



NO PARKING SURVEY

BUCKEYE ROAD

(No. 171)

AT CALIFORNIA MONTESSORI PROJECT

DEC 03 2025

Reviewed by the Traffic Advisory Committee on _____

COMMITTEE APPROVED STAFF'S RECOMMENDATION.

COMMITTEE REQUESTED FURTHER ACTION.

Action: APPROVED

**DEPARTMENT OF TRANSPORTATION
ENGINEERING AND TRAFFIC SURVEY**

Location: Buckeye Road (No. 171) at California Montessori Project

Subject: No Parking Survey

Date: October 16, 2025

REQUEST REFERENCE:

This study was initiated in response to a request from the California Montessori Project (CMP). CMP's principal, Sara Meece, asked the County to study the Buckeye Road / Shingle Springs Drive intersection to see if an "All Way Stop" or traffic signal at either of these intersections meets warrants.

In a letter to County DOT, the principal of CMP reported concerns about "limited public parking, outdated road infrastructure, inadequate signage, and a particularly dangerous corner at Shingle Springs Drive and Buckeye Road". She described "an environment where serious accidents feel inevitable" due to frequently witnessing "near-collisions, drivers passing vehicles in the drop-off line by veering into oncoming traffic, and motorists failing to stop at the stop sign when making right-hand turns onto Shingle Springs Drive." The CMP principal also stated: "With continued growth at both our school and Buckeye Elementary, these risks are escalating. It is only a matter of time before a preventable tragedy occurs."

The County began investigation of this intersection after meeting with the principal of CMP and an officer of the California Highway Patrol.

GENERAL PHYSICAL CONDITIONS:

BUCKEYE ROAD

Functional Classification:	Local
Length:	0.1 miles within study area (0.72 miles total length)
Limits:	800 feet east of the intersection of Shingle Springs Drive to 600 feet east of the intersection of Shingle Springs Drive
Alignment:	Straight
Grade:	Level
Lanes	Two (2) lanes
Surface:	Asphalt
Striping:	Double yellow line with double reflectors, SCHOOL striping text by speed limit signs
Median:	None

Shoulders: Gravel and dirt
Speed Limit: 25 miles per hour (school)

Buckeye Road is a two (2) lane divided asphalt roadway, in good condition. The intersection of Buckeye Road and Shingle Springs is surrounded by pedestrian generators (schools and churches). Buckeye Road is classified as a Local Road by Caltrans.

CODES AND STANDARDS:

CVC Section 22505

(a) The Department of Transportation with respect to highways under its jurisdiction may place signs or markings prohibiting or restricting the stopping, standing, or parking of vehicles, including, but not limited to, vehicles which are six feet or more in height (including any load thereon), in any of the following areas and under the following conditions:

(1) In areas where, in its opinion, stopping, standing, or parking is dangerous to those using the highway or where the stopping, standing, or parking of vehicles would unduly interfere with the free movement of traffic thereon.

...

(b) No person shall stop, park, or leave standing any vehicle in violation of the restrictions stated on the signs or markings.

(c) This section does not apply to any of the following:

(1) Public utility vehicles while performing a work operation.

(2) The driver of any vehicle which is disabled in such a manner and to such an extent that it is impossible to avoid stopping, parking, or leaving the disabled vehicle standing on the roadway.

Amended Ch. 455, Stats. 1987. Effective January 1, 1988.

California Manual on Uniform Traffic Control Devices (CAMUTCD), Section 2A.06

Except as noted in the Option below, highway agencies shall not develop word message signs. In accordance with CVC Section 21401, only word message signs conforming to Department of Transportation standards and specifications shall be placed on streets and highways.

Option:

Local agencies may develop place/facility name or day, date, time portion of the word message on signs to notify road users of special events/circumstances or to warn road users of a situation that might not be readily apparent. Unlike symbol signs and colors, these place/facility name or day, date, time modified word message signs may be used without the need for experimentation.

Support:

Sign design details are contained in FHWA's "Standard Highway Signs and Markings" book and Department of Transportation's California Sign Specifications. Signs other than those shown in these publications, the MUTCD or this California MUTCD may be required under special conditions. See Section 1A.11 for information regarding these publications.

CAMUTCD, Section 2B.46 Parking, Standing, and Stopping Signs

Parking Regulations

Support:

The delegation of maintenance activities to local authorities is usually exercised under the authority of Streets and Highways Code Section 130. Under a proposal to delegate maintenance and parking regulation authority under CVC Section 22506, the Department retains the authority to regulate parking under the three conditions specified in CVC Section 22505(a).

Policy on Parking Restrictions

Guidance:

No Stopping Any Time – Stopping should be prohibited at locations where the prohibition would reduce the risk of collisions or where parking would unduly interfere with the movement of traffic.

No Parking Anytime – Parking should be prohibited at locations where the prohibition is necessary to accommodate other activities and objectives, such as street sweeping, snow removal, public safety or preferential parking.”

Option:

Major factors that may be considered for No Stopping Anytime include:

- Narrow roadway width.
- Restricted visibility at intersections for pedestrian and vehicular traffic.
- Narrow shoulder width.
- Conversion of a parking lane to a through lane or right-turn lane.

The NO STOPPING ANY TIME (R26(S)(CA)) sign or Tow-Away NO STOPPING ANY TIME (R26L(CA)) sign shall be used to inform motorists of a No Stopping Zone at a specific location where red curb marking is not used.

The NO PARKING ANY TIME with arrow (R28(CA)) or without arrow (R26(CA)) signs may be used to inform motorists of a parking prohibition at a specific location. The NO PARKING

ANY TIME with arrow (R28A(CA)) or without arrow (R26A(CA)) signs may be used where a larger size is desirable.

The No Parking Specific Hours (R30(CA) and R30A(CA)) signs shall be used to inform motorists of a parking restriction during certain hours at a specific location.

RECORD DATA:

The Average Daily Traffic (ADT) was taken by El Dorado County Department of Transportation in September 2025 and resulted in an ADT of 1,624 vehicles per day.

<i>DATE</i>	<i>MILEPOST</i>	<i>SITE</i>	<i>ADT</i>
<i>September 16, 2025</i>	<i>0.30</i>	<i>W of Shingle Springs Drive</i>	<i>1,662</i>
<i>September 16, 2025</i>	<i>0.35</i>	<i>E of Shingle Springs Drive</i>	<i>1,586</i>
<i>Average Daily Traffic Counts</i>			<i>1,624</i>

A review of the accident history for Buckeye Road revealed that there has been one (1) accident reported by the California Highway Patrol on Buckeye Road during the three (3) year period from January 1, 2022, through December 31, 2024. One (1) collision in 2022 on Buckeye at MP 0.31 was a DUI object collision, not susceptible to correction by a “No Stopping” restriction. The three (3) year collision rate for the study area is 0.63 Crashes Per Million Entering Vehicles.

FIELD REVIEW AND OBSERVATION:

Two field observations were conducted in August 2025 during morning drop-off periods between 8:00 and 8:35 AM at the Buckeye Road / Shingle Springs Drive intersection. On the first day, eighty-six (86) pedestrians were observed using the crosswalk with fifty-nine (59) traveling east and twenty-nine (29) returning west. The intersection became moderately congested during the peak with vehicles. A crossing guard was working east of the primary entrance to CMP. On the second day, twenty-seven (27) vehicles were observed parking to the north and south of the Buckeye Road / Shingle Springs Drive intersection, evenly distributed with 14 to the north and 13 to the south. A total of thirty-nine (39) pedestrians were observed crossing Buckeye Road at various locations with no marked crosswalk, often emerging from between two parked vehicles. The haphazard nature of pedestrian crossings during school drop-offs in front of CMP appeared to create a significant risk of pedestrian-vehicle collisions.

CONTACTS:

Sara Meece – Principal, California Montessori Project

FINDINGS:

The study section of Buckeye Road for this survey is 1400 feet long and runs east/west with Shingle Springs Drive to the north in a T-configuration. The study section has been found to have the following:

- Buckeye Road
 - a) Has a posted and radar enforced (School) Speed Limit of 25 miles per hour.
 - b) Has a calculated average daily traffic volume of 1,624 vehicles per day.
 - c) Is a straight and level road.
 - d) Has a three (3) year collision rate of 0.63 Crashes Per Million Entering Vehicles.
 - e) Is classified as a Local Road
 - f) Does not qualify as a “Residence District” or “Business District”.

The existing no stopping zone in front of Buckeye Elementary was implemented in 1996, and it has been effective in reducing the number of vehicle-pedestrian conflicts by prohibiting vehicles from stopping to pick up or drop off students across the street from the school. It is likely that extending this no stopping zone on Buckeye Road 900 feet to the east would provide similar benefits to CMP. By prohibiting stopping on the south shoulder of Buckeye Road, most of the south-to-north pedestrian crossings can be eliminated, resulting in a drastic reduction to the number of vehicle-pedestrian conflicts occurring during school drop-off and pick-up hours.

CONCLUSIONS:

Extending the existing “NO STOPPING ANY TIME” Zone on the south side of Buckeye Road nine hundred (900) feet to the east will facilitate traffic flow on Buckeye Road and ease the risk of pedestrian-vehicle collisions during school drop-offs and pick-ups in front of CMP.

RECOMMENDATIONS:

- 1) Based on the findings of this survey it is recommended that the Traffic Advisory Committee approves the request for the extension of the “NO STOPPING ANY TIME” zone from the west end of the existing zone to a point nine hundred (900) feet farther to the east.
- 2) That the Board of Supervisors be requested to adopt a Resolution, pursuant to Section 10.12.010 of the El Dorado County Ordinance Code, to amend Resolution No 252-81:

BE IT RESOLVED that Resolution No. 252-81, which establishes “NO STOPPING ANY TIME” zone pursuant to Section 10.12.010 of the El Dorado County Ordinance Code, is amended as follows:

AMEND:

“(bo) “NO STOPPING” zone along the southerly side of Buckeye Road (No. 171) between a point ~~300 feet west~~ 600 feet east of its intersection with Shingle Springs Drive (No. 1100) and a point 800 feet west of its intersection with Shingle Springs Drive.”

3) Subsequent to and predicated on adoption of above resolution by the El Dorado County Board of Supervisors:

a. County staff to be directed to install signs as necessary to reflect the above recommendation.

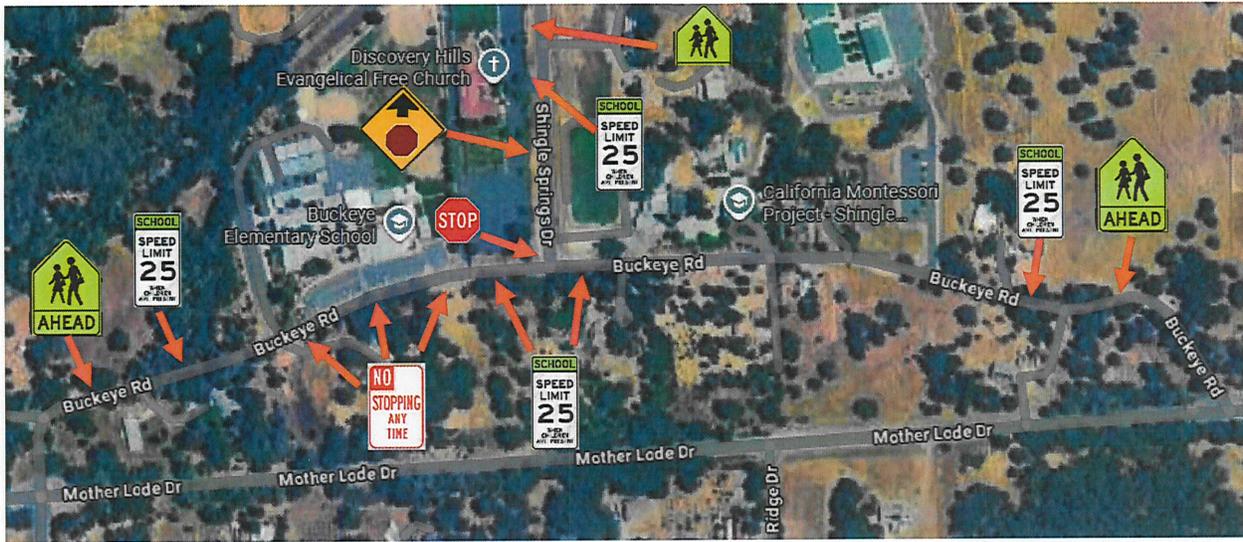
b. County staff advise the California Highway Patrol of the changes and request that they commence enforcement.

Prepared by: 
Andrew Latour
Senior Engineering Technician

APPROVED BY:  on 11/24/25
Rafael Martinez, T.E., Director
Community Development Services
Department of Transportation
Date

- Attachments: Vicinity Map (1)
Functional Classification Map (1)
Vicinity Photos (2)
Map of Proposed Extension to No Stopping Zone (1)

VICINITY MAP:



FUNCTIONAL CLASSIFICATION MAP:

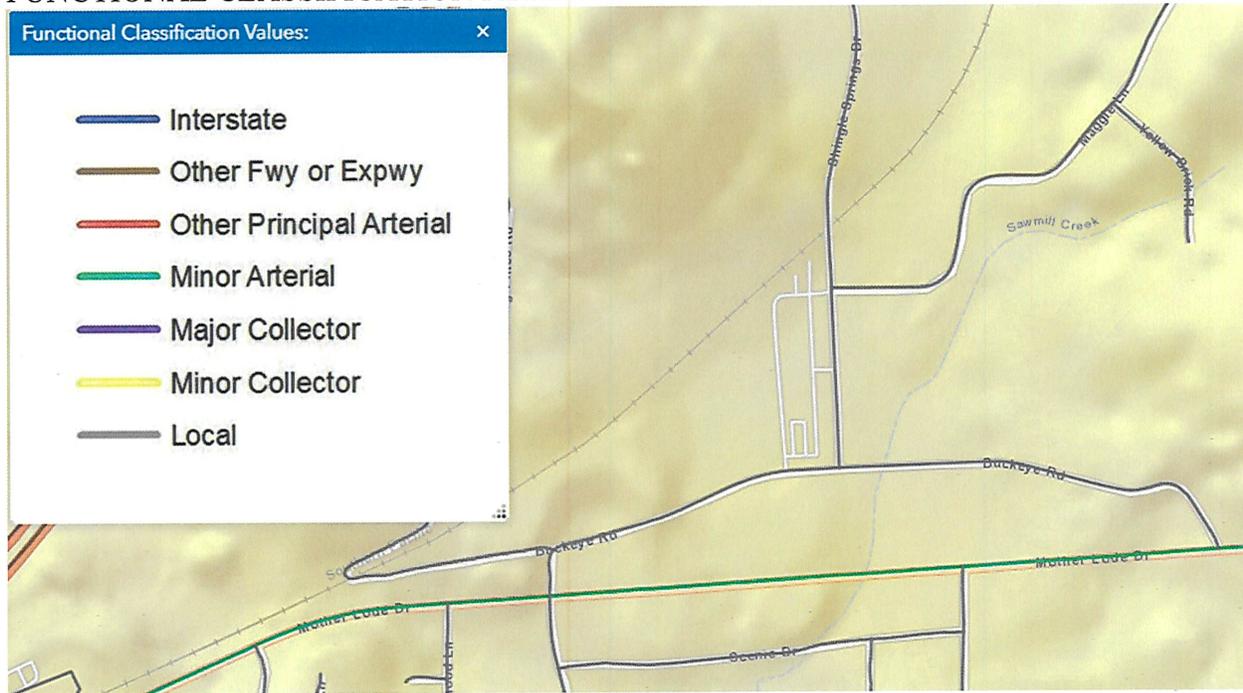


PHOTO OF EXISTING NO STOPPING ZONE ON BUCKEYE:



PROPOSED NO STOPPING SIGNS ON SOUTH SHOULDER OF BUCKEYE:



MAP OF PROPOSED EXTENSION TO NO STOPPING ZONE:

