

CITY COUNCIL MEETING

December 16, 1981

SPEED LIMIT AND  
PEDESTRIAN  
CROSSWALK ON  
BRANDYWINE  
DRIVE  
ESTABLISHED

RES. NO. 81-178

Council was apprised that residents along Brandywine Drive have complained of speeding along the street and have requested the installation of 3-way stops at Brandywine and Fairmont and Brandywine and Reisling to control the problem.

Brandywine Drive is a minor collector street approximately 1/2 mile in length with a curb-to-curb width of 44 feet and an existing Prima Facie Speed Limit of 25 MPH.

"Section 22352 of California Vehicle Code

(b) Twenty-five miles per hour.

(1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code."

The Engineering Division conducted a study of Brandywine and Fairmont and Brandywine and Reisling to determine if there was a need for multi-way stop signs. None of the suggested warrants were met.

City officials are frequently requested to install stop signs on residential streets to control speeding. One argument against this misuse of traffic control devices is that it encourages lack of respect for all traffic control devices. An available survey from another city shows that where unwarranted stop signs were installed as speed deterrents, there was an alarmingly high disobedience rate for the signs. (78% of the vehicles observed either did not stop or made rolling stops.)

A more effective argument is that unwarranted stop signs are not effective in reducing speeds.

The same survey showed average speeds were not significantly reduced after the installation of unwarranted stop signs, and there was a slight increase in high speeds, possibly because motorists were trying to make up for lost time after passing the sign.

On Staff, Council, on motion of Council, seconded by  
McCarty second, adopted Resolution No. 81-178  
1) establishing a speed limit of 30 mph on Brandywine Drive between Ham Lane and Hutchins Street; and  
2) established a pedestrian crosswalk across Brandywine Drive 280' east of Thompson Drive.

Continued December 16, 1981

SPEED LIMIT  
AND PEDESTRIAN  
CROSSWALK ON  
BRANDYWINE DRIVE  
ESTABLISHED  
(Cont'd)

Under present State of California "speed trap" laws, and more restrictive laws which will become effective January 1, 1982, radar cannot be used on Brandywine Drive to control speeding without an engineering study. To establish a realistic speed limit that can be enforced by radar, the Engineering Division conducted a speed survey along Brandywine Drive. In general, speed limits should be set at, or slightly below, the 85th percentile speed with special consideration being given to any unusual roadside conditions.

The 85th percentile speed on Brandywine Drive is 36 mph and the Engineering Department recommends that the limit be established at 30 mph. The reasons for establishing the speed limit at 6 mph below the 85th percentile speed are because of the curvature of the street and because 6 uncontrolled T-intersections intersect Brandywine Drive.

The pedestrian crossing would be installed across Brandywine Drive approximately 280 feet east of Thompson Drive and at a location where a walkway and wheelchair ramps are provided to a shopping center to the north.

Following discussion, with questions being directed to Staff, Council, on motion of Councilman Hughes, McCarty second, adopted Resolution No. 81-178 .

- 1) establishing a speed limit of 30 mph on Brandywine Drive between Ham Lane and Hutchins Street; and
- 2) established a pedestrian crosswalk across Brandywine Drive 280' east of Thompson Drive.



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## COUNCIL COMMUNICATION

**TO:** City Council  
**FROM:** City Manager  
**DATE:** December 10, 1981  
**SUBJECT:** Establish a Speed Limit and Pedestrian Crosswalk on Brandywine Drive

**RECOMMENDED ACTION:** That the City Council adopt a resolution:

1. Establishing a speed limit of 30 mph on Brandywine Drive between Ham Lane and Hutchins Street; and
2. Establishing a pedestrian crosswalk across Brandywine Drive 280' east of Thompson Drive.

**BACKGROUND INFORMATION:** Residents along Brandywine Drive have complained of speeding along the street and have requested the installation of 3-way stops at Brandywine & Fairmont and Brandywine & Reisling to control the problem.

Brandywine Drive is a minor collector street approximately 1/2 mile in length with a curb-to-curb width of 44 feet and an existing Prima Facie Speed Limit of 25 mph.

"Section 22352 of California Vehicle Code

(b) Twenty-five miles per hour.

(1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code."

The Engineering Division conducted a study of Brandywine & Fairmont and Brandywine & Reisling to determine if there was a need for multi-way stop signs. None of the suggested warrants were met. See Exhibits A & B.

City officials are frequently requested to install stop signs on residential streets to control speeding. One argument against this misuse of traffic control devices is that it encourages lack of respect for all traffic control devices. An available survey from another city shows that where unwarranted stop signs were installed as speed deterrents, there was an alarmingly high disobedience rate for the signs. (78% of the vehicles observed either did not stop or made rolling stops.)

A more effective argument is that unwarranted stop signs are not effective in reducing speeds.

APPROVED:

HENRY A. GLAVES, City Manager

FILE NO.

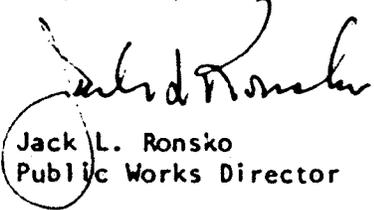
City Council  
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The same survey showed average speeds were not significantly reduced after the installation of unwarranted stop signs, and there was a slight increase in high speeds, possibly because motorists were trying to make up for lost time after passing the sign.

Under present State of California "speed trap" laws, and more restrictive laws which will become effective January 1, 1982, radar cannot be used on Brandywine Drive to control speeding without an engineering study. (See Exhibit C.) To establish a realistic speed limit that can be enforced by radar, the Engineering Division conducted a speed survey along Brandywine Drive. The results of the study are shown on Exhibit D. In general, speed limits should be set at, or slightly below, the 85th percentile speed with special consideration being given to any unusual roadside conditions.

The 85th percentile speed on Brandywine Drive is 36 mph and the Engineering Department recommends that the limit be established at 30 mph. The reasons for establishing the speed limit at 6 mph below the 85th percentile speed are because of the curvature of the street and because 6 uncontrolled T-intersections intersect Brandywine Drive.

The pedestrian crossing would be installed across Brandywine Drive approximately 280 feet east of Thompson Drive and at a location where a walkway and wheelchair ramps are provided to a shopping center to the north. (See Exhibit E.)



Jack L. Ronsko  
Public Works Director

Attachments

JLR/eeh



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

EXHIBIT A

## FOUR WAY STOP SIGN WARRANTS

INTERSECTION OF BRANYWINE and FAIRMONT

DATE 12-1-81 BY MED

Any of the following conditions may warrant a 4-way stop sign installation.

1. 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 X

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

Number of accidents 0  
Satisfied \_\_\_\_\_ Not Satisfied X

3. 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. (Exhibit C)

Highest 8 hours <sup>7-8 am</sup> 11 a.m. to 6 p.m.  
Total volume 506 vehicles  
Average per hour 64 vehicles  
Satisfied \_\_\_\_\_ Not Satisfied X

4. 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.

Highest 8 hours <sup>7-8 am</sup> 11 a.m. to 6 p.m.  
Total vehicles volume 226  
Total pedestrian volume 14 estimate.  
Average units per hour 30  
Satisfied \_\_\_\_\_ Not Satisfied X

5. 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. (Exhibit D)

85-percentile speed 36 MPH  
Satisfied \_\_\_\_\_ Not Satisfied X

6. 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 55 %  
% Traffic minor street 45 %  
Satisfied \_\_\_\_\_ Not Satisfied X

EXHIBIT A



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

EXHIBIT A

## FOUR WAY STOP SIGN WARRANTS

INTERSECTION OF Brandywine and Reisling

DATE 12-1-81 BY MEG

Any of the following conditions may warrant a 4-way stop sign installation.

1. 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 X

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

Number of accidents 0  
Satisfied \_\_\_\_\_ Not Satisfied X

3. 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. (Exhibit C)

<sup>7-8 am</sup>  
Highest 8 hours 11 a.m. to 6 p.m.  
Total volume 464 vehicles  
Average per hour 58 vehicles  
Satisfied \_\_\_\_\_ Not Satisfied X

4. 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.

<sup>7-8 am</sup>  
Highest 8 hours 11 a.m. to 6 p.m.  
Total vehicles volume 64  
Total pedestrian volume 16 estimate.  
Average units per hour 10  
Satisfied \_\_\_\_\_ Not Satisfied X

5. 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. (Exhibit D)

85-percentile speed 36 MPH  
Satisfied \_\_\_\_\_ Not Satisfied X

6. 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 %  
Satisfied \_\_\_\_\_ Not Satisfied X

EXHIBIT B



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

### *Speed Trap Prohibition*

40801. No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

### *Speed Trap*

40802. A "speed trap" is either of the following:

(a) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(b) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance pursuant to paragraph (1) of subdivision (b) of Section 22352, or established pursuant to Section 22354, 22357, 22358, or 22358.3, which speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects. The provisions of this subdivision do not apply to local streets and roads.

For purposes of this section, local streets and roads shall be defined by the latest functional usage and federal-aid system maps as submitted to the Federal Highway Administration. When these maps have not been submitted, the following definition shall be used: A local street or road primarily provides access to abutting residential property and shall meet the following three conditions:

1. Roadway width of not more than 40 feet,  
2. Not more than 1/2 mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445.

3. Not more than one traffic lane in each direction.

This section shall remain in effect only until January 1, 1982, and as of that date is repealed.

**NOTE:** This section remains in effect only until January 1, 1982 at which time it is repealed and the following section becomes effective.

40802. A "speed trap" is either of the following:

(a) A particular section of a highway measured as a distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(b) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance pursuant to paragraph (1) of subdivision (b) of Section 22352, or established pursuant to Section 22354, 22357, 22358, or 22358.3, which speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects.

This section shall become operative on January 1, 1982.

Drawn	No	Date	Approved	Approved By
Checked				
Date				
DEC '81				
			Public Works Director	Date
			RCE	

## EXHIBIT C

SEE 99

KETTLEMAN LN

LN

ST

INSTALL PEDESTRIAN KING

INSTALL 30 MPH SIGN

ADT 690

CHRYSLER DR

UNDEVELOPED

BRADY DR

UNDEVELOPED

UNDEVELOPED

DR

INSTALL 30 MPH SIGN

ADT 500

ADT 700

ADT 200

COLCHIBARD DR

ST WIDTH = 44'  
 TRAFFIC LANES = 2  
 AVE. DAILY TRAFFIC = 500-700  
 EXISTING SPEED LIMIT = 25 MPH  
 AVERAGE SPEED = 32.5 MPH  
 85TH PERCENTILE = 36 MPH  
 SPEED-FACTOR = 26-36 MPH 75%  
 PROPOSED LIMIT = 30 MPH

RESLING

BLANCHARD CR

HUTCHINS

CENTURY

BLVD

SEE 75

RESOLUTION NO. 81-178

RESOLUTION ESTABLISHING A SPEED LIMIT AND  
PEDESTRIAN CROSSWALK ON BRANDYWINE DRIVE

RESOLVED that the City Council of the City of Lodi does hereby establish a speed limit of thirty (30) miles per hour on Brandywine Drive between Ham Lane and Hutchins Street, Lodi.

BE IT FURTHER RESOLVED that the City Council of the City of Lodi does hereby establish a pedestrian crosswalk across Brandywine Drive 280' east of Thompson Drive, Lodi, as depicted in Exhibit "E" attached hereto and thereby made a part hereof.

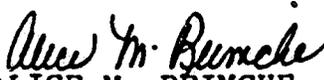
Dated: December 16, 1981

I hereby certify that Resolution No. 81-178 was passed and adopted by the City Council of the City of Lodi in a regular meeting held December 16, 1981 by the following vote:

Ayes: Councilmen - Hughes, Pinkerton, Katnich  
and McCarty

Noes: Councilmen - None

Absent: Councilmen - None

  
ALICE M. REIMCHE  
City Clerk



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## BRANDYWINE DRIVE PROPOSED PEDESTRIAN CROSSING



HANDICAPPED RAMPS

WALKWAY TO  
VINEYARD  
SHOPPING CENTER

BRANDYWINE

280.0'

PROPOSED PEDESTRIAN KING

THOMPSON

Drawn MED

No

Date

Approved

Approved By

Checked

Date DEC. '81

Public Works Director  
RCE

Date

### EXHIBIT E