



NO PARKING SURVEY

CAMBRIDGE ROAD

(No. 306)

AT CAMERON PARK LAKE

Reviewed by the Traffic Advisory Committee on MAY 27 2026

[] COMMITTEE APPROVED STAFF'S RECOMMENDATION.

[] COMMITTEE REQUESTED FURTHER ACTION.

Action: APPROVED

**DEPARTMENT OF TRANSPORTATION
ENGINEERING AND TRAFFIC SURVEY**

Location: Cambridge Road (No. 306) at Cameron Park Lake

Subject: No Parking Survey

Date: January 16, 2025

REQUEST REFERENCE:

This study was initiated in response to a request from Cameron Park Community Services District (CPCSD).

In a letter to County DOT, CPCSD Interim General Manager Maurice Johnson reported that “when cars are parked on the street, it is extremely difficult to see vehicles traveling on Cambridge from the north and the south”. Maurice requested that no-parking signs be installed on Cambridge Rd at Cameron Park Lake to alleviate this unsafe turning situation caused by inadequate sight distances.

GENERAL PHYSICAL CONDITIONS:

CAMBRIDGE ROAD

Functional Classification:	Major Collector
Length:	0.41 miles within study area (3.36 miles total length)
Limits:	Estepa Dr to 50 feet north of Sandhurst Dr
Alignment:	Curvilinear with straight sections
Grade:	Mild to moderate, some rolling
Lanes	Two (2) lanes
Surface:	Asphalt
Striping:	Double yellow line with double reflectors
Median:	None
Shoulders:	Asphalt and dirt
Speed Limit:	35 miles per hour

Cambridge Road is a two (2) lane divided asphalt roadway in good condition, classified as a Major Collector by Caltrans. The section of interest is used to access Cameron Park Lake (a pedestrian generator).

CODES AND STANDARDS:

CVC Section 22507

(a) Local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit or permits that exempt them from the prohibition or restriction of the ordinance or resolution. With the exception of alleys, the ordinance or resolution shall not apply until signs or markings giving adequate notice thereof have been placed. A local ordinance or resolution adopted pursuant to this section may contain provisions that are reasonable and necessary to ensure the effectiveness of a preferential parking program.

(b) An ordinance or resolution adopted under this section may also authorize preferential parking permits for members of organizations, professions, or other designated groups, including, but not limited to, school personnel, to park on specified streets if the local authority determines that the use of the permits will not adversely affect parking conditions for residents and merchants in the area.

(Amended by Stats. 2001, Ch. 223, Sec. 1. Effective January 1, 2002.)

California Manual on Uniform Traffic Control Devices (CAMUTCD), Section 2B.52

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.

Special Signs

Standard:

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.

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In zones where vehicles can be towed for violating the posted prohibition restriction, the “Tow-Away” message or symbol shall be used. Where the “Tow-Away” symbol is used in a 12-inch width format, it shall be as shown in the R26K(CA) sign. When it is used in an 18-inch width format, it shall be shown in the R107(CA) sign.

Option:

The NO STOPPING ANY TIME (R26A(S) (CA)) sign may be used where a larger size is desirable.

...

The NO STOPPING ANY TIME with arrow (R28(S)(CA)) sign may be used to inform motorists of no stopping zones. Use only where the beginning and ending points of the prohibition are not otherwise indicated. The NO STOPPING ANY TIME with arrow (R28A(S)(CA)) sign may be used where a larger size is desirable.

Placement of Parking, Standing, and Stopping Signs

Support:

The efficacy of parking, standing, and stopping signs, when used on conventional roads in urbanized or developed environments, depends on their visibility and consistent placement along a street or within a particular block. It is often impracticable for the entire legend to be legible from similar distances as for other types of signs. Therefore, it is important that their conventional form be recognizable from an adequate distance such that the road user can obtain the information upon closer inspection.

Guidance:

When signs with arrows are used to indicate the extent of the restricted zones, the signs should be set at an angle of not less than 30 degrees nor more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic.

When signs are placed at the head of perpendicular parking stalls, signs should be parallel to the roadway facing in a conspicuous and legible orientation (refer to Sections 2A.17, 2A.08). If the zone is long, signs should be used at intermediate points within the zone. If the signs are mounted at an angle of 90 degrees to the curb line, two signs should be mounted back to back at the transition point between two parking zones, each with an appended THIS SIDE OF SIGN (R7-202P) supplemental plaque (see Drawing A in Figure 2B-25). If the signs are mounted at an angle of 90 degrees to the curb line, signs without any arrows or appended plaques should be used at intermediate points within a parking zone, facing in the direction of approaching traffic. Otherwise, the standards of placement should be the same as for signs using directional arrows.

RECORD DATA:

The Average Daily Traffic (ADT) near this section of Cambridge Rd was measured in December 2025 at 4,124 vehicles per day.

<i>DATE</i>	<i>MILEPOST</i>	<i>SITE</i>	<i>ADT</i>
<i>December 4, 2025</i>	<i>1.84</i>	<i>900 Ft. N. of Oxford Rd.</i>	<i>4,124</i>

Collision data reveals zero (0) accidents reported by California Highway Patrol on Cambridge Road between MP 2.02 and 2.43 during the three (3) year period from January 1, 2023, through December 31, 2025. Extending the search back to 2019 shows five (5) collisions on Cambridge, including two (2) injuries, one (1) involving a bicycle, and three (3) of which occurred at the same location in front of the lake entrance near Sandhurst. One (1) collision occurred near Calido. Four (4) of the five (5) reported collisions appear to be susceptible to correction by adding a “No parking” restriction to increase sight distances at the lake entrance and Calido. The five (5) year collision rate for the study area is 2.84 collisions per million vehicle miles.

FIELD REVIEW AND OBSERVATION:

Two field observations were conducted in January 2026, one in the morning, and another in the afternoon. Parked cars were observed blocking sight distances immediately north of the Cameron Park Lake entrance/exit onto Cambridge Rd. The left turn onto Cambridge from Calido Ct had a similar problem with cars parking to the north, blocking sight distance. Pedestrians were observed crossing Cambridge Rd to access Cameron Park Lake. After driving the road several times and attempting several turns, sight distance at the lake intersection near Sandhurst was measured at 123 feet. MUTCD Table 6C-2 suggests a minimum of 250 feet for safe stopping from 35 mph, assuming a level grade.

CONTACTS:

Maurice Johnson – Interim General Manager, Cameron Park Community Services District

FINDINGS:

The study section of Cambridge Road for this survey is 0.41 miles long and runs north/south with Sandhurst to the north and Calido to the South, both intersections having a T-configuration.

The study section has been found to have the following:

- Cambridge Road
 - a) Has a posted and radar enforced Speed Limit of 35 miles per hour.
 - b) Has a calculated average daily traffic volume of 4,214 vehicles per day.
 - c) Is a curvilinear road with mild to moderate grades.
 - d) Has a five (5) year collision rate of 2.84 collisions per million vehicle miles.
 - e) Is classified as a Major Collector.
 - f) Does not qualify as a “Residence District” or “Business District”.

Sight distances in the study section are limited by parked cars located on the shoulder of Cambridge near the lake entrance. Sight distance was measured to be far below the safe level of 250 feet for a 35-mph speed zone.

CONCLUSIONS:

Adding a “NO PARKING ANY TIME” Zone on the west side of Cambridge Road from Calido Ct (MP 2.31) to 150 feet north of Calido Ct (MP 2.34), and on both sides of Cambridge Road from Cameron Park Lake entrance southerly (MP 2.39) to Sandhurst northerly (MP 2.43) will enable safe sight distances and mitigate the reported hazards on the study section of this roadway.

RECOMMENDATIONS:

- 1) Based on the findings of this survey it is recommended that the Traffic Advisory Committee approve the request for creation of a “NO PARKING ANY TIME” Zone to the west side of Cambridge Road from Calido Ct (MP 2.31) to 150 feet north of Calido Ct (MP 2.34), and on both sides of Cambridge Road from Cameron Park Lake entrance southerly (MP 2.39) to Sandhurst Dr northerly (MP 2.43).
- 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 PARKING ANY TIME” zone pursuant to Section 10.12.010 of the El Dorado County Ordinance Code, is amended as follows:

ADD:

“NO PARKING ANY TIME” zone along the west side of Cambridge Road (No. 306) between a point starting at its intersection with Calido Ct northerly and a point 150 feet north of its intersection with Calido Ct, and along both sides of Cambridge Road (No. 306) between a point starting at its intersection with the entrance to Cameron Park Lake southerly and a point ending at its intersection with Sandhurst Dr northerly.

- 3) Subsequent to and predicated on adoption of above resolution by the El Dorado County Board of Supervisors:
 - a. County staff will install signs as necessary to reflect the above recommendation.
 - b. County staff will advise the California Highway Patrol of the changes and request that they commence enforcement.

Prepared by:  FOR ANDREW LATOUR
Andrew Latour
Senior Engineering Technician

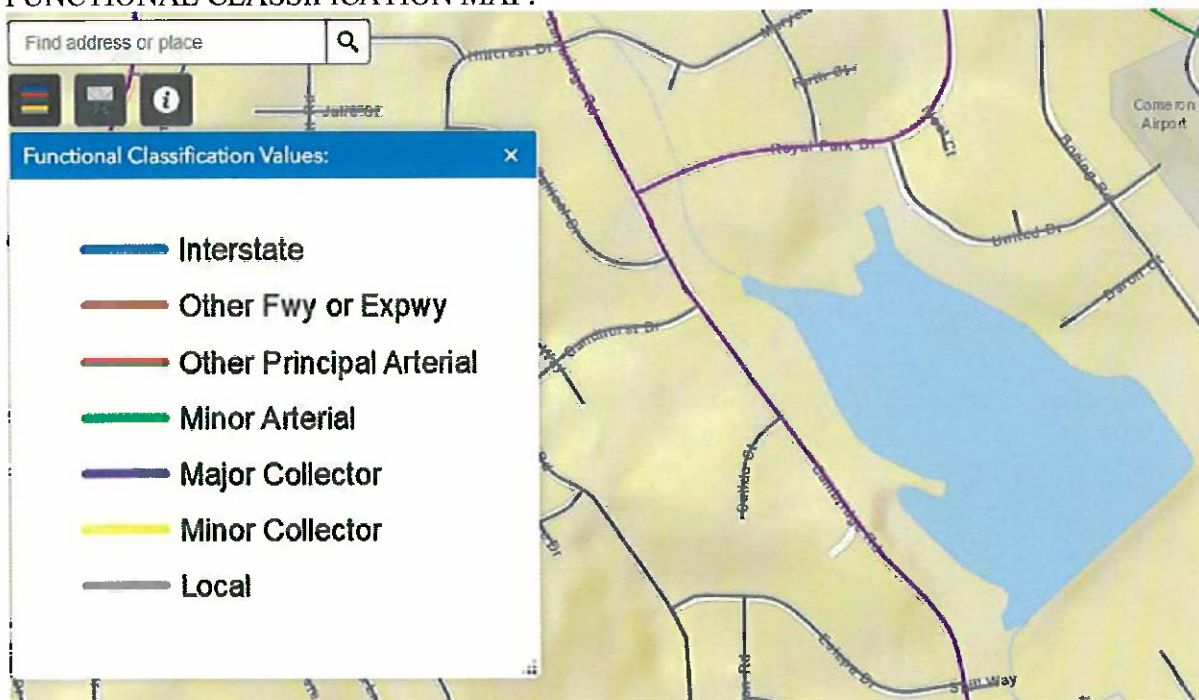
APPROVED BY:  on 5/22/24
Rafael Martinez, T.E., Director Date
El Dorado County Department of Transportation

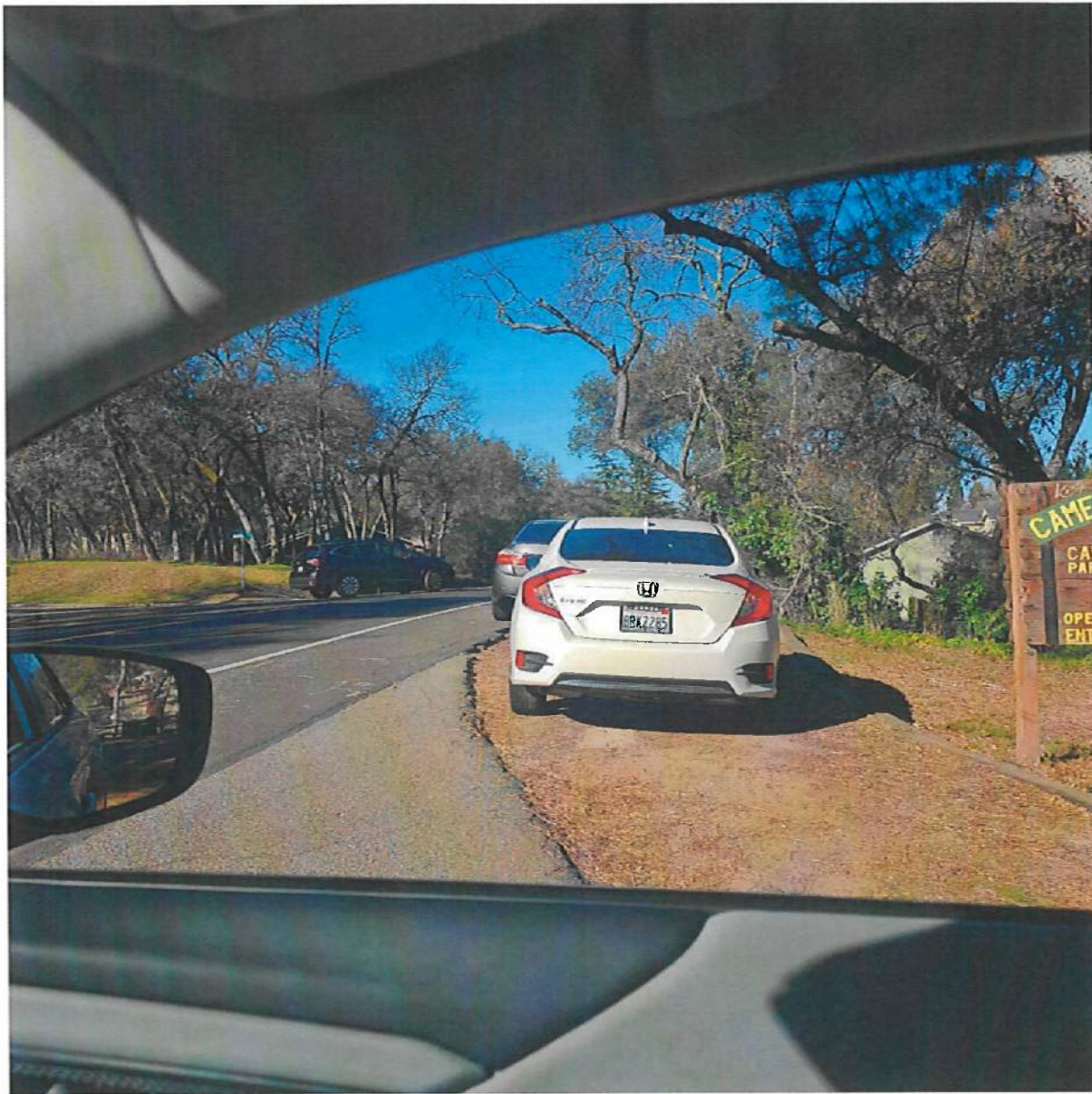
Attachments: Vicinity Map (1)
Functional Classification Map (1)
Map of Proposed No Parking Zone (1)
Proposed Sign Placements (4)

VICINITY MAP:

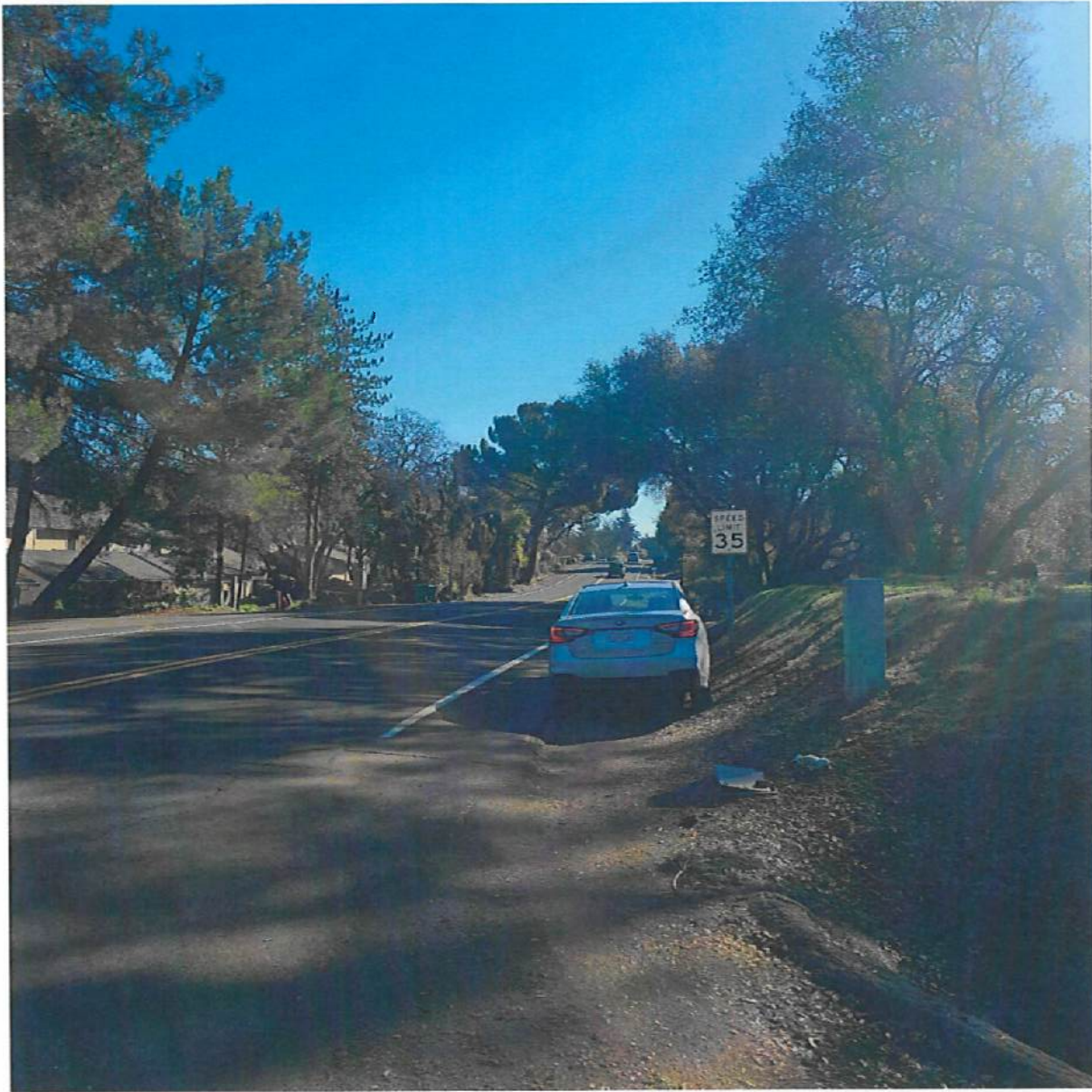


FUNCTIONAL CLASSIFICATION MAP:

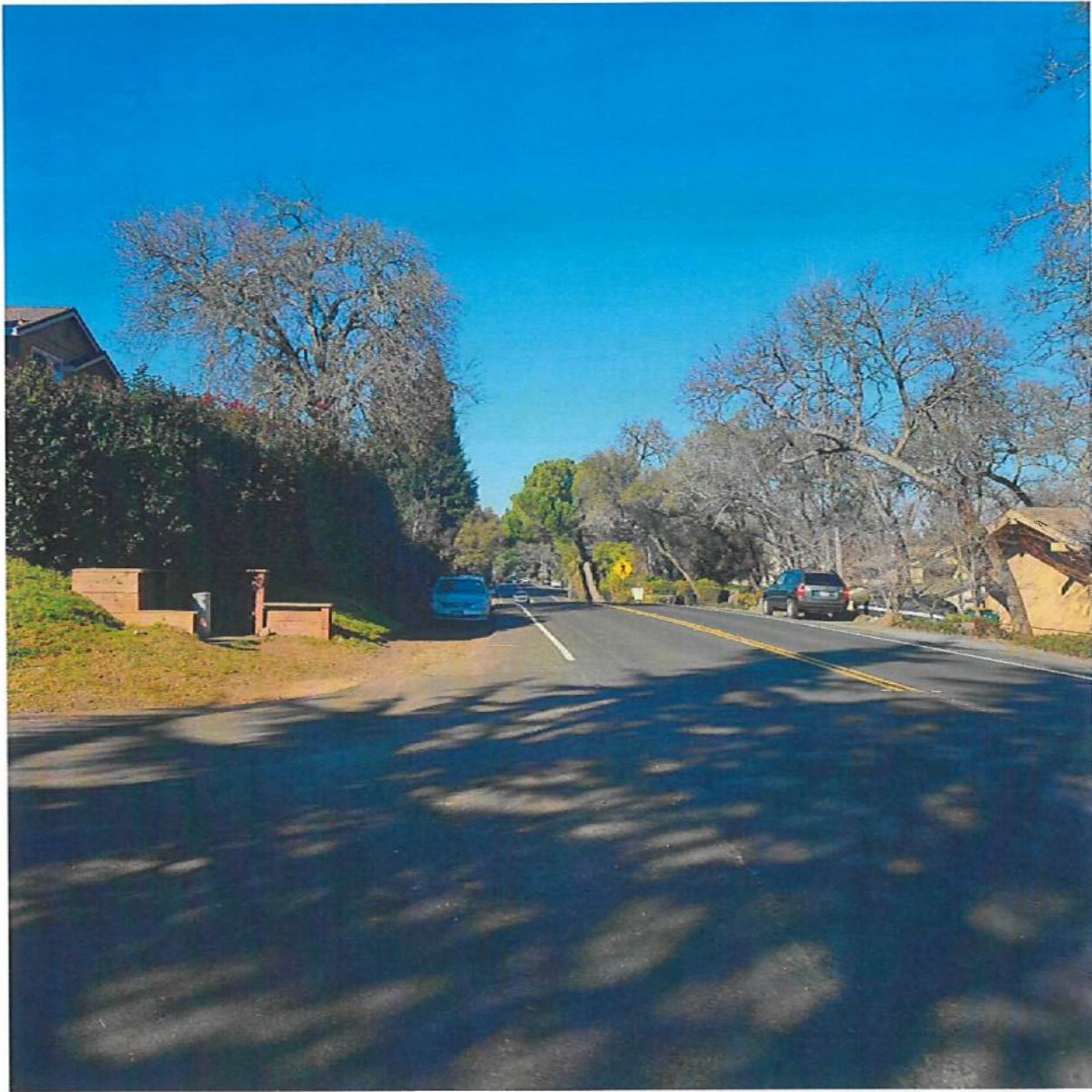




Cameron Park Lake at Cambridge-Looking North

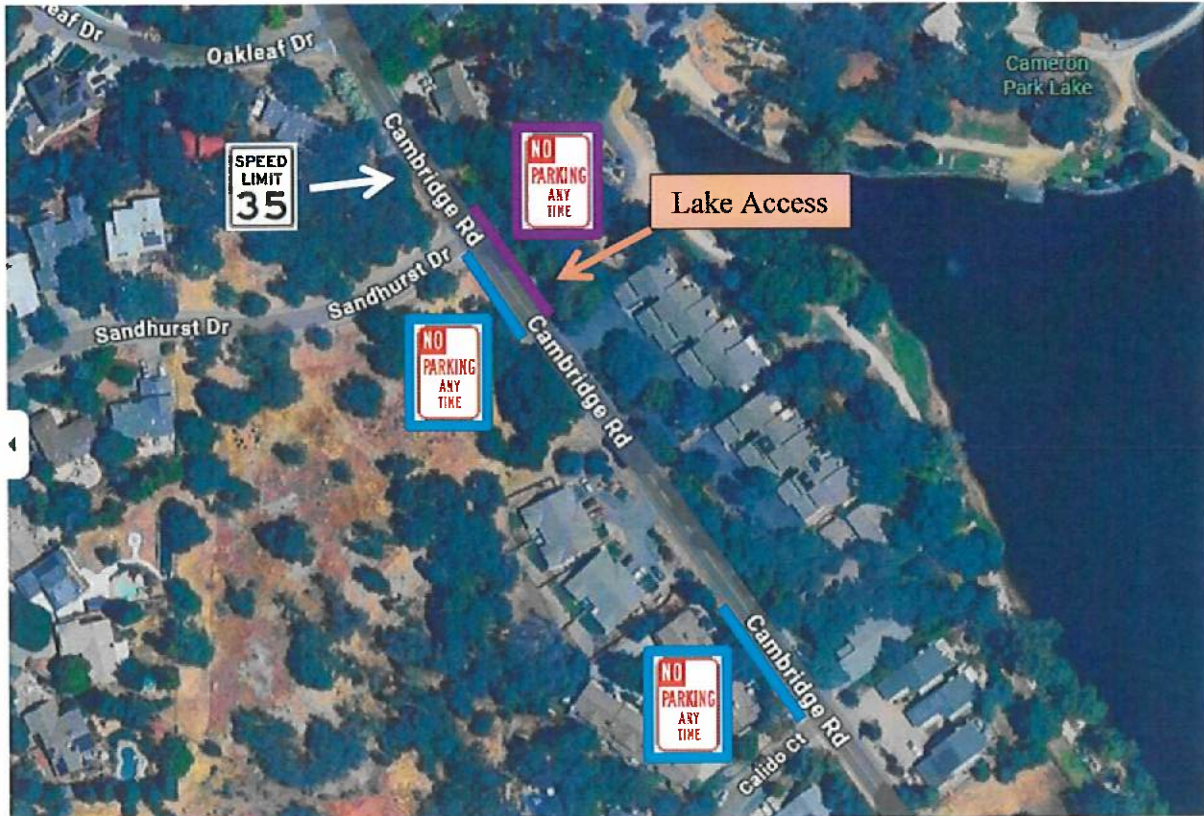


Sandhurst at Cambridge-Looking South



Calido Ct at Cambridge-Looking North

MAP OF PROPOSED NO PARKING ZONES:



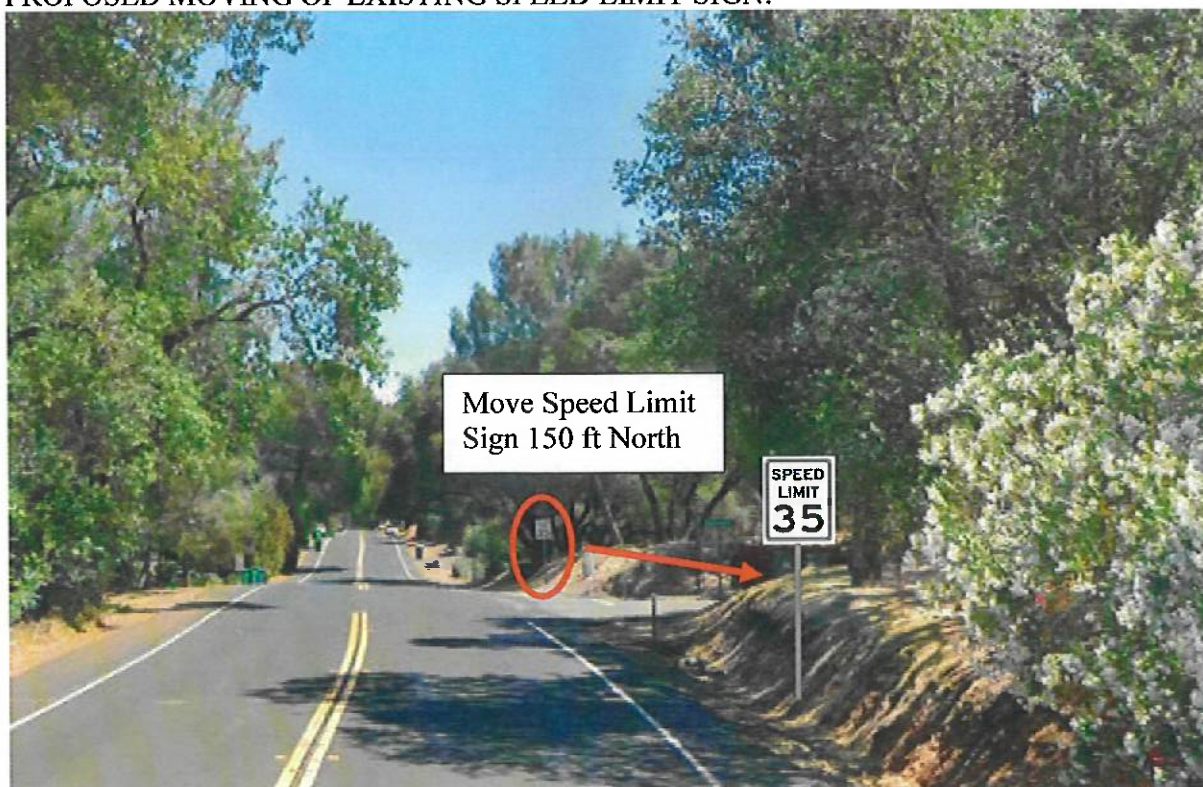
PROPOSED NO PARKING SIGNS ON WEST SHOULDER OF CAMBRIDGE AT LAKE:



PROPOSED NO PARKING SIGNS ON EAST SHOULDER OF CAMBRIDGE AT LAKE:



PROPOSED MOVING OF EXISTING SPEED LIMIT SIGN:



PROPOSED NO PARKING SIGNS ON EAST SHOULDER OF CAMBRIDGE AT CALIDO:

