

CC 4703
CITY COUNCIL MEETING
FEBRUARY 20, 1985
Pg 374

4-WAY STOP SIGNS
ESTABLISHED AT
STOCKTON AND
PINE STREETS

Council was apprised that the intersection of Stockton and Pine Streets has warranted signals for several years. Because of the number and severity of accidents at that location, it appears that the installation of a 4-way stop as an interim measure would be very beneficial. The accident record for the last several years was presented to Council for its perusal.

A lengthy discussion followed with questions being directed to Staff.

RES. NO. 85-34

On motion of Mayor Pro Tempore Hinchman, Snider second, Council adopted Resolution No. 85-34 establishing 4-way stop signs at Stockton and Pine Streets. The motion carried by the following vote:

Ayes: Council Members - Hinchman, Olson, Reid, and Snider (Mayor)

Noes: Council Members - Pinkerton

Absent: Council Members - None

Staff was requested to submit a report of the accidents that have occurred at the subject intersection to the Council six months from this date.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
DATE: February 1, 1985
SUBJECT: 4-Way Stops - Beckman Road/Lodi Avenue
Beckman Road/Pine Street
Stockton Street/Pine Street

RECOMMENDED ACTION: That the City Council adopt a resolution establishing the intersections of Beckman Road and Lodi Avenue, Beckman Road and Pine Street, and Stockton Street and Pine Street as 4-Way stops

BACKGROUND INFORMATION: In April, 1983, the Engineering Department conducted traffic studies with results that showed 4-Way stops were not warranted at either of the Beckman Road locations. At that time, in an effort to reduce accidents, approach warning signs were installed, additional pavement markings were added, and measures were taken to improve intersection visibility.

The Engineering Department has recently completed a follow-up study to determine whether the corrective measures have reduced accidents, or if other traffic conditions now exist to warrant the installation of 4-Way stops as shown on Exhibits A & B. The study showed that although traffic volumes on Beckman Road, Lodi Avenue and Pine Street have not increased, the number of accidents per year correctible by 4-Way stop signs have increased from 4 accidents to 7 at Lodi Avenue, and from 3 to 5 at Pine Street as shown on attached Exhibits C and D respectively.

It does not appear that there are any changes at the intersection that would appreciably decrease the number of accidents and that the best way to reduce the number and severity of the accidents is with a 4-Way stop.

The intersection of Stockton and Pine has warranted signals for several years. Because of the number and severity of accidents at that location, it appears that the installation of a 4-Way stop as an interim measure would be very beneficial. The accident record for the last several years is shown on Exhibit E.


FOR: Jack L. Ronsko
Public Works Director

Attachments

JLR/cag

APPROVED:

HENRY A. GLAVES, City Manager

FILE NO.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

EXHIBIT A

FOUR-WAY STOP SIGN WARRANTS

INTERSECTION OF Beckman and Lodi

DATE Jan 28 & 29 1985 BY MED.

Any of the following conditions may warrant a 4-way stop sign installation.

- 1. Where traffic signals are warranted and the need is urgent, the four-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Satisfied _____ Not Satisfied

- 2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a four-way stop installation in a 12-month period. Types of accidents susceptible of correction include right angle and left turn collisions. (Exhibit B)

Number of accidents 7
Satisfied Not Satisfied _____

- 3a. The total vehicular volume entering the intersection from all approaches must average at least ~~500~~ vehicles per hour for any eight hours of an average day (Exhibit C), and 350

SEE NO. 4

Highest 8 hours 10 a.m. to 6 p.m.
Total volume 3302 vehicles
Average per hour 413 vehicles

- 3b. The combined vehicular and pedestrian volume from the minor street or highway must average at least ~~200~~ units per hour for the same eight hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

SEE NO. 4 140

Highest 8 hours 10 a.m. to 6 p.m.
Average per hour 1528 vehicles
Average per hour 0 pedestrians (EST.)
Average units per hour 191
Satisfied Not Satisfied _____

- 4. When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements. (Exhibit D)

85-percentile speed 42-44 MPH
Satisfied Not Satisfied _____

A four-way stop sign installation is a useful traffic control measure when other available means of control are not adequate. It should not be used unless the volume of traffic on the intersecting roads is about equal and is undesirable at low volume intersections.

% Traffic major street 54 % BECKMAN
% Traffic minor street 46 %

EXHIBIT A



CITY OF LODI

PUBLIC WORKS DEPARTMENT

EXHIBIT ~~A~~ B

FOUR-WAY STOP SIGN WARRANTS

INTERSECTION OF PINE ST and BECKMAN RD.

DATE Jan 29 & 30 1985 BY MED

Any of the following conditions may warrant a 4-way stop sign installation.

- 1. Where traffic signals are warranted and the need is urgent, the four-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Satisfied _____ Not Satisfied

- 2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a four-way stop installation in a 12-month period. Types of accidents susceptible of correction include right angle and left turn collisions. (Exhibit B)

Number of accidents 5
Satisfied Not Satisfied _____

- 3a. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day (Exhibit C), and

Highest 8 hours 10 a.m. to 6 p.m.
Total volume 4061 vehicles
Average per hour 508 vehicles

- 3b. The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same eight hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour.

Highest 8 hours 10 a.m. to 6 p.m.
Average per hour 1894 vehicles
Average per hour 0 pedestrians (EST.)
Average units per hour 237
Satisfied Not Satisfied _____

- 4. When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements. (Exhibit D)

85-percentile speed 34 MPH
Satisfied _____ Not Satisfied

A four-way stop sign installation is a useful traffic control measure when other available means of control are not adequate. It should not be used unless the volume of traffic on the intersecting roads is about equal and is undesirable at low volume intersections.

% Traffic major street 52 % PINE ST.
% Traffic minor street 48 %

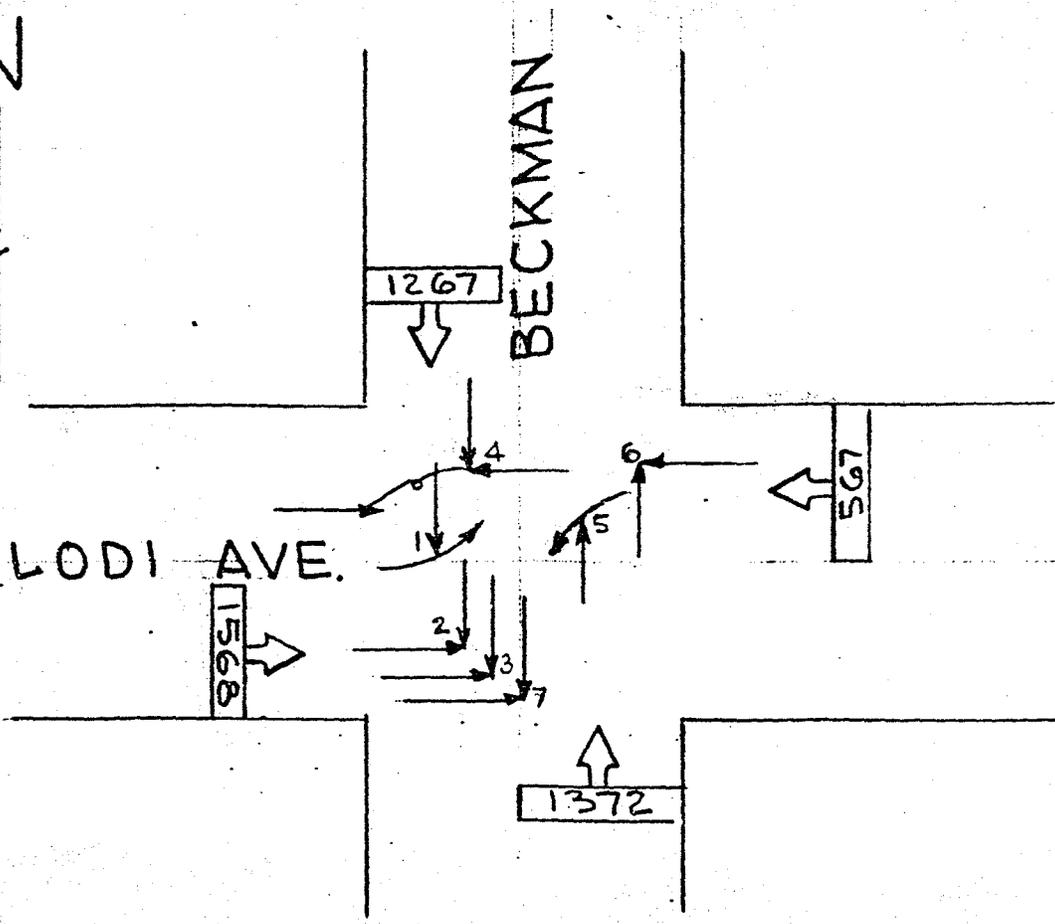
EXHIBIT B



CITY OF LODI

PUBLIC WORKS DEPARTMENT

ACCIDENT DIAGRAM INTERSECTION OF BECKMAN RD. & LODI AVE. 1984 -



NO.	DATE	TIME	DAMAGE	INJURED	APPARENT CAUSE
1	1-5-84	1048	mod-none	0	FAIL TO YIELD AFTER STOP
2	1-9-84	1439	mod-maj.	3	" " " "
3	3-21-84	1433	mod-tot.	0	R/W VIOLATION / HER
4	9-27-84	1212	min-min-min	0	FAIL TO STOP
5	10-4-84	0658	min-maj	2	FAIL TO YIELD AFTER STOP
6	10-16-84	0945	maj.-mod	0	" " " " "
7	1-9-85	1540	mod-mod	0	" " " " "

Drawn MED

No. Date

Approved

Approved By

Checked

Date JAN. '85

Public Works Director
RCE

Date

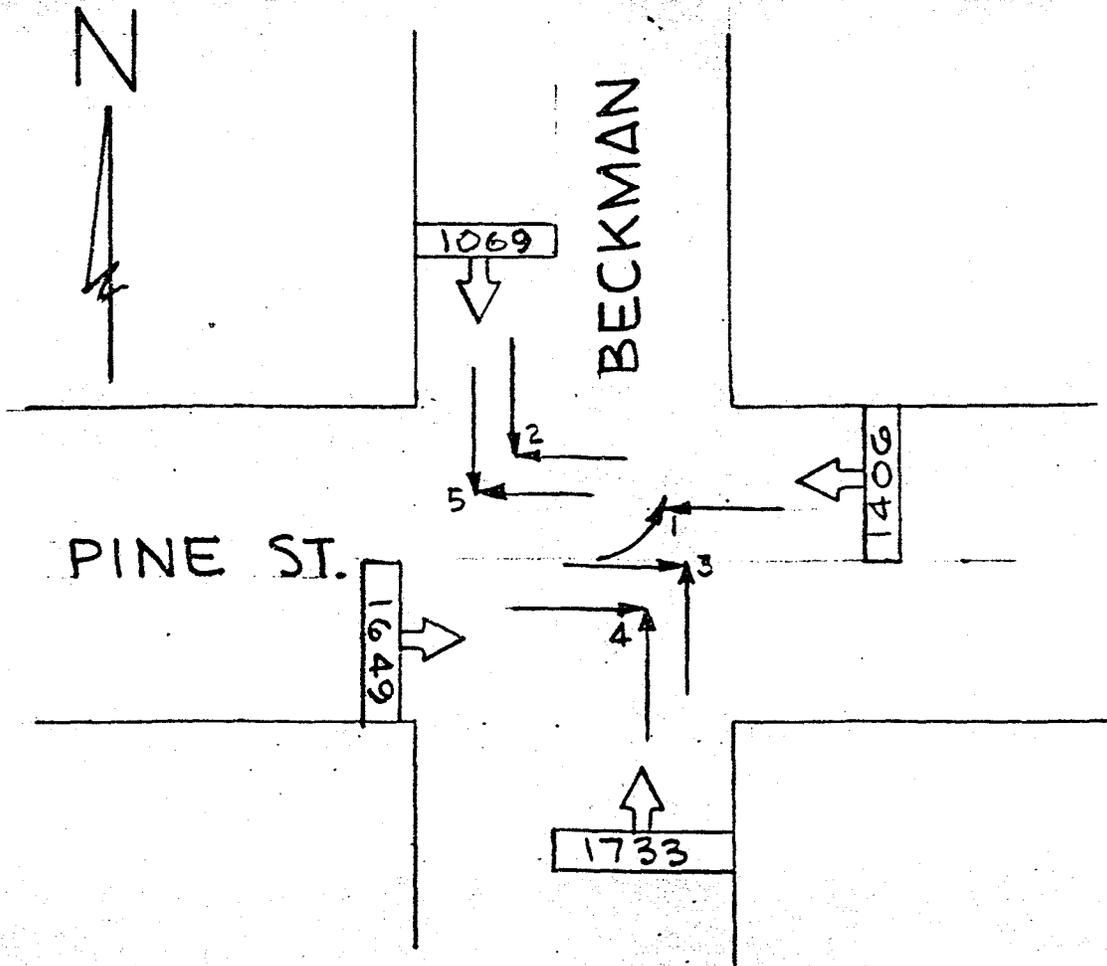
EXHIBIT C



CITY OF LODI

PUBLIC WORKS DEPARTMENT

ACCIDENT DIAGRAM INTERSECTION OF BECKMAN RD. & PINE ST. 1984 -



NO.	DATE	TIME	DAMAGE	INJURED	APPARENT CAUSE
1	2-3-84	1018	mod-mod	0	INATTENTION
2	6-19-84	1205	mod-min	0	FAIL TO YIELD AFTER STOP
3	6-28-84	1703	maj-mod	0	" " " " "
4	12-12-84	1609	mod-mod	0	" " " " "
5	1-12-85	1813	min-mod	0	FAIL TO STOP

Drawn MED

No. Date Approved

Approved By

Checked

Date JAN '85

Public Works Director
RCE

Date

EXHIBIT D

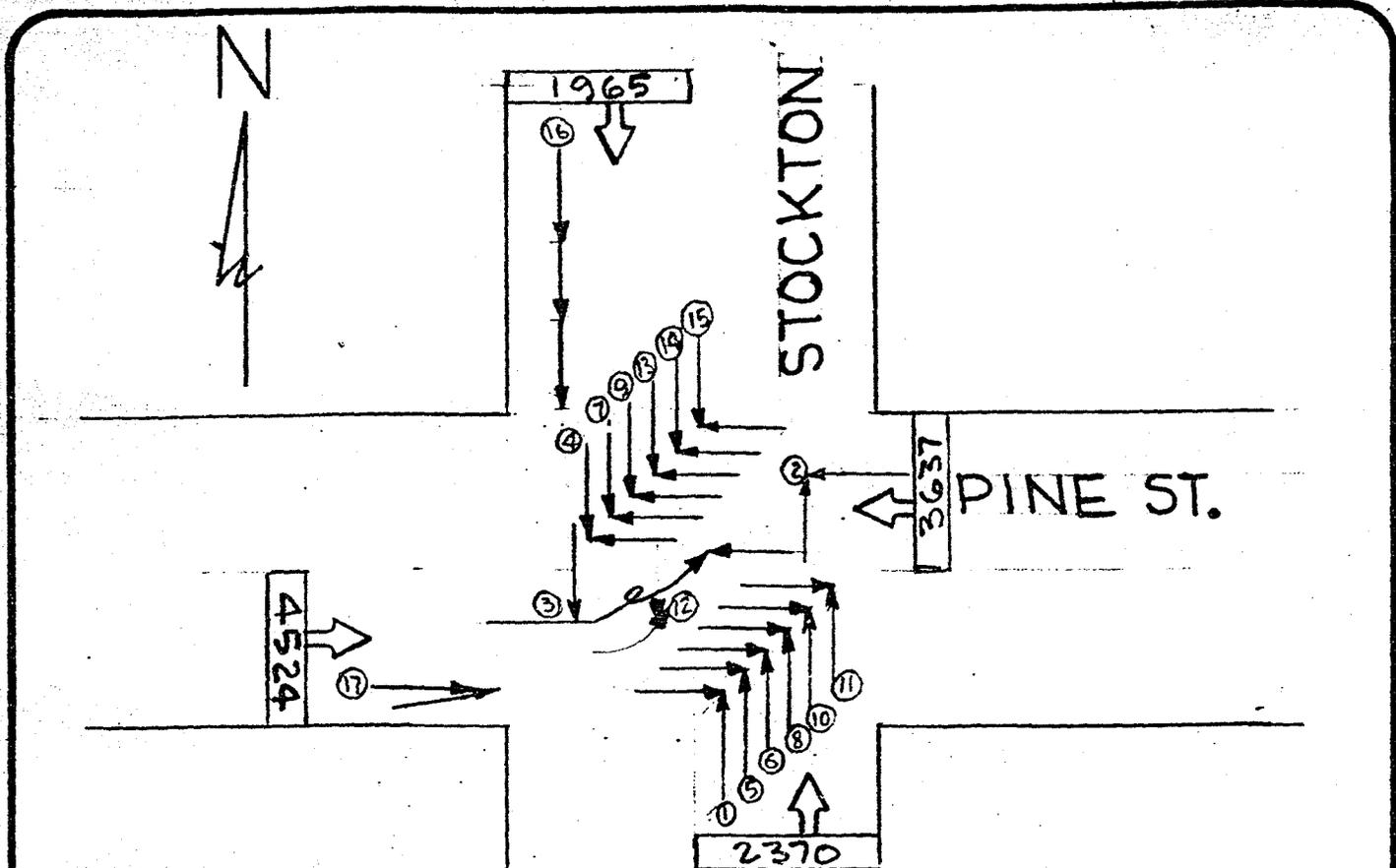


CITY OF LODI

PUBLIC WORKS DEPARTMENT

ACCIDENT DIAGRAM INTERSECTION OF STOCKTON & PINE

10-1-80 to



NO.	DATE	TIME	DAMAGE	INJURED	APPARENT CAUSE
1	10-14-80	1713	MAJ-MOD	0	FAIL TO YIELD
2	2-13-81	1353	MAJ-MOD	0	" " "
3	5-8-81	2202	MOD-MIN-MIN	0	" " "
4	7-10-81	1359	MAJ-MAJ	0	FAIL TO STOP
5	7-18-81	1510	NONE-MIN	1	FAIL TO YIELD
6	12-8-81	1340	MIN-MOD	0	" " "
7	12-10-81	1235	MOD-MOD	0	" " "
8	2-22-82	1809	MOD-MIN	0	" " "
9	5-12-82	0843	MOD-MOD	0	" " "
10	11-9-82	1419	MAJ-MAJ	2	FAIL TO STOP
11	4-13-83	1402	MIN-MOD	1	FAIL TO YIELD
12	8-1-83	1344	MIN-MOD	0	" " "
13	2-8-84	2143	MIN-MIN	1	" " "
14	4-10-84	1823	MOD-MOD	0	" " "
15	5-16-84	1926	MAJ-MOD	3	FAIL TO STOP
16	7-26-84	2135	MAJ-MOD-MOD	1	H.B.D.
17	1-12-85	1641	MIN-MOD	0	INATTENTION

Drawn MED	No.	Date	Approved	Approved By
Checked				
Date JAN. '85				
			Public Works Director RCE	Date

EXHIBIT E

RESOLUTION NO. 85-34

RESOLUTION ESTABLISHING FOUR-WAY STOP SIGNS AT THE
INTERSECTION OF STOCKTON AND PINE STREET

RESOLVED, that the City Council of the City of Lodi does
-hereby establish four-way stop signs at the intersection of
Stockton and Pine Streets.

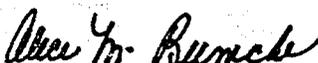
Dated: February 20, 1985

I hereby certify that Resolution No. 85-34
was passed and adopted by the City Council
of the City of Lodi in a regular meeting
held February 20, 1985 by the following vote:

Ayes: Council Members - Hinchman, Olson, Reid,
and Snider (Mayor)

Noes: Council Members - Pinkerton

Absent: Council Members - None


Alice M. Reimche
City Clerk