

TURNER ROAD AND
CALIFORNIA
STREET TRAFFIC
STUDY

Item k-1 - "Turner Road and California Street Traffic Study" was introduced by Staff who apprised the Council that at the request of the City Council, the Public Works Department initiated a traffic study at the intersection of Turner and California and the information from that study was included on several exhibits presented by Staff.

Exhibit A as presented by Staff was an accident diagram which indicates that there were 11 accidents at the intersection during the last 27 months of which 7 were susceptible to correction by installation of traffic signals or a 4-way stop. During the last 12 months there were 7 accidents of which 6 were susceptible to correction.

Exhibit B as presented by Staff was the Minimum Traffic Signal Warrant from State Standards which indicates that the intersection does meet the minimum vehicular volumes for

Warrant 2, Interruption of Continuous Traffic. It also meets the warrant for correctable number of accidents during a 12-month period.

Exhibit C as presented by Staff was the signalization priority worksheet used by the City of Lodi which indicates Turner Road and California Street have a total point score of 193. To place this in context, three other intersections, Ham and Lockeford, Lodi and Mills, and Lower Sacramento and Lodi have 398 points, 297 points, and 229 points respectively indicating that this intersection would be fourth or lower on the priority list for installation of signals.

Exhibit D as presented by Staff showed that the Turner-California intersection has an accident rate for 1983-84 of 1.13 accidents per million vehicles. Of the 13 intersections with higher or equal accident rates, 10 are signalized, and the three intersections - Sacramento and Elm, Stockton and Elm, Stockton and Lockeford - all have higher accident rates and are also 2-way stops. It is highly likely that these three intersections would also meet the minimum requirements for 4-way stops or traffic signals.

If one considers the six signalized intersections on Lodi Avenue that do not have a left turn phase, Sacramento, Stockton, School, Cherokee, Church, and Central, there is an average accident rate of 2.15. By comparison, the two intersections on Lodi Avenue that do have left turn phases, Ham and Hutchins, have an accident rate of 0.85. If the installation of left turn phases at the six intersections were to have the equivalent effect on the reduction of accidents, the number of accidents would decrease by 55 per year, considerably more than the number of accidents that might be eliminated by installation of signals at two or three other locations that are not now signalized.

While a 4-way stop is sometimes considered to be a reasonable alternative to installation of traffic signals, three specific things should be considered at this particular intersection: First, the number of vehicles on Turner Road (10,609 ADT) that are going to have to be stopped in order to allow California Street (1,634 ADT) easy access to or across Turner Road, second, installation of a 4-way stop would be detrimental from a noise standpoint because of the number of trucks that are going to have to stop and go through the full range of gear shifting 24 hours per day, and third, the interruption of through traffic and the costs therein to the traveling public.

This summer the City will be studying all of the high rate intersections throughout the City to determine the best way to use the available funds.

A lengthy discussion followed with questions being directed to Staff.

Mr. Ernest Bergthold, 512 West Turner Road, Lodi addressed the Council regarding the matter and spoke to the severity of the accidents occurring at the subject intersection.

Following additional discussion, Council, on motion of Mayor Snider, Olson second, directed that the intersection of Turner Road and California Street be placed on the updated Signal Priority List for review by the Council when funds are available for additional installations.