

**LODI CITY COUNCIL  
SHIRTSLEEVE SESSION  
CARNEGIE FORUM, 305 WEST PINE STREET  
TUESDAY, APRIL 14, 2015**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, April 14, 2015, commencing at 7:09 a.m.

Present: Council Member Kuehne, Council Member Mounce, Council Member Nakanishi, Mayor Pro Tempore Chandler, and Mayor Johnson

Absent: None

Also Present: Deputy City Manager Ayers, City Attorney Magdich, and City Clerk Ferraiolo

B. Topic(s)

B-1 Receive Information Regarding Traffic Calming (PW)

Dorothy Kam, Assistant Engineer, provided a PowerPoint presentation on traffic calming. Specific topics of discussion included overview, traffic calming devices, radar trailer, radar speed board, signage, street striping, bulbouts, entry features, raised medians, roundabouts, chicanes, speed bumps, speed lumps, speed tables, full closures, half closures, traffic calming in Lodi, police enforcement, in-street crossing signs, light-emitting diode (LED) pedestrian crossing signs, in-street lighted crosswalks, what other agencies are doing, opposition of speed bumps, traffic calming policies of other agencies, and cost.

In response to Council Member Mounce, Mr. Sandelin stated this item appears before Council in response to her request regarding installation of speed bumps and includes information on the effectiveness of some of the options. Council Member Mounce stated that the Police Department receives hundreds of comments on the website, [www.nextdoor.com](http://www.nextdoor.com), about speeding in Lodi and this presentation is very timely.

In response to Council Member Mounce, Ms. Kam stated that traffic calming costs among the various communities cover a variety of efforts, not solely speed bumps. In further response, Mr. Sandelin stated that Lodi does not set aside funds for construction or implementation of traffic calming devices, but it does fund staff time to perform data collection and analysis. The horizontal deflection devices, such as roundabouts and chicanes, are paid for by developers as part of a subdivision. Transportation Manager/Senior Traffic Engineer Paula Fernandez stated that traffic calming measures, such as bulbouts, have been designed into street improvement projects, such as the recent Hutchins Street project, and Mr. Sandelin stated that all of downtown was designed with traffic calming features.

In response to Council Member Nakanishi, Ms. Kam confirmed that the City of Stockton does not use Police Department radar trailers or enforcement as its first step in determining what traffic calming methodology to use and she was unsure as to the reason why.

Council Member Kuehne stated he was not in support of speed bumps, but he expressed interest in the radar speed boards over radar trailers. Ms. Kam stated that staff is pursuing grant opportunities for radar speed boards.

In response to Council Member Kuehne, Ms. Fernandez stated that the in-street lighted crosswalks are costly and have maintenance issues. Ms. Kam further explained that the change to LED lighted crosswalks has proven to be a much better option and are easier to maintain. In further response, Mr. Sandelin stated that the school district partners with the City to provide funding on sign and lighting improvements in school zones.

Council Member Mounce stated that she was in support of speed bumps for slowing traffic, citing Stockton's speed bumps in the area between Pershing and Pacific Avenues and that area neighbors appreciate them. She further stated she was not opposed to trying the radar speed boards in areas with significant problems. Council Member Mounce questioned what the outcome was for the neighborhood traffic concerns near Costco, to which Ms. Fernandez replied that a multi-way stop sign was installed; however, an "after-study" has not yet been completed. Council Member Mounce commended Public Works on responding to their concerns and stated she believed the City will hear more concerns in the future, particularly in light of the Police Department's outreach efforts via the "nextdoor" website.

Lieutenant Shad Canestrino confirmed that the Police Department receives a significant number of complaints through the website, as well as at National Night Out and similar events; however, the Traffic Unit is understaffed and the reality is that the Department's priority is to respond to in-progress events and crimes before enforcing traffic.

Council Member Mounce stated she is an advocate of neighborhoods partnering with the City and that, through a combination of policing, communication, and Public Works, they can work together to find a solution.

Mayor Johnson stated he is concerned that the newer, more expensive technology, such as lighted crosswalks and sound-emitting crossing signals, will become the expected rule rather than the exception and he suggested a policy so that the expectation is clear to everyone.

Council Member Kuehne expressed support for the radar boards as well as for street striping, which he believes will be key to the success of autonomous driving vehicles that will soon be available. He further expressed support for the entry feature, raised median, and potentially the speed lumps, but not for the bulbouts, roundabouts, chicanes, speed bumps, or speed tables. He added that Police enforcement will be key and that those who want speed bumps in their neighborhoods should pay for the installation, while the City pays for the maintenance.

Myrna Wetzel expressed appreciation for the crosswalk signage on Turner Road at Lodi Lake and further questioned if middle turn lanes help to slow traffic. Ms. Kam and Ms. Fernandez stated that the middle turn lanes are not used to slow traffic, but the illusion of a narrower street can cause drivers to reduce speed. Ms. Wetzel stated that speed bumps have a negative effect on a vehicle's shock absorbers and consideration should be given to that before installing them.

In response to Ed Miller, Council Member Mounce stated this item was on the agenda because she asked some time ago for staff to develop ideas on what the City could do in regard to traffic calming efforts because there was a strong neighborhood concern about the traffic near Costco. Public Works has since resolved that particular issue, but she felt this discussion provides a platform for neighborhoods, Police Department, and Public Works to work together to solve traffic issues. Ms. Mounce hoped that a policy would come forth from this discussion that, at a minimum, would start with radar speed boards and a neighborhood's option to pay for speed bumps if they want them on their street. Mr. Miller stated there are pros and cons with some of the techniques and suggested staff research those before proceeding further. He provided examples of the speed bumps at Casa de Lodi and how drivers speed through the area damaging their vehicles, as well as traffic circles in the Bay Area that resulted in an increased accident rate.

Fire Chief Larry Rooney stated that the Department is in support of traffic calming efforts for the public safety of citizens with the exception of speed bumps and tables because they are harsh on fire vehicles. He added that the Department routinely works with Public Works on any narrowing of streets or roundabouts in order to ensure there is adequate turning radii for the fire trucks and that there are no parking issues that could negatively affect response time to emergencies.

C. Comments by Public on Non-Agenda Items

None.

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 7:47 a.m.

ATTEST:

Jennifer M. Ferraiolo  
City Clerk