



LODI CITY COUNCIL

Carnegie Forum
305 West Pine Street, Lodi

"SHIRTSLEEVE" SESSION

Date: April 14, 2015

Time: 7:00 a.m.

For information regarding this Agenda please contact:

Jennifer M. Ferraiolo

City Clerk

Telephone: (209) 333-6702

Informal Informational Meeting

A. Roll Call by City Clerk

B. Topic(s)

B-1 Receive Information Regarding Traffic Calming (PW)

C. Comments by Public on Non-Agenda Items

D. Adjournment

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

Jennifer M. Ferraiolo
City Clerk

All staff reports or other written documentation relating to each item of business referred to on the agenda are on file in the Office of the City Clerk, located at 221 W. Pine Street, Lodi, and are available for public inspection. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation contact the City Clerk's Office as soon as possible and at least 72 hours prior to the meeting date. Language interpreter requests must be received at least 72 hours in advance of the meeting to help ensure availability. Contact Jennifer M. Ferraiolo at (209) 333-6702. Solicitudes de interpretación de idiomas deben ser recibidas por lo menos con 72 horas de anticipación a la reunión para ayudar a asegurar la disponibilidad. Llame a Jennifer M. Ferraiolo (209) 333-6702.



CITY OF LODI COUNCIL COMMUNICATION

AGENDA TITLE: Receive Information Regarding Traffic Calming
MEETING DATE: April 14, 2015 (Shirtsleeve Session)
PREPARED BY: Public Works Director

RECOMMENDED ACTION: Receive information regarding Traffic Calming.

BACKGROUND INFORMATION: At the Shirtsleeve session, the Public Works Department staff will present information regarding various types of traffic calming devices, City of Lodi and other agencies' traffic calming methodology and the cost.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.

F. Wally Sandelin
Public Works Director

Prepared by Dorothy Kam, Assistant Engineer
FWS/DK/pmf
cc: City Engineer/Deputy Public Works Director
Transportation Manager/Senior Traffic Engineer

APPROVED: _____
Stephen Schwabauer, City Manager

The City of Lodi
Public Works



Shirtsleeve Session Meeting
Traffic Calming
April 14, 2015

Overview



- Traffic Calming Devices
- Traffic Calming in Lodi
- What do other agencies do?
- Costs

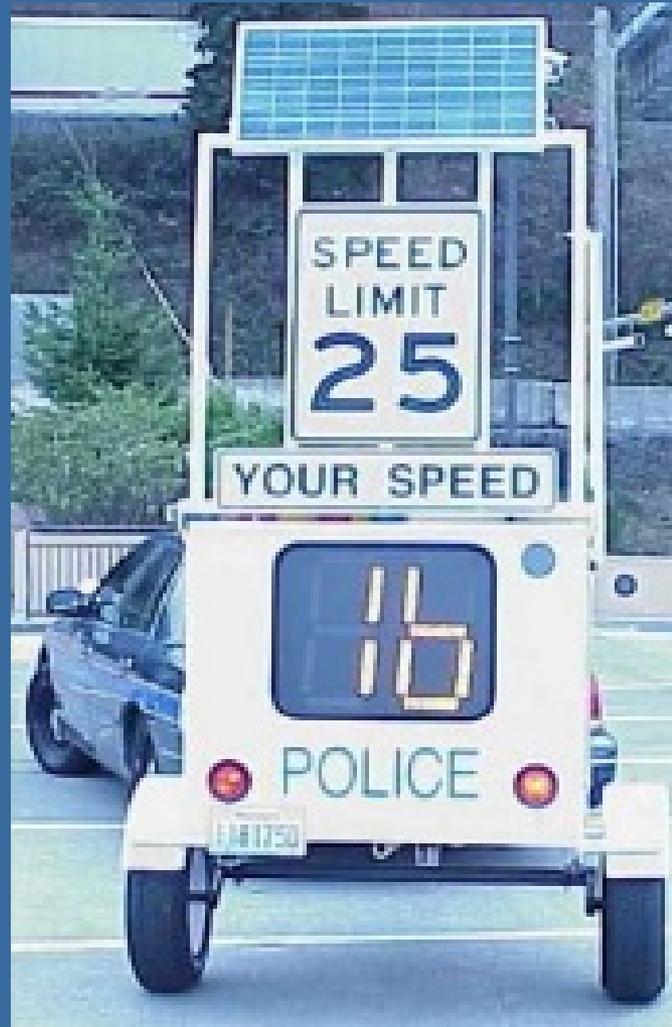
Traffic Calming Devices



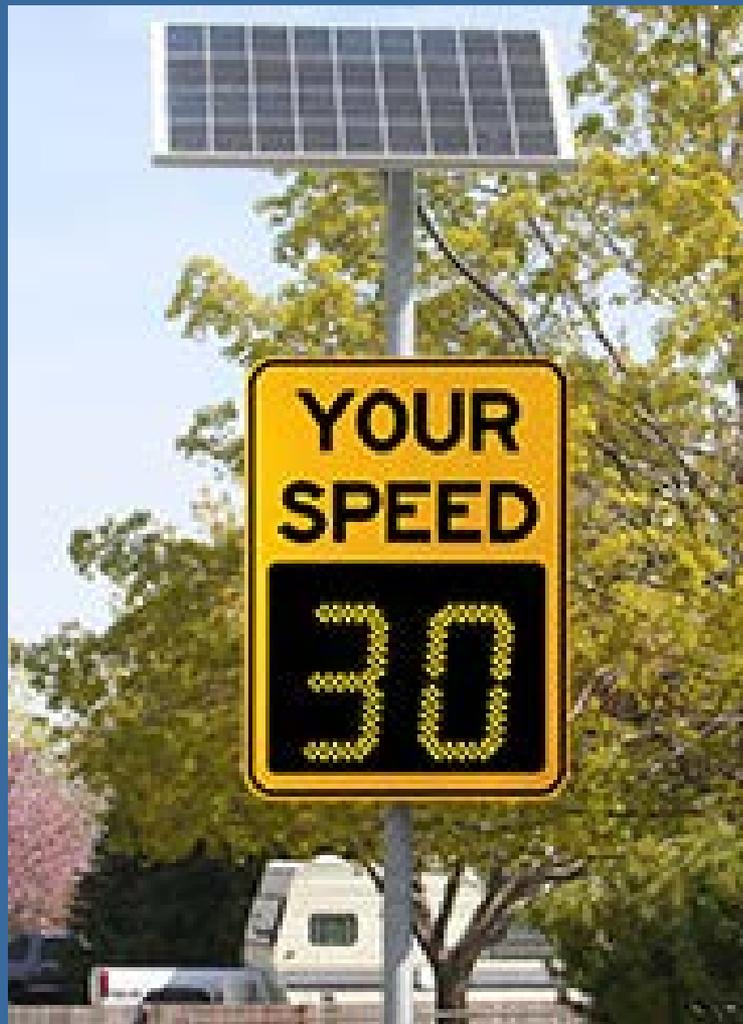
1. Non-Physical Devices

- a) Radar Trailer
- b) Radar Speed Board
- c) Signage
- d) Street Striping

Radar Trailer



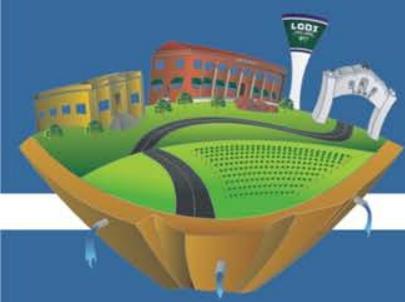
Radar Speed Board



Signage



Street Striping



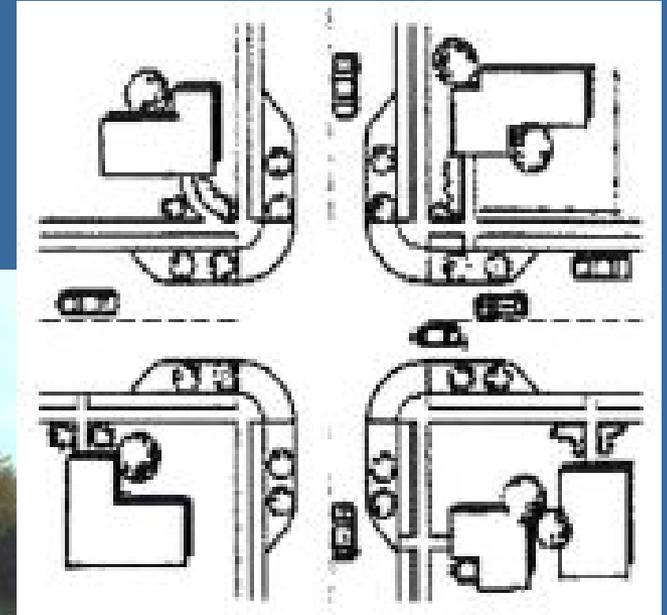
Traffic Calming Devices



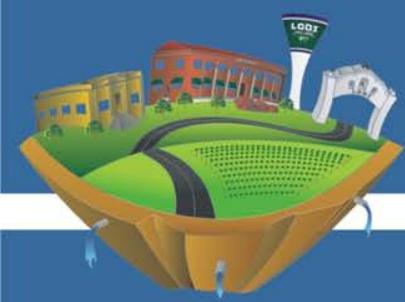
2. Narrowing Devices

- a) Bulbouts
- b) Entry Feature
- c) Raised Median

Bulbouts



Entry Feature



Raised Median



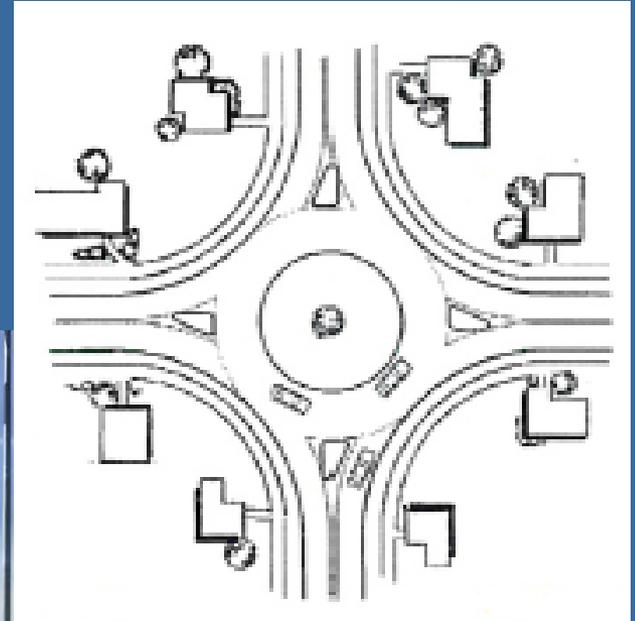
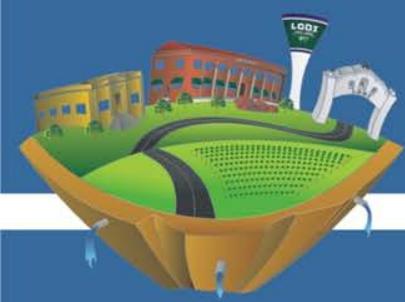
Traffic Calming Devices



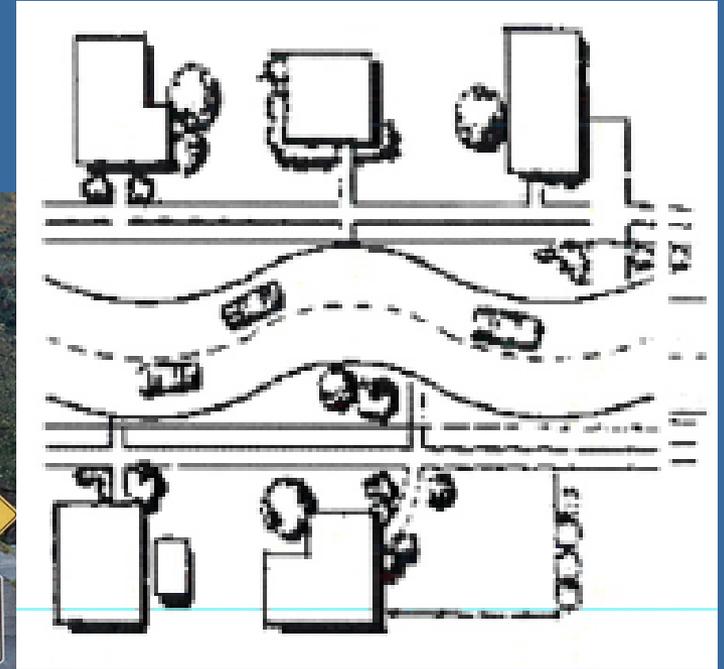
3. Horizontal Deflection Devices

- a) Roundabout
- b) Chicane

Roundabout



Chicane



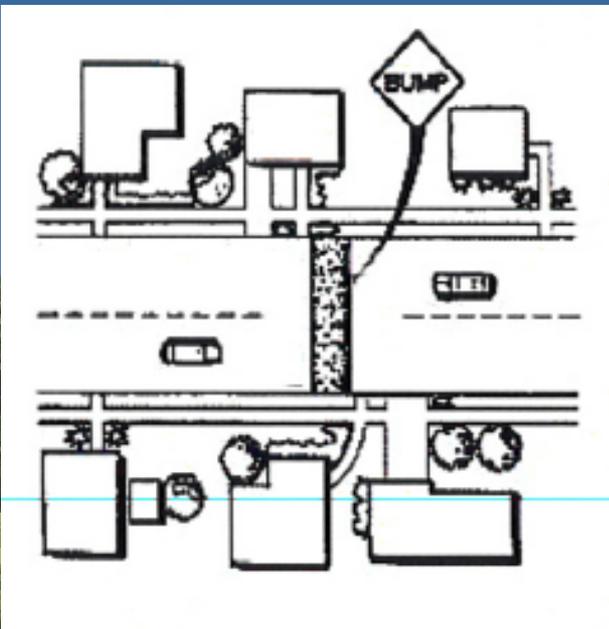
Traffic Calming Devices



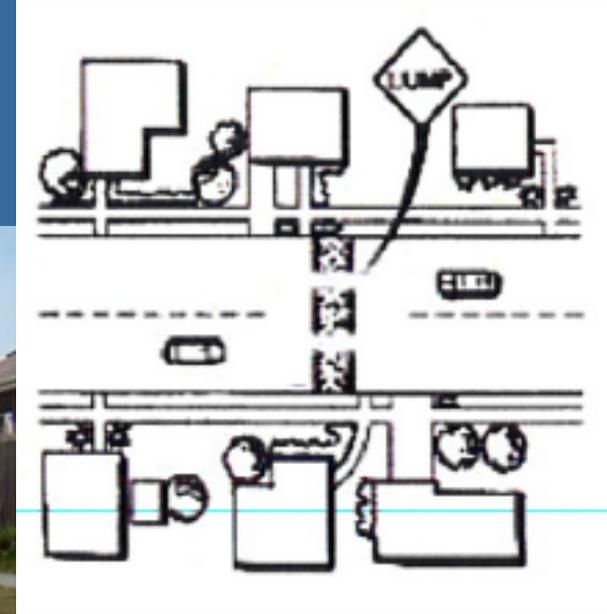
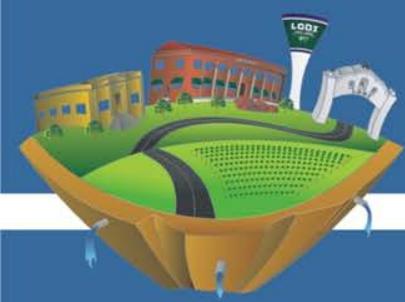
4. Vertical Deflection Devices

- a) Speed Bump
- b) Speed Lump
- c) Speed Table

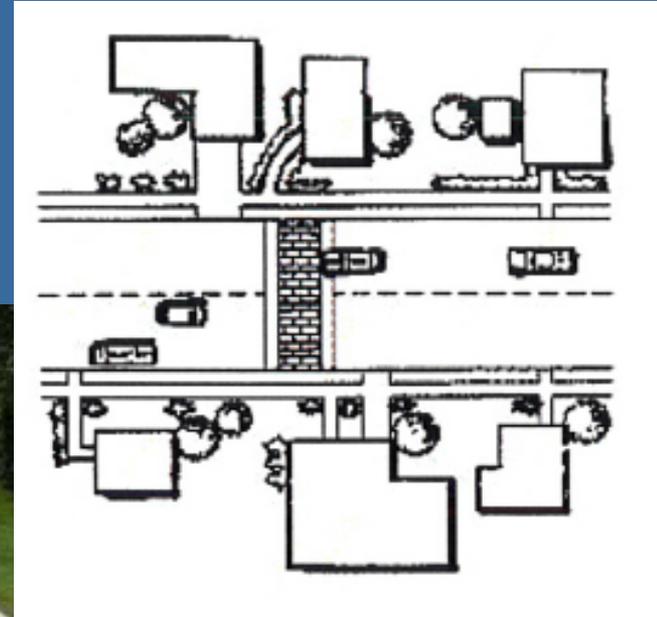
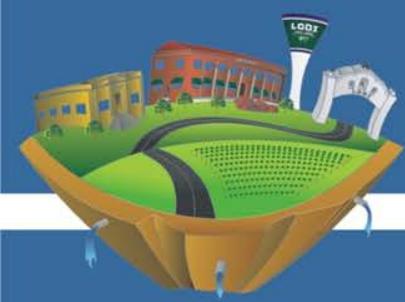
Speed Bump



Speed Lump



Speed Table



Traffic Calming Devices



5. Diversion Devices

- a) Full Closure
- b) Half Closure

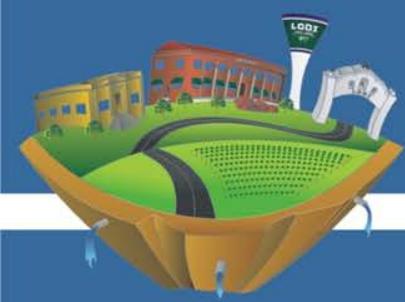
Full Closures



Half Closure



Traffic Calming in Lodi



Methodology

- Data Collection (Speed / Volume)
- Collision Review
- Radar Trailer
- Police Enforcement
- Implement Improvement if appropriate

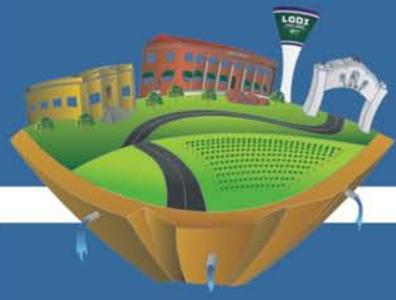
Traffic Calming In Lodi



- Radar Trailer



Traffic Calming In Lodi



- Police Enforcement





Traffic Calming In Lodi

- In-Street Crossing Sign (Elm St west of Pine St)



Traffic Calming In Lodi

- LED Pedestrian Crossing Sign (Elm St at Loma Dr)



Traffic Calming In Lodi

- In-Street Lighted Crosswalk (Lockeford St at Calaveras St)



Traffic Calming In Lodi

- Street Striping (Mills Ave south of Lodi Ave)





Traffic Calming In Lodi

- Bulbouts (Wyndham Way at Ivory Lane)



Traffic Calming In Lodi

- Entry Feature (Bridgetowne Dr at Turner Rd)





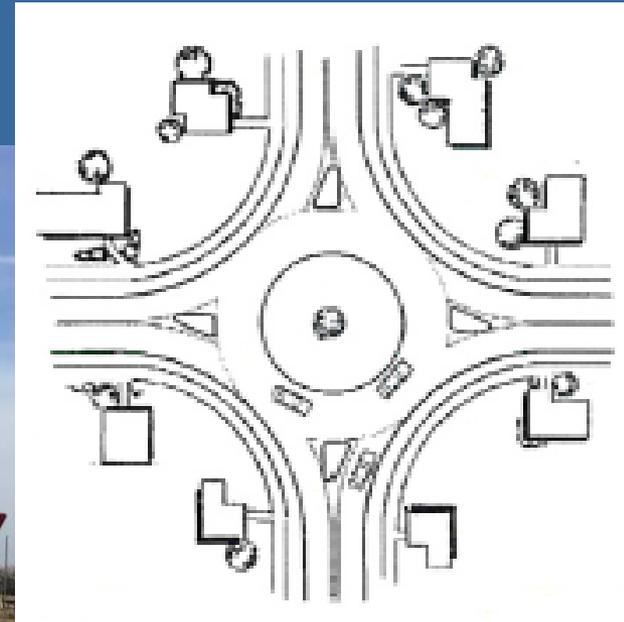
Traffic Calming In Lodi

- Raised Median (Port Chelsea Cir at Ham Ln)



Traffic Calming In Lodi

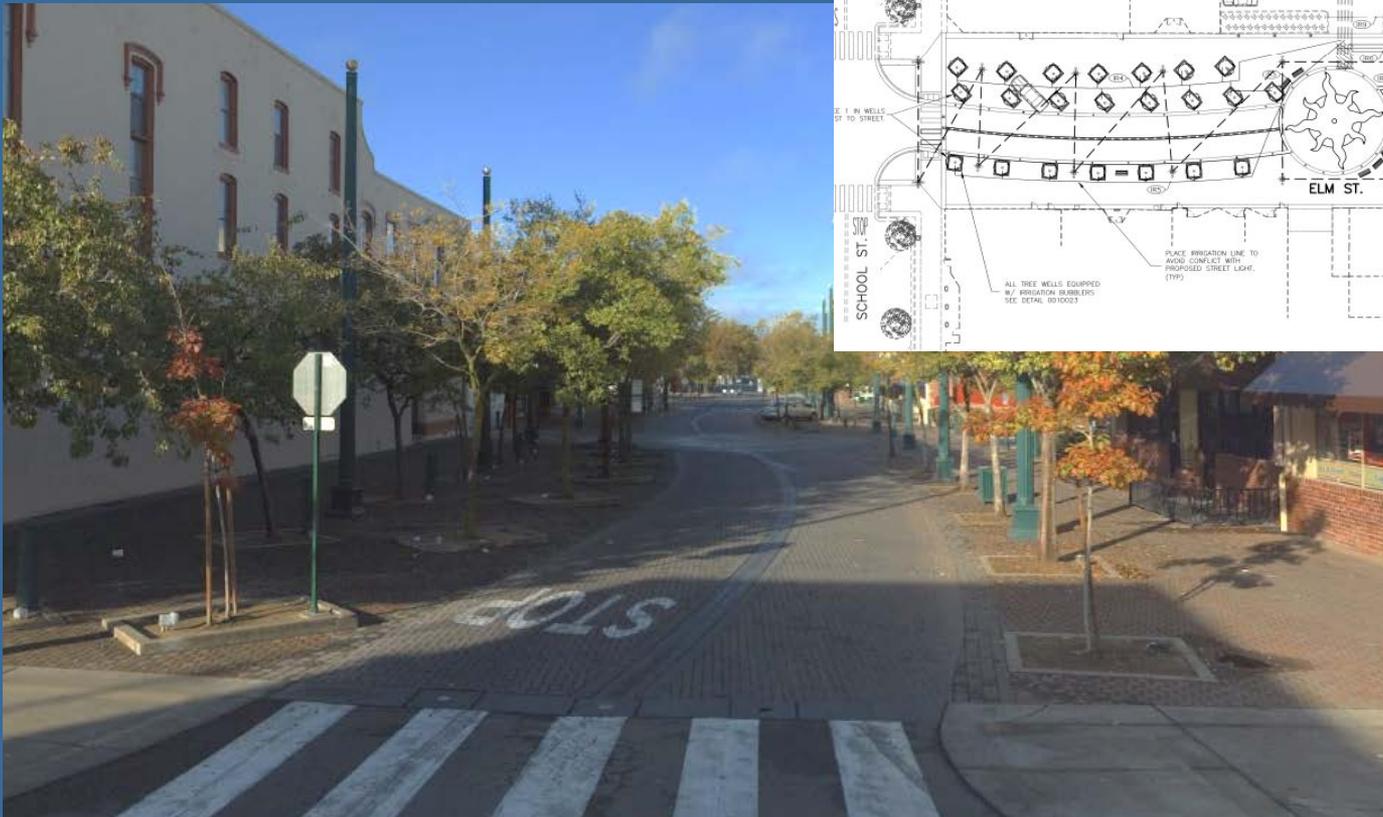
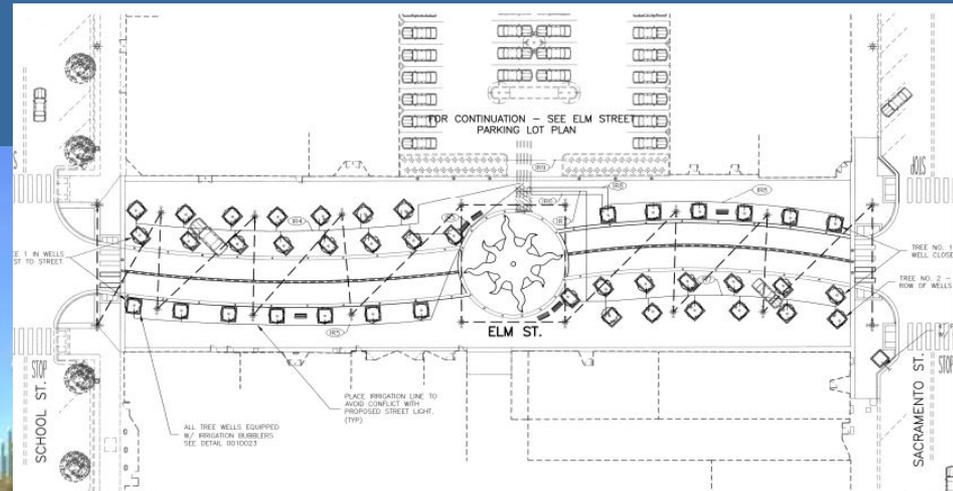
- Roundabout (Lodi Ave at Rosegate Dr)



Traffic Calming In Lodi



- Modified Chicane (Elm St between School St and Sacramento St)



What Do Other Agencies Do?



AGENCY	TRAFFIC CALMING METHODOLOGY
<p>City of Galt City of Ripon City of Dublin City of Lincoln City of Rocklin City of Fairfield City of Manteca City of Union City San Joaquin County</p>	<p>Police Enforcement / Radar Trailer</p>
<p>City of Tracy City of Lathrop City of Modesto City of Elk Grove City of Sacramento</p>	<p>Step 1 – Police Enforcement / Radar Trailer / Striping / Signage Step 2 – Horizontal and Vertical Deflection (based on screening criteria)</p>
<p>City of Stockton</p>	<p>Horizontal and Vertical Deflection (based on screening criteria)</p>



Agencies Oppose Speed bump

- City of Roseville

“The City Council discontinued the speed bump installation program because of too many issues and resident complaints about the bumps. Some motorists would intentionally drive over the bumps at high speed creating a neighborhood nuisance, swerve onto sidewalks and front lawns to avoid the bumps, or speed up between the bumps to make up lost time. Some motorists would divert to other streets to avoid the bumps, transferring a speeding issue from one area to another”

Source: City of Roseville Public Works website



Agencies Oppose Speed Bump

- City of Dublin

“....does not install speed bumps as a means of traffic calming....various negative impacts associated with the installation of speed bumps.... include increased noise pollution due to vehicle acceleration and deceleration, emergency vehicle response times, and unintended diversion of traffic to alternate routes. In addition, some drivers have been observed speeding up between speed bumps in order to “make up for lost time.”

Source: City of Dublin Public Works website



Agencies Oppose Speed Bump

- City of Fairfield

“....tests show that speed bumps are ineffective in controlling all types of vehicles....they can cause problemsdelay emergency vehicle by as much as 25-30 seconds....increase wear and tear on streets from the pounding the streets take by fire trucks, busses, etc....studies show speeds actually increase along the entire segment as driver attempt to make up speed....create problems on adjacent streets....cause drivers to lose control resulting in widespread damage to personal property....for these and other reasons, the City of Fairfield rejects the use of speed bumps....”

Source: City of Fairfield Neighborhood Speeding Brochure



Agencies Oppose Speed Bump

- City of Union City

“....current practice is not to install speed bumps in public street.... drivers will find alternative routes to travel on...residents next to the speed bump will be exposed to noise and vibration associated with intensive braking and acceleration....emissions in the atmosphere increase 10 to 20 times....police departments, fire department, and other emergency response teams typically do not endorse the installation of speed humps because speed bumps increase the response time and the physical obstruction can cause damages to the larger vehicles....”

Source: Oct 26, 2010 City Council Report



Modesto's Traffic Calming Policy

“....Since speed humps directly benefit the residents on the streets, they shall be financed by residents who approve their installation. While the City can bear the cost of design and ongoing maintenance, the residents of the street should pay for the cost of construction, striping, and signs (labor, equipment, and materials)...”

Source: City of Modesto Speed Hump Policy

Screening Criteria For Agencies Adopted Traffic Calming Policy



- 2-Lane Residential Street
- Posted Speed Limit = 25MPH (Modesto \leq 30MPH)
- Street Segment \geq 750 feet
- Average Daily Traffic (ADT) between 500 and 2,000
- Cannot Affect Emergency Services
- 85th Percentile Speed \geq 30 MPH (Tracy and Lathrop \geq 33MPH; Modesto \geq 10MPH of Posted Speed Limit)

Step 1 - Petition with 10 households on requested streets; Step 2 - Criteria Evaluation; Step 3 - 75% Residents vote in favor; Step 4 - Design & Construction

Cost



- City of Stockton - \$750,000 per year
 - Staff time - \$300,000 (2 full-time staff)
 - Construction - \$450,000
- City of Sacramento - \$350,000 per year
 - Staff time - \$50,000
 - Construction - \$300,000
- City of Elk Grove - \$200,000 per year
 - Staff time - \$50,000
 - Construction - \$150,000

Cost



- City of Tracy - \$120,000 per year
 - Staff time - \$60,000
 - Construction - \$50,000
- City of Modesto - \$40,000 per year
 - Staff time - \$40,000
 - Construction – 100% residents responsibility
- City of Lathrop - \$45,000 per year
 - Staff time - \$15,000
 - Construction - \$30,000



Questions