

CITY COUNCIL MEETING

DECEMBER 15, 1982

LIMITED PARKING  
CHANGES APPROVED  
AT VARIOUS  
SCHOOLS

COUNCIL ADOPTED RESOLUTION NO. 82-142 APPROVING THE  
FOLLOWING LIMITED PARKING CHANGES AT VARIOUS SCHOOLS.

RES. NO. 82-142

ERMA REESE SCHOOL

1. Abandon a portion of the existing passenger loading and unloading zone.

WASHINGTON SCHOOL

1. Extend an existing passenger loading and unloading zone 60-feet;
2. Decrease an existing bus zone 60-feet.
3. Deny the request for a mid-block school crossing.

HERITAGE SCHOOL

1. Abandon an existing passenger loading and unloading zone;
2. Establish a bus zone in its place;
3. Abandon an existing bus zone;
4. Establish a new passenger loading and unloading zone.

RESOLUTION NO. 82-142

RESOLUTION APPROVING LIMITED PARKING CHANGES  
AT VARIOUS SCHOOLS

RESOLVED, that the City Council does hereby approve the following limited parking changes at various schools as heretofore set forth:

ERMA REESE SCHOOL

1. Abandon a portion of the existing passenger loading and unloading zone, as shown on Exhibit A attached hereto and thereby made a part hereof.

WASHINGTON SCHOOL

1. Extend an existing passenger loading and unloading zone 60-feet;
2. Decrease an existing bus zone 60-feet;
3. Deny the request for a mid-block school crossing as shown on Exhibit A attached hereto and thereby made a part hereof.

HERITAGE SCHOOL

1. Abandon an existing passenger loading and unloading zone;
2. Establish a bus zone in its place;
3. Abandon an existing bus zone;
4. Establish a new passenger loading and unloading zone, as shown on Exhibit A attached hereto and thereby made a part hereof.

Dated: December 15, 1982

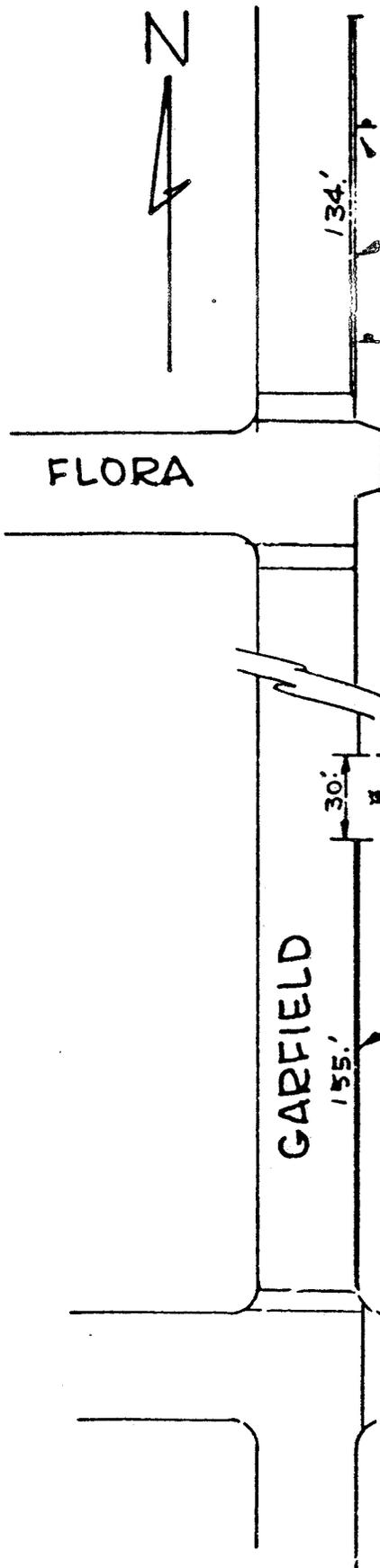
I hereby certify that Resolution No. 82-142 was passed and adopted by the City Council of the City of Lodi in a regular meeting held December 15, 1982 by the following vote:

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

Noes: Council Members - None

Absent: Council Members - None

*Alice M. Reimche*  
Alice M. Reimche  
City Clerk



EXISTING BUS ZONE (RED CURB)  
CONVERT TO UNRESTRICTED  
PARKING

SIGNS (2) "BUS ZONE, SCHOOL DAYS  
ONLY" RELOCATE TO EDEN ST.

FLORA

HERITAGE SCHOOL

FIRE HYDRANT  
NO PARKING

EXISTING UNRESTRICTED PARKING  
CONVERT TO PASSENGER LOADING &  
UNLOADING ZONE (WHITE CURB)

GARFIELD

FIRE HYDRANT  
NO PARKING

EDEN

EXISTING PASSENGER LOADING & UNLOADING ZONE  
(WHITE CURB)

CONVERT TO BUS ZONE  
(RED CURB)

EXHIBIT C

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# GEORGE WASHINGTON SCHOOL

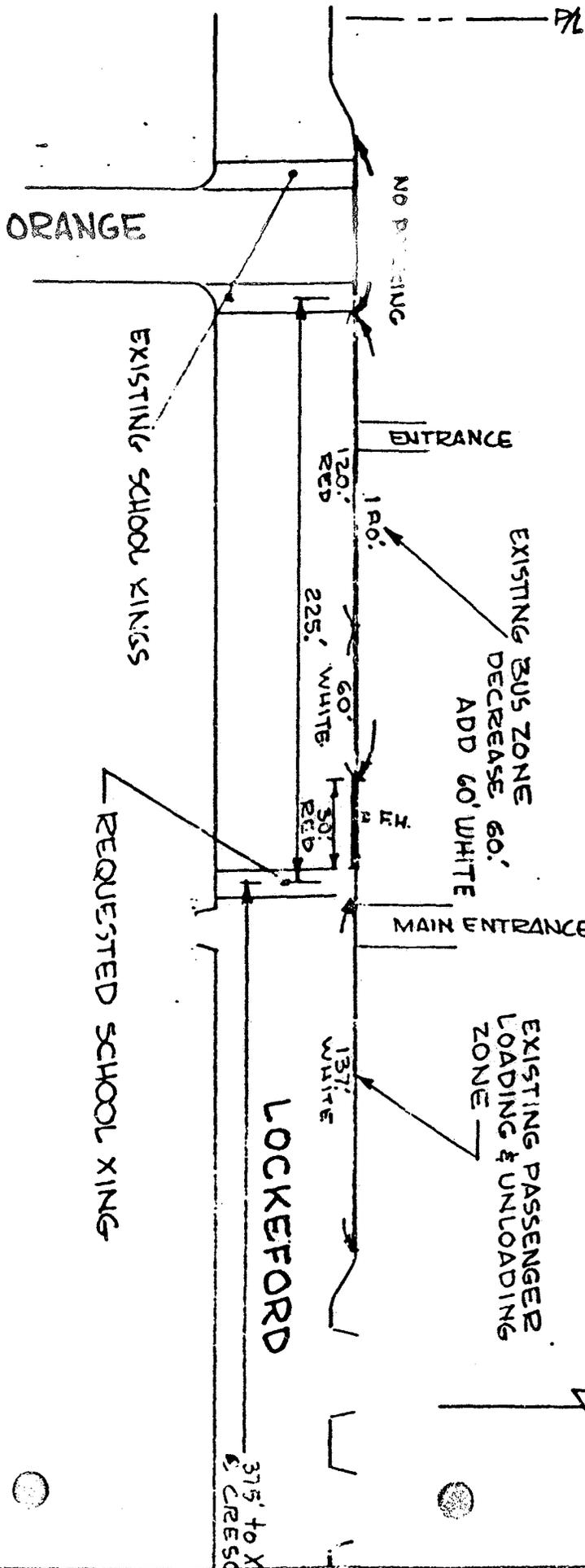
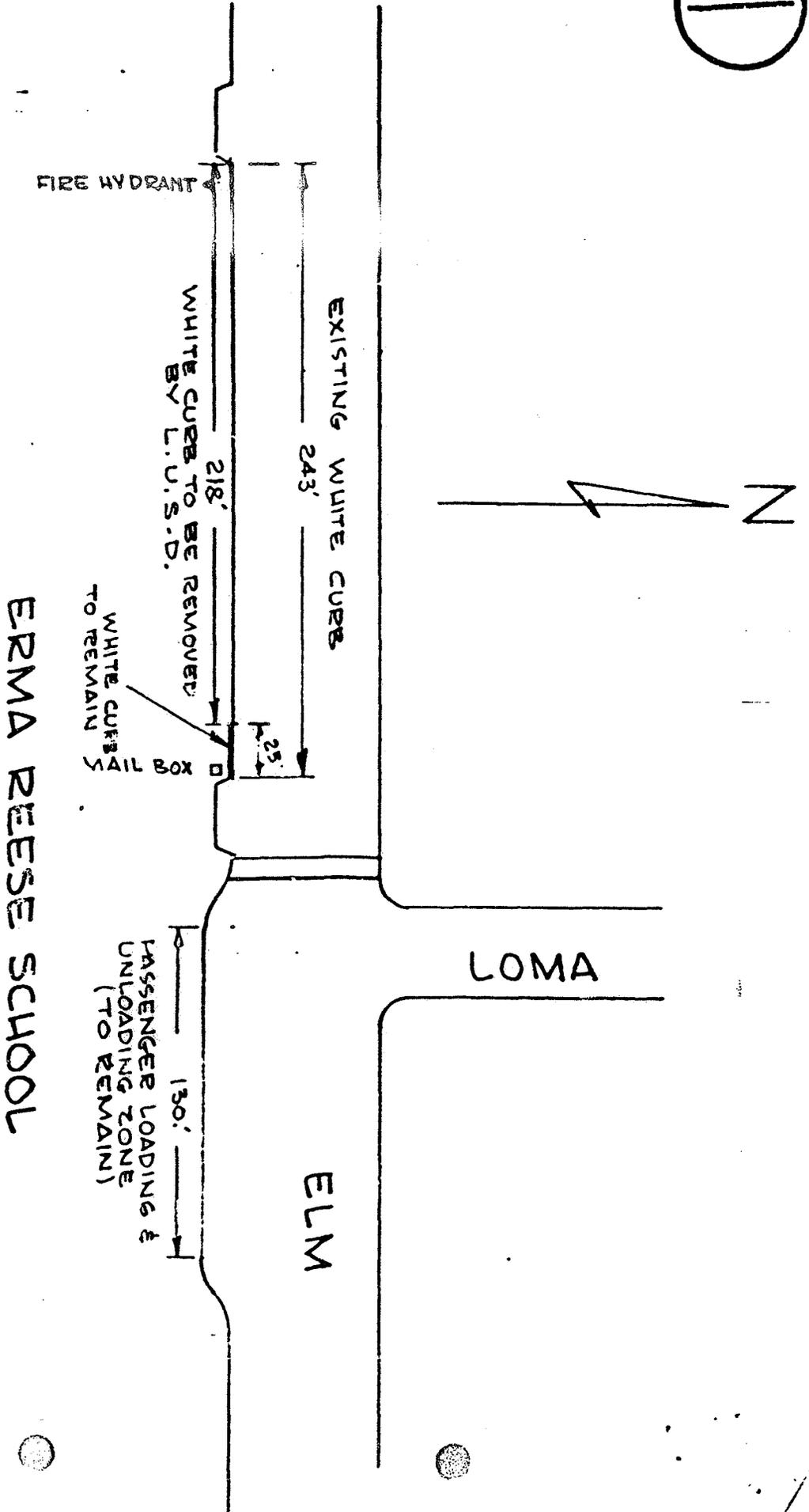


EXHIBIT B



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ERMA REESE SCHOOL

EXHIBIT A



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## COUNCIL COMMUNICATION

TO: City Council  
 FROM: City Manager  
 DATE: December 9, 1982  
 SUBJECT: Curb Markings, Various School Locations

RECOMMENDED ACTION: That the City Council take the necessary action to accomplish the following.

ERMA REESE SCHOOL

1. Abandon a portion of the existing passenger loading & unloading zone.

WASHINGTON SCHOOL

1. Extend an existing passenger loading & unloading zone 60-feet;
2. Decrease an existing bus zone 60-feet;
3. Deny the request for a mid-block school crossing.

HERITAGE SCHOOL

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2. Establish a bus zone in its place;
3. Abandon an existing bus zone;
4. Establish a new passenger loading & unloading zone.

BACKGROUND INFORMATION:

Mary Joan Starr, Facility Planner for Lodi Unified School District, has submitted the following requests from Erma Reese, Washington and Heritage Schools regarding changes in curb markings:

ERMA REESE SCHOOL (See Exhibit A)

A 243-foot passenger zone was added to an existing 130-foot zone in April 1975, at the request of the district. The request now is to abandon the zone to provide on-street parking for teachers, parents and others. Twenty-five feet of the zone would remain at the east end to provide access to a mailbox and sight distance at most times for drivers exiting the school parking lot.

We recommend the west 218-feet of the existing 243-foot zone be abandoned with the condition that the district bear the cost of the removal (\$545).

APPROVED:

HENRY A. GLAVES, City Manager

FILE NO.



GEORGE WASHINGTON SCHOOL (See Exhibit B)

Nick Dellan, principal of Washington School, requests the changes shown to ease traffic congestion problems in the area. Mr. Dellan states that less curb space is needed for busses and more for parents loading and unloading passengers.

The lengths of the existing zones were determined by the school district in October 1978, and the cost of changing them is estimated at \$60.

The Engineering Division recommends that the changes be approved if the cost is borne by the district.

Mr. Dellan also requests a mid-block school crossing, to be located approximately 225-feet east of an existing school crossing at Lockeford and Orange, and 375-feet west of a crossing at Lockeford and Crescent. The crossing would be near the main entrance to the school. At the present time, when parents drop off children, there is not a crosswalk at that specific location for the children to use, and, as a consequence, many of them violate the crossing rules with their parents' permission.

School Safety Patrols are now being used to control school children across Lockeford Street at both existing crossings, and it is the intent of the principal to operate a patrol only at the mid-block crossing if approved. Although school patrols might operate the crossing safely during school hours, the crossing will be there as an invitation for use at other times, too.

The Engineering Department has submitted several reports to the City Council regarding mid-block crosswalks and crosswalks in general. In brief, these studies have shown that poorly located crosswalks may tend to increase the hazard to pedestrians and motorists alike. Additionally, a study done by the City of San Diego showed that in terms of the number of pedestrians using crosswalks, approximately twice the rate of pedestrian accidents occur in marked crosswalks as in unmarked crosswalks.

The Engineering Division recommends that, in the interest of safety, the request for a mid-block crossing be denied.

HERITAGE SCHOOL (See Exhibit C)

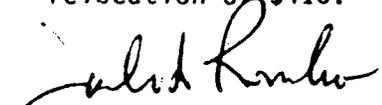
In September 1977, the district requested a bus zone on the north side of Eden Street east of Garfield Street. In October 1978, the district requested that the bus zone be converted to a passenger loading & unloading zone. The district now requests the passenger loading & unloading zone be converted back to a bus zone.

In October 1978, the district requested a 75-foot bus zone on the east side of Garfield Street north of Flora Street. In December 1979, the district requested an extension of the zone, and now requests the abandonment of the entire zone to provide on-street parking.



Officials of the school have also made a request for a new 155-foot passenger loading & unloading zone to be located on Garfield Street north of Eden Street to replace the one being abandoned on Eden Street.

The Engineering Division recommends the approval of the three items with the condition that the district bear the cost of necessary sandblasting and sign relocation of \$410.

  
Jack L. Ronsko  
Public Works Director

Attachments

JLR:MED:dmw

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