

Memo

DATE: October 16, 1997

TO: Traffic Committee (Public Safety Committee)
Police Chief
Director of Public Works

FROM: Deputy City Administrator/City Clerk *dc*

RE: Traffic Committee Policy Manual

On September 22, 1997 the Fort Bragg City Council approved the Traffic Committee Policy Manual for use by the committee.

Attached is a copy for your use.

/dc

cc: #267-97/A
City Administrator (with manual)
Public Works Superintendent (with manual)

Memo

TO: [Name]
FROM: [Name]
SUBJECT: [Subject]

[Main body of the memo text]

[Closing text or signature area]

RESOLUTION NO. 2235-97

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FORT BRAGG
TRAFFIC COMMITTEE POLICY MANUAL**

WHEREAS, Fort Bragg Municipal Code Chapter 10.04 – *POLICE DEPARTMENT—TRAFFIC COMMITTEE* sets forth, in part, that a traffic committee consisting of the Chief of Police, two members of the City Council and such number of other city officers and representatives of unofficial bodies as may be determined and appointed by the mayor; and

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that that the City Council of the City of Fort Bragg does hereby determine and approve for use the **TRAFFIC COMMITTEE POLICY BOOK**, as set forth in Exhibit "A", attached hereto and made a part hereof; and

BE IT FURTHER RESOLVED that these policies have been developed to help with the general duties of the City's traffic committee in carrying out their powers and duties as set forth in Title 10 – **VEHICLES AND TRAFFIC**, and more particularly in Chapter 10.04. *Police Department—Traffic Committee* of the Fort Bragg Municipal Code.

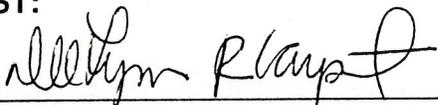
The above and foregoing Resolution was introduced by Councilmember Olbrantz, seconded by Councilmember Melo, and passed and adopted at a regular meeting of the City Council of the City of Fort Bragg held on the 22nd day of September, 1997, by the following vote:

AYES: Councilmembers Olbrantz, Huber, Melo and Mayor Peters.
NOES: None.
ABSENT: Councilmember Galli.



Lindy Peters, Mayor

ATTEST:



DeeLynn R. Carpenter, CMC
City Clerk

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City of Fort Bragg

TRAFFIC COMMITTEE

POLICY BOOK

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INTRODUCTION

Fort Bragg Traffic Committee Membership is established by Ordinance 451, codified in the Municipal Code as follows:

“10.04.050 Established - Membership.

There is established a Traffic Committee consisting of the Chief of Police, two members of the City Council, and such number of other city officers and representatives of unofficial bodies as may be determined and appointed by the mayor. The chairman of the committee shall be appointed by the Mayor and may be removed by him. (Ord. 451 §2.5, 1974)”

“10.04.060 Powers and duties.

- A. It shall be the general duty of the City Traffic Committee to determine the installation and proper timing and maintenance of traffic control devices and signals, to conduct engineering analysis of traffic accidents and to devise remedial measures, to conduct engineering and traffic investigations of traffic conditions and to cooperate with other city officials in the development of ways and means to improve traffic conditions.
- B. Whenever, by the provisions of Chapters 10.02 through 10.32 a power is granted to the Police Chief or a duty imposed upon him, the power may be exercised or the duty performed by his authorized representative.
- C. It shall be the duty of the Traffic Committee to suggest the most practicable means for coordinating the activities of all officers and agencies of this city having authority with respect to the administration or enforcement of traffic regulations; to stimulate and assist in the preparation and publication of traffic reports; to receive complaints having to do with traffic matters; and to recommend official ways and means for improving traffic conditions and the administration and enforcement of traffic regulations. (Ord. 451 §2.6, 1974)”

In recognition of the great benefits obtained from the uniform application of traffic control devices, the Traffic Committee developed the following policies based on nationally accepted practices to assure that similar traffic situations throughout the City will be treated in a similar way.

To reflect the most recent developments in the field, and in consideration of the changing needs of a growing city, it is anticipated that these policies will be reviewed periodically for any needed changes.

POLICY NO. 1

TRAFFIC CONTROL SIGNALS

Traffic control signals are considered to be justified when any one of the Various Warrants as outlined in the nationally recognized Manual on Uniform Traffic Control Devices, is satisfied.

The following is a brief summary of each of these warrants. (For a more detailed description of Traffic control signal warrants, see Manual on Uniform Traffic Control Devices, Section 3D.3.)

POLICY NO. 2

STREET STOP REGULATIONS

A. Two-Way Street STOP Control

Street STOP regulations will be considered as warranted at an intersection when any one of the following conditions is satisfied.

1. Intersection of a less important road with a road where application of the normal right of way rule is unduly hazardous.
2. Street entering a through highway or street.
3. Unsignalized intersection in a signalized area.
4. Other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the STOP sign.

A STOP sign is not a cure-all, and it is not a substitute for other control devices, or when enforcement of existing sections of the Vehicle Code would prove to be the proper solution. The indiscriminate use of STOP signs at random locations will develop disrespect in the minds of motorists for this traffic control device and result in an increase in violations and accident potential throughout the City.

B. Four-Way Street STOP Control

Four-way STOP controls are restrictive to both streams of traffic and will not be recommended unless adequate trial with less restrictive control has proven unsatisfactory, and there no correctable physical conditions that might be the cause of accidents. Four-way STOP controls should ordinarily be used only where the volume of traffic on the intersecting streets is approximately equal.

STOP signs should be considered to be warranted on all approaches to an intersection when any one of the following conditions is satisfied:

1. Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multi-way STOP installation over a 12-month period. Such accidents include right and left turn collisions as well as right-angle collisions.

3. Minimum traffic volumes:

- The total vehicular volume entering the intersection from approaches must average at least 500 vehicles per hour for any eight hours of an average day, and;
- The combined vehicular and pedestrian volume from the minor street or;
- Highway must average at least 200 units per hour for the same eight hours, with average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but;
- When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume is 70 percent of the above requirements.

POLICY NO. 3

YIELD SIGNS

The YIELD sign requires stopping only when necessary to yield right of way to opposing or merging traffic. It will not be regarded as a substitute for a STOP sign where a STOP sign is warranted. It has been found to be of great benefit at a point of merging traffic and in facilitating the right-turn movements at channelized intersections. Its use will not be recommended at locations where sight distance is inadequate.

The YIELD signs will be considered as warranted under one or more of the following conditions:

1. On a minor street at the entrance to an intersection where it is necessary to assign right of way to the major street, but where a stop is not necessary at times, and where the safe approach on the minor street exceeds 10 miles per hour.
2. On the entrance ramp to an expressway where an acceleration lane is not provided.
3. Within an intersection with a divided highway, where a STOP sign present at the entrance to the first roadway and further control is necessary at the entrance to the second roadway, and where the median width between the two roadways exceed 30 feet.
4. Where there is a separate or channelized right-turn lane, without an adequate acceleration lane.
5. At any intersection where a special problem exists and where an engineering study indicates the problem to be susceptible to correction by use of the YIELD sign.

YIELD signs should not ordinarily be placed to control the major flow of traffic at an intersection. They should not be erected on the approaches of more than one of the intersecting streets or highways, or used at any intersection where there are STOP signs on one or more approaches, except under special circumstances, to provide minor movement control within complex intersections .

POLICY NO. 4

SPEED LIMITS

Posting of speed limits are recommended only on streets of other local nature carrying appreciable volumes of through traffic.

When it has been determined that a street may qualify for posting speed limits, an engineering study will be made to determine the speed limit which will provide for orderly movement of traffic.

It is not the policy of the Traffic Committee to post speed limits on residential streets since such streets have a 25 mph prima facie speed limit under the Vehicle Code.

Speed limits shall be posted at the 85th percentile unless the Engineering Speed Study shows valid reason why another speed shall be posted.

On residential streets with a 25 mph prima facie speed limit, "25 mph" may be painted on the pavement as a reminder of the speed limit.

POLICY NO. 5

DIRECTIONAL SIGNS

The principle purpose of guide signs is to give directions to destinations by the best route. These signs are used to guide motorist along routes, to inform motorists of intersecting routes, for direction to city-community destinations and, to a lesser extent, to furnish information to identify locations not readily apparent.

Installation of signs will be recommended for directions to the following locations:

- Lakes, parks, meadows, rivers, valleys and other geographical points only when they identify areas.
- Schools of higher learning such as junior and other colleges.
- Important County and State highways.
- State, County and City parks.
- A hospital that accepts all emergency cases and provides 24-hour care by a licensed physician.
- City and public facilities.
- Equestrian and recreational trails.

Guide signs are not to be used to direct to churches, public buildings, post offices, or to organizations that charge a fee.

POLICY NO. 6

CROSSWALKS

PEDESTRIANS

Crosswalk markings will be recommended only at those locations where there is a concentration of pedestrian crossing and placing such markings is deemed necessary to reduce potential vehicular-pedestrian conflicts. It should be kept in mind that indiscriminate use of such markings could conceivably increase the accident potential by creating a false sense of security on the part of the pedestrian.

SCHOOL CHILDREN PEDESTRIANS

In accordance with applicable sections of the California Vehicle Code, crosswalks will be painted yellow if:

- The location is contiguous to the school grounds.
- The nearest point of the crosswalk is not more than 600 feet from the school grounds.
- The crosswalk is not more than 1,400 feet from the school ground and there are no intervening crosswalks other than those contiguous to the school ground.

WARRANTS

PEDESTRIAN CROSSWALKS

In order to qualify for a marked crosswalk, a location must (A) meet the following basic warrants, and (B) rate 16 points or more under the following point system.

A. BASIC WARRANTS

Pedestrian Volume Warrant

Crosswalk will not be installed where the pedestrian volume is less than 10 pedestrians per hour during the peak pedestrian hour.

Approach Speed Warrant

Crosswalks will not be installed on roadways where the 85th percentile approach speeds are in excess of 45 mph. The approach speeds shall be determined by approved engineering speed study technique.

Visibility Warrant

Crosswalks will not be installed unless the motorist has an unrestricted view of all pedestrians at the proposed crosswalk site, for a distance not less than 200 feet approaching from each direction. Sites with grades, curves and other sight restrictive features will require special attention.

Illumination Warrant

Proposed crosswalk sites must have adequate, crosswalk lighting in existence or scheduled for installation prior to installation of the crosswalk.

B. WARRANT POINT SYSTEM

Pedestrian Volume Warrant

| <u>Points</u> | <u>Criterion</u> | <u>Pedestrian Total</u> | |
|---|------------------|-------------------------|--|
| The total number of pedestrians crossing the street under study during the peak pedestrian hour. This includes pedestrians in <i>both</i> crosswalks at an intersection. Crosswalks will not be installed where the pedestrian volume (peak pedestrian hour) is 10 or less. | 0-10 | 0 | |
| | 11-30 | 2 | |
| | 31-60 | 4 | |
| | 61-90 | 6 | |
| | 91-100 | 8 | |
| | Over 100 | <u>10</u> | |
| | Maximum | 10 | |

General Conditions Warrant

| | Point |
|--|--------------|
| • Will clarify and define pedestrian routes across complex intersections | 2 |
| • Will channelize pedestrians into a significantly shorter path | 2 |
| • Will position pedestrian to be seen better by motorists | 2 |
| • Will position pedestrian for exposure to fewer vehicles | <u>...2</u> |
| Maximum | ...8 |

Gap Time Warrant

| <u>Points</u> | <u>Average Number of Gaps per 5-Minute Period</u> | |
|--|---|----------|
| The number of unimpeded vehicle time gaps equal to or exceeding the required pedestrian crossing time in an average five-minute period during the peak vehicle hour. | 0-0.99 | 10 |
| | 1-1.99 | 8 |
| | 2-2.99 | 6 |
| | 3-3.99 | 4 |
| | 4-4.99 | 2 |
| | 5 or over | <u>0</u> |
| | maximum | 10 |

Computations

1. Pedestrian Crossing Time = $\frac{\text{Street width curb to curb}}{4.0 \text{ feet per second}}$

2. Average Number of Gaps per 5-minute Period =

$\frac{\text{Total usable gap time in seconds}}{\text{Pedestrian Crossing Time} \times 12}$

Provisions

- The above criterion is based on a one-hour field survey consisting of 12 five-minute samples.
- All roadways having a raised median or a painted median (4-foot minimum width) will be considered as two separate roadways, if the pedestrian has a protected place to stand out of the path of traffic.

POLICY NO. 7

SCHOOL CROSSING GUARDS

The basic responsibility for the safety of school children walking to and from school rests with the parents. However, an adult crossing guard, supervised by the City Administrator, assisted by the Police Department, may be assigned to school crossing by the Fort Bragg City Traffic Committee which specified the following qualifications to be met during the hours school children are required to cross:

- At least 30 school children per hour for each of two hours (excluding junior high and high school students) must cross the street on the way to or from school.
- The minimum hourly vehicular volume on the street the school children are crossing must be at least 300 per hour for that time when school children are crossing.
- When cross is on a Safe Route to School, there are four exceptions:
 1. The vehicular volume is reduced to 275 vehicles per hour where the street is 64 feet in width or wider, and the 85th percentile speeds range from 35 to 45 mph.
 2. The vehicular volume is reduced to 250 vehicles per hour when the 85th percentile speed is 45 mph or over.
 3. Where there are, on the average, less than three adequate gaps in traffic for an average 5-minute period during the school crossing period. An adequate gap is determined by dividing the width of the street by 3.5 feet per second (average pedestrian walking speed) and adding perception and reaction time (3 seconds) plus clearance interval of 2 seconds between rows of pedestrians in the group.
- Where the number of vehicular turning movements through the crosswalk where children must cross exceeds 300 per hour while children are going to or from school.
- Where there are extenuating circumstances not normally experienced at a signalized intersection such as crosswalks more than 80 feet long with no median refuge area, or abnormally high percentage of commercial vehicles with operating characteristics substantially different from those of the passenger vehicle.

The crossing guard assigned may be withdrawn when conditions no longer satisfy the requirements maintained herein.

The need for crossing guard control is considered on the basis of the foregoing recommendations, although actual assignment of crossing guards is subject to available personnel and relative need.

POLICY NO. 8

"NO PARKING" RESTRICTIONS

'No Parking' restrictions will be recommended to facilitate the movement of traffic. If an engineering study indicates that such restrictions facilitate the movement of traffic and result in decreasing the accident potential, such restrictions will be recommended.

The prohibition of parking on residential streets for the convenience of abutting property owners will be considered only when a request is submitted by persons representing a substantial majority of the improved front footage affected on both sides of the street in increments of complete blocks or the majority of improved front footage affected on a single side of the block.

POLICY NO. 9

"NO STOPPING AT ANY TIME" RESTRICTIONS

"No Stopping At Any Time" restrictions will be recommended for placement to facilitate the movement of through traffic and to reduce any potential accident hazard.

Such restrictions will not be recommended at those locations where parking is unlikely or where applicable sections of the Vehicle Code are clearly enforceable regardless of the existence of posted regulations.

POLICY NO. 10

STREET CLOSURE

It is the policy of the Traffic Committee to recommend restricted use or closure of a street or highway only when such action is necessary:

1. For the protection of the public,

2. During improvement, construction or maintenance operations thereon and,
3. For the protection of persons attending a school where the school grounds are crossed or divided by any public street or highway.

POLICY NO. 11

COMMERCIAL LOADING ZONE (YELLOW ZONE)

Commercial vehicle loading and unloading zones will be recommended when investigation reveals that there are no off-street loading facilities available and that the use of such a zone will expedite movement of through traffic.

When such a zone is recommended, it will be located at the mid-block point on short blocks, or at each end of a long block in the vicinity of the intersection. No more than two loading zones will be recommended for one side of a block.

POLICY NO. 12

SHORT TIME PARKING ZONE (GREEN ZONE)

Establishment of short-time limit parking restrictions for a period of 2.0 minutes will be considered when the requested location serves a public or quasi-public building where a need for short-time parking has been demonstrated.

POLICY NO. 13

PASSENGER LOADING ZONES (WHITE ZONE)

Passenger loading zones will be recommended when an investigation reveals that no off-street passenger loading facilities are available and that the use of such a zone will expedite movement of through traffic.

A zone of this type will be recommended only at those locations where there is a high volume of passenger loading operations such as at a theater, large hotel, bus or train ticket office.

The California Vehicle Code states that white curb markings may be used adjacent to mail boxes to provide an area for parking while making a deposit.

The use of white curb markings in conjunction with mail boxes will be restricted to those locations where the Post office has provided a 'snorkel' type mail box.

POLICY NO. 14

TIME LIMIT PARKING RESTRICTIONS

Installation of time limit parking restrictions will be considered when a request is submitted by a person representing a substantial majority of the improved front footage affected on both sides of the street in increments of complete blocks. A need for greater curb turnover must also be evident. Placing such restrictions on a random, isolated basis should be discouraged because of difficulty of enforcement.

POLICY NO. 15

PARKING STALL MARKINGS

Installation of parallel painted parking stalls will be recommended only in congested business districts. All parallel parking stalls will be nominally 8' wide with a pair of 23 foot stalls adjoining each other, separated from the next succeeding pair of stalls by a section of red curb 8 feet in length.

POLICY NO. 16

"CHILDREN AT PLAY SIGNS"

'Children at Play' signs and similar warning or information signs will not be recommended for placement on streets. It is the opinion of the Traffic Committee that drivers can be expected to recognize an area where child or adult pedestrians may be expected. There is no evidence known to this Committee that the use of signs of this type increase driver alertness or improve driver behavior. On the contrary, use of these signs may encourage the dangerous practice of playing in the street, thereby increasing the child pedestrian hazard.

POLICY NO. 17

RED CURB AT DRIVEWAYS

Red curb will not be recommended at or adjacent to any driveway except under the following conditions:

- Where such restriction will materially aid or improve movement of through traffic. Where such restrictions will reduce the accident potential. (On minor streets unusual conditions must exist before red curb will be considered as warranted.)
- Where vehicles normally using a driveway cannot enter or leave a driveway that is maximum legal width or where widening the driveway to maximum legal width is not practical because of some unusual physical condition. It is the intent that unusual conditions encompass such topographic features as large trees and difficult grade differentials, but not items such as remodeling garage doors or the loss of lawn or garden areas.

POLICY NO. 18

"DEAD END" SIGNS

It the policy of the Traffic Committee to recommend posting "Dead End" signs only on those streets that are not continuous and such discontinuity is not readily apparent.

Such signs will be posted at the intersection beyond which there is no legal outlet.

POLICY NO. 19

MEDIAN OPENINGS

The following policy for median openings has been established to facilitate traffic movement and to promote traffic safety.

Mid-block median openings with left-turn pockets to permit turns into adjacent property would not normally be recommended unless all of the following conditions exist:

- The property to be served is a major traffic generator and has a continuing frontage of 400 feet or more along the major arterial street.
- The median opening is not less than 600 feet from an intersection with a major arterial or collector street.
- The median opening is not less than 400 feet from an intersection with a local street.
- The median opening is not less than 600 feet from any other existing or proposed mid-block median opening.

POLICY NO. 20

ANGLE PARKING

Angle parking is a known generator of traffic accidents. It has been the experience of many people in the field of traffic engineering that parking and backing-up maneuvers associated with angle parking create a hazardous accident potential.

In consideration of the increased accident potential, it is the policy of the Traffic Committee to recommend against installation of this type of parking "except in special circumstances".

POLICY NO. 21

NON-STANDARD SIGNS AND PAVEMENT MARKINGS

Modern highways and vehicles operating thereon, together with changes in our way of life, have resulted in ever-increasing ranges of travel. In the end, highway users have come to depend on traffic control devices for information, warning and guidance. So great is this dependence that uniform high-quality devices are necessary for productive use and public acceptance of any highway system.

In consideration of the benefits of installing uniform signs and pavement markings and traffic control devices, it is the policy of the Traffic Committee to recommend against placing any nonstandard signs or pavement markings. Non-standard signs or pavement markings will be defined as installations other than those indicated in the California State Planning Manual of Uniform Traffic Control Devices.

This policy is not intended to preclude experimental installations, special or newly developed materials and designs.

POLICY NO. 22

Raised Pavement Markers

Raised pavement markers will be recommended to be installed on existing streets or highways when no major work of the pavement surface is planned for during the five years following marker installation and when any one of the following conditions is satisfied:

- The roadway is a primary or secondary road located in its ultimate centerline.
- Where accident history indicates raised pavement markers may reduce an accident potential.
- Where adverse roadway geometry requires raised pavement markers to provide greater safety.

Consideration must be given to the economic factors associated with the installation of the markers.

POLICY NO. 23

SPEED BUMPS

"Speed bumps" and any other hazardous physical obstruction whose sole purpose is to slow traffic will not be recommended for installation on city streets.

It is this Committee's opinion that the public is entitled to a full, unobstructed use of the entire roadway. In addition, this Committee believes that such installations may result in damage to the motoring public's vehicles and possibly contribute to injury or death. 'Speed bumps' are particularly hazardous to emergency vehicles.

This Committee feels that concentrated law enforcement is the best solution to speeding problems.

POLICY NO. 24

STRIPING

Centerline and/or lane line striping will be considered warranted on a street or highway when any one of the following conditions are satisfied:

- The average daily traffic exceeds 500.
- Where limited sight distance in or during fog conditions make it advisable as a safety measure.
- On any rural through highway where the average distance between intersections is not less than 1000 feet. "Rural" is anything other than "Business" or "Residential."

When warranted, centerlines will be placed as follows:

1. Two Lane Highway

- Where sight distance is adequate, a yellow single broken line.
- Where sight distance is inadequate, a double yellow line.

2. Four Lane Highway

- A double yellow line will be used for the highway center line.
- A white single broken line shall be used for lane dividers.

Lane lines should be used where it is necessary to organize traffic into proper channels and to increase the efficiency of the street for moving traffic.

Due to relatively low volumes of traffic in residential areas and the high cost of installing and maintaining striping, local streets will not normally be striped.

POLICY NO. 25

LEFT-TURN POCKET INSTALLATION FOR A TWO-LANE ROADWAY

Left-turn pocket channelization will be considered at existing intersection or mid-block locations if any of the following conditions are met:

- Twenty-five or more vehicles make a left turn and are in conflict with 100 vehicles on the through street during the peak hour and the 85th percentile speeds on the through road is 35 mph or greater
- Five or more reported accidents that are susceptible to correction by a left-turn pocket installation have occurred during a 12-month period.
- The visibility of approaching traffic is less than the safe stopping sight distance for the prevailing speed.
- Where adequate roadway permits.

POLICY NO. 26

HIGHWAY SAFETY LIGHTING

Highway safety lighting will be considered at existing intersections if one of the following conditions is fulfilled:

- When any one of the following traffic signal warrants is met during any single hour of darkness:
 - Minimum vehicle volume
 - Interruption of continuous traffic
 - Minimum pedestrian volume
- There are five or more accidents a year and 50 percent or more are occurring under conditions other than daylight.
- Less than five accidents occur per year at any one location, with three or more accidents per year under conditions other than daylight.

POLICY NO. 27

FLASHING BEACONS

A. Flashing beacon installation will be considered at existing intersections if one or more of the following conditions are met:

- Four or more left-turn accidents plus one or more right angle accidents occurring during a one-year period.
- Six or more left-turn accidents plus one or more right-angle accidents occurring during a two-year period.
- Four or more right angle accidents occurring during a one-year period.

B. If any of the above criteria have been met, the type of control should be as follows:

- If the minor to major entering volume ratio is 0.50 or less, red-yellow lens operation (2-way STOP) should be considered.
- If the minor to major entering volume ratio is greater than 0.50, 4-way red lens operation (4-way STOP) should be considered.

C. The installation of flashing beacons at an intersection with yellow flashing on the main street and red flashing on the minor street may be warranted by the following condition:

- Where sight distance is extremely limited or where other conditions make it especially desirable to emphasize the need for stopping on one street and for proceeding with caution on the other.

POLICY NO. 28

FLASHING YELLOW SCHOOL SIGNALS

Use of yellow flashing signals will be limited to the function of advance warning at school crossings. They may be installed only at locations where school signing and marking is warranted.

The governing board of any school district shall initiate request for a flashing signal installation.

Installation of a flashing yellow signal may be warranted as an advance warning device for an established school crossing under the following conditions:

- The school crossing is located on the suggested safest route and there are at least 40 school-age pedestrians during each of any two hours at an uncontrolled intersection or mid-block location at least 600 feet from the

nearest controlled crossing. (The definition of a controlled crossing is one at which STOP signs, traffic signals, or adult guards are functioning.)

- The vehicular volume at the crossing exceeds 200 vehicles per hour in rural areas during the times children are going to and from school. A flashing yellow signal shall operate only while children are going to or leaving the school during opening or closing hours or during the noon recess period, and such signal shall be controlled by a time clock or actuated by a key. In addition, at least one of the following will always be required:
- The critical approach speed of traffic exceeds 25 miles per hour.
- Approach visibility of the crossing is permanently restricted to less than the required safe stopping sight distance for the prevailing speed of traffic.
-

| <u>Critical Approach Speed</u> | <u>Required Safe Stopping Sight Distance</u> |
|--------------------------------|--|
| 30 mph | 200 feet |
| 40 mph | 275 feet |
| 50 mph | 350 feet |

Flashing yellow signals will be used only as advanced warning and not as a means to control traffic.

POLICY NO. 29

Weight Limits

The California Vehicle Code outlines specific situations where the City Council may adopt ordinances to reduce the permissible weight of vehicles upon city streets.

The Traffic Committee will recommend establishing weight limit restrictions when:

- The street in question is an unimproved street as defined by the Vehicle Code – i.e., a hard surface of less than four inches, if it is evident that a satisfactory alternate route is available and that such rerouting will provide for a greater degree of safety.
- In a residential subdivision area, the prohibition of commercial vehicles over a gross weight of 14,000 pounds will provide for increased safety and when an alternate route for such vehicles is available.

Under provisions of the California Vehicle Code, no ordinance shall prohibit any commercial vehicle from delivering or loading for transportation goods, wares or merchandise.

POLICY NO. 30

EQUESTRIAN CROSSINGS

Whereas every person riding an animal upon a highway has all of the duties applicable to the driver of a vehicle as defined in the California Vehicle Code, the installation of warning signs and equestrian crossings will be recommended only at specific locations where there are special circumstances, listed as follows.

- "Watch for Equestrians" signs will be recommended at the entrances to areas that have numerous equestrian trails crossing the public roadways, or on narrow streets where riders abound.
- A painted crosswalk and "Bridle Path" signs will be recommended where there are sight distance restrictions, or where there is a high degree of conflict between equestrians and vehicles such as at a trail crossing. It should be kept in mind that the indiscriminate use of such markings could conceivably increase the accident potential by creating a false sense of security on the part of the equestrian. Painted crosswalks will not be installed where it is not desirable to locate a pedestrian crossing.

