

Pg 243

CC-48R

CITY COUNCIL MEETING  
AUGUST 4, 1982

Council was reminded that sometime ago, the City had received a petition from approximately 100 residents of the City requesting stop signs be established on Lee Avenue at Park Street. The petition states that stop signs will be beneficial to safety because of increased traffic volumes, excessive speeding and the number of children playing in the area.

REQUEST FOR  
INSTALLATION OF  
STOP SIGNS LEE  
AND PARK DENIED

It is assumed that the request is to install stop signs on Lee at Park and to remove the yield signs on Park at Lee since the primary reason appears to be speed control. Staff reports that a four-way stop is not warranted, and it would not be legal to have both the stop and yield signs at this type of intersection.

The Engineering Division has completed a study of traffic conditions in this area and detailed report was provided to the Council.

Following a lengthy discussion, Council, on motion of Council Member Pinkerton, Reid second, concurred with Staff's recommendation and denied the request for stop signs at Lee Avenue at Park Street, and requested that the Police Department use radar enforcement to cite drivers exceeding reasonable speeds.



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## COUNCIL COMMUNICATION

K-3

TO: City Council  
FROM: City Manager  
DATE: July 30, 1982  
SUBJECT: Lee/Park Stop Sign Request

RECOMMENDED ACTION: That the request for stop signs at Lee Avenue at Park Street be denied, and that the Police Department be requested to use radar enforcement to cite drivers exceeding reasonable speeds.

BACKGROUND INFORMATION: The City of Lodi has received a petition from approximately 100 residents of the City requesting stop signs on Lee Avenue at Park Street. The petition states that stop signs will be beneficial to safety because of increased traffic volumes, excessive speeding and the number of children playing in the area.

It is assumed that the request is to install stop signs on Lee at Park and to remove the yield signs on Park at Lee since the primary reason appears to be speed control. A four-way stop is not warranted, and it would not be legal to have both stop and yield signs at this type of intersection.

### CONDITIONS

The Engineering Division has completed a study of traffic conditions on this portion of Lee Avenue as shown on the attached sketch and submits the following information:

1. Lee Avenue is a 37-foot wide residential street which stops for Vine Street at the north end of the study area and Kettleman Lane at the south. Intersecting cross streets (Park Street and Tamarack Drive) yield for Lee Avenue and two T-intersections (Sierra Vista Place and Sycamore Drive) are uncontrolled.
2. There is a 25 mph prima facie speed limit on the street.
  - (1) A prima facie limit is one which, "on the face of it," is reasonable and prudent under normal conditions.

Certain blanket (or automatic) prima facie limits are established by law, including the 15 mph limit in alleys, blind intersections, and at blind railroad crossings, and the 25 mph limit in business and residence districts. There is also a part-time 25 mph limit in school zones when children are present enroute to or from school.

APPROVED:

HENRY A. GLAVES, City Manager

FILE NO.

K-3

- 3. Traffic counts taken on Lee Avenue south of Sycamore Street on February 1, 2, and 3, 1982, (Mon., Tues. & Wed.) showed an average of 432 vehicles daily. Counts taken on March 5, 6, and 7, 1979, (Mon., Tues, Wed.) showed an average of 431 vehicles daily. Traffic volumes on Park Street are approximately 340 vehicles daily. For comparison, counts taken on Pleasant Ave. are approximately 380 vehicles daily.
- 4. The results of a speed survey taken July 7 and 8, 1982, are as follows:

<u>LOCATION</u>	<u>DIRECTION OF TRAVEL</u>	<u>HIGHEST SPEED</u>	<u>AVERAGE SPEED</u>	<u>85th PERCENTILE SPEED</u>
South of Park	Northbound	43 mph	27.7	33.0
South of Park	Southbound	45 mph	25.7	30.7
North of Park	Northbound	39 mph	25.2	32.2
North of Park	Southbound	35 mph	22.3	28.3

Average = 31.0

The 85th percentile speed is the speed at or below which 85% of the traffic is moving. Most citizens can be relied upon to behave in a reasonable manner and the 85th percentile speed is the one characteristic of traffic speeds most nearly conforming to a safe, reasonable and prudent limit. The 15% of drivers exceeding this speed are considered to be driving faster than is safe under existing conditions. A safe and reasonable speed for the portion of Lee Avenue which was studied, would be 31 mph. For comparison, the 85th percentile on Pleasant Ave. was 30.5 mph and the average 25.5 mph.

- 5. There have been three reported accidents on Lee Avenue between Kettleman Lane and Vine Street since yield signs were installed in March of 1979, the last one being in November of 1980.

**GUIDELINES FOR 2-WAY STOP SIGNS, none of which are met at this intersection:**

- 1. On the less important road at its intersection with a main road where application of the normal right of way rule is unduly hazardous as evidenced by accidents susceptible of correction by STOP signs.
- 2. On a county road or city street at its intersections with a state highway.
- 3. At the intersection of two main highways. The highway traffic to be stopped depends on approach speeds, volumes, and turning movements.
- 4. On a street entering a legally established through highway or street.
- 5. On a minor street where the safe approach speed to the intersection is less than 10 miles per hour.

**STOP SIGNS FOR SPEED CONTROL**

The Manual on Uniform Traffic Control Devices for Streets & Highways, The Traffic Manual for the State of California, The Transportation & Traffic

K-3

City Council  
July 30, 1982  
Page 3

Engineering Handbook or any recognized authority in the field of Traffic Engineering, will agree that stop signs should not be installed for speed control. The Engineering Division realizes that denial of these requests will engender considerable emotional feelings with residents of the area and we therefore submit the following for consideration:

TRAFFIC ENGINEERING, Nov. 1976

City officials are frequently confronted by citizens demanding that stop signs be placed on residential streets to control speeding. These citizens are convinced that stop signs will reduce speeds on their streets, thereby enhancing the safety of children playing near or in the streets. City councils usually respond favorably to these requests in order to provide a tangible sign of their concern for public safety at a relatively low cost. Moreover, it seems obvious to them also that stop signs will reduce speeds and promote public safety.

Stop signs should not be installed for speed control. One argument for this is that misuse of this traffic control device promotes lack of respect for all traffic control devices, and nonobservance of such devices is potentially hazardous. Perhaps a more effective argument is that stop signs are not effective in reducing speeds. Recent studies

suggest that placing stop signs for speed control tends to increase peak speeds. The studies also showed an alarmingly high disobedience rate for these signs.

The studies conducted show that stop signs are not effective in controlling speeds in residential areas. The difference in average speeds is not significant after installation of stop signs but the tendency is for a slight increase in speeds, possibly because motorists are trying to make up for lost time after passing the sign.

The stop sign observance studies showed that stop signs placed for speed control are generally disregarded. Approximately half of the motorists made a rolling stop; one quarter came to a full stop; one quarter did not stop at all.

K-3

City Council  
July 30, 1982  
Page 4

INSTITUTE OF TRANSPORTATION ENGINEERS, Jan. 1977

A stop sign is one of our most valuable and effective control devices when used at the right place and under the right conditions.

One common misuse of stop signs is to arbitrarily interrupt through traffic, either by causing it to stop, or by causing such an inconvenience as to force the traffic to use other routes. Where stop signs are installed as "nuisances" or "speed breakers," there is a high incidence of intentional violation. In those locations where vehicles do stop, the speed reduction is effective only in the immediate vicinity of the stop sign, and frequently speeds are actually higher between intersections. For these reasons, it should not be used as a speed control device. "

SUMMARY

1. The basic rule for establishing "reasonable and prudent" speeds, is that under normal conditions 85% of drivers drive at a reasonable speed, or below, and 15% exceed that speed.
2. Traffic volumes have not increased on Lee Avenue in the past 3 years.
3. There has not been an accident problem on Lee Avenue.
4. Normal practice would be to stop the lowest volume street at an intersection. In this area, that street is Park, which might tend to increase speeds on Lee.
5. This request, if granted, would tend to increase like requests, with the ultimate solution being installation of 2-way stops at Lee and Tamarack, Pleasant and Tamarack, and Pleasant and Park in this area. This would make both Park and Tamarack through streets. Similar requests from similar areas could eventually lead to stop signs at every intersection based on which street files a petition first, a system that, to the motorist, is wasteful of energy, time consuming, and frustrating.

RECOMMENDATION

1. That the request for stop signs on Lee Avenue at Park Street be denied, and
2. That the Police Department be requested to use radar enforcement to cite drivers exceeding reasonable speeds.

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

cc: Police Department  
 Mrs. Hewitt  
 JLR/eeh



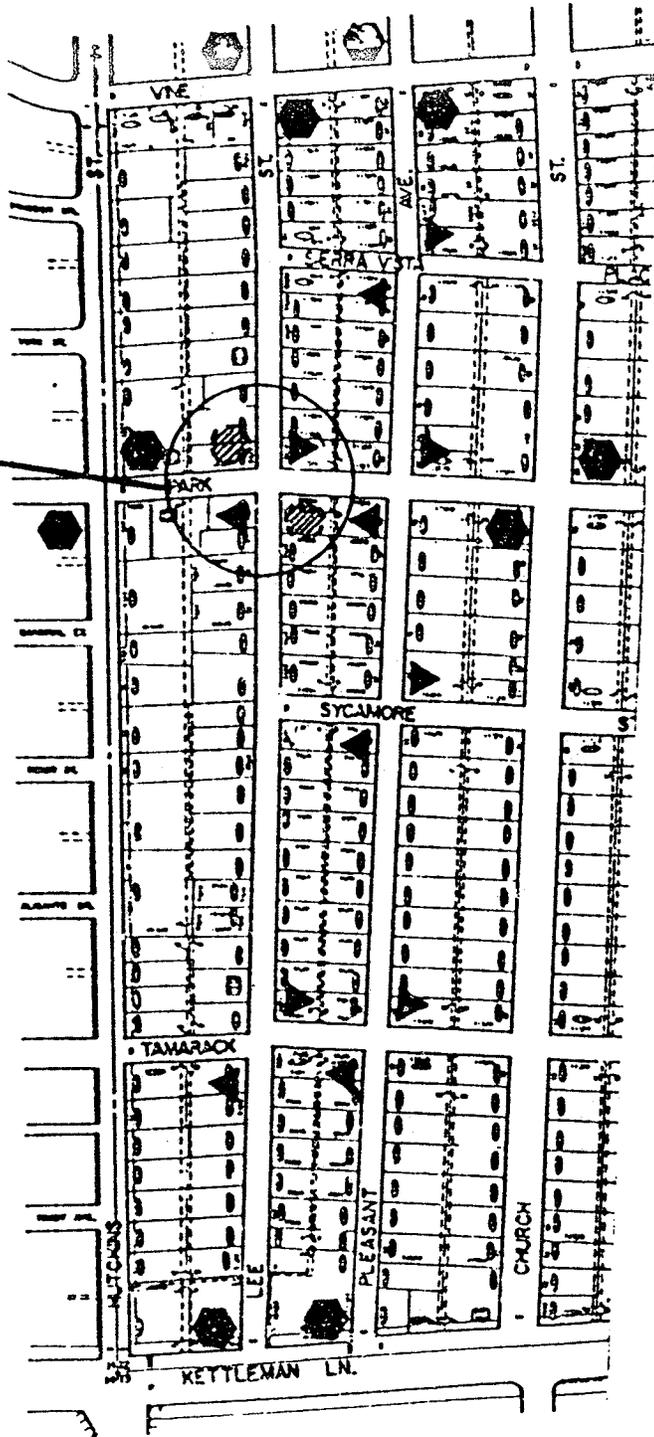
# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## LEE AVE. & PARK ST. TRAFFIC INVESTIGATION

K-3

SUBJECT INTERSECTION



-  EXISTING STOP
-  EXISTING YIELD
-  REQUESTED STOP

Drawn <b>MED</b>	No	Date	Approved	Approved By
Checked				
Date <b>7-28-82</b>				
			Public Works Director RCE	Date

F 0 8 / 4  
CITY COUNCIL

FRED M REID, Mayor  
ROBERT C MURPHY,  
Mayor Pro Tempore  
EVELYN M OLSON  
JAMES W PINKERTON, Jr  
JOHN R (Randy) SNIDER

# CITY OF LODI

CITY HALL, 221 WEST PINE STREET  
POST OFFICE BOX 320  
LODI, CALIFORNIA 95241  
(209) 334-5634

HENRY A GLAVES, Jr.  
City Manager

ALICE M REIMCHE  
City Clerk

RONALD M STEIN  
City Attorney

August 16, 1982

Mrs. Paula Hewitt  
1101 S. Lee Avenue  
Lodi, California 95240

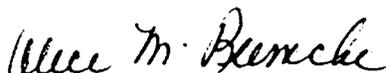
Dear Mrs. Hewitt:

Please be advised that following consideration of your request for stop signs at Lee Avenue at Park Street at its regular meeting of August 4, the Lodi City Council, following a staff report and recommendation, denied your request, however, asked that the Lodi Police Department be requested to use radar enforcement to cite drivers exceeding reasonable speeds in that area.

Thank you for bringing this item of concern to the City Council's attention and should you have any questions regarding their actions, please do not hesitate to call this office.

It is my understanding that you were forwarded a complete copy of staff's report and recommendation.

Very truly yours,

  
Alice M. Reimche  
City Clerk

AMR/lf