



THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: January 30, 2025

TO: Distribution

FROM: Rania Amen, City Engineer and Director, Engineering and Capital Projects Department

SUBJECT: Assembly Bill No. 413 – Amendment of Section 22500 of California Vehicle Code Daylighting

A. BACKGROUND:

Assembly Bill No. 413 (AB 413) amends the California Vehicle Code to prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or within 15 feet of any crosswalk where a curb extension is present.

AB 413 is aimed at increasing pedestrian and bicyclists' safety by prohibiting the stopping, standing or parking a vehicle at a set distance from the approach side of a crosswalk regardless of curb markings or signage. This is a safety measure known as "daylighting."

Daylighting is based on the concept that safety is improved by removing parked cars next to crosswalks to increase pedestrian and vehicle visibility. By keeping the area next to crosswalks clear, people walking and people driving or riding on the street can see each other better. Daylighting is considered a best practice and is a frequently used tool in cities across the country.

AB 413 was signed into law in 2023 and became effective January 1, 2024. However, prior to January 1, 2025, only warnings may be issued for violations.

Starting on January 1, 2025, it will be illegal in California to park within 20 feet of the approach of any marked or unmarked crosswalk, or within 15 feet of any crosswalk where a curb extension is present, even if the approach does not have any red curbs painted. California Assembly Bill 413 was signed into law in October 2023 and replicates the law in other states that similarly require people not to park right next to any crosswalk. Specifically, the law:

1. Creates a new section of the California Vehicle Code, CVC 22500(n), which prohibits 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 with a curb extension anywhere in California.
2. On a two-way street, only the space on the right-side approaching a crosswalk as one is driving is affected. However, on a one-way street, both the left and the right curb areas 20 feet from the crosswalk are no stopping zones.

B. IMPLEMENTATION STRATEGIES:

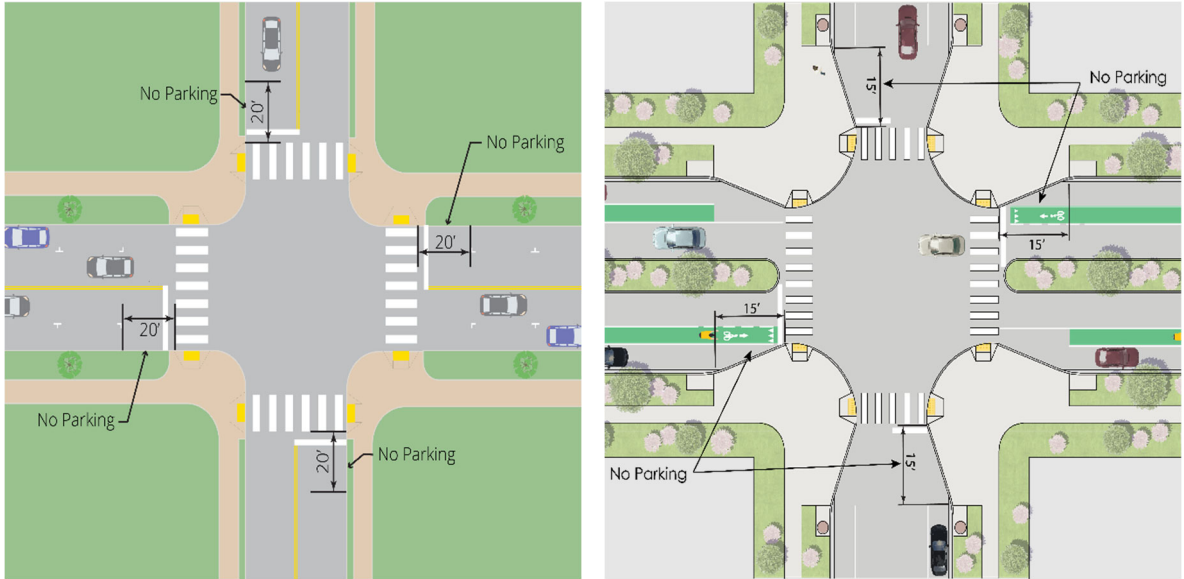
This memo applies to all marked and unmarked crosswalks Citywide regardless of street classification. A marked crosswalk is defined per the California Vehicle Code (CVC) as, “Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.” An unmarked crosswalk is defined per the CVC as, “That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.”: For additional guidance on determining the existence of an unmarked crosswalk at an intersection, see attached Figure 105.6 from the Highway Design Manual.

1. **Effective January 1, 2025, red curb should be included in all City Capital Improvement Projects (CIP) at 60% design or less and all private development projects seeking permits.** Private development projects with permits will be required by law to comply with AB 413.
2. The City of San Diego is developing strategies to evaluate intersections throughout the City and identify locations that warrant modifications to be consistent with the new law. This includes marked and unmarked crosswalks at intersections and midblock crosswalks. Midblock ramps constructed for the purpose of access to an accessible parking space would not be subject to the requirements of this law.
3. These efforts have begun in areas with designated parking spaces and parking meters in what are now no-parking zones under AB 413. The City has removed all conflicting meters and installed red curb to make clear that parking is no longer allowed in those spaces, and will continue to remove designated parking spaces within the no-parking zone.
4. Projects currently in construction will be evaluated to determine if modifications will be implemented at crosswalks.
5. Projects currently in design will evaluate intersections and implement modifications to be consistent with the new law.
6. Locations where this does not apply:
 - a) Directional alley crossings.
 - b) Streets without sidewalks.

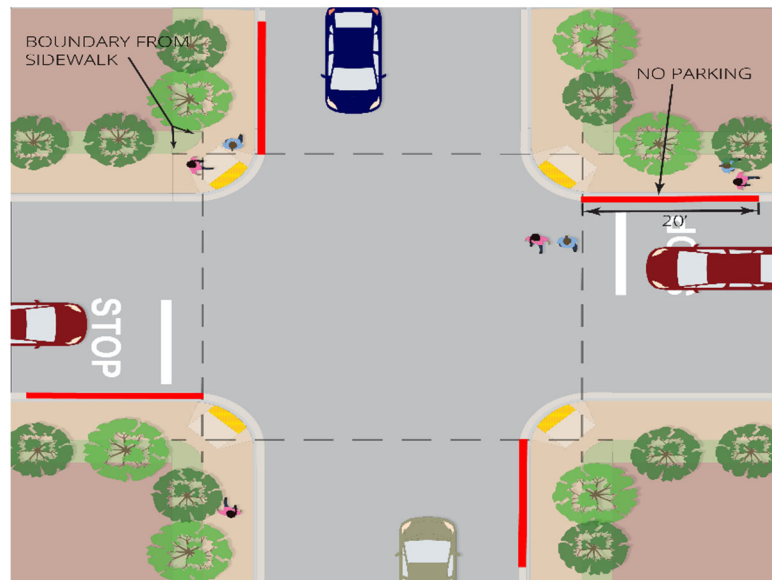
C. CRITERIA FOR DELINEATING:

The following criteria shall be used as guidance for delineating no parking at approaches to marked crossings.

1. All marked crossings shall be marked with a red curb for 20 feet, or 15 feet with a curb extension, on the approach side of the street.



- a) Red curb delineation shall begin at the approach edge of the painted crosswalk.
 - b) The 20-foot no-park area may be utilized for designated bicycle and scooter parking at the City Engineer’s discretion.
 - c) Any conflicting colored curb zone should be relocated outside of the 20 foot no-park area, as feasible, at the discretion of the City Engineer.
 - d) Some approaches may have signage added.
2. All unmarked crossings shall be marked with a red curb for 20 feet, or 15 feet with a curb extension, on the approach side of the street.



- a) Red curb delineation shall begin at the extension of the back of the sidewalk on the intersecting street.
- b) The 20-foot no-park area may be utilized for designated bicycle and scooter park at the City Engineer’s discretion.

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This guidance shall be used in conjunction with the most current and adopted City Standards, along with applicable laws, regulations, and requirements.

For technical assistance on this guidance, you may contact Engineering and Capital Projects Department at engineering@sandiego.gov.

Please note that regardless of signage or curb markings, it is a violation to park in the “daylighted” areas and that starting January 1, 2025, warnings may be issued, and citations may be issued 60 days after January 1st.



Rania Amen
City Engineer & Director of Engineering and Capital Projects Department

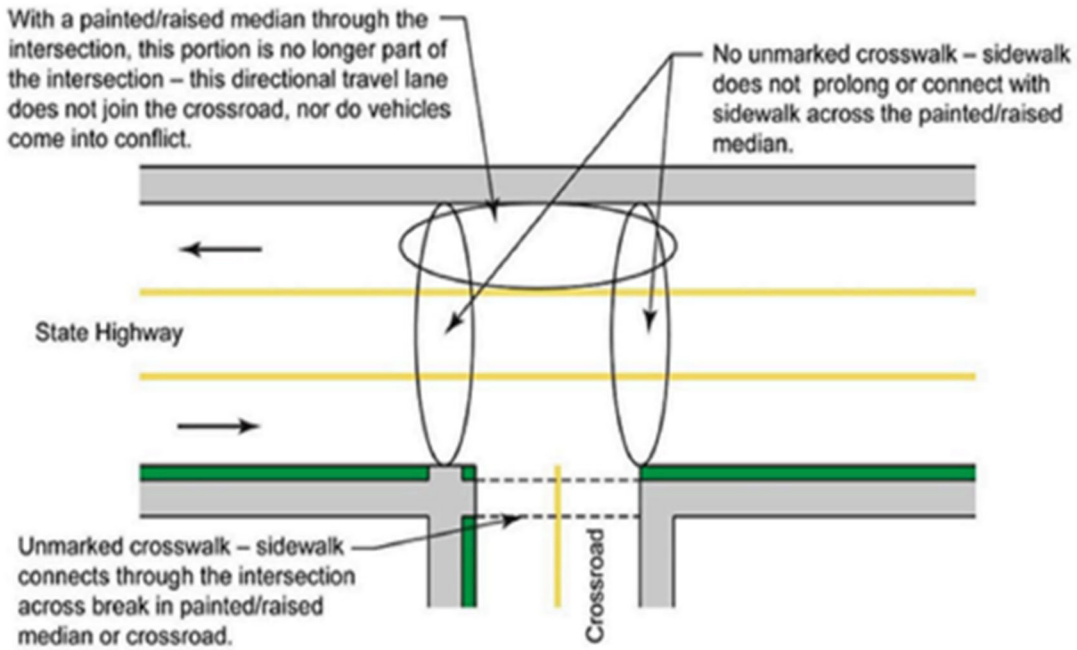
Attachments:

1. Highway Design Manual Figure 105.6

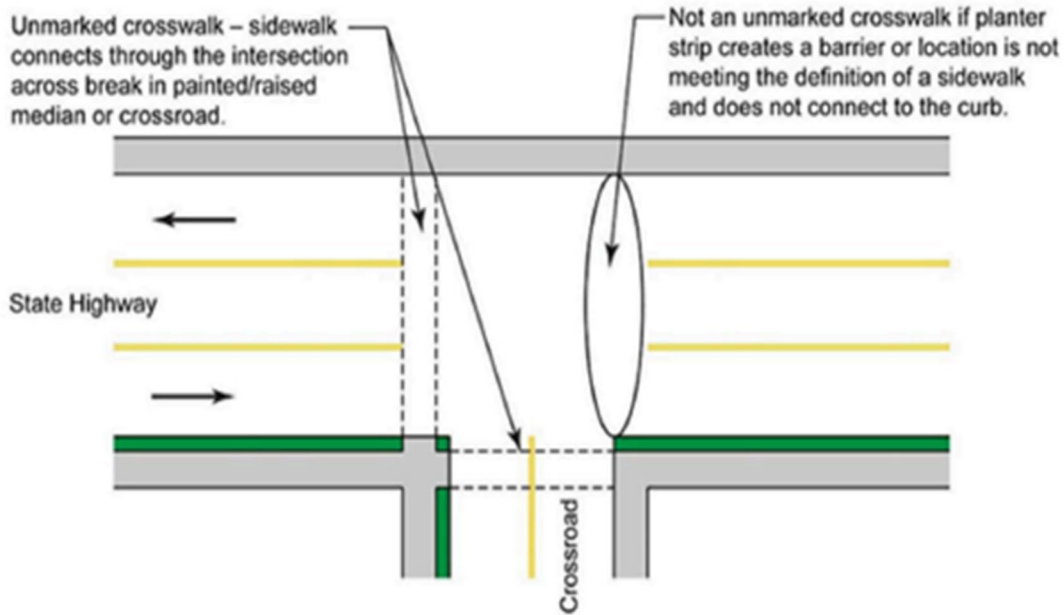
cc: Eric K. Dargan, Chief Operating Officer
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CIPRAC Members
Deputy City Engineers

Figure 105.6

Typical Pedestrian Crossings at "T" Intersections



Example 1: State Highway with Partial Intersection



Example 2: State Highway Intersection

