

RESOLUTION NO. 92-10

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A RESOLUTION OF THE LODI CITY COUNCIL  
APPROVING SPEED LIMIT MODIFICATION ON SACRAMENTO STREET FROM  
LOCKEFORD STREET TO TURNER ROAD AND DESIGNATING THE STREET AS A  
"THROUGH" STREET, THEREBY AMENDING TRAFFIC RESOLUTION NO. 87-163

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RESOLVED, that the Lodi City Council does hereby approve changing the speed limit from 25 mph to 35 mph on Sacramento Street from Lockeford Street to Turner Road, based on the speed zone survey and narrative attached as Exhibit A, and designating the street as a "through" street with stop signs to be installed on minor streets intersecting Sacramento Street as shown on Exhibit B, attached hereto; and

BE IT FURTHER RESOLVED, that City of Lodi Traffic Resolution 87-163, Section 7 - Speed Limits and Section 2(B) "Through" Streets are hereby amended by changing the speed limit from 25 mph to 35 mph on Sacramento Street from Lockeford Street to Turner Road and designating the street as a "through" street.

Dated: January 15, 1992

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I hereby certify that Resolution No. 92-10 was passed and adopted by the Lodi City Council in a regular meeting held January 15, 1992 by the following vote:

Ayes: Council Members - Hinchman, Pennino, Sieglock, Snider  
and Pinkerton (Mayor)

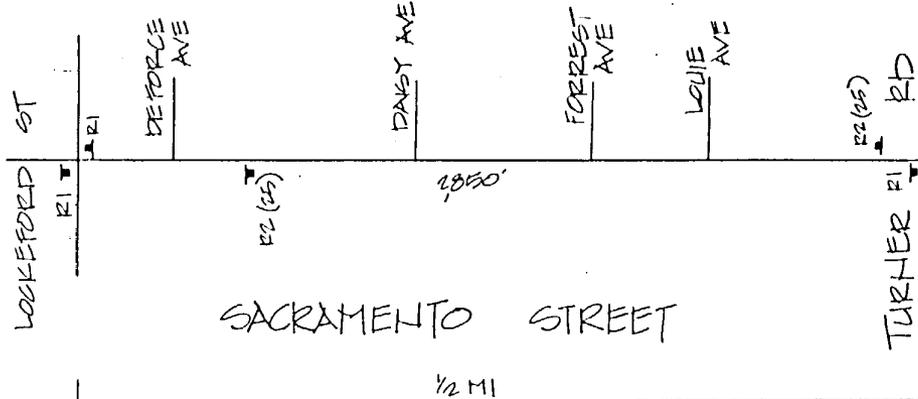
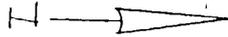
Noes: Council Members - None

Absent: Council Members - None

*Alice M. Reimche*  
Alice M. Reimche *ay jmf*  
City Clerk

**ENGINEERING  
AND TRAFFIC SURVEY**

SEE NARRATIVE FOR  
BACKGROUND INFORMATION



**SPEED TABLE**

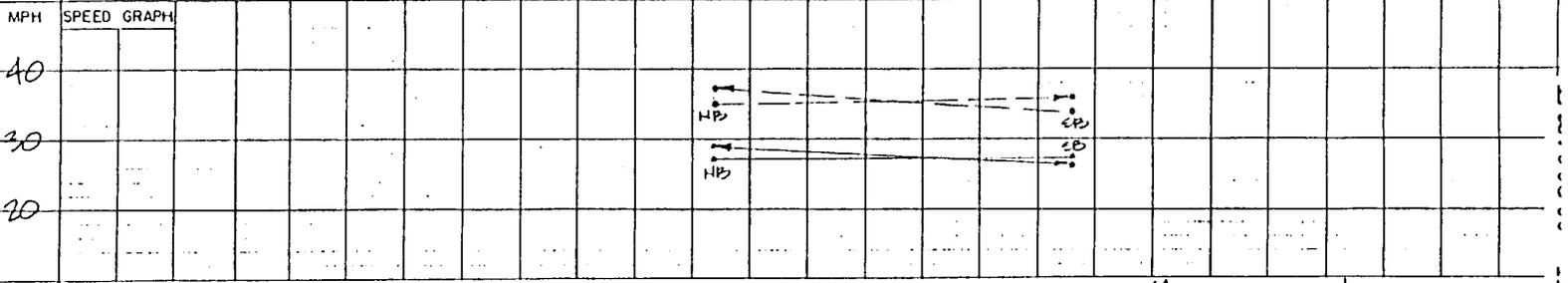
ROADWAY WIDTH		50'
NO OF LANES		2 LANES
MEDIAN (TYPE)		NONE
TRAFFIC SIGNAL DATA		N/A
AVERAGE DAILY TRAFFIC		2450
OBS. SPEED - CRITICAL, 85 <sup>th</sup> %	EP	37
	11P	34
- PACE (%)	EP	35
	11P	30
	EP	29-39 (17)
	11P	26-36 (86)
- MEDIAN, 50 <sup>th</sup> %	EP	27-37 (86)
	11P	27-37 (79)
	EP	32
	11P	31
	EP	31
	11P	31

EXISTING SPEED ZONE  
PROPOSED SPEED ZONE

25 MPH  
30 MPH

**LEGEND:**

- T - SIGN LOCATION
- R1 - STOP SIGN
- R2( ) - SPEED LIMIT SIGN (MPH)
- R39 - YIELD SIGN
- C - INSTALLATION C (SCHOOL 25 MPH SIG'S, WES, R2(25), R72)
- ⊙ - TRAFFIC SIGNAL
- CITY LIMIT
- - - CRITICAL SPEED
- · · LOWER LIMIT OF PACE



ACCIDENT PLOT YR: 1989  
YR: 1990

ACCIDENT RATE - ACC/MILL. VEH-MI.

No.	Date	Revision	Appr.	Approved By



**CITY OF LODI**  
PUBLIC WORKS DEPARTMENT

**SACRAMENTO STREET**

**SPEED  
ZONE  
SURVEY**

January 1992

SPEED ZONE REPORT - Sacramento Street

° REFERENCE

Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802(b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.

° STUDY

Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are prevailing speeds, unexpected conditions to drivers, and accident records.

Prevailing Speeds (85th Percentile Speeds)

Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of five miles per hour.

Four radar surveys were performed and the 85th percentile speeds ranged from 34 to 37 mph as shown below:

<u>Sacramento Street Segment</u>	<u>Northbound</u>	<u>Southbound</u>
Lockeford Street - Turner Road	35-36 mph	34-37 mph

Unexpected Conditions

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Although there are two sections on the east side of this segment without concrete sidewalk, the areas are paved allowing pedestrian travel. A large number of commercial driveways also exist along this segment, however, no accidents occurred at these driveways. Reducing the speed limit below the 85th percentile speed due to unexpected conditions is not recommended.

Accidents

Accident records of the two most recent years were considered in determining speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). The average city-wide accident rate was 4.7 ACC/MVM.

The accident rate between Lockeford Street and Turner Road is 3.86 ACC/MVM. This rate is below the city-wide average. Only one of the six accidents was speed related. Reducing the speed limit below the 85th percentile speed due to accident rate is not recommended.

° CONCLUSION

Lockeford Street to Turner Road

Between Lockeford Street and Turner Road, a posted speed limit of 35 mph is appropriate based on the 85th percentile speeds observed in the field, unexpected conditions, and the accident data.

The existing and recommended speed limits are shown below:

<u>SACRAMENTO STREET SEGMENT</u>	<u>EXISTING</u>	<u>RECOMMENDED</u>
Lockeford Street - Turner Road	25 mph	35 mph

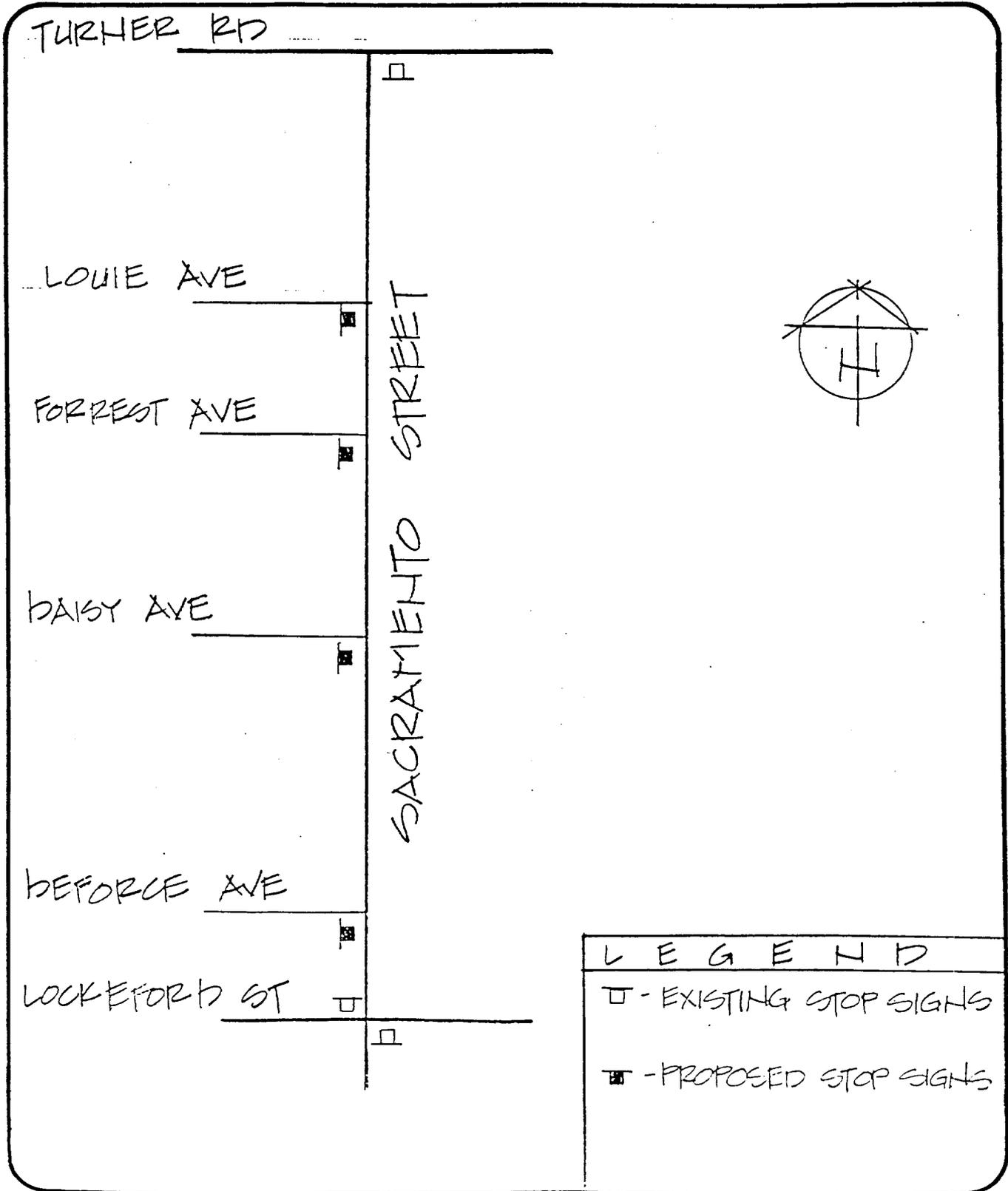
Jack L. Ronsko  
Public Works Director



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

SACRAMENTO ST  
LOCKEFORD TO TURNER  
THROUGH STREET



12/91