



CITY OF VALLEJO/PUBLIC WORKS DEPARTMENT/ TRAFFIC ENGINEERING DIVISION

FAQ

FREQUENTLY ASKED QUESTIONS

Q: Can the City install a STOP sign at the intersection to slow traffic?

A: The installation of STOP signs is NOT recommended for speed control, and should not be installed without meeting engineering warrants. STOP signs are seldom installed on high volume streets and are not typically installed unless there are accident problems at intersections, or if the traffic volume of the minor and major streets are approximately equal.

Unwarranted STOP signs unnecessarily increase congestion, commute time, fuel consumption, and noise and air pollution. Unwarranted STOP signs contributes to the disrespect of STOP signs and promotes rolling stops.

Q: What do I do when approaching a traffic signal during a power outage?

A: Power outages can occur at any time. When a power outage takes place, several blacked out or inoperative intersections can occur. California Vehicle Code 21800(d)(1) states, "The driver of any vehicle approaching an intersection which has official traffic control signals that are inoperative shall stop at the intersection, and may proceed with caution when it is safe to do so."

These black outs or inoperative intersections are very dangerous due to the fact that not all people see the blacked out intersection and do not stop. After stopping at these intersections, please proceed with caution.

Q: Can the City lower the SPEED LIMIT?

A: In California, speed limits are governed by the California Vehicle Code (CVC) 22348 through 22413. The CVC allows local authorities to set speed limits between 25 mph and 55 mph on the basis of an engineering and traffic survey. The engineering and traffic survey determines the 85th percentile speed which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe, and are not dependent on the judgment of one or a few individuals.

Some widely held misconceptions are that a lowered speed limit reduces vehicle speed, minimizes accidents, and increases safety. Before and after studies have shown that

there are no significant changes in average speeds after new or revised speed limit signs have been posted. Research has also found no direct relationship between posted speed limits and accident frequency.

Posted speed limits which are not based on actual driving behavior encourage intentional violations, do not reduce vehicle speed, and are not enforceable when challenged in court.

Q: What are SPEED HUMPS and can the City install them on my street?

A: A speed hump is a rounded device used to reduce vehicle speed and volume on residential streets. Speed humps are placed across the road to slow traffic and are often installed in a series of several humps in order to prevent cars from speeding before and after the hump.

The City of Vallejo no longer has a speed hump program; residents may still have speed humps installed on their streets if they meet the speed hump requirements AND can provide a funding source. It should be noted and understood that there are many disadvantages to the installation of speed humps such as speeding after and between speed humps, increased noise from vehicles with poor suspension going over speed humps and items bouncing around truck beds and trunks, increased physical pain for passengers with medical problems, increased pollution from vehicles slowing and accelerating, reduction in emergency response times, and ambulances carrying passengers must slow to almost a stop before crossing a speed hump.

Q: Can we have a CROSSWALK installed?

A: California Vehicle Code 275 defines crosswalk as, (a) That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersection where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.

(b) Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Notwithstanding the foregoing provisions of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing.

The purpose of a "marked" crosswalk is to encourage pedestrians to use a particular crossing. National studies have shown that marked crosswalks actually increase the risk to pedestrians crossing the street. In these studies, it was found that pedestrians are given a false sense of security at "marked" crosswalks, and tend to blindly cross the street, trusting the crosswalk to keep them out of harm's way. As such, it is important that pedestrians remain attentive and cautious of on-coming vehicles on a roadway before crossing a street, regardless of the presence, or lack of, a crosswalk. California Vehicle Code 21950(b) states, "...this section does not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard. No pedestrian may unnecessarily stop or delay traffic while in a marked or unmarked crosswalk."