherwise, make specific findings regarding the referenced public access and public recreation policies. There are two public bluff trail access points, one few hundred feet south of the Surf Market and one generally in the middle of the town at the Surf Motel.

The 92 informal on-street parking spots that are being removed as part of this project are heavily used by people that access the bluff trail and recreate on the coast. The number and impact of removing 92 parking spaces on State Highway 1 as it relates to the Coastal Commission Policies is never addressed by either Mendocino County Staff or by Caltrans. The issue is simply glossed over as an aside with the following comments:

The Proposed Development would involve “[e]liminating informal on-street parking on SR 1. Caltrans would install No Parking Signs and Parking Lot with arrow signs to deter on-street parking in accordance with Gualala Town Plan Policy G3.6-12.” (REF-Project Description – 13<sup>th</sup> bullet)

“Shoulder areas are currently used for informal on-street parking.” (Ref- Site Characteristics-Page CPA-3)

“Shoulder use is the heaviest between the 76 gasoline station on the east side and the Surf Market on the west side.” (Ref- Site Characteristics-Page CPA-3).

The County argues that eliminating on-street parking is required by the Coastal Plan. The Staff Report states: “The project area is within the Iversen Road to Sonoma County Line Planning Area regulated by Coastal Element Section 4.12. Policy 4.12-4 requires the County to initiate an amendment of Section 15.12.040(B) of the County Code to prohibit parking on Highway 1 between Old State Highway and Ocean Drive. This amendment has not yet been pursued by the County, but the proposed project would deter informal on-street parking along SR 1 by installing no parking signs.” (REF- Land Use and Planning Areas – CPA-5).

The reduction of public parking will negatively impact access and use of the Gualala bluff trail and recreational use of the coast. It will limit the ability of users to park in this area, which may negatively impact other areas along the coast, and it will also significantly reduce the ability of automobiles and recreational users towing boats or trailers from parking in the area in order to access the coast because such vehicles require parallel parking or pull-through parking spaces, which do not exist in Gualala

The impact of the elimination of all publicly used on-street parking is not addressed at all in the project evaluation. There is no discussion as to why the elimination of such publicly used parking is not in conflict with the referenced Chapter 3 Coastal Commission public access and recreation policies. The Coastal Commission's major policy goals are to enhance public access to the coast and to avoid negatively impacting the fragile environmental resources of the coast. The removal of 92 parking spaces jeopardizes both of these goals, and they must be properly addressed and mitigated.

**B. THE TAKING OF ON-STREET PARKING USED BY THE PUBLIC IS NOT IN CONFORMITY WITH OTHER POLICIES OF THE COASTAL ACT.**

The County's memorandums, reports, and resolutions do not specifically address the following coastal act policies, and these policies are in conflict with the project:

Article 6 of Chapter 3 of the California Coastal Act addresses coastal resource planning and management policies, and it is codified in Public Resource Code Section 30252, which states the following in pertinent part:

"The location and amount of new development should maintain and enhance public access to the coast by "(4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, . . ."

Article 6 of Chapter 3 of the California Coastal Act addresses coastal resource planning and management policies, and it is codified in Public Resource Code Section 30253, which states the following in pertinent part:

"New development shall do all of the following: . . .(d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses."

Article 6 of Chapter 3 of the California Coastal Act addresses coastal resource planning and management policies, and it is codified in Public Resource Code Section 30254, which states the following in pertinent part:

"Where existing or planned public works facilities can accommodate only a limited amount of new development, services of coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development."

Article 1 of Chapter 3 of the California Coastal Act addresses coastal resource planning and management policies, and it is codified in Public Resource Code Section 30200(a), which states the following in pertinent part:

“Consistent with the coastal values cited in Section 30001 and the basic goals set forth in Section 30001.5, and except as may be otherwise specifically provided in Chapter 6 (commencing with Section 30500), and the permissibility of proposed developments subject to the provisions of this division are determined.”

Article 1 of Chapter 3 of the California Coastal Act addresses coastal resource planning and management policies, and it is codified in Public Resource Code Section 30200(b), which states the following:

“Where the commission or any local government implementing the provisions of this division identifies a conflict between the policies of this chapter, Section 30007.5 shall be utilized to resolve the conflict and the resolution of such conflicts shall be supported by appropriate findings setting forth the basis for the resolution of identified policy conflicts.”

Chapter 1 of the California Coastal Act addresses findings and declarations and general provisions, and it is codified in Public Resource Code Section 30007.5, which states the following:

“The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be protective, overall, than specific wildlife habitat and other similar resource policies”

As previously discussed, the reduction of public parking will negatively impact access and use of the Gualala bluff trail and the coast. It will limit the ability of users to park in this area, which may negatively impact other areas along the coast because such users may be pushed out of this more urban area into a more isolated and environmentally sensitive area along the coast. Additionally, the lack of parking could lead to additional miles being driven along the coast, which is contrary to the County and Coastal Commission’s professed policy of limiting vehicle miles driven. The removal of on-street parking will also significantly reduce the ability of automobiles and recreational users towing boats or trailers from parking in the area in order to access the coast, as there is no other suitable parking available.

The impact of the elimination of all publicly used on-street parking is not addressed at all in the project evaluation as it relates to the referenced Coastal Commission policies. There is no discussion as to why the elimination of such publicly used parking is not in conflict with the referenced Coastal Commission and legislative policies. The Coastal Commission’s major policy goals are to enhance public access to the coast and to avoid negatively impacting the fragile environmental resources of the coast. The removal of 92 parking spaces jeopardizes both of these goals, and they must be properly addressed and mitigated.

Additionally, the County and Caltrans have completely failed to evaluate the project's impact on Gualala's services, basic industries, economic health, and public and commercial recreation, as required under Public Resource Code Section 30254, which states the following in pertinent part:

“Where existing or planned public works facilities can accommodate only a limited amount of new development, services of coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.”

The impact of the elimination of all publicly used on-street parking is not addressed at all in the project evaluation as it relates to the referenced Coastal Commission policies. The Surf Mark is a grocery store that is an essential public service and basic industry that is vital to the area, however the projects' negative impacts on its operation are not addressed in the reports or otherwise evaluated. There is no discussion as to why the elimination of such publicly used parking is not in conflict with the referenced policies. The Coastal Commission's major policy goals are to enhance public access to the coast and to avoid negatively impacting the fragile environmental resources of the coast. The removal of 92 parking spaces jeopardizes both of these goals, and they must be properly addressed and mitigated.

**C. THE REMOVAL OF ON-STREET PARKING IS LIKELY TO INCREASE TRAFFIC SPEED AND MAKE THE HIGHWAY MORE DANGEROUS.**

The removal of on-street parking shall likely increase the speed of traffic, and it will likely reduce pedestrian comfort level near the highway, thereby negatively impacting safety.

On-street parking can assist in achieving lower operating speeds by constricting driver experience with increased side friction, according to the “Caltrans's Traffic Calming Guide, A Compendium of Strategies, p. 56,” which in pertinent part is attached in Exhibit A. On-street parking can result in a “1-5 mile per hour reduction, with 2-3 mile per hour reduction being the most common.” (Caltrans's Traffic Calming Guide, A Compendium of Strategies, p. 57.)

The use of on-street parking in order to lower the speeds of traffic is also promoted in the Department of Transportation's Federal Highway Administration Safety Programs For Speed Management Safety, which in pertinent part is attached in Exhibit B. The referenced Federal Highway speed management document also states that “parked vehicles can serve as a buffer between moving vehicles and pedestrians on the sidewalk; this buffer provides a comfort level that is welcome for pedestrians, especially in an active commercial district.”

Based on the referenced documents, it is quite likely that this project may result in an increase of traffic speeds, thereby making the Highway more dangerous for drivers and pedestrians. Both the County and Caltrans should be evaluating this issue in detail, and their reports should have made specific findings on this very important safety issue.

**D. THE COUNTY'S APPROVAL OF THE PROPOSED PROJECT PURSUANT TO GUALALA TOWN PLAN REPRESENTS A REGULATORY TAKING THAT JUSTIFIES BLP FILING AN INVERSE CONDEMNATION ACTION AGAINST THE COUNTY.**

The area that is used for on-street parking is owned by BLP. Caltrans does not own, or otherwise have a deeded easement, or prescriptive easement, over the BLP property that patrons and the public use for on-street parking.

The County's Appeal Memorandum states in part, in paragraph A, the following:

"The Gualala Town Plan ("GTP") was adopted in 2002. GTP Section 3.6 established nineteen (19) policies related to circulation, parking, and pedestrian access." "GTP Policy G3.6-4 established a streetscape cross-section for State Route 1 ("SR-1") with a minimum of eighty (80) foot right-of-way as shown in the figure below. However, a narrower right-of-way was desired to avoid potentially costly acquisition of additional land. Caltrans currently maintains SR-1 through Gualala under a prescriptive easement. The current right-of-way width varies between fifty-one (51) and one hundred six (106) feet through the project area."

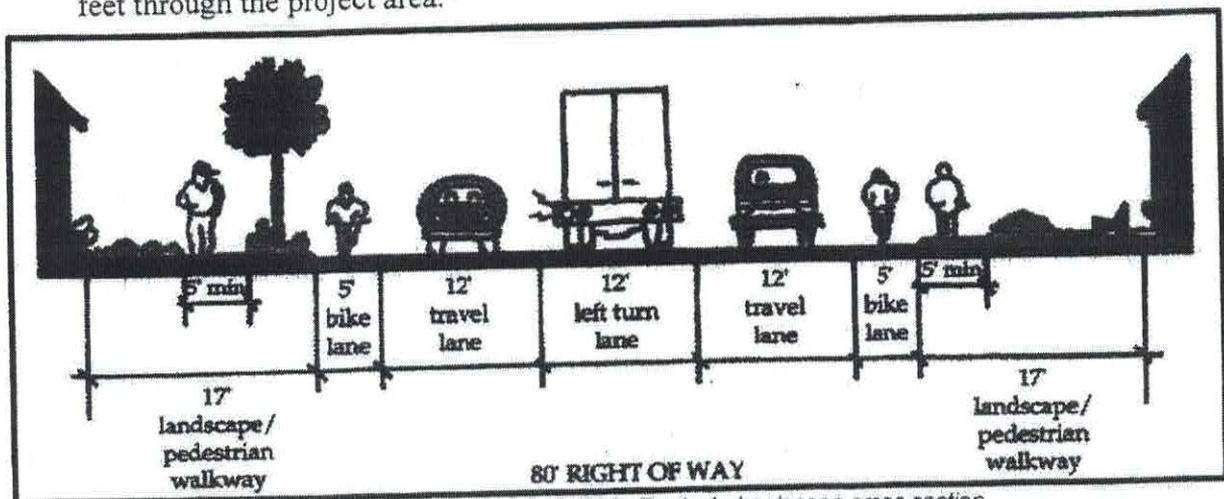


Fig 1. 2002 Gualala Town Plan State Route 1 streetscape cross section.

GTP Policy G3.6-12 provides that "no on-street parking shall be permitted on Highway 1."

The County's Appeal Memorandum states the following in section F(1):

"The policies of the Gualala Plan have themselves been in existence for decades and are intended to guide the development of Gualala. The proposed project simply implements those previously adopted policies, including the elimination of on-street parking along State Route 1. Policy decisions were made by the County through the adoption of the Gualala Town Plan regarding on-street parking along State Route 1, and there has been no formal effort to amend the Gualala Town Plan to provide different policies."

The Fifth Amendment to the United States Constitution prohibits a taking of property for public use without just compensation. The Supreme Court has articulated two circumstances that constitute a categorical taking: where the regulation allows a permanent physical invasion of the property or where the regulation deprives the owner of all economically viable use. (*Lucas v. South Carolina Coast Council* (1992) 505 U.S. 1003, 1015.) In *Penn Central Transp. Co. v. New York City* (1978) 438 U.S. 104, 123, the Supreme Court discussed noncategorical takings. The court observed, “[T]he Fifth amendment’s guarantee . . . [is] designed to bar Government from forcing some people alone to bear public burdens which, in all fairness and justice, should be borne by the public as a whole. . .” The court stated that whether a regulation becomes a taking under this standard will rest on an ad hoc factual inquiry in the particular circumstances of the case. (*Id.*, at 124.) It is only when a regulation goes “too far” that it becomes a taking. (*Penna. Coal Co. v. Mahon* (1922) 26 U.S. 393, 415.)

A property owner has an action for inverse condemnation whenever a valuable property right is appropriated or impaired by a public entity. (*Holtz v. Superior Court* (1970) 3 Cal. 3d 296, 303.) The action lies for the taking of or damage to real property, personal property, or the taking or damage to intangible interests such as the right to conduct a business or the goodwill of a business. (*Horne v. Department of Agriculture* (2015) 135 S. Ct. 2419, 2425; Code of Civil Procedure § 1263.510.)

For a claim to be ripe, there must be a final authoritative determination from the local agency regarding the application of its regulation to the owner’s property. (*Palazzolo v. Rhode Island* (2001) S. Ct. 2448, 2458-2459.) To be final, a decision must: (1) relate to how the property may be used; and (2) respond to the local agency’s discretion to reduce the impact of its regulation as to a particular parcel of property. (*Tahoe-Sierra Preservation Council, Inc. v. Tahoe Regional Planning Agency* 322 F. 3d 1064, 1085-1086 (9<sup>th</sup> Cir. 2003).)

In this case the GTP Policy G3.6-4 established a streetscape cross-section for State Route 1 with a minimum of eighty (80) foot right-of-way as shown in the above-referenced figure, which requires a taking of private property. GTP Policy G3.6-12 prohibits “on-street parking” that is located on private property.

If the County approves this project pursuant to the County approved Gualala Town Plan, then the County shall be committing a regulatory taking of BLP’s private property, and an action will be “ripe” for filing because the County’s no parking regulations will now be specifically applied to BLP’s use of its private property. Thereafter, BLP shall be in position to file an inverse condemnation action against the County of Mendocino for a regulatory taking of its private property, and it may seek damages, attorney fees, costs, and expenses, pursuant to Code of Civil Procedure § 1036.

The County’s Gualala Town Plan has not been updated for 23 years, and it is outdated. The GTP should not be relied upon, and new plan needs to be adopted. The County should carefully evaluate whether it may avoid or reduce the impact of the no-parking policy in Gualala Town Plan, as the implementation and enforcement of the no parking policy in this project will be a regulatory taking of private property by the County.

## **E. LANDSCAPING MUST BE INCLUDED IN THE PROJECT.**

The County's Appeal Memorandum states in section F(7) that "Staff believes that the project may be approved by the Board in its current form without landscaping." This is incorrect, and if the County and Caltrans can ignore the landscaping aspect of the Gualala Town Plan, then it calls into question why other aspects of GTP are required to be adhered to under this project.

The Gualala Town Plan requires street landscaping, and it is not optional. GTP Policies G3.4-26 – 4-30, require street landscaping.

GTP Policy G3.4-22, states that development shall provide as much landscaped area as feasible, including along street frontages. Policy G3.4-26 states that "landscaping along Highway 1 and local roadways shall provide an aesthetic complement to the pedestrian walkways and partial screening of parking areas and/or buildings."

GTP Policy G3.4-30, states that "Highway 1 medians and embankments should be landscaped with ground level shrubs and herbaceous plants." Per Policy G3.6-16, "landscaping shall be provided along all pedestrian walkways to create attractive and usable pedestrian corridors. Though included in past alternatives for this project, landscaping has been removed from the proposed development." (REF- Page CPA-12 of Staff Report).

The inclusion of landscaping is feasible as the County and Caltrans have the resources to plant and maintain the landscaping, however they are both actively choosing not to comply with this requirement. If this was a private project, the County would definitely require the inclusion of such landscaping, and such requirements should not be waived simply because public agencies do not wish to abide by the requirement.

## **F. THE INITIAL STUDY WITH NEGATIVE DECLARATION THAT WAS CIRCULATED FOR PUBLIC COMMENT INCLUDED LANDSCAPING, HOWEVER THE COUNTY AND CALTRANS UNILATERALLY REMOVED LANDSCAPING FROM THE PROJECT WITHOUT RECIRCULATING IT FOR ADDITIONAL PUBLIC COMMENT.**

Caltrans's Initial Study with Negative Declaration (The Initial Study) for the project provides in Paragraph 1.2, which is labelled as the "Project Description," with a sub-heading of "Project Objectives," that "[t]he project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project." The description goes on to describe the landscaping elements for the sidewalks and the medians, and it states, "assuming a maintenance agreement is executed to maintain the landscaping."

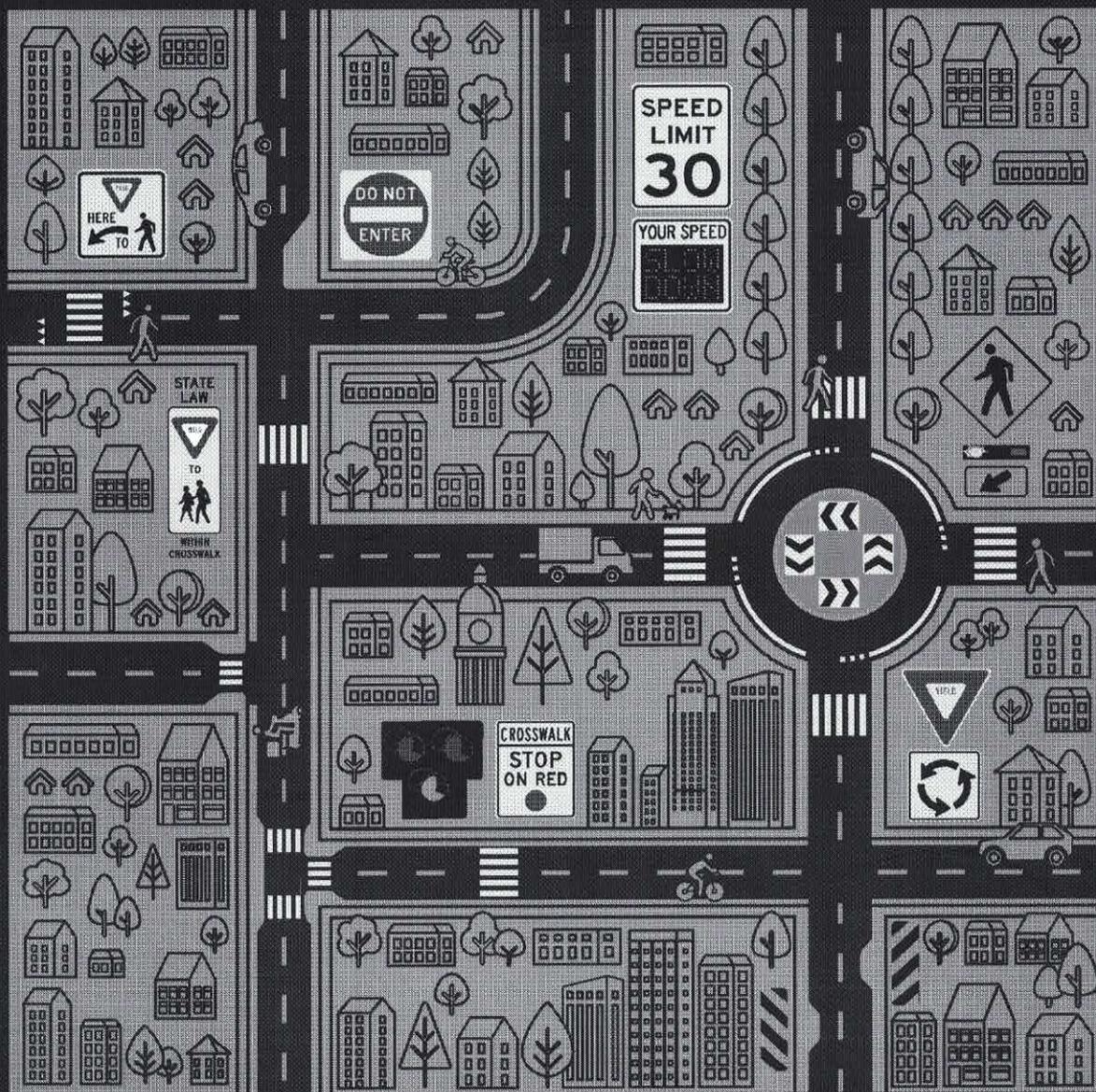
The Initial Study was circulated to the public between July 8, 2019, through August 8, 2019. At the time of circulation, landscaping was part of the project, and it continued to be part of the project until it was summarily announced at the County project approval hearing on June 26, 2025, that landscaping was no longer a part of the project.

If, subsequent to the commencement of public review and interagency consultation, but prior to the final EIR certification, the lead agency adds “significant new information” to an EIR, the agency must issue new notice and must “recirculate” the revised EIR, or portions thereof, for additional commentary and consultation. (Public Resources Code § 21092.1; CEQA Guidelines § 15088.5; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal. 4<sup>th</sup> 1112.) The revised environmental document must be subjected to the same “critical evaluation that occurred in the draft state,” so that the public is not denied “an opportunity to test, assess, and evaluate the dated and make an informed judgment as to the validity of the conclusions to be drawn therefrom.” (*Sutter Sensible Planning, Inc. v. Board of Supervisors* (1981) 122 Cal. App. 3d 813, 822.)

The removal of landscaping from the project represents significant new information that effectively changed the project description and objectives in the Initial Study. This change in the Initial Study and project may result in a significant environmental impact, and at a minimum, the Initial Study should have been amended to reflect the removal of landscaping from the project. Thereafter, the revised Initial Study should have been recirculated for public review and public comment. The County’s decision to announce this change at the June approval hearing and its failure to amend the Initial Study and recirculate it for public comments violates Public Resources Code § 21092.1, and CEQA Guidelines § 15088.5.

#### **G. CONCLUSION.**

The Board of Supervisors must deny this project as presented due to the County’s and Caltrans’s failure to adequately address, evaluate, and otherwise comply with, the referenced Coastal Commission Policies, the Gualala Town Plan, and the California Environmental Quality Act.



# Traffic Calming Guide

A Compendium of Strategies

California Department of Transportation



EXHIBIT A

## ***On-Street Parking***

### **Description**

On-street parking can assist in achieving lower operating speeds by constricting driver experience with increased side friction. On-street parking may also be used as bikeway separation from the traveled lane, which enhances bicyclist comfort by providing physical separation from motor vehicles as well as providing traffic calming. On-street parking can either be parallel or angled, parallel parking provides more potential for speed reductions. Typical applications can include parking on both sides of the roadway, either side, or alternating from one side to the other for a chicane effect. On-street parking can be combined with other traffic calming measures.



**Back-Angled Street Parking (SR99 in Live Oak, CA)**

### **Placement**

Appropriate at midblock location or near an intersection. Parking should be prohibited within close proximity to an intersection to allow for adequate corner sight distance. Curb extension can be implemented to allow for on-street parking, while offering a shorter crossing distance for pedestrians

**Functional Classification:** Principal Arterials, Minor Arterials, Collectors, and Local Roads

**Maximum Posted Speed Limit:** Appropriate for common urban speed limit. Consider providing

## **Performance**

**Speed Reduction:** 1-5 MPH reduction, with 2-3 MPH being the most common (FHWA)

**Volume Reduction:** Little to no impact

**Impact on Emergency Response:** Nominal

**Mobility Impact:** Analysis of impacts to the project area or roadway network that is consistent with HCM (Chapters 15, 16, 18, 29, and 30) methodologies should be conducted

## **Maintenance Considerations**

- Consider impact on-street sweeping or snow plowing operations

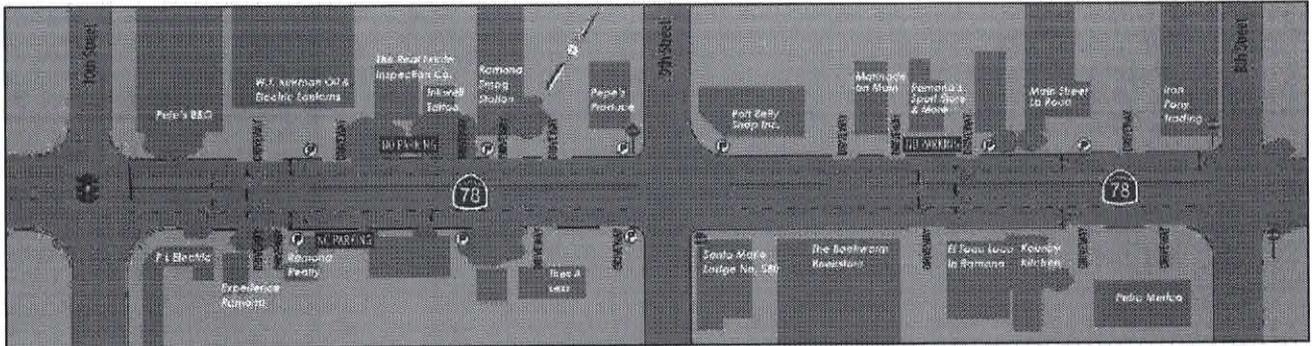
## **Other Considerations**

- Requires local agency enforcement of no parking regulatory signage during plowing or sweeping operations
- Coordination with local agencies may be necessary to remove, change, or enforce parking
- May impact road user visibility and sight distance at driveways, alleys, and intersections
- If paired with bike lane, consider bike lane buffer and/or wider bike lane to protect cyclists from car doors
- Reduces effective width of roadway if more than half of a block-face is occupied
- Can be paired with curb extensions or bulb-outs to protect parking
- Parallel parking preferred for speed reduction
- Consider parking demand and back-in angle street parking
- Provides protective buffer between pedestrians and moving traffic
- Requirements from HDM Chapter 300 should be considered depending on project scope
- ADA-compliant spaces may be necessary depending on context. Refer to DIB 82
- Consult with the District Traffic Safety Engineer and/or the District Bicyclist and Pedestrian Safety Engineer for the implementation of this measure

## **References**

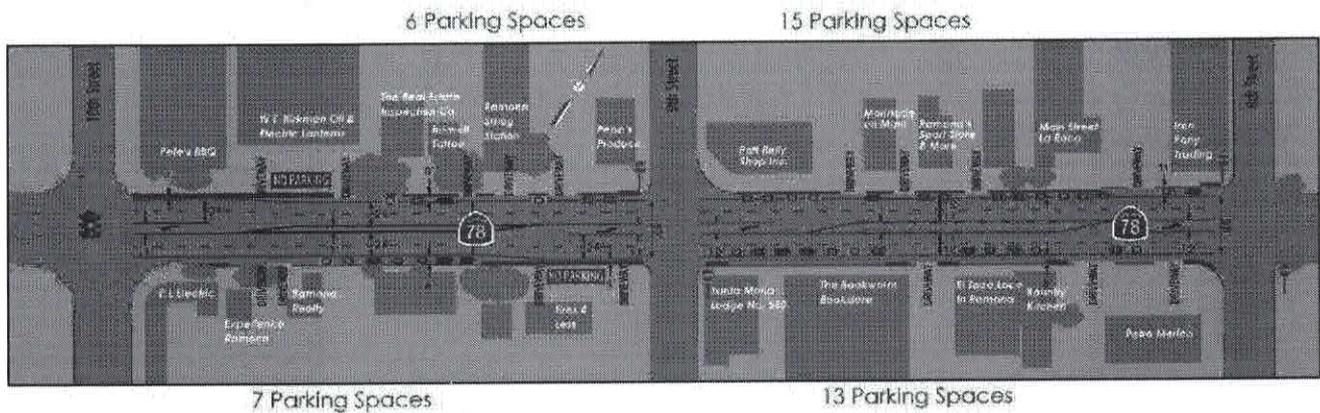
1. [Highway Design Manual \(HDM\) - Chapter 300](#)
2. [Traffic Calming ePrimer - FHWA](#)
3. [Traffic Calming Fact Sheet - ITE](#)
4. [Highway Safety Manual - AASHTO](#)
5. [Highway Capacity Manual 7th Edition - The National Academies Press](#)
6. [California MUTCD - Caltrans](#)

### Sample Project



**Before Project**

- NO PARKING allowed on both sides of the street between 9th and 10th
- NO PARKING allowed on the westbound side of the street between 8th and 9th



**After Project**

- Parallel parking spaces for 21 vehicles on the westbound side and 20 on the eastbound side provided

#### Project Description:

41 additional parking spaces have been provided that were previously designated as no parking areas along State Route 78 in Ramona, California. This feature was implemented in addition to road diet implementation that narrowed the roadway to reduce vehicle speeds.

Portions of the Department of Transportation are currently in shutdown/furlough status due to a lapse in appropriations. Please continue to monitor this page for updates on DOT's operating status.

United States Department of Transportation

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## Speed Management

Speeding - traveling too fast for conditions or exceeding the posted speed limits - is a contributing factor in 29 percent of all fatalities. In 2022, there were 42,514 fatalities on our Nation's roadways, of which 12,151 were speeding-related. This represents a decrease of 3 percent from 12,498 speeding-related fatalities in 2021. Additionally, there were an estimated 300,595 people injured (13% of total people injured) in speeding-related traffic crashes in 2022. Speeding is a safety concern on all roads and for all road users. Although much of the public concern about speeding has been focused on high-speed interstates, in 2022 only 13 percent (1,637) occurred on interstate highways, rural and urban combined, while 87 percent of speeding-related fatalities occurred on non-interstate roadways. Speeding is a complex issue involving engineering, driving behavior, education, and enforcement. FHWA is the lead agency accountable for the engineering actions.



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U.S. DEPARTMENT OF TRANSPORTATION

**Federal Highway Administration**

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### 3.19 On-Street Parking

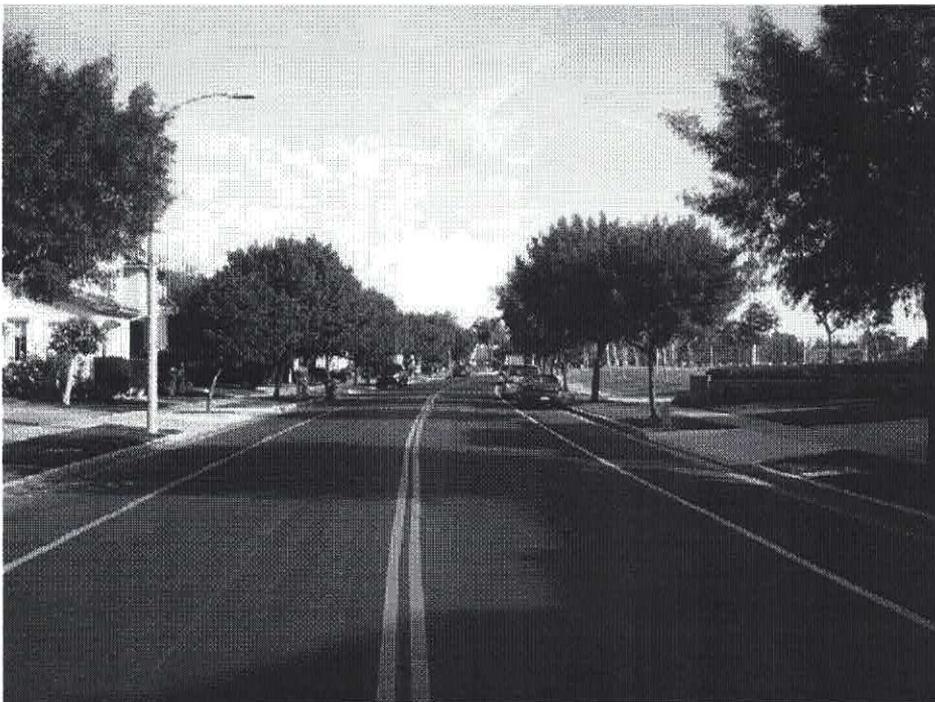
#### ***DESCRIPTION AND GENERAL PURPOSE***

On-street parking can effectively narrow the roadway travel lanes by adding side friction to the traffic flow (see Figure 3.19.1). On-street parking can be allowed on one or both sides of a roadway. Or parking zones can be strategically located on alternate sides of a roadway to create a chicane effect.

Whether on-street parking can be an appropriate traffic calming measure is a direct function of its actual or potential usage (i.e., parking demand). In order for the presence of on-street parking to be an effective and safe traffic calming measure, it must be occupied with parked vehicles during the time when traffic calming is desired.

The different types of on-street parking (parallel and both front-in and back-in angled) have different horizontal width effects and operational effects.

Both parallel and angle vehicle parking can be protected through the use of protected parking bays or the use of a complementary traffic calming measure such as a corner extension, midblock choker, or chicane.



**Figure 3.19.1. On-Street Parking Near Residences and Park**  
 (Source: Robert Kahn)

**Traffic Calming ePrimer**

**APPROPRIATE APPLICATION**

| <b>Appropriate Application – On-Street Parking</b> |  |
|--|--|
| <b>Type of Street</b>                              | Appropriate for arterial, collector, and local streets in an urban or suburban setting (see Figure 3.19.2)   |
| <b>Intersection or Roadway Segment</b>             | Appropriate as a midblock measure and near an intersection   |
| <b>Roadway Cross-Section</b>                       | Can be used on a one-way or two-way street<br><br>Preferable to have an urban cross-section (i.e., curb and gutter)<br><br>Can be applied both with and without a bicycle facility; the combination of parking and bicycle facilities may require extra width to protect bicyclists from car doors |
| <b>Speed Limit</b>                                 | Can be appropriate for any common urban speed limit, provided an adequate shy distance is provided between the travel lane and the parking lane  |
| <b>Vehicle Traffic Volume</b>                      | Can be appropriate at all levels of traffic volume   |
| <b>Emergency Route</b>                             | Can be appropriate along a primary emergency vehicle route or street that provides access to a hospital or emergency medical services  |
| <b>Transit Route</b>                               | Can be appropriate along a bus transit route   |
| <b>Access Route</b>                                | Can be appropriate along a primary access route to a commercial or industrial site   |
| <b>Grade</b>                                       | Can be installed on a crest vertical curve only if there is adequate stopping sight distance or if appropriate warning signs are provided<br><br>Maximum grade should comply with local standards and criteria   |



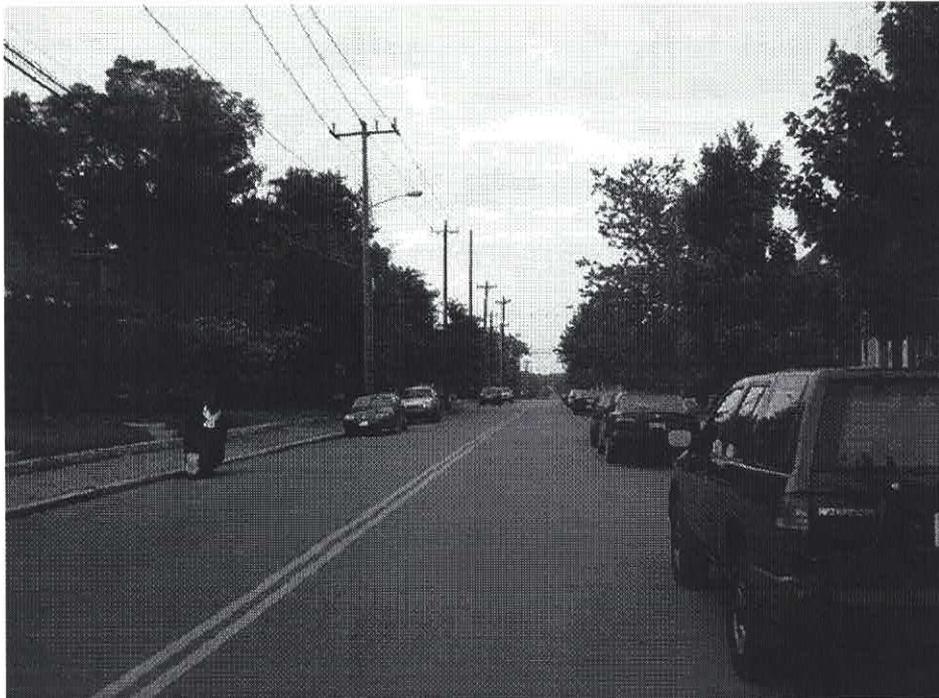
**Figure 3.19.2. On-Street Parking in a Commercial Business District**

(Source: Omni-Means, Ltd.)

**EFFECTS AND ISSUES**

| <b>Effects and Issues - On-Street Parking</b> |   |
|---|---|
| <b>Vehicle Speed</b>                          | <p>Can slow traffic by reducing effective travel lane width; typical reduction in speed ranges between 1 and 5 mph, with reduction of 2 to 3 mph being the most common</p> <p>Most pronounced effect on speed occurs on a narrow two-way street with parking on both sides (see Figure 3.19.3)</p> <p>If half or more of the block face is not occupied by parked vehicles, the effect on vehicle speeds lessens and is negligible; the use of corner extensions or chokers could counter the effect of "open" parking spaces</p> |
| <b>Vehicle Volume</b>                         | <p>Little effect on traffic volumes</p>   |
| <b>Pedestrian Safety and Mobility</b>         | <p>Little effect on number and severity of pedestrian/vehicle conflicts, except for the movement of persons to and from a parked vehicle</p> <p>Parked vehicles can serve as a buffer between moving vehicles and pedestrians on the sidewalk; this buffer provides a comfort level that is welcome for pedestrians, especially in an active commercial district</p> <p>Pedestrians moving between and around parked vehicles may be difficult to see for a motorist</p>  |
| <b>Bicyclist Safety and Mobility</b>          | <p>Can provide a designated bicycle lane or shared lane markings (sometimes known as a sharrow) with appropriate signage; presence of a designated bicycle lane between parked vehicles and travel lanes reduces the traffic calming effects of on-street parking</p> <p>The combination of parking and bicycle facilities may require extra width to protect bicyclists from car doors</p>   |

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|--|--|
| <b>Motorist Safety and Mobility</b>          | Likely to have minimal effect on motorist mobility and safety Minimal impact on motorist comfort   |
| <b>Emergency Vehicle Safety and Mobility</b> | Retains sufficient width to allow for continued flow of emergency vehicles   |
| <b>Large Vehicle Safety and Mobility</b>     | Retains sufficient width to allow for continued flow of large vehicles like combination trucks<br>Refer to Module 5 for additional discussion  |
| <b>Accessibility of Adjacent Property</b>    | Improves accessibility of adjacent property  |
| <b>Environment</b>                           | Can be developed in combination with landscaping enhancements on corner extensions and chokers   |
| <b>Design Issues</b>                         | Parallel parking is generally the preferred configuration to achieve vehicle speed reduction<br>Angle parking is likely to be safer in a setting where pre-implementation traffic speeds are already low |



**Figure 3.19.3. On-Street Parking on a Collector Street**  
(Source: Marshall Elizer)

### ***ADDITIONAL DESIGN CONSIDERATIONS***

On-street parking can be protected by a curb extension.

For a bicycle lane placed between the parking lane and the travel lane, the preferred bicycle lane width is 6 feet, with a minimum of 5 feet (see Figure 3.19.4). A width of up to 7 feet may be desirable if adjacent to a narrow parking lane with high parking turnover.