

TRAFFIC ENGINEERING COMMITTEE AGENDA

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

TUESDAY, OCTOBER 9, 2012
3:00 P.M.

1. **CALL TO ORDER:**

Turner, Baxter, Seanor, Whitaker, Kageyama, Lampi, Taylor, Jordan

2. **APPROVAL OF MINUTES:** February 14, 2012

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:**

None

5. **NEW BUSINESS:**

a. Discussion and Possible Action Regarding Traffic Concerns in the Vicinity of North Oak Street, Cypress Avenue, and North Pine Street (Report attached)

b. Discussion and Possible Action Regarding crosswalk request-Observatory Avenue (Report Attached)

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 4th day of October, 2012.
Jarod Thiele, Public Works Administration

TRAFFIC ENGINEERING COMMITTEE MINUTES

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

TUESDAY, FEBRUARY 14, 2012
3:00 P.M.

Members Present

Steve Turner, Chair
Dan Baxter, MTA, Vice-Chair
Ben Kageyama, Staff
John Lampi, Public Representative
Trent Taylor, UPD
Kim Jordan, Staff
Jerry Whitaker, Staff

Others Present

Tim & Krista Todd
James Connerton

Members Absent

Rick Seanor, Staff

Staff Present

Jarod Thiele, Recording Secretary
Tim Eriksen, Staff

1. CALL TO ORDER: 3:00 pm

Turner, Baxter, Kageyama, Lampi, Taylor, Jordan, Whitaker

2. APPROVAL OF MINUTES: 3:01 pm

M/S: Jordan/Taylor to approve the minutes of May 10, 2011. Motion was carried by an all AYE voice vote.

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.

Jamie Connerton, resident at 906 N. Oak Street was present to represent neighbors in the North Pine Street and Cypress Street area. A letter was submitted by interested neighbors asking for the City's attention to traffic safety issues in that area. Member Taylor commented that it didn't make it on the agenda so the Police Department can meet with the group as it is more of an enforcement issue. Mr. Connerton left the room at 3:05 pm.

4. OLD BUSINESS: 3:03pm

None

5. NEW BUSINESS: 3:04pm

a. Discussion and Possible Action Regarding Gobbi St.-Oak Manor Dr.-Babcock Lane Intersection (Report attached)

Chair Turner introduced the item and discussion ensued with the following comments:

- The particular intersection is immediately at the City/County Limits
- Bollards could be used to provide more safety to the affected corner but can't be put on private property due to planning requirements
- Improvements have been made to the intersection since it was discussed at the TEC the last time
- This was the second accident to the affected home in the recent years
- Traffic has increased since the reconstruction of the intersection and is suspected to increase as Riverside Park develops
- The county's response was to not recommend bollards on public property
- There was concern about putting a bollard in the right of way
- A barrier needs to be 3 feet or less and on private property
- Placing a fence or guard rail on private property could be used as a barrier
- It was noted that a fence or hedge could not be over 3 feet
- The committee suggested using large boulders to protect the area and is considered landscaping

M/S: No motion was made as the committee's consensus was it is an issue on private property. Mr. and Mrs. Todd left the room at 3:31 pm.

b. Discussion and Possible Action Regarding 24-minute Parking Spaces at 260 S. School St. and along North Oak Street Between Standley Street and Smith Street

Member Taylor introduced the item and discussion ensued with the following comments about the location on S. School St:

- The downtown parking study does call for a certain amount of 24-minute zones
- A particular merchant is okay with them being removed
- The other 24-minute zones see more use than these particular ones
- There are 24-minute zones in the back of the location
- It was recommended to move the 24 minute zones or remove them completely

M/S: Baxter/Whitaker to defer this item to the next meeting so the committee can research where to move the 24 minute zones.

Discussion ensued in regards to the location on N. Oak Street between Standley and Smith Streets

- Since the post office had moved, these spaces are not being utilized.

M/S: Taylor/Jordan to recommend to the City Council to remove the 24-minute zones and turn them into 2 hour parking

6. COMMITTEE MEMBER REPORTS: 3:54pm

None

7. MISCELLANEOUS ITEMS: 3:54pm

None

8. ADJOURNMENT: 3:54pm

M/S: Taylor/Whitaker to adjourn. Motion was carried by an all AYE voice vote. Meeting adjourned at 3:54 pm.

Jarod Thiele, Recording Secretary

DRAFT

CITY OF UKIAH MEMORANDUM

DATE: October 4, 2012

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works 

SUBJECT: Discussion and Possible Action Regarding Traffic Concerns in the Vicinity of North Oak Street, Cypress Avenue, and North Pine Street Agenda Item 5a.

REQUEST: Several residents submitted a letter Attachment "A" requesting a chance to meet with the Traffic Engineering Committee and Police Department Representatives regarding traffic concerns in the vicinity of North Oak Street, Cypress Avenue, and North Pine Street. The residents cited the following concerns: speeding, reckless driving, and signage at North Pine Street and Cypress Avenue.

DISCUSSION: North Oak Street is designated as a collector street and serves as an alternate route to connect Low Gap Road with downtown Ukiah. In May 2012, a speed survey completed on North Oak Street confirmed the posted 25 mph speed zone. This past summer, the speed radar trailer was posted on North Oak Street between Gibson Street and Cypress Avenue for several weeks. The speed radar trailer is an effective tool to provide direct feedback to drivers of their speed compared to the posted speed zone. In addition, the police department has, in the past, provided enforcement of vehicle speeds with officers parked on Cypress Avenue at North Oak Street. Cypress Avenue is a local street, providing access to the neighborhood as well as Pomolita School. North Pine Street is also classified as a local street. North Pine Street is fairly wide and has a valley gutter crossing, for street drainage, at its intersection with Cypress Avenue. There is an offset jog of Cypress Avenue at its intersection with North Pine Street. Please refer to the attached photo map, Attachment "B" for an aerial view of the intersection. Also, please refer to the photograph shown in Attachment "C" which represents the driver's eye view of the intersection.

Staff researched the accident records for the North Pine Street and Cypress Avenue intersection. During the last nine years, there have been only two reported accidents at the intersection. Both of these accidents involved drivers who were driving under the influence.

Upon review of signage applications for the intersection of North Pine Street and Cypress Avenue, staff determined that a "DIP" sign with a 10 mph advisory speed plate would be appropriate for this location. In addition, staff determined that a turn sign with a 10 mph

advisory speed plate would be appropriate for this location.

RECOMMENDATION: 1) Post two each DIP signs with 10 mph advisory speed plates; 2) Post two each TURN signs with 10 mph advisory speed plates; 3) Take no action; 4) Refer to staff for further analysis.

cc: file

RECEIVED Attachment # "A"

DEC 22 2011 December 21, 2011

Chris Dewey, Chief of Police, City of Ukiah
300 Seminary Ave., Ukiah, Ca. 95482

CITY OF UKIAH
DEPT. OF PUBLIC WORKS

Dear Chief Dewey:

Please consider this neighborhood appeal for traffic abatement assistance from the N. Oak St., N. Pine St., and east Cypress St. community. We are cc'ing this to the Traffic Engineering Committee through Public Works, and to Captain Trent Taylor, who is listed as a police staff community contact. We hope to work with you to address serious speeding and reckless driving issues on our streets. We look forward to your reply, and meeting with you to address our safety problems.

We understand staffing limitations and service needs throughout the city impact your and all city departments. We are appreciative of police response to emergency and service calls in our neighborhood, and to periodic placement of an unmanned speed monitoring unit on Oak St. However, increased high speed traffic on all three streets, and a recent repeat of a very dangerous accident on the curve of Pine and Cypress, have raised our concern.

As you know, N. Oak St. is a narrow, 25 mph, alternative parallel route for N. State St. traffic from Low Gap to downtown, much used particularly during commute and school starting and ending hours. The .4 mi. stretch from Low Gap to Scott Sts., with no crosswalks, stop signs, or other traffic abatement, has a downgrade from Gibson St. to the Orr Creek Bridge where cars routinely pick up speed to 45 mph plus. Speeding on N. Oak is common from downtown north, too. N. Pine is a wide street commonly used at excessive speed by traffic to and from Bush St. It dips, curves, and twists at Cypress St., which sometimes surprises first time users. Regular users often speed up to the curve and dip and accelerate when through it.

We request to have representatives of our community meet with Police Department and Traffic Engineering Committee representatives to identify and work on ways of improving our streets' safety. We recognize that you, as the professionals, have perspectives, ideas, and resources about which we want to be educated. We are ready to participate in our own neighborhood protection, and have ideas of our own. A few specifics: in past years, a police speed monitoring car parked on Cypress between Oak and Pine appeared to have good results in catching speeders; we would like to have that service more often. We understand peak traffic hours (early morning, late afternoon) are also often police shift change hours; we'd like to identify times that would provide the most deterrence to speeders. We believe more frequent use of the unmanned speed monitor, and more speed limit signage on Oak and Pine would be helpful. A dip and curve sign for northbound traffic on Pine heading to Cypress, and reflectors on the curve, seem likely to be effective. We're interested in discussing possible crosswalks and traffic calming measures.

Thank you for your attention. We will appreciate your response to one or more of our community representatives, listed on the next page with signatures.

cc: Tim Ericksen, Rick Seanor, Public Works, Traffic Safety Committee, Police Capt. Trent Taylor

RECEIVED

DEC 22 2011

CITY OF UKIAH
DEPT. OF PUBLIC WORKS

Community Representatives/Contacts

Name (Print)	Street Address	Phone	Signature
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Bill Fisette	760 N. OAK	479-6706	Bill Fisette
Fred Cunningham	850 N. OAK	468-9005	Fred Cunningham

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Community Signatories

Mark Danner	790 pine St.	972-2329	Mark Danner
Jeff & Dianna Trouette	400 Cypress Ave.	468-7418	Dianna Trouette

Community Signatories

Name(Print)	Street Address	Phone	Signature
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Alejandra Fisette	760 N. OAK	272-1376	Alejandra Fisette
April Cunningham	850 N. Oak	468-9005	April Cunningham
William Siegal	769 N. OAK	463-1835	William Siegal
J. Ellie Siegal	" "	" "	J. Ellie Siegal
Jane Scott	404 Cypress	462-9631	Jane Scott
Daphne Macneil	817 N. Oak Street	463-2878	Daphne Macneil
Jim Werner	817 N. Oak Street	463-2878	Jim Werner
Carol Conerton	906 N. Oak St.	468-9644	Carol Conerton
Suzanne Farris	904 N. Oak St.	468-8059	Suzanne Farris
EMILY TURLLA	825 N. OAK ST.	462-0706	Emily Turula

(over)

RECEIVED

DEC 22 2011

CITY OF UKIAH
DEPT. OF PUBLIC WORKS

Community Representatives/Contacts

Name (Print)	Street Address	Phone	Signature
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Community Signatories

Name(Print)	Street Address	Phone	Signature
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James Connerston, Jr.

906 N. Oak 468-9644

James Connerston, Jr.

Stephen Scalmaninci

907 N. Oak St. 391-5853

Stephen Scalmaninci

Antonina Esposito

907 N. Oak St. 391-6434

Antonina Esposito

Dianne Durham

907 N. Oak St 670-2670

Dianne E. Durham

James Connerston, Sr.

795 North Pine St 468-4388

James Connerston Sr.

~~James Connerston~~
June Z Connerston

795 N Pine St 468-4388

June Z Connerston

MUHASIBI SHAZOM

405 CYPRESS AVE 463-0336

Muhasibi Shazom

ANTONIO ANDRIANO

405 CYPRESS AVE "

Antonio Andriano

MARK SCHOTT

901 N. OAK ST.

Mark Schott

Elna Gordon

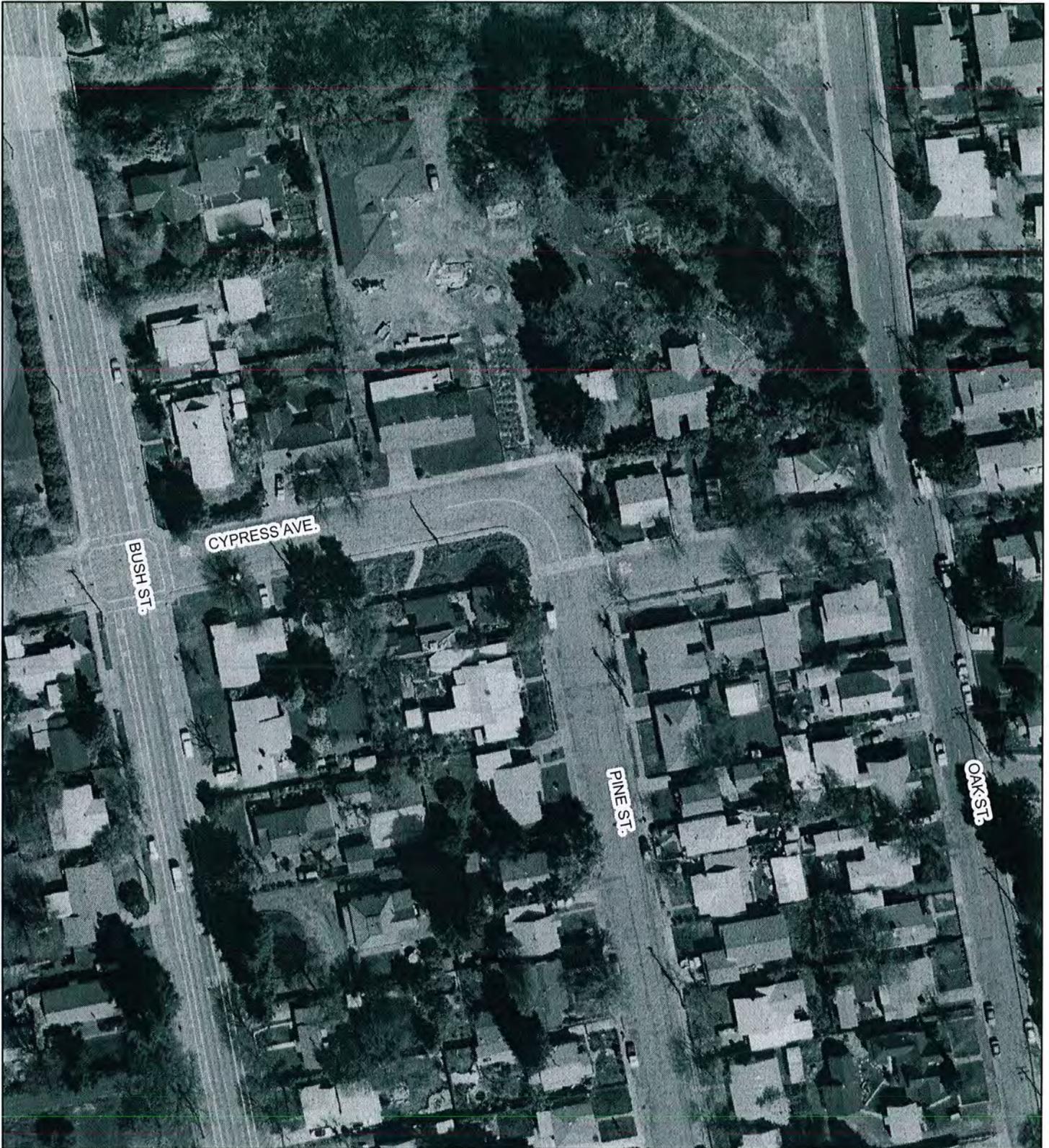
901 N. Oak St.

Elna Gordon





N. PINE ST. AND CYPRESS AVE. INTERSECTION



1 inch = 100 feet

Photo Date: March 2001



W8-2

DIP
SIGN



W13-1P

ADVISORY
SPEED
PLATE
TO BE
10 MPH



W1-1

TURN
SIGN

CITY OF UKIAH MEMORANDUM

DATE: October 4, 2012

TO: Traffic Engineering Committee

FROM: Rick Seanor, Deputy Director of Public Works 

SUBJECT: Discussion and Possible Action Regarding Crosswalk Request –
Observatory Avenue
Agenda Item 5b.

REQUEST: Staff received a letter, Attachment “A”, from Martin Bradley requesting that a crosswalk be placed on Observatory Avenue at Marwen Drive for students and other pedestrians walking to and from the Community Transition Program located at 432 Observatory Avenue.

DISCUSSION: Observatory Avenue is an east – west street connecting South State Street with Helen Avenue. There is one lane of traffic for each direction with curbside parking generally unrestricted. Marwen Drive ends at a “T-intersection” with Observatory Avenue opposite the Community Transition Program. There are no ADA curb ramps at the intersection of Marwen Drive with Observatory Avenue. Please refer to the attached photo map, Attachment “B” for an aerial view of the location for the proposed crosswalk. In May 2012, a speed survey completed on Observatory Avenue confirmed the posted 25 mph speed zone. A crosswalk as proposed at the Community Transition Program would be considered a “mid block crosswalk” since there is not a through cross street intersection at the requested location. Mid block crosswalks are not generally preferred since drivers do not expect crosswalks at locations other than intersections. In addition, crosswalks can give pedestrians a false sense of security that they are protected from traffic. The proposed crosswalk, however, would provide the necessary channelization to ensure that all pedestrians cross at the specified location. In the event that a crosswalk is installed at the requested location, trained crossing guards could be utilized to provide additional safety measures for students crossing the street. For reference, an excerpt from the California Manual of Uniform Traffic Control Devices (MUTCD), 2012 Edition, regarding crosswalk applications is attached. Please refer to Attachment “C”.

RECOMMENDATION: Staff is submitting this report for review and discussion by the TEC. Staff has provided the following options for consideration:

1. Recommend approval of crosswalk.
2. Refer to staff for further analysis.
3. Deny request for crosswalk.

enc.

cc: file

RECEIVED

OCT - 2 2012

CITY OF UKIAH
DEPT. OF PUBLIC WORKS

Martin Bradley

1101 W. Clay Street

Ukiah, CA 95482

707.489.4607 - bradley@pacific.net

October 1, 2012

Rick Seanor
Deputy Director of Public Works
City of Ukiah
300 Seminary Drive
Ukiah, CA 95482

Dear Mr. Seanor,

I am writing on behalf of the students, staff and parents of the Ukiah Unified School District's (UUSD) Community Transition Program (CTP) located at 432 Observatory Avenue. Many of the students are cognitively impaired or have disabilities.

As you may know, there is no sidewalk on the north side of Observatory Avenue west of Alice Avenue to Observatory Park. **To go to Observatory Park**, pedestrians must walk on the street passed parked cars or cross diagonally to the south side of Observatory Avenue until they come to Marwen Drive, then cross, without the benefit of a crosswalk, to the south entrance of Observatory Park and the CTP. If there were to be a crosswalk located at Marlow Avenue, it would be possible for pedestrians **leaving Observatory Park**, to cross safely, walk on the south side of Observatory and then cross back on Dora Street to proceed north or south.

Observatory Avenue has no stop signs or crosswalks or other designed or natural traffic calming measures. There are three other streets that turn onto or off of Observatory; Alice Street, Marwen Drive and Albright Place. The major east-west streets that serve the Westside neighborhoods south of the Mendocino Gardens subdivision from Dora to Helen (almost $\frac{3}{4}$ of a mile) are all approximately $\frac{1}{4}$ mile in length and have fewer streets entering or exiting them than Observatory, and most have at least one crosswalk.

- Mendocino Drive meanders as a traffic calming measure, and has one school crosswalk.
- Luce Avenue, though wider than Observatory, has only Alice Street entering and exiting it.
- Washington Avenue is narrower than Observatory and Luce, one street, Marwen Drive, entering it and three crosswalks to serve the students attending Yokayo Elementary

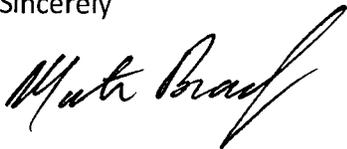
Observatory Avenue is a busy, well traveled corridor for residents living west of Dora and north of Observatory in the Westside residential district. Cars tend to accelerate posing a risk, particularly to children who visit the Park from the private school at the Baptist Church on Alice and Observatory and the students at UUSD Community Transition Program.

We understand that installing sidewalks on the north side of Observatory Avenue would be very costly, however we believe that a crosswalk configuration located at Marlow and Observatory would reduce the problem until sidewalks can be built. I have attached several photos to document the area we are discussing.

Thank you for your consideration I look forward to working with you to solve this problem and I'm available to meet you in the field to help you measure and to attend the traffic Commission meeting on the October 9, 2012.

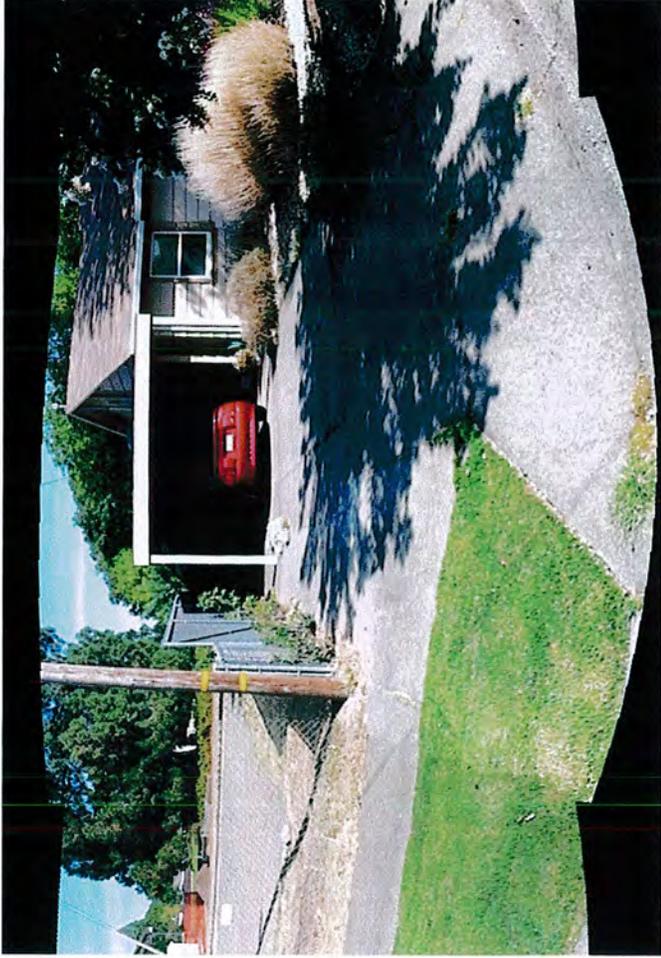
Please do not hesitate to call me or email me if you have any questions.

Sincerely

A handwritten signature in black ink, appearing to read "Martin Bradley". The signature is written in a cursive style with a large, sweeping flourish at the end.

Martin Bradley

① Sidewalk ends south of park at driveway



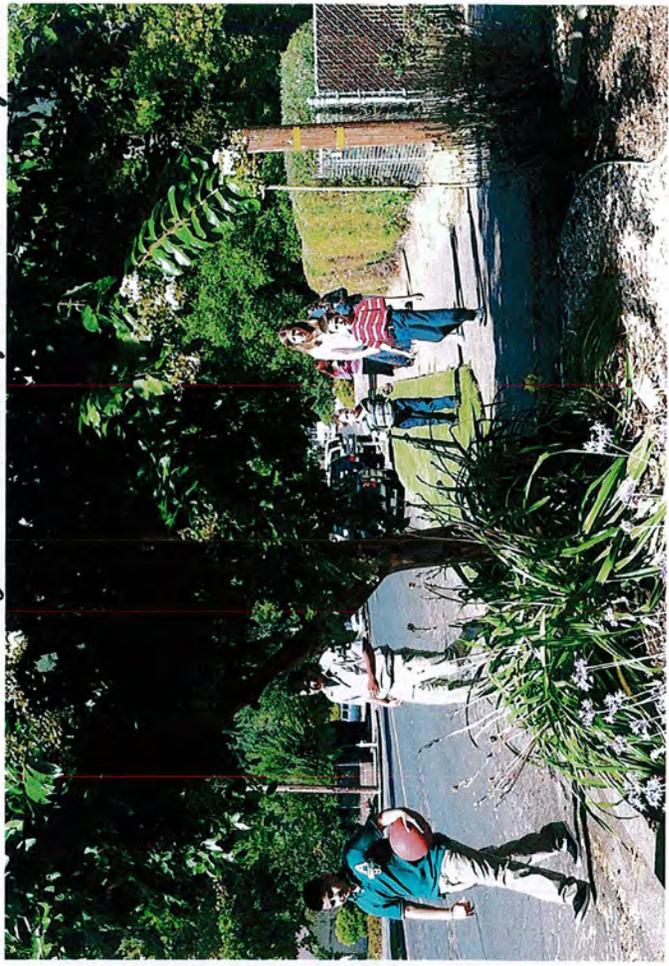
② Looking across Observatory from Maunaloa Drive



③ Look towards park from Maunaloa



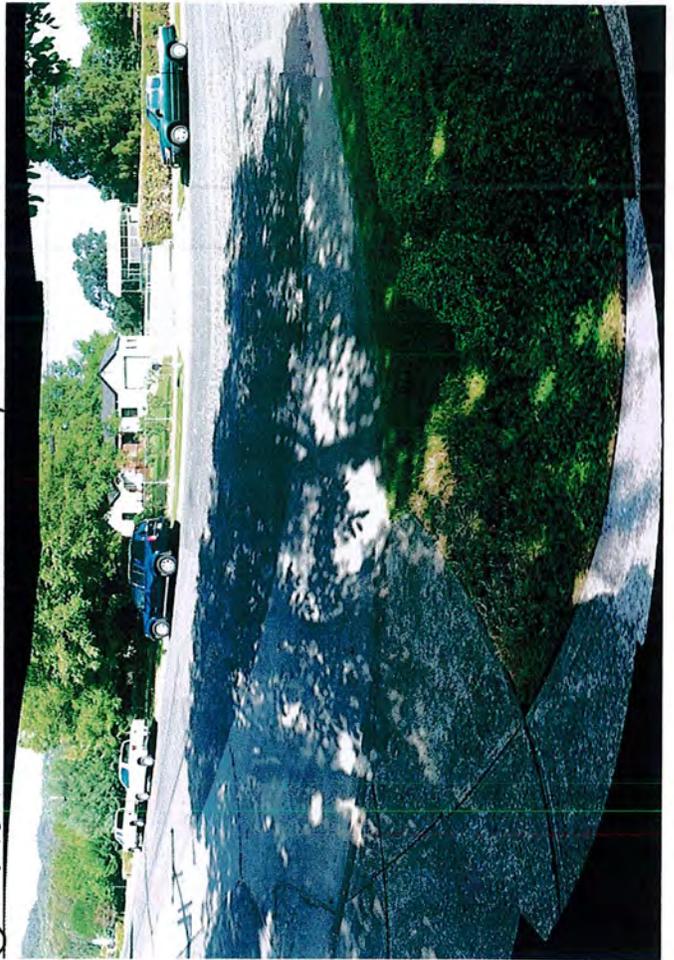
④ Students leaving Park, heading South, entering Street.



⑤ Looking Northwest from Manweel Observatory.



⑥ A wider view of Observatory Ave from Manweel



⑦ Looking East on Observatory. No sidewalk or access on North Side



9 Sidewalk ends on Observatory at Alice (looking East)



9 Panorama of Observatory viewed from Alice



9 Looking west, side walk ends at Alice



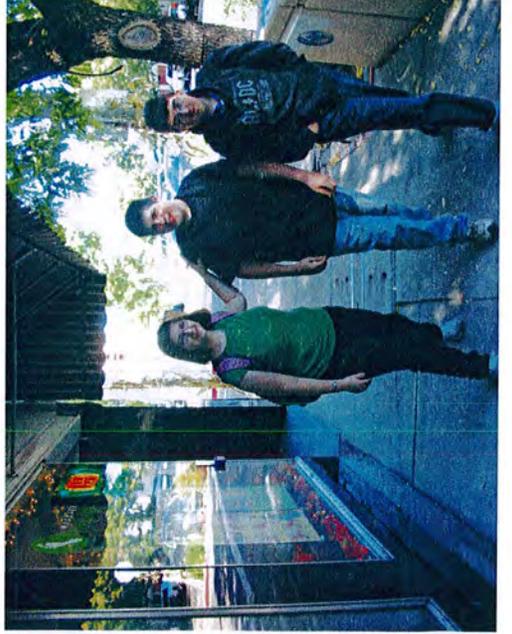
10 Corner Alice and Observatory, (NW corner in left)



PROGRAM DESCRIPTION & GOAL

The Community Transition Program is located in a residential neighborhood in Ukiah. Staff and students use public transportation (MTA) to access a variety of locations in the community for Workability job training, Mendocino College classes, daily living skills and other activities. The goal of the Community Transition Program is to provide intensive training in vocational and living skills in real settings. Each student's program is determined by the student and his/her team and Self-Advocacy and Self-Determination skills are emphasized as basic components.

Inter-agency collaboration including Regional Center, SELPA, Department of Rehabilitation/Transition Partnership Program, Mendocino College and Ukiah Unified School District is an integral part of this program.



VOCATIONAL COMPONENT

Students participate in a variety of vocational settings/activities to determine skills, interests and preferences through "Job Sampling".

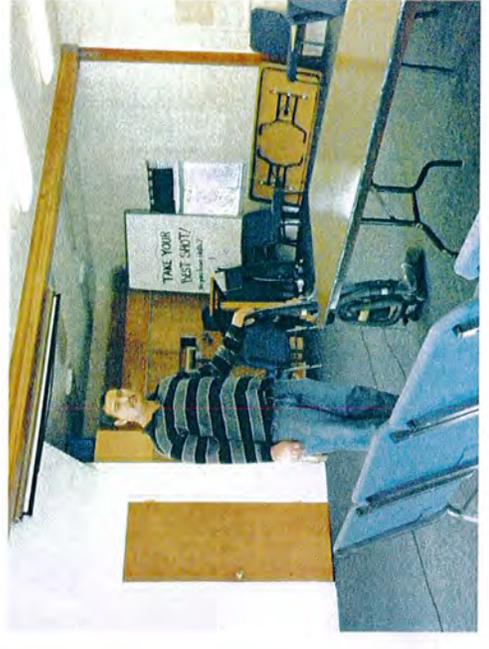
FUNCTIONAL SKILLS

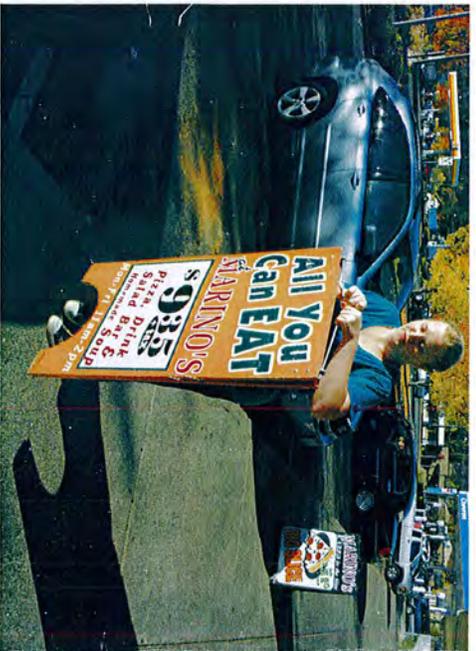
Students participate in a variety of everyday living activities, including community based experiences where they receive direct instruction in natural settings.



RECREATION AND LEISURE SKILLS

Students participate in community based recreation and leisure activities, including using Mendocino College classes as well as other opportunities in the surrounding areas. Field trips are planned by and paid for by students using money raised by the students school based businesses.

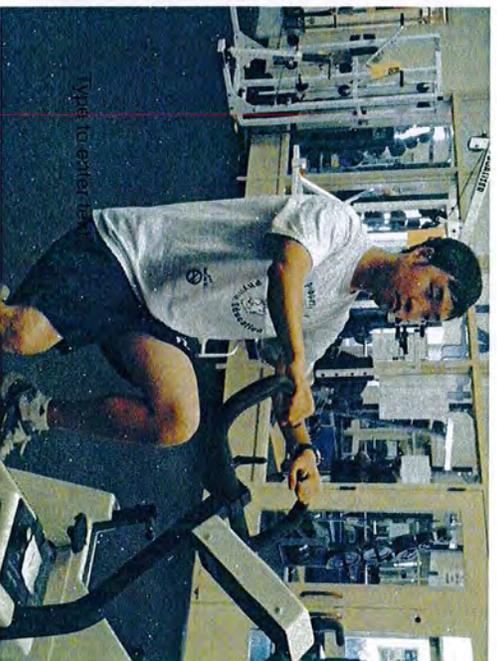




ELIGIBILITY REQUIREMENTS

Students must be 18-22 years old with an Intellectual Disability

The IEP team must recommend placement
 The student must be able to benefit from a work based program, evidenced by previous experience
 The student must be able to safely use public transportation



**FOR MORE INFORMATION
 PLEASE CONTACT:**

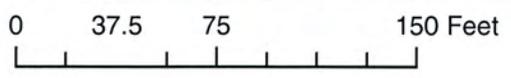
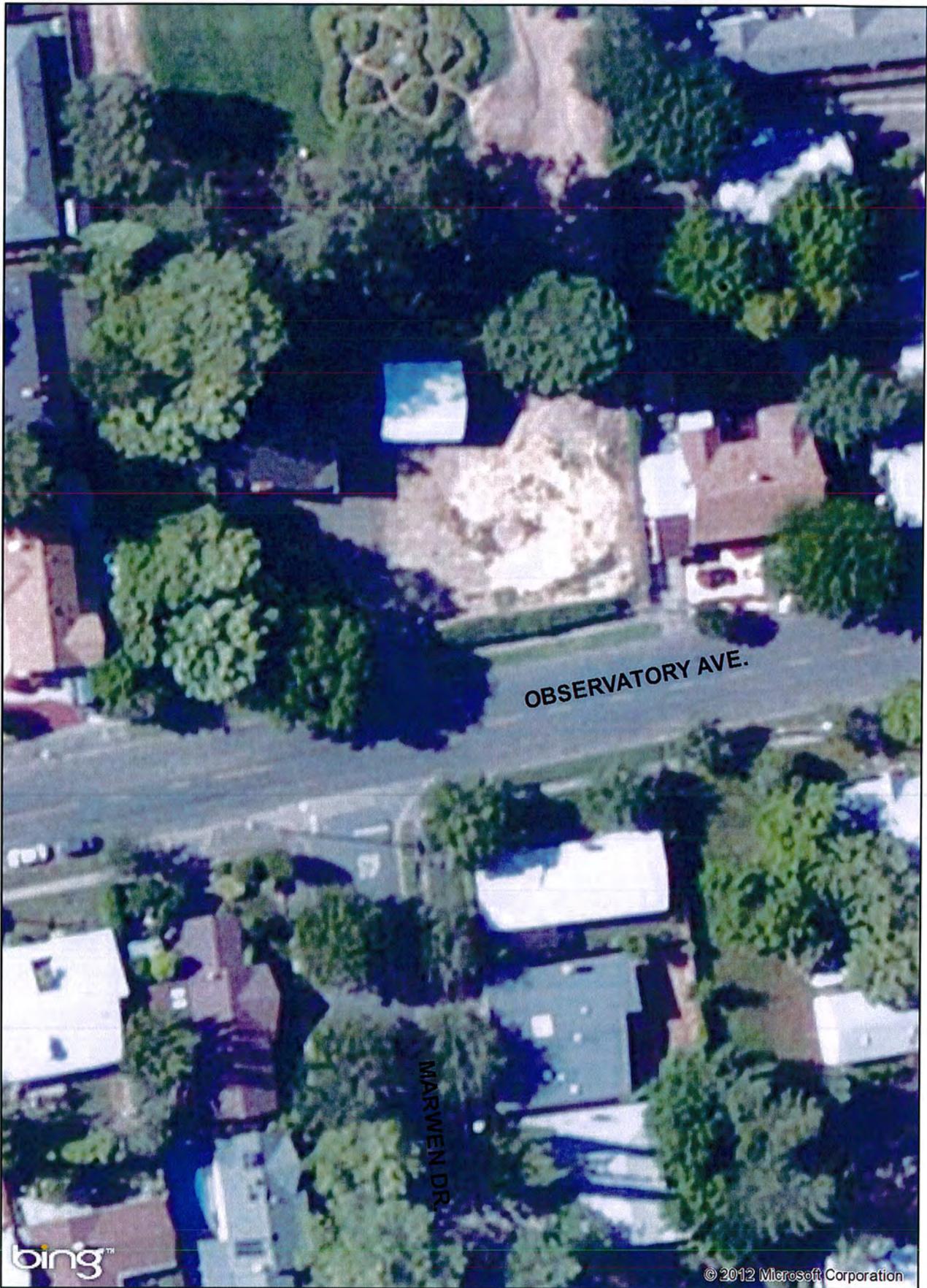
JONE DUGGAN
 INCLUSION SUPPORT TEACHER
 COMMUNITY TRANSITION PROGRAM
 (707) 468-3340
jduggan@unusd.net

SITE ADDRESS:
 432 OBSERVATORY AVE., UKIAH CA 9548
MAILING ADDRESS:
 1056 N. BUSH ST., UKIAH CA 95482



**UKIAH UNIFIED SCHOOL DISTRICT
 COMMUNITY
 TRANSITION
 PROGRAM**





CHAPTER 7C. MARKINGS

Section 7C.01 Functions and Limitations

Support:

⁰¹ Markings have definite and important functions in a proper scheme of school area traffic control. In some cases, they are used to supplement the regulations or warnings provided by other devices, such as traffic signs or signals. In other instances, they are used alone and produce results that cannot be obtained by the use of any other device. In such cases they serve as an effective means of conveying certain regulations, guidance, and warnings that could not otherwise be made clearly understandable.

⁰² Pavement markings have some potential limitations. They might be obscured by snow, might not be clearly visible when wet, and might not be durable when subjected to heavy traffic. In spite of these potential limitations, they have the advantage, under favorable conditions, of conveying warnings or information to the road user without diverting attention from the road.

Section 7C.02 Crosswalk Markings

Standard:

^{00a} **When transverse crosswalk lines are used, they shall be solid white or yellow, marking both edges of the crosswalk, except as noted in the Option. Refer to CVC 21368. They shall be not less than 12 inches nor greater than 24 inches in width.**

Guidance:

^{00b} *If transverse crosswalk lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk width should not be less than 6 feet.*

^{00c} *Crosswalk lines on both sides of the crosswalk should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks.*

⁰¹ *Crosswalks should be marked at all intersections on established routes to a school where there is substantial conflict between motorists, bicyclists, and student movements; where students are encouraged to cross between intersections; where students would not otherwise recognize the proper place to cross; or where motorists or bicyclists might not expect students to cross (see Figure 7A-1).*

⁰² *Crosswalk lines should not be used indiscriminately. An engineering study considering the factors described in Section 3B.18 should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign.*

⁰³ *Because non-intersection school crossings are generally unexpected by the road user, warning signs (see Sections 7B.11 and 7B.12) should be installed for all marked school crosswalks at non-intersection locations. Adequate visibility of students by approaching motorists and of approaching motorists by students should be provided by parking prohibitions or other appropriate measures.*

Support:

⁰⁴ Section 3B.18 contains provisions regarding the placement and design of crosswalks, and Section 3B.16 contains provisions regarding the placement and design of the stop lines and yield lines that are associated with them. Provisions regarding the curb markings that can be used to establish parking regulations on the approaches to crosswalks are contained in Section 3B.23.

Option:

⁰⁵ For added visibility, the area of the crosswalk may be marked with white or yellow diagonal lines at a 45-degree angle to the line of the crosswalk or with white or yellow longitudinal lines parallel to traffic flow. Refer to CVC 21368. When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted.

Guidance:

⁰⁶ *The diagonal or longitudinal lines should be 12 to 24 inches wide and spaced 12 to 60 inches apart. The spacing design should avoid the wheel paths.*

Support:

⁰⁷ Examples of school area signing, markings, flashing beacons and overhead school signs are shown in Figures 7B-1(CA), 7B-5(CA), 7B-4 through 7B-6 and Figures 7B-101(CA) through 7B-104(CA).

08 Refer to CVC 21368 for crosswalks near schools.

Standard:

09 **Whenever a marked pedestrian crosswalk has been established in a roadway contiguous to a school building or school grounds, it shall be yellow. If any one of the crosswalks is required to be yellow at an intersection, then all other marked pedestrian crosswalks at that intersection shall also be yellow. Refer to CVC 21368.**

Option:

10 A marked pedestrian crosswalk may be yellow if the nearest point of the crosswalk is not more than 600 feet from a school building or school grounds. Refer to CVC 21368.

11 A marked pedestrian crosswalk may be yellow if the nearest point of the crosswalk is not more than 2800 feet from a school building or school grounds and there are no intervening crosswalks other than those contiguous to the school grounds, and it appears that the facts and circumstances require special marking for the protection and safety of persons attending the school. Refer to CVC 21368.

Section 7C.03 Pavement Word, Symbol, and Arrow Markings

Option:

01 ~~If used, the SCHOOL word marking may extend to the width of two approach lanes (see Figure 7C-1).~~

Guidance:

02 ~~If the two-lane SCHOOL word marking is used, the letters should be 10 feet or more in height.~~

Support:

03 Section 3B.20 contains provisions regarding other word, symbol, and arrow pavement markings that can be used to guide, warn, or regulate traffic.

Standard:

04 **If used, the SCHOOL pavement marking shown in Figure 7C-101(CA) shall be used and it shall be restricted to a single lane.**

Guidance:

05 *On State highways, all letters, numerals, and symbols should be in accordance with the Department of Transportation's Standard Plans publication. See Section 1A.11 for more information regarding this publication.*

Standard:

06 **The SLOW SCHOOL XING marking shall be used in accordance with the provisions of CVC 21368 in advance of all yellow school crosswalks (see Figure 7C-101(CA)). They shall not be used where the crossing is controlled by stop signs, traffic signals, or yield signs. They shall be yellow, with the word XING at least 100 feet in advance of the school crosswalk.**

Option:

07 The SCHOOL XING marking and crosswalks may be used at remote locations outside of the school zone.

Support:

08 Remote crosswalk locations are locations near schools, which are not included in CVC 21368 criteria. Also refer to Section 7C.03.

Standard:

09 **If the SCHOOL XING marking and crosswalks are used at remote locations outside of the school zone, they shall not be yellow (Refer to CVC 21368), but white.**

Guidance:

10 *The SCHOOL XING marking should be used in advance of all white school crosswalks.*

Option:

11 The SCHOOL marking may be used with the School Assemblies A(CA) or C(CA), except at locations where SLOW SCHOOL XING markings are required.

Standard:

12 **If the SCHOOL marking is used with the School Assemblies A(CA) or C(CA) (See Section 7B.11), it shall be yellow.**

Guidance:

13 *If used, the SCHOOL marking should be located adjacent to the School Assemblies A(CA) or C(CA) (See Section 7B.11).*