

CITY COUNCIL MEETING
OCTOBER 21, 1987

3

PUBLIC HEARINGS

TRAFFIC ORDINANCE

CC-45(a)
CC-48(a)
CC-149

Notice thereof having been published according to law, an affidavit of which publication is on file in the office of the City Clerk, Mayor Olson called for the Public Hearing to consider reintroduction of Ordinance No. 1402

"Regulating the Use of and Traffic Upon the Streets, Sidewalks, and Other Public and Private Places in the City of Lodi; the Use, Parking, and Control of Vehicles Thereon; and Repealing Ordinance No. 493, and all Ordinances and Parts of Ordinances Amendatory Thereof and in Conflict Herewith" and the Accompanying Traffic Resolution.

The matter was introduced by Staff who advised the Council that the need for a new Traffic Ordinance had been discussed with the City Council at its shirtsleeve meeting on June 23, 1987 and regular meetings on July 15 and August 5, 1987. The ordinance was introduced on July 15. However, a number of revisions have been made and it should be reintroduced. Briefly, the shortcomings of the existing ordinance are:

- Obsolete sections and wording.
- Requires actions by ordinances that could be taken by resolution.
- Does not include authority for some types of traffic controls.
- Requires Council action on many minor items that should be handled by staff.
- Does not include provisions for STAA trucks as required by California law.
- Is deficient in restrictions on trucks in residential and commercial areas.

The first five deficiencies are handled by the rewritten ordinance and the adoption of a Traffic Resolution. (The resolution would be adopted when the ordinance is adopted, after its introduction.) Truck and trailer parking is prohibited off the established truck routes. None of these changes have been controversial.

The sixth deficiency (trucks in residential areas) is being handled in the new ordinance and resolution by the establishment of truck routes. The recommended truck routes were shown on an exhibit presented for Council. This has been a source of major controversy focusing on Turner Road, primarily the residential segment between Mills Avenue and Church Street.

10/21/87
E/M

Law Office of

RISHWAIN, HAKEEM, ELLIS & LEBEOUF

A Professional Corporation

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2800 West March Lane
Suite 200
Stockton, California 95207
209 474 2800

ALICE H. REIMCHE
CITY CLERK
CITY OF LODI

August 18, 1987

Robert J. Rishwain
Michael D. Hakeem
Albert M. Ellis
David R. LeBeuf
Michael R. Norton
Rena M. Marengo
Teresa G. Richardson
Linda L. Loffhus
Jeffrey A. Silvia
Mark B. Rishwain
Doris M. Pinelli, P.L.

Alice Reimche
City Clerk
City of Lodi
221 W. Pine Street, #3006
Lodi, California 95241-1910

Re: Proposed traffic ordinance
for the City of Lodi

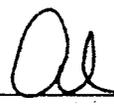
Dear Ms. Reimche:

Following the Lodi City Council meeting of August 5, 1987, I am aware that the hearing involving Turner Road has been continued until the second meeting in October.

I would greatly appreciate your indicating exactly what date in October the Council will next be meeting to discuss these issues. I thank you for your attention to this matter and I will look forward to hearing from you at your earliest convenience.

Very truly yours,

RISHWAIN, HAKEEM, ELLIS & LEBEOUF
A Professional Corporation

By: 

ALBERT M. ELLIS

AME/ss
cc Frank Alegre

Called + left message
10/15/87

10/21/87

ORDINANCE NO. 1402

REGULATING THE USE OF AND TRAFFIC UPON THE STREETS, SIDEWALKS, AND OTHER PUBLIC AND PRIVATE PLACES IN THE CITY OF LODI; THE USE, PARKING, AND CONTROL OF VEHICLES THEREON; AND REPEALING ORDINANCE NO. 493 AND ALL ORDINANCES AND PARTS OF ORDINANCES AMENDATORY THEREOF AND IN CONFLICT HERewith

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LODI AS FOLLOWS:

ARTICLE I

WORDS AND PHRASES DEFINED

Section 1.0 - Definitions of Words and Phrases

- A. Whenever any words or phrases used herein are not defined, but are defined in the California Vehicle Code (VC) and subsequent amendments, such definitions shall apply. (VC 100 et seq.)
- B. Sections of the Vehicle Code authorizing or relating to sections of this ordinance are shown in parentheses and are included for information and reference only.
- C. The following words and phrases when used in this ordinance shall, for the purpose of this ordinance, have the meanings respectively ascribed to them in this article.
 1. "Council" means the City Council of the City of Lodi.
 2. "Holidays", within the meaning of this ordinance, are:
 - a. Any day adopted by Council Resolution;
 - b. January 1st (New Year's Day);
 - c. The third Monday in February (Washington's Birthday);
 - d. The last Monday in May (Memorial Day);
 - e. July 4th (Independence Day);
 - f. The first Monday in September (Labor Day);
 - g. The fourth Thursday in November (Thanksgiving Day); and
 - h. December 25th (Christmas Day).
 3. "Loading Zone" means the space adjacent to a curb reserved for the

OCT 09 '87

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City Attorney's Office City Attorney's Office

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 - h. December 25th (Christmas Day).
 3. "Loading Zone" means the space adjacent to a curb reserved for the

exclusive use of vehicles during the loading or unloading of passengers or materials.

4. "Parkway" means that portion of a street right of way between the roadway and the sidewalk.
5. "Passenger Loading Zone" means the space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers.
6. "Police Officer" means every officer of the Police Department of this City or any person authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.
7. "Public Works Director" means the Public Works Director and City Engineer of the City of Lodi.
8. "Traffic Resolution" means the resolution adopted by the Council and amended from time to time pursuant to this ordinance which specifies traffic regulations and restrictions which shall be noticed by official traffic control devices. (VC 32)

ARTICLE II

TRAFFIC ADMINISTRATION

Section 2.0 - Traffic Engineering Responsibilities

The Public Works Director is responsible for providing the traffic engineering function for the City and is responsible for exercising the powers and duties with respect to traffic as provided in this ordinance.

ARTICLE III

ENFORCEMENT AND OBEDIENCE TO TRAFFIC REGULATIONS

Section 3.0 - Authority of Police and Fire Department Officials

Officers of the Police Department and such persons as are assigned by the Police Chief are hereby authorized to direct all traffic by voice, hand,

or other signal in conformance with traffic laws. Notwithstanding the provisions to the contrary contained in this ordinance or the Vehicle Code, officers of the Police Department or Fire Department may direct traffic as conditions may require in emergencies. (VC 21100)

Section 3.1 - Required Obedience to Traffic Regulations

It shall be unlawful for any person to violate the traffic regulations as promulgated by this ordinance or to fail to obey any device erected or maintained pursuant to this ordinance or the Traffic Resolution.

(VC 21461 et seq.)

Section 3.2 - Unauthorized Persons Shall Not Direct Traffic

No person shall direct or attempt to direct traffic by voice, hand, or other signal, except in the following circumstances:

- A. Officers of the Police and Fire Departments as described in this article;
- B. Persons authorized by the Police Chief;
- C. Persons authorized by a Police or Fire officer in an emergency.

Section 3.3 - Obstruction or Interference With Police or Authorized Officers

No person shall interfere with or obstruct in any way any police officer or other officer or employee of this City in their enforcement of the provisions of this ordinance or the Traffic Resolution. The removal, obliteration, or concealment of any chalk mark or other distinguishing mark or object used by any person authorized by this City in connection with the enforcement of the parking regulations of this ordinance shall, if done for the purpose of evading the provisions of this ordinance, constitute such interference or obstruction.

ARTICLE IV

TRAFFIC CONTROL DEVICES

Section 4.0 - Authority to Install Traffic Control Devices (VC 21351, 21360)

- A. As specifically authorized by the Council in the Traffic Resolution, the Public Works Director shall place and maintain traffic signals, and stop, speed limit, one way, weight limit, yield, and parking restriction official traffic control devices as required by the Vehicle Code to make effective the provisions of City ordinances or resolutions.
- B. The Public Works Director shall place and maintain all other official traffic control devices deemed necessary to properly indicate and carry out the provisions of the Vehicle Code or the ordinances and resolutions of the City or to regulate, warn, or guide traffic, unless otherwise directed by the Council.

Section 4.1 - Authority to Remove, Relocate, and Discontinue Traffic Control Devices

The Public Works Director is hereby authorized to remove, relocate, or discontinue the operation of any traffic control device not specifically required by the Vehicle Code or installed under this ordinance or the Traffic Resolution whenever the Public Works Director determines in any particular case that the conditions which warranted or required the installation no longer exist.

Section 4.2 - Traffic Control Devices: Hours of Operation

The Public Works Director shall determine the hours and days during which any traffic control device shall be in operation or be in effect, except in those cases where such hours or days are specified in this ordinance or by resolution.

Section 4.3 - Unauthorized Painting of Curbs

No person or agency, unless authorized by the Public Works Director, shall paint any street, sidewalk, or curb surface; provided, however, that this section shall not apply to the painting of numbers on a curb surface by any person who has complied with the provisions of any resolution or ordinance of this City pertaining thereto.

Section 4.4 - Shrubbery, Etc., Obstructing Visibility

Whenever the Public Works Director finds that any hedge, shrubbery, or tree growing within the street right of way obstructs the view of any traffic control device or of any intersection, or any traffic upon the streets approaching such intersection, the Public Works Director shall cause the hedge, shrubbery, or tree to be removed or trimmed to remove the obstruction.

Section 4.5 - New Pavement and Freshly Painted Markings

No person shall drive any vehicle over or across any newly made pavement or freshly painted markings in any street when a barrier sign, cone marker, or other warning device is in place warning persons not to drive over or across such pavement or markings.

ARTICLE V

SPEED REGULATIONS

Section 5.0 - Speed Zones

- A. The State traffic laws regulating the speed of vehicles shall be applicable upon all streets within this City except where special speed zones are established by Council resolution in accordance with the procedures provided in the Vehicle Code.
- B. Speed limits established in the Traffic Resolution pursuant to this section shall become effective when appropriate signs giving notice thereof are erected upon said street.

(VC 22357 et seq.)

Section 5.1 - Regulation of Speed by Traffic Signals

The Public Works Director is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from the speed otherwise applicable, and may erect appropriate signs giving notice thereof.

(VC 22401)

Section 5.2 - Speed Limit of Vehicles in Lodi Lake Park

All of that certain park belonging to the City known as Lodi Lake Park is a public playground and a place of public assemblage and all the highways and driveways in the park pass places of public assemblage and through such public playground, and all of such highways and driveways are subject to the provisions of the Vehicle Code of the State and this ordinance.

It shall be prima facie unlawful for any person to operate any vehicle upon any such highways or driveways at a speed greater than 15 miles per hour. The Public Works Director is hereby authorized and directed to erect appropriate signs, along the lines of such highways and driveways, giving notice of such speed limit.

(VC 21113)

ARTICLE VI

TURNING MOVEMENTS

Section 6.0 - Regulation of Turns at Intersections

The Public Works Director is authorized to place official traffic control devices within or adjacent to intersections controlling movements therein. Such turns may be prohibited between certain hours of any day. (VC 22101)

ARTICLE VII

STOP AND YIELD INTERSECTIONS

Section 7.0 - Authority for Stop Signs and Yield Signs

Through streets or intersections at which vehicular traffic shall stop or yield before entering the intersection may be designated in the Traffic Resolution. The Public Works Director shall place and maintain official traffic control devices giving notice thereof and no such designations shall be effective until such devices are in place. (VC 21355, 21356)

ARTICLE VIII

RAILROAD TRAINS

Section 8.0 - Railroad Trains

No person shall operate any train or train of cars so as to permit the same to remain standing and block the movement of traffic upon any street for a period of time longer than ten minutes.

Section 8.1 - Train Speed

The City may establish the maximum speed (subject to California Public Utilities Commission approval) that a train engineer or conductor may cause a train under their control to travel on or across a City street.

ARTICLE IX

PEDESTRIANS' RIGHTS AND DUTIES

Section 9.0 - Crosswalks

- A. The Public Works Director shall establish, designate and maintain crosswalks by appropriate devices, marks or lines upon the surface of the roadway where, in the Public Works Director's opinion, there is particular danger to pedestrians crossing the roadway.
- B. The Public Works Director may install signs at or adjacent to an intersection or other appropriate locations directing that pedestrians

shall not cross. It is unlawful for any pedestrian to cross at the location(s) prohibited by a sign.

(VC 21106)

ARTICLE X

REGULATIONS FOR BICYCLES

Section 10.0 - Bicycle License Required

- A. All bicycles operated in the City shall be licensed and registered by the City.
- B. Bicycle licenses shall be issued by the Police Chief. The Police Chief is authorized to issue rules and regulations, not inconsistent with this section or accompanying resolution, governing the issuance and display of bicycle licenses.
- C. The Police Chief shall collect a fee as established by resolution for each license issued.
- D. This section does not apply to bicycle manufacturers or dealers transporting, displaying, or demonstrating bicycles, or to the operators of bicycles not residing within the City limits; provided that such operators not residing within the City limits have complied with any registration and licensing requirements of the local authority in which they reside.
- E. The Police Department shall have the right to impound and retain possession of any bicycle in violation of the provisions of this section, and may retain possession of such bicycle until the provisions of this article are complied with.

Section 10.1 - Bicycle Riding Rules

- A. No person shall operate a bicycle on the sidewalk in a Business District.
- B. Persons operating bicycles on the sidewalk shall yield the right of way

to any pedestrian approaching thereon, and shall exercise due care for the safety of any person upon the sidewalk.

- C. Persons operating bicycles on the sidewalk shall obey any signs posted by the Public Works Director regulating or prohibiting the riding, walking, or parking of bicycles.

(VC 21206)

ARTICLE XI

STOPPING, STANDING, AND PARKING

Section 11.0 - Public Works Director to Maintain No Stopping, No Parking, and Restricted Parking Zones

The Public Works Director is hereby authorized to maintain, by appropriate signs or by paint upon the curb surface, all no stopping zones, no parking areas, and restricted parking areas, as required in the Vehicle Code and as described in this ordinance or established by the Council in the Traffic Resolution.

When said curb markings or signs are in place, no operator of any vehicle shall stop, stand, or park such vehicle adjacent to any such legible curb marking or sign in violation of any of the provisions of this ordinance or the Traffic Resolution.

(VC 22500 et seq.)

Section 11.1 - Prohibited Stopping, Standing, or Parking

No person shall stop, park, or leave standing any vehicle, whether unattended or attended, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or other authorized person or official traffic control device, in any of the following places:

- A. In any area established by the Council in the Traffic Resolution as a no

parking area, when such area is indicated by appropriate signs or by red paint upon the curb surface.

- B. Within any parkway or on a sidewalk.
- C. In any alley, except for the purpose of the loading or unloading of persons or materials.
- D. On any street or ~~highway~~ PUBLIC RIGHT OF WAY where the use of such street or ~~highway~~ RIGHT OF WAY or a portion thereof is necessary for the cleaning, repair, or construction of the street ~~or-highway~~ or the installation of underground utilities; or where the use of the street ~~or-highway~~ or any portion thereof is authorized for a purpose other than the normal flow of traffic; or where the use of the street ~~or-highway~~ or any portion thereof is necessary for the movement of equipment, articles, or structures of unusual size and the parking of such vehicle would prohibit or interfere with such use or movement; provided that signs giving notice of such no parking are erected or placed at least 24 hours prior to the effective time of such no parking.
- E. On one side of the South Hutchins Street and Lower Sacramento Frontage Roads; said side to be the one adjacent to the major street.
- F. In any area 20 feet or less in length, where the Public Works Director determines that the parking or stopping of any vehicle would constitute a traffic hazard or would endanger life or property, or on the approach to a traffic control device when such place is indicated by appropriate signs or by red paint upon the curb surface.
- G. In front of a wheelchair ramp when such place is indicated by appropriate signs or by red paint upon the curb surface. (VC 22500-1)

Section 11.2 - Parking for Consecutive Period of 72 Hours - Prohibited

No person who owns or has possession, custody, or control of any vehicle shall park such vehicle upon any street OR PUBLIC RIGHT OF WAY for more than a consecutive period of 72 hours.

Section 11.3 - Parking for Certain Purposes Prohibited

No person shall park a vehicle or vessel:

- A. Upon a public or private street, public right of way, parking lot, or any public or private property for the purpose of displaying such vehicle or vessel thereon for sale, hire, or rental, unless the property is duly licensed and zoned by the City to transact that type of business at that location. This section shall not prohibit persons from parking vehicles or vessels on private residential property belonging to the owner of the vehicle or vessel, nor on the public street immediately adjacent to said private residential property.

The parking or placing of any vehicle or vessel with a sign or other advertising device thereon or proximate thereto, indicating such vehicle or vessel is for sale, hire, or rental, shall constitute prima facie evidence that such vehicle or vessel was parked or placed for the purpose of displaying same for sale, hire, or rental.

- B. Upon any street, public right of way, or public property for the principal purpose of painting, greasing, or repairing a vehicle or vessel or property thereon except repairs necessitated by an emergency.
- C. Upon any street, public right of way, or public property for the principal purpose of washing or polishing such a vehicle or any part thereof when a charge is made for such service.

Section 11.4 - Parking Not to Obstruct Traffic

No person shall park any vehicle in such a position as to obstruct the

normal movement of traffic or within the roadway as defined by a painted edge line.

Section 11.5 - No Stopping in Intersection That Would Obstruct Traffic

No operator of any vehicle shall enter any intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle being operated without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic control signal indication to proceed.

Section 11.6 - Parking Not to Obstruct Sight Distance

No person shall park or leave standing a vehicle which is 6 feet or more in height, including any load thereon within 100 feet of any intersection so designated in the Traffic Resolution. (VC 22507)

Section 11.7 - Unlawful Parking - Peddlers, Vendors

- A. Except as otherwise provided in this section, no person shall stand or park any vehicle, wagon, or pushcart from which goods, wares, merchandise, fruits, vegetables, or food stuffs are sold, displayed, solicited, or offered for sale or bartered or exchanged, or any lunch wagon or eating car or vehicle, on any portion of any street OR PUBLIC RIGHT OF WAY within this City except that such vehicles, wagons, or pushcarts may stand or park only at the request of a bona-fide purchaser for a period of time not to exceed ten minutes at any one place. The provisions of this subsection shall not apply to persons delivering such articles upon order of or by agreement with a customer from a store or other fixed place of business or distribution.
- B. No person shall park or stand on any street OR PUBLIC RIGHT OF WAY any lunch wagon, eating cart, vehicle, or pushcart from which any articles of food are sold or offered for sale without first obtaining a written

permit to do so from the City Council which shall designate the specific location in which such cart shall stand.

- C. No person shall park or stand any vehicle or wagon used or intended to be used in the transportation of property for hire on any street while awaiting patronage for such vehicle or wagon without first obtaining a written permit to do so from the City Council which shall designate the specific location where such vehicle may stand.
- D. Whenever any permit is granted under the provisions of this section and a particular location to park or stand is specified therein, no person shall park or stand any vehicle, wagon, or pushcart on any location other than as designated in such permit. In the event that the holder of any such permit is convicted in any court of competent jurisdiction for violating the provisions of this section, such permit shall be forthwith revoked by the City Council upon the filing of the record of such conviction with the City Council and no permit shall thereafter be issued to such person until six months have elapsed from the date of such revocation. (VC 22455)

Section 11.8 - Temporary Parking Restrictions

- A. RESTRICTIONS: Whenever the Public Works Director or the Police Chief determine that a traffic congestion is likely to result from the holding of public or private assemblages, gatherings, or functions, or for other reasons, they shall have power and authority to order temporary signs to be erected or posted indicating that the operation, parking, or standing of vehicles is prohibited on such streets as they shall direct during the time such temporary signs are in place. Such signs shall remain in place only during the existence of such emergency and the Public Works Director shall cause such signs to be removed promptly thereafter.

- B. PERMITS: WHENEVER CONSTRUCTION WORK OR OTHER TEMPORARY ACTIVITIES INTERFERE WITH NORMAL PARKING, THE FINANCE DIRECTOR MAY ISSUE TEMPORARY PARKING PERMITS EXEMPTING VEHICLES FROM THE STREET PARKING RESTRICTIONS DESCRIBED IN THE TRAFFIC RESOLUTION.

Section 11.9 - Angle Parking

On any of the streets or portions of streets established in the Traffic Resolution as angle parking zones, when signs or pavement markings are in place indicating such angle parking, it shall be unlawful for the operator of any vehicle to park said vehicle except:

- A. At the angle to the curb indicated by signs or pavement markings allotting space to parking vehicles and entirely within the limits of said allotted space.
- B. With the front wheel nearest the curb within six inches of said curb.
(VC 22503)

Section 11.10 - Parking Space Markings

The Public Works Director is authorized to install and maintain parking space markings to indicate parking spaces where authorized parking is permitted.

When such parking space markings are placed on the street, highway, or parking lot, subject to other and more restrictive limitations, no vehicle shall be stopped, left standing, or parked other than within a single space unless the size or shape of such vehicle makes compliance impossible.

Section 11.11 - Disabled Persons' Parking Spaces

The Public Works Director is authorized to designate exclusive disabled persons' parking stalls both on-street and in City operated parking lots in accordance with the provisions of the Vehicle Code. (VC 22511.7)

Section 11.12 - Establishment of Restrictions and Permit Parking in Parking
Lots

- A. The City Council may, in the Traffic Resolution, provide for and establish time restrictions and permit parking in City maintained parking lots and charge for the use of a parking space in said lots.
- B. No person shall park or stand any vehicle in a permit parking lot contrary to the provisions of resolutions adopted pursuant to this ordinance.

Section 11.13 - Parking on City Property

- A. The City Manager shall have the authority to prohibit, limit, or restrict the parking or standing of vehicles in parking lots at City facilities in order to provide orderly, efficient conduct of City business. City facilities include, but are not limited to, the Civic Center, Municipal Service Center, Hutchins Street Square, fire houses, parks, and other City buildings, but do not include downtown public/permit parking lots.
- B. When signs authorized by the provisions of this article are in place giving notice thereof, no person shall park or stand any vehicle contrary to the directions or provisions of such signs or markings.

Section 11.14 - Public Works Director to Designate Loading Zones and
Passenger Loading Zones

- A. The Public Works Director is authorized to determine the location of loading zones and passenger loading zones and shall place and maintain appropriate signs or markings indicating the same and stating the hours during which the provisions of this article and the Vehicle Code are applicable, except as provided in this ordinance.
- B. Loading zones shall mean no stopping, standing, or parking at any time as indicated for any purpose other than the loading or unloading of

passengers or freight, provided that the loading or unloading of passengers shall not consume more than 3 minutes nor the loading or unloading of freight more than 20 minutes. Unless indicated otherwise, loading zone restrictions shall be in effect between 10:00 a.m. and 6:00 p.m. of any day except Sundays and holidays.

- C. Passenger loading zones shall mean no stopping, standing, or parking for any purpose other than loading or unloading of passengers, or for the purpose of depositing mail in an adjacent mailbox, which shall not exceed three minutes, and such restrictions shall apply between 9:00 a.m. and 6:00 p.m. of any day except Sundays and holidays and except as follows:
1. When such zone is in front of a hotel or in front of a mailbox, the restrictions shall apply at all times.
 2. When such zone is in front of a theater, school, PARK, or church, the restrictions shall apply at all times except when such theater, school, or church FACILITY is closed.

Section 11.15 - Public Works Director to Designate Public Carrier Stops and Stands

The Public Works Director is authorized to establish bus stops, bus stands, taxicab stands, and stands for other passenger common-carrier motor vehicles on such streets, in such places, and in such number as the Public Works Director shall determine to be of the greatest benefit and convenience to the public, and every such bus stop, bus stand, taxicab stand, or other stand shall be designated by appropriate official traffic control devices. (VC 21458, 22500 et seq.)

ARTICLE XII

PERMIT PARKING

Section 12.0 - Zones on Designated Streets - Authorized

The Council may designate in the Traffic Resolution certain residential streets or any portions thereof as a preferential parking zone for the benefit of residents and merchants adjacent thereto, in which zone vehicles displaying a permit or other authorized indication may be exempt from parking prohibitions or restrictions otherwise posted, marked, or noticed.

No preferential parking resolution shall apply until signs or markings giving adequate notice thereof have been posted.

Section 12.1 - Permit - Issuance

Parking permits shall be issued by the Finance Director. The Finance Director is authorized to issue rules and regulations, not inconsistent with this article or authorizing resolution, governing the manner in which persons shall qualify for and display parking permits.

Section 12.2 - Fees

The Finance Director shall collect a fee as established by resolution for each permit issued.

Section 12.3 - Exemptions

The provisions of this article shall not apply to any delivery vehicle, which vehicles are under the control of an individual providing service to property located on a street in a permit parking area, nor to any emergency motor vehicle including, but not limited to, an ambulance, fire engine, or police vehicle.

(VC 22507)

ARTICLE XIII

REGULATION OF COMMERCIAL VEHICLE ROUTES AND PARKING

Section 13.0 - Vehicle Weight Limits in City Streets

Whenever the Traffic Resolution of this City designates and describes any street or portion thereof as a street, the use of which is permitted by any commercial vehicle exceeding a maximum gross weight limit of five tons, the Public Works Director is hereby authorized to designate such street by appropriate signs as a "truck route" for the movement of vehicles exceeding a maximum gross weight limit of five tons.

When signs are erected giving notice thereof, streets or portions of streets are hereby declared to be truck routes for the movement of commercial vehicles exceeding a maximum gross weight of five tons.

(VC ~~35701~~ 21101)

Section 13.1 - Vehicle Size Limits in City Streets

Whenever the Traffic Resolution of this City designates and describes any street or portion thereof as a street, the use of which is permitted by vehicles within the length limitations described in Section 35401.5 of the Vehicle Code, the Public Works Director is hereby authorized to designate such street by appropriate signs as a "truck route" for the movement of such vehicles.

When signs are erected giving notice thereof, streets or portions of streets are hereby declared to be truck routes for the movement of vehicles within the maximum lengths allowed by Section 35401.5 of the Vehicle Code.

(VC 35401.5)

Section 13.2 - Route Restrictions

- A. When any weight or length truck routes are established and designated by appropriate signs, the operator of any vehicle not in compliance with the

specified limits shall drive on such routes and none other except as otherwise provided by City ordinance or in the Vehicle Code. (VC 35401.5)

B. Nothing in this ordinance shall prohibit any vehicle exceeding a maximum gross weight of five tons coming from a "Truck Route" having ingress and egress by direct route to and from a restricted street when necessary for the purpose of making pick-ups or deliveries of goods, wares and merchandise from or to any building or structure located on such restricted streets or for the purpose of delivering materials to be used in the actual and bona-fide repair, alteration, remodeling, or construction of any building or structure upon such restricted streets for which a building permit has previously been obtained therefor.

(VC 35703, 35704)

Section 13.3 - Permits

The Public Works Director may issue permits in accordance with the applicable provisions of the Vehicle Code for the operation of vehicles exceeding the weight/length limitations imposed by this ordinance and the Vehicle Code. (VC 35401.5, 35780 et seq.)

Section 13.4 - Parking Restrictions

When truck routes are established and designated by appropriate signs, the operator of any vehicle not in compliance with the specified limits may park said vehicle only on such routes except as otherwise provided by City ordinance or in the Vehicle Code. (VC 21101)

IT IS UNLAWFUL TO PARK A COMMERCIAL VEHICLE EXCEEDING A MAXIMUM GROSS WEIGHT OF FIVE TONS ON ANY STREET IN A RESIDENTIAL DISTRICT. FOR THE PURPOSES OF THIS SECTION, "RESIDENTIAL DISTRICT" INCLUDES ANY AREA HAVING RESIDENTIAL USES ALLOWED BY THE CITY ZONING CODE.

THIS SECTION SHALL NOT PROHIBIT PARKING OF COMMERCIAL VEHICLES IN THE

PROCESS OF BEING LOADED OR UNLOADED.

Section 13.5 - Parking of Trailers Prohibited

No person who owns or has possession, custody, or control of any trailer or semitrailer shall park such trailer or semitrailer upon any street, alley, public way or public place, unless such trailer or semitrailer, at all such times it is so parked, is attached to a motor vehicle capable of providing the motive power for moving the trailer or semitrailer upon the highway, street, alley, public way or public place.

This section shall not prohibit the parking of a trailer or semitrailer in the process of being loaded or unloaded, nor of a trailer or semitrailer which is disabled in such a manner and to such an extent that it requires some vehicle or facility other than its normal means of motivation to move the same along said highway, street, alley, public way or public place; provided, however, such trailer or semitrailer so disabled may remain so parked while unattached to the motor vehicle described in this section only for the time necessary for the vehicle or facility to be provided for its removal, and in no event longer than two hours.

This section shall not apply to utility trailers or trailer coaches (travel trailers).

Section 13.6 - Bus and Utility Vehicles

The provisions of this article shall not apply to school buses and buses under the jurisdiction of the Public Utilities Commission, or to any vehicle owned by a public utility or licensed contractor while necessarily in use in the construction, installation, or repair of any public utility. (VC 22512, 35704)

ARTICLE XIV

REMOVAL OF VEHICLES

Section 14.0 - Removal From Streets and/or From Privately-Owned or
Publicly-Owned Parking Facilities

Any officer of the Police Department or regularly employed and salaried employee who is engaged in enforcing parking laws and regulations of this City may remove or cause to be removed a vehicle in accordance with the provisions of the Vehicle Code and the following:

- A. Any vehicle that has been parked or left standing upon a street or alley for 72 or more consecutive hours.
- B. Any vehicle which is parked or left standing upon a street when such parking or standing is prohibited by ordinance or resolution and signs are posted giving notice of removal.
- C. Any vehicle which is parked or left standing upon a street or highway where the use of such street or highway or any portion thereof is necessary for the cleaning, repair, or construction of the street or highway or for the installation of underground utilities, or where the use of the street or highway or any portion thereof is necessary for the movement of equipment, articles, or structures of unusual size, and the parking of such vehicle would prohibit or interfere with such use or movement; provided that signs giving notice that such vehicle may be removed are erected or placed at least 24 hours prior to the removal.

(VC 22650 et seq.)

Section 14.1 - Removal From Private Property

- A. Findings and Declarations: In addition to and in accordance with the determination made and the authority granted by the State of California

under Section 22660 of the Vehicle Code to remove abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof as public nuisances, the City Council of the City of Lodi hereby makes the following findings and declarations:

The accumulation and storage of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof on private or public property, not including highways, is hereby found to create a condition tending to reduce the value of private property, to promote blight and deterioration, to invite plundering, to create fire hazards, to constitute an attractive nuisance creating a hazard to the health and safety of minors, to create a harborage for rodents and insects, and to be injurious to the health, safety, and general welfare. Therefore, the presence of an abandoned, wrecked, dismantled, or inoperative vehicle or parts thereof on private or public property, not including highways, except as expressly hereinafter permitted, is hereby declared to constitute a public nuisance which may be abated as such in accordance with the provisions of this article.

B. Definitions: As used in this article:

1. The term "public property" does not include "highway".
2. The term "owner of land" means the owner of the land on which the vehicle, or parts thereof, is located, as shown on the last equalized assessment roll.

C. Exceptions: This article shall not apply to:

1. A vehicle, or parts thereof, which is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property; or
2. A vehicle, or parts thereof, which is located behind a solid fence

six feet or more in height or which is not plainly visible from a highway; or

3. A vehicle, or parts thereof, which is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, or junk dealer, or when such storage or parking is necessary to the operation of a lawfully-conducted business or commercial enterprise.

Nothing in this section shall authorize the maintenance of a public or private nuisance as defined under provisions of law other than Chapter 10 (commencing with Section 22650) of Division 11 of the Vehicle Code and this article.

- D. Non-Exclusive Regulations: This article is not the exclusive regulation of abandoned, wrecked, dismantled, or inoperative vehicles within the City of Lodi. It shall supplement and be in addition to the other regulatory codes, statutes, and ordinances heretofore or hereafter enacted by the City of Lodi, the State, or any other legal entity or agency having jurisdiction.
- E. Administration: Except as otherwise provided herein, the provisions of this article shall be administered and enforced by the Community Development Director. In the enforcement of this article, such officer and deputies may enter upon private or public property to examine a vehicle, or parts thereof, or obtain information as to the identity of a vehicle (and to remove or cause the removal of a vehicle or parts thereof) declared to be a nuisance pursuant to this article.
- F. Contractor or Franchise Holder - Entry to Remove Vehicle: When the City Council has contracted with or granted a franchise to any person or persons, such person or persons shall be authorized to enter upon private

property or public property to remove or cause the removal of a vehicle or parts thereof declared to be a nuisance pursuant to this article.

- G. Administrative Costs: The City Council shall from time to time determine and fix an amount to be assessed as administrative costs (excluding the actual cost of removal of any vehicle or parts thereof) under this article.
- H. Community Development Director - Authority to Cause Abatement: Upon discovering the existence of an abandoned, wrecked, dismantled, or inoperative vehicle, or parts thereof, on private property or public property within the City of Lodi, the Community Development Director shall have the authority to cause the abatement and removal thereof in accordance with the procedure prescribed herein.
- I. Notice of Intention: A 10-day notice of intention to abate and remove the vehicle, or parts thereof, as a public nuisance shall be mailed by registered mail to the owner of the land and to the owner of the vehicle, unless the vehicle is in such condition that identification numbers are not available to determine ownership. The notice of intention shall be in substantially the following form:

NOTICE OF INTENTION TO ABATE AND REMOVE AN ABANDONED,
WRECKED, DISMANTLED, OR INOPERATIVE VEHICLE OR PARTS
THEREOF AS A PUBLIC NUISANCE

(Name and Address of Owner of the Land)

As owner shown on the last equalized assessment roll of the land located at (address), you are hereby notified that the undersigned, pursuant to Ordinance No. ____, has determined that there exists upon said land an (or parts of an) abandoned, wrecked, dismantled, or inoperative vehicle

registered to _____, license number _____, which constitutes a public nuisance pursuant to the provisions of Ordinance No. ____.

You are hereby notified to abate said nuisance by the removal of said vehicle (or said parts of a vehicle) within 10 days from the date of mailing of this notice and, upon your failure to do so, the same will be abated and removed by the City and the costs thereof, together with administrative costs, assessed to you as owner of the land on which said vehicle (or said parts of a vehicle) is located.

As owner of the land on which said vehicle (or said parts of a vehicle) is located, you are hereby notified that you may, within 10 days after the mailing of this notice of intention, request a public hearing and, if such a request is not received by the Community Development Director within such 10-day period, the Community Development Director shall have the authority to abate and remove said vehicle (or said parts of a vehicle) as a public nuisance and assess the costs as aforesaid without a public hearing. You may submit a sworn written statement within such 10-day period denying responsibility for the presence of said vehicle (or said parts of a vehicle) on said land, with your reasons for denial, and such statement shall be construed as a request for a hearing at which your presence is not required. You may appear in person at any hearing requested by you or the owner of the vehicle, or in

lieu thereof, may present a sworn written statement as aforesaid in time for consideration at such hearing.

Notice Mailed _____ s/ _____
(Date) Community Development Director

NOTICE OF INTENTION TO ABATE AND REMOVE AN ABANDONED,
WRECKED, DISMANTLED, OR INOPERATIVE VEHICLE OR PARTS
THEREOF AS A PUBLIC NUISANCE

(Name and address of last registered and/or legal
owner of record of vehicle - Notice should be
given to both if different)

As last registered (and/or legal) owner of record of
(description of vehicle - make, model, license, etc.), you
are hereby notified that the undersigned, pursuant to
Ordinance No. ____, has determined that said vehicle (or
parts of a vehicle) exists as an abandoned, wrecked,
dismantled, or inoperative vehicle at (described location
on public or private property) and constitutes a public
nuisance pursuant to the provisions of Ordinance No. ____.

You are hereby notified to abate said nuisance by the
removal of said vehicle (or said parts of a vehicle) within
10 days from the date of mailing of this notice.

As registered (and/or legal) owner of record of said
vehicle (or said parts of a vehicle), you are hereby
notified that you may, within 10 days after the mailing of
this notice of intention, request a public hearing and, if
such a request is not received by the Community Development
Director within such 10-day period, the Community
Development Director shall have the authority to abate and

remove said vehicle (or said parts of a vehicle) without a hearing.

Notice Mailed _____ s/ _____
(Date) Community Development Director

- J. Public Hearing: Upon request by the owner of the vehicle or owner of the land, received by the Community Development Director within 10 days after the mailing of the notices of intention to abate and remove, a public hearing shall be held by the Community Development Director on the question of abatement and removal of the vehicle or parts thereof as an abandoned, wrecked, dismantled, or inoperative vehicle, and the assessment of the administrative costs and the cost of removal of the vehicle or parts thereof against the property on which it is located.

If the owner of the land submits a sworn written statement denying responsibility for the presence of the vehicle on his/her land within such 10-day period, said statement shall be construed as a request for a hearing, which does not require the owner's presence. Notice of the hearing shall be mailed, by registered mail, at least 10 days before the hearing, to the owner of the land and to the owner of the vehicle, unless the vehicle is in such condition that identification numbers are not available to determine ownership. If such a request for hearing is not received within said 10 days after mailing of the notice of intention to abate and remove, the City of Lodi shall have the authority to abate and remove the vehicle or parts thereof as a public nuisance without holding a public hearing.

- K. Public Hearing by Community Development Director: All hearings under this article shall be held before the Community Development Director who shall hear all facts and testimony he/she deems pertinent. Said facts and testimony may include testimony on the condition of the vehicle or

parts thereof and the circumstances concerning its location on the private property or public property. The Community Development Director shall not be limited by the technical rules of evidence. The owner of the land may appear in person at the hearing or present a sworn written statement in time for consideration at the hearing, and deny responsibility for the presence of the vehicle on the land, with reasons for such denial.

The Community Development Director may impose such conditions and take such other action he/she deems appropriate under the circumstances to carry out the purpose of this article. The Community Development Director may delay the time for removal of the vehicle or parts thereof if, in his/her opinion, the circumstances justify it. At the conclusion of the public hearing, the Community Development Director may find that a vehicle or parts thereof has been abandoned, wrecked, dismantled, or is inoperative on private or public property and order the same removed from the property as a public nuisance and disposed of as hereinafter provided and determine the administrative costs and the cost of removal to be charged against the owner of the land. The order requiring removal shall include a description of the vehicle or parts thereof and the correct identification number and license number of the vehicle, if available at the site.

If it is determined at the hearing that the vehicle was placed on the land without the consent of the owner of the land and that the owner has not subsequently acquiesced in its presence, the Community Development Director shall not assess the costs of administration or removal of the vehicle against the property upon which the vehicle is located or otherwise attempt to collect such costs from such owner of the

land.

If the owner of the land submits a sworn written statement denying responsibility for the presence of the vehicle on his/her land but does not appear, or if an interested party makes a written presentation to the Community Development Director but does not appear, the owner or interested party shall be notified in writing of the decision.

- L. Appeal to City Council: Any interested party may appeal the decision of the Community Development Director by filing a written notice of appeal with the Community Development Director within five days after the decision.

Such appeal shall be heard by the City Council which may affirm, amend, or reverse the order or take other action deemed appropriate.

The City Clerk shall give written notice of the time and place of the hearing to the appellant and those persons specified in Section I.

In conducting the hearing, the City Council shall not be limited by the technical rules of evidence.

- M. Removal of Vehicles: Five days after adoption of the order declaring the vehicle or parts thereof to be a public nuisance, five days from the date of mailing of notice of the decision if such notice is required by Section K, or fifteen days after such action of the governing body authorizing removal following appeal, the vehicle or parts thereof may be disposed of by removal to a scrapyard or automobile dismantler's yard. After a vehicle has been removed, it shall not thereafter be reconstructed or made operable.

- N. Notice to Department of Motor Vehicles: Within five days after the date of removal of the vehicle or parts thereof, notice shall be given to the Department of Motor Vehicles identifying the vehicle or parts thereof

removed. At the same time, there shall be transmitted to the Department of Motor Vehicles any evidence of registration available, including registration certificates, certificates of title, and license plates.

- O. Assessment of Costs: If the administrative costs and the cost of removal which are charged against the owner of a parcel of land pursuant to Section K are not paid within 30 days of the date of the order or the final disposition of an appeal therefrom, such costs shall be assessed against the parcel of land pursuant to Section 38773.5 of the Government Code and shall be transmitted to the tax collector for collection. Said assessment shall have the same priority as other City of Lodi taxes.
- P. Unlawful to Abandon, Park, Store, or Leave Vehicle: It shall be unlawful for any person to abandon, park, store, or leave or permit the abandonment, parking, storing, or leaving of any licensed or unlicensed vehicle or parts thereof which is in an abandoned, wrecked, dismantled, or inoperative condition upon any private property or public property, not including highways, within the City for a period in excess of seven days unless such vehicle or parts thereof is completely enclosed within a building in a lawful manner where it is not plainly visible from the street or other public or private property, or unless such vehicle is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, or a junkyard, or when such storage or parking is necessary to the operation of a lawfully-conducted business or commercial enterprise.
- Q. Unlawful to Refuse to Comply With Order: It shall be unlawful for any person to fail or refuse to remove an abandoned, wrecked, dismantled, or inoperative vehicle, or parts thereof, or refuse to abate such nuisance when ordered to do so in accordance with the abatement provisions of this article or State law where such State law is applicable.

CITY COUNCIL

EVELYN M. OLSON, Mayor
JOHN R. (Randy) SNIDER
Mayor Pro Tempore
DAVID M. HINCHMAN
JAMES W. PINKERTON, Jr.
FRED M. REID

CITY OF LODI

CITY HALL 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
TELECOPIER: (209) 333-6795

October 15, 1987

THOMAS A. PETERSON
City Manager

ALICE M. REIMCHE
City Clerk

RONALD M. STEIN
City Attorney

RECEIVED
OCT 20 1987

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

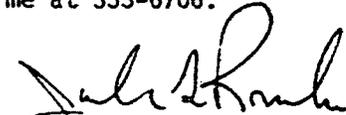
SUBJECT: Public Hearing to Consider Reintroduction of Traffic Ordinance

Dear Interested Parties:

Enclosed is a copy of background information on an item that will be discussed at the City Council meeting on Wednesday, October 21, 1987, at 7:30 p.m. The meeting will be held in the City Council Chamber, 2nd Floor, City Hall, 221 West Pine Street. You are welcome to attend.

If you wish to communicate with the City Council, please contact Alice Reimche, City Clerk, telephone 333-6702.

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



Jack L. Ronsko
Public Works Director

JLR/ma

Enclosure



CITY OF LODI

PUBLIC WORKS DEPARTMENT

Sign Up

Plate

SUBJECT truck meeting	
7/7/87	
BY	DATE SHEET NO. CP
CHECKED BY	DATE JOB NUMBER

Name

Company

J.R. Turner

Teresi Trucking Inc

John Teresi

Teresi Trucking Inc

Frank C. Alegre

Frank C. Alegre Trucking Inc

George Turner Jr.

Frank C. Alegre Trucking, Inc.

Wiane Bacon

Roberts Petroleum Service

Jack Ronsko

Publ Works Dept.

LARRY HANSEN

Lodi Police DEPT.

Joe Klemm

J.M. Trucking

Bob Biro

Claude C. Wood Co.

LES CALKINS

LES CALKINS TRUCKING

John. Green

LES CALKINS TRUCKING

7/8/87

COUNCIL COMMUNICATION FOR 7/15/87 MEETING WAS SENT TO ABOVE.

10/15/87 - COUNCIL COMMUNICATION FOR 10/21/87 MEETING SENT TO ABOVE PLUS CHAMBER OF COMMERCE AND GENERAL MILLS, ATTN: ROBERT K. WHEELER.

* COPY SENT 10/16/87

802 West Turner Road
Lodi, CA 95240
October 21, 1980

RECEIVED

DATE: 10/21/80

Lodi City Council
221 W. Pine Street
Lodi, CA 95240

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

Dear Sirs and Madam:

The Lodi City Council has proposed an ordinance which would authorize designation of Turner Road, City of Lodi, as a truck route. Turner Road, within the Lodi city limits is an east-west four lane road bisecting a residential area of the city. Along with numerous single family dwellings bordering Turner Road there is also a convalescent home, Gross Convalescent Home, and a school, Lakewood Elementary School. Also bordering Turner Road is Lodi Lake and the connecting Wilderness Area, home to numerous native wildlife including owls, egrets, and muskrats among others. Foot traffic along Turner Road includes children going to and from Lakewood and Woodbridge Schools and elderly people in wheelchairs and walkers from both Gross Convalescent Home and Arbor Convalescent Home.

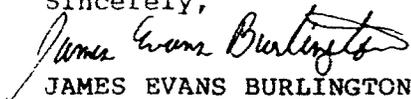
It appears that the ordinance has been proposed without prior certification and completion of an environmental impact report as required by California Public Resources, code section 21151. The proposed ordinance is a project within the meaning of California Public Resources code section 21151 and is defined in California Public Resources Code section 21065. (Also see 60 Ops. Atty. Gen. 335, 9/30/77.) The proposed ordinance has a significant effect on the environment as defined in California Public Resources Code section 21060.5 for the following reasons: (1) increased truck traffic means increased noise thus decreasing the enjoyment of the land by both residents and the thousands of people using Lodi Lake each year; (2) increased truck traffic means increased noise affecting the psychological well-being of nearby residents as well as the children attending school; (3) increased truck traffic means increased noise affecting suitability of the wildlife area for native wildlife; (4) increased truck traffic means increased air pollution affecting the health and well being of residents, school children and all native plants and wildlife; (5) increased

Lodi City Counsel
October 21, 1987
Page Two

truck traffic would significantly decrease local property values; (6) increased truck traffic would pose increased threat of death or great bodily injury to residents and school children who must cross the street; (7) increased truck traffic would adversely affect areas of historical or aesthetic significance such as Lodi Lake, Lodi Lake Wilderness Area, and the new proposed Wine & Roses County Inn--deemed by many a local historical site.

Although the trucking industry may profit from this proposal, I urge the Lodi City Counsel to be concerned with both dollars and sense, and to make the sensible and fundamental interests of Lodi's residents, not the trucking industry's, of primary concern. The proposal should be defeated.

Sincerely,



JAMES EVANS BURLINGTON

JEB:ml

cc: Air Quality Control District
L. Grewal
P. O. Box 2009
Stockton, CA 95201

Air Resources Board
1102 Q Street
Sacramento, CA 95814

State Office of Noise Control
Russ Dupree
2151 Berkeley Way, Room 113
Berkeley, CA 94704

Lodi City Council
221 W. Pine Street
Lodi, CA 95240

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL
FROM: THE CITY MANAGER'S OFFICE

DATE:
October 21, 1987

NO.

SUBJECT: Public Hearing to Consider Reintroduction of Ordinance No. 1402, Regulating the Use of and Traffic Upon the Streets, Sidewalks, and Other Public and Private Places in the City of Lodi; the Use, Parking and Control of Vehicles Thereon; and Repealing Ordinance No. 493 and All Ordinances and Parts of Ordinances Amendatory Thereof and in Conflict Herewith.

PREPARED BY: City Attorney

BACKGROUND INFORMATION: Attached hereto is the draft traffic ordinance, and this is being sent to you so that you can see what changes are being recommended by the Public Works Department as well as those changes that have already been incorporated in the ordinance. The ordinance in your packet is a final ordinance, while this attached ordinance is a draft ordinance.

Respectfully submitted,


Ronald M. Stein
City Attorney

RMS:vc

CCCTRAFF.12/TXTA.01V

THE FOLLOWING DOCUMENTS
WILL REQUIRE MORE THAN ONE SHOT
AS THEY ARE OVERSIZED
AND WILL NOT FIT IN THE FRAME

Obituaries

Lloyd Helwig

Lloyd Ivan Helwig, 58, of Lodi, died Tuesday at his home after a lengthy illness.

Mr. Helwig was born in Canada and moved to Lodi in 1947. He married Ruth Wright in 1951 and served in the U.S. Army in Korea from 1951 to 1953. After returning to Lodi, he worked for Standard Oil Co. For 20 years he owned and operated Lodi Ambulance Service and Lodi Sick Room Supply with his family until retiring in 1979.

He was a member of the First Baptist Church, American Legion Post 22, Forest Lake Men's Golf Club, Lodi Men's Bowling Association, National Vintage Thunderbird Club and the Independent Automobile Dealers Association of California. He was active in collecting and restoring old T-Bird

automobiles and enjoyed golfing and bowling.

He is survived by his wife; three daughters, Janice Simouson, Catherine Coehick and Charlotte Concepcion, all of Lodi; one son, David Ogden of San Francisco; his mother, Olga Helwig of Lodi; three brothers, Melvin and Calvin Helwig, both of Lodi, and Bill Helwig of Utah; two sisters, Phyllis Lehr and Alice Jolly, both of Lodi; and 13 grandchildren.

Services will be held at 10 a.m. Friday at Lodi Funeral Home chapel with Rev. Aaron Buhler officiating. Members of the American Legion Post #22 will assist in the service. Committal will follow at Cherokee Memorial Park. Visitation will be after 6 p.m. today at Lodi Funeral Home.

Funerals

LOLA BLOUNT

Services for Lola B. Blount, 97, of South Camanche, who died Monday will be held at 1 p.m. today at Lodi Funeral Home with Pastor G.G. Rausser officiating. Committal will be Thursday at Sunset View Cemetery, El Cerrito.

ROY CARLSON

Services for Roy A. Carlson, 84, of Lodi, who died Monday will be held at 2:30 p.m. Friday at the Seventh-day Adventist Church in Jamestown, N.D. Committal will be at Sunset Memorial Cemetery, Jamestown. Memorial contributions may be made to the Voice of Prophecy, P.O. Box 55, Los Angeles, 90053. Lodi Funeral Home is in charge of local arrangements.

INEZ RAWLS

Services for Inez Rawls, 87, of Lodi, who died Monday will be held at 10 a.m. Thursday at Gierhart & Wells Funeral Home with Father William Ford of St. Anne's Catholic Church officiating. Private interment will be at Harmony Grove Cemetery. There will be no visitation prior to the funeral.

OLGA WARNYGORA

A memorial service for Olga Warnygora, 92, of Minnesota, who died Monday will be held at 10 a.m. today at Lodi Funeral Home with Elder Glenn Woodard of English Oaks Seventh-day Adventist Church officiating. The private committal will be at Cherokee Memorial Park.

Howeth Thomas

Howeth James Thomas, 74, of Lodi, died Sunday at a Stockton hospital after a lengthy illness.

Mr. Thomas was a native of Stockton. He attended high school in Oakland and graduated from the University of California, Berkeley in 1935. He began working as a chemical engineer for Shell Oil Co. in 1936 and married Evelyn Thomas in 1950. They lived in several areas, including the Bay Area and Calaveras County before moving to Lodi six years ago.

He was a member of the Ophir Lodge 33 Free and Accepted Masons of Murphys. He had a private pilot's license and enjoyed traveling by private plane. He also was an avid reader and enjoyed carving and working in his workshop.

He is survived by his wife; one daughter, Cheryl Jayne Hanley of San Rafael; and one grandchild.

The date for a memorial service will be announced later. Memorial donations may be made to the Lodi Library, Mickle Grove Zoo, Guide Dogs for the Blind or Ophir Lodge #33 F & AM, in Murphys. Lodi Funeral Home is in charge of arrangements.

Players die when big rig plows into bus

GAFFNEY, S.C. (UPI) — A tractor-trailer plowed into a women's college basketball team bus stalled beside an interstate

Reagan cancels meeting with

WASHINGTON (UPI) — President Reagan summoned the six Republican presidential contenders to the White House Tuesday then suddenly canceled the meeting "because of the stock market situation," spokesman Marlin Fitzwater said.

Instead Reagan met with Treasury Secretary James Baker — who cut short a European trip — Federal Reserve Chairman Alan Greenspan and other aides to assess the Wall Street panic

the New York Stock Exchange closed for the day at 4 p.m. EDT.

"There was a feeling that because of the stock market situation, it wasn't appropriate to have a political meeting," Fitzwater said. "We felt it wasn't a good time because of the stock market situation."

One GOP public opinion specialist said there was no question that the stock market plunge would hurt all Republican candidates.

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Deaver jurists asked views on alcoholism

WASHINGTON (UPI) — Potential jurors in the perjury trial of former deputy White House chief of staff Michael Deaver said Tuesday that overcoming alcoholism could be a sign of character but others said excessive drinking reflected a weakness in willpower.

Independent counsel Whitney North Seymour and defense attorneys questioned potential jurors for a second day in Deaver's trial on five counts of lying to Congress and a federal grand jury.

Deaver, 49, is expected to use his battle with alcoholism as a defense, contending his illness impaired his memory when he was questioned about certain meetings connected with his lobbying activities after he left the White House.

The trial of the longtime friend and confidant of President and Mrs. Reagan is mired in legal entanglements, including challenges to the special prosecutor law under which Seymour was appointed and Deaver was investigated.

Tuesday, defense attorneys filed a motion asking that Seymour be disqualified from the case for another reason — conflict of interest that has resulted in "prosecutorial vindictiveness."

Deaver claims Seymour has a conflict of interest because Deaver was on a steering committee of a

political action committee that Seymour contended helped orchestrate his defeat in his 1982 bid for the Senate.

Seymour was unsuccessful in an attempt to sue shortly after his defeat.

In a strong response to the defense's motion late Tuesday, Seymour said he was never aware of any connection between Deaver and the PAC and called any allegation of unethical conduct "wholly unfounded and reckless."

Deaver's trial began Monday after a three-month delay caused by another court challenge forcing U.S. District Judge Thomas Jackson to question potential jurors in public.

The Supreme Court upheld the challenge Monday, though Jackson has allowed potential jurors who request it to answer specific questions out of public hearing.

Prospective panelists are being questioned extensively on their opinions of the Reagan administration and whether they believe alcoholism is a disease.

One citizen, a federal program director for the Labor Department, said he was a member of Alcoholics Anonymous and would consider a defendant who was a recovering alcoholic a person of "increased character."

Panel questions quality of health

WASHINGTON (UPI) — More than 25,000 Medicare patients died unnecessarily the past 12 months and hundreds of thousands more face life-threatening risks because of poor care by hospitals and physicians, Rep. Ted Weiss, D-N.Y., said Tuesday.

Weiss, chairman of a Govern-

deaths" as of July, and 76,681 failed the test. The data is based on mostly unpublished federal research, he added.

The screening was done by Peer Review Organizations, or PROs, which were established in 1984 to assess the quality of care for the 31 million elderly and disabled Amer-

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Lloyd Helwig

Lodi, automobiles and enjoyed golfing and bowling.

He is survived by his wife; three daughters, Janice Simonson, Catherine Coehick and Charlotte Concepcion, all of Lodi; one son, David Ogden of San Francisco; his mother, Olga Helwig of Lodi; three brothers, Melvin and Calvin Helwig, both of Lodi, and Bill Helwig of Utah; two sisters, Phyllis Lehr and Alice Jolly, both of Lodi, and 13 grandchildren.

Services will be held at 10 a.m. Friday at Lodi Funeral Home chapel with Rev. Aaron Buhler officiating. Members of the American Legion Post #22 will assist in the service. Committal will follow at Cherokee Memorial Park. Visitation will be after 6 p.m. today at Lodi Funeral Home.

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He was a member of the Ophir Lodge 33 Free and Accepted Masons of Murphys. He had a private pilot's license and enjoyed traveling by private plane. He also was an avid reader and enjoyed carving and working in his workshop.

He is survived by his wife; one daughter, Cheryl Jayne Hanley of San Rafael; and one grandchild.

The date for a memorial service will be announced later. Memorial donations may be made to the Lodi Library, Mickle Grove Zoo, Guide Dogs for the Blind or Ophir Lodge #33 F & AM in Murphys. Lodi Funeral Home is in charge of arrangements.

Players die when big rig plows into bus

GAFFNEY, S.C. (UPI) — A tractor-trailer plowed into a women's college basketball team bus stalled beside an interstate

Reagan cancels meeting with GOP contenders

WASHINGTON (UPI) — President Reagan summoned the six Republican presidential contenders to the White House Tuesday then suddenly canceled the meeting "because of the stock market situation," spokesman Marlin Fitzwater said.

Instead, Reagan met with Treasury Secretary James Baker — who cut short a European trip — Federal Reserve Chairman Alan Greenspan and other aides to assess the Wall Street panic

Spokesmen for Rep. Jack Kemp, R-N.Y., and former Secretary of State Alexander Haig said they did not know why the session was put off, but one Republican who asked not to be identified said, "The president has a lot on his plate."

Reagan planned to leave the White House after the Baker meeting to visit his wife, Nancy. The long-awaited session between Reagan and his would-be successors would have painted his loyal vice president, George Bush,

Deaver jurists asked views on alcoholism

WASHINGTON (UPI) — Potential jurors in the perjury trial of former deputy White House chief of staff Michael Deaver said Tuesday that overcoming alcoholism could be a sign of character but others said excessive drinking reflected a weakness in willpower.

Independent counsel Whitney North Seymour and defense attorneys questioned potential jurors for a second day in Deaver's trial on five counts of lying to Congress and a federal grand jury.

Deaver, 49, is expected to use his battle with alcoholism as a defense, contending his illness impaired his memory when he was questioned about certain meetings connected with his lobbying activities after he left the White House.

The trial of the longtime friend and confidant of President and Mrs. Reagan is mired in legal entanglements, including challenges to the special prosecutor law under which Seymour was appointed and Deaver was investigated.

Tuesday, defense attorneys filed a motion asking that Seymour be disqualified from the case for another reason — conflict of interest that has resulted in "prosecutorial vindictiveness."

Deaver claims Seymour has a conflict of interest because Deaver was on a steering committee of a

political action committee that Seymour contended helped orchestrate his defeat in his 1982 bid for the Senate.

Seymour was unsuccessful in an attempt to sue shortly after his defeat.

In a strong response to the defense's motion late Tuesday, Seymour said he was never aware of any connection between Deaver and the PAC and called any allegation of unethical conduct "wholly unfounded and reckless."

Deaver's trial began Monday after a three-month delay caused by another court challenge forcing U.S. District Judge Thomas Jackson to question potential jurors in public.

The Supreme Court upheld the challenge Monday, though Jackson has allowed potential jurors to request it to answer specific questions out of public hearing.

Prospective panelists are being questioned extensively on their opinions of the Reagan administration and whether they believe alcoholism is a disease.

One citizen, a federal program director for the Labor Department, said he was a member of Alcoholics Anonymous and would consider a defendant who was a recovering alcoholic a person of "increased character."

Panel questions quality of health care

WASHINGTON (UPI) — More than 25,000 Medicare patients died unnecessarily the past 12 months and hundreds of thousands more face life-threatening risks because of poor care by hospitals and physicians, Rep. Ted Weiss of N.Y., said Tuesday.

Weiss, chairman of a House panel, said the data is based on mostly unpublished federal research, he added.

The screening was done by Peer Review Organizations, or PROs, which were established in 1984 to assess the quality of care for the 31 million elderly and disabled Amer-

National Brie

Town board opposes collider

ONTARIO, N.Y. (UPI) — A second Wayne County town board has voted to reverse its earlier stand and oppose a \$4.4 billion collider that would force hundreds of homeowners to abandon their land.

Board members in Ontario, 25 miles east of Rochester, to "oppose in the strongest possible terms" the super collider, a mammoth physics complex that would be the largest facility of its kind in the world.

Despite the opposition, some local leaders were doubtful officials would pay attention to their anger and withdrawal from the list of two proposed New York locations for the project.

Housing starts up in September

WASHINGTON (UPI) — Housing starts jumped an average of 4 1/2 percent in September in the largest increase of the Commerce Department said Tuesday.

Analysts, however, said interest rates — which now average 10 percent for fixed, 30-year mortgages — would have to decline to current levels to maintain the improved housing picture.

Construction began at a seasonally adjusted 1.669 million sites last month, compared to a revised 1.598 million in August when home starts were unchanged.

They would pay for better schools

NEW YORK (UPI) — Three-fourths of American adults would pay higher taxes if the money would improve the quality of education, a poll released Tuesday said.

Six out of 10 adults surveyed said serious problems in the country's educational system pose a threat to the standard of living and national security, according to the poll, which was conducted in the November issue of Parents Magazine.

Forty-four percent of the adults gave the nation's schools a D grade, the poll said.

VIDEO

2525 S. Hutto
(corner of Harbort)

FIND

Reagan cancels meeting with GOP contenders

WASHINGTON (UPI) — President Reagan summoned six GOP presidential contenders to the White House Tuesday, but suddenly canceled the meeting because of the stock market situation, a spokesman said.

Reagan met with Secretary James Baker, a short-term European — Reserve Chairman Alan Greenspan and other top Wall Street executives

The New York Stock Exchange closed for the day at 4 p.m. EDT.

“There was a feeling that because of the stock market situation, it wasn’t appropriate to have a political meeting,” Fitzwater said. “We felt it wasn’t a good time because of the stock market situation.”

One GOP public opinion specialist said there was no question that the stock market plunge would hurt all Republican candidates.

Spokesmen for Rep. Jack Kemp, R-N.Y., and former Secretary of State Alexander Haig said they did not know why the session was put off, but one Republican who asked not to be identified said, “The president has a lot on his plate.”

Reagan planned to leave the White House after the Baker meeting to visit his wife, Nancy.

The long-awaited session between Reagan and his would-be successors would have painted his loyal vice president, George Bush,

the same as dark horses such as Pat Robertson and former Delaware Gov. Pete du Pont.

Fitzwater said when Reagan does meet the six candidates — Bush, Robertson, du Pont, Sen. Robert Dole of Kansas, Kemp and Haig — “He will talk about the 11th commandment.”

The 11th commandment, a Reagan formulation from his days as California governor is, “Thou shalt not speak ill of another Republican.”

Deaver jurists asked to testify on alcoholism

WASHINGTON (UPI) — Senator Michael Deaver said he is overcoming alcoholism but said excessive drinking was a sign of weakness in willpower.

Deaver’s defense attorneys Seymour and Deaver questioned potential jurors Monday in Deaver’s trial for perjury in Congress.

Deaver is expected to testify about his illness and memory when he is asked about certain meetings with his lobbying adviser left the White House.

Deaver’s defense attorneys asked that Seymour be removed from the case because of a conflict of interest that has resulted in “pro-vindictiveness.”

Deaver claims Seymour has a personal interest because Deaver is steering a committee of a

political action committee that Seymour contended helped orchestrate his defeat in his 1982 bid for the Senate.

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National Briefs

Town board opposes collider

ONTARIO, N.Y. (UPI) — A second Wayne County town board has voted to reverse its earlier stand and oppose a \$4.4 billion federal atom smasher that would force hundreds of homeowners and scores of fruit farmers to abandon their land.

Board members in Ontario, 25 miles east of Rochester, voted 3-2 to “oppose in the strongest possible terms” the superconducting super collider, a mammoth physics complex that would be the largest facility of its kind in the world.

Despite the opposition, some local leaders were doubtful state officials would pay attention to their anger and withdraw the Wayne County site from the list of two proposed New York locations for the project.

Housing starts up in September

WASHINGTON (UPI) — Housing starts jumped an annual rate of 4.4 percent in September in the largest increase of 1987, the Commerce Department said Tuesday.

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Forty-four percent of the adults gave the nation’s schools a C grade, the poll said.

Medical questions quality of health care

WASHINGTON (UPI) — More Medicare patients died in the past 12 months because of thousands more threatening risks because of care by hospitals and doctors, Rep. Ted Weiss, D-N.Y., said Tuesday.

Weiss is chairman of a Govern-

ment committee that died in the past 12 months because of thousands more threatening risks because of care by hospitals and doctors, Rep. Ted Weiss, D-N.Y., said Tuesday.

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VIDEO FUN

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VIDEO

ERWIN FRIEDRICH CARL SIEBRASS

Erwin Siebrass, a long-time resident of Lodi, passed away on October 19, 1987, in Chico, California. Mr. Siebrass was born on March 31, 1903, in Blue Hill, Nebraska, to Charles and Emma Siebrass. The youngest of four children, he attended Blue Hill High School, graduating in 1920. From there he attended Concordia Teachers' College in Seward, Nebraska, graduating in 1922, leaving to teach in Sherwood, Oregon at St. Paul's Lutheran School from 1922-1927. Erwin then returned to attend the University of Nebraska, graduating with a B.A. degree in Education in 1926. He left to teach at Immanuel Lutheran School in St. Charles, Missouri, from August 1926 to June 1949, serving as principal for 20 years. During this time he married the former Ida Pauline Ficken in Concordia, Missouri on February 3, 1940.

Mr. Siebrass retired from teaching in 1949 after completing 25 years as a teacher/principal. He and his family moved to Sherwood, Oregon where they lived until moving to Lodi in 1954. He was a member of Redeemer Lutheran Church of Chico and a past member of St. Peter's Lutheran Church in Lodi, the Lodi Sportsman Club and Lodi Dakota Club. Along with keeping active with fishing, pheasant and waterfowl hunting, Mr. Siebrass gave generous support to American Bible Society, Billy Graham Ministries and Lutheran Bible Translators. He was preceded in death by his wife, Ida Siebrass, his parents, Mr. and Mrs. Charles Siebrass, and one brother, Harold Siebrass.

He is survived by two daughters, Mrs. Gary M. Burgstahler (Marla) of Chico and Mrs. Vernon J. Goeschel (Kerøn) of Napa, along with three grandchildren, Darin Burgstahler and Elisa Burgstahler, of Chico and Laura Goeschel of Napa. Also surviving are one brother, Martin Siebrass of Hastings, Nebraska and one sister, Rosa Stumpfenhorst of Ogden, Iowa, as well as numerous nieces and nephews.

Services will be held on Friday, October 23, 1987 at 2 p.m. in the Lodi Funeral Home Chapel with the Rev. Thomas St. Jean, pastor of Redeemer Lutheran Church-Chico, officiating. Burial will follow at Lodi Memorial Cemetery. Friends may call at Lodi Funeral Home. The family suggests contributions may be made to Lutheran Bible Translators, Box 2050/Aurora, Illinois 60507-2050.

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highway Tuesday, killing two players, a school security guard and the truck driver "like a bomb had exploded."

State trooper Tim Medley said the 20-passenger Converse College bus was stopped with its blinkers flashing in the emergency lane of the Interstate 65. Sixteen people — 15 girls and their coach — were in the bus at 12:45 a.m. when the truck rammed it from behind.

"I was sitting in the Waffle House drinking coffee when I heard the boom," said Ricky Daniels, who lives near the scene. "I came running down here and then girls were scattered everywhere. They were laying all over the place."

The bus, ripped apart, tumbled down an embankment. The truck careened on along the highway, where college security guard John J. Jones, 60, was walking to get help for the stalled bus. He was killed instantly.

The truck then lurched down the embankment, pinning the dead driver inside.

"When I got here there was nothing left but a chassis and seats," Medley said. "It threw all of them on board out in the grass."

"One of those little girls came over to me and said, 'Help my friend.' When I went over there I saw that she was obviously dead. I don't know what to say in a situation like that. I told her I'd help her, that we'd do what we could."

The bus was bringing the team back from Charlotte and a practice game at Wingate College when it broke down.

"We had bus problems and the engine was chugging for about 30 minutes," said Angie Williams, a junior from Savannah, Ga. "We kept stopping and nobody wanted to help us out. We stopped at an overnight truck stop in Cherokee County and a man told us we could make it on to Spartanburg."

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ment Operations subcontractor, said new health statistics indicate an increase in the death rate of Medicare patients in the last three years and raise serious questions about the quality of medical care provided by hospitals and physicians.

"Some of these new problems can be explained by the aging of the U.S. population," said Weiss.

Weiss said statistics from the Department of Health and Human Services showed that a sample of 1.6 million Medicare death cases were screened for "avoidable

means receiving health care services under the government program.

In each case, the PRIs determined if patients were properly discharged from the hospital and their conditions were stable before leaving, whether the patient died

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NOTICE OF PUBLIC HEARING
The Lodi City Council will conduct a Public Hearing on Wednesday, October 21, 1987 at 7:30 p.m. to consider the adoption of a new traffic ordinance and accompanying traffic resolution. The Public Hearing will be held in the Council Chambers located at 221 West Pine Street, Lodi, California.
The proposed traffic ordinance addresses, but is not limited to, the following subjects:

- Traffic Administration
- Enforcement and Obedience to Traffic Regulations
- Traffic Control Devices
- Speed Regulations
- Turning Movements
- Stop and Yield Intersections
- Railroad Trains
- Pedestrians Rights and Duties
- Regulations for Bicycles
- Stopping, Standing and Parking
- Permit Parking
- Regulation of Commercial Vehicle Routes and Parking
- Removal of Vehicles

Information regarding this matter may be obtained in the office of the City Clerk during regular business hours, 221 West Pine Street, Lodi, California, Telephone — (209) 333-6702.
s: Alice M. Reimche
City Clerk

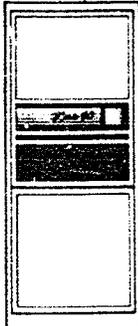
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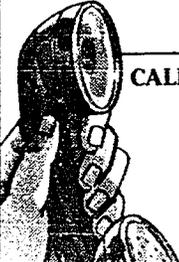


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LUSD's Bandelin...

(Continued from Page One)
his official retirement was accepted unanimously by the board of trustees Tuesday evening.

"It is with deep regret we accept this resignation and retirement," said Trustee Ann Johnston. "We will miss you, Tom, and your wisdom. Thank you very much from the bottom of our hearts."

Bandelin's resignation comes less than a year after former district Superintendent Ellert Larson ended his long career with the district. Larson predicted a wave of retirements within the next few years due to the many top school officials who are nearing retirement age. Bandelin's resignation appears to be a sign of that predicted trend.

Bandelin said he had no immediate plans for his retirement. "I'll just finish out the semester and worry about it after that," he said. "I'm sure I'll keep busy. This is the start of a new career."

A graduate of West Division High School in Milwaukee, Wis., Bandelin attended Milwaukee State Teachers College, Stockton Junior College and College of the Pacific.

He earned a Purple Heart for his U.S. Army service during World War II, having fought in the Rhineland and Central Europe. He was honorably discharged as a staff sergeant in June 1946.

Bandelin later earned his administrative credentials and worked his way up the ranks.

Active in the educational field and community, his involvements include membership in WASC Accreditation Team for Secondary Schools, service as a Lodi planning commissioner. He was also honored as Lodi's Outstanding Young Man of the Year for 1961, and helped initiate the foreign student exchange program in the



TOM BANDELIN

district.

The burden now falls with the district to choose a replacement. The recruitment process will begin within the next few days, said Superintendent Neil Schmidt, with a recommendation coming before the board of trustees as early as late December.

"It will be difficult to find a candidate of his caliber. Tom brings and brought a great deal of experience and sensitivity to the district," Schmidt said.

A reorganization within the top ranks of the school district will be explored, he added. "We are a growing district and this provides us with an opportunity (to consider a reorganization)," Schmidt said. "But it needs study."

One of those who may be affected by Bandelin's resignation is Ron Alsop, assistant superintendent in charge of kindergarten through eighth-grade students.

"Since I came here seven years ago, Tom has been a very supportive person to work with," Alsop said. "I really leaned on him and there wasn't a time he wasn't willing to answer a question. The district will miss him."

presence in the gulf, could ease uncertainty in financial markets because of the importance of gulf oil to the world economy.

MORE GULF NEWS See page 20

Senate Republican leader Robert Dole complained that nothing in the Byrd-Warner proposal spelled out what would be voted on in 90 days. "The language in here's rather useless," he said.

"We lock ourselves into some amendment in January that nobody knows what it is."

Jet slams into hotel...

(Continued from Page One)

Terre Haute, about 40 miles away, on a training flight to Nevada.

Air traffic controllers advised him that Indianapolis International Airport was 15 miles off his right wing, and Teagarden turned the jet and tried to glide into the airport. When he realized he could not make it, he ejected and the plane flew on to crash into the hotel at 7:15 a.m. PDT, officials said.

"The pilot ejected when the engine could not be restarted and weather conditions precluded the pilot from successfully completing a flame-out landing," a Pentagon spokesman said.

Teagarden, 35, the father of two children from Las Vegas, was released from an Army hospital after examination, officials said.

The fighter jet bored as much as 20 feet into the lobby area before stopping. Witnesses said the awning in front of the hotel collapsed, blocking access.

Rescue workers said the dead all were in the lobby of the hotel. At least seven people were injured including two firefighters.

Fire officials completed their search of the site Tuesday evening and said they did not expect to find any additional victims.

Four of the nine people killed were identified Tuesday: Emma Jean Brownlee, 37, Indianapolis; Allen Mantor, 18, Armo, Ind.; Beth Louise Goldberg, 30, Indianapolis and Brenda Joyce Henry, 26, Indianapolis. All were hotel employees.

Dennis Nicholas, Marion County coroner, said the other five victims would not be identified until Wednesday because dental records would be needed to make a positive identification since the bodies were badly burned. Nicholas said he believes all the victims were hotel employees.

"I was in Vietnam and what flashed through my mind after the first explosion is it felt just like the bombs they dropped over there. We felt a little like a bomb had gone off," said Leland Hutchens, of Bloomfield, Ind., one of the 103 people registered at the Ramada Inn, about a half mile from the airport.

"You could see the fire coming down the carpet in the hallway as we were trying to get out," said Steve Sanders, of Sanborn, Ind. "The smoke got so black in there you couldn't see anything."

Robert Eanes, an attendant at the Airport Marathon service, said a man was set afire when he got out of his car in front of the lobby as the plane hit.

"Some people were screaming at the man to run but he was frozen," Eanes said. "He was looking up. It happened so fast he didn't have a chance to run or anything. He was engulfed in flames."

Stock market attempts to

(Continued from Page One)
previously announced.

Trading was very volatile with many blue chip issues opening late — and sharply higher — because there were more buy orders than sell orders.

Later, under pressure from margin calls, mutual-fund redemptions and computerized arbitrage selling, trading was halted in many blue chip issues at midday because sellers could not find buyers.

"It was a reasonably scary day," Shopkorn said. "At one point

the Exchange closed down a whole lot of big stocks because there were sellers and no buyers. There was no one to buy stocks, not even the specialists. The auction market ceased to function."

MORE STOCK MARKET NEWS See pages 8-9

The trading halts prompted the Chicago Board of Options Exchange, the Chicago Mercantile Exchange, the American Stock Exchange and the New York Futures Exchange to suspend

Senate breaks filibuster...

(Continued from Page One)
out of the Persian Gulf."

Byrd and others said their concern is not with a U.S. presence in the gulf but with the "re-flagging" and escort service. That, they argued, made the United States appear to side with Iraq in the Iran-Iraq war and heightened the visibility as targets of U.S. forces and the tankers while in Kuwaiti waters, where one was hit by a Silkworm missile Friday.

Warner said adoption of the amendment, which also expresses support for a continued U.S.

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Jet slams into hotel...

(Continued from Page One)

Terre Haute, about 40 miles away, on a training flight to Nevada. Air traffic controllers advised that Indianapolis International Airport was 15 miles off his wing, and Teagarden turned the jet and tried to glide into the airport. When he realized he could not make it, he ejected and the plane flew on to crash into the hotel at 7:15 a.m. PDT, officials said.

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Reagan will act...

(Continued from Page One)

"budget summit" with Congress. Reagan replied, "Certainly, I'm willing to be a participant in anything that can bring us together."

Later, White House spokesman Marlin Fitzwater denied that Reagan's remarks indicated a change in his position, but said the president is "willing to listen" to details of the plans developed by congressional Democrats.

Reagan's remarks contrasted with his denunciations of "big spenders in Congress" and his vows to veto any tax increase that might reach his desk.

Earlier, he ordered temporary curbs on federal spending, laying the groundwork for harsh, automatic cuts unless the administration and Congress resolve their fractious dispute over the budget.

He also said earlier in the day of Democratic calls for fresh tax increases: "They're not going to get them."

But his evening statement was seen as conciliatory by some Democratic lawmakers; Sen. Lawton Chiles, D-Fla., chairman of the Budget Committee, said, "This is a good turn of events. We're looking forward to working with the president in every way we can."

Senate Democratic leader Robert Byrd of West Virginia said he welcomed Reagan's "change of attitude." All sides, he said, faced "difficult questions to which there are no simple answers. There are no painless answers."

"We're ready to meet," added Senate Republican leader Robert Dole of Kansas, who said he believed such a meeting would

happen "very soon."

Just hours earlier, Chiles introduced a resolution calling for meetings between Congress and the White House to develop a deficit reduction program that will let the government avoid \$23 billion automatic cuts that otherwise would be required under the revised balanced budget law.

Reagan's order for temporary spending curbs accompanied a fresh estimate by the White House budget office that places the fiscal 1988 federal deficit at \$163 billion, higher than earlier administration forecasts.

Unless Reagan and Congress resolve their differences over efforts to develop an alternative deficit-cutting plan, the temporary spending restrictions could become permanent Nov. 20.

"We can't let this happen," James Miller, director of the Office of Management and Budget, told the House Budget Committee during a hearing called to ask him to outline his office's debt report.

"We must find an acceptable alternative that reduces the debt without endangering our national defenses, without slashing important programs that protect health and safety of our citizens and without raising taxes," Miller added.

But some members of the Democrat-controlled House Budget Committee said the White House is responsible for the standoff between the administration and Congress on how to accomplish the \$1 billion in deficit reduction required this year under the revised Gramm-Rudman balanced budget law.

"This torpedo-be-damned resistance of the White House has to stop," said Rep. Pat Williams, D-Mont.

He referred to Reagan's insistence that he would veto congressional proposals to meet the \$23 billion goal by ordering \$1 billion in new taxes for fiscal 1988 which began Oct. 1.

The House Budget Committee split down party lines Tuesday afternoon to endorse, 20-14, a package of spending cuts and tax increases and send it to the White House for debate. Similar action expected in the Senate within several days.

Stock market attempts to rebound...

(Continued from Page One)

previously announced. Trading was very volatile with many blue chip issues opening late — and sharply higher — because there were more buy orders than sell orders.

Later, under pressure from margin calls, mutual-fund redemptions and computerized arbitrage selling, trading was halted in many blue chip issues at midday because sellers could not find buyers.

"It was a reasonably scary day," Shopkorn said. "At one point

the Exchange closed down a whole lot of big stocks because there were sellers and no buyers. There was no one to buy stocks, not even the specialists. The auction market ceased to function."

MORE STOCK MARKET NEWS See pages 8-9

The trading halts prompted the Chicago Board of Options Exchange, the Chicago Mercantile Exchange, the American Stock Exchange and the New York Futures Exchange to suspend

trading in stock-index futures contracts and options for about an hour at midday.

The Dow staged a 200-point rally by about 10:30 a.m. EDT, but it erased the gain and moved to a 12-point loss within two hours. In the next half hour the Dow rallied about another 90 points, then lost most of that advance. At about 2 p.m. the Dow began rising again, racking up a 180-point gain before retreating to closing levels.

The impact of computerized trading on Tuesday's volatility remained a controversial issue.

NOW AT CARPETERIA! FREE INSTALLATION

Bandelin...



TOM BANDELIN

The burden now falls with the district to choose a replacement. The recruitment process will begin within the next few days, said Superintendent Neil Schmidt, with a recommendation coming before the board of trustees as early as late December.

"It will be difficult to find a candidate of his caliber. Tom brings and brought a great deal of experience and sensitivity to the district," Schmidt said.

A reorganization within the top ranks of the school district will be explored, he added. "We are a growing district and this provides us with an opportunity (to consider a reorganization)," Schmidt said. "But it needs study."

One of those who may be affected by Bandelin's resignation is Ron Alsop, assistant superintendent in charge of kindergarten through eighth-grade students.

"Since I came here seven years ago, Tom has been a very supportive person to work with," Alsop said. "I really leaned on him and there wasn't a time he wasn't willing to answer a question. The district will miss him."

Jet slams into hotel...

(Continued from Page One)

Terre Haute, about 40 miles away on a training flight to Nevada. Air traffic controllers advised him that Indianapolis International Airport was 15 miles off his right wing, and Teagarden turned the jet and tried to glide into the airport. When he realized he could not make it, he ejected and the plane flew on to crash into the hotel at 7:15 a.m. PDT, officials said.

"The pilot ejected when the engine could not be restarted and weather conditions precluded the pilot from successfully completing a flame-out landing," a Pentagon spokesman said.

Teagarden, 35, the father of two children from Las Vegas, was released from an Army hospital after examination, officials said.

The fighter jet bored as much as 20 feet into the lobby area before stopping. Witnesses said the awning in front of the hotel collapsed, blocking access.

Rescue workers said the dead all were in the lobby of the hotel. At least seven people were injured, including two firefighters.

Fire officials completed their search of the site Tuesday evening and said they did not expect to find any additional victims.

Four of the nine people killed were identified Tuesday: Emma Jean Brownlee, 37, Indianapolis; Allen Mantor, 18, Amo, Ind.; Beth Louise Goldberg, 30, Indianapolis and Brenda Joyce Henry, 26, Indianapolis. All were hotel employees.

Dennis Nicholas, Marion County coroner, said the other five victims would not be identified until Wednesday because dental records would be needed to make a positive identification since the bodies were badly burned. Nicholas said he believes all the victims were hotel employees.

"I was in Vietnam and whizzed through my mind after the first explosion is it felt just like the bombs they dropped over there. We felt a little like a bomb had gone off," said Leland Hutchens, of Bloomfield, Ind., one of the 30 people registered at the Ramada Inn, about a half mile from the airport.

"You could see the fire coming down the carpet in the hallway as we were trying to get out," said Steve Sanders, of Sandborn, Ind. "The smoke got so black in there you couldn't see anything."

Robert Eanes, an attendant at the Airport Marathon service, said a man was set afire when he got of his car in front of the lobby as the plane hit.

"Some people were screaming at the man to run but he was frozen," Eanes said. "He was looking up. It happened so fast he didn't have a chance to run or anything. He was engulfed in flames."

Stock market attempts to rebound...

(Continued from Page One) previously announced.

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Later, under pressure from margin calls, mutual-fund redemptions and computerized arbitrage selling, trading was halted in many blue chip issues at midday because sellers could not find buyers.

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MORE STOCK MARKET NEWS

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The impact of computerized trading on Tuesday's volatility remained a controversial issue.

Reagan will act...

(Continued from Page One)

"budget summit" with Congress, Reagan replied. "Certainly, I'm willing to be a participant in anything that can bring us together."

Later, White House spokesman Marlin Fitzwater denied that Reagan's remarks indicated a change in his position, but said the president is "willing to listen" to details of the plans developed by congressional Democrats.

Reagan's remarks contrasted with his denunciations of "big spenders in Congress" and his vows to veto any tax increase that might reach his desk.

Earlier, he ordered temporary curbs on federal spending, laying the groundwork for harsh, automatic cuts unless the administration and Congress resolve their fractious dispute over the budget.

He also said earlier in the day of Democratic calls for fresh tax increases: "They're not going to get them."

But his evening statement was seen as conciliatory by some Democratic lawmakers; Sen. Lawton Chiles, D-Fla., chairman of the Budget Committee, said, "This is a good turn of events. We're looking forward to working with the president in every way we can."

Senate Democratic leader Robert Byrd of West Virginia said he welcomed Reagan's "change of attitude." All sides, he said, faced "difficult questions to which there are no simple answers. There are no painless answers."

"We're ready to meet," added Senate Republican leader Robert Dole of Kansas, who said he believed such a meeting would

happen "very soon."

Just hours earlier introduced a resolution meetings between the White House to discuss the White House to discuss the automatic cuts that would be required under a balanced budget law.

Reagan's order to spending curbs accords with the fresh estimate by the budget office that the 1988 federal deficit is higher than earlier forecasts.

Earlier, Reagan resolved their differences to develop an alternative plan, the spending restrictions become permanent.

"We can't let James Miller, director of the Office of Management and Budget, tell the House Budget Committee during a hearing that he will outline his report."

"We must find an alternative that redounds without endangering our defenses, without substantial programs that health and safety and without raising taxes."

But some members of the Democrat-controlled Committee said the responsible for the between the administration and Congress on how to acc-

billion in deficit reduction this year under Gramm-Rudman law.

"This to peddle resistance of the White House to stop," said Rep. D-Mont.

He referred to the House Budget Committee's insistence that the congressional proposal of a \$23 billion goal be met in new taxes which began Oct. 1.

The House Budget Committee split down party lines after a late afternoon to end the package of spending increases and send the House for debate. Several days.

Breaks filibuster...

presence in the gulf, could ease uncertainty in financial markets because of the importance of gulf oil to the world economy.

MORE GULF NEWS

See page 20

Senate Republican leader Robert Dole complained that nothing in the Byrd-Warner proposal spelled out what would be voted on in 90 days. "The language in here's rather useless," he said.

"We lock ourselves into some amendment in January that no

NOW AT CARPENTER

August 4, 1987

City Council, City of Lodi
Lodi City Hall
Call Box 3006
Lodi, Ca 95241-1910

RE: Ordinance No. 1402 Proposed Traffic Ordinance and accompanying Traffic Resolution, sections on "truck routes"

Dear Council Members:

I strongly urge you to adopt the Ordinance and Resolution as is, so that Turner Road becomes a truck route with *no* exceptions.

Our business is located in the northeast quadrant of Lodi but over sixty-five percent of our farm and commercial business is located west of the city. Turner Road has always been the safest and most economical route for our vehicles to travel to and from the western parts of Lodi and the delta farmlands. To prohibit us from using Turner Road will force undue hardships on our business.

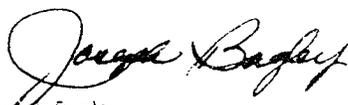
Without the use of Turner Road as a thru-route to the west we would have to use Kettleman Lane to the south or Woodbridge Road to the north. Neither route is the safest or the most economical. Kettleman Lane is much too busy with automobiles and pedestrian traffic and would increase our potential for an accident while simultaneously increasing our operating costs. Woodbridge Road is a narrow two lane farm road that would route us through the heart of the Woodbridge community, thus increasing our potential for an accident while also raising our operating costs.

There seems to be no clear reason why Turner Road should not be an east-west thru route. This is especially true for businesses located within the city.

In conclusion, I strongly urge you to approve Turner Road as an east-west thru-route for businesses being conducted from within the city limits.

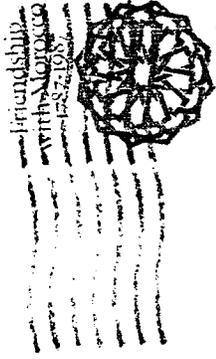
Thank you for your consideration of our potential hardship.

Sincerely,


Joseph Bagley
General Manager

Herbert O. Warmuth
Turner West Apartments
2440 W. Turner Rd. #144
Lodi, CA 95242-2168

Enjoy Your Vacation
in Beautiful
Lodi, California



US 22

Lodi, Calif. Coun. id. from Lodi
271 W. Pine DELIVERED DUE TO
Lodi, Ca. ~~95242-2168~~ ZIP CODE

Enjoy Your Vacation
in Beautiful
Lodi, California

8/16/87

Lodi City Council Members
Lodi, Ca. 95241

RECEIVED

1987 AUG 20 AM 9 15

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

An open letter to the
Members:

I can't understand how
you can think to take truck
traffic off of a 4 lane road
and dump it on a 2 lane
road, that now it's a problem
now with new homes going in,
Lower Sacramento Rd. a road
that has no stop & go
signals. Have you ever tried
to cross h. Sacramento at

Pittsman, it a mess & I've
been told it will be 15 to 18
months before a signal is installed
by the Cal + Ron.

Lodi, and h. Sacramento is
no pleasure & it will be a
smead house with all the
truck traffic. It's almost
impossible at times to get on
to h. Sacramento from other

2-
streets.

Just what is an ambulance
suppose to do that has to use
Lower Sacramento in an emergency?

I don't believe you have
done much consideration, all
you have been doing is
thinking about the residents of
Turner road. Those people
should be lucky they don't live
on Kettleman.

I use Turner Rd as much as I
use Lower Sacramento and I
don't find that many trucks
on Turner.

I do see a motorcycle
patrolman citing a lot of
cars on Turner, all for
speeding. I wonder how many
are from this very same area
Turner Rd.

I would hope the city would
consider a 4 lane road for
Lower Sacramento, with stop
and go signals. This it
would be able to handle
the heavy traffic.

3

The Planning Department has told me no plans are in order to widen Sacramento. I would hope you would hold up plans for Turner Rd until such time you do an up date study of Lower Sacramento. etc.

In the past 2 weeks they have had 2 accidents, as people rush to get thru the flashing red at Lower Sacramento and Kettleman Lane.

One day I look for a violent confrontation at that corner.

You do have to consider the trucking industry in this area, as they are a large part of the economy in this area.

If we had a signal at J. Sacramento & Kettleman it would make it wonderful for the truckers. They hate all the stops & goes as it is costly to equipment, and frustrating to truck drivers.

I am not a truck driver
at the moment. I know something about
Trucking.

We also have people
making left turns on I.
Sacramento and every one has
to stop until its clear for the
driver to turn left. More
bottle necks. Do this what
you want. I dont think
so. you are to good a
Council here. I thought we
only had arrogant Council members
in Santa Cruz, Ca. I cant
imagine that possibility in Lodi.

Please reconsider stopping
traffic on Turner Rd.

I believe it would be
better to ask truck drivers
to consider ~~using~~ other
routes. you wouldnt want all
the truck traffic going thro
wood bridges, which is a possibility.

Copy of this document forwarded

8-20-81 to:

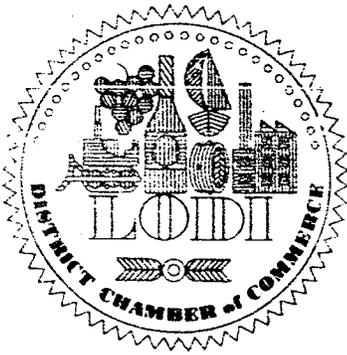
Date

- Council Member Hinchman
- Council Member Galt
- Council Member Silliman
- Council Member
- Council Member
- City Manager

Other

Jack Drake

Thank you
Robert O. Warrick
2440 W. Turner Rd #1144
Lodi, Ca 95247



Lodi Country
PREMIUM WINES

IMPORTANT

RECEIVED
AUG 31 AM 10 18

ALICE M. REMORE
CITY CLERK
CITY OF LODI

TO: Businesses utilizing Commercial Trucking in
Lodi and local Trucking Firms.

FROM: Cecil Dillon, President of the Lodi District
Chamber of Commerce

SUBJECT: "Truck Route Issue" Ordinance No. 1402

At the August 5, 1987 meeting of the Lodi City Council, City Staff recommended the passage of ordinance 1402 regulating the use of and traffic upon the streets of Lodi. Section 13.2 of the ordinance deals specifically with a truck route system for all commercial truckers in Lodi.

Although the idea for a truck route system is believed to help both residents and truckers, there are some problems related to how the ordinance is specifically written.

Because concern over the ordinance has been expressed by many Chamber Members, as well as non-member businesses, a special Chamber meeting will be held Wednesday, September 9th at 7:00 a.m. at the City Council Chambers. The City Staff will provide an overview of this issue and answer questions from those attending.

This issue is of major importance to all businesses utilizing trucking service on Turner Road between Highway 99 and Lower Sacramento Road. (See attached proposal)

On October 21, at the City Council Meeting, I will represent the Chamber of Commerce by presenting whatever recommendations or proposed solutions that come out of this meeting.

Your input is critical!! Please plan to attend! RSVP by calling the Chamber Office at 334-4773.

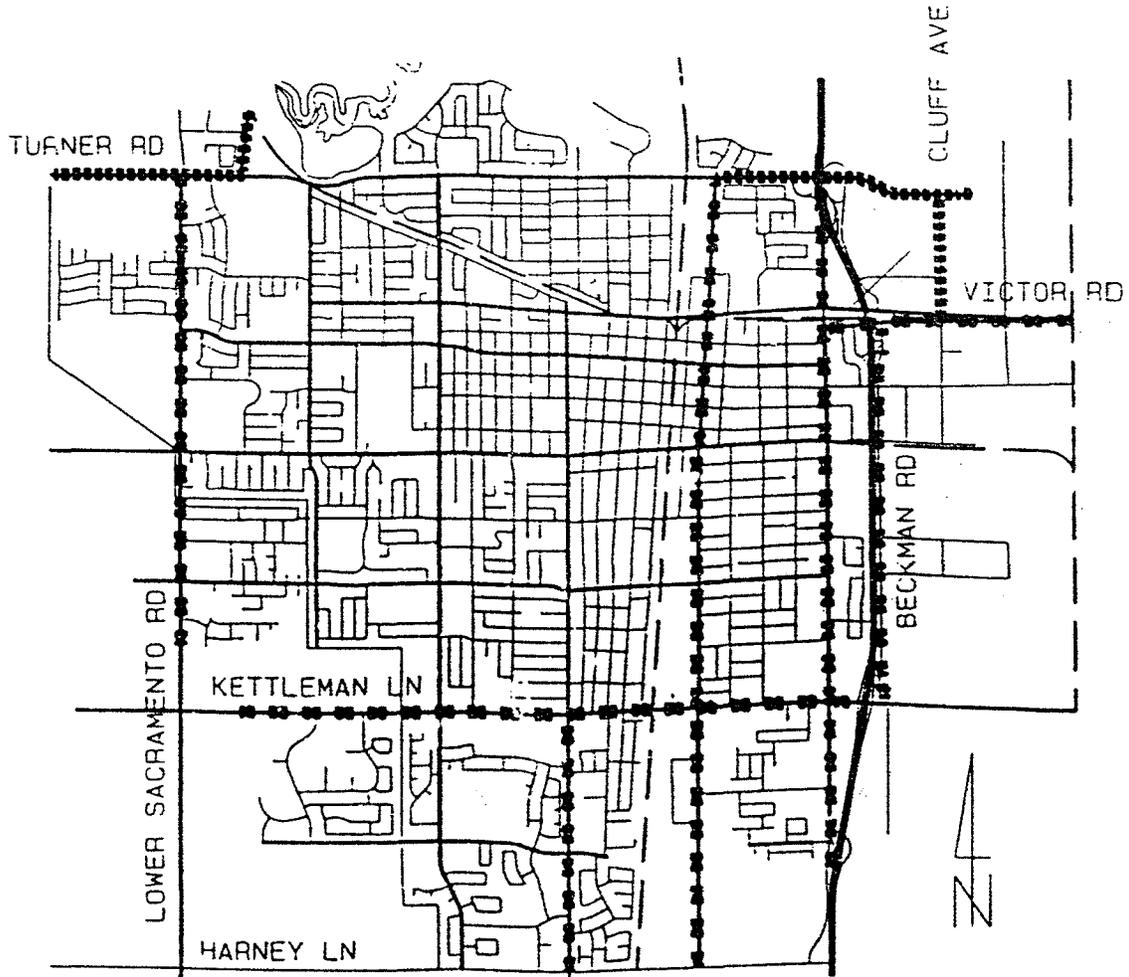


LODI DISTRICT CHAMBER OF COMMERCE
215 W. OAK ST. • P O BOX 386 • LODI, CA 95241 • PHONE (209) 334-4773



CITY OF LODI
PUBLIC WORKS DEPARTMENT

TRUCK ROUTES



SCALE: 1"=3600'



TRUCK ROUTE



TRUCK ROUTE (INCLUDING STAA TRUCKS)

PROPOSED BY CITY COUNCIL 7/15/87

File

CITY COUNCIL

EVELYN M. OLSON, Mayor
JOHN R. (Randy) SNIDER
Mayor Pro Tempore
DAVID M. HINCHMAN
JAMES W. PINKERTON, Jr.
FRED M. REID

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
TELECOPIER (209) 333-6795

THOMAS A. PETERSON
City Manager
ALICE W. REINCH
City Clerk
RONALD M. STEIN
City Attorney

October 13, 1987

Mr. and Mrs. George McCulley
218 River Oaks Drive
Lodi, CA 95240

Dear Mr. and Mrs. McCulley:

Thank you for your letter of September 28, 1987 concerning the proposed Traffic Ordinance and accompanying Resolution which has been set for public hearing for the regular Council meeting of October 21, 1987 at 7:30 p.m.

The public hearing will be conducted in the Council Chambers, 2nd floor, 221 West Pine Street, Lodi.

I appreciate your letter expressing your concerns and urge your attendance at this public hearing.

Very truly yours,

Evelyn M. Olson
Evelyn M. Olson
Mayor

EMO:amr:jj

ORGE & LINDA MCCULLEY
218 RIVER OAKS DRIVE
LODI, CA. 95240
(209) 369-3728

September 28, 1987

ALICE H. RENICHE
CITY CLERK
CITY OF LODI

The Honorable Evelyn Olson, Mayor
City of Lodi
221 West Pine
Lodi, California 95240

Dear Madam Mayor;

We are new residents of your lovely city of Lodi and commend you for running such a clean and pleasant place in which to live. We are fortunate to be a part of this community.

However, we believe the City Council is about to make a terrible mistake that would definitely alter the quality of life for a large group of the city's residents. The issue is the possibility of declaring Turner Road a designated Truck Route.

Turner Road should **NOT** be declared a Truck Route.

Moreover, the road should be have a **BAN** on **ALL TRUCKS** over five tons between Mills on the West and Church on the East. This is a residential street, filled with beautiful homes and a large grammar school. The road supports few businesses, retail shopping centers or service stations. Declaring Turner Road a Truck Route will bring unbearable noise pollution, and the exhaust will bring air pollution. There is also the danger of serious accidents involving semi-trucks. It would seem truckers would not want to burden their stressful job by having to drive on residential streets.

We hope you will follow the lead of such cities as Palo Alto that have kept their city streets free of heavy trucks. Your constituents will applaud your efforts to maintain the value of their homes and the quality of the air and noise they are subjected to.

Additionally, the last week or so have been absolute heaven along Turner Road while the road construction near General Mills has been underway. The stopping of mainly through trunk traffic has drastically reduced the ambient noise level in our backyard, making life much more pleasurable.

Sincerely,

George A. McCulley
Linda L. McCulley

George and Linda McCulley

LEGAL NOTICE

WHEREAS, the Lodi City Council, at its regular meeting of May 6, 1987, initiated adoption proceedings of a new traffic ordinance and the accompanying traffic resolution; and

WHEREAS, the proposed traffic ordinance addresses but is not limited to the following subjects:

- Traffic Administration
- Enforcement and Obedience to Traffic Regulations
- Traffic Control Devices
- Speed Regulations
- Turning Movements
- Stop and Yield Intersections
- Railroad Trains
- Pedestrians Rights and Duties
- Regulations for Bicycles
- Stopping, Standing and Parking
Permit Parking
- Regulation of Commercial Vehicle Routes and Parking
- Removal of Vehicles

Notice is hereby given that on Wednesday, October 21, 1987 the City Council of the City of Lodi, at its regular meeting to be held on that date at 7:30 p.m. in the Council Chambers located at 221 West Pine Street, Lodi, California, will conduct a public hearing to consider a new traffic ordinance for the City of Lodi and the accompanying traffic resolution.

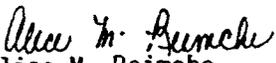
Copies of the subject ordinance and accompanying resolution are available during regular business hours in the office of the City Clerk, 221 West Pine Street, Lodi. Information regarding this matter may be obtained by calling Richard Prima, Chief Civil Engineer, at 333-6706.

All interested persons are invited to present their views on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the above matter in court you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, at or prior to, the public hearing.

Dated: September 30, 1987.

By Order of the Lodi City Council


Alice M. Reimche
City Clerk

Approved as to form


Ronald M. Stein
City Attorney

802 West Turner Road
Lodi, CA 95240
October 21, 1980

RECEIVED

DATE: 10/21/80

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

Lodi City Council
221 W. Pine Street
Lodi, CA 95240

Dear Sirs and Madam:

The Lodi City Council has proposed an ordinance which would authorize designation of Turner Road, City of Lodi, as a truck route. Turner Road, within the Lodi city limits is an east-west four lane road bisecting a residential area of the city. Along with numerous single family dwellings bordering Turner Road there is also a convalescent home, Gross Convalescent Home, and a school, Lakewood Elementary School. Also bordering Turner Road is Lodi Lake and the connecting Wilderness Area, home to numerous native wildlife including cwls, egrets, and muskrats among others. Foot traffic along Turner Road includes children going to and from Lakewood and Woodbridge Schools and elderly people in wheelchairs and walkers from both Gross Convalescent Home and Arbor Convalescent Home.

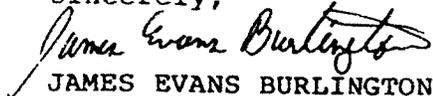
It appears that the ordinance has been proposed without prior certification and completion of an environmental impact report as required by California Public Resources, code section 21151. The proposed ordinance is a project within the meaning of California Public Resources code section 21151 and is defined in California Public Resources Code section 21065. (Also see 60 Ops. Atty. Gen. 335, 9/30/77.) The proposed ordinance has a significant effect on the environment as defined in California Public Resources Code section 21060.5 for the following reasons: (1) increased truck traffic means increased noise thus decreasing the enjoyment of the land by both residents and the thousands of people using Lodi Lake each year; (2) increased truck traffic means increased noise affecting the psychological well-being of nearby residents as well as the children attending school; (3) increased truck traffic means increased noise affecting suitability of the wildlife area for native wildlife; (4) increased truck traffic means increased air pollution affecting the health and well being of residents, school children and all native plants and wildlife; (5) increased

Lodi City Counsel
October 21, 1987
Page Two

truck traffic would significantly decrease local property values; (6) increased truck traffic would pose increased threat of death or great bodily injury to residents and school children who must cross the street; (7) increased truck traffic would adversely affect areas of historical or aesthetic significance such as Lodi Lake, Lodi Lake Wilderness Area, and the new proposed Wine & Roses County Inn--deemed by many a local historical site.

Although the trucking industry may profit from this proposal, I urge the Lodi City Counsel to be concerned with both dollars and sense, and to make the sensible and fundamental interests of Lodi's residents, not the trucking industry's, of primary concern. The proposal should be defeated.

Sincerely,


JAMES EVANS BURLINGTON

JEB:ml

cc: Air Quality Control District
L. Grewal
P. O. Box 2009
Stockton, CA 95201

Air Resources Board
1102 Q Street
Sacramento, CA 95814

State Office of Noise Control
Russ Dupree
2151 Berkeley Way, Room 113
Berkeley, CA 94704



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council

FROM: City Manager

MEETING DATE: October 21, 1987

AGENDA TITLE: Public Hearing to Consider Reintroduction of Ordinance No. 1402, "Regulating the Use of and Traffic Upon the Streets, Sidewalks, and Other Public and Private Places in the City of Lodi; the Use, Parking, and Control of Vehicles Thereon; and Repealing Ordinance No. 493 and all Ordinances and Parts of Ordinances Amendatory Thereof and in Conflict Herewith", and the Accompanying Traffic Resolution

RECOMMENDED ACTION: That the City Council reintroduce the revised Traffic Ordinance.

BACKGROUND INFORMATION: The need for a new Traffic Ordinance has been discussed with the City Council at its shirtsleeve meeting on June 23, 1987 and regular meetings on July 15 and August 5, 1987. The ordinance was introduced on July 15, however, a number of revisions have been made and it should be reintroduced. Briefly, the shortcomings of the existing ordinance are:

- ° Obsolete sections and wording.
- ° Requires actions by ordinances that could be taken by resolution.
- ° Does not include authority for some types of traffic controls.
- ° Requires Council action on many minor items that should be handled by staff.
- ° Does not include provisions for STAA trucks as required by California law.
- ° Is deficient in restrictions on trucks in residential and commercial areas.

The first five deficiencies are handled by the rewritten ordinance and the adoption of a Traffic Resolution. (The resolution would be adopted when the ordinance is adopted, after its introduction.) Truck and trailer parking is prohibited off the established truck routes. None of these changes have been controversial.

APPROVED:

Thomas A. Peterson
THOMAS A. PETERSON, City Manager

FILE NO.

The sixth deficiency (trucks in residential areas) is being handled in the new ordinance and resolution by the establishment of truck routes. The recommended truck routes are shown on Exhibit A. This has been a source of major controversy focusing on Turner Road, primarily the residential segment between Mills Avenue and Church Street.

The trucking industry has expressed a need for Turner Road for a number of reasons:

- ° It provides direct access to Woodbridge and I-5 from the northeast part of Lodi.
- ° Without it, the only east-west route would be Kettleman Lane.
- ° It is a direct route between Highway 99 and General Mills.
- ° Without it, travel distances will increase, causing additional congestion and air pollution.

Turner Road residents are opposed to the route. They fear establishment of a truck route on Turner will:

- ° Increase truck traffic.
- ° Increase noise.
- ° Decrease safety.
- ° Lead to truck parking in front of residences.

Staff does not feel truck traffic will increase significantly. As it stands now, all the trucks that want to use Turner Road are using it. Since there are no other through east-west routes in the area, it is unlikely there are trucks that will be forced off other streets, onto Turner Road, by the establishment of truck routes. The only foreseeable increase will be due to overall increases in traffic as the City grows and increases due to General Mills expansion.

The proposed ordinance has been revised to implement new State legislation regarding truck parking in residentially zoned areas. In effect, truck parking will be prohibited on the residential portions of truck routes, except while making pickups or deliveries (Ordinance Section 13.4).

In addition to receiving comments from residents and representatives of the local trucking industry, staff has participated in an informational meeting held by the Chamber of Commerce and has received comments from Caltrans. The Chamber will be making a presentation at the Council meeting. Caltrans' letter is attached.

In considering the overall Lodi street network and impacts on businesses and traffic in Lodi, staff feels the recommended truck routes as shown on

City Council
October 21, 1987
Page 3

Exhibit A should be adopted with the new Traffic Ordinance. The actual routes are named in the resolution, which will not be adopted until the ordinance is adopted at the next Council meeting.



Jack L. Ronsko
Public Works Director

JLR/RCP/ma

Attachments

cc: Police Chief
Finance Director
Chamber of Commerce
Mr. Lawrence Fowler
General Mills
Alegre Trucking

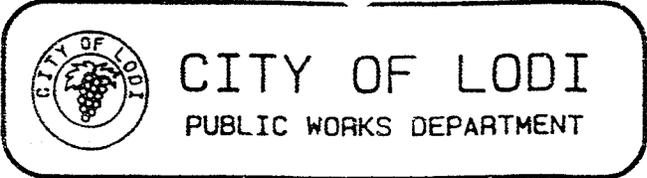
OCT 16 '87
 City Manager's Office

TRAFFIC ORDINANCE/RESOLUTION ALTERNATIVES
 (Pertaining to Truck Routes)

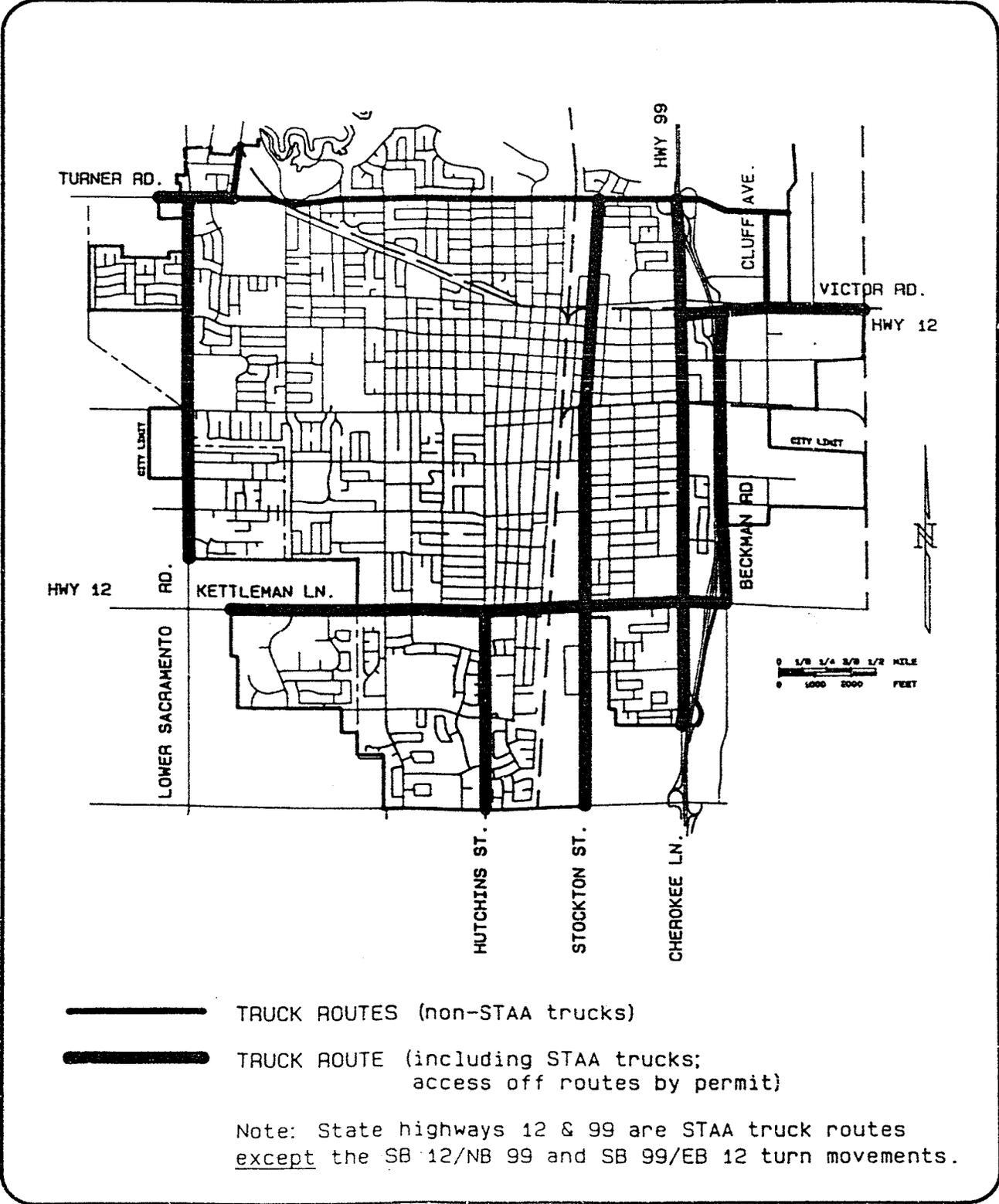
<u>COUNCIL MTG.</u>	<u>IA</u>	<u>IB</u>	<u>II</u>	<u>III</u>
Oct. 21, 1987	Introduce Ordinance with truck routes Indicate intention as to routes to be adopted: A Recommended routes (including Turner Road) B Excluding Turner Road between Mills & Stockton		Introduce Ordinance in Alternative I with truck routes but excluding Turner Road and adding Section 13.2-C: "Direct" route shall mean the shortest route on a street as nearly perpendicular to the truck route as practical except that vehicle trips originating or ending at a lawfully conducted business within the City shall not be required to travel more than an additional 1 1/4 miles (one way) on a truck route in order to comply with this section.	Direct staff to revise Ordinance by eliminating truck routes
Nov. 4, 1987	Adopt Ordinance		Adopt Ordinance	Introduce Ordinance with revised Section 13.0 (no established truck routes, weight limit on certain streets)
Nov. 18, 1987	---		---	Adopt Ordinance
Dec. 9, 1987	Adopt Resolution with truck routes per A or B above		Adopt Resolution excluding Turner Road between Mills & Stockton	---
Jan. 9, 1987	---		---	Adopt Resolution with weight limits on certain streets

NOTE: Under all alternatives, we would sign the proposed STAA routes:





RECOMMENDED
TRUCK ROUTES



DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 EAST CHARTER WAY)

STOCKTON, CA 95201

TDD (209) 948-7853



September 11, 1987

Cecil Dillon, President of the
Lodi District Chamber of Commerce
W. Oak Street
Lodi, CA 95241

File: 10-SJ-12/99
City of Lodi
Truck Routes

Dear Cecil:

Caltrans has reviewed the proposed truck routes for the City of Lodi and offers the following comments:

The proposed plan would restrict truck traffic on Turner Road. This restriction would impact Routes 12 and 99. Route 99 southbound truck traffic which delivers to the northwest area of Lodi would be required to use Route 99 to Route 12, and then Lower Sacramento Road.

With the current proposal, trucks which deliver from the I-5 to the Cluff Avenue/Victor Road area will impact Route 12 through Lodi and Route 99.

The current proposal would only provide one east/west truck route through Lodi.

The proposed truck route plan would also impact the modified half clover interchange at Route 99 and Victor Road (Route 12). It should also be noted that the Route 99 southbound off ramp and the northbound on ramp at Victor Road are prohibited to STAA trucks. The other two ramps (Route 99 northbound off ramp and southbound on ramp at Victor Road) are signed for STAA truck use.

Caltrans appreciates the opportunity to comment on the proposed truck routes for the City of Lodi. Any questions concerning the comments may be directed to Ken Baxter at Caltrans, telephone number (209) 948-7936.

Very truly yours,

Dana Cowell
Chief, Transportation
Planning Branch

RECEIVED

SEP 17 1987



CITY OF LODI
PUBLIC WORKS DEPARTMENT

cc:Jack Ronsko

ORDINANCE NO. 1402

AN ORDINANCE OF THE LODI CITY COUNCIL REPEALING ORDINANCE NO. 493 AND ALL ORDINANCES AND PARTS OF ORDINANCES AMENDATORY THEREOF, THEREBY REPEALING TITLE 10, CHAPTER 10 OF THE LODI MUNICIPAL CODE, REGULATING VEHICLES AND TRAFFIC UPON THE STREETS WITHIN THE CITY OF LODI, AND ADDING A NEW TITLE 10, CHAPTER 10 TO THE LODI MUNICIPAL CODE REGULATING VEHICLES AND TRAFFIC UPON THE STREETS WITHIN THE CITY OF LODI.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LODI AS FOLLOWS:

SECTION I. City of Lodi Ordinance 493 and all ordinances amendatory thereof, and Lodi Municipal Code Title 10, Chapter 10 regulating vehicles and traffic upon the streets of the City of Lodi are hereby repealed in their entirety. There is hereby added to the Lodi Municipal Code a new Title 10, Chapter 10 regulating vehicles and traffic upon the streets, sidewalks, and other public and private places within the City of Lodi; and regulating the use, parking, and control of vehicles thereon, within of the City of Lodi, as follows:

TITLE 10
VEHICLES AND TRAFFIC

Chapter 10.04

WORDS AND PHRASES DEFINED

Section 10.04.010 - Definitions of Words and Phrases

- A. Whenever any words or phrases used herein are not defined, but are defined in the California Vehicle Code (VC) and subsequent amendments, such definitions shall apply. (VC 100 et seq.)
- B. Sections of the Vehicle Code authorizing or relating to sections of this ordinance are shown in parentheses and are included for information and reference only.

C. The following words and phrases when used in this ordinance shall, for the purpose of this ordinance, have the meanings respectively ascribed to them in this article.

1. "Council" means the City Council of the City of Lodi.
2. "Holidays", within the meaning of this ordinance, are:
 - a. Any day adopted by Council Resolution;
 - b. January 1st (New Year's Day);
 - c. The third Monday in February (Washington's Birthday);
 - d. The first Monday in May (Memorial Day);
 - e. July 4th (Independence Day);
 - f. The first Monday in September (Labor Day);
 - g. The fourth Thursday in November (Thanksgiving Day); and
 - h. December 25th (Christmas Day).
3. "Loading Zone" means the space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials.
4. "Parkway" means that portion of a street right of way between the roadway and the sidewalk.
5. "Passenger Loading Zone" means the space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers.
6. "Police Officer" means every officer of the Police Department of this City or any person authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.
7. "Public Works Director" means the Public Works Director and City Engineer of the City of Lodi.
8. "Traffic Resolution" means the resolution adopted by the Council and

amended from time to time pursuant to this ordinance which specifies traffic regulations and restrictions which shall be noticed by official traffic control devices. (VC 32)

Chapter 10.08

TRAFFIC ADMINISTRATION

Section 10.08.010 - Traffic Engineering Responsibilities

The Public Works Director is responsible for providing the traffic engineering function for the City and is responsible for exercising the powers and duties with respect to traffic as provided in this ordinance.

Chapter 10.12

ENFORCEMENT AND OBEDIENCE TO TRAFFIC REGULATIONS

Section 10.12.010 - Authority of Police and Fire Department Officials

Officers of the Police Department and such persons as are assigned by the Police Chief are hereby authorized to direct all traffic by voice, hand, or other signal in conformance with traffic laws. Notwithstanding the provisions to the contrary contained in this ordinance or the Vehicle Code, officers of the Police Department or Fire Department may direct traffic as conditions may require in emergencies. (VC 21100)

Section 10.12.020 - Required Obedience to Traffic Regulations

It shall be unlawful for any person to violate the traffic regulations as promulgated by this ordinance or to fail to obey any device erected or maintained pursuant to this ordinance or the Traffic Resolution.

(VC 21461 et seq.)

Section 10.12.030 - Unauthorized Persons Shall Not Direct Traffic

No person shall direct or attempt to direct traffic by voice, hand, or other signal, except in the following circumstances:

- A. Officers of the Police and Fire Departments as described in this article;
- B. Persons authorized by the Police Chief;
- C. Persons authorized by a Police or Fire officer in an emergency.

Section 10.12.040 - Obstruction or Interference With Police or Authorized
Officers

No person shall interfere with or obstruct in any way any police officer or other officer or employee of this City in their enforcement of the provisions of this ordinance or the Traffic Resolution. The removal, obliteration, or concealment of any chalk mark or other distinguishing mark or object used by any person authorized by this City in connection with the enforcement of the parking regulations of this ordinance shall, if done for the purpose of evading the provisions of this ordinance, constitute such interference or obstruction.

Chapter 10.16

TRAFFIC CONTROL DEVICES

Section 10.16.010 - Authority to Install Traffic Control Devices (VC 21351, 21360)

- A. As specifically authorized by the Council in the Traffic Resolution, the Public Works Director shall place and maintain traffic signals, and stop, speed limit, one way, weight limit, yield, and parking restriction official traffic control devices as required by the Vehicle Code to make effective the provisions of City ordinances or resolutions.
- B. The Public Works Director shall place and maintain all other official traffic control devices deemed necessary to properly indicate and carry

out the provisions of the Vehicle Code or the ordinances and resolutions of the City or to regulate, warn, or guide traffic, unless otherwise directed by the Council.

Section 10.16.020 - Authority to Remove, Relocate, and Discontinue Traffic Control Devices

The Public Works Director is hereby authorized to remove, relocate, or discontinue the operation of any traffic control device not specifically required by the Vehicle Code or installed under this ordinance or the Traffic Resolution whenever the Public Works Director determines in any particular case that the conditions which warranted or required the installation no longer exist.

Section 10.16.030 - Traffic Control Devices: Hours of Operation

The Public Works Director shall determine the hours and days during which any traffic control device shall be in operation or be in effect, except in those cases where such hours or days are specified in this ordinance or by resolution of the city council.

Section 10.16.040 - Unauthorized Painting of Curbs

No person or agency, unless authorized by the Public Works Director, shall paint any street, sidewalk, or curb surface; provided, however, that this section shall not apply to the painting of numbers on a curb surface by any person who has complied with the provisions of any resolution or ordinance of this City pertaining thereto.

Section 10.16.050 - Shrubbery, Etc., Obstructing Visibility

Whenever the Public Works Director finds that any hedge, shrubbery, or tree growing within the street right of way obstructs the view of any traffic control device or of any intersection, or any traffic upon the streets

approaching such intersection, the Public Works Director shall cause the hedge, shrubbery, or tree to be removed or trimmed to remove the obstruction.

Section 10.16.060 - New Pavement and Freshly Painted Markings

No person shall drive any vehicle over or across any newly made pavement or freshly painted markings in any street when a barrier sign, cone marker, or other warning device is in place warning persons not to drive over or across such pavement or markings.

Chapter 10.20

SPEED REGULATIONS

Section 10.20.010 - Speed Zones

- A. The State traffic laws regulating the speed of vehicles shall be applicable upon all streets within this City except where special speed zones are established by City Council resolution in accordance with the procedures provided in the Vehicle Code.
- B. Speed limits established in the Traffic Resolution pursuant to this section shall become effective when appropriate signs giving notice thereof are erected upon said street.

(VC 22357 et seq.)

Section 10.20.020 - Regulation of Speed by Traffic Signals

The Public Works Director is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from the speed otherwise applicable, and may erect appropriate signs giving notice thereof.

(VC 22401)

Section 10.20.030 - Speed Limit of Vehicles in Lodi Lake Park

All of that certain park belonging to the City known as Lodi Lake Park is a public playground and a place of public assemblage and all the highways

and driveways in the park pass places of public assemblage and through such public playground, and all of such highways and driveways are subject to the provisions of the Vehicle Code of the State and this ordinance.

It shall be prima facie unlawful for any person to operate any vehicle upon any such highways or driveways at a speed greater than 15 miles per hour. The Public Works Director is hereby authorized and directed to erect appropriate signs, along the lines of such highways and driveways, giving notice of such speed limit. (VC 21113)

Chapter 10.24

TURNING MOVEMENTS

Section 10.24.010 - Regulation of Turns at Intersections

The Public Works Director is authorized to place official traffic control devices within or adjacent to intersections controlling movements therein. Such turns may be prohibited between certain hours of any day. (VC 22101)

Chapter 10.28

STOP AND YIELD INTERSECTIONS

Section 10.28.010 - Authority for Stop Signs and Yield Signs

Through streets or intersections at which vehicular traffic shall stop or yield before entering the intersection may be designated in the Traffic Resolution. The Public Works Director shall place and maintain official traffic control devices giving notice thereof and no such designations shall be effective until such devices are in place. (VC 21355, 21356)

Chapter 10.32

RAILROAD TRAINS

Section 10.32.010 - Railroad Trains

No person shall operate any train or train of cars so as to permit the same to remain standing and block the movement of traffic upon any street for a period of time longer than ten minutes.

Section 10.32.020 - Train Speed

The City may establish the maximum speed (subject to California Public Utilities Commission approval) that a train engineer or conductor may cause a train under their control to travel on or across a City street.

Chapter 10.36

PEDESTRIANS' RIGHTS AND DUTIES

Section 10.36.010 - Crosswalks

- A. The Public Works Director shall establish, designate and maintain crosswalks by appropriate devices, marks or lines upon the surface of the roadway where, in the Public Works Director's opinion, there is particular danger to pedestrians crossing the roadway.
- B. The Public Works Director may install signs at or adjacent to an intersection or other appropriate locations directing that pedestrians shall not cross. It is unlawful for any pedestrian to cross at the location(s) prohibited by a sign. (VC 21106)

Chapter 10.40

REGULATIONS FOR BICYCLES

Section 10.40.010 - Bicycle License Required

- A. All bicycles operated in the City shall be licensed and registered by the City.
- B. Bicycle licenses shall be issued by the Police Chief. The Police Chief

is authorized to issue rules and regulations, not inconsistent with this section or accompanying city council resolution, governing the issuance and display of bicycle licenses.

- C. The Police Chief shall collect a fee as established by resolution of the city council from time to time for each license issued.
- D. This section does not apply to bicycle manufacturers or dealers transporting, displaying, or demonstrating bicycles, or to the operators of bicycles not residing within the City limits; provided that such operators not residing within the City limits have complied with any registration and licensing requirements of the local authority in which they reside.
- E. The Police Department shall have the right to impound and retain possession of any bicycle in violation of the provisions of this section, and may retain possession of such bicycle until the provisions of this article are complied with.

Section 10.40.020 - Bicycle Riding Rules

- A. No person shall operate a bicycle on the sidewalk in a Business District.
- B. Persons operating bicycles on the sidewalk shall yield the right of way to any pedestrian approaching thereon, and shall exercise due care for the safety of any person upon the sidewalk.
- C. Persons operating bicycles on the sidewalk shall obey any signs posted by the Public Works Director regulating or prohibiting the riding, walking, or parking of bicycles. (VC 21206)

Chapter 10.44

STOPPING, STANDING, AND PARKING

Section 10.44.010 - Public Works Director to Maintain No Stopping, No
Parking, and Restricted Parking Zones

The Public Works Director is hereby authorized to maintain, by appropriate signs or by paint upon the curb surface, all no stopping zones, no parking areas, and restricted parking areas, as required in the Vehicle Code and as described in this ordinance or established by the Council in the Traffic Resolution.

When said curb markings or signs are in place, no operator of any vehicle shall stop, stand, or park such vehicle adjacent to any such legible curb marking or sign in violation of any of the provisions of this ordinance or the Traffic Resolution.

(VC 22500 et seq.)

Section 10.44.020 - Prohibited Stopping, Standing, or Parking

No person shall stop, park, or leave standing any vehicle, whether unattended or attended, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or other authorized person or official traffic control device, in any of the following places:

- A. In any area established by the Council in the Traffic Resolution as a no parking area, when such area is indicated by appropriate signs or by red paint upon the curb surface.
- B. Within any parkway or on a sidewalk.
- C. In any alley, except for the purpose of the loading or unloading of persons or materials.
- D. On any street or public right of way where the use such street or right

of way or a portion thereof is necessary for the cleaning, repair, or construction of the street or the installation of underground utilities; or where the use of the street or any portion thereof is authorized for a purpose other than the normal flow of traffic; or where the use of the street or any portion thereof is necessary for the movement of equipment, articles, or structures of unusual size and the parking of such vehicle would prohibit or interfere with such use or movement; provided that signs giving notice of such no parking are erected or placed at least 24 hours prior to the effective time of such no parking.

- E. On one side of the South Hutchins Street and Lower Sacramento Frontage Roads; said side to be the one adjacent to the major street.
- F. In any area 20 feet or less in length, where the Public Works Director determines that the parking or stopping of any vehicle would constitute a traffic hazard or would endanger life or property, or on the approach to a traffic control device when such place is indicated by appropriate signs or by red paint upon the curb surface.
- G. In front of a wheelchair ramp when such place is indicated by appropriate signs or by red paint upon the curb surface. (VC 22500-1)

Section 10.44.030 - Parking for Consecutive Period of 72 Hours - Prohibited

No person who owns or has possession, custody, or control of any vehicle shall park such vehicle upon any street or public right of way for more than a consecutive period of 72 hours.

Section 10.44.040 - Parking for Certain Purposes Prohibited

No person shall park a vehicle or vessel:

- A. Upon a public or private street, public right of way, parking lot, or any public or private property for the purpose of displaying such vehicle or

vessel thereon for sale, hire, or rental, unless the property is duly licensed and zoned by the City to transact that type of business at that location. This section shall not prohibit persons from parking vehicles or vessels on private residential property belonging to the owner of the vehicle or vessel, nor on the public street immediately adjacent to said private residential property.

The parking or placing of any vehicle or vessel with a sign or other advertising device thereon or proximate thereto, indicating such vehicle or vessel is for sale, hire, or rental, shall constitute prima facie evidence that such vehicle or vessel was parked or placed for the purpose of displaying same for sale, hire, or rental.

- B. Upon any street, public right of way, or public property for the principal purpose of painting, greasing, or repairing a vehicle or vessel or property thereon except repairs necessitated by an emergency.
- C. Upon any street, public right of way, or public property for the principal purpose of washing or polishing such a vehicle or any part thereof when a charge is made for such service.

Section 10.44.050 - Parking Not to Obstruct Traffic

No person shall park any vehicle in such a position as to obstruct the normal movement of traffic or within the roadway as defined by a painted edge line.

Section 10.44.060 - No Stopping in Intersection That Would Obstruct Traffic

No operator of any vehicle shall enter any intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle being operated without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic control signal indication to proceed.

Section 10.44.070 - Parking Not to Obstruct Sight Distance

No person shall park or leave standing a vehicle which is 6 feet or more in height, including any load thereon within 100 feet of any intersection so designated in the Traffic Resolution. (VC 22507)

Section 10.44.080 - Unlawful Parking - Peddlers, Vendors

- A. Except as otherwise provided in this section, no person shall stand or park any vehicle, wagon, or pushcart from which goods, wares, merchandise, fruits, vegetables, or food stuffs are sold, displayed, solicited, or offered for sale or bartered or exchanged, or any lunch wagon or eating car or vehicle, on any portion of any street OR PUBLIC RIGHT OF WAY within this City except that such vehicles, wagons, or pushcarts may stand or park only at the request of a bona-fide purchaser for a period of time not to exceed ten minutes at any one place. The provisions of this subsection shall not apply to persons delivering such articles upon order of or by agreement with a customer from a store or other fixed place of business or distribution.
- B. No person shall park or stand on any street or public right of way any lunch wagon, eating cart, vehicle, or pushcart from which any articles of food are sold or offered for sale without first obtaining a written permit to do so from the City Council which shall designate the specific location in which such cart shall stand.
- C. No person shall park or stand any vehicle or wagon used or intended to be used in the transportation of property for hire on any street while awaiting patronage for such vehicle or wagon without first obtaining a written permit to do so from the City Council which shall designate the specific location where such vehicle may stand.
- D. Whenever any permit is granted under the provisions of this section and a

particular location to park or stand is specified therein, no person shall park or stand any vehicle, wagon, or pushcart on any location other than as designated in such permit. In the event that the holder of any such permit is convicted in any court of competent jurisdiction for violating the provisions of this section, such permit shall be forthwith revoked by the City Council upon the filing of the record of such conviction with the City Council and no permit shall thereafter be issued to such person until six months have elapsed from the date of such revocation. (VC 22455)

Section 10.44.090 - Temporary Parking

- A. Restrictions: Whenever the Public Works Director or the Police Chief determine that a traffic congestion is likely to result from the holding of public or private assemblages, gatherings, or functions, or for other reasons, they shall have power and authority to order temporary signs to be erected or posted indicating that the operation, parking, or standing of vehicles is prohibited on such streets as they shall direct during the time such temporary signs are in place. Such signs shall remain in place only during the existence of such emergency and the Public Works Director shall cause such signs to be removed promptly thereafter.
- B. Permits: Whenever construction work or other temporary activities interfere with normal parking, the finance director may issue temporary parking permits exempting vehicles from the street parking restrictions described in the traffic resolution.

Section 10.44.100 - Angle Parking

On any of the streets or portions of streets established in the Traffic Resolution as angle parking zones, when signs or pavement markings are in place indicating such angle parking, it shall be unlawful for the operator of

any vehicle to park said vehicle except:

- A. At the angle to the curb indicated by signs or pavement markings allotting space to parking vehicles and entirely within the limits of said allotted space.
- B. With the front wheel nearest the curb within six inches of said curb.
(VC 22503)

Section 10.44.110 - Parking Space Markings

The Public Works Director is authorized to install and maintain parking space markings to indicate parking spaces where authorized parking is permitted.

When such parking space markings are placed on the street or parking lot, subject to other and more restrictive limitations, no vehicle shall be stopped, left standing, or parked other than within a single space unless the size or shape of such vehicle makes compliance impossible.

Section 10.44.120 - Disabled Persons' Parking Spaces

The Public Works Director is authorized to designate exclusive disabled persons' parking stalls both on-street and in City operated parking lots in accordance with the provisions of the Vehicle Code. (VC 22511.7)

Section 10.44.130 - Establishment of Restrictions and Permit Parking in
Parking Lots

- A. The City Council may, in the Traffic Resolution, provide for and establish time restrictions and permit parking in City maintained parking lots and charge for the use of a parking space in said lots.
- B. No person shall park or stand any vehicle in a permit parking lot contrary to the provisions of city council resolutions adopted pursuant to this ordinance.

Section 10.44.140 - Parking on City Property

- A. The City Manager shall have the authority to prohibit, limit, or restrict the parking or standing of vehicles in parking lots at City facilities in order to provide orderly, efficient conduct of City business. City facilities include, but are not limited to, the Civic Center, Municipal Service Center, Hutchins Street Square, fire houses, parks, and other City buildings, but do not include downtown public/permit parking lots.
- B. When signs authorized by the provisions of this article are in place giving notice thereof, no person shall park or stand any vehicle contrary to the directions or provisions of such signs or markings.

Section 10.44.150 - Public Works Director to Designate Loading Zones and Passenger Loading Zones

- A. The Public Works Director is authorized to determine the location of loading zones and passenger loading zones and shall place and maintain appropriate signs or markings indicating the same and stating the hours during which the provisions of this article and the Vehicle Code are applicable, except as provided in this ordinance.
- B. Loading zones shall mean no stopping, standing, or parking at any time as indicated for any purpose other than the loading or unloading of passengers or freight, provided that the loading or unloading of passengers shall not consume more than 3 minutes nor the loading or unloading of freight more than 20 minutes. Unless indicated otherwise, loading zone restrictions shall be in effect between 10:00 a.m. and 6:00 p.m. of any day except Sundays and holidays.
- C. Passenger loading zones shall mean no stopping, standing, or parking for any purpose other than loading or unloading of passengers, or for the purpose of depositing mail in an adjacent mailbox, which shall not exceed

three minutes, and such restrictions shall apply between 9:00 a.m. and 6:00 p.m. of any day except Sundays and holidays and except as follows:

1. When such zone is in front of a hotel or in front of a mailbox, the restrictions shall apply at all times.
2. When such zone is in front of a theater, school, park, or church, the restrictions shall apply at all times except when such facility is closed.

Section 10.44.160 - Public Works Director to Designate Public Carrier Stops and Stands

The Public Works Director is authorized to establish bus stops, bus stands, taxicab stands, and stands for other passenger common-carrier motor vehicles on such streets, in such places, and in such number as the Public Works Director shall determine to be of the greatest benefit and convenience to the public, and every such bus stop, bus stand, taxicab stand, or other stand shall be designated by appropriate official traffic control devices. (VC 21458, 22500 et seq.)

Chapter 10.48

PERMIT PARKING

Section 10.48.010 - Zones on Designated Streets - Authorized

The Council may designate in the Traffic Resolution certain residential streets or any portions thereof as a preferential parking zone for the benefit of residents and merchants adjacent thereto, in which zone vehicles displaying a permit or other authorized indication may be exempt from parking prohibitions or restrictions otherwise posted, marked, or noticed.

No preferential parking city council resolution shall apply until signs or markings giving adequate notice thereof have been posted.

Section 10.48.020 - Permit - Issuance

Parking permits shall be issued by the Finance Director. The Finance Director is authorized to issue rules and regulations, not inconsistent with this article or authorizing city council resolution, governing the manner in which persons shall qualify for and display parking permits.

Section 10.48.030 - Fees

The Finance Director shall collect a fee as established from time to time by resolution of the city council for each permit issued.

Section 10.48.040 - Exemptions

The provisions of this article shall not apply to any delivery vehicle, which vehicles are under the control of an individual providing service to property located on a street in a permit parking area, nor to any emergency motor vehicle including, but not limited to, an ambulance, fire engine, or police vehicle.

(VC 22507)

Chapter 10.52

REGULATION OF COMMERCIAL VEHICLE ROUTES AND PARKING

Section 10.52.010 - Vehicle Weight Limits in City Streets

Whenever the Traffic Resolution of this City designates and describes any street or portion thereof as a street, the use of which is permitted by any commercial vehicle exceeding a maximum gross weight limit of five tons, the Public Works Director is hereby authorized to designate such street by appropriate signs as a "truck route" for the movement of vehicles exceeding a maximum gross weight limit of five tons.

When signs are erected giving notice thereof, streets or portions of

streets are hereby declared to be truck routes for the movement of commercial vehicles exceeding a maximum gross weight of five tons. (VC 21101)

Section 10.52.020 - Vehicle Size Limits in City Streets

Whenever the Traffic Resolution of this City designates and describes any street or portion thereof as a street, the use of which is permitted by vehicles within the length limitations described in Section 35401.5 of the Vehicle Code, the Public Works Director is hereby authorized to designate such street by appropriate signs as a "truck route" for the movement of such vehicles.

When signs are erected giving notice thereof, streets or portions of streets are hereby declared to be truck routes for the movement of vehicles within the maximum lengths allowed by Section 35401.5 of the Vehicle Code. (VC 35401.5)

Section 10.52.030 - Route Restrictions

- A. When any weight or length truck routes are established and designated by appropriate signs, the operator of any vehicle not in compliance with the specified limits shall drive on such routes and none other except as otherwise provided by City ordinance or in the Vehicle Code. (VC 35401.5)
- B. Nothing in this ordinance shall prohibit any vehicle exceeding a maximum gross weight of five tons coming from a "Truck Route" having ingress and egress by direct route to and from a restricted street when necessary for the purpose of making pick-ups or deliveries of goods, wares and merchandise from or to any building or structure located on such restricted streets or for the purpose of delivering materials to be used in the actual and bona-fide repair, alteration, remodeling, or construction of any building or structure upon such restricted streets

for which a building permit has previously been obtained therefor.

(VC 35703, 35704)

Section 10.52.040 - Permits

The Public Works Director may issue permits in accordance with the applicable provisions of the Vehicle Code for the operation of vehicles exceeding the weight/length limitations imposed by this ordinance and the Vehicle Code. (VC 35401.5, 35780 et seq.)

Section 10.52.050 - Parking Restrictions

When truck routes are established and designated by appropriate signs, the operator of any vehicle not in compliance with the specified limits may park said vehicle only on such routes except as otherwise provided by City ordinance or in the Vehicle Code. (VC 21101)

It is unlawful to park a commercial vehicle exceeding a maximum gross weight of five tons on any street in a residential district. For the purposes of this section, "residential district" includes any area having residential uses allowed by the City Zoning Code.

This section shall not prohibit parking of commercial vehicles in the process of being loaded or unloaded.

Section 10.52.060 - Parking of Trailers Prohibited

No person who owns or has possession, custody, or control of any trailer or semitrailer shall park such trailer or semitrailer upon any street, alley, public way or public place, unless such trailer or semitrailer, at all such times it is so parked, is attached to a motor vehicle capable of providing the motive power for moving the trailer or semitrailer upon the street, alley, public way or public place.

This section shall not prohibit the parking of a trailer or semitrailer in the process of being loaded or unloaded, nor of a trailer or semitrailer

which is disabled in such a manner and to such an extent that it requires some vehicle or facility other than its normal means of motivation to move the same along said street, alley, public way or public place; provided, however, such trailer or semitrailer so disabled may remain so parked while unattached to the motor vehicle described in this section only for the time necessary for the vehicle or facility to be provided for its removal, and in no event longer than two hours.

This section shall not apply to utility trailers or trailer coaches (travel trailers).

Section 10.52.070 - Bus and Utility Vehicles

The provisions of this article shall not apply to school buses and buses under the jurisdiction of the Public Utilities Commission, or to any vehicle owned by a public utility or licensed contractor while necessarily in use in the construction, installation, or repair of any public utility. (VC 22512, 35704)

Chapter 10.56

REMOVAL OF VEHICLES

Section 10.56.010 - Removal From Streets and/or From Privately-Owned or Publicly-Owned Parking Facilities

Any officer of the Police Department or regularly employed and salaried employee who is engaged in enforcing parking laws and regulations of this City may remove or cause to be removed a vehicle in accordance with the provisions of the Vehicle Code and the following:

- A. Any vehicle that has been parked or left standing upon a street or alley for 72 or more consecutive hours.

- B. Any vehicle which is parked or left standing upon a street when such parking or standing is prohibited by ordinance or resolution and signs are posted giving notice of removal.
- C. Any vehicle which is parked or left standing upon a street where the use of such street or any portion thereof is necessary for the cleaning, repair, or construction of the street or for the installation of underground utilities, or where the use of the street or any portion thereof is necessary for the movement of equipment, articles, or structures of unusual size, and the parking of such vehicle would prohibit or interfere with such use or movement; provided that signs giving notice that such vehicle may be removed are erected or placed at least 24 hours prior to the removal. (VC 22650 et seq.)

Section 10.56.020 - Removal From Private Property

- A. Findings and Declarations: In addition to and in accordance with the determination made and the authority granted by the State of California under Section 22660 of the Vehicle Code to remove abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof as public nuisances, the City Council of the City of Lodi hereby makes the following findings and declarations:

The accumulation and storage of abandoned, wrecked, dismantled, or inoperative vehicles or parts thereof on private or public property, not including highways, is hereby found to create a condition tending to reduce the value of private property, to promote blight and deterioration, to invite plundering, to create fire hazards, to constitute an attractive nuisance creating a hazard to the health and safety of minors, to create a harborage for rodents and insects, and to be injurious to the health, safety, and general welfare. Therefore, the

presence of an abandoned, wrecked, dismantled, or inoperative vehicle or parts thereof on private or public property, not including highways, except as expressly hereinafter permitted, is hereby declared to constitute a public nuisance which may be abated as such in accordance with the provisions of this chapter.

B. Definitions: As used in this chapter:

1. The term "public property" does not include "highway".
2. The term "owner of land" means the owner of the land on which the vehicle, or parts thereof, is located, as shown on the last equalized assessment roll.

C. Exceptions: This chapter shall not apply to:

1. A vehicle, or parts thereof, which is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property; or
2. A vehicle, or parts thereof, which is located behind a solid fence six feet or more in height or which is not plainly visible from a highway; or
3. A vehicle, or parts thereof, which is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, or junk dealer, or when such storage or parking is necessary to the operation of a lawfully-conducted business or commercial enterprise. Nothing in this section shall authorize the maintenance of a public or private nuisance as defined under provisions of law other than Chapter 10 (commencing with Section 22650) of Division 11 of the Vehicle Code and this chapter.

- D. Non-Exclusive Regulations: This article is not the exclusive regulation of abandoned, wrecked, dismantled, or inoperative vehicles within the City of Lodi. It shall supplement and be in addition to the other regulatory codes, statutes, and ordinances heretofore or hereafter enacted by the City of Lodi, the State, or any other legal entity or agency having jurisdiction.
- E. Administration: Except as otherwise provided herein, the provisions of this article shall be administered and enforced by the Community Development Director. In the enforcement of this article, such officer and deputies may enter upon private or public property to examine a vehicle, or parts thereof, or obtain information as to the identity of a vehicle (and to remove or cause the removal of a vehicle or parts thereof) declared to be a nuisance pursuant to this article.
- F. Contractor or Franchise Holder - Entry to Remove Vehicle: When the City Council has contracted with or granted a franchise to any person or persons, such person or persons shall be authorized to enter upon private property or public property to remove or cause the removal of a vehicle or parts thereof declared to be a nuisance pursuant to this article.
- G. Administrative Costs: The City Council shall from time to time determine and fix an amount to be assessed as administrative costs (excluding the actual cost of removal of any vehicle or parts thereof) under this article.
- H. Community Development Director - Authority to Cause Abatement: Upon discovering the existence of an abandoned, wrecked, dismantled, or inoperative vehicle, or parts thereof, on private property or public property within the City of Lodi, the Community Development Director shall have the authority to cause the abatement and removal thereof in accordance with the procedure prescribed herein.

- I. Notice of Intention: A 10-day notice of intention to abate and remove the vehicle, or parts thereof, as a public nuisance shall be mailed by registered mail to the owner of the land and to the owner of the vehicle, unless the vehicle is in such condition that identification numbers are not available to determine ownership. The notice of intention shall be in substantially the following form:

NOTICE OF INTENTION TO ABATE AND REMOVE AN ABANDONED,
WRECKED, DISMANTLED, OR INOPERATIVE VEHICLE OR PARTS
THEREOF AS A PUBLIC NUISANCE

(Name and Address of Owner of the Land)

As owner shown on the last equalized assessment roll of the land located at (address), you are hereby notified that the undersigned, pursuant to Ordinance No. ____, has determined that there exists upon said land an (or parts of an) abandoned, wrecked, dismantled, or inoperative vehicle registered to _____, license number _____, which constitutes a public nuisance pursuant to the provisions of Ordinance No. ____.

You are hereby notified to abate said nuisance by the removal of said vehicle (or said parts of a vehicle) within 10 days from the date of mailing of this notice and, upon your failure to do so, the same will be abated and removed by the City and the costs thereof, together with administrative costs, assessed to you as owner of the land on which said vehicle (or said parts of a vehicle) is located.

As owner of the land on which said vehicle (or said

parts of a vehicle) is located, you are hereby notified that you may, within 10 days after the mailing of this notice of intention, request a public hearing and, if such a request is not received by the Community Development Director within such 10-day period, the Community Development Director shall have the authority to abate and remove said vehicle (or said parts of a vehicle) as a public nuisance and assess the costs as aforesaid without a public hearing. You may submit a sworn written statement within such 10-day period denying responsibility for the presence of said vehicle (or said parts of a vehicle) on said land, with your reasons for denial, and such statement shall be construed as a request for a hearing at which your presence is not required. You may appear in person at any hearing requested by you or the owner of the vehicle, or in lieu thereof, may present a sworn written statement as aforesaid in time for consideration at such hearing.

Notice Mailed _____ s/ _____
(Date) Community Development Director

NOTICE OF INTENTION TO ABATE AND REMOVE AN ABANDONED,
WRECKED, DISMANTLED, OR INOPERATIVE VEHICLE OR PARTS
THEREOF AS A PUBLIC NUISANCE

(Name and address of last registered and/or legal
owner of record of vehicle - Notice should be
given to both if different)

As last registered (and/or legal) owner of record of
(description of vehicle - make, model, license, etc.), you
are hereby notified that the undersigned, pursuant to

Ordinance No. _____, has determined that said vehicle (or parts of a vehicle) exists as an abandoned, wrecked, dismantled, or inoperative vehicle at (described location on public or private property) and constitutes a public nuisance pursuant to the provisions of Ordinance No. _____.

You are hereby notified to abate said nuisance by the removal of said vehicle (or said parts of a vehicle) within 10 days from the date of mailing of this notice.

As registered (and/or legal) owner of record of said vehicle (or said parts of a vehicle), you are hereby notified that you may, within 10 days after the mailing of this notice of intention, request a public hearing and, if such a request is not received by the Community Development Director within such 10-day period, the Community Development Director shall have the authority to abate and remove said vehicle (or said parts of a vehicle) without a hearing.

Notice Mailed _____ s/ _____
(Date) Community Development Director

- J. Public Hearing: Upon request by the owner of the vehicle or owner of the land, received by the Community Development Director within 10 days after the mailing of the notices of intention to abate and remove, a public hearing shall be held by the Community Development Director on the question of abatement and removal of the vehicle or parts thereof as an abandoned, wrecked, dismantled, or inoperative vehicle, and the assessment of the administrative costs and the cost of removal of the vehicle or parts thereof against the property on which it is located.

If the owner of the land submits a sworn written statement denying

responsibility for the presence of the vehicle on his/her land within such 10-day period, said statement shall be construed as a request for a hearing, which does not require the owner's presence. Notice of the hearing shall be mailed, by registered mail, at least 10 days before the hearing, to the owner of the land and to the owner of the vehicle, unless the vehicle is in such condition that identification numbers are not available to determine ownership. If such a request for hearing is not received within said 10 days after mailing of the notice of intention to abate and remove, the City of Lodi shall have the authority to abate and remove the vehicle or parts thereof as a public nuisance without holding a public hearing.

- K. Public Hearing by Community Development Director: All hearings under this article shall be held before the Community Development Director who shall hear all facts and testimony he/she deems pertinent. Said facts and testimony may include testimony on the condition of the vehicle or parts thereof and the circumstances concerning its location on the private property or public property. The Community Development Director shall not be limited by the technical rules of evidence. The owner of the land may appear in person at the hearing or present a sworn written statement in time for consideration at the hearing, and deny responsibility for the presence of the vehicle on the land, with reasons for such denial.

The Community Development Director may impose such conditions and take such other action he/she deems appropriate under the circumstances to carry out the purpose of this article. The Community Development Director may delay the time for removal of the vehicle or parts thereof if, in his/her opinion, the circumstances justify it. At the conclusion

of the public hearing, the Community Development Director may find that a vehicle or parts thereof has been abandoned, wrecked, dismantled, or is inoperative on private or public property and order the same removed from the property as a public nuisance and disposed of as hereinafter provided and determine the administrative costs and the cost of removal to be charged against the owner of the land. The order requiring removal shall include a description of the vehicle or parts thereof and the correct identification number and license number of the vehicle, if available at the site.

If it is determined at the hearing that the vehicle was placed on the land without the consent of the owner of the land and that the owner has not subsequently acquiesced in its presence, the Community Development Director shall not assess the costs of administration or removal of the vehicle against the property upon which the vehicle is located or otherwise attempt to collect such costs from such owner of the land.

If the owner of the land submits a sworn written statement denying responsibility for the presence of the vehicle on his/her land but does not appear, or if an interested party makes a written presentation to the Community Development Director but does not appear, the owner or interested party shall be notified in writing of the decision.

- L. Appeal to City Council: Any interested party may appeal the decision of the Community Development Director by filing a written notice of appeal with the Community Development Director within five days after the decision.

Such appeal shall be heard by the City Council which may affirm, amend, or reverse the order or take other action deemed appropriate.

The City Clerk shall give written notice of the time and place of the hearing to the appellant and those persons specified in Section I.

In conducting the hearing, the City Council shall not be limited by the technical rules of evidence.

- M. Removal of Vehicles: Five days after adoption of the order declaring the vehicle or parts thereof to be a public nuisance, five days from the date of mailing of notice of the decision if such notice is required by Section K, or fifteen days after such action of the governing body authorizing removal following appeal, the vehicle or parts thereof may be disposed of by removal to a scrapyard or automobile dismantler's yard. After a vehicle has been removed, it shall not thereafter be reconstructed or made operable.
- N. Notice to Department of Motor Vehicles: Within five days after the date of removal of the vehicle or parts thereof, notice shall be given to the Department of Motor Vehicles identifying the vehicle or parts thereof removed. At the same time, there shall be transmitted to the Department of Motor Vehicles any evidence of registration available, including registration certificates, certificates of title, and license plates.
- O. Assessment of Costs: If the administrative costs and the cost of removal which are charged against the owner of a parcel of land pursuant to Section K are not paid within 30 days of the date of the order or the final disposition of an appeal therefrom, such costs shall be assessed against the parcel of land pursuant to Section 38773.5 of the Government Code and shall be transmitted to the tax collector for collection. Said assessment shall have the same priority as other City of Lodi taxes.
- P. Unlawful to Abandon, Park, Store, or Leave Vehicle: It shall be unlawful for any person to abandon, park, store, or leave or permit the

abandonment, parking, storing, or leaving of any licensed or unlicensed vehicle or parts thereof which is in an abandoned, wrecked, dismantled, or inoperative condition upon any private property or public property, not including highways, within the City for a period in excess of seven days unless such vehicle or parts thereof is completely enclosed within a building in a lawful manner where it is not plainly visible from the street or other public or private property, or unless such vehicle is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, or a junkyard, or when such storage or parking is necessary to the operation of a lawfully-conducted business or commercial enterprise.

- Q. Unlawful to Refuse to Comply With Order: It shall be unlawful for any person to fail or refuse to remove an abandoned, wrecked, dismantled, or inoperative vehicle, or parts thereof, or refuse to abate such nuisance when ordered to do so in accordance with the abatement provisions of this article or State law where such State law is applicable. (VC 22660)

SECTION 2. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

SECTION 3. This ordinance shall be published one time in the "Lodi News Sentinel", a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

Approved this day of

EVELYN M. OLSON
Mayor

Attest:

ALICE M. REIMCHE
City Clerk

State of California
County of San Joaquin, ss.

I, Alice M. Reimche, City Clerk of the City of Lodi, do hereby certify that Ordinance No. 1402 was re-introduced at a regular meeting of the City Council of the City of Lodi held October 21, 1987 and was thereafter passed, adopted and ordered to print at a regular meeting of said City Council held _____, 1987 by the following vote:

Ayes: Council Members -
Noes: Council Members -
Absent: Council Members -
Abstain: Council Members -

I further certify that Ordinance No. 1402 was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

ALICE M. REIMCHE
City Clerk

Approved as to Form

RONALD M. STEIN
City Attorney

ORD1402/TXTA.02D

TRAFFIC RESOLUTION

WHEREAS, the City of Lodi City Council has adopted a traffic ordinance which calls for various traffic restrictions to be adopted by resolution;

THEREFORE, BE IT RESOLVED that the following be adopted and future changes be incorporated into this resolution by revision:

Section 1 - One-Way Streets and Alleys

The streets or portions of streets or alleys in this City hereinafter listed are hereby defined and established as one-way streets:

A. Streets

- ° Lee Avenue from Lodi Avenue to Locust Street - southbound.
- ° Pleasant Avenue from Lodi Avenue to Pine Street and from Elm Street to Lockeford Street - northbound.
- ° Washington Street from Poplar Street to Concord Street - southbound.

B. Alleys

- ° North-south alleys between School Street and Sacramento Street from Elm Street to Lodi Avenue shall be southbound except the alley between Oak Street and Walnut Street
- ° East-west alleys between Lockeford Street and Lodi Avenue from Sacramento Street to Church Street shall be westbound.

Section 2 - Through Streets, Stop Intersections, and Yield Intersections

- A. The streets or portions of streets, intersections, or entrances thereto listed in Sections 2B, 2C, 2D of this resolution are hereby defined and established as through streets, stop intersections, or yield intersections and shall be governed by the appropriate sections of the Vehicle Code.

Where through streets intersect, stops shall be as indicated in Section 2C of this resolution. Where no limits are given, through streets extend from City Limit to City Limit or to end of street. Through street limits designated "from" and "to" do not include the cross streets named.

B. Through Streets:

Almond Drive
Beckman Road from Turner Road to Kettleman Lane
California Street from Turner Road to Elm Street
Central Avenue from Pine Street to Kettleman Lane
Century Boulevard
Cherokee Lane
Church Street from Turner Road to Century Boulevard

Cluff Avenue from Turner Road to Pine Street
 Elm Street from west City Limit to Cherokee Lane
 Fairmont Avenue from Lodi Avenue to Kettleman Lane
 Ham Lane from Turner Road to Harney Lane
 Harney Lane
 Hutchins Street from Lockeford Street to south City Limit
 Kettleman Lane
 Lockeford Street from Mills Avenue to Cluff Avenue
 Lodi Avenue
 Lower Sacramento Road from north City Limit to south City Limit
 Mills Avenue from Turner Road to south City Limit
 Pine Street from Ham Lane to east City Limit
 Stockton Street from Turner Road to south City Limit
 Tokay Street from west City Limit to Cherokee Lane
 Turner Road
 Victor Road
 Vine Street from west City Limit to Church Street

C. Stop Intersections

1. Multi-Way Stop Intersections

<u>Street</u>	&	<u>Street</u>
Beckman Road		Lodi Avenue
Beckman Road		Pine Street
California Street		Lockeford Street
Central Avenue		Tokay Street
Central Avenue		Vine Street
Century Boulevard		Ham Lane
Church Street		Tokay Street
Eilers Lane		Lilac Street
Elm Street		Hutchins Street
Elm Street		Mills Avenue
Fairmont Avenue		Tokay Street
Fairmont Avenue		Vine Street
Garfield Street		Tokay Street
Ham Lane		Lockeford Street
Hutchins Street		Pine Street
Lodi Avenue		Lower Sacramento Road
Lodi Avenue		Mills Avenue
Lower Sacramento Road (North)		Turner Road
Lower Sacramento Road/Woodhaven Lane		Turner Road
Mills Avenue		Tokay Street
Oak Street		Pacific Avenue
Oak Street		School Street
Pine Street		Stockton Street
School Street		Walnut Street
Stockton Street		Tokay Street

2. Two-Way and One-Way Stop Intersections

<u>Street</u>	<u>Stops at</u>	<u>Street</u>
Beckman Road		Lockeford Street
Beckman Road		Victor Road
Cardinal Street		Crescent Avenue
Century Boulevard		Stockton Street
Chestnut Street		Lee Avenue

<u>Street</u>	<u>Stops at</u>	<u>Street</u>
Clowe Court		Virginia Avenue (left turn)
Cluff Avenue		Industrial Way
Cluff Avenue		Turner Road
Cluff Avenue		Victor Road
Cluff Avenue		Vine Street
Eden Street		Garfield Street
Eden Street		Washington Street
Elm Street		Lower Sacramento Road
Elm Street		Sacramento Street
Elm Street		School Street
Elm Street		Stockton Street
Fairmont Avenue		Oak Street
Fairmont Avenue		Walnut Street
Garfield Street		Vine Street
Hilborn Street		Garfield Street
Holly Drive		Loma Drive
Lincoln Avenue		Daisy Avenue
Locust Street		Crescent Avenue
Locust Street		Cross Street
Locust Street		Sacramento Street
Locust Street		School Street
Mills Avenue		Kettleman Lane
Oak Street		Crescent Avenue
Oak Street		Main Street
Oak Street		Sacramento Street
Orange Avenue		Walnut Street
Park Street		Crescent Avenue
Pleasant Avenue		Oak Street
Rose Street		Walnut Street
Stockton Street		Lockeford Street
Timberlake Circle		Lakeshore Drive
Tokay Street		Lower Sacramento Road
Vine Street		Hutchins Street
Vine Street		Lower Sacramento Road
Vine Street		Mills Avenue
Vine Street		School Street
Walnut Street		Crescent Avenue
Walnut Street		Main Street
Walnut Street		Sacramento Street
Windsor Drive		Crescent Avenue
York Street		Crescent Avenue

D. Yield Intersections

<u>Street</u>	<u>Yields at</u>	<u>Street</u>
Acacia Street		Washington Street
Avena Avenue		Oak Street
Avena Avenue		Walnut Street
Cambridge Drive		Pine Street
Central Avenue		Locust Street
Chestnut Street		Pleasant Avenue
Chestnut Street		School Street
Clowe Court right turn		Virginia Avenue
Columbia Drive		Calaveras Street
Cross Street		Lake Street

Street
DeForce Avenue
Eureka Avenue
Eureka Avenue
Eureka Avenue
Eureka Avenue
Fairmont Avenue
Flora Street
Forrest Avenue
Forrest Avenue
Forrest Avenue
Garfield Street
Garfield Street
Garfield Street
Grant Avenue
Greenwood Drive
Hilborn Street
Klamath Court
Laurel Avenue
Lee Avenue
Lee Avenue
Lincoln Avenue
Lloyd Street
Locust Street
Louie Avenue
Maple Street
Maple Street
Mission Street
Newport Drive
Northwood Drive
Oak Street
Olive Court
Olive Court
Orange Avenue
Orange Avenue
Palm Avenue
Palm Avenue
Palm Avenue
Park Street
Park Street
Park Street
Pleasant Avenue
Pleasant Avenue
Poplar Street
Roper Avenue
Rose Street
Sierra Vista Place
Sunset Drive
Sunset Drive
Sycamore Street
Tamarack Drive
TAMARACK DRIVE
Tamarack Drive
Village Street
Walnut Street
Washington Street
Westwood Avenue

Yields at Street
School Street
Grant Avenue
Lincoln Avenue
Pleasant Avenue
Roper Avenue
Locust Street
Washington Street
Lincoln Avenue
Pleasant Avenue
School Street
Locust Street
Oak Street
Walnut Street
Louie Avenue
Ham Lane
Washington Street
Rutledge Drive
Lake Home Drive
Oak Street
Walnut Street
Louie Avenue
Delores Street
Loma Drive
Pleasant Avenue
Garfield Street
Washington Street
Washington Street
Lakeshore Drive
Maplewood Drive
Washington Street
Lincoln Avenue
Pleasant Avenue
Locust Street
Oak Street
Grant Avenue
Lincoln Avenue
Roper Avenue
Lee Avenue
Pleasant Avenue
School Street
Locust Street
Walnut Street
Washington Street
Louie Avenue
Oak Street
Pleasant Avenue
Oak Street
Walnut Street
Pleasant Avenue
Lee Avenue
PLEASANT AVENUE
School Street
School Street
Washington Street
Locust Street
Lake Street

<u>Street</u>	<u>Yields at</u>	<u>Street</u>
Willow Glen Drive/Edgewood Drive		Edgewood Drive/Midvale Road
Yosemite Drive		Rutledge Drive

Section 3 - Street Parking Restrictions

- A. The following portions of streets shall have time limited parking and shall be designated by appropriate signs or markings. Unless otherwise designated, time limits apply between the hours of 9:00 a.m. and 6:00 p.m. except Sundays and holidays.
1. Fifteen-Minute Parking (Green Curb)
 - One stall at 12 W. Pine Street
 2. One-Hour Parking
 - (None)
 3. Two-Hour Parking
 - Church Street from Locust Street to Walnut Street
 - Elm Street from School Street to Southern Pacific Railroad Tracks
 - Elm Street (northside) from Church Street to School Street
 - Locust Street from Church Street to Southern Pacific Railroad Tracks
 - Oak Street from Pleasant Avenue to Sacramento Street
 - Pacific Avenue (westside) from 600 feet south of Elm Street to 700 feet south of Elm Street, between the hours of 7:00 a.m. and 6:00 p.m. except Sundays and holidays
 - Pine Street from Pleasant Avenue to Southern Pacific Railroad Tracks
 - Sacramento Street from Lockeford Street to Lodi Avenue
 - School Street from Lockeford Street to Lodi Avenue
 - Walnut Street from Church Street to Sacramento Street
 4. Four-Hour Parking
 - Elm Street (northside) from Church Street to School Street
- B. The following portions of streets shall have no parking for the duration indicated and shall be designated by appropriate signs or markings. Unless otherwise designated, this restriction applies every day except Sundays and holidays.
1. No parking during the following times, every day, June 1 through March 31:
 - 8:00 a.m. to 9:00 a.m.
 - 3:00 p.m. to 4:00 p.m.
 - 3:00 a.m. to 4:00 a.m.
 - Stockton Street (westside) from 200' N/Tokay Street to Flora Street
 - Stockton Street (eastside) from Mission Street to Flora Street
 - Washington Street from Vine Street to Tokay Street
 - Eden Street from Stockton Street to Washington Street
 - Tokay Street from Stockton Street to Washington Street
 - Redwood Street from Stockton Street to Washington Street
 - Maple Street from Stockton Street to Washington Street

Cherry Street from Stockton Street to Washington Street
Vine Street from Stockton Street to Washington Street
Watson Street from Stockton Street to Washington Street
(See Permit Parking Area, Zone A)

2. No parking between 9:00 p.m. and 6:00 a.m., every day:
- Lodi Avenue from Hutchins Street to Stockton Street
Lodi Avenue (northside) from Stockton Street to Washington Street
Lodi Avenue (southside) from Stockton Street to 150 feet west of
Washington Street
3. No parking from 9:00 a.m. to 10:00 a.m. and 12:30 p.m. to 1:30 p.m.
on school days only:

Walnut Street from Pacific Avenue to Ham Lane
Oak Street from Pacific Avenue to Ham Lane
Wellington Way
Pacific Avenue (westside) from Elm Street to 150 feet south of Elm
Street
Pacific Avenue (eastside) from Walnut Street to Elm Street

4. No parking from 9:00 a.m. to 10:00 a.m. and 12:30 p.m. to 2:30 p.m.
on school days only:
- Century Boulevard (northside) from Scarborough Drive to 200 feet west
of Scarborough Drive
Century Boulevard (southside) from Scarborough Drive to Ham Lane
Dartmoor Circle
5. No parking from 6:30 a.m. to 4:30 p.m. on school days only:
- Pacific Avenue (westside) from 700 foot south of Elm Street to 1250
feet south of Elm Street

- C. The following streets shall be designated as no parking for vehicles over
6 feet high within 100 feet of the intersections named:

(None)

Section 4 - Angle Parking Areas

The streets or portions of streets in this City hereinafter listed are
hereby defined and established as Angle Parking Zones.

Central Avenue (westside) from Cherry Street to Vine Street
Central Avenue (eastside) from Hilborn Street to Harold Street
Central Avenue (westside) from the alley south of Lodi Avenue to Harold
Street
Central Avenue (eastside) from Vine Street to 130 feet north of Vine
Street
Elm Street (northside) from Church Street to School Street
Elm Street (southside) from School Street to Sacramento Street
Locust Street (southside) from 100 feet east of Church Street to 250 feet
east of Church Street
Oak Street (southside) from Church Street to School Street
Oak Street (northside) from School Street to Sacramento Street

Pacific Avenue (westside) from 600 feet south of Elm Street to 1250 feet south of Elm Street
Sacramento Street (westside) from Lockeford Street to Lodi Avenue
School Street (westside) from alley north of Elm Street to Elm Street and from Oak Street to Walnut Street
School Street (eastside) from Elm Street to Oak Street and from Walnut Street to Lodi Avenue
Walnut Street (northside) from Church Street to School Street
Walnut Street (southside) from School Street to Sacramento Street

Section 5 - Parking Lots

The City of Lodi does hereby establish public parking limits in various City owned or operated parking lots.

- A. The following City owned or operated parking lots are hereby defined for the purposes of this section:
- Lot 1 - Parking Lot No. 1, located at the northeast corner of Church Street and Walnut Street (Lot 8 and the west 40 feet of Lot 7, Block 8, City of Lodi)
 - Lot 2 - Parking Lot No. 2, located on the south side of Oak Street between School Street and Church Street (Lot 2, Block 8, City of Lodi)
 - Lot 3 - Parking Lot No. 3, located at the northeast corner of Church Street and Oak Street (Lot 8, Block 9, City of Lodi)
 - Lot 4 - Parking Lot No. 4, located on the southeast corner of Church Street and Pine Street (Lot 1 and the west 30 feet of Lot 2, Block 9, City of Lodi)
 - Lot 5 - Parking Lot No. 5, located on the northeast corner of Church Street and Elm Street (Lot 8, Lot 7, and the west 70 feet of Lot 6, Block 11, City of Lodi)
 - SP Lot - That area leased by the City from the Southern Pacific Transportation Company, located on the southeast corner of Sacramento Street and Elm Street
- B. The following lots or portions of lots are hereby established as public parking for the maximum time indicated between the hours of 9:00 a.m. and 6:00 p.m. except Sundays and holidays:
- 1. Two Hours
 - Lot 1 - the east two parking rows
 - Lot 2 - all
 - Lot 3 - the east two parking rows
 - Lot 4 - the east three parking rows
 - 2. Four Hours
 - Lot 5 - the east two parking rows
- C. The following lots or portions of lots are hereby established as all-day permit only parking between the hours of 9:00 a.m. and 6:00 p.m. except Sundays and holidays. Permit issuance and usage shall be in accordance

with the requirements of Section 6, "Permit Parking - Zone B," of this resolution.

- Lot 1 - the west two parking rows
- Lot 3 - the west parking row
- Lot 4 - the west parking row
- Lot 5 - all except the east two parking rows
- SP Lot - all

Section 6 - Permit Parking

- A. The following streets or portions of streets are hereby established as preferential parking areas in accordance with the City Traffic Ordinance:

Zone A - South Stockton Street Cannery Area

Stockton Street (westside) from 200' N/Tokay Street to Flora Street
Stockton Street (eastside) from Mission Street to Flora Street
Washington Street from Vine Street to Tokay Street
Eden Street from Stockton Street to Washington Street
Tokay Street from Stockton Street to Washington Street
Redwood Street from Stockton Street to Washington Street
Maple Street from Stockton Street to Washington Street
Cherry Street from Stockton Street to Washington Street
Vine Street from Stockton Street to Washington Street
Watson Street from Stockton Street to Washington Street

VEHICLES DISPLAYING VALID ZONE A PERMITS ARE EXEMPT FROM THE STREET PARKING RESTRICTIONS DESCRIBED IN SECTION 3.B.1. OF THIS RESOLUTION.

Zone B - Downtown Area

Church Street (westside) from Elm Street to alley south of Elm Street
Church Street (eastside) from Pine Street to Oak Street
Church Street (westside) from Oak Street to Walnut Street
Church Street (eastside) from Walnut Street to alley north of Walnut Street
Sacramento Street (eastside) from Elm Street to Pine Street
Walnut Street (northside) from School Street to Sacramento Street

VEHICLES DISPLAYING VALID ZONE B PERMITS ARE EXEMPT FROM THE STREET PARKING RESTRICTIONS DESCRIBED IN SECTION 3.A.3. OF THIS RESOLUTION AND MAY PARK IN THE PERMIT PARKING LOTS DESCRIBED IN SECTION 5.C. OF THIS RESOLUTION.

- B. Permits shall be issued to qualified applicants upon payment of fees as described below.

Zone A - South Stockton Street Cannery Area

Qualification - Parking permits may be issued for vehicles only upon application of a legal resident of property adjacent to a street within the residential permit parking area who has a motor vehicle registered in his or her name or has a motor vehicle for his or her exclusive use and under his or her control.

Proof of residency and motor vehicle ownership or vehicle use and control shall be demonstrated in a manner determined by the Finance Director.

Term - Zone A permits shall remain effective for a period of three calendar years or fractions thereof, beginning June 1, 1986, or so long as the applicant continues to reside in a qualified dwelling unit for such permit or until the preferential parking zone for which such permit was issued is eliminated, whichever period of time is less.

Fee - The Finance Director shall collect a fee of \$3.00 for each original permit issued and for each renewal permit issued. Fees are payable for three calendar year periods of time only and will not be prorated for lesser periods of time.

Zone B - Downtown Area

Qualification - Parking permits may be issued to individuals or businesses in a number and manner as determined by the Finance Director.

Term - Zone B permits shall be issued quarterly or fractions thereof beginning in January, April, July, and October.

Fee - The Finance Director shall collect a fee of \$15.00 for each permit issued. Fees shall be prorated by month for lesser of time; however, no refunds shall be issued for portions of a quarter.

Section 7 - Speed Limits

In accordance with the provisions of the Traffic Ordinance, speed limits are hereby established on the following streets:

NAME OF STREET	PORTION AFFECTED	SPEED LIMIT (MPH)
Beckman Road	Kettleman Lane to Pine Street	45
Beckman Road	Pine Street to Victor Road	30
Beckman Road	Lockeford Street to Turner Road	40
Brandywine Drive	Ham Lane to Hutchins Street	35
California Street	Oak Street to Lockeford Street	25
California Street	Lockeford Street to Turner Road	30
Central Avenue	Kettleman Lane to Tokay Street	30
Central Avenue	Tokay Street to Railroad Avenue	25
Century Boulevard	Ham Lane to Hutchins Street	35
Cherokee Lane	S. City Limit to Delores Street	45
Cherokee Lane	Delores Street to Victor Road	35
Cherokee Lane	Victor Road to Pioneer Drive	40
Church Street	Century Boulevard to Kettleman Lane	30
Church Street	Kettleman Lane to Tokay Street	35
Church Street	Tokay Street to Turner Road	30
Cluff Avenue	Lodi Avenue to Victor Road	35
Cluff Avenue	Victor Road to Turner Road	40
Crescent Avenue	Kettleman Lane to Lodi Avenue	30
Eilers Lane	Woodhaven Lane to Lower Sacramento Road	30
Elm Street	Lower Sacramento Road to Hutchins Street	35

Elm Street	Hutchins Street to Cherokee Lane	30
Ham Lane	Harney Lane to Turner Road	35
Holly Drive	Mills Avenue to California Street	30
Hutchins Street	Harney Lane to Kettleman Lane	45
Hutchins Street	Kettleman Lane to Tokay Street	35
Hutchins Street	Tokay Street to Lockeford Street	30
Hutchins Street	Lockeford Street to California Street	25
Lockeford Street	Mills Avenue to E. City Limit	35
Lodi Avenue	Lower Sacramento Road to Ham Lane	35
Lodi Avenue	Ham Lane to Cluff Avenue	30
Loma Drive	Elm Street to Turner Road	30
Lower Sacramento Road	S. City Limit to Turner Road	45
Mills Avenue	Vine Street to Lodi Avenue	30
Mills Avenue	Lodi Avenue to Turner Road	35
Pine Street	Ham Lane to Beckman Road	30
Pine Street	Beckman Road to E. City Limit	40
Rutledge Drive	Elm Street to Turner Road	30
Stockton Street	S. City Limit to Kettleman Lane	45
Stockton Street	Kettleman Lane to Tokay Street	35
Stockton Street	Tokay Street to Lockeford Street	30
Stockton Street	Lockeford Street to Turner Road	35
Tokay Street	Lower Sacramento Road to Ham Lane	25
Tokay Street	Ham Lane to Cherokee Lane	30
Turner Road	W. City Limit to E. City Limit	35
Vine Street	Lower Sacramento Road to Ham Lane	35
Vine Street	Ham Lane to Hutchins Street	30
Vine Street	Hutchins Street to Cherokee Lane	25
Woodhaven Lane	Turner Road to Eilers Lane	35

Section 8 - Truck Routes/Certain Vehicles Prohibited

- A. The streets or portions of streets listed below are hereby defined and established as truck routes for vehicles exceeding a maximum gross weight of five tons and shall be governed by the provisions of the Traffic Ordinance. (Note: See VC 35705 regarding hearing notice for deletion of routes.)

Beckman Road south of Victor Road
 Cherokee Lane north of Highway 99 ramps at Century Boulevard
 Hutchins Street south of Kettleman Lane
 Kettleman Lane
 Lower Sacramento Road
 Stockton Street
 Turner Road east-of-Stockton-St.-and-west-of-Lower-Sacramento-Road-(N)
 Victor Road

- B. The streets or portions of streets listed below are hereby defined and established as truck routes for vehicles within the length limitations described in Section 35401.5 of the Vehicle Code and shall be governed by the provisions of the Traffic Ordinance.

Beckman Road south of Victor Road
 Cherokee Lane north of Highway 99 ramps at Century Boulevard
 Hutchins Street south of Kettleman Lane
 Kettleman Lane
 Lower Sacramento Road south of Turner Road

Stockton Street
TURNER ROAD WEST OF LOWER SACRAMENTO ROAD (N)
Victor Road

Section 9 - Miscellaneous Street Restrictions

In accordance with the provisions of the Traffic Ordinance, the following streets are restricted in the manner described:

- A. Pleasant Avenue from Tokay Street to Chestnut Street shall be closed to through traffic during school hours.

Dated:

I hereby certify that Resolution No.
was passed and adopted by the City Council
of the City of Lodi in a meeting
held by the following vote:

Ayes: Councilmembers -

Noes: Councilmembers -

Absent: Councilmembers -

ALICE M. REIMCHE
City Clerk

PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA,

County of San Joaquin.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the Lodi News-Sentinel, a newspaper of general circulation, printed and published daily, except Sundays and holidays, in the City of Lodi, California, County of San Joaquin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court, Department 3, of the County of San Joaquin, State of California, under the date of May 26th, 1953, Case Number 65990; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

October 19, 20, 21

all in the year 19⁸⁷

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Lodi, California, this 21st day of

October, 19⁸⁷

Jan Battilana
Signature

This space is for the County Clerk's Filing Stamp

RECEIVED
OCT 21 1987
ALICE M. REINHOLD
CITY CLERK
CITY OF LODI

Proof of Publication of

NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

The Lodi City Council will conduct a Public Hearing on Wednesday, October 21, 1987 at 7:30 p.m. to consider the adoption of new traffic ordinance and accompanying traffic resolution. The Public Hearing will be held in the Council Chambers located at 221 West Pine Street, Lodi, California.

The proposed traffic ordinance addresses, but is not limited to, the following subjects:

- Traffic Administration
- Enforcement and Obeyance
- Traffic Regulations
- Traffic Control Devices
- Speed Regulations
- Turning Movements
- Stop and Yield
- Intersection
- Railroad Trains
- Pedestrians Rights and Duties
- Regulations for Bicycles
- Stopping, Standing and Parking
- Permit Parking
- Regulation of Commercial Vehicle Routes and Parking
- Removal of Vehicles

Information regarding this matter may be obtained in the office of the City Clerk during regular business hours, 221 West Pine Street, Lodi, California. Telephone: (209) 333-6702.

Alice M. Reinhold
City Clerk

PROOF OF PUBLICATION

CITY COUNCIL MEETING
OCTOBER 21, 1987

CONTINUED PUBLIC HEARING

TRAFFIC ORDINANCE

The trucking industry has expressed a need for Turner Road for a number of reasons:

- It provides direct access to Woodbridge and I-5 from the northeast part of Lodi.
- Without it, the only east-west route would be Kettleman Lane.
- It is a direct route between Highway 99 and General Mills.
- Without it, travel distances will increase, causing additional congestion and air pollution.

Turner Road residents are opposed to the route. They fear establishment of a truck route on Turner will:

- Increase truck traffic.
- Increase noise.
- Decrease safety.
- Lead to truck parking in front of residences.

Staff does not feel truck traffic will increase significantly. As it stands now, all the trucks that want to use Turner Road are using it. Since there are no other through east-west routes in the area, it is unlikely there are trucks that will be forced off other streets, onto Turner Road, by the establishment of truck routes. The only foreseeable increase will be due to overall increases in traffic as the City grows and increases due to General Mills expansion.

The proposed ordinance has been revised to implement new State legislation regarding truck parking in residentially zoned areas. In effect, truck parking will be prohibited on the residential portions of truck routes, except while making pickups or deliveries (Ordinance Section 13.4).

In addition to receiving comments from residents and representatives of the local trucking industry, Staff has participated in an informational meeting held by the Chamber of Commerce and has received comments from Caltrans. In considering the overall Lodi street network and impacts on businesses and traffic in Lodi, Staff feels the recommended truck routes as shown on an exhibit presented to Council should be adopted with the new Traffic Ordinance. The actual routes are named in the resolution, which will not be adopted until the ordinance is adopted at the next Council meeting.

The following persons addressed the Council regarding the matter:

- A) Elic Maple, 322 Turner Road, Lodi
- B) George McCulley, 218 River Oaks, Lodi
- C) Robert Riggle, 712 Cross, Lodi
- D) Galen Carruth, 939 Turner Road, Lodi
- E) Mark Weber, 820 West Turner Road, Lodi
- F) Donald Christy, 720 West Turner, Lodi
- G) Helen Stevens, 616 Turner Road, Lodi
- H) Ron Hackworth, 1017 West Turner Road, Lodi
- I) Donna Phillips, 1040 Laurel Avenue, Lodi
- J) DeLores Geringer, 1449 Arlington Drive, Lodi
- K) Bill Chapman, 1650 Lake Street, Lodi
- L) Charles Cluitt, 517 East Walnut Street, Lodi

During the public hearing Mr. James Evans Burlington, 802 West Turner Road, Lodi presented the following letter:

"Dear Sirs and Madam:

The Lodi City Council has proposed an ordinance which would authorize designation of Turner Road, City of Lodi, as a truck route. Turner Road, within the Lodi city limits is an east-west four lane road bisecting a residential area of the city. Along with numerous single family dwellings bordering Turner Road there is also a convalescent home, Gross Convalescent Home, and a school, Lakewood Elementary School. Also bordering Turner Road is Lodi Lake and the connecting Wilderness Area, home to numerous native wildlife including owls, egrets, and muskrats among others. Foot traffic along Turner Road includes children going to and from Lakewood and Woodbridge Schools and elderly people in wheelchairs and walkers from both Gross Convalescent Home and Arbor Convalescent Home.

It appears that the ordinance has been proposed without prior certification and completion of an environmental impact report as required by California public Resources, code section 21151. The proposed ordinance is a project within the meaning of California Public Resources code section 21151 and is defined in California Public Resources Code section 21065. (Also see 60 Ops. Atty. Gen. 335, 9/30/77.) The proposed ordinance has a significant effect on the environment as defined in California public Resources Code Section 21060.5 for the following reasons: (1) increased truck traffic means increased noise thus decreasing the enjoyment of the land by both residents and the thousands of people using Lodi Lake each year; (2) increased truck traffic means increased noise affecting the psychological well-being of nearby residents as well as the children attending school; (3) increased truck traffic means increased noise affecting suitability of the wildlife area for native wildlife; (4) increased truck traffic means increased air pollution affecting the health and well being of the residents, school children and all native plants and wildlife; (5) increased truck traffic would significantly decrease local property values; (6) increased truck traffic would pose increased threat of death or great bodily injury to residents and school children who must cross the street; (7) increased truck traffic would adversely affect areas of historical or aesthetic significance such as Lodi Lake, Lodi Lake Wilderness Area, and the new proposed Wine and Roses County Inn--deemed by many a local historical site.

Although the trucking industry may profit from this proposal, I urge the Lodi City Council to be concerned with both dollars and sense, and to make the sensible and fundamental interests of Lodi's resident, not the trucking industry's, of primary concern. The proposal should be defeated.

Sincerely,

s/James Evans Burlington"

There being no other persons wishing to address the Council on the matter, the public portion of the hearing was closed.

A lengthy discussion followed with questions being directed to Staff, to the City Attorney and to those who had given testimony.

CITY COUNCIL MEETING
OCTOBER 21, 1987

SCHOOL STREET
TRAFFIC STUDY

RES. NO. 87-147

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

The matter was introduced by City Manager Peterson. The following staff report was given by Public Works Director Ronsko:

At the regular Council meeting of September 2, 1987, the City Council received a request regarding speed problems on School Street. At the request of the City Council, staff performed a traffic study on School Street in comparison to similar streets in the area.

The study included 24-hour vehicle counts, radar speed surveys, a four-way stop control study, and an accident review.

The traffic data on Lee Street, Pleasant Avenue, and Church Street north of Kettleman Lane, was compared to School Street.

Traffic Volume Counts

The daily traffic volume on School Street is 2,130 vehicles. The traffic volume on Church Street is more than three times as much as School Street (6,710 vehicles per day). Lee Street has 1,030 vehicles per day and Pleasant Avenue has 480 vehicles per day.

Radar Survey

The prima facie limit on Lee Street, Pleasant Avenue, and School Street is 25 mph. Church Street from Kettleman Lane to Tokay Street has a posted speed limit of 35 mph.

The results of the radar survey data showed that all three 25 mph streets have 85th percentile speeds greater than the prima facie limits. The 85th percentile speed is the speed at or below which 85% of the traffic is moving. This speed is a major factor in determining posted speed limits.

Smaller speed samples were taken on Lee Street and Pleasant Avenue due to the low traffic volumes. There could be a slight variation in the speed results on Lee Street and Pleasant Avenue due to the smaller speed samples.

SCHOOL STREET TRAFFIC STUDY

Traffic Controls

The traffic controls for Lee Street, Pleasant Avenue, and School Street are similar from Kettleman Lane to Vine Street. At Vine Street, two-way stop signs are on Lee Street and Pleasant Avenue. At School Street, the stop signs are on Vine Street. The two-way stop signs at Vine Street/School Street are appropriate since the percentage volume split is 22/78. Four-way stop warrants are not justified at this location.

Accident Review

Staff reviewed the accident location map to determine the number of accidents on School Street from Kettleman Lane to Vine Street. In the last two years and eight months (January 1985 to August 1987), there have been a total of eight accidents. An Exhibit presented for Council reviewed indicated the approximate locations of these accidents and others on Lee Street, Pleasant Avenue, and Church Street. Two of the eight accidents had unsafe speed as the primary collision factor. Of those two accidents, one was a hit-and-run with no witnesses and the other accident occurred because the driver fell asleep.

The primary solution to speed problems is police enforcement. Staff recommends the Police Department continue enforcement on School Street.

A lengthy discussion followed with questions being directed to Staff.

The following persons address the Council regarding the matter:

- a) Robert Riggle, 712 Cross Street, Lodi
- b) Joan Mattox, 829 South School Street, Lodi

Following additional discussion, Council on motion of Council Member Reid, Hinchman second, adopted Resolution No. 87-147 establishing the installation of north/south stop signs on School Street at Vine Street.

The motion carried by the following vote:

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

Noes: Council Members - Pinkerton and Snider

CONTINUED

CITY COUNCIL MEETING
OCTOBER 21, 1987

SCHOOL STREET TRAFFIC STUDY

Absent: Council Members - None

Council Member Hinchman requested staff provide him with a copy of the referenced report that was referred to in the staff report regarding increased traffic speed on stop signed streets.

Council directed that increased traffic enforcement be implemented in the subject area.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: October 21, 1987
AGENDA TITLE: Review School Street Traffic Study and Take Appropriate Action

RECOMMENDED ACTION: None.

BACKGROUND INFORMATION: At the regular Council meeting of September 2, 1987, the City Council received the attached request regarding speed problems on School Street (see Exhibit A). At the request of the City Council, staff performed a traffic study on School Street in comparison to similar streets in the area.

The study included 24-hour vehicle counts, radar speed surveys, a four-way stop control study, and an accident review.

The traffic data on Lee Street, Pleasant Avenue, and Church Street north of Kettleman Lane was compared to School Street.

Traffic Volume Counts

The daily traffic volume on School Street is 2,130 vehicles. The traffic volume on Church Street is more than three times as much as School Street (6,710 vehicles per day). Lee Street has 1,030 vehicles per day and Pleasant Avenue has 480 vehicles per day. Directional volumes are shown on Exhibit B.

Radar Survey

The prima facie limit on Lee Street, Pleasant Avenue, and School Street is 25 mph. Church Street from Kettleman Lane to Tokay Street has a posted speed limit of 35 mph.

The results of the radar survey data showed that all three 25 mph streets have 85th percentile speeds greater than the prima facie limits (see Exhibit B). The 85th percentile speed is the speed at or below which 85% of the traffic is moving. This speed is a major factor in determining posted speed limits.

Smaller speed samples were taken on Lee Street and Pleasant Avenue due to the low traffic volumes. There could be a slight variation in the speed results on Lee Street and Pleasant Avenue due to the smaller speed samples.

APPROVED:

THOMAS A. PETERSON, City Manager

FILE NO.

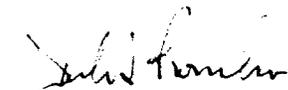
Traffic Controls

The traffic controls for Lee Street, Pleasant Avenue, and School Street are similar from Kettleman Lane to Vine Street. At Vine Street, two-way stop signs are on Lee Street and Pleasant Avenue. At School Street, the stop signs are on Vine Street. The two-way stop signs at Vine Street/School Street are appropriate since the percentage volume split is 22/78. Four-way stop warrants are not justified at this location. (See Exhibit C.)

Accident Review

Staff reviewed the accident location map to determine the number of accidents on School Street from Kettleman Lane to Vine Street. In the last two years and eight months (January 1985 to August 1987), there have been a total of eight accidents. Exhibit D presents the approximate locations of these accidents and others on Lee Street, Pleasant Avenue, and Church Street. Two of the eight accidents had unsafe speed as the primary collision factor. Of those two accidents, one was a hit-and-run with no witnesses and the other accident occurred because the driver fell asleep.

The primary solution to speed problems is police enforcement. Staff recommends the Police Department continue enforcement on School Street.


Jack L. Ronsko
Public Works Director

JLR/PJF/ma

Attachments

cc: Street Superintendent
Police Chief
Richard Mullins

Exhibit A

AFTER TALKING WITH CITY ENGINEER (PAULA) ABOUT THE SPEEDING PROBLEMS ON SCHOOL STREET, SHE SAID "THEY COULD NOT JUSTIFY CONTROLLING INTERSECTIONS ON SCHOOL STREET." TALKING WITH LODI POLICE MOTOR PATROL OFFICERS, THEIR FEELINGS IN GENERAL ARE THAT, CONTROLLED INTERSECTIONS WOULD HELP. SCHOOL STREET IS CLEARLY POSTED 25 MPH ON THE STREET AND SIGNS. WE ALSO HAVE MOTOR PATROL OFFICERS WRITING SPEEDING TICKETS TWO TO THREE DAYS A WEEK, BUT, THIS CLEARLY HAS NOT STOPPED THE SPEEDING! WE BELIEVE, WITH CONTROLLED INTERSECTIONS, TRAFFIC WOULD RE-ROUTE TO CHURCH STREET WITH IT'S HIGHER SPEED LIMIT AND INTERSECTIONS WITHOUT STOP SIGNS FROM KETTLEMAN TO TOKAY STREETS. AT PRESENT, SCHOOL STREET HAS OPEN INTERSECTIONS FROM KETTLEMAN TO TOKAY. PLEASANT STREET, ONE BLOCK WEST OF CHURCH STREET, HAS CONTROLLED INTERSECTIONS AND, HAS NO PROBLEM WITH SPEEDING, WE WOULD LIKE THE SAME AND RESPECTFULLY REQUEST THAT OUR PETITION IS ACTED ON. THANK YOU.

	NAME	ADDRESS	PHONE
1.	Richard Mullin	915 S School	334-0619
2.	Dora Mullins	915 S School	334-0619
3.	Beulah Hamrick	909 S. School	368-3749
4.	Edison Hamrick	909 S School	368-3749
5.	Katherine Stapp	905 S School St	36-8-1916
6.	Ag Hall	900 S School	334-6382
7.	Ralph E. Hall	900 S School	334-6382
8.	Tina Weisenhaus	910 S School St	334-5442
9.	Beverly May	912 S School St	334-3078
10.	Eldon Hamrick	919 S School St	368-5686
11.	Vida Hamrick	919 S School St	368-5686
12.	Carole W. Dalton	923 S School St	369-9080
13.	Theresa Helms	1001 S School	368-8937
14.	Mercedes Lopez	854 S School	369-2881
15.	J N Garrison	921 S School	368-8591
16.	Lucy Robert	1015 S School	334-5309
17.	Wynette Anderson	1107 S School	334-5799
18.	Clay Wakefield	1115 S School St	369-7535
19.	Minnie Wakefield	1115 S School St	" "
20.	James Burrell	1121 S School St	334-1346
21.	John Burrell	"	"

Exhibit B

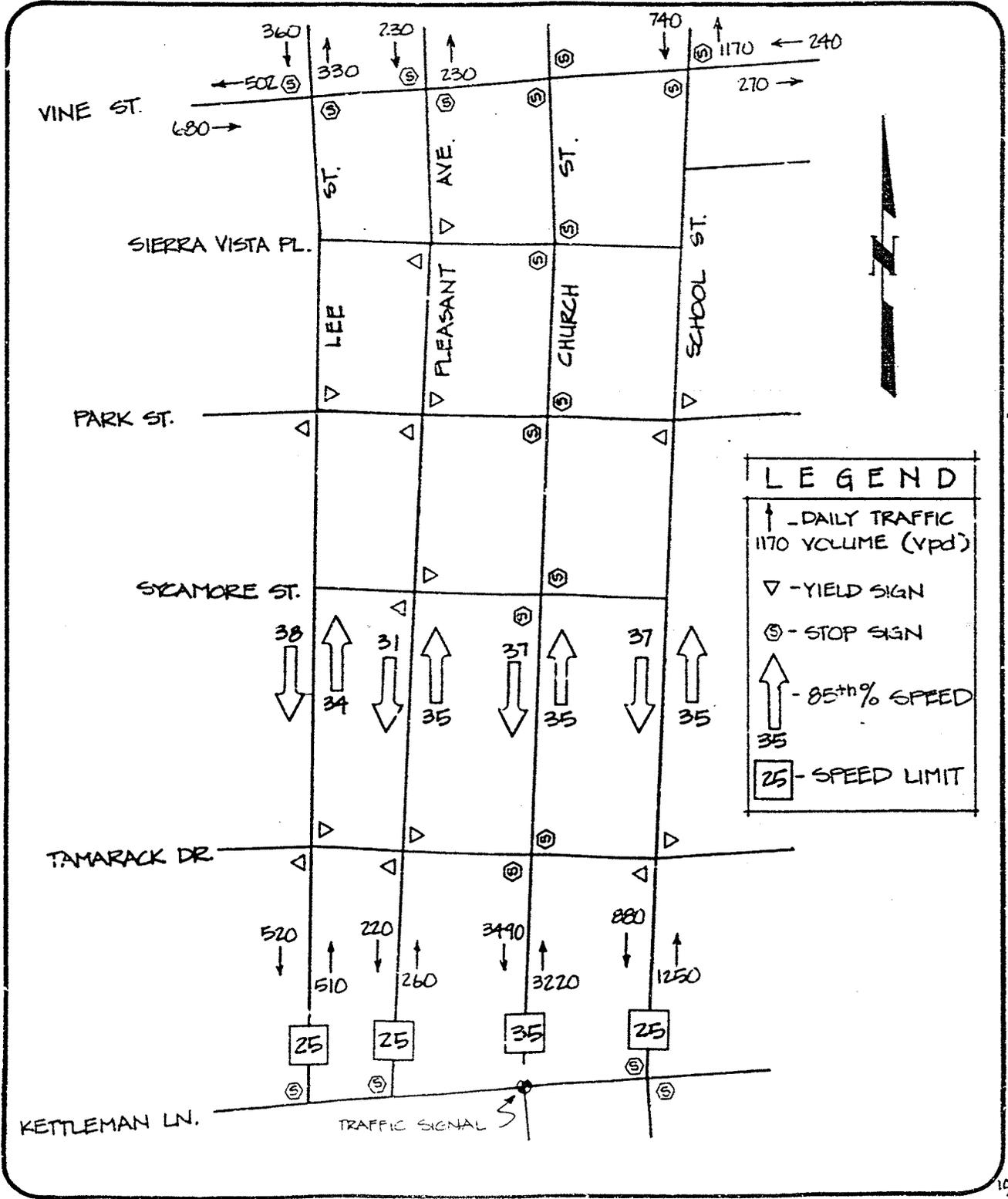


CITY OF LODI

PUBLIC WORKS DEPARTMENT

SCHOOL ST. STUDY

TRAFFIC DATA



LEGEND	
↑	- DAILY TRAFFIC 1170 VOLUME (VPD)
▽	- YIELD SIGN
⊙	- STOP SIGN
↑	- 85 th % SPEED
35	- SPEED LIMIT
25	- SPEED LIMIT

Exhibit C



CITY OF LODI

PUBLIC WORKS DEPARTMENT

MULTI-WAY STOP SIGN WARRANTS

INTERSECTION OF School St and Vine St
 DATE 10-8-87 BY PJF

Any of the following conditions may warrant a multi-way STOP sign installation.

- 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

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

Time period Sept 1986 - Aug 1987* Number of correctible accidents 1
 Total number of accidents 1 Satisfied _____ Not Satisfied

* Also refer to Exhibit D

- Minimum volume warrant:

- 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, and

Hour	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00
Major Street	125	117	150	143	151	163	124	115		
Minor Street	37	44	36	54	57	25	30	15		

Highest 8 hours 11:00 a.m. to 8:00 p.m.
 Total volume 1386 vehicles
 Average per hour 173 vehicles

- 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.

Hour	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00
Minor Street Vehicles	37	44	36	54	57	25	30	15		
Pedestrians										

Highest 8 hours 11:00 a.m. to 8:00 p.m.
 Average per hour 37 vehicles
 Average per hour 10 pedestrians (EST)
 Average units per hour 47
 Satisfied _____ Not Satisfied

not a suggested route to school

- 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.

85-percentile speed 36 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 78 %
 % Traffic minor street 22 %

RESOLUTION NO. 87-147

RESOLUTION ESTABLISHING THE INSTALLATION
NORTH/SOUTH STOP SIGNS ON SCHOOL STREET
AT VINE STREET, LODI

RESOLVED, that the City Council of the City of Lodi does hereby authorize the
the installation of North/South stop signs on School Street at Vine Street,
Lodi, as shown on Exhibit "A" attached hereto and thereby made a part hereof.

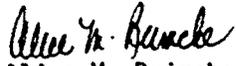
Dated: October 21, 1987

I hereby certify that Resolution No. 87-147 was passed and adopted
by the City Council of the City of Lodi in a regular meeting held
October 21, 1987 by the following vote:

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

Noes: Council Members - Pinkerton and Snider

Absent: Council Members - None


Alice M. Reimche
City Clerk

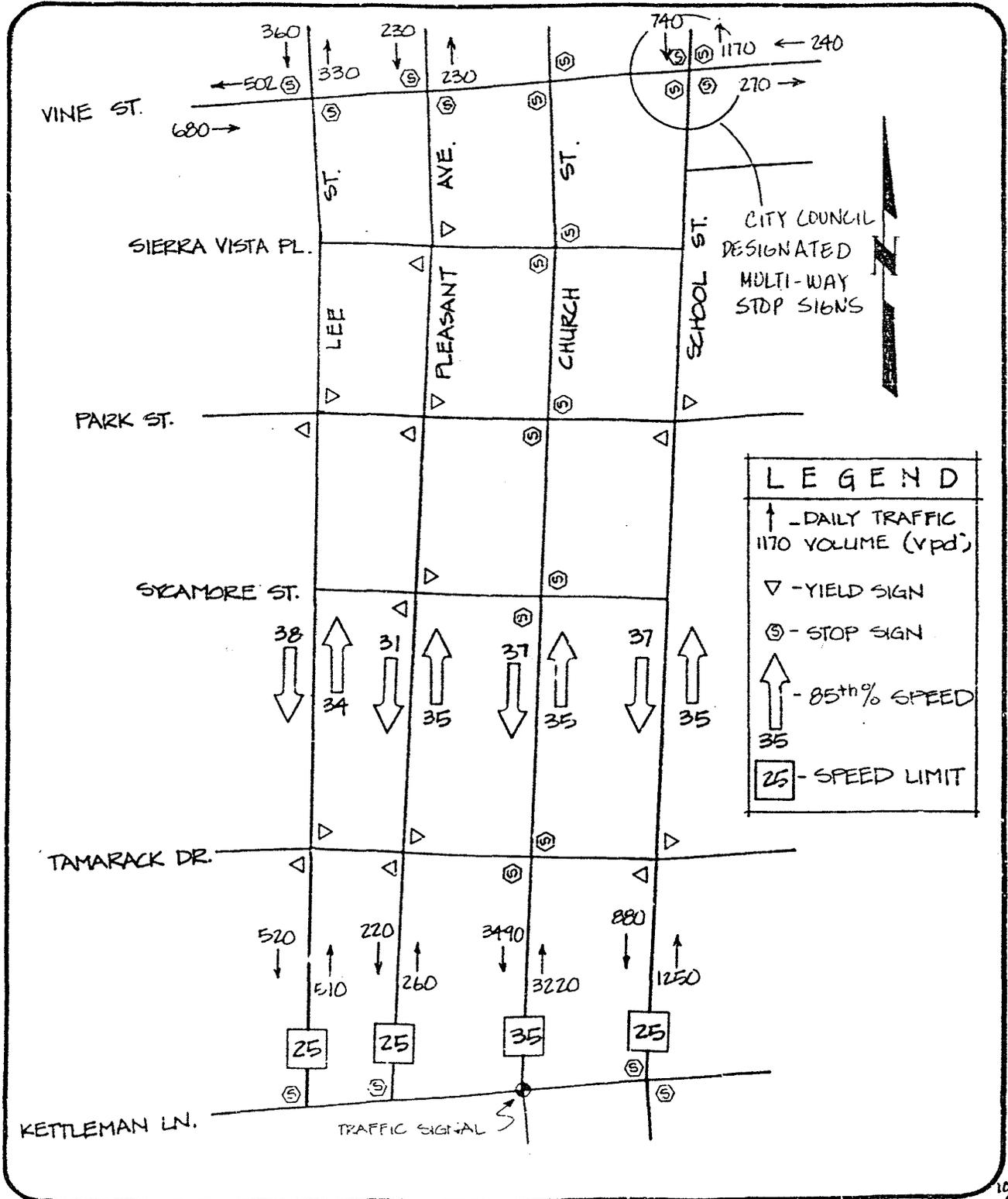


CITY OF LODI

PUBLIC WORKS DEPARTMENT

SCHOOL ST. STUDY

TRAFFIC DATA



LEGEND	
↑	- DAILY TRAFFIC 1170 VOLUME (vpd)
▽	- YIELD SIGN
⊙	- STOP SIGN
↑	- 85th% SPEED
35	- SPEED LIMIT

CITY OF LODI
221 W. Pine Street
Lodi, California 95240

ADVERTISING INSTRUCTIONS

Subject: Synopsis of Ordinance No. 1402

Publish Dates: October 30 and November 3, 1987

Tear Sheets Wanted: Three

Affidavit and Bill to: ALICE M. REIMCHE, CITY CLERK

Date: 10/27/87

Ordered by:

Alice M. Reimche
ALICE M. REIMCHE
CITY CLERK

Listed below is a synopsis of Ordinance No. 1402 entitled "Regulating the Use of and Traffic Upon the Streets, Sidewalks, and other Public and Private Places in the City of Lodi, the Use, Parking, and Control of Vehicles Thereon; and Repealing Ordinance No. 493 and All Ordinances and Parts of Ordinances Amendatory Thereof and in Conflict Herewith" which was re-introduced by the Lodi City Council at its regular meeting of October 21, 1987 by the following vote:

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

Noes: Council Members - None

Absent: Council Members - None

Abstain: Council Members - None

SYNOPSIS OF TRAFFIC ORDINANCE

TRAFFIC ORDINANCE SYNOPSIS

- CHAPTER 10.04 Words and Phrases Defined - refers to Vehicle Code definitions and includes definitions not found in the Vehicle Code, describes Traffic Resolution as document which contains traffic regulations which are noticed by devices (i.e. signs and markings).
- CHAPTER 10.08 Traffic Administration - describes duties of Traffic Engineer and establishes Public Works Director as City Traffic Engineer.
- CHAPTER 10.12 Enforcement and Obedience to Traffic Regulations - describes who can lawfully direct traffic, requires obedience to traffic control devices, prohibits removal or concealment of chalk marks used in parking enforcement.
- CHAPTER 10.16 Traffic Control Devices - describes authority to install, operate, maintain and remove particular devices (Council, Public Works Director).
- CHAPTER 10.20 Speed Regulations - contains enabling language for speed limits to be set in Traffic Resolution, allows variance for timed traffic signals, sets speed limit in Lodi Lake Park at 15 m.p.h.

- CHAPTER 10.24 Turning Movements - authorizes Public Works Director to control turning movements.
- CHAPTER 10.28 Stop and Yield Intersections - contains enabling language for establishment of through streets and intersections in the Traffic Resolution.
- CHAPTER 10.32 Railroad Trains - contains restrictions on trains subject to California Public Utilities.
- CHAPTER 10.36 Pedestrians Rights and Duties - authorizes Public Works Director to establish crosswalks and prohibit crossings.
- CHAPTER 10.40 Regulations for Bicycles - required licenses issued by Police Department, prohibits riding on sidewalk in Business Districts, requires bicycles on sidewalk to yield to right-of-way to pedestrians, allows Public Works Director to regulate bicycle use on sidewalks.
- CHAPTER 10.44 Stopping, Standing and Parking - contains enabling language for establishment of parking restrictions in the Traffic Resolution; describes certain No Parking areas including parkways, sidewalks, alleys, portions of frontage roads and miscellaneous areas; prohibits parking for over 72 hours, for displaying vehicles for sale and for miscellaneous other purposes; provides for the Public Works Director to install markings, disabled person's parking, loading zones and miscellaneous zones.
- CHAPTER 10.48 Permit Parking - contains enabling language for establishment of permit and preferential parking zones in the Traffic Resolution.
- CHAPTER 10.56 Removal of Vehicles - allows removal of vehicles from public and private property under certain circumstances

Pursuant to State of California Government Code Section 36933 a summary of the proposed ordinance, as prepared by an official designated by the City Council (City Clerk), shall be published at least 5 days prior to the City Council meeting at which the subject ordinance is to be adopted and again within 15 days after the adoption of the ordinance by the Council with the names of those council members voting for and against the ordinance.

Further, the City Clerk shall post in her office a certified copy of the full text of the proposed ordinance at least five days prior to the City Council meeting at which the proposed ordinance is to be adopted.

Information regarding this item and copies of the proposed ordinance are available in the City Clerk's office, 221 West Pine Street, Lodi, California, during regular business hours - Monday through Friday, 8:00 a.m. to 5:00 p.m. (Telephone - 333-6702)

Alice M. Reimche
Alice M. Reimche
City Clerk

Approved as to form



Ronald M. Stein
City Attorney

ORD/07
TXTA.02D

CITY COUNCIL

EVELYN M. OLSON Mayor
JOHN R. (Kandy) SNIDER
Mayor Pro Tempore
DAVID A. HINCHMAN
JAMES W. PINKERTON, Jr.
FRED M. REID

CITY OF LODI

CITY HALL 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634

TELECOPIER (209) 333-6795
November 2, 1987

THOMAS A. PETERSON
City Manager

Alice M. Reimche
City Clerk

RONALD M. STEIN
City Attorney

TO: Concerned Citizens

SUBJECT: Trucks on Turner Road

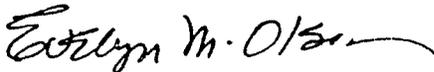
At meetings on July 15, August 5, and October 21, the Lodi City Council heard from both members of the trucking industry and residents of the Turner Road neighborhoods. Opinions have been expressed ranging from banning all trucks to establishing a full-fledged truck route on Turner Road. The City has been placed on notice that the impacts of establishing a truck route are potentially significant, requiring an environmental assessment. This and the amount of controversy over the issue require that the issue and the impacts be thoroughly investigated.

The Council has directed staff to pursue preparation of an Environmental Impact Report on this issue. Staff is presently evaluating inclusion of the truck route issue in the Circulation Element of the update of the General Plan which is now being worked on.

At its October 21 meeting, the Council introduced a new Traffic Ordinance excluding the entire section on commercial vehicles and truck routes. On November 18, the Council will consider just the commercial vehicle section with provisions for retaining only those weight limits presently in effect in the City. (These are Murray Street, Holly Drive, and Tokay Street east of Stockton Street.) Any action by the Council to establish a weight limit on Turner Road would require the preparation of an Environmental Impact Report because we are on notice that establishing a weight limit on Turner Road could also have significant impacts on the business community and other streets and their residents.

It is unfortunate that the Council cannot proceed with examining the issue and seek a compromise acceptable to most. With the promise of legal action from either side of the issue and the opinion of our own staff that the City would be on shaky ground without an Environmental Impact Report, it would be irresponsible for the Council to act on the issue of trucks on Turner Road.

We share your concern for the well-being of the City and will push for the resolution of this issue. Staff will keep you informed of the progress on this matter and of any meetings or hearings which will be held on the issue.



Evelyn M. Olson
Mayor

EMO/RCP/ma

cc: Attached Mailing List

MAILING LIST
TRUCK ROUTE STUDY

CITY OF LODI
City Attorney
Police Chief
Community Development Director
Street Superintendent

San Joaquin County Public Works
Attention: Gene Delucchi
P.O. Box 1810
Stockton, CA 95201

Caltrans - District 10
Attention: Dana Cowell
P.O. Box 2048
Stockton, CA 95201

Lodi Chamber of Commerce
215 W. Oak Street
Lodi, CA 95240

Lodi News Sentinel
125 N. Church Street
Lodi, CA 95240

Stockton Record
530 E. Market Street
Stockton, CA 95202

Rishwain, Hakeem, Ellis & LeBeouf
2800 W. March Lane, Suite 200
Stockton, CA 95207

Ron Hackworth
1017 W. Turner Road
Lodi, CA 95240

George McCulley
218 River Oaks
Lodi, CA 95240

Teresi Trucking Co.
900 1/2 E. Victor Road
Lodi, CA 95240

Alegre Trucking, Inc.
803 N. Cluff Avenue
Lodi, CA 95240

Robert's Petroleum Service
930 E. Victor Road
Lodi, CA 95240

JSG Trucking Co., Inc.
19400 North Highway 99
Acampo, CA 95220

Claude C. Wood Company
P.O. Box 599
Lodi, CA 95241

Les Calkins Trucking
19501 North Highway 99
Acampo, CA 95220

General Mills, Inc.
Call Box 3002
Lodi, CA 95241-1906

Elic Maple
322 Turner Road
Lodi, CA 95240

Miles Cope
1012 Laurel
Lodi, CA 95240

Elmer Heilbrun
615 W. Turner Road
Lodi, CA 95240

James Burlington
802 W. Turner Road
Lodi, CA 95240

Dale Prohaska
610 W. Turner Road
Lodi, CA 95240

Earl Dean
1240 Edgewood Drive
Lodi, CA 95240

Vanadeane Brooks
9 N. Rose Street
Lodi, CA 95240

Lawrence Fowler
927 Parkview Avenue
Lodi, CA 95240

Mark Weber
820 W. Turner Road
Lodi, CA 95240

Michael Hughes
306 W. Turner Road
Lodi, CA 95240

Delores Geringer
1449 Arlington Drive
Lodi, CA 95240

Fred Heagarty
1251 Edgewood Drive
Lodi, CA 95240

Sharon Hughes
1032 Laurel Avenue
Lodi, CA 95240

Donna Phillips
1040 Laurel Avenue
Lodi, CA 95240

Charles Ouimette
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Lodi, CA 95240

Bob Wheeler
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Adam Dados
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Lodi, CA 95240

Robert J. Herr
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Lodi, CA 95240

Carolyn C. Relei
327 Poplar Street
Lodi, CA 95240

Roxanne May
437 Eden Street
Lodi, CA 95240