



# Public Works Department Transportation Engineering Division

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## **Policy Guidelines for “Share the Road” Signs Placement**

Adopted by the Traffic Advisory Committee  
Last Update on June 12, 2003

### **INTRODUCTION:**

The City of Napa Public Works Department (PWD) receives numerous requests from local citizens and residents who wish to have roadway signs for traffic control installed or changed on their neighborhood streets.

PWD's policies and procedures on roadway signing for traffic control are based on the exact language from California Vehicle Code (CVC) <sup>1</sup>, the Manual of Uniform Traffic Control Devices (MUTCD) <sup>2</sup>, and the California Department of Transportation (Caltrans) Traffic Manual <sup>3</sup>. PWD follows standard professional engineering practices as prescribed in the Caltrans Traffic Manual and the MUTCD.

### **I. GENERAL POLICY ON TRAFFIC CONTROL SIGNING**

The California Vehicle Code (CVC) provides that “only those official traffic control devices that conform to the uniform standards and specifications promulgated by the Department of Transportation shall be placed upon a street or highway...” Hence, PWD follows standard professional engineering practices as prescribed in the Caltrans Traffic Manual and the MUTCD, as it becomes the new Caltrans standard reference manual for traffic control devices.

In situations where the Traffic Manual and/or the MUTCD do not provide detailed guidance on a roadway signing relevant to a citizen request or defer the engineering decision to the professional judgment of a traffic engineer, PWD will follow these policy guidelines. PWD prepared these policy guidelines to help the Traffic Advisory Committee in making its recommendation on the appropriate modifications to existing roadway signing used for traffic control in response to citizen requests while considering larger and citywide interests.

PWD reserves complete and total discretion on the appropriate traffic signage on all public streets maintained by the City of Napa. These policy guidelines do not, in any shape, manner or form, pre-empt the professional engineering judgment of the Public Works Department as they relate to locally-maintained public streets.

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<sup>1</sup> State of California 2001 Vehicle Code Through the 2000 Legislative Session

<sup>2</sup> *Manual on Uniform Traffic Control Devices*, Millennium Edition, Part 2 - Signs, U.S. Department of Transportation Federal Highway Administration, 2001.

<sup>3</sup> California Department of Transportation *Traffic Manual*, Chapter 4 - Signs, January, 1996

## II. SPECIFIC GUIDELINES FOR "SHARE THE ROAD" SIGNS

These guidelines are intended to help inform the Traffic Advisory Committee in forming its recommendation regarding "Share the Road" signs.

The Bicycle Warning sign (W79 or W11-1) with the supplemental Share the Road sign (W79A or W16-1) are warning signs intended to increase awareness for both vehicle operators and bicyclists. All sign layout, construction and placement should be in accordance with the latest edition of the California Traffic Manual or the Federal Highway Administration's Manual on Uniform Traffic Control Devices with the California Supplement; whichever is the state adopted manual.

"Share the Road" signs are not expected to be installed on Class I or II facilities except under unusual circumstances; however, Class III facilities may be signed. Excessive use of these signs should be avoided as over proliferation of signs tends to diminish their effectiveness. Consideration should be given to the visual impacts of each installation particularly in rural areas and on designated scenic roadways.

For these signs to be installed, the following criterion must be met prior to installation:

### A. Safety Concerns

1. Locations with high bicycle/auto accident history (> 5/year for 3 years) as recorded in official Police Department records (i.e. Crossroads data)

In addition to the above necessary condition, a minimum of two (2) criteria from any of the following categories should be met prior to installation:

### B. Safety Concerns

1. Areas with high bicycle (> 100 riders/day) and auto traffic (> 10,000 ADT) volume
2. Locations that have a high number of reported bike/vehicle conflicts

### C. Facility Constraints

1. Roads with inadequate shoulders (greater than 2,000 ADT, < 4' shoulders, and > 50 riders/day)
2. Locations where there are significant changes in roadway character such as shoulder narrowing, non-continuous bike lanes and obstructions that necessitate the co-use of the traveled way
3. Locations where bike paths enter roadways