



# CITY OF LODI

# COUNCIL COMMUNICATION

AGENDA TITLE: Adult Crossing Guard - Restudy of Cherokee Lane and Hale Road Intersection and Lower Sacramento Road and Elm Street Intersection

MEETING DATE: October 2, 1991

PREPARED BY: Public Works Director

**RECOMMENDED ACTION:** That the City Council review the adult crossing guard studies at the intersections of Cherokee Lane and Hale Road and Lower Sacramento Road and Elm Street and take the appropriate action.

**BACKGROUND INFORMATION:** At the July 17, 1991 meeting, City Council reviewed an adult crossing guard study at the subject locations due to the elimination of the majority of school busing within the city limits. At the time busing was eliminated, the track with the largest number of students was not in session and Caltrans guidelines for adult crossing guards were not satisfied at either location. As indicated by staff at that meeting, these locations would be resurveyed later when another track is in session. The results of the resurvey are as follows:

• Cherokee Lane at Hale Road

At uncontrolled crossings, Caltrans guidelines are satisfied when there are at least 40 elementary school pedestrians and 350 vehicles through the crosswalk for each of any two hours of the day. The totals at both the Hale Road and Eden Street crossings on Cherokee Lane are:

Pedestrians		Vehicles	
AM	PM	AM	PM
36	34	871	1,183

In reviewing available accident records for a 4 1/2 year period (1987 through March 1991), both intersections have pedestrian accidents. At the Cherokee and Hale intersection, there were 6 pedestrian/vehicle accidents. Three of the 6 accidents involved a child under 13 with one occurring near school hours. At the Cherokee and Eden intersection, there were 5 pedestrian/vehicle accidents. None of these accidents involved elementary school age children. The posted speed limit on this section of Cherokee Lane is 35 mph. The curb-to-curb street width is 75 feet.

The Council approved yellow flashing beacon was installed at Cherokee Lane and Hale Road on August 20, 1991. Staff also intends to recommend a yellow flashing beacon at Cherokee Lane and Eden Street in the 1991/92 Capital Improvement Program to service the shopping center on the east side.

APPROVED:

THOMAS A. PETERSON  
City Manager



CC-1

◦ Lower Sacramento Road at Elm Street

At signalized intersections, Caltrans guidelines are satisfied when there are at least 40 elementary school pedestrians and 300 vehicular uncontrolled turning movements (right turns) over the crosswalk for each on any two hours of the day, or circumstances not normally present, such as crosswalks over 80 feet long with no intermediate refuge area or a high proportion of large commercial vehicles. The totals at this intersection are:

Pedestrians		Turning Vehicles	
AM	PM	AM	PM
51	51	133	155

The truck percentages on Lower Sacramento Road at Elm Street comprise 4% of the total amount of vehicles. On other arterial streets such as Cherokee Lane, Harney Lane, Lodi Avenue, and Stockton Street the percent of trucks range from 3.5% to 8%. Truck percentages on Lower Sacramento Road at Elm Street fall within this range and are not abnormally high.

Available accident records from 1987 through March 1991 indicate that there have been no pedestrian accidents at this location. The traffic signal at this intersection was activated in July 1990. The posted speed limit on lower Sacramento Road is 45 mph. The curb-to-curb street width measured at the crosswalk is 86 feet which includes approximately 50 feet of paved shoulder.

DISCUSSION/RECOMMENDATION

The adult crossing guard agreement between the City and the School District states that the City will fund an adult crossing guard at any location satisfying Caltrans minimum guidelines. This does not prevent the school district from providing an adult crossing guard at any location at the expense of the school district. The school district has been funding an adult crossing guard at both of these intersections while the City's adult crossing guard study was performed. The school district has not determined if adult crossing guards will remain at locations not approved for funding by the City.

- Cherokee Lane at Hale Road - Pedestrian volumes are slightly below the minimums specified by Caltrans, however, since only a few pedestrians are needed to satisfy the guidelines, the high number of pedestrian accidents and traffic volumes (up to three times the minimum specified by Caltrans) staff recommends that the Council seriously consider approving of an adult crossing guard at this location.
- lower Sacramento Road at Elm Street - Pedestrian volumes have doubled since the previous survey, however, traffic volumes remain far below the minimums specified by Caltrans. There are no unusual circumstances at this location that differ from other signalized intersections. Although the street width is greater than 80 feet, there is only 36 feet of travel lanes. The remainder is shoulder width for

Adult Crossing Guard - Restudy of Cherokee Lane and Hale Road Intersection and Lower Sacramento Road and Elm Street Intersection  
October 2, 1991  
Page 3

right turning vehicles. After discussion with Caltrans staff, it is felt the criterion for 80 feet of crosswalk area pertains to multiple-lane streets. An 80 foot curb-to-curb street would accommodate five travel lanes with 10 foot shoulders- As mentioned above, there is not an abnormally high percentage of trucks as compared to other similar streets. The staff does not feel this location meets the criteria under the terms of the agreement. However, Council may wish to interpret the criteria more literally and approve the request.

As we previously mentioned in this report, the City **uses** the Caltrans guidelines to determine the funding for adult crossing guards. The LUSD can continue to provide adult crossing guards at both of these locations at its expense.

Also, Public Works staff is in the process of studying traffic signal location(s) for the segment of Cherokee Lane between Todd Avenue and Kettleman Lane. Upon completion of this study later this year, staff will present the findings to the City Council.

**FUNDING:** Funding for adult crossing guards is from the General Fund (Fines and Forfeitures).

  
for **Jack L. Ronsko**  
Public Works Director

Prepared by Rick Kiriu, Senior Engineering Technician

JLR/RK/lm

cc: City Attorney  
Street Superintendent  
Police Chief  
LUSD Police Services - Biglow  
LUSD - Terry Heath  
Assistant Civil Engineer - Traffic  
Erma Reese School Principal - Blumenthal  
Heritage School Principal - Ostgaard  
Heritage School PTA President  
Concerned citizens

CITY COUNCIL

DAVID M. HINCHMAN, Mayor  
JAMES W. PINKERTON, Jr  
Mayor Pro Tempore  
PHILLIP A. PENNINO  
JACK A. SIEGLOCK  
JOHN R. (Randy) SNIDER

# CITY OF LODI

CITY HALL, 221 WEST FINE STREET  
P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910  
(209) 334-5634  
FAX (209) 333-6795

September 26, 1991

THOMAS A. PETERSON  
City Manager

ALICE M. REIMCHE  
City Clerk

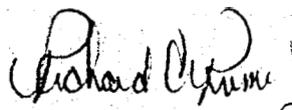
ROB MCNATT  
City Attorney

**SUBJECT:** Adult Crossing Guard - Restudy of Cherokee Lane and Hale Road Intersection and Lower Sacramento Road and Elm Street Intersection

Enclosed is a copy of background information on an item that will be discussed at the City Council meeting on Wednesday, October 2, 1991, at 7:30 p.m. The meeting will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street. You are welcome to attend.

If you wish to communicate with the City Council, please contact Alice Reimche, City Clerk, at (209) 333-6702.

If you have any questions about the item, please call Paula Fernandez, Richard Prima or me at (209) 333-6706.



Jack L. Ronsko  
Public Works Director

JLR/lm

Enclosure

cc: City Clerk ✓

CITY COUNCIL

DAVID M. HINCHMAN, Mayor  
JAMES W. PINKERTON, Jr.  
Mayor Pro Tempore  
PHILLIP A. PENNINO  
JACK A. SIEGLOCK  
JOHN R. (Randy) SNIDER

# CITY OF LODI

CITY HALL, 221 WEST PINE STREET  
P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910  
(209) 334-5634  
FAX (209) 3334795

October 4, 1991

THOMAS A. PETERSON  
City Manager

ALICE M. REIMCHE  
City Clerk

BOB McNATT  
City Attorney

Mr Ken Krenz  
1239 S. Washington St.  
Lodi, CA 95240

SUBJECT: Traffic Warrant Data

The City Council, at its last meeting on October 2, 1991, requested that we provide you with this information.

If you have any questions concerning this, please contact Paula Fernandez or Rick Kriju at 333-6706.



Jack L. Ronsko  
Public Works Director

JLR/lm

Enclosure

cc: City ~~Manager~~  
city Council ✓  
bcc: City Clerk ✓  
Assistant Civil Engineer - Traffic  
Senior Engineering Technician

# STOP SIGNS

## WHY DON'T THEY PUT IN MORE STOP SIGNS ?

A stop sign is one of our most valuable and effective control devices when used at the right place and under the right conditions. It is intended to help drivers and pedestrians at an intersection decide who has the right-of-way.

One common misuse of stop signs is to arbitrarily interrupt through traffic,