

# **City of Blaine Traffic Signs Policy**

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## **Policy Purpose/Introduction**

The purpose of this policy is to establish uniformity and consistency in the application, installation, and maintenance of traffic signs on the City of Blaine's roadway system.

This policy recognizes that the MN MUTCD is the standard for all traffic control devices on all public roads in Minnesota, and therefore all traffic control devices on the City of Blaine's roadway system must conform to its standards and specifications as specified in Minnesota Statute 169.06. Blaine's Code of Ordinances, Section 82-2, confirms this by adopting the regulatory provisions of Minnesota Statute, Chapter 169.

This policy officially recognizes the rule in the MN MUTCD that establishes minimum retroreflectivity levels for traffic signs and describes how the City of Blaine achieves compliance.

It is in the interest of the City of Blaine and the public to prevent the excessive use of traffic signs on the city roadway system. A conservative use of traffic signs reduces maintenance costs and improves the effectiveness of the remaining signs. Limiting the excessive use of traffic signs achieves the following:

- Fulfills demonstrated needs
- Champions a command of attention
- Reduces clutter that impedes the conveyance of a clear and simple meaning
- Fosters respect by road users, and reduces conflicts that may restrict time for a proper response that cumulatively improves traffic safety for all users
- Pursues the goals of the Minnesota Toward Zero Deaths partnership in the City of Blaine.

## **Policy**

All traffic signs on the City of Blaine's roadway system must conform to the MN MUTCD. Traffic signs not explicitly required to be installed by the MN MUTCD should not be installed on the City of Blaine's roadway system unless otherwise specified in this policy or authorized by the City Council.

## **Policy Criteria**

### **Installation of Signs**

The City of Blaine will develop and maintain a sign inventory of all signs on the roadway system. Based on the inventory and level of funding available for sign maintenance, the City of Blaine will determine the amount of inventory that can be supported by the current funding structure.

The City of Blaine will maintain the determined amount of traffic control devices (signs, traffic signals, and pavement markings) to ensure safe and efficient operations. Based on the inventory and policy considerations, signs that are not consistent with policy, and signs that are not required or are determined by an engineering study to be unnecessary, will be removed. The following best practices will be implemented to assist in determining the need for all traffic signs:

- Signs that are required will be installed. Signs that require engineering judgment will undergo an engineering study, the results of which will be on file documenting reason for installation.
- No warning (curve, pedestrian crossing, deer signs) or regulatory (speed limit, STOP) signs on roads classified as local or residential.
- No STOP signs on low volume intersections (fewer than 200 vehicles per day).
- Traffic signs will not be used as a reactive response to traffic crashes.
- The application of warning signs will be based on system considerations; locations with similar characteristics will be proactively signed.
- Application of curve warning signs will be consistent with MN MUTCD requirements along roadways with ADT volumes greater than 1,000 vehicles per day with the following guidelines for ADT volumes less than 1,000 vehicles per day:

<i>Radius</i>	<i>Horizontal Curve Signing</i>
Greater than 2,000 feet	No Sign
1,500 to 2,000 feet	Curve Ahead Warning Sign
1,200 to 1,500 feet	Curve Ahead Warning Sign + Speed Advisory Plaque
500 to 1,200 feet	Curve Ahead Warning Sign + Speed Advisory Plaque + Chevrons

### **Maintenance Method**

It shall be the City of Blaine Public Works Director's responsibility to decide which signs should be replaced by maintenance personnel or by contract. Compliance with MN MUTCD retroreflectivity requirements will be achieved using a management method using the expected sign life. The City of Blaine adopts 15 years for the life of signs with ASTM Type XI sheeting material. Applicable sign life may be revisited to determine appropriate length based on the latest research.

Maintenance personnel should replace signs according to the following guidelines:

- All signs are inspected annually for normal daytime visibility and legibility. Night-time surveys may also be completed every few years to discover locations of vandalism or other issues. All signs not performing their function shall be repaired or scheduled for replacement.
- Before each year's replacement program, the sign crew should review all signs. Additional signing, relocation of signing, or removal of needless signing can be incorporated into the program at this time. The available sign budget and the current inventory will be reviewed to determine feasibility of maintaining the current inventory.
- The replacement program includes the use of the latest standards for sign design, dimensioning, mounting, and roadway location.
- As each new sign is installed, the mounting should be checked for deterioration. Bent or excessively rusted posts should be replaced. All posts will comply with the AASHTO *Manual for Assessing Safety Hardware* for crashworthiness.