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## Staff Report

SS ITEM NO. 3

**To:** Lemoore City Council  
**From:** Jeff Laws, Chief of Police  
**Date:** January 9, 2013  
**Subject:** Traffic Safety Evaluation

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### Discussion:

The City of Lemoore requested an OTS grant funded Traffic Safety Evaluation study be conducted by the Technology Transfer Program of the Institute of Transportation Studies at the University of California, Berkeley. A team of two traffic safety experts consisting of a licensed traffic engineer and a traffic enforcement expert conducted the Traffic Safety Evaluation for the City of Lemoore on February 23rd, 2012. This process began in December 2011 with a phone call to discuss the scope and the Traffic Safety Evaluation and to identify the primary participants of this study. The primary objective of this study is to improve traffic safety in the City of Lemoore by reducing collisions at the highest incident intersections and corridors segments with our community. The final report dated August 2012 is attached for your review.

Based on information provided through the California Highway Patrol's Statewide Integrated Traffic Reporting System (SWITRS), data recorded from 2006 – 2010, there were a total of 1,097 collisions in the City of Lemoore. 29.1% of Lemoore's collisions occurred within intersections, 70.2% occurred mid-block. Based on the same (SWITRS) data, the most common Primary Collision Factor in collisions within Lemoore's intersections was failing to yield from stop signs, unsafe speed, unsafe turning movements and failure to yield during left turns. Mid-block or segment collisions were most commonly caused by unsafe speed, unsafe turning movements and failure to yield from driveways.

The Office of Traffic Safety rankings by population group allow cities to compare themselves to cities with similar population and daily vehicle miles traveled in the State (i.e. of 100 cities, rank #1 being worst and 100 being the best). Lemoore ranked in the top ten percent in 2010 marginally in the hit and run category only. It should be noted that the Office of Traffic Safety rankings are only indicators of potential problems; there are many factors including size of population and average daily traffic that may either understate or overstate a City's ranking.

After reviewing all the above information we focused on the following intersections with the highest number of Collisions.

- Hanford Armona Road and Lemoore Avenue  
- *Recommended improvements: 1) Consider providing a two second all red clearance interval after all three movements and one second all red clearance red interval after all turn phases. 2) Consider implementing RAT boxes or red light cameras to allow more efficient enforcement of red light signal indication violations. 3) Consider implementing raised medians on Hanford Armona Rd and Lemoore Avenue, where they currently do*

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*not exist, to provide better access control along these corridors to reduce the frequency of rear end and broad side collisions. Recommendations to be considered.*

- State Route 198 and Vine Street
  - *Recommendations reviewed but not considered as deficiencies will be addressed with construction of SR198/19<sup>th</sup> Ave overpass which will close Vine Street onto 198*
- Lemoore Avenue and D Street
  - *Recommended improvements: 1) Consider providing a two second all red clearance interval after all three movements and one second all red clearance red interval after all turn phases. 2) Consider implementing RAT boxes or red light cameras to allow more efficient enforcement of red light signal indication violations. 3) Consider implementing count down pedestrian signal indicators. Recommendations to be considered.*
- State Route 198 and State Route 41
  - *Recommendations reviewed but not considered as CalTrans jurisdiction.*
- Hanford Armona Road and Antelope Drive
  - *No additional improvements recommended as signal light installed*
- Follett Street and B Street
  - *Recommended improvements: 1) Consider replacing the existing yield signs controlling the B Street approaches with 36 inch or larger stop signs. 2) Consider installing signs in advance of the marked cross walk across Follett Street in conformance with the CAMUTCD. 3) Consider installing high visibility ladder style markings to increase the visibility of the marked crosswalk as shown in section 3 of the CAMUTCD. Recommendations to be considered.*
- Cinnamon Drive and Fox Street
  - *Recommended improvements: 1) Consider increasing the size of the stop signs controlling the traffic on the north bound approach of Fox Street as well as the east bound and west bound approaches on Cinnamon Drive to 48" to increase their visibility on these wider approaches. Recommendation to be considered.*
- Lemoore Avenue and Bush Street
  - *No clearly correctable pattern.*

After reviewing all the above information we focused on the following Road Segments with the Highest Number of Collisions.

- Lemoore Avenue North Cinnamon Drive
  - *No additional improvements appear to be needed.*
- State Route 198 East and West of Vine
  - *Recommendations reviewed but not considered as deficiencies will be addressed with construction of SR198/19<sup>th</sup> Ave overpass which will close Vine Street onto 198*
- C Street East and West of Follett Street
  - *Recommended improvements: 1) Consider removing parking spaces closest to the C Street and Follett Street intersection to improve site distance. 2) Consider installing signs in advance of the marked cross walk across Follett Street in conformance with CAMUTCD. 3) Consider installing high visibility ladder style markings to increase the visibility of the marked crosswalk as shown in section 3 of the CAMUTCD. 4) Consider replacing the existing yield signs controlling the C Street approaches with 36 inch or larger stop signs. Recommendation to be considered.*

The primary objective of this Traffic Safety Evaluation is to improve traffic safety in the City of Lemoore. City staff was concerned about the City's intersections with high number of collisions. The final list of locations was based on locations for which collision diagrams were available and where the evaluators felt that they could identify mitigation measures that would reduce the frequency of collisions based on correctable patterns.

**Budget Impact:**

I have discussed the cost to improve the above intersections and road segments with Joe Simonson the Parks and Recreation Director and he has advised that it would cost approximately \$290,000.00 to make all the recommended improvements.

**Recommendation:**

That the Lemoore City Council discuss this item and provide direction to staff.