



Signing and Striping Plan Guidelines for Residential Developments

1. All Signing and Striping Plans shall be prepared by a Traffic Engineer with adequate provision for the safe and orderly movement of vehicular, bicycle and pedestrian traffic within and through the development. Traffic calming devices should be included to provide for the safe speed of vehicles on all approaching streets, and streets within the development.
2. Traffic control improvements within individual units as part of an approved Tentative Map should be based on a comprehensive master plan prepared for the entire development consistent with the conditions of approval and requirements of the City Traffic Engineer.
3. All traffic control devices must be integrated with the surrounding and adjacent developments or existing property. Adequate provision shall be made for safe transitions from the new development to existing street signing and striping. Additional work within existing streets may be necessary.
4. Traffic Control Plans and Staging Plans should be included with multiple phased projects, or projects which require interim improvements prior to the completion of final improvements.
5. Scale of drawings to be no less than 1-inch = 40-feet.
6. Curb to curb dimensions shown for all streets.
7. Curb to curb dimensions shown at bulb outs.
8. Street lights shown on Signing & Striping Plans.
9. Driveways shown on Signing & Striping Plans.
10. Stop intersection layout to conform to City Standard Plan ST-37. Location of the Limit Line is controlled by layout of a typical crosswalk, ST-28.
11. For streets with 36 feet curb to curb width, do not install Detail 22 at the STOP intersection approach. Consider Detail 21 (no reflective markers) as an alternative.
12. At bulb-outs, curb to curb width to be not less than 24 feet. Install Detail 21 on centerline instead of Detail 22.
13. Option for Detail 21 (no reflectors) for narrow streets.
14. Show existing or designed signing and striping on all adjacent streets.
15. All existing striping approaching and leaving the development must be shown on the plans.
16. Show all existing improvements including driveways, street lights, etc., on opposite sides of street from the development.
17. Detail 21 centerline stripe on all 90 degree street knuckles extending along the length of both frontages of the corner lot.
18. Centerline layout on 90-degree Intersection Elbows to be parabolic and not radial to the curb return, with center of curve 16 feet from the face of curb.
19. Paint red curb from beginning to end of curb return on the inside corner of the 90-degree Intersection Elbow.
20. Street entrances from major streets for streets 36 feet or less in width to have red curb from the end of curb return to the driveway of the corner lot, or for the full frontage of the

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- side yard of lots with no frontage of the street.
21. Check all pedestrian crossings for access and compliance with ADA standards. At “T” intersections check to see that crosswalks are marked, and that curb ramps are provided on the opposite side of at least one of the corners.
 22. Speed limit signs at all entrances to streets within the subdivision.
 23. Speed limit pavement legends for all residential streets 25 mph marked with thermoplastic in the street, at the location of the speed limit signs.
 24. Speed limit signs installed on arterial and collector streets shall be replaced with signs consistent with speed surveys taken after occupancy of the units and prior to final acceptance of development improvements.
 25. Install Detail 21 or 22 on all collector and minor arterial streets and local residential streets for short connecting blocks.
 26. Detail 21 or 22 on short blocks to be connected for the full length of street, not just the 60 feet from the stop intersections.
 27. Dead end streets where the end of the cul-de-sac is not clearly visible from the intersection both during the day and during night time hours, install W14-1 “DEAD END” (preferred), or W14-2 “NO OUTLET” at entrance to the street.
 28. Add special signing, pedestrian control, and vehicle warning signs for all neighborhood parks and open space connections, playgrounds and tot-lots, and bicycle paths and trails.
 29. All pedestrian and bicycle trails through open space are to be shown on the signing and striping plans with adequate signing for pedestrian, bicycle, and vehicle safety.
 30. Details for all median islands including extras lanes at entrances to developments to be designed with striping and signing that provide adequate merging and directional control.
 31. All median islands shall be marked with the Standard Detail 25A lane marking along the island curb in accordance Caltrans Standards.
 32. No Parking signs installed along critical sections of streets restricted by width or other condition.
 33. Install R6-1 (R10) “ONE WAY” signs in median islands where left turns out of intersecting streets or driveways are prohibited.
 34. Establish locations for installation of obstacle warning signs at median islands. Options available include R4-7 (R7), or OM1-3 (Type N) marker or OM2-2H (Type K) marker.
 35. Check all intersections for adequate sight distance with curves on all approaches.
 36. Install All-Way stops where needed to provide traffic safety and assignment of right-of-way within the subdivision as well as on adjacent developments.
 37. Install edge lines on all streets that have no curb and gutter.
 38. Connect edge lines to all existing rural roadways.
 39. Install bike lane striping and/or edge line striping as a traffic control/traffic calming measure on curves and other locations of long, straight sections of residential roadways.
 40. Provide additional bulb-outs where needed for traffic calming.
 41. Public transit – Street systems to be designed to permit public transit to provide service to the residents. Where possible, bus stops shall be included in the development and

- shown on improvement plans with appropriate signing.
42. Bike Lanes with pavement markings and signing consistent with Bikeways Master Plan.
 43. Parks and Open Space areas provided with adequate signing and pavement markings for safe pedestrian and bicycle access. Special STOP intersections, full CROSSWALKS with PED CROSSING (W11-2 and W16-7p) signs and SLOW PED XING pavement markings, and PLAYGROUND (W15-1) signs may be needed.
 44. Include the following list and titles of Standard Drawings on the signing and striping plans:
 - a. ST-9 90-degree Intersection Elbow
 - b. ST-12 Street Name Sign
 - c. ST-21 Handicap Ramp (Curb Ramp)
 - d. ST-28 Crosswalk Striping
 - e. ST-30 Traffic Sign Placement
 - f. ST-35 Typical Striping Details
 - g. ST-37 Stop Intersection
 45. Advance Street Name Signs are to be installed on all arterial streets at the approaches to subdivision entrance streets. Use format of Sign Code G85-2 for letter size for Guide Signs, 6-inch Upper Case, 4-1/2 inch Lower Case letters.
 46. The following General Notes shall be shown on all Traffic Signing and Striping plans:
 - a. All traffic control devices required for the safe and orderly movement of vehicles and pedestrians within and through the development shall be in place prior to occupancy of any units.
 - b. Speed limit signs installed on arterial and collector streets shall be replaced with signs consistent with speed surveys taken after occupancy of the units and prior to final acceptance of street improvements.
 - c. Prior to acceptance of street improvements by the City, the developer shall install any additional traffic signs, striping and pavement markings determined necessary by the City's Traffic Engineer after inspection of the final physical improvements for alignment and profile to insure safe operation of all intersections and segments of streets.