

CITY COUNCIL MEETING
AUGUST 5, 1987

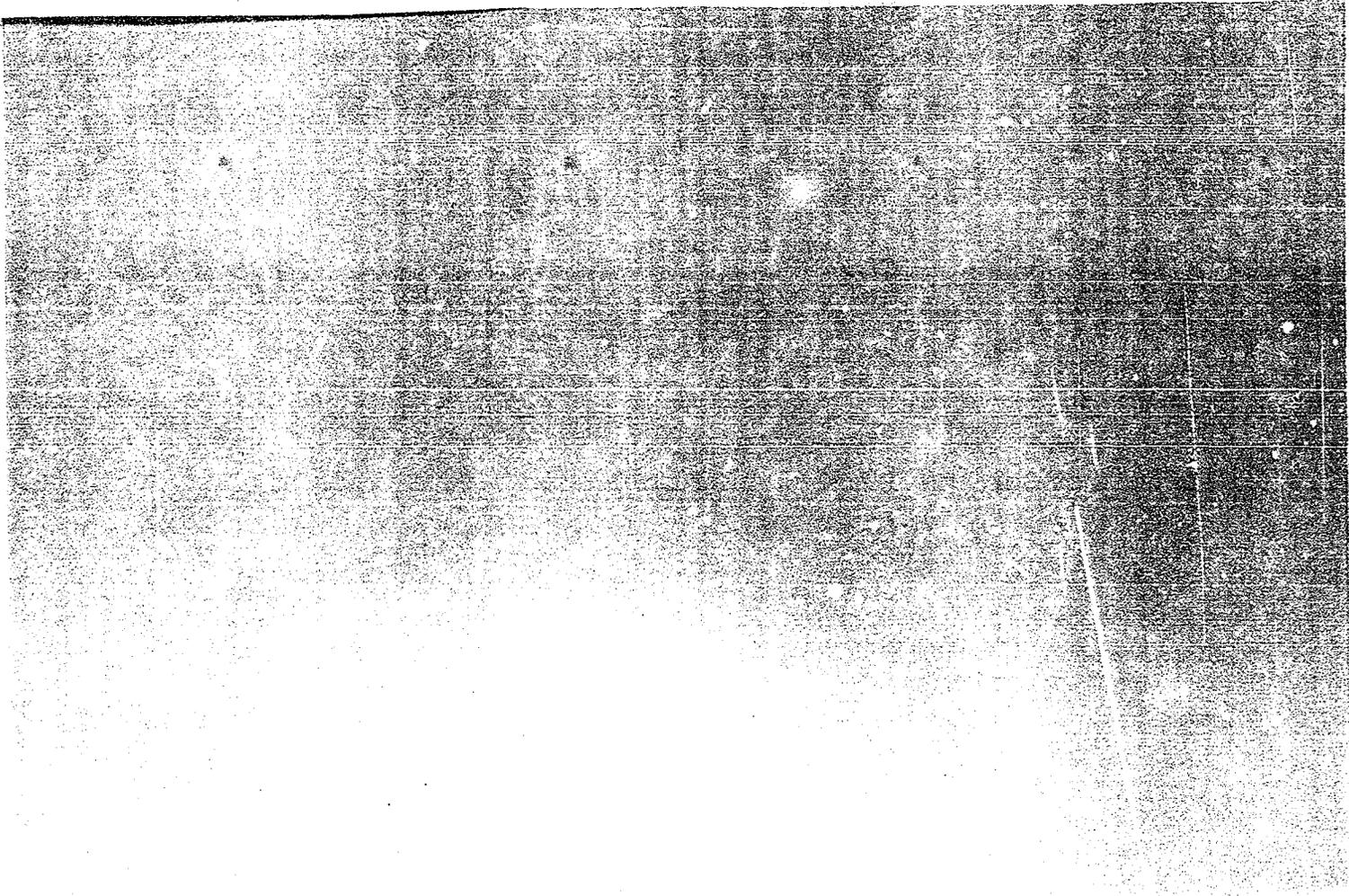
COUNCIL CONTINUES, TO
SEPTEMBER 2, 1987
MEETING, AGENDA ITEM
E-1-R, "ESTABLISH
REVISED POLICIES ON
SPEED LIMIT SIGNS
AND STREET
CENTERLINES"

CC-48(a)

Agenda item e-1-R - "Establish revised policies on speed limit signs and street centerlines", which was removed from the Consent Calendar, was introduced by City Manager Peterson.

Council Member Reid indicated that he felt policy matters should be placed on the Regular Calendar and not on the Consent Calendar; that he felt this item needed additional and more detailed explanation; and that the public needed more information regarding the matter. Council Member Reid further indicated that he wanted the matter continued to a later meeting.

Following additional discussion, with questions being directed to Staff, Mayor Olson directed that the matter be placed on the Agenda for the Regular Council Meeting of September 2, 1987.





CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: August 5, 1987
AGENDA TITLE: Revised Policies on Speed Limit Signs and Street Centerlines

RECOMMENDED ACTION: Informational only.

BACKGROUND INFORMATION: During the recent Council discussion concerning Lakeshore Village traffic controls, staff indicated some unwritten policies would be reviewed and formalized. Written policies regarding speed limit signs and street centerlines are attached for the Council's information. Changes from past practices are:

- 25 mph signs - Signs will be installed on approximately 20 residential streets near the intersection of high speed streets (40 mph or higher).
- Centerlines on curved streets - More curved streets will be striped with a centerline.
- Fewer streets with centerlines - Past practice was to install a centerline on streets such that a motorist would be no more than two blocks from a street with a centerline. Under the new policy, streets such as Royal Crest Drive, Tamarack Drive, and Daisy Avenue do not need centerlines. They will, however, be maintained until the street is resurfaced, at which time they will not be repainted.

Jack L. Ronsko
Public Works Director

JLR/RCP/ma

Attachments

cc: Street Superintendent

APPROVED:

THOMAS A. PETERSON, City Manager

FILE NO.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

POLICIES AND PROCEDURES

TRAFFIC - 6

SPEED LIMIT SIGNS

7/21/87

Speed limit signs (R2) shall be placed on all streets with speed zones of 30 mph or above. Streets with a 25 mph speed limit justified by an engineering and traffic survey shall also have R2 signs posted.

The R2 sign shall be placed at the beginning of all speed zones. When the speed zones are longer than one mile, intermediate signs may be posted at one-half mile intervals. When major arterials intersect with streets with speed zones, additional R2 signs may be posted. All R2 signs shall be placed a sufficient distance from intersections to allow visibility for turning vehicles.

Through streets in residential areas with 25 mph prima facie limits shall have speed signs posted under the following conditions:

1. Near the intersection of streets with a speed limit of 40 mph or more; or
2. Extension of streets having a higher speed zone. (Example: California S/Lockeford)


Jack L. Ronsko
Public Works Director



CITY OF LODI

PUBLIC WORKS DEPARTMENT

POLICIES AND PROCEDURES

TRAFFIC - 5

CENTERLINE POLICY

7/21/87

The following policy regarding centerline installations is to be followed in determining NEW centerline locations. Existing centerlines will not be removed unless the street is being resurfaced. Resurfaced streets that do not meet the following guidelines shall not have the centerline reinstalled.

Guidelines

The Caltrans centerline guidelines (Section 6-02.1) should be followed in determining centerline locations. In addition, one of the following guidelines should be met to warrant justification of a centerline:

1. Street width (face to face) of 60 feet or more; or
2. Daily traffic volume of 2000 vehicles or more; or
3. The street has unusual curvature and a daily traffic volume of 750 vehicles or more; or
4. Posted speed limit of 30 mph or more; or
5. The street has unusual configuration such as the travel lanes are not centered due to varied parking style.

Two-lane streets that meet the above guidelines shall have single skipped yellow center lines and streets with more than two lanes shall have double solid yellow centerlines.

Segments of streets that meet the guidelines shall have the centerline installed for the particular segment. The segment should begin and end at streets with centerlines. The entire street shall not have the centerline installed if it does not meet the guidelines.


Jack D. Ronsko
Public Works Director