

**INFORMATION PREVIOUSLY SUBMITTED TO
SAFETY ADVISORY COMMISSION
AT APRIL 1, 2004 MEETING**

**SAFETY ADVISORY COMMISSION
COMMUNITY CHAMBERS
APRIL 1, 2004, 5p.m.**

REQUEST:

Residents living in the vicinity of the intersection at J Street and Drexel Drive request that stop signs be installed at this intersection to create a 3-way stop.

CITY OF DAVIS RESPONSE TO REQUEST:

The City of Davis has rejected this request based on analyses of vehicle volume data conducted at all three legs of the intersection, accident history, and site distance measurements.

Furthermore, the City of Davis predicts that the opening of the new junior high school in the Fall of 2004 will reduce the volumes of vehicles that use this intersection.

RESPONSE TO CITY OF DAVIS BY RESIDENTS:

Residents respond to the City of Davis with a petition supporting this request, signed by 101 residents that use this intersection. These residents live on J Street, Alice Street, Ponderosa Court, Menlo Drive, Hemlock Lane, Drexel Drive, L Street and Auburn Drive. See Exhibit 1.

Residents are arguing from the perspective of entering J Street, and the effect it has on the J Street traffic flow. Immediate to the neighborhood is the intersection of Drexel Drive and J Street. From this perspective, it is frequently difficult to negotiate turning onto J Street safely and successfully. This, in turn, affects the traffic flow E/B and W/B along J Street.

Incidental obstructions at the mouth of Drexel Drive contribute to low visibility. Other factors that support this argument are the curvature of J Street as a whole, high residential population density along J Street, frequent traffic along J Street, and the speed vehicles travel along J Street. See Exhibit 2.

Residents argue that the relative enrollment at Holmes Junior High School is independent to these contributing factors.

The City of Davis states that there is no fiscal impact to install the stop signs.

Special conditions should be used as qualifying criteria in assessing roadways in and around public facilities, such as emergency services, parks, and public schools.

- The City of Davis used traffic volume as one criterion, when the traffic volume fluctuates due to the nearby school. Traffic volumes should be based on usage at peak times, not averages over random 8-hour sample times.
- Accident histories should not be qualifying criterion next to a school.
- If the California Department of Transportation manual *does not* address the unique circumstance of roadways in and around public facilities, especially schools, it needs to be remedied.

EXHIBIT 1

A petition in support of installing the stop signs at J Street and Drexel Drive was signed by 101 residents that use this intersection. The petition was submitted to the City Council and to the Safety Advisory Commission on April 1, 2004.

REASONS FOR INSTALLING STOP SIGNS AT INTERSECTION:

- Unusually high population density in and around J Street, from Covell Boulevard to E. 8th Street, which contributes to a high volume of pedestrian, bicycle and vehicle traffic through this particular intersection.
 - The eastside of J Street is lined with duplexes.
 - The westside of J Street is lined with apartment complexes.
- Speed of vehicles traveling E/B and W/B on J Street exceed 25 mph, making it difficult to negotiate entering J Street safely and successfully, without interrupting traffic flow, potentially causing an accident.
- The intersection of J Street and Drexel Drive is not perpendicular. J Street is curved, concave to Drexel Drive. The curvature of J Street, combined with the speed at which vehicles travel along J Street, makes it difficult to properly judge when you can enter J Street safely.
- Entering J Street between Covell Boulevard and E. 8th Street, whether it is backing out of a driveway or exiting an apartment parking lot is unsafe, due to speed and lack of visibility.

INCIDENTAL OBSTRUCTIONS/SPECIFIC TO THE INTERSECTION OF DREXEL DRIVE AND J STREET

- J Street is used by Unitrans from 7a.m. to 11p.m. during regular UCD sessions for the E Line. The E Line travels S/B on J Street, twice an hour. One busy stop is opposite of the entrance to Drexel Drive, on the westside of J Street.
- When the E Line bus makes a stop here, S/B traffic on J Street frequently attempts to pass the parked bus on its leftside. This creates a hazardous situation for N/B J Street traffic, pedestrians using the crosswalk at the intersection, and vehicles attempting to make a left turn onto J Street.
- When the E Line bus makes a stop here, the bus conceals traffic exiting the J Street Apartment complex parking lot onto J Street.
- Parked cars along the eastside of J Street, near the intersection, block the view of oncoming bicycle traffic.
- Duplexes at the corners of Drexel Drive and J Street have sloping driveways. When vehicles are parked in the driveways, it obstructs a driver's view, especially when the height of the parked vehicle is higher than your own vehicle's height.

EXHIBIT 2