

TRAFFIC ENGINEERING COMMITTEE AGENDA

SPECIAL MEETING

UKIAH CIVIC CENTER
Conference Room No. 3
300 Seminary Avenue
Ukiah, California 95482

TUESDAY, October 15, 2013
3:00 P.M.

1. **CALL TO ORDER:**
Baxter, Seanor, Whitaker, Kageyama, Lampi, Taylor, Jordan
2. **APPROVAL OF MINUTES:** August 20, 2013
3. **AUDIENCE COMMENTS ON NON-AGENDA ITEMS:**
The Traffic Engineering Committee welcomes input from the audience. In order for everyone to be heard, please limit your comments to three (3) minutes per person and not more than 10 minutes per subject. The Brown Act regulations do not allow action to be taken on non-agenda items.
4. **OLD BUSINESS:**
 - a. Discuss and Provide Comment on Draft Complete Streets Policy (Report Attached)
5. **NEW BUSINESS:**
 - a. Discussion and Possible Action Regarding Request for Eight Additional Speed Limit Signs along West Mill Street
6. **COMMITTEE MEMBER REPORTS:**
7. **MISCELLANEOUS ITEMS:**
8. **ADJOURNMENT:**

Please be advised that the City needs to be notified 72 hours in advance of a meeting if any specific accommodations or interpreter services are needed in order for you to attend. The City complies with ADA requirements and will attempt to reasonably accommodate individuals with disabilities upon request.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Ukiah City Hall, located at 300 Seminary Avenue, Ukiah, California, not less than 72 hours prior to the meeting set forth on this agenda.

Dated this 11th day of October, 2013
Jarod Thiele, Recording Secretary

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Chair Turner commented that it could be a loading zone and asked if there could be a 30 foot loading zone instead of 2 parking spaces.

Member Seanor commented there is about 105 feet of usable space which amounts to about 5 parking spaces.

Member Whitaker inquired about the location of the book drop would be and Ms. Wingate said it would be at the end of the current yellow loading zone.

Member Taylor commented that the parking space marking on the street will need to be removed and is okay with one long yellow zone.

Consensus of the commission was to allow the yellow zone and to leave discretion to the Streets Department as to the best use of all the space.

Member Whitaker commented that moving the handicapped space to the north would be a better location.

Member Jordan commented that there are probably more wheelchairs that will have to walk a further distance.

Member Taylor commented that a handicapped placard allows parking in a white zone.

Member Seanor commented that it was probably located where it currently is to make it closer to the door.

Ms. Wingate requested rearranging the parking across the street. If it had a handicapped spot there, it could negate this issue.

Member Turner commented that may be an issue for a future meeting

Member Jordan said we know concerns for some people but have not heard concerns from all people that could be affected.

Ms. Wingate commented that the blue space is always full.

NO motion was made regarding the handicap zone

Vice-Chair Baxter commented that he would like to see this item return if Ms. Wingate would try to collect some information

Book Drop:

Member Whitaker commented it needed to be back at least 6 inches.

Member Turner commented that if it was on the sidewalk by the curb someone in a wheelchair could not access it as they would be in the street.

Member Seanor commented that an encroachment permit would be needed.

Member Turner asked if the library could develop what all changes they wanted in front of the library including the book drop, bike rack and ADA accessibility.

Member Baxter commented that the TEC does not need to approve the book drop.

Member Seanor agreed and just brought it forward with the other requests.

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Ms. Wingate commented that she preferred it at the north end of the loading zone.

M/S: Jordan/Whitaker to defer the book drop location to Public Works and to approve the loading zone. Motion **carried** with an all **AYE** voice vote from the Committee

MS. Wingate left the meeting at 3:29

a. Discuss and Provide Comment on City of Ukiah Safe Routes to School Plan (Report Attached)

Member Seanor entered the room at 3:06pm.

Member Seanor presented the item. It was funded by MCOG. Alta Planning and Design prepared the plan. Preparation of the report will allow opportunities for funding to implement the plan. City Council will approve the draft report once comments are received from the committee. In Appendix B it is suggested to reduce the speed limit in a school zone to 20 mph on certain streets as listed on page 21. Also if there is a priority on the projects that should be discussed and to include a standing item on the TEC agenda.

Member Turner commented that Yokayo School has a lot of issues concerning it.

Member Turner inquired what the matching percent is and Member Seanor thought it was around 20%.

Ms. Harrington asked if the City of Ukiah would pay the match or if the school would and requested more time to look at the draft and provide comments.

Ms. Milani commented that the traffic is driving around the crossing guard. Also the curb ramp on the northwest corner of Mendocino and Dora is a concern as drivers will drive over it.

Ms. Harrington commented the same about Nokomis School and Washington Avenue

Member Taylor commented that there is a vehicle section code requiring it to have approval from the TEC.

Ms. Pedroncelli commented that there is an item listed for Ukiah High regarding an issue with crosswalks and corners.

Ms. Milani commented about installing a bike lane and asked if the parking spaces would be removed. She also commented that constructing an access road for student drop-off on the north end of the property and through to Gardens Avenue would be the best.

Member Turner commented the way to eliminate the parent pick up area and relocate it.

Member Kageyama agreed with Ms. Milani.

M/S: No motion was made.

d. Discuss and Provide Comment on Draft Complete Streets Policy (Report Attached)

Former member Councilmember Rodin had expressed hope that a councilperson would keep this project moving forward and Councilmember Thomas agreed to. There was a write up done for the council and if this moves forward he would like the TEC to weigh in on before it returns to council. He requested that at the next monthly meeting it be discussed in further detail.

165 **Member Whitaker** commented that he currently does not have the resources do to overlays.

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167 **Member Seanor** commented that if the cost of the improvements exceeded 20% of the cost of the
168 project, they would not be done.

169

170 **Chair Turner** requested this item be on the agenda for the next meeting.

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172 **Member Seanor** commented that when Caltrans funding is accepted, they have certain requirements
173 including ADA facilities and other pedestrian access requirements.

174

175 : No motion was made

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177 **f. Discuss and Provide Direction Regarding “Cross Traffic Does Not Stop Signs” (Report**
178 **Attached)**

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180 **Mr. Middlebrook** requested adding signs in the downtown areas from Dora to State and Clay to
181 Henry streets that say “Cross Traffic Does Not Stop” to allow drivers and pedestrians to know which
182 intersections have through traffic and wants streets to be safer for all.

183

184 **Member Seanor** commented that he did some initial research with the need to be consistent with
185 state and federal signage laws. There is one that says “Cross Traffic Does Not Stop” as well as
186 directional ones. In order to determine whether this type of sign would be warranted an engineering
187 study must be completed. Member Seanor requested the TEC to identify which location(s), if any
188 should be evaluated for the signs.

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190 **Member Jordan** agreed with Mr. Middlebrook’s comments.

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192 **Member Taylor** commented that people already stop at intersections they are not supposed to and
193 that a majority of people don’t pay attention to them anyway but agreed the traffic is an issue.

194

195 **Vice Chair Baxter** inquired if there was accident history and Member Taylor said there were not a lot
196 of accidents at this location.

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198 **Member Kageyama** commented that if they were put downtown they would need to be put up city
199 wide to be consistent.

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201 **M/S:** No motion was made.

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203 **c. Discussion and Possible Action regarding request for no parking zone at 203 South Main**
204 **Street (Report Attached)**

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206 **Chair Turner** commented that they are asking for a space to be eliminated to allow for further sight
207 distance.

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209 **Member Whitaker** thinks it should removed

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211 **M/S: Jordan/Lampi:** To approve the request for no parking zone to be approved by City Council.
212 Motion **carried** with an all **AYE** voice vote of the committee.

213

214 **e. Discussion and Possible Action Regarding Advanced Crosswalk Yield Lines at the**
215 **Intersection of South State Street and Luce Avenue (Report Attached)**

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217 **Member Kageyama** presented the item. South State Street is an area where pedestrian accidents
218 have occurred. The problem is mainly where there are two lanes going both directions. A vehicle will
219 stop in one lane and a vehicle in the next lane won’t see the pedestrian. The advanced warning
220 markers are relatively new to the MUTCD. It is being suggested at the intersection of South State

221 Street and Luce Avenue.

222

223 **Vice Chair Baxter** inquired if people follow them.

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225 **Member Taylor** commented that there would have to be public education on them.

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227 **M/S: Taylor/Lampi:** to evaluate the intersections from Freitas and down to Observatory to determine
228 the location of the highest pedestrian traffic

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230 **6. COMMITTEE MEMBER REPORTS**

231 **Member Whitaker** commented that all of the humps on State Street have been ground and
232 smoothed

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234 **Member Taylor** commented that painting the speed on North Oak Street has helped slow traffic

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236 **Member Seanor** commented that bids opened for a slurry seal project and bids came in lower than
237 anticipated.

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239 **Member Seanor** also commented that in 1988 Steve Turner first started serving on the Traffic
240 Engineering Committee and thanked him for his years of service.

241

242 **Member Turner** commented that this will be his last meeting as he had moved out of the city limits
243 and the requirement is that the member at large must live in the city limits. He also commented that
244 this has been the most productive committee he has served on.

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246 **7. MISCELLANEOUS ITEMS**

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249 **8. ADJOURNMENT**

250 There being no further business, the meeting adjourned at 4:45pm

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256 Jarod Thiele, Recording Secretary

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CITY OF UKIAH MEMORANDUM

DATE: October 11, 2013
TO: Traffic Engineering Committee
FROM: Rick Seanor, Deputy Director of Public Works
SUBJECT: Discuss and Provide Comment on Draft Complete Streets Policy
Agenda Item 4a.

REQUEST: At the August 20, 2013 meeting, the Traffic Engineering Committee (TEC) continued the discussion of the Complete Streets Policy to a future TEC meeting. Attached please find the original TEC report on this item for your review.

RECOMMENDATION: Staff is submitting this report and draft Complete Streets Policy for review and discussion by the TEC. Staff has provided the following option for consideration:

1. Provide Comment on Draft Complete Streets Policy.

enc.

cc: Councilmember Benj Thomas
file



AGENDA SUMMARY REPORT

SUBJECT: COMPLETE STREETS—HEAR PRESENTATION, DISCUSS, AND POSSIBLY GIVE DIRECTION TO STAFF TO BRING BACK A COMPLETE STREETS POLICY FOR CONSIDERATION AT A FUTURE MEETING.

Background: On December 5, 2012 the City Council was presented with a discussion and shown examples of Complete Streets. The presentation was a result of Council Member Rodin's efforts with complete streets and the discussion was presented by Sue Barton, a VISTA Volunteer. The Council was interested in reviewing a complete streets policy at a future meeting. This item fulfills that request. Council member Rodin has initiated and coordinated the majority of the effort to get the proposed policy to its current state. The concept of "complete streets" is that streets be designed for everyone. Complete streets are designed to enable safe access for all users—pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

Complete Streets policies formalize a community's intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. Policies direct transportation planners and engineers to design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles.

Discussion: Council member Rodin has spent a significant amount of time since the presentation in December of 2012, creating the policy that is attached (1). She worked with staff and members of the community. As a result of engineering staff review two items were of particular concern. The first item is that in this process to create this policy, the Traffic Engineering Committee (TEC) was not involved. This was an oversight by the Director and the committee should be involved and able to comment on policy. The other concern is with regard to the effect on street maintenance such as overlays and asphalt seal coats (slurry seals). Staff recommends that we do not adopt a policy that would leave us even more financially unable to maintain our street assets. Some of these details could be discussed with the TEC, if the council directs staff to further this policy and work with the TEC.

Fiscal Impact:

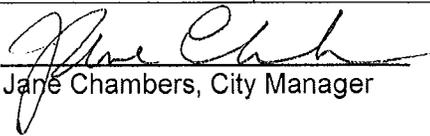
Budgeted FY 12/13 New Appropriation Not Applicable Budget Amendment Required

Recommended Action(s): Discuss the attached complete streets policy and direct staff on how to proceed.

Alternative Council Option(s): N/A

Citizens advised:

Requested by: Councilmember Rodin
Prepared by: Tim Eriksen, Director of Public Works and City Engineer
Coordinated with: Jane Chambers, City Manager
Attachments: 1. Complete Streets Policy of the City of Ukiah

Approved: 
Jane Chambers, City Manager

Complete Streets Policy of the City of Ukiah

A. Complete Streets Vision Statement

The City of Ukiah envisions a community resplendent with aesthetically pleasing, easily accessible, and ubiquitous walking and biking routes in the hope that they foster social interaction, create community pride, and lead to excellent quality of life. In realizing this vision through implementation of this Complete Streets policy, Ukiah will enjoy long-term cost savings in improved public health, better environmental stewardship, a vibrant local economy, reduced fuel consumption, and reduced demand for costly motor vehicle infrastructure

B. Complete Streets Principles

1. Complete Streets Serve All Users.

The City of Ukiah is committed to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets through a comprehensive, integrated transportation network that serves street users of all ages and abilities, including but not limited to pedestrians, bicyclists, motorists, public transit users, emergency vehicle operators, maintenance vehicles, and seniors, children, youth, and families.

2. Context Sensitivity.

In planning and implementing street projects, the City of Ukiah shall maintain sensitivity to local conditions and needs in both residential and commercial neighborhoods and shall work with residents, merchants, and other community stakeholders to ensure that a strong sense of place endures. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, street furniture, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signage, bicycle parking facilities, public transportation stops and facilities, and other features assisting in the provision of safe travel for all users. Other measures including traffic calming methods such as traffic circles, transit bulb outs, cyclovias, and road diets will also be incorporated. Recognizing the safety benefits of cars moving slower through the streets, reducing speed limits will also be considered where applicable. The City will experiment with temporary structures as appropriate to try innovative approaches to completing streets.

3. All Infrastructure Projects and Phases.

Complete Streets infrastructure, sufficient to enable reasonably safe travel along and across the right of way for each category of users, shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets *except* that specific projects may be excluded from serving a specific category of users if an exemption is approved via the process set forth later in this policy.

The City shall consider making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to complete the streets and improve the transportation network for all users. The City will work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets and will look to all sources of transportation funding to implement Complete Streets. The following projects provide opportunities for connectivity and cooperation: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations and modifications and maintenance of landscaping and related features. The City will refer all consultants working in related areas to the City of Ukiah's Complete Streets policy.

C. Implementation

1. Plan Consultation and Consistency.

Maintenance, planning, and design of projects affecting the City's transportation network shall be consistent with all adopted in City planning documents, including future revisions, including the City of Ukiah's General Plan, the Master Bike and Pedestrian Plan, and any other documents containing policies and procedures related to the City's transportation system. All City of Ukiah procedures, plans, and rules will be consistent with this policy.

2. Street Network/Connectivity.

As feasible, the City of Ukiah shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users with the particular goal of creating a connected network of facilities accommodating each category of users and regional geographic areas.

3. Evaluation.

The Department of Public Works shall perform biennial evaluations of how well the streets and transportation network of the City are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis. Performance measures will be shifted from considering only vehicular Level of Service (LOS) to more comprehensive measures such as: the miles of on-street bicycle lanes and accommodations created, new linear feet of pedestrian accommodation, changes in people bicycling, walking or using transit, number of new street trees, and/or the creation or adoption of a new multi-modal Level of Service that better measures the quality of travel experience.

D. Exemptions

Should a City department seek to exempt a project from Complete Streets requirements, the department head must provide a written explanation of why accommodations for all modes were not included or necessary in the project, to the City Manager or to whom the City

Manager designates for approval. The following three categories of exemptions are allowable. Any exempted project will be made available to the public for review.

1. Accommodation is not necessary of corridors where non-motorized use is prohibited. However, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
2. The cost of accommodation is excessively disproportionate to the need, probable use, or long-term savings inherent in Complete Streets projects. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
3. A documented absence of current or future need. Scarcity of population or other factors can signify an absence of need.

CITY OF UKIAH

MEMORANDUM

DATE: October 10, 2013

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works *RJS*

SUBJECT: Discussion and Possible Action Regarding Request for Eight Additional Speed Limit Signs along West Mill Street
Agenda Item 5a.

REQUEST: The Residents for Enforcement of Residential Speed submitted a request for eight additional speed limit signs along West Mill Street (see Attachment "A").

DISCUSSION: Mill Street from McPeak Street to Main Street satisfies the California Vehicle Code definition of a residence district and therefore has a prima facie speed limit of 25 mph. In addition, an Engineering and Traffic (Speed Zone) Survey was completed under the direction of a California licensed Professional Traffic Engineer for West Mill Street on April 30, 2012. This survey confirmed the posted 25 mph speed zone on West Mill Street. The Engineering and Traffic Surveys for the entire City were adopted by the Ukiah City Council on July 18, 2012 by Ordinance Number 1137.

West Mill Street is technically classified as a collector and is therefore a main route for traffic travelling to and from its tributary area of the west side of Ukiah. West Mill Street is approximately 35 feet in width and approximately 2,000 feet in length between McPeak Street and South Oak Street. West Mill Street provides two way traffic flow with curbside parking on both sides of the street. During a site visit, staff observed several vehicles parked along both sides of West Mill Street. Vehicles parked in this manner tend to create traffic calming as vehicles slow down when negotiating narrow stretches of the street where cars are parked.

There are existing 25 mph speed limit signs posted on West Mill Street at the following four locations: at Mill Court (for eastbound traffic), at South Dora Street (for eastbound traffic), at South Dora Street (for westbound traffic), and near School Street (for westbound traffic). The California Manual of Uniform Traffic Control Devices, 2012 Edition, offers some guidance on locating speed limit signs at locations where there is a change from one speed limit to another. Additional speed limit signs may be posted where necessary to remind drivers of the applicable speed limit (see Attachment "B").

On October 9, 2013, staff observed the Police Department speed radar trailer in use on West Mill Street for westbound traffic. The speed radar trailer is an effective tool to provide direct feedback to drivers of their speed compared to the posted speed zone.

RECOMMENDATION: 1) Continue to utilize the Police Department speed radar trailer;
2) Recommend West Mill Street for the Police Department's "Directed Enforcement Program";
3) Take no action; 4) Refer to staff for further analysis.

enc.

cc: Residents for Enforcement of Residential Speed
file

Attn: Rick Seanor & Jerry Whittaker
City of Ukiah
Traffic Engineering Committee

Attachment # "A"

September 6, 2013
RECEIVED

OCT - 2 2013

CITY OF UKIAH
DEPT. OF PUBLIC WORKS

RE: 8 Additional speed limit signs on West Mill Street in the 300, 400 & 500 blocks

Please find below signatures of residents on West Mill Street concerned with the undue speed of a few motorists utilizing this section of West Mill Street. We have had pet cats killed and generally live in fear for the children who live or visit our homes on West Mill Street. The undersigned residents of West Mill Street respectfully request that the City of Ukiah place at least an additional 8 speed limit signs on West Mill Street between Oak Street and Mc Peak Street.

West Mill Street, as you know, is an arterial street draining the neighborhoods to the north and south of West Mill Street. It is also, unfortunately, an unusually narrow street adding to the risk of an eventual accident with another vehicle at the intersection of Mc Peak or Spring Streets. God forbid that the eventual accident involves the children living or visiting on those blocks of West Mill Street.

West Mill Street is used as a drag strip by some motorists within the neighborhood. One can hear vehicles accelerating from Dora Ave coming up West Mill Street and by the time they reach mid block they are at a speed of at least 45 to 50 mph and presumably 60 to 65mph between Spring Street and Mc Peak. This is, quite frankly, an intolerable situation. We residents took action.

Some of the West Mill Street residents pooled their money and had "official" looking speed limit signs produced by a local sign shop. We strategically located the signs at intervals along the West Mill Street "drag strip" hoping to have an impact on the worst violators. We recognize the lack of municipal fiscal resources and the heavy workload on the remaining city employees. To our chagrin, our signs were removed by a city crew with the assistance of Ukiah PD within less than 24 hours.

Imagine how it feels to be a resident on West Mill Street where reckless speeders can regularly and frequently fly up and down west Mill Street at speeds of 60 mph with impunity while law abiding residents have their very appropriate speed limit signs removed in less than 24 hours by city crews and Ukiah PD. We are not happy. We fully intend to pursue this dangerous situation to a satisfactory conclusion before our children are killed and we encourage the City's cooperation.

The undersigned residents of West Mill Street respectfully request that the City of Ukiah place at least an additional 8 speed limit signs (4 on each side) on West Mill Street between Oak Street and Mc Peak Street.

Please respond to us at: Residents for Enforcement of Residential Speed (RERS)
408 West Mill Street
Ukiah, CA 95482
707-272-7274

Print Trudy Morgan 408

Sign Trudy Morgan

Print Susan Schrock

Sign Susan Schrock 406

Print Steve Hanson 404

Sign STEVE HANSON

Print Tom Johnson 407

Sign Tom Johnson

Print SHERRY JOHNSON

Sign Sherry Johnson

Print Terena Scott

Sign Terena Scott

Anne M. Ward 414 W. Mill St.

Anne M. Ward

Glenn T Jensen

Glenn T Jensen 507 W Mill St

Ruth SANDER 508 W. Mill St

Ruth Sander

Red Cooks 601 W. Mill St.

Red Cooks

Scott Miller 408

Scott Miller

~~Will Hemborg~~ Marcus Geddes

Will Hemborg 110 1/2 CAROLYN ST

Attn: Rick Senor & Jerry Whittaker
City of Ukiah
Traffic Engineering Committee

September 6, 2013

RECEIVED

OCT - 2 2013

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The undersigned residents of West Mill Street respectfully request that the City of Ukiah place at least an additional 8 speed limit signs (3 on each side) on West Mill Street between Oak Street and Mc Peak Street.

Please respond to us at: Residents for Enforcement of Residential Speed (RERS)

408 West Mill Street
Ukiah, CA 95482
707-272-7274 *Grandma*

Print <i>Jason Johnson</i> 411	<i>Betsy Olson</i>
Sign <i>Jason Johnson</i>	<i>Betsy Olson</i>
Print <i>Joann Long</i>	<i>Bryan Morris 324</i>
Sign <i>Joann Long</i>	<i>Bryan Morris</i>
Print <i>Carolynn Hansen</i>	<i>JESSE C. DAVIS</i>
Sign <i>Carolynn Hansen</i> 347 Wmill	<i>Jesse C. Davis</i>

03 **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**

04 **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**

05 **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
- B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

08 ~~If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Guidance:

09 *A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

10 *States and local agencies should conduct engineering studies at least once every 5, 7 or 10 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*

11 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

12 ~~When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic.~~

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below.**

Option:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. See Standard below for documentation requirements.
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(f).

Standard:

12b **If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.**

Support:

12c The following examples are provided to explain the application of these speed limit criteria:

- A. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if the