

5

EILERS LANE TRAFFIC  
DATA REVIEWED

CC-45(a)  
CC-48(a)

Council was reminded that at its August 19, 1987 meeting, the Council directed staff to gather and provide additional information on the Eilers Lane Street Closure Study. The following information regarding the matter was presented for Council's perusal.

No Left Turn Sign @ Lilac & Eilers

A design for a "no left turn" sign and painted island with raised bumpers was presented. If followed by motorists, it would reduce traffic on this segment of Eilers Lane by approximately 20%. This traffic will eventually use other Woodbridge streets to get to Lower Sacramento Road. The next parallel street north is Academy Street fronting Woodbridge School. The cost of this installation including the necessary sandblasting is approximately \$1,200.

Evening Speed Study

Additional vehicle speed measurements were taken Friday evening, August 21, 1987, from 4:00 to 8:00 p.m. The results are shown below. They are broken at 6:30 because, at the request of a resident, the position of the radar vehicle was moved to allow a can to be placed in front of it to help obscure the radar unit. The resident felt drivers saw the radar unit and were unduly slowing down. Staff does not feel this was the case.

EILERS LANE E/LILAC

AUGUST 21, 1987

	4:00 - 6:30 PM		6:30 - 8:00 PM	
	<u>EB</u>	<u>WB</u>	<u>EB</u>	<u>WB</u>
# Vehicles Measured	102	81	67	38
Average Speed	28.4	28.8	27.9	28.8
85th Percentile	34	34	34	31
Maximum Observed	41	41	38	41

These results are essentially the same as previously measured.

Reduce Speed Limit to 25 MPH

The speed limit on Eilers Lane was set by the Council in 1986 based on the results of an Engineering and Traffic Study. Vehicle Code Section 22357 is as follows:

"22357. Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. The provisions of this section shall not apply in respect to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof."

Based on the underlined portion, it is inappropriate to reduce the limit except on the basis of a study. Since conditions have not changed appreciably in the past year, a new study would not result in a lower recommended speed limit.

If the speed limit were reduced, it is staff's opinion it could not be enforced by radar or any other means. The Police Department is aware of the residents' concerns and is increasing their efforts in the area.

#### Chestnut Street/Woodhaven Lane Bridge Construction

San Joaquin County is initiating the design of the Woodbridge Irrigation District (WID) crossing structure to ultimate width of four lanes. Construction is planned for winter 1988/89. However, this schedule depends on the timely receipt of funds from the County/developer agreements mentioned in the August 19 Council Communication. These funds will be collected at the time of final map filing. The "Bridgetowne" project which includes land on both sides of Woodhaven Lane south of the WID Canal is included in these agreements. It is also scheduled for a Measure A election this year. If it passes and the property is developed in the City, a joint powers agreement between the City and the County should be executed in order to collect these fees. If this or other projects north of the Canal do not proceed as estimated, the construction of the crossing will be delayed unless additional funds are committed by the County or possibly the City.

Continued September 2, 1987

Summary

Because of the serious precedent in closing a street and lack of a significant accident, speeding, or volume problem, staff does not recommend closure of Eilers Lane east of Lilac Street.

Staff has no recommendation on the prohibition of southbound to eastbound left turns at Lilac and Eilers except that if done, the installation should conform to Caltrans standards.

Addressing the Council regarding the matter were:

- A) Mr. Thomas Gau, 2336 Eilers Lane, Lodi
- B) Mr. Russ Munson, 1530 Edgewood Drive, Lodi

A lengthy discussion followed with questions being directed to Staff and to those who had addressed the Council on the matter.

On motion of Council Member Hinchman, Snider second, Council voted to install a "No Left Turn" sign (including a painted island with raised bumpers) off Lilac Street onto Eilers Lane.

The motion carried by the following vote:

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

It was further suggested that additional signing to the Woodbridge area be installed.



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## COUNCIL COMMUNICATION

TO: City Council  
 FROM: City Manager  
 MEETING DATE: September 2, 1987  
 AGENDA TITLE: Review Eilers Lane Traffic Data and Take Appropriate Action

RECOMMENDED ACTION: None.

BACKGROUND INFORMATION: At its August 19, 1987 meeting, the City Council directed staff to gather and provide additional information on the Eilers Lane Street Closure Study. This information follows. A copy of the previous Council Communication is attached for reference.

No Left Turn Sign @ Lilac & Eilers

A design for a "no left turn" sign and painted island with raised bumpers is shown on Exhibit A. If followed by motorists, it would reduce traffic on this segment of Eilers Lane by approximately 20%. This traffic will eventually use other Woodbridge streets to get to Lower Sacramento Road. The next parallel street north is Academy Street fronting Woodbridge School. The cost of this installation including the necessary sandblasting is approximately \$1,200.

Evening Speed Study

Additional vehicle speed measurements were taken Friday evening, August 21, 1987, from 4:00 to 8:00 p.m. The results are shown below. They are broken at 6:30 because, at the request of a resident, the position of the radar vehicle was moved to allow a can to be placed in front of it to help obscure the radar unit. The resident felt drivers saw the radar unit and were unduly slowing down. Staff does not feel this was the case.

EILERS LANE E/LILAC

AUGUST 21, 1987

	4:00 - 6:30 PM		6:30 - 8:00 PM	
	EB	WB	EB	WB
# Vehicles Measured	102	81	67	38
Average Speed	28.4	28.7	27.9	28.8
85th Percentile	34	34	34	31
Maximum Observed	41	41	38	41

These results are essentially the same as previously measured.

APPROVED:

*Thomas A. Peterson*  
 THOMAS A. PETERSON, City Manager

FILE NO.

Reduce Speed Limit to 25 MPH

The speed limit on Eilers Lane was set by the Council in 1986 based on the results of an Engineering and Traffic Study. Vehicle Code Section 22357 is as follows:

"22357. Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. The provisions of this section shall not apply in respect to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof."

Based on the underlined portion, it is inappropriate to reduce the limit except on the basis of a study. Since conditions have not changed appreciably in the past year, a new study would not result in a lower recommended speed limit.

If the speed limit were reduced, it is staff's opinion it could not be enforced by radar or any other means. The Police Department is aware of the residents' concerns and is increasing their efforts in the area.

Chesnut Street/Woodhaven Lane Bridge Construction

San Joaquin County is initiating the design of the Woodbridge Irrigation District (WID) crossing structure to ultimate width of four lanes. Construction is planned for winter 1988/89. However, this schedule depends on the timely receipt of funds from the County/developer agreements mentioned in the August 19 Council Communication. These funds will be collected at the time of final map filing. The "Bridgetowne" project which includes land on both sides of Woodhaven Lane south of the WID Canal is included in these agreements. It is also scheduled for a Measure A election this year. If it passes and the property is developed in the City, a joint powers agreement between the City and the County should be executed in order to collect these fees. If this or other projects north of the Canal do not proceed as estimated, the construction of the crossing will be delayed unless additional funds are committed by the County or possibly the City.

City Council  
September 2, 1987  
Page 3

Summary

Because of the serious precedent in closing a street and lack of a significant accident, speeding, or volume problem, staff does not recommend closure of Eilers Lane east of Lilac Street.

Staff has no recommendation on the prohibition of southbound to eastbound left turns at Lilac and Eilers except that if done, the installation should conform to Caltrans standards.

Jack L. Ronsko  
Public Works Director

JLR/RCP/ma

Attachments

cc: Police Chief  
Street Superintendent  
San Joaquin County Public Works Department  
Mr. and Mrs. Bradley N. Gesler  
Mr. and Mrs. Mark Ehlers  
Mr. and Mrs. Steven Galvin  
Mr. and Mrs. Thomas Gau



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## COUNCIL COMMUNICATION

TO: City Council  
FROM: City Manager  
MEETING DATE: August 19, 1987  
AGENDA TITLE: Review Eilers Lane Street Closure Study - East of Lilac Street

RECOMMENDED ACTION: None.

BACKGROUND INFORMATION: At the July 15, 1987 Council meeting, City Council requested staff evaluate the request from the Eilers Lane residents to close Eilers Lane E/Lilac Street (see attached letter request).

Exhibits 1 and 2 present the vicinity map and requested street closure configuration.

Analysis/Discussion

To evaluate this request, staff performed the following tasks with the results indicated:

1. Five-day traffic volume count (Wednesday - Sunday);
2. Peak hour turning movement count;
3. Speed survey;
4. Accident record review; and
5. Physical analysis of installing a street closure.

Volumes: The weekday average daily volume is approximately 1,200 vehicles. The weekend volumes are somewhat high compared to the weekday counts (Saturday, 1,200; Sunday, 900). The traffic volume on Eilers Lane, while high compared to a cul-de-sac, is lower than other through residential streets such as California S/Turner (1,600) and Lakeshore Drive (2,280).

Destinations: Peak hour turning movement counts showed that a majority of the motorists using Eilers Lane are not single-family home residents between Lilac Street and Lower Sacramento Road. (See Exhibit 3.)

A number of the residents of Woodlake Place Condominiums (located at the northwest corner of Eilers Lane/Lilac Street) use Eilers Lane between Lilac Street and Lower Sacramento Road. In addition, Woodbridge residents use this segment of Eilers Lane. The peak hour totals are:

Single-Family Home Residents:	11
Woodlake Place:	21
Woodbridge:	28
Other North County:	11

APPROVED:

THOMAS A. PETERSON, City Manager

FILE NO.

Almost every street in Lodi has motorists other than the residents of the particular street segment traveling on it except for cul-de-sacs. For example, Lakeshore Drive has a daily volume of 2,280 vehicles and a large portion of the motorists are residents of adjacent subdivisions, Whispering Oaks and The Meadows, located south and west of Lakeshore Drive.

Speed: The results of the recent speed survey were compared to a survey taken in May 1986:

		<u>May 1986</u>	<u>July 1987</u>
85th percentile speed*	Westbound	33 mph	32 mph
	Eastbound	34 mph	34 mph

The highest speeds observed during the radar survey were 37 mph (westbound) and 38 mph (eastbound). The lowest speeds observed were 15 mph (westbound) and 19 mph (eastbound). These speeds are not unusually high. For example, we recently studied Lakeshore Drive at Timberlake Circle. The 85th percentile speed on Lakeshore Drive was 31 mph (southbound) and 33 mph (northbound).

Accidents: Since construction of Eilers Lane in 1985, there has been a total of three accidents. All three accidents occurred in 1987 (January - July). One accident occurred at Eilers Lane/Lilac Street, one accident occurred at Eilers Lane/Lower Sacramento Road, and another accident occurred on Eilers Lane W/Lower Sacramento Road. Both accidents at or near Eilers Lane/Lower Sacramento Road were bicycle versus vehicle accidents and the bicyclists were riding on the wrong side of the road.

Closure: The cost to install a street closure as requested includes materials for posts, directional and warning signs, sandblasting existing markings (stop signs, left and right turn lanes, and centerlines), and painting of new markings. It is estimated that the cost would range between \$1,500 and \$2,300, depending on the type of material used to barricade the street. The cheapest is wood posts; metal guard rail is more expensive. The maintenance cost was not included in the price. Wood posts would have higher maintenance costs than a metal guard rail. Cleaning of debris from the street in the closure area would have to be done by hand.

If the street is closed according to the request, the Fire Department would have trouble using the fire hydrant located at Lilac Street. The fire trucks need a proper turn-around and direct access to the fire hydrants. The Lilac Street fire hydrant supplies fire protection to a portion of the Eilers Lane residents.

\*85th percentile speed is the speed at or below which 85% of the traffic is moving. This speed is a major factor in determining the posted speed limit.

City Council  
August 19, 1987  
Page 3

Additionally, there would be a major problem backing out of the driveway on the south side of Eilers Lane at Lilac Street.

To properly close the street, a cul-de-sac should be constructed (see Exhibit 4). The City would need to acquire right-of-way, relocate a street light and other utility connections, and residents would need to relocate their driveways. No cost estimate was made for this work.

As stated in the Eilers Lane residents' request, their main concern was the safety of their children. They felt that, "Many Woodbridge residents use Eilers Lane when traveling to Lodi and are driving through our neighborhood at excessive speeds." Every resident in Lodi is concerned for the safety of their children. The volumes and speeds on this street are similar to the speeds of other residential streets.

The request stated, "Closing Eilers Lane at Lilac Street would not only protect the safety of our children, but also the children going to the Woodbridge School." The street closure would eliminate some traffic on Eilers Lane; however, it would not eliminate the previous crossing problem at Lower Sacramento Road/Eilers Lane. The problem was that students were riding their bicycles on the sidewalks on the wrong side of traffic and motorists were unaware of these bicyclists. With the improvements on the north side of Turner Road east of Lower Sacramento Road, a paved walk on the east side of Lower Sacramento Road, and a crosswalk at Eilers, the suggested route to school will eliminate this problem.

With the street closure, the stop signs would be removed at Eilers Lane/Lilac Street and a 90° bend would be created. Students coming from the north side of Eilers Lane west of Lilac Street would not have as safe a crossing as with the existing multi-way stop intersection.

The traffic patterns in the area will change when the Woodhaven/Chestnut bridge is constructed (see Exhibit 1). San Joaquin County and various developers in the Woodbridge area have made a cost sharing agreement for this WID crossing (see Exhibit 5). A majority of through trips to/from Woodbridge on Eilers Lane/Lilac Street should be eliminated with this construction in the next few years.

If the City was to consider closure of every residential street that has motorists other than the immediate residents using it, every street longer than one block would be a candidate.

It is not recommended that Eilers Lane east of Lilac Street be closed.

  
Jack L. Ronsko  
Public Works Director

JLR/PJF/ma  
Attachments  
cc: Street Superintendent  
Police Chief  
Thomas M. Gau

Also sent to first three names on petition:  
Mr. and Mrs. Bradley N. Gesler  
Mr. and Mrs. Mark Ehlers  
Mr. and Mrs. Steven M. Galvin

CEILERS2/TXTW.02M

August 12, 1987

June 8, 1987

Lodi City Council  
City Hall  
221 W. Pine St.  
Lodi, Ca 95240

RECEIVED

1987 JUN 30 AM 10:46

ALICE M. REYNOLDS  
CITY CLERK  
CITY OF LODI

Dear Council Members:

We, the residents of Eilers Lane, request that Eilers Lane be closed to through traffic at Lilac Street.

Eilers Lane is a designated local street, and, as such, should provide access primarily for the residents of Eilers Lane. Currently, however, Eilers Lane is functioning as a collector street. This situation is due to the elimination of a segment of Lilac St. connecting to Turner Road at Lower Sacramento Road with the development of the Woodlake North Subdivision; and, equally important, because the Woodhaven Lane/Chestnut St. bridge has not been constructed. Many Woodbridge residents use Eilers Lane when traveling to Lodi and are driving through our neighborhood at excessive speeds.

The main reason for our request is the safety of our children. There are 20 homes on Eilers Lane and about as many children, most of whom are grammar school age or younger. In a related matter, the principal of the Woodbridge School appeared before you on June 3, 1987 and expressed his concern about the safety of the children going to school. Action is being taken to stripe three crosswalks and to hire a crossing guard. Closing Eilers Lane at Lilac St. would not only protect the safety of our children, but also the children going to the Woodbridge School.

Attached is a signed petition requesting the closure of Eilers Lane at Lilac St. and also a sketch for your information which includes one possible solution. We would welcome the opportunity to appear before you to personally express our concerns. Your consideration in this matter is greatly appreciated.

Sincerely,

The Eilers Lane Residents

EXHIBIT 1

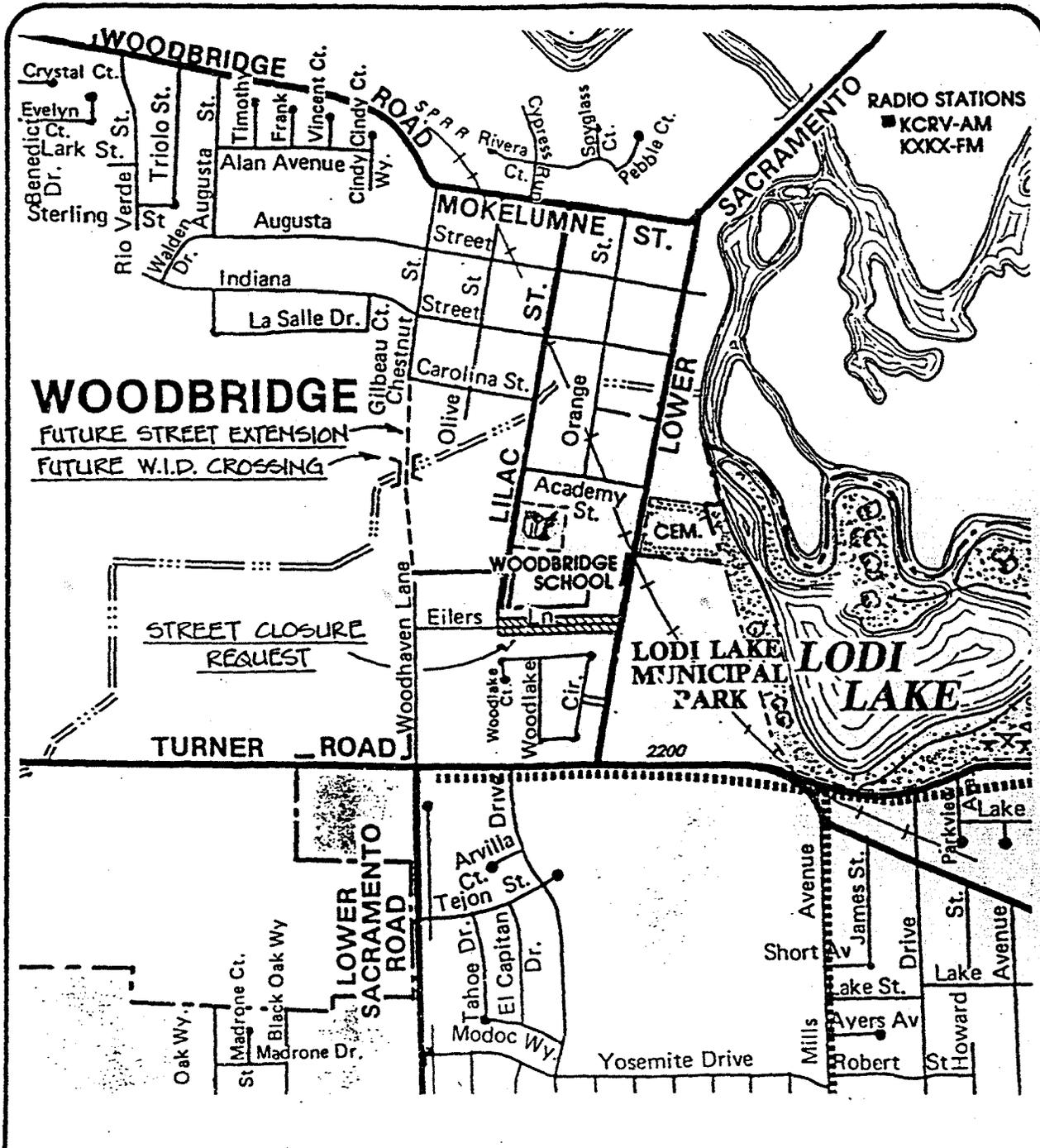


CITY OF LODI

PUBLIC WORKS DEPARTMENT

EILERS LANE STREET CLOSURE

VICINITY MAP



RADIO STATIONS  
 ■ KCRV-AM  
 ■ KXXX-FM

**WOODBRIDGE**  
 FUTURE STREET EXTENSION  
 FUTURE W.I.D. CROSSING

STREET CLOSURE REQUEST

LODI LAKE MUNICIPAL PARK

Dr.	No.	Date	Revision	Appr.	Approved By
Ch.					
Date	8/87				

Public Works Director  
 RCE

Date



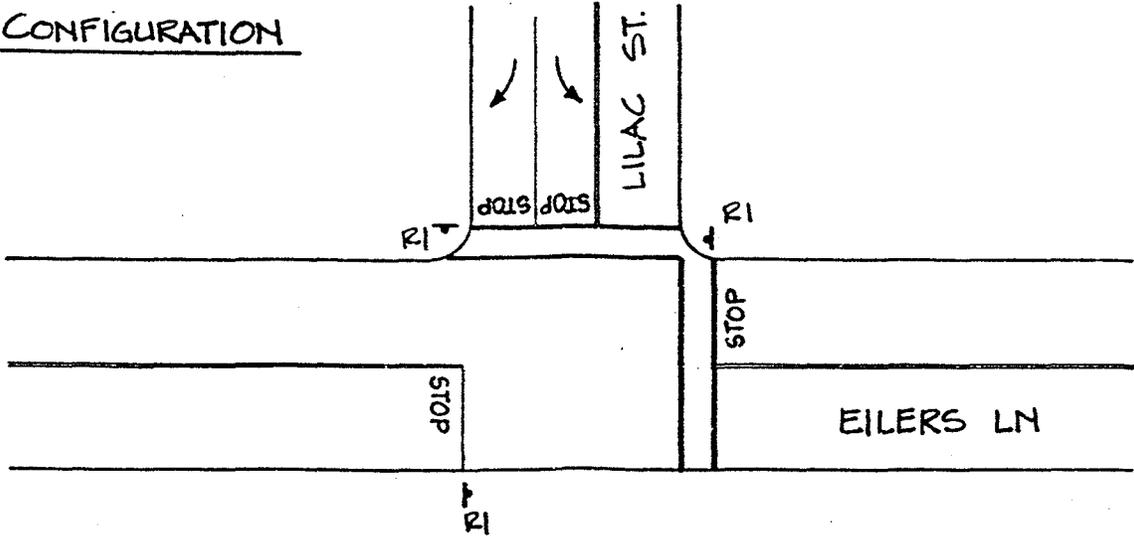
EXHIBIT 2



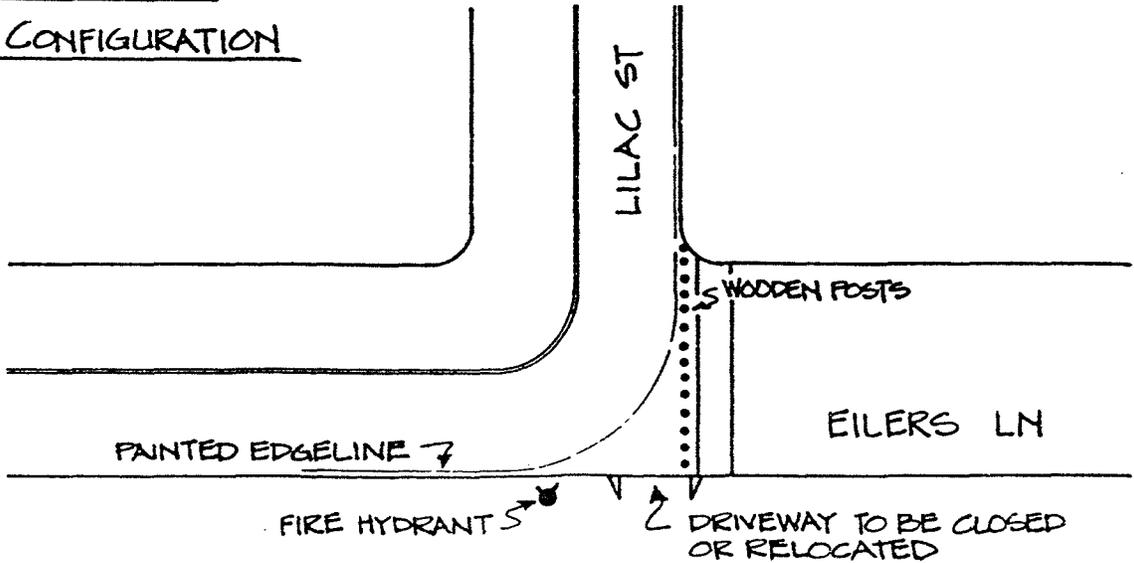
**CITY OF LODI**  
PUBLIC WORKS DEPARTMENT

EILERS LANE  
STREET CLOSURE  
CONFIGURATION

EXISTING  
CONFIGURATION



REQUESTED  
CONFIGURATION



Dr.	No.	Date	Revision	Appr.	Approved By
RSK					
Ch.					
Date					
8/87					

Public Works Director  
RCE

Date

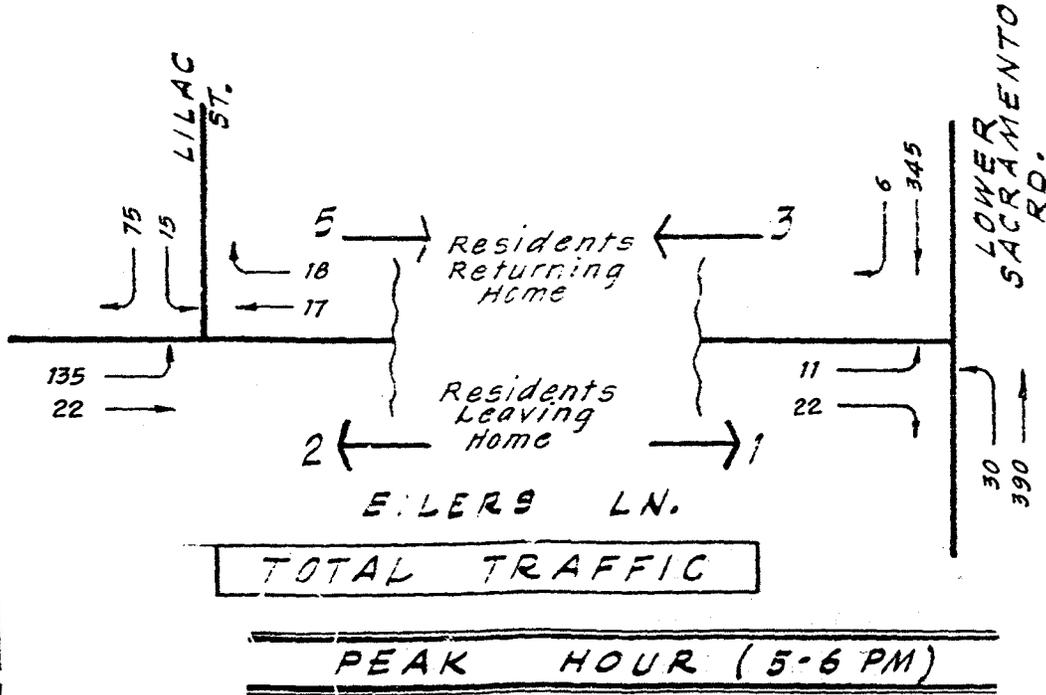




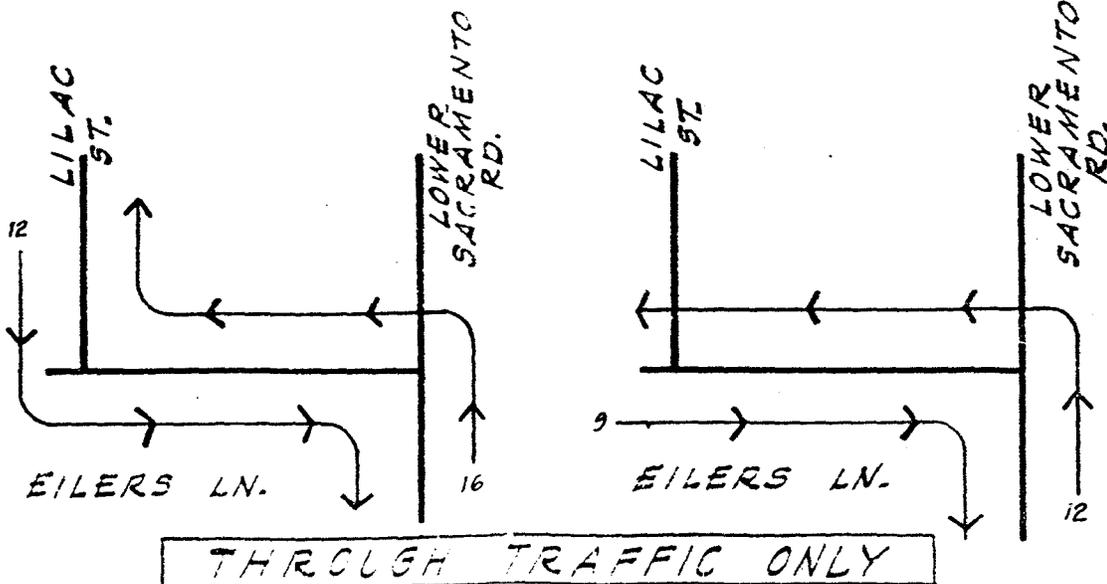
# CITY OF LODI

PUBLIC WORKS DEPARTMENT

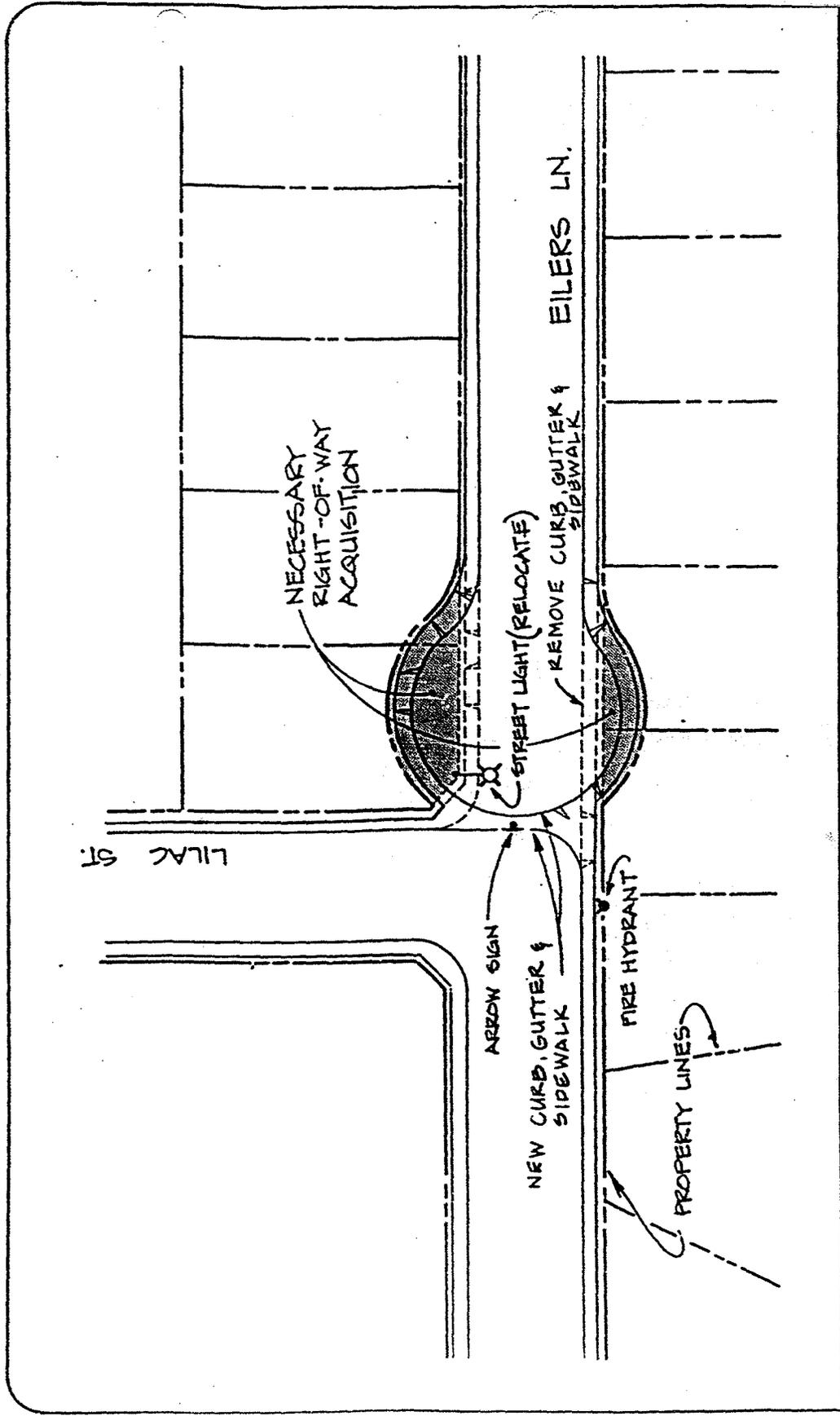
## PEAK HOUR TRAFFIC COUNT



NTS.



Dr.	No.	Date	Revision	Appr.	Approved By
JM					
Ch.					
Date	8/87				
				Public Works Director	Date
				RCE	



LILAC ST.

NECESSARY  
RIGHT-OF-WAY  
ACQUISITION

STREET LIGHT (RELOCATE)

EILERS LN.

REMOVE CURB, GUTTER & SIDEWALK

ARROW SIGN

NEW CURB, GUTTER & SIDEWALK

FIRE HYDRANT

PROPERTY LINES



EILERS LN.  
CUL-DE-SAC

CITY OF LODI  
PUBLIC WORKS DEPARTMENT



APPROVED BY: [Signature]  
DATE: 8/27/07

NO.	DATE	REVISIONS	APP'D	APPROVED BY

EXHIBIT 4

EXHIBIT 5



BOARD OF SUPERVISORS

222 EAST WEBER AVENUE, ROOM 701  
STOCKTON, CALIFORNIA 95202

TELEPHONE: 209/944-3113

GEORGE L. BARBER, CHAIRMAN  
FOURTH DISTRICT

WILLIAM N. SOUSA, VICE CHAIRMAN  
FIRST DISTRICT

1987 DOUGLASS W. WILHOFF, 2 48  
SECOND DISTRICT

DOUG CARTER  
ALICE L. FRENCH  
CITY CLERK  
EVELYN L. COSTA  
CITY CLERK

August 3, 1987

Honorable Evelyn Olson  
City of Lodi  
221 West Pine Street  
Lodi, CA 95240

SUBJECT: CHESTNUT STREET BRIDGE OVER THE  
WOODBIDGE IRRIGATION CANAL

Dear Mayor Olson:

It has been brought to our attention that the City of Lodi is considering a request to close Eilers Lane between Woodhaven Lane and Lower Sacramento Road. On July 2, 1987, an Agreement was executed between San Joaquin County and various property owners in the Woodbridge area. In essence, the Agreement provides that all the participants in the Agreement will contribute a proportionate share for the design and construction of a bridge and related road work on the Chestnut Street alignment over the Woodbridge Irrigation District Canal. San Joaquin County will also contribute to the construction fund for the bridge and related facilities. The County will design and award a contract for the construction of the structure during the 1988 construction season.

Due to the abandonment of Lilac Street by the City, in conjunction with the Final Map of Woodlake North Unit No. 2, the traffic circulation in that area was deprived of an important north/south street. It is anticipated that with the construction of the Chestnut Street Bridge, the circulation for this entire area will be significantly improved. Therefore, in our opinion, the proposed closure of Eilers Lane is not an appropriate method of providing adequate circulation for that area and recommend that the requested closure not be approved by the City of Lodi.

Thank you for this opportunity to respond to an important issue, and for your anticipated favorable consideration.

Very truly yours,

GEORGE L. BARBER  
Chairman

GLB:tb

c: Henry M. Hirata, Director  
Public Works Department

Copy of this document forwarded  
8-5-87 to:

- Council Member Hochman
- Council Member Olson
- Council Member Hamilton
- Council Member Fuld
- Council Member Snider
- City Manager Peterson

Other: *Jack K...  
RM Stein*

EXHIBIT 5



BOARD OF SUPERVISORS

222 EAST WEBER AVENUE, ROOM 701  
STOCKTON, CALIFORNIA 95202

TELEPHONE: 209/944-3113

GEORGE L. BARBER, CHAIRMAN  
FOURTH DISTRICT

WILLIAM H. SOUSA, VICE CHAIRMAN  
FIRST DISTRICT

1937 DOUGLASS W. WALHOFF  
SECOND DISTRICT 2:48

DOUG CARTER  
ALIBON DISTRICT  
CITY CLERK  
EVELYN L. COSTA  
FIFTH DISTRICT

August 3, 1987

Honorable Evelyn Olson  
City of Lodi  
221 West Pine Street  
Lodi, CA 95240

SUBJECT: CHESTNUT STREET BRIDGE OVER THE  
WOODBIDGE IRRIGATION CANAL

Dear Mayor Olson:

It has been brought to our attention that the City of Lodi is considering a request to close Eilers Lane between Woodhaven Lane and Lower Sacramento Road. On July 2, 1987, an Agreement was executed between San Joaquin County and various property owners in the Woodbridge area. In essence, the Agreement provides that all the participants in the Agreement will contribute a proportionate share for the design and construction of a bridge and related road work on the Chestnut Street alignment over the Woodbridge Irrigation District Canal. San Joaquin County will also contribute to the construction fund for the bridge and related facilities. The County will design and award a contract for the construction of the structure during the 1988 construction season.

Due to the abandonment of Lilac Street by the City, in conjunction with the Final Map of Woodlake North Unit No. 2, the traffic circulation in that area was deprived of an important north/south street. It is anticipated that with the construction of the Chestnut Street Bridge, the circulation for this entire area will be significantly improved. Therefore, in our opinion, the proposed closure of Eilers Lane is not an appropriate method of providing adequate circulation for that area and recommend that the requested closure not be approved by the City of Lodi.

Thank you for this opportunity to respond to an important issue, and for your anticipated favorable consideration.

Very truly yours,

*George L. Barber*

GEORGE L. BARBER  
Chairman

GLB:tb

c: Henry M. Hirata, Director  
Public Works Department

Copy of this document forwarded  
8-5-87 to:  
Date

- Council Member Hitchman
- Council Member Olson
- Council Member Pinkerton
- Council Member Reid
- Council Member Snyder
- City Manager Peterson

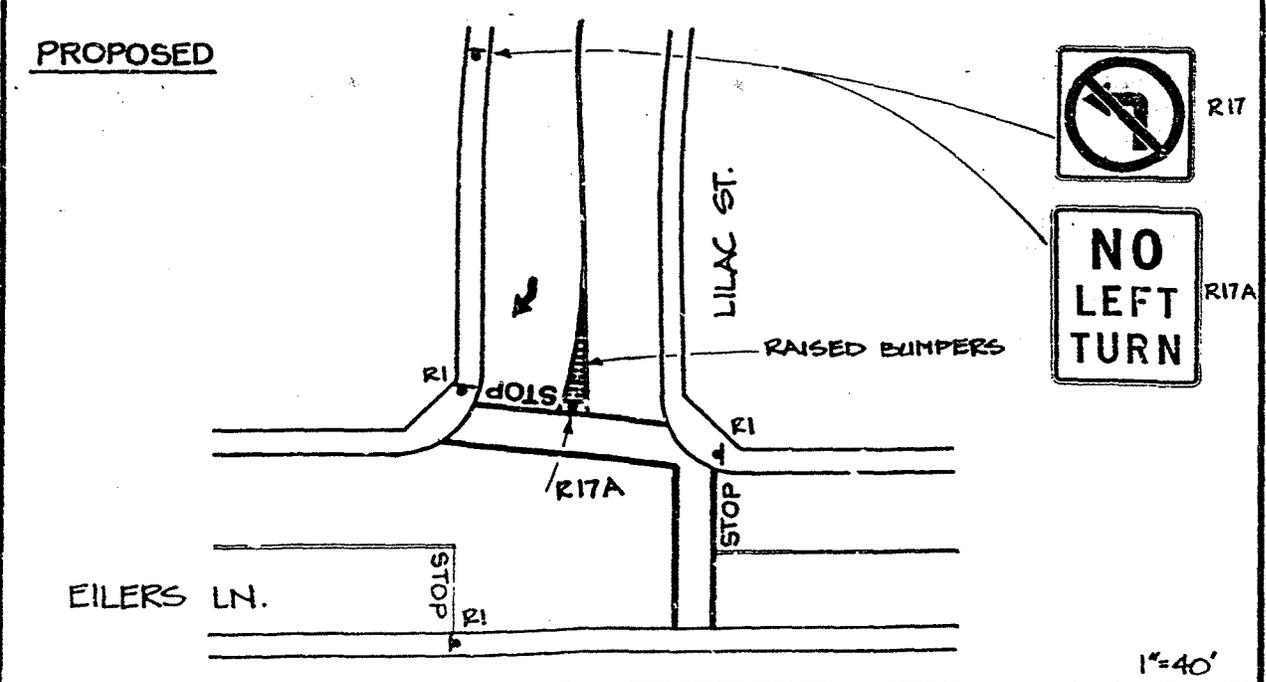
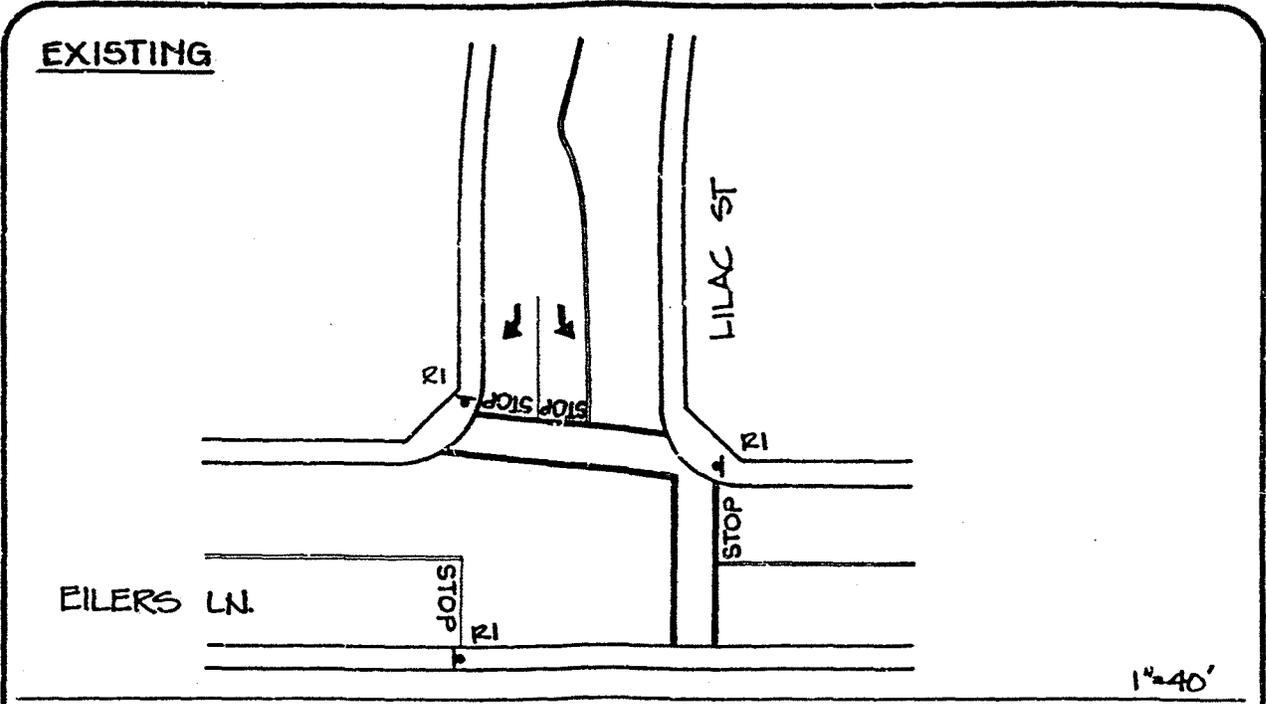
Other: *Jack Rook*  
*TPM Stein*

**Exhibit A**



**CITY OF LODI**  
PUBLIC WORKS DEPARTMENT

EILERS LN  $\frac{1}{2}$  LILAC ST.  
NO LEFT TURN CONTROL



Dr.	No.	Date	Revision	Appr.	Approved By
P.K.					
Ch.					
Date	8/87				

Public Works Director  
RCE

Date





SEP 01 '87

City Manager's Office

LODI POLICE DEPARTMENT

Memorandum

To: Lt. Bruce Dick  
Watch Commander

From: Officer James Mize

Date: September 1, 1987

Subject: SPEED OF EILERS LANE

---

Per the request of Chief Williams' memo of 8-20-87, regarding the speed on Eilers Lane, I have compiled the following information:

On August 28, 1987 from 1600 - 2000 hrs. I worked radar in Car 14. From 1600 hrs to 1800 hrs. I positioned myself on Eilers Lane east of Lilac Street, and then from 1800 hrs. to 2000 hrs. I again positioned myself on Eilers Lane west of Lilac Street. It appears there is heavier traffic eastbound on Eilers Lane from the area of Woodhaven and Turner Road, this being up until approximately 1740 hrs. This traffic appears to be commuter traffic. After 1800 hrs. traffic is very light for both east and westbound traffic on Eilers Lane. During the hours I was working this area there was one empty cement truck which passed through, apparently enroute to his yard, and then there was also a flatbed truck making a delivery of gravel to 2359 Eilers Lane. While in this area, I issued the following citations:

- o 1615 hrs. 22450 CVC (Stop Sign) at Lilac & Eilers Lane  
(Same Cit) 21468 CVC (Driving Across Double Yellow Line  
at the bend of Eilers and Woodhaven
- o 1740 hrs. 22450 CVC (Stop Sign) at Lilac & Eilers Lane
- o 1805 hrs. 22450 CVC (Stop Sign) at Lilac & Eilers Lane
- o 1855 hrs. 22350 CVC (Speed by Radar)  
27315d VC (Seatbelt) 2300 Block of Eilers  
Lane traveling eastbound from Lilac Street
- o 1745 hrs. 22350 CVC (Speed by Radar) in the 2300 Block  
of Eilers, westbound at 41 mph

September 1, 1987  
Page 2

Please refer below to the information which records the mph of the fastest cars eastbound and westbound at 15 minute intervals:

	Fastest				
	Cars	Eastbound		Westbound	
1600-1615 hrs		29 mph		24 mph	
1615-1630 hrs	"	"	29 mph	"	24 mph
1630-1645 hrs	"	"	27 mph	"	29 mph
1645-1700 hrs	"	"	33 mph	"	31 mph
1700-1715 hrs	"	"	27 mph	"	18 mph
1715-1730 hrs	"	"	31 mph	"	34 mph
1730-1745 hrs	"	"	27 mph	"	26 mph
1745-1800 hrs	"	"	29 mph	"	24 mph
1800-1815 hrs	"	"	25 mph	"	28 mph
1815-1830 hrs	"	"	32 mph	"	28 mph
1830-1845 hrs	"	"	32 mph	"	35 mph
1845-1900 hrs	"	"	39 mph	"	30 mph
1900-1915 hrs	"	No Clocks - away on citation of			39 mph
1915-1930 hrs	"	"	28 mph	"	36 mph
1930-1945 hrs	"	"	36 mph	"	35 mph
1945-2000 hrs	"	No clock for eastbound - on citation of 41 mph from westbound traffic			

Respectfully submitted,

Officer James Mize

JM:sm