



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Consider Certifying the City of Lodi's Compliance with the Congestion Management Program (CMP) of San Joaquin County for the Period July 1, 1994 to June 30, 1995.

MEETING DATE: July 19, 1995

PREPARED BY: Community Development Director

RECOMMENDED ACTION: That the City Council consider certifying that the City of Lodi is in conformity with the Congestion Management Plan (CMP) of San Joaquin County.

BACKGROUND INFORMATION: On January 1, 1992, the San Joaquin County Congestion Management Plan (CMP) became operative for all jurisdictions in San Joaquin County. This State mandated program was adopted in an attempt to improve congestion on San Joaquin County's highways and major roads and also to improve air quality in the county.

State Law requires a CMP to be created and for local compliance with the CMP to be annually monitored. The program is linked to new gasoline tax revenues which local governments receive under the provisions of Propositions 111 and 108, approved by the voters in June 1990. Failure to comply with CMP requirements can jeopardize the City's share of these new revenues.

The San Joaquin County CMP has a self-certification program to determine conformity with the CMP. Annually, each jurisdiction must fill out a check list and certify that they are in compliance. The check list must be accompanied by a Certification Statement adopted by the local jurisdiction's governing board, stating that to the best of its knowledge, the jurisdiction is conforming with the CMP.

The Community Development Department has determined the City is in compliance with the CMP and recommends that the City Council consider certifying the City's conformity.

FUNDING: None required.


James B. Schroeder
Community Development Director

Prepared by David Morimoto, Senior Planner
JBS/lw

Attachments

APPROVED



THOMAS A. PETERSON
City Manager



recycled paper

CONGESTION MANAGEMENT PLAN
Self-Certification Checklist

Designated CMP System

1. Are there any principal arterial segments that might be considered for addition to the CMP Regional transportation system? If yes, please add to the attached conformance documentation.

NO.

Level of Service Standards

2. Are all level of service calculations for principal arterial segments for which the jurisdiction is listed as "lead entity" (or which fall primarily within its jurisdiction) included in the attached documentation?

YES. *See attached A-1 and Table 1*

3. Do any of these calculations indicate a LOS below the standard before interregional travel has been removed?

NO.

4. Are all facility changes that may affect level of service calculations on the CMP system included in the attached documentation?

N/A

Transit Standards

5. Is all information verifying compliance with routing, frequency and coordination standards included in the attached documentation?

YES. The City of Lodi established a fixed route transit system (GrapeLine) which began operation Thanksgiving Day, November 25, 1994. The system consists of four routes with an average of 30 bus stops per route that are spaced no more than one quarter of a mile apart. The frequency a bus passes a stop, is every half hour between the hours of 6:30 a.m. and 6:30 p.m. Monday through Friday, and from 8:00 a.m. to 6:00 p.m. on Saturdays. All four bus routes converge at the downtown post office for transfer convenience. Two SMART buses - lines 20 and 21 - also meet at this point roughly every hour. Both SMART buses take passengers to downtown Stockton and cities beyond. In addition, the City's proposed multi-modal station will be located approximately one-block from the Post Office.

Both GrapeLine and Dial-A-Ride are available for use. GrapeLine buses hold 11 passengers.

In the first 6 months of operation, GrapeLine increased to more than 40% capacity. When GrapeLine exceeds 50% capacity additions of routes or buses may be necessary. With careful consideration of public input, the City will be developing refinements to the system to improve quality of service.

See Attached B-1 and the enclosed Grape Line Riders Guide for an illustration of the 4 bus routes.

6. Are there any standards that the jurisdiction is having difficulty complying with or believes that it should not be required to comply with? If so, explain in the attached documentation.

NO. *The City will attempt to incorporate the standards in all future planning and transit related decisions. The newly established bus system will allow the City to meet more of the goals of the Congestion Management Plan.*

7. Have policies for facilities coordination, new/reconstructed streets and long-range transit needs been adopted by the jurisdiction as of June 30, 1995. Will implementation policies proceed according to a regular schedule after that date?

YES. *The City has established design standards and policies for the provision of bus turnouts on all new or reconstructed streets with existing or future bus routes. The standards and policies will be implemented by the Public Works department as new streets are added to the City or existing streets are reconstructed.*

Land Use Analysis Program

8. Have all land use decisions requiring CMA review been submitted to the CMA as part of the local environmental review process? (e.g. General plan amendments with 1,000 or more additional average daily trips, general plan revisions, cumulative total of all general plan amendments).

YES. *The City is working with COG and their consultant and has provide all necessary information regarding land use decisions and General Plan Amendments.*

Since the Congestion Management process has been implemented, the City has not developed any projects that exceed the 1000 ADT threshold.

9. Have all significant impacts of the individual 1,000 additional trip general plan revisions been mitigated? Has documentation of the proposed mitigations and their estimated costs been submitted to the CMA?

N/A.

Trip Reduction and Travel Demand Element

10. Is a description of all transportation control measures in place or underway included in the attached documentation?

NO. *The City of Lodi is waiting for the Transportation Control Measures (TMC) plan being prepared by the San Joaquin Valley Unified Air Pollution Control District. Once this plan is published and adopted, the City will work towards adopting a trip reduction ordinance.*

Capital Improvement Program

11. Is a list of all projects requiring state Flexible Congestion Relief, Traffic System Management or Urban Commuter Rail funds included in the attached documentation? Jurisdictions may also wish to include projects applying for Transit Capital Improvement program funds on this list.

YES. *The City has applied for funding from the Transit Capital Improvement program for its proposed Multi-Modal Station, which will be located downtown and is scheduled for construction by 1997.*

12. Is a list of all projects on the CMP system that the jurisdiction believes will increase roadway capacity or person capacity (transit) included in the attached documentation?

N/A.

13. Is the information in these project lists given in the Regional Transportation Program format, in priority order, with estimated costs and all proposed funding sources?

N/A.

Regional model Analysis

14. Does the jurisdiction wish to use its own regional model to perform CMP forecasts and analysis? If so, has the CMA approved the use of the model?

NO.

Deficiency Plans

15. Has the CMA indicated that the jurisdiction must prepare a deficiency plan for a current or projected level of service deficiency? If so, please list the segment(s) for which a plan was required and when the plan(s) were submitted to the CMA. Were these required plans accepted by the CMA? If no, explain why.

NO. *The City does not have any CMP segments that are below the level of service threshold.*

CMP LOS Calculations

Hutchins Street from Harney Lane to Kettleman Lane

Use urban, two-way arterials, Group C (Use Table 1)

AWT

n/o Harney Lane 15600

1995 median AWT = 15600

LOS B

Lower Sacramento Road from Kettleman Lane to Turner Road

Use urban, two-way arterials, Group B (Use Table 1)

AWT

s/o Vine Street 10200

s/o Turner Road 18700

1995 Median AWT = 14450

LOS C

**City of Lodi Transit System
GrapeLine Status Report
June 1, 1995**

The GrapeLine fixed route transit system began operation Thanksgiving Day, November 25, 1994. GrapeLine consists of four routes - or lines, 1, 2, 3, & 4 - spaced evenly throughout Lodi. Each line has an average of 30 bus stops carefully positioned along its length. None are greater than a quarter mile apart (see attached map for more information). A bus passes each stop every half hour. All four buses converge at the downtown post office for transferring convenience. Two SMART buses - lines 20 and 21 - also meet at this point roughly every hour. Both SMART buses take passengers to downtown Stockton and cities beyond. GrapeLine buses hold 11 passengers. Transit industry analysis has shown that smaller, more intimate vehicles appeal to passengers and can enhance ridership. They are also very maneuverable. A lift and space is available for two wheelchair passengers. Buses are very comfortable, with seatbelts, full air conditioning, and stereo systems.

Ridership has grown steadily in 1995. January was a cold, rainy month. Ridership totaled 5,700 for the month or 228 people per day. May ridership grew to 10,800 or 400 people per day (a 75% increase). Keep in mind, these numbers include passengers traveling on Saturdays. Saturdays generally have only 60% of weekday ridership. May ridership was 428 people per weekday.

Both GrapeLine and Dial-A-Ride are available for use by any one, any age, disabled or not. However, GrapeLine appears to appeal to a broader spectrum of passenger. No single age group dominates GrapeLine use. Parents with children, young, middle aged and elderly people all use GrapeLine. Many drivers possess School Bus Drivers Certificates (the highest certificate classification in California) and are skilled at handling the very few individuals who act up. Although drivers do not record the sex of passengers, it appears women ride GrapeLine more than men. It is clear GrapeLine contains the potential for bringing a large number of consumer dollars to downtown Lodi.

If a GrapeLine bus was at full capacity for each of the 24 trips it makes per day - it could move 264 people. It is unrealistic to expect 100% use of capacity on any bus anywhere. Given that GrapeLine ridership exceeds 40% capacity after only 6 months of operation, it can be considered a very successful operation. Once GrapeLine exceeds 50% capacity, alterations will probably be necessary. With careful consideration of public input, the City will be developing refinements to the system to improve quality of service.

Fare - 50 cents. Seniors & disabled - 25 cents. Children under 5 - free.

Monthly pass - \$20.00 Seniors/disabled pass - \$10.00 Available at City Finance Dept.

11 ride pass - \$5.00 Seniors/disabled 11 ride pass - \$2.50 Available at City Finance Dept.

GrapeLine and Dial-A-Ride scheduling, bus stop and route information - 333-6806

SMART information - 1 - 800 - HOW-TO-RIDE

Congestion Management Program
Procedures Manual

Certification Statement

Staff

This 1994-'95 self-certification was prepared by:
(year)

David Morimoto
Name

City of Lodi, Comm. Develop. Dept.
Department, Jurisdiction

(209) 333-6711
Phone Number

Based upon the self-certification checklist and the attached documentation, staff is of the opinion that City of Lodi has conformed to the requirements of the
(jurisdiction)
Congestion Management Program.

By: David Morimoto
(Signature)

July 5, 1995
(Date)

Governing Body

The _____ has reviewed the completed checklist and
(governing body)
supporting documentation and has found that the policies and action of the jurisdiction as reported herein comply to the requirements for conformance with the Congestion Management Program for San Joaquin County.

Certified: _____

Date: _____

Title: _____

Attest: _____
City/County Clerk

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LOS C

TABLE 1
GENERALIZED FLOW LEVEL OF SERVICE MAXIMUM VOLUMES
FOR FLORIDA'S URBAN/URBANIZED (5,000+) A 1S
 (Valid for use from January 1989 through December 1990)

TWO-WAY ARTERIALS

Group A (0.0 to 0.75 signalized intersections per mile)

Lanes/Divided	Level of Service				
	A	B	C	D	E
2 Undiv.	13,700	15,000	15,600	16,500	17,400
4 Div.	23,600	31,900	33,000	34,900	36,700
6 Div.	45,400	48,100	49,700	52,400	55,200

Group B (0.75 to 1.5 signalized intersections per mile)

Lanes/Divided	Level of Service				
	A	B	C	D	E
2 Undiv.	9,000	13,700	14,500	15,300	16,100
4 Div.	20,000	29,700	31,000	32,500	34,000
6 Div.	30,800	45,100	46,700	49,900	51,200

Group C (1.5 to 2.5 signalized intersections per mile)

Lanes/Divided	Level of Service				
	A ^a	B ^a	C	D	E
2 Undiv.	—	10,200	13,500	14,800	15,700
4 Div.	—	22,900	23,500	31,700	33,400
6 Div.	—	35,100	45,000	47,900	50,200

Group D (2.5 to 3.5 signalized intersections per mile)

Lanes/Divided	Level of Service				
	A ^a	B ^a	C	D	E
2 Undiv.	—	—	9,200	13,700	15,400
4 Div.	—	—	20,100	30,200	32,200
6 Div.	—	—	30,700	46,300	50,200

Group E (3.5 to 4.5 signalized intersections per mile)

Lanes/Divided	Level of Service				
	A ^a	B ^a	C	D	E
2 Undiv.	—	—	—	12,300	14,600
4 Div.	—	—	—	28,300	32,100
6 Div.	—	—	—	38,500	48,800

Group F (more than 4.5 signalized intersections per mile and not within primary city central business district of urbanized area over 500,000)

Lanes/Divided	Level of Service				
	A ^a	B ^a	C	D	E
2 Undiv.	—	—	—	10,300	14,600
4 Div.	—	—	—	22,900	32,100
6 Div.	—	—	—	34,900	49,000

Group G (more than 4.5 signalized intersections per mile and within primary city central business district of urbanized area over 500,000)

Lanes/Divided	Level of Service				
	A ^a	B ^a	C	D	E
2 Undiv.	—	—	—	13,100	15,400
4 Div.	—	—	—	29,300	33,700
6 Div.	—	—	—	43,200	51,200

DIVIDED/UNDIVIDED ADJUSTMENTS

(after corresponding two-way arterial volume indicated percent)

Lanes	Median	Left Turn Bays	Adjustment Factor
2	Divided	Yes	- 5%
2	Undivided	No	- 15%
Multi	Undivided	Yes	- 5%
Multi	Undivided	No	- 20%

FREEWAYS

Group 1 (within urbanized area over 500,000 and leading to or within 3 miles of primary city central business district)

Lanes	Level of Service				
	A	B	C	D	E
4	27,600	42,800	61,100	73,800	79,200
6	41,700	64,300	91,800	110,700	119,000
8	55,500	85,700	122,200	147,500	158,700
10	69,400	107,100	152,700	184,500	198,400

Group 2 (within urbanized area over 50,000 and not in Group 1)

Lanes	Level of Service				
	A	B	C	D	E
4	21,400	33,000	47,100	56,900	61,100
6	32,100	49,500	70,600	85,300	91,700
8	42,800	66,000	94,200	113,700	122,300
10	53,500	82,500	117,700	142,100	152,900

Group 3 (within non-urbanized areas)

Lanes	Level of Service				
	A	B	C	D	E
4	17,100	26,300	37,600	45,400	48,800
6	26,800	39,500	56,300	68,000	72,000
8	34,100	52,700	73,100	90,700	97,500

ONE-WAY ARTERIALS

Group D (less than 3.5 signalized intersections per mile)

Lanes	Level of Service				
	A ^a	B ^a	C	D	E
2	—	—	9,800	14,800	18,000
3	—	—	14,900	22,700	28,200
4	—	—	19,900	30,600	38,300

Group E (3.5 to 4.5 signalized intersections per mile)

Lanes	Level of Service				
	A ^a	B ^a	C	D	E
2	—	—	—	13,500	17,900
3	—	—	—	20,500	24,800
4	—	—	—	27,100	33,000

Group F (more than 4.5 signalized intersections per mile and not within primary city central business district of urbanized area over 500,000)

Lanes	Level of Service				
	A ^a	B ^a	C	D	E
2	—	—	—	10,900	15,600
3	—	—	—	16,600	23,900
4	—	—	—	22,400	31,900

Group G (more than 4.5 signalized intersections per mile and within primary city central business district of urbanized area over 500,000)

Lanes	Level of Service				
	A ^a	B ^a	C	D	E
2	—	—	—	13,300	17,200
3	—	—	—	20,400	28,200
4	—	—	—	27,600	37,100

TWO-WAY COLLECTORS AND LOCAL STREETS
 (signalized intersection analyses)

Lanes	Level of Service				
	A ^a	B ^a	C	D	E
2	—	—	—	7,700	11,500
4	—	—	—	16,200	24,200
6	—	—	—	24,900	37,200

* The table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are average daily traffic maximum volumes (based on peak hour volumes) for levels of service and are based on the 1985 Highway Capacity Manual and Florida traffic data. Roadways with more than the number of lanes shown should be treated on a case by case basis. The table's input value assumptions and level of service criteria appear on the back.

^a Cannot be achieved.

Source: Florida Department of Transportation, 1988.

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