



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Temporary "No-Parking" Zone and Traffic Study for Turner Road, Beckman Road to Cluff Avenue

MEETING DATE: May 21, 1997

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution approving the installation of 700 feet of temporary no-parking zone on the south side of Turner Road extending from 320 feet west of Cluff Avenue to 1,020 feet west of Cluff Avenue, as shown on Exhibit A. This no-parking zone is needed to accommodate a two-way left-turn lane and Class II bicycle lanes along this segment. As authorized by Section 10.16.020 of the Lodi Municipal Code, this zone will be removed at the direction of the Public Works Director when the area is developed. It is also requested that City Council review the traffic study of Turner Road and direct staff to resurvey the speed limit after the striping modifications have been performed.

BACKGROUND INFORMATION: The following two issues related to the segment of Turner Road from Beckman Road to the east end of Turner Road are being reviewed:

- Traffic study based on request for marked pedestrian crosswalk across Turner Road at Casa de Lodi
- Installation of a 700-foot long no-parking zone to accommodate striping modifications consisting of the addition of a two-way left-turn lane and Class II bicycle lanes

Turner Road Traffic Study

At the November 20, 1996 City Council meeting, staff indicated that a traffic study would be prepared for the segment of Turner Road from Beckman Road to Cluff Avenue based on a request for a marked pedestrian crosswalk across Turner Road, east of Beckman Road, received from Casa de Lodi mobile home park residents. The study was performed in conjunction with the upcoming street overlay project and includes the review of existing conditions, accident history, traffic controls, pedestrian crossings, roadway striping, and speed limit. The following are the results of that review.

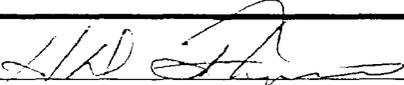
Existing Conditions

The segment of Turner Road from Beckman Road to Cluff Avenue has a posted speed limit of 45 miles per hour. Currently, Beckman Road and Cluff Avenue are controlled at Turner Road by stop signs. Turner Road traffic is not controlled. The north leg of the intersection of Turner Road and Beckman Road is actually the Turner Road northbound off-ramp from Highway 99. Highway 99 northbound on-ramp is accessible from Beckman Road, south of Turner Road. Land use along the segment of Turner Road consists of Casa de Lodi mobile home park on both sides of the west end, and California Waste Removal Systems and Concrete, Inc. at the east end. The intermediate area is primarily vacant.

Accident History

A review of available accident records from 1993 to the present indicates there have been three accidents occurring within this street segment, excluding the intersections (Exhibit B). Two accidents involved parked vehicles being struck from behind and the other involved a driver striking the rear of a slow moving vehicle. Three accidents also occurred at the intersection of Turner Road and Cluff Avenue. Two accidents involved drivers under the influence and the third involved a driver who was rear-ended while stopped at the stop sign

APPROVED: _____


H. Dixon Flynn -- City Manager

on Cluff Avenue. The intersection of Beckman Road and Turner Road had the highest number of accidents with eleven; however, five were rear-end and two were solo vehicle accidents. The five rear-end accidents, or an average of approximately one per year, involved drivers exiting Highway 99. The four remaining accidents involved drivers failing to yield to approaching traffic. None of the accident reports indicated any of the accidents on this segment of Turner Road were caused by drivers traveling at excessive speeds, nor were there any pedestrian accidents reported.

Traffic Controls

Traffic controls in the City are considered based on State of California, Department of Transportation (Caltrans) guidelines. These guidelines consider vehicle and pedestrian volumes, and the speed of major street traffic. Multi-way stop controls may be considered if any of the three warrants of the guidelines are satisfied (**Exhibit C**). Based on the data for the intersection of Turner Road and Beckman Road, Caltrans guidelines for the installation of multi-way stop controls are not satisfied. Staff used the worst case scenario when performing the traffic volume counts, which included vehicles exiting and entering Highway 99. Although this provided sufficient traffic volumes, the amount of delay to minor street traffic is below the required 30 seconds per vehicle. This short delay is due to the intersection configuration and distribution of traffic created by its association with Highway 99 (**Exhibit D**). As indicated, traffic volumes vary considerably from the west side of Beckman Road/Highway 99 off-ramp to the east side. Although the volume of eastbound traffic on Turner Road west of Beckman Road is significant, the great majority of that traffic is turning south onto Beckman Road to access the northbound Highway 99 on-ramp. Similarly, westbound traffic volumes are substantially higher on the west side of the intersection due to the number of vehicles exiting Highway 99 onto westbound Turner Road. Based on the odd distribution of traffic at this intersection, potential right-angle vehicle versus vehicle conflicts are substantially less than traffic volumes indicate. Installing a multi-way control at this intersection would unnecessarily interrupt as many as 3,000 eastbound vehicles daily that are making right turns south onto Beckman Road. In addition, since the majority of vehicles entering Turner Road from the Highway 99 northbound off-ramp are turning right or west onto Turner Road, drivers are exposed only to the relatively small amount of traffic traveling westbound through the intersection. Another option would be to consider placing the traffic controls to exclude the off-ramp and on-ramp traffic from Highway 99; however, this would reduce traffic volumes and the intersection would be even further from meeting Caltrans guidelines. Multi-way stop controls were not reviewed at the intersection of Turner Road at Cluff Avenue since Turner Road ends approximately 600 feet east of Cluff Avenue.

Pedestrian Crossings

Locations for marked pedestrian crossings were reviewed when the striping plan was prepared. Midblock crossing locations near the driveways serving Casa de Lodi were considered but rejected due to the lack of a reasonable crossing location and the fact that marked crosswalks may reduce pedestrian safety due to the false sense of security perceived by pedestrians while in marked crosswalks. In some cases, the two-way left-turn lane can act as a refuge area for pedestrians; however, in this area, due to the locations of the existing driveways serving the mobile home park and their proximity to Beckman Road, we expect vehicle activity in the two-way left-turn lane to be fairly high from both directions on Turner Road. Pedestrian crossing signs currently exist on Turner Road at both approaches to the mobile home park based on previous citizen concerns.

Roadway Striping/Speed Limit

Existing roadway striping along Turner Road consists only of a double yellow centerline stripe. Since the roadway width is 64 feet, this configuration provides travel lane widths of 24 feet in each direction (excluding two 8-foot parking lanes). However, contingent on Council's approval of a temporary no-parking zone along Turner Road, a two-way left-turn lane and bicycle lanes will be installed this summer following the street maintenance project. This will reduce the width of the travel lanes, thereby shortening the distance pedestrians will have to travel to cross traffic lanes from 48 feet to 36 feet (excludes parking and bike lanes). Since drivers' speeds are affected by their perception of roadway conditions, the narrowed lane widths should reduce vehicle speeds.

RECOMMENDATION

Since Caltrans guidelines for the consideration of multi-way stop controls are not satisfied at Beckman and Turner roads, staff does not recommend they be installed. Staff also does not recommend the installation of marked pedestrian crosswalks along this segment since studies indicate that the false sense of security perceived by pedestrians can make marked crosswalks more hazardous. Staff does, however, believe that the striping modification performed will lower vehicle speeds as well as reduce the distance time pedestrians will be exposed to traffic due to the narrowed lane widths. All of these factors should improve the ability of pedestrians to cross in this area. Staff recommends that City Council direct staff to review the speed limit on this segment after the striping modifications are performed to see if a reduced posted speed limit is warranted.

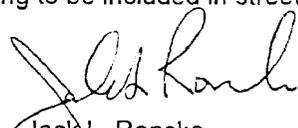
Turner Road No-Parking Zone

At its May 7 meeting, City Council approved plans and specifications for the Turner Road overlay project and authorized staff to advertise for bids. The project extends from Beckman Road, east to the end of Turner Road. Also at that meeting, staff indicated the striping would be modified and a plan denoting the changes would be brought to Council for review. As indicated on the striping plan, bicycle lanes will be installed in accordance with the City's Bicycle Transportation Master Plan (BTMP). In addition, a two-way left-turn lane will be installed. In order to accommodate these modifications, parking along a 700-foot section will need to be eliminated due to insufficient roadway width. This area is currently undeveloped and the roadway width is six feet narrower than adjacent roadway segments. Due to the undeveloped status of this area, parking demand is very low with the exception of the few events held at California Waste, such as the Boy Scouts' annual Christmas tree pickup. This parking restriction is temporary and will be removed when the area is developed and the road is widened.

RECOMMENDATION

Based on the current undeveloped status of the area affected by the no-parking zone and that parking will be allowed when the area is developed, staff recommends City Council approve the installation of the temporary no-parking zone as described.

FUNDING: Not applicable. Striping and signing to be included in street overlay project costs.



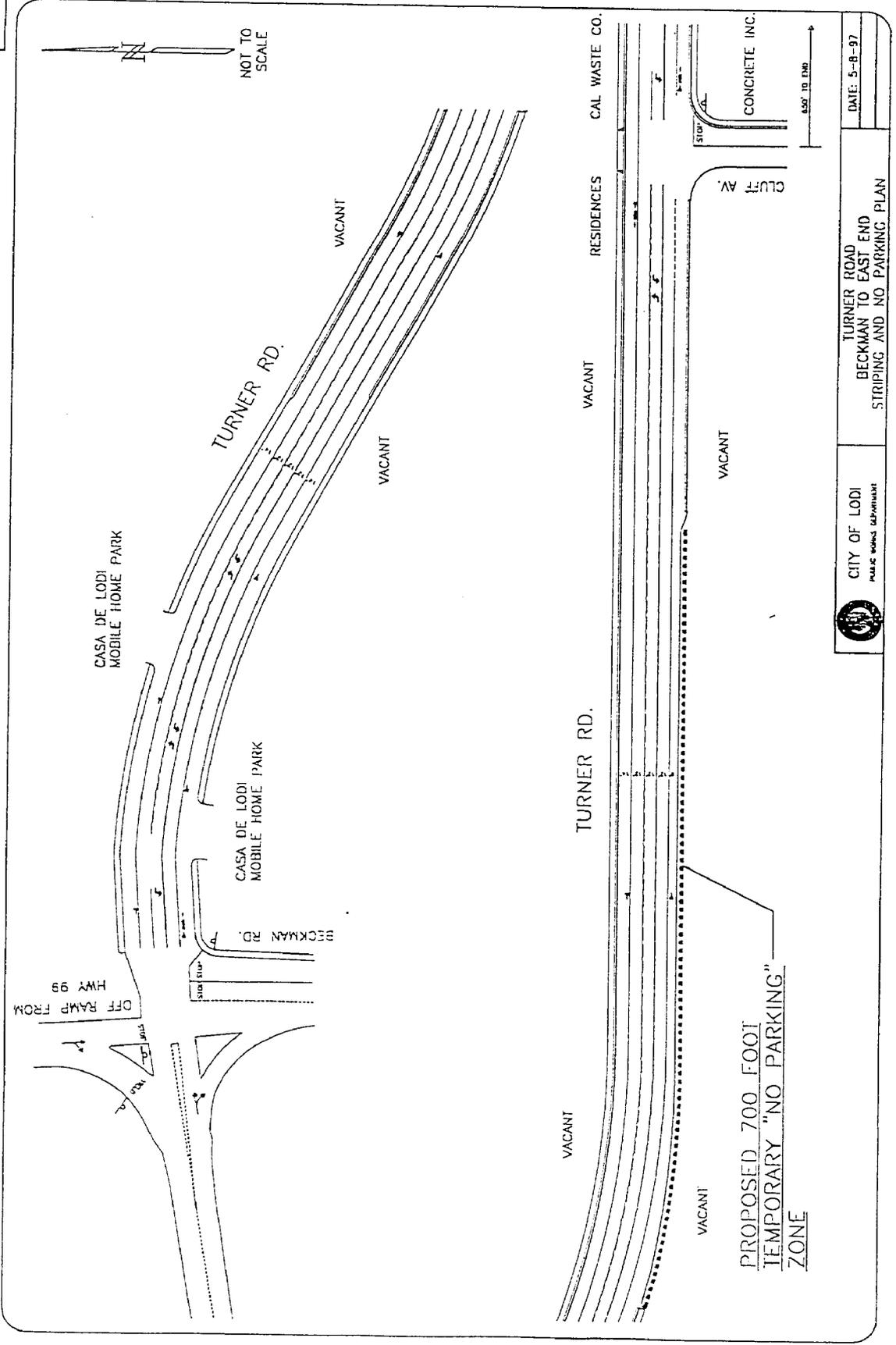
Jack L. Ronsko
Public Works Director

Prepared by Rick S. Kiriu, Senior Engineering Technician

JLR/RSK/im

Attachments

- cc: City Attorney
- Police Chief
- Street Superintendent
- City Engineer
- Associate Traffic Engineer
- Associate Civil Engineer Chang
- Casa de Lodi Association President
- Affected Property Owner

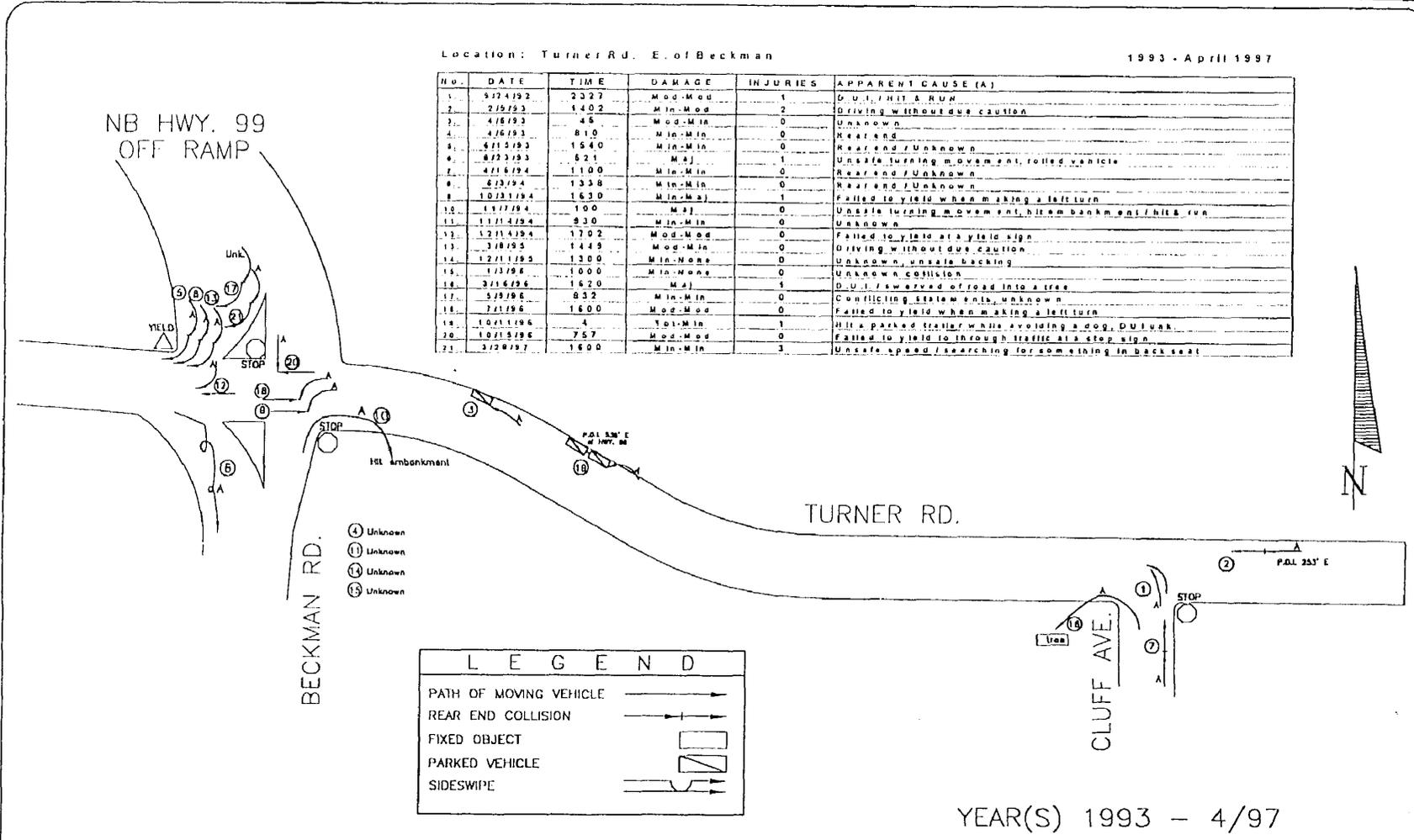


 CITY OF LODI PUBLIC WORKS DEPARTMENT	TURNER ROAD BECKMAN TO EAST END STRIPING AND NO PARKING PLAN	DATE: 5-8-97
	TURNER ROAD BECKMAN TO EAST END STRIPING AND NO PARKING PLAN	

Location: Turner Rd. E. of Beckman

1993 - April 1997

No.	DATE	TIME	DAMAGE	INJURIES	APPARENT CAUSE (A)
1.	5/24/92	2327	Mod-Med	1	D.U.I., HIT & RUN
2.	2/5/93	1402	Min-Med	2	Driving without due caution
3.	4/6/93	45	Mod-Min	0	Unknown
4.	4/6/93	810	Min-Min	0	Rear end
5.	6/15/93	1540	Min-Min	0	Rear end / Unknown
6.	8/23/93	521	MAJ	1	Unsafe turning movement, rolled vehicle
7.	4/16/94	1100	Min-Min	0	Rear end / Unknown
8.	6/23/94	1338	Min-Min	0	Rear end / Unknown
9.	10/21/94	1630	Min-Maj	1	Failed to yield when making a left turn
10.	1/9/95	100	MAJ	0	Unsafe turning movement, hit embankment / hit & run
11.	11/21/95	930	Min-Min	0	Unknown
12.	12/11/95	1702	Mod-Med	0	Failed to yield at a yield sign
13.	3/8/96	1445	Mod-Min	0	Driving without due caution
14.	12/11/95	1300	Min-Min	0	Unknown, unsafe backing
15.	1/3/96	1000	Min-Min	0	Unknown collision
16.	3/16/96	1620	MAJ	1	D.U.I. / swerved of road into a tree
17.	5/28/96	832	Min-Min	0	Conflicting state sign, unknown
18.	7/1/96	1600	Mod-Med	0	Failed to yield when making a left turn
19.	10/11/96	4	Tot-Min	1	Hit a parked trailer while avoiding a dog, D.U.I.
20.	10/21/96	757	Mod-Med	0	Failed to yield to through traffic at a stop sign
21.	3/28/97	1600	Min-Min	3	Unsafe speed / searching for something in back seat



- ④ Unknown
- ⑩ Unknown
- ⑬ Unknown
- ⑮ Unknown

LEGEND

PATH OF MOVING VEHICLE →

REAR END COLLISION →

FIXED OBJECT []

PARKED VEHICLE []

SIDESWIPE →

YEAR(S) 1993 - 4/97

May 1997



CITY OF LODI
PUBLIC WORKS DEPARTMENT

Collision Diagram
Turner Road - Beckman to Cluff

RESOLUTION NO. 97-62

A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING A TEMPORARY "NO PARKING" ZONE
AND TRAFFIC STUDY FOR TURNER ROAD, BECKMAN
ROAD TO CLUFF AVENUE

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BE IT RESOLVED, that the Lodi City Council does hereby approve the installation of 700 feet of temporary "No Parking" zone on the south side of Turner Road extending from 320 feet west of Cluff Avenue to 1,020 feet west of Cluff Avenue, as shown on Exhibit A attached hereto; and

BE IT FURTHER RESOLVED, that the traffic study for Turner Road is hereby approved and staff is directed to resurvey the speed limit after the striping modifications have been performed.

Dated: May 21, 1997

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I hereby certify that Resolution No. 97-62 was passed and adopted by the City Council of the City of Lodi in a regular meeting held May 21, 1997, by the following vote:

AYES: COUNCIL MEMBERS -
NOES: COUNCIL MEMBERS -
ABSENT: COUNCIL MEMBERS -
ABSTAIN: COUNCIL MEMBERS -

JENNIFER M. PERRIN
City Clerk

