



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt a Resolution Approving No-Parking Zones on all or portions of Ham Lane from Vine Street to Lodi Avenue, to Accommodate the Installation of a Continuous Two-Way, Left-Turn Lane

MEETING DATE: March 21, 2001

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution approving the restriction of parking along both sides of Ham Lane from Vine Street to Tokay Street, to accommodate the installation of a continuous two-way left turn lane, as shown on **Exhibit A**. No changes are recommended in the segment of Ham Lane from Tokay Street to Lodi Avenue.

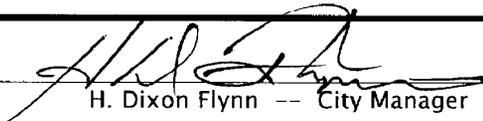
BACKGROUND INFORMATION: At the January 17, 2001 meeting, City Council approved the elimination of street parking on Ham Lane from Cardinal Street to Vine Street to accommodate a continuous two-way left turn lane. Also at that meeting, Council directed staff to review extending the turn lane north of Vine Street to Lodi Avenue. The following are the results of that study.

Staff's review of accidents occurring between Vine Street and Lodi Avenue for the five-year period from 1996 to 2000 indicates that the most prevalent type of accident involved left turning vehicles (**Exhibit B**). Of the 42 total accidents occurring along this segment (excluding signalized intersections), twenty-three (about 55%) were associated or likely associated with left turning vehicles on Ham Lane. Seventeen of these turn related accidents occurred in the segment from Vine Street to Tokay Street, with the remaining six between Tokay Street and Lodi Avenue. These turn related accidents include left-turn versus through and rear-end accidents where drivers are hit while stopped waiting to turn left.

To determine how this segment compared to other portions of Ham Lane, staff evaluated conditions between all the signalized segments of Ham Lane between Cardinal Street and Elm Street. The portion of Ham Lane south of Lodi Avenue is currently striped with two through lanes in each direction with turn pockets only at signalized intersections. North of Lodi Avenue to Elm Street, there is one through travel lane in each direction separated by a continuous left turn lane. When comparing only left turn related accidents, while numerous accidents occurred south of Lodi Avenue, there were no reported left turn accidents occurring north of Lodi Avenue to Elm Street. Even though there are numerous private driveways and cross street intersecting this segment, this absence of left turn related accidents was expected because there is an existing continuous left turn lane. However, when other types of accidents are considered, the segment north of Lodi Avenue had the most right angle and non-turn related rear-end accidents. These types of accidents can be attributed to congestion created by the relatively high traffic volumes confined to a single travel lane in each direction. High incidents of right angle accidents are typically caused by the lack of gaps in cross street traffic; and rear-end accidents can be attributed to unexpected stopping conditions created by long lengths of backed-up traffic. Accident rates for the segments reviewed are shown on **Exhibit C**.

Based on the results of our review of Ham Lane, the following two alternatives are presented. Another alternative reviewed, but not considered, was to add the continuous left turn lane and reduce the number of through travel lanes to

APPROVED:


H. Dixon Flynn -- City Manager

CHAMTURNLN

03/13/01

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retain parking, similar to north of Lodi Avenue. Although this layout would reduce rear-end accidents related to left turning vehicles, rear-end accidents related to long lengths of backed-up traffic are likely to increase as they create unexpected stopping conditions. Drivers on Ham Lane turning left into private driveways or cross streets will also likely experience difficulty due to the fewer gaps available in opposing traffic created by confining all the traffic into one lane. Drivers entering Ham Lane from private driveways and cross streets will experience similar difficulties created by the reduction of gaps in traffic. Reducing the number of travel lanes would likely result in a reduction of left turn related accidents and increase in congestion related accidents as demonstrated in the two-lane segment between Lodi Avenue and Elm Street.

Install solid, raised median (no openings) – This alternative would eliminate left-turn related accidents on Ham Lane; however, it would also affect traffic exiting from cross streets and driveways. While daily traffic volumes on Ham Lane are relatively high, approximately 15,000 vehicles per day, a median is not warranted at this time. Medians are generally considered when, among other factors, daily traffic volumes for a four-lane roadway exceed 22,000 vehicles per day. A disadvantage of restricting turning movements with a median is the circuitous traffic patterns and increased U-turns at median openings. These issues will need further study if this alternative is preferred.

Install Continuous left-turn lane – This alternative should reduce rear-end accidents because it provides a separate lane for turning vehicles. It should also reduce turn-related accidents because left-turning drivers will not feel rushed by traffic approaching from behind. The turn lane can also be used as a refuge area when entering Ham Lane from cross streets or private driveways. Although the advantages to turn lanes are significant, a disadvantage is the elimination of street parking. The review of accidents along this segment indicate that there were many more left turn related accidents in the portion of Ham Lane between Vine Street and Tokay Street than Tokay Street and Lodi Avenue. A modification to this alternative could be to not install the continuous left turn lane in the portion between Tokay Street and Lodi Avenue. However, an additional benefit the turn lane would provide in this particular area is to eliminate the weaving that can occur because the number of northbound lanes on Ham Lane reduces from two to one north of Lodi Avenue. Due to this configuration, when northbound drivers intending on crossing Lodi Avenue encounter traffic stopped to turn left into a private driveway, many will swerve around the stopped vehicles into the adjacent travel lane then quickly back again before reaching the intersection. The installation of a continuous left turn lane would help alleviate this weaving action.

DISCUSSION: Prior to this meeting, staff contacted the affected property owners and tenants regarding our proposal to remove parking to install this traffic safety improvement. Our inquiry resulted in numerous responses. While the benefit of the turn lane was understood, the loss of street parking was the main concern. Staff surveyed parking along this segment on eighteen occasions at various times of the day. The average number of parked vehicles observed was ten, with the highest being eighteen. During nearly all of the surveys performed there was sufficient on-site or side street parking available to accommodate the number of vehicles observed parked on-street, with the exception of at La Espana Apartments, who's parking lot is posted to prohibit visitor parking. The property owner, manager, and residents have expressed concerns over the need for street parking for visitors, family, caregivers, etc. Concerns over loss of parking were also received from two office complexes. At 801 S. Ham Lane, concerns were expressed due to existing vacant suites in the complex, which will create the need for additional parking once occupied. Vienna Convalescent hospital also expressed concerns over the loss of parking for visitors and employees.

Based on the results of the study, staff favors installing a continuous left-turn lane on the portion of Ham Lane from Vine Street to Tokay Street. The portion of Ham Lane from Tokay Street to Lodi Avenue is not being recommended at this time due to the relatively low number of left turn related accidents. Staff did review areas where parking concerns were expressed to determine if it was possible to create additional parking. In front of La Espana Apartments, parking for eight to nine vehicles can be created by constructing an inset adjacent to the curb that would basically widen a portion of their frontage to accommodate parked vehicles; however the cost would be about \$25,000 and some right-of-way would have to be acquired. If the apartment's concerns can be mitigated, staff

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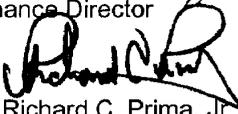
would recommend that the continuous left turn lane be extended from Tokay Street to Lodi Avenue, since no others expressed parking concerns in this segment. However, staff would recommend that the owners dedicate the necessary right-of-way and pay for all or a substantial portion of the construction cost.

Of the areas between Vine Street and Tokay Street where concerns were received, the only location staff observed where any additional parking could be added was by utilizing a portion of the property east of the convalescent hospital on Sylvia Drive. However, since the parcel is not owned by the hospital, and there is available parking off-street, staff feels this matter should be settled between the two property owners.

FUNDING: Funding for the installation of no-parking signs and striping modifications from Measure K, Non-Competitive Funds at an approximate cost of \$12,400.

Funding Available:


Vicky McAthie, Finance Director


Richard C. Prima, Jr.
Public Works Director

Prepared by Rick S. Kiriu, Senior Engineering Technician

Attachments

cc: Randy Hays, City Attorney
Jerry Adams, Police Chief
Wally Sandelin, City Engineer

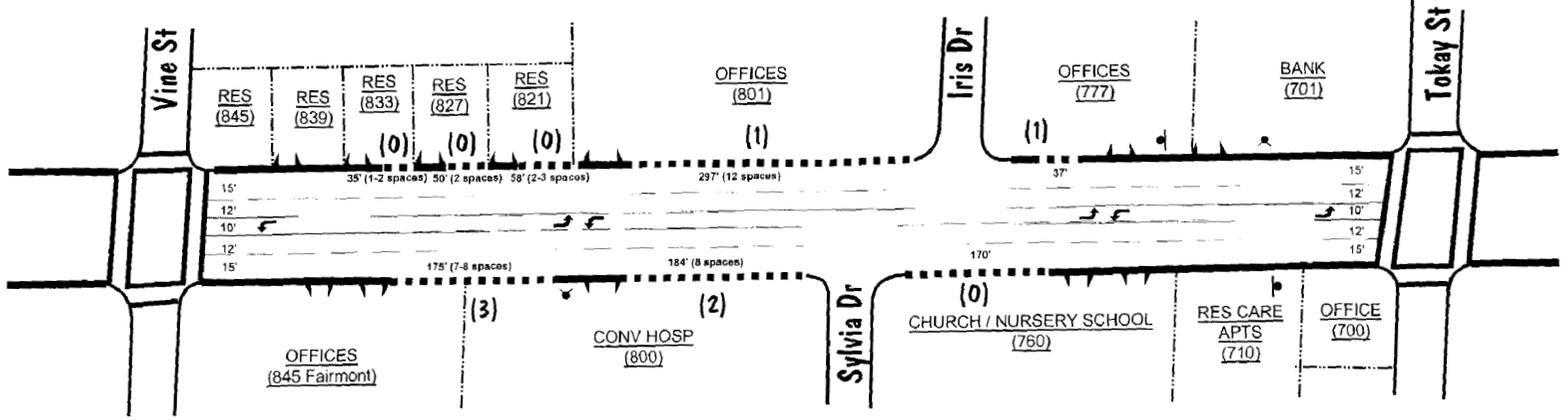
George Bradley, Street Superintendent
Carlos Tobar, Transportation Manager
Paula Fernandez, Associate Traffic Engineer

Affected Property Owners
Concerned Citizens

Ham Lane - Vine Street to Tokay Street

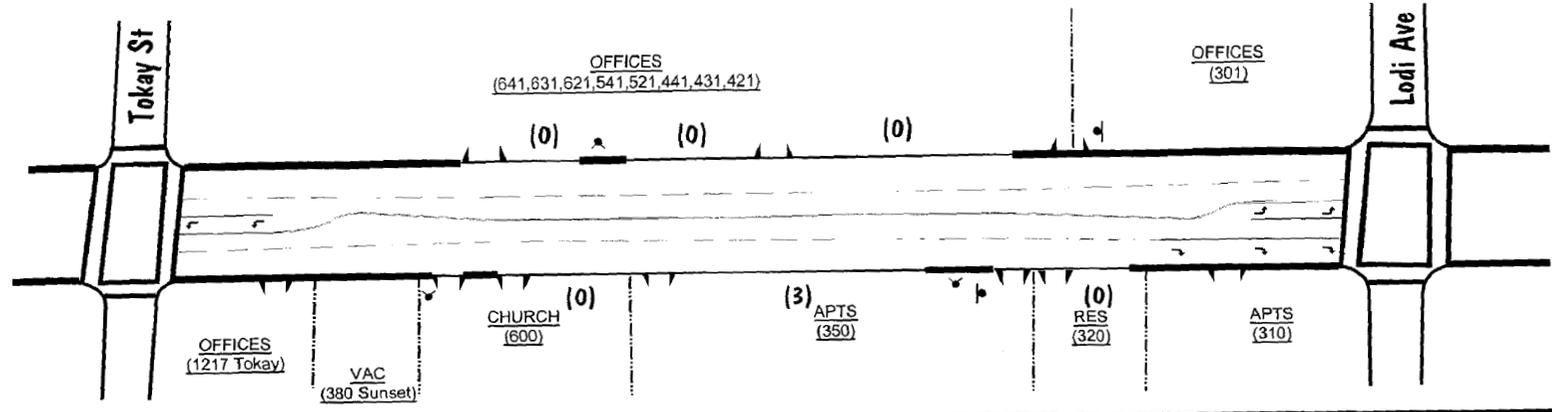
Proposed No Parking for Continuous Left Turn Lane

north
Horizontal Scale Exaggerated



LEGEND

<ul style="list-style-type: none"> ----- - Proposed No Parking ————— - Existing No Parking OFFICES (301) - Land Use/Address 	<ul style="list-style-type: none"> ▬ - Existing Grapeline/Smart Bus Stop ⚡ - Existing Fire Hydrant (2)- Average Number of Parked Vehicles
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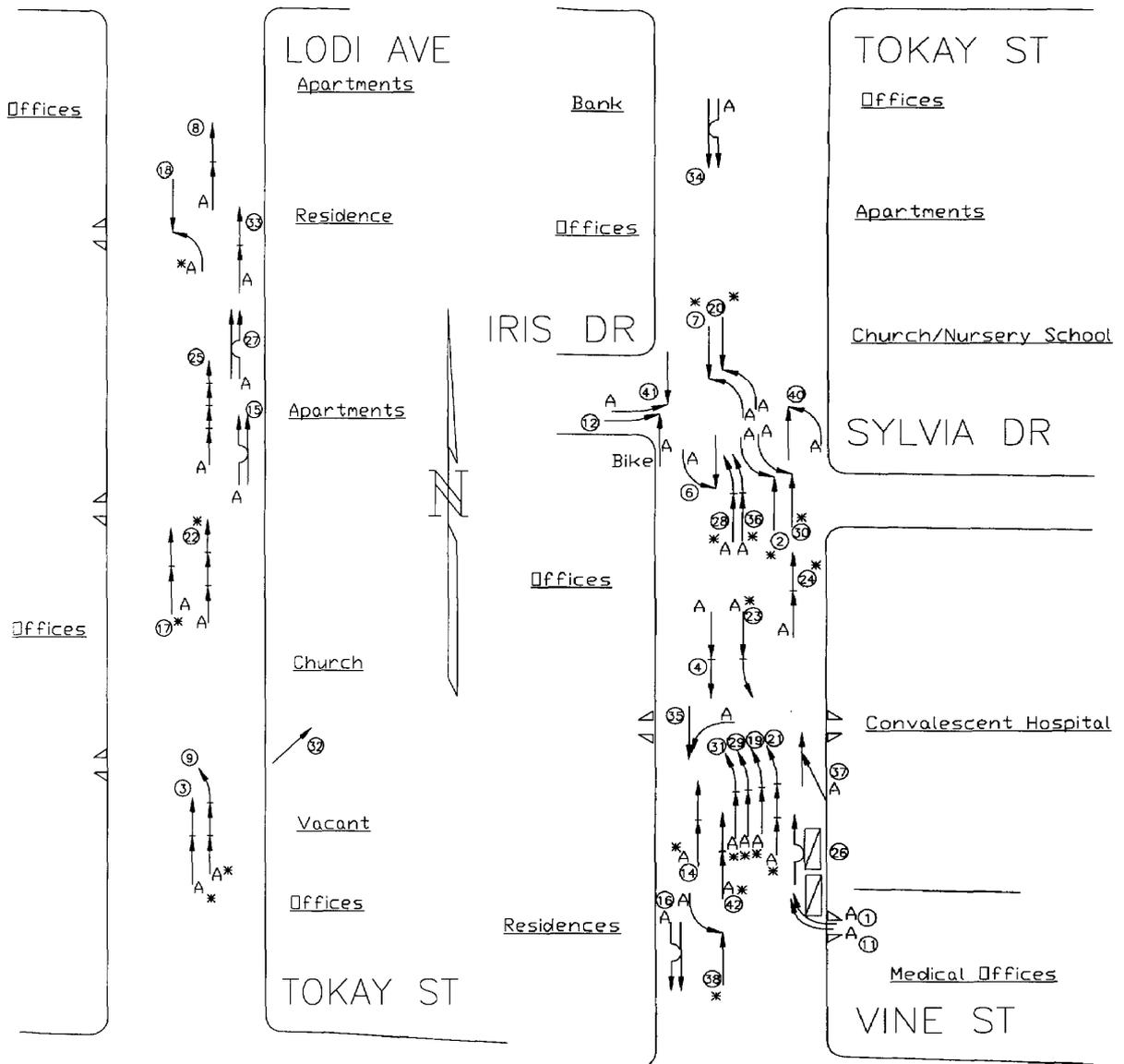


CITY OF LODI
PUBLIC WORKS DEPARTMENT

**Ham Lane
Collision Diagram
Vine St to Lodi Ave**

Years: 1996-2000

Date: Feb 1, 2001



- Misc. Service Reports
- ⑤* Unk rearend, 800 blk
 - ⑩* Unk, rearend @ Iris
 - ⑬ Unk, veh vs bike (500 blk)
 - ⑳* Unk, rearend, 500 blk
- * - Left turn related accidents

L E G E N D	
PATH OF MOVING VEHICLE	→
REAR END COLLISION	→ + →
FIXED OBJECT	□
PARKED VEHICLE	▧
SIDESWIPE	→ →

Ham,vin-lodi.dwg

Location: Ham Ln bet Vine St & Lodi Ave

Year(s): 1996-2000

PD#	No.	DATE	TIME	DAMAGE	INJURIES	APPARENT CAUSE (A)
96-5201	1.	05/13/96	1110	Min-Min	0	Unsafe turning movement. 81 yr old driver. Bad eye sight.
96-5834	* 2.	05/31/96	1547	Min-Min	0	Failure to yield when turning left, did not see approaching vehicle
96-6772	* 3.	06/21/96	1216	Mod-Min	1	Unsafe speed, stopped for left turning vehicle
96-11596	4.	10/23/96	1615	Mod-Min	0	Following too closely, slowing for veh exiting dwy
97-4034	* 5.	04/10/97	1330	Non-Min	0	Unk rearend 800 blk, Misc. Service Report
97-4677	6.	04/25/97	1354	Mod-Maj	1	Unsafe lane change making U-turn
97-7729	* 7.	07/07/97	1447	Min-Mod	0	Failure to yield when turning left, did not see approaching traffic
97-9327	8.	08/14/97	1204	Maj-Min	1	Unsafe starting, stop & go traffic
97-12583	* 9.	10/30/97	0817	Min-Mod-Min	0	Following too close, hit waiting to turn left
97-13152	* 10.	11/13/97	1355	Min-Unk	0	Unk rearend @ Iris. Misc. Service Report
97-13657	11.	11/24/97	1606	Min-Mod	0	Unsafe turning movement. 78 yr old driver
98-832	12.	01/23/98	0711	Min-Min	1	Riding bike in wrong direction of traffic
98-1431	13.	02/07/98	1556	Non-Min	0	Unk veh vs bike, Misc Service Report
98-2315	* 14.	03/03/98	1212	Maj-Min	1	Unsafe speed, stopped for left turning vehicle
98-2382	15.	03/04/98	1713	Unk-Min	0	Unsafe lane change, H&R
98-3723	16.	04/08/98	1204	Min-Min	0	Unsafe lane change, 76 yr driver
98-5186	* 17.	05/15/98	1333	Min-Min	1	Unsafe speed, did not see stopped vehicle
98-9098	* 18.	08/20/98	0739	Mod-Min	1	Failure to yield when turning left, opposing traffic in #1 lane stopped
98-10177	* 19.	09/15/98	1449	Mod-Min	0	Unsafe speed, inattention, left turn into private dwy
98-10304	* 20.	09/18/98	1627	Mod-Min	0	Failure to yield while turning left, did not see approaching vehicle
98-11239	* 21.	10/12/98	0751	Min-Maj	2	Unsafe speed, inattention, hit waiting to turn left
98-11658	* 22.	10/23/98	1405	Min-Mod	1	Unsafe speed, left turning veh ahead
98-11921	* 23.	10/30/98	0957	Mod-Maj	0	Unsafe speed, did not see left turning vehicle
98-13105	* 24.	12/01/98	1501	Mod-Min	1	Following too close, traffic stopped in #1 lane
98-13427	25.	12/11/98	1418	Mod-Mod	3	Following too close, stopped for traffic signal
98-13920	26.	12/28/98	0935	Min-Mod	0	Unsafe lane change, 77 yr old forced into parked veh by H&R driver
99-4095	27.	04/29/99	1821	Non-Min	0	Unsafe Lane change, moving into nb thru lane
99-4944	* 28.	05/21/99	1125	Mod-Min	0	Unsafe speed, inattentive driver hit left turning veh
99-6226	* 29.	06/28/99	1450	Mod-Unk	2	Unsafe speed, inattention, claims defective shocks
99-6523	* 30.	07/07/99	0832	Min-Mod	0	Failure to yield while turning left
99-10677	* 31.	11/2/99	1450	Min-Mod	0	Unsafe speed, hit left turning vehicle
99-11452	32.	11/26/99	1602	None	0	Solo collision, driver had seizure
00-1520	33.	2/18/00	1509	Min-Min	0	Defective brakes
00-1933	34.	2/29/00	2314	Min-Min	0	Unsafe lane change, did not see other vehicle
00-1962	35.	3/1/00	1703	None-Min	0	Failure to yield when entering traffic, 87 yr old driver
00-5886	* 36.	6/17/00	1420	Mod-Mod	0	Unsafe speed, hit left turning vehicle
00-6808	37.	7/14/00	1029	Min-Mod	0	Unsafe start from parked position, did not see approaching veh
00-7791	* 38.	8/9/00	1754	Mod-Maj	2	Failure to yield during left turn, misjudged approaching veh
00-8662	* 39.	8/31/00	1437	Min-Min	0	Unknown rearend in 500 blk, Misc. Service Report
00-10199	40.	10/10/00	1019	Mod-Mod	1	Improper position for left turn, driver 83 yr. old
00-10552	41.	10/20/00	706	Mod-Mod	0	Failure to yield, windows were fogged
00-12479	* 42.	12/12/00	1715	Mod-Maj	2	Unsafe speed, veh ahead turning left into residence

* - left turn related accidents

**Ham Lane, Cardinal St to Elm St
Accident Rates by Segment**

Study Period: 1996-2000

Left Turn Related Accidents

Segment	Segment Length (ft.)	Daily Volume	Left Turn Vs		Total	Accident Rate
			Thru	Rearend		
Cardinal to Vine	1,300	15,240	7	15	22	3.2
Vine to Tokay	1,300	15,260	5	12	17	2.5
Tokay to Lodi	1,350	15,020	1	5	6	0.9
Lodi to Elm	2,200	15,030	0	0	0	0.0

Congestion Related Accidents

Segment	Segment Length (ft.)	Daily Volume	Right Angle	Rearend	Total	Accident Rate
Cardinal to Vine	1,300	15,240	3	3	6	0.9
Vine to Tokay	1,300	15,260	1	1	2	0.3
Tokay to Lodi	1,350	15,020	0	3	3	0.4
Lodi to Elm	2,200	15,030	14	6	20	1.7

Left Turn & Congestion Related Accidents

Segment	Segment Length (ft.)	Daily Volume	Left Turn	Congestion	Total	Accident Rate
Cardinal to Vine	1,300	15,240	22	6	28	4.1
Vine to Tokay	1,300	15,260	17	2	19	2.8
Tokay to Lodi	1,350	15,020	6	3	9	1.3
Lodi to Elm	2,200	15,030	0	20	20	1.7

All Accidents

Segment	Segment Length (ft.)	Daily Volume	Left Turn & Congestion	All Other	Total	Accident Rate
Cardinal to Vine	1,300	15,240	28	11	39	5.7
Vine to Tokay	1,300	15,260	19	10	29	4.2
Tokay to Lodi	1,350	15,020	9	4	13	1.9
Lodi to Elm	2,200	15,030	20	15	35	3.1

Ham Lane

Existing No-Parking
at Fire Hydrant

184' (8-9 parking spaces)

Vienna
Convalescent
Hospital

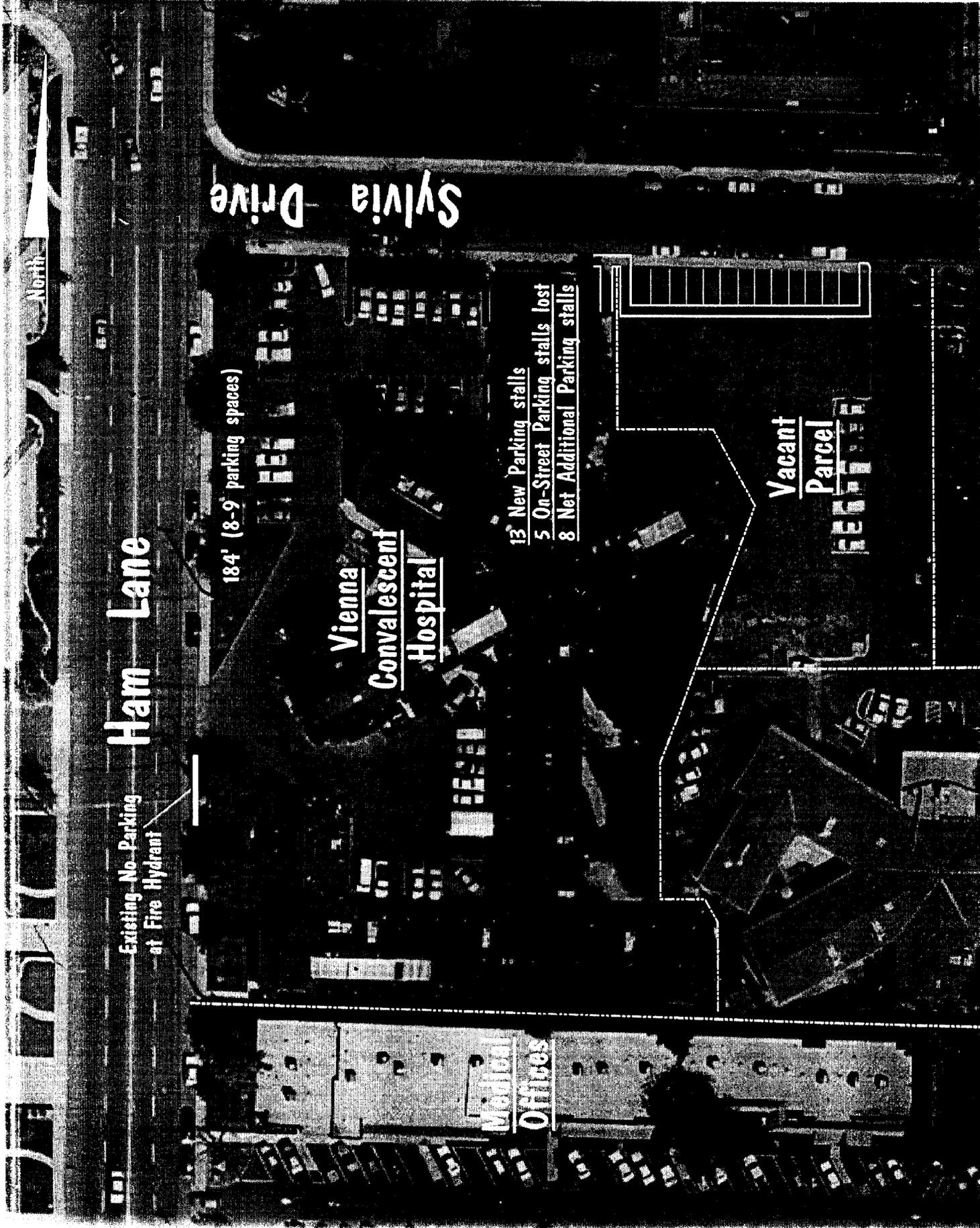
13 New Parking stalls
5 On-Street Parking stalls lost
8 Net Additional Parking stalls

Vacant
Parcel

Medical
Offices

Sylvia Drive

North



Ham Lane

North

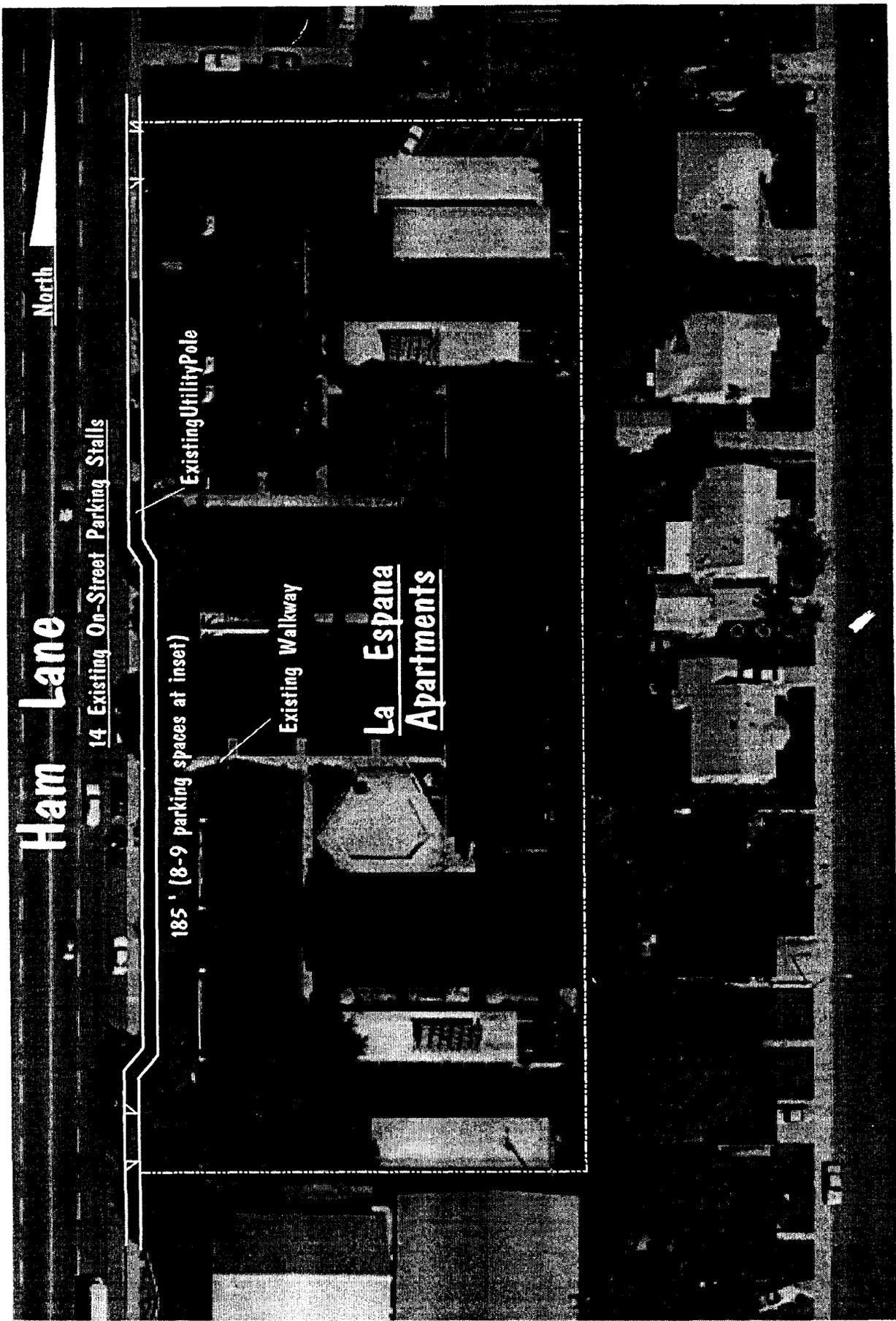
14 Existing On-Street Parking Stalls

185' (8-9 parking spaces at inset)

Existing Utility Pole

Existing Walkway

La Espana
Apartments



DRAFT

RESOLUTION NO. 2001-_____

A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING NO PARKING ZONES ON ALL PORTIONS
OF HAM LANE FROM VINE STREET TO LODI AVENUE,
TO ACCOMMODATE THE INSTALLATION OF A
CONTINUOUS TWO-WAY, LEFT-TURN LANE

=====

NOW, THEREFORE, BE IT RESOLVED, that the Lodi City Council does hereby approve the installation of no parking zones on all portions of Ham Lane from Vine Street to Lodi Avenue, to accommodate the installation of a continuous two-way, left-turn lane, as shown on Exhibit A attached hereto and made a part hereof.

Dated: March 21, 2001

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I hereby certify that Resolution No. 2001-_____ was passed and adopted by the City Council of the City of Lodi in a regular meeting held March 21, 2001, by the following vote:

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

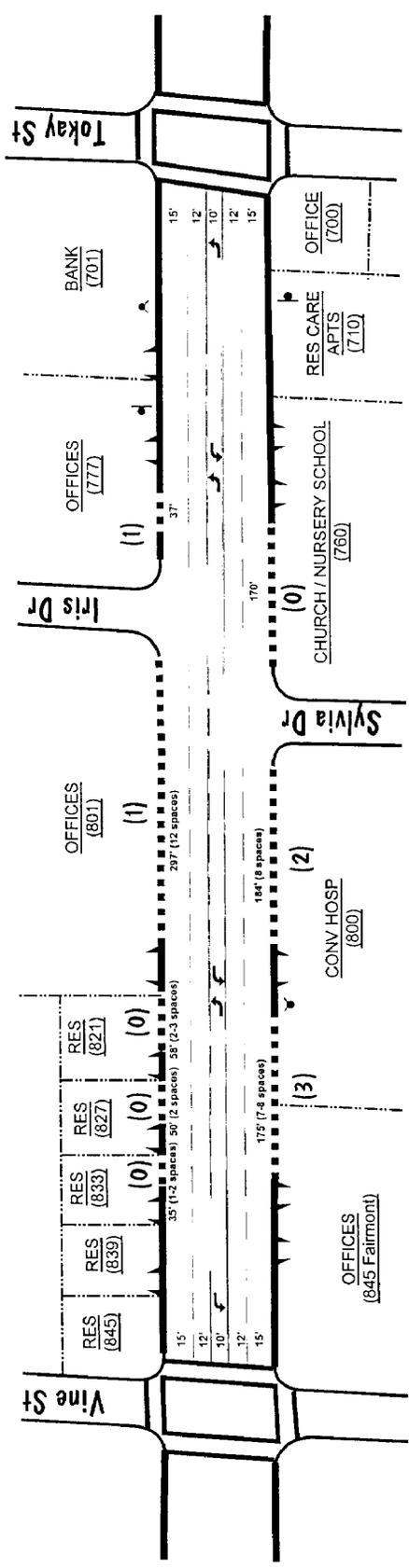
SUSAN J. BLACKSTON
City Clerk

2001-_____

Ham Lane - Vine Street to Tokay Street

Proposed No Parking for Continuous Left Turn Lane

north
Horizontal Scale Exaggerated



LEGEND

- - - - - Proposed No Parking
- Existing Grapeline/Smart Bus Stop
- Existing No Parking
- Existing Fire Hydrant
- OFFICES (301) - Land Use/Address
- (2) - Average Number of Parked Vehicles

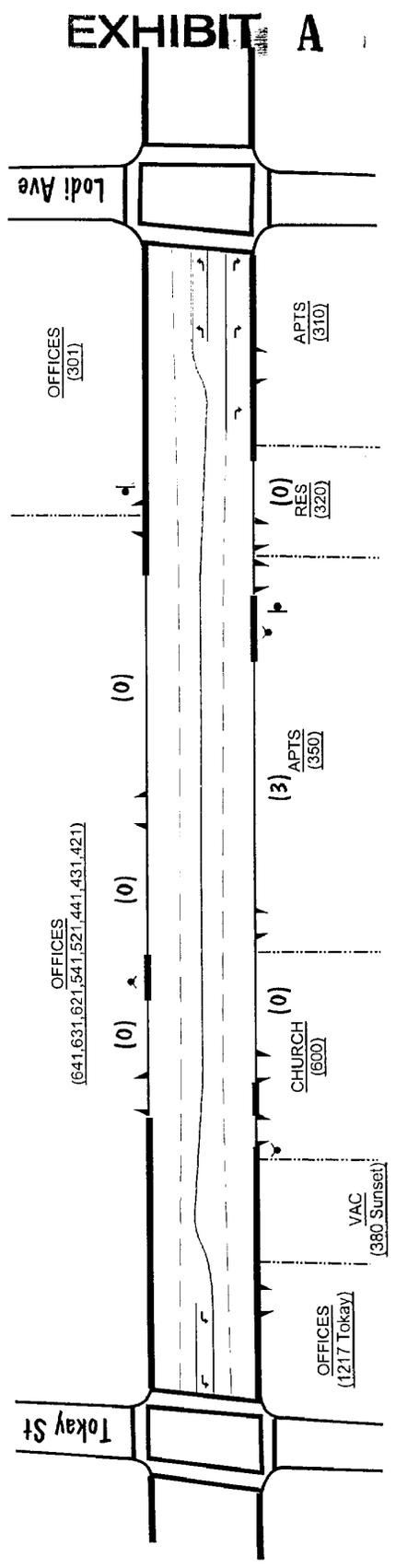


EXHIBIT A

CITY COUNCIL

ALAN S. NAKANISHI, Mayor
PHILLIP A. PENNINO
Mayor Pro Tempore
SUSAN HITCHCOCK
EMILY HOWARD
KEITH LAND

CITY OF LODI
PUBLIC WORKS DEPARTMENT

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<http://www.lodi.gov>

H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
RANDALL A. HAYS
City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

March 15, 2001

**SUBJECT: RESOLUTION APPROVING NO-PARKING ZONES ON ALL OR PORTIONS OF
HAM LANE FROM VINE STREET TO LODI AVENUE, TO ACCOMMODATE
THE INSTALLATION OF A CONTINUOUS TWO-WAY, LEFT-TURN LANE**

Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, March 21, 2001. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Susan Blackston, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Rick Kiriu at (209) 333-6706, extension 2668.


for Richard C. Prima, Jr.
Public Works Director

RCP/pkh

Enclosure

cc: City Clerk