



# 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, 1993 to June 30, 1994

**MEETING DATE:** October 5, 1994

**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*  
for James B. Schroeder  
Community Development Director

Prepared by David Morimoto, Senior Planner  
JBS/DM/ck  
Attachments.

APPROVED

*Thomas A. Peterson*

THOMAS A. PETERSON  
City Manager



recycled paper

CITY COUNCIL

JACK A. SIEGLOCK, Mayor  
STEPHEN J. MANN  
Mayor Pro Tempore  
RAY C. DAVENPORT  
PHILLIP A. PENNINGO  
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CITY OF LODI

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BOB McNATT  
City Attorney

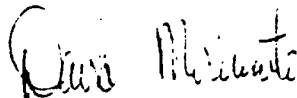
October 6, 1994

Barton Meays, Executive Director  
San Joaquin County Council of Governments  
P.O. Box 1010  
Stockton, CA 95201-1010

RE: Congestion Management Self Certification Checklist

Attached is a copy of the Self Certification Checklist for the City of Lodi. Please contact this office if there are any questions regarding this document.

Sincerely,



DAVID MORIMOTO, AICP  
Senior Planner  
Enclosure

**Congestion Management Program  
Procedures Manual**

**Certification Statement**

**Staff**

This 1993-94 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 Congestion  
(Jurisdiction)  
Management Program.

By: David Morimoto  
(Signature)

9-22-94  
(Date)

**Governing Body**

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

Certified: Jennifer M. Perrin

Date: 10/7/94

Title: City Clerk

Attest: Jennifer M. Perrin  
City/County Clerk

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?

No. Lodi currently meets the City's transit needs by providing general public dial-a-ride service. This service is available weekdays from 7:00 a.m. to 7:00 p.m., Saturdays from 8:00 a.m. to 5:00 p.m. and noon to 5:00 p.m. Sundays. The service is available to the general public, although a majority of riders are elderly or handicapped certified. The average weekday trip count for 1993 was 450 passengers.

The City has completed a study of our Transit Needs and Assessment Study that evaluated the transit needs of Lodi. Based on the study, the City has begun to implement a coordinated transit program for Lodi. The program will include both the existing dial-a-ride service and a new fixed-route bus system. The fixed-route system will serve areas within the City and also link up with the County-wide bus system to provide intra-city service through San Joaquin County. The City is currently working with consultants to develop specific route and schedule

information, as well as a marketing plan. The City hopes to begin fixed-route bus service by the end of the year. (See B-1)

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 start of the 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, 1993. Will implementation policies proceed according to a regular schedule after that date?

No. The City is currently in the process of establishing specific transit standards in anticipation of beginning bus service. Once specific routes are selected, the City will modify their street design standards to accommodate the bus service. The City's development and design standards for new construction will also be modified as needed. It is anticipated that the changes will be phase in over a period of time once the bus system begins this fall. The City will need some time to see how the system works and what type of modifications are necessary to make the system function properly.

#### 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 provided 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 adopt 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.

No. No projects are currently being funded by this program.

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 segments(s) for which a plan was required and when the plans(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.

A-1

CMP LOS Calculations

Hutchins Street from Harney Lane to Kettleman Lane

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

AWT

N?0 Harney Lane	12075
1993 Median AWT +	12075

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	14250
s/o Turner Road	11261
1993 Median AWT +	12756

LOS B

Table 1  
**GENERALIZED DAILY LEVEL OF SERVICE MAXIMUM VOLUMES**  
**FOR FLOWING URBAN/URBANIZED (5,000+) AREAS**  
 Valid for use from January 1989 through December 1990

**TWO-WAY ARTERIALS**

Group A (0.0 to 0.75 equalized intersections per mile)

Lanes/ Divided	Level of Service				
	A	B	C	D	E
2 Undiv.	13,700	15,000	15,800	16,500	17,400
4 Div.	23,800	31,900	33,000	34,900	36,700
6 Div.	43,400	48,100	49,700	52,400	55,200

Group B (0.75 to 1.5 equalized intersections per mile)

Lanes/ Divided	Level of Service				
	A	B	C	D	E
2 Undiv.	9,000	13,700	14,500	15,200	16,100
4 Div.	20,000	28,700	31,000	32,500	34,000
6 Div.	32,800	45,100	46,700	48,500	51,200

Group C (1.5 to 2.5 equalized intersections per mile)

Lanes/ Divided	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2 Undiv.	—	10,500	12,500	14,800	15,700
4 Div.	—	22,800	23,500	31,700	33,400
6 Div.	—	33,100	45,000	47,900	50,300

Group D (2.5 to 3.5 equalized intersections per mile)

Lanes/ Divided	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2 Undiv.	—	—	9,200	13,700	15,400
4 Div.	—	—	20,100	30,200	33,200
6 Div.	—	—	30,700	46,500	50,200

Group E (3.5 to 4.5 equalized intersections per mile)

Lanes/ Divided	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2 Undiv.	—	—	—	12,000	14,800
4 Div.	—	—	—	28,000	32,100
6 Div.	—	—	—	38,500	48,800

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

Lanes/ Divided	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2 Undiv.	—	—	—	10,000	14,800
4 Div.	—	—	—	23,000	32,100
6 Div.	—	—	—	34,000	48,000

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

Lanes/ Divided	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2 Undiv.	—	—	—	13,100	15,400
4 Div.	—	—	—	28,000	32,700
6 Div.	—	—	—	45,000	51,200

**DIVIDED/UNDIVIDED ADJUSTMENTS**

(Apply corresponding two-way arterial volume indicated percent)

Lanes	Median	Left-Turn Lane	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	27,800	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	147,800	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	58,900	63,100
6	32,100	48,500	70,600	83,300	91,700
8	42,800	68,000	94,200	113,700	122,200
10	53,500	82,500	117,700	142,200	152,900

Group 3 (within non-urbanized areas)

Lanes	Level of Service				
	A	B	C	D	E
4	17,100	26,200	37,800	45,400	48,800
6	25,800	39,500	56,300	68,000	72,200
8	34,100	52,700	73,100	87,700	92,500

**ONE-WAY ARTERIALS**

Group D (less than 3.8 equalized intersections per mile)

Lanes	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2	—	—	9,500	14,800	18,000
3	—	—	14,900	22,700	27,200
4	—	—	19,900	30,800	38,000

Group E (3.8 to 4.5 equalized intersections per mile)

Lanes	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2	—	—	—	15,000	18,200
3	—	—	—	20,000	24,800
4	—	—	—	27,100	33,000

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

Lanes	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2	—	—	—	10,900	15,600
3	—	—	—	18,600	23,900
4	—	—	—	24,400	33,900

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

Lanes	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2	—	—	—	13,000	17,200
3	—	—	—	21,400	28,200
4	—	—	—	27,800	37,100

**TWO-WAY COLLECTORS AND LOCAL STREETS**  
 (equalized intersections) (average)

Lanes	Level of Service				
	A <sup>1</sup>	B <sup>1</sup>	C <sup>1</sup>	D	E
2	—	—	—	7,700	11,900
4	—	—	—	18,200	24,200
6	—	—	—	24,900	32,200

\* The table does not constitute a standard and should be used only for general planning applications. The conversion tables from vehicle miles traveled to service levels should be used for more detailed 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 (ADT) volumes (based on peak hour volume) for levels of service and are based on the 1985 Highway Capacity Manual and Florida traffic data. Research will show that the number of lanes shown should be treated on a case by case basis. The table's urban traffic characteristics and level of service criteria appear on the next page.

\*\* Cannot be achieved.



## RECOMMENDATIONS

Lodi Public Transit is nearing completion of a three phase program for implementing both demand-response and fixed route transit service for Lodi residents. Implemented over a five year period, the phased program consist of the following elements:

- Phase I - Develop/Implement Transition Strategy, July 1992 through June 1994. This phase will consist of acquiring larger vehicles for the existing demand-response system, improving the dispatch system, hiring additional staff, initiating Sunday and passenger reservation/subscription service goal is to reduce passenger wait time from 45 to no longer than 30 minutes. (Completed)
- Phase II - Prepare an Operational Plan, July 1993 through September 1994. The plan will include detail on proposed fixed routes, scheduling and equipment requirements, farebox structure, estimates of capital and operating costs, marketing and promotion, and how fixed route service will operate. The plan should also discuss how best to integrate the fixed route and demand-response transit services. Near completion)
- Phase III - Implement Fixed Route and Demand-Response Service, November 1994 through June 1997. The fixed route service will initially consist of five vehicles operating on four routes. Lodi Public Transit will need to closely monitor both fixed route and demand-response ridership and system costs. (To begin this Fall)

**DRAFT**

LODI FIXED ROUTE TRANSIT SYSTEM

SYSTEM DESIGN SPECIFICATIONS - PRELIMINARY FOR DISCUSSION

- o STARTING DATE GOAL: FRIDAY NOVEMBER 25, 1994
- o NUMBER OF MINIBUSES TO BE PURCHASED: 5 WHEELCHAIR ACCESSIBLE 12 PASSENGER BUSES FOR FIXED ROUTE, 2 ADDITIONAL REPLACEMENT MINIBUSES TO BE PURCHASED FOR DIAL-A-RIDE
- o NUMBER OF ROUTES: 4 ROUTES, OPERATING ON HALF HOUR HEADWAYS MEETING AT TIMED TRANSFER POINT AT THE DOWNTOWN TERMINAL
- o ROUTES ARE DESIGNED TO CONNECT AREAS WITH SUBSTANTIAL NUMBERS OF POTENTIAL RIDERS WITH IMPORTANT DESTINATIONS, (e.g. DOWNTOWN, MEDICAL FACILITIES, MAJOR SHOPPING AREAS, KEY SOCIAL SERVICE ACTIVITY CENTERS, EMPLOYMENT CENTERS, RECREATION AND SCHOOLS)
- o THE SYSTEM WILL OFFER FLEXIBLE ROUTING IN PEAK HOURS TO MAKE IT POSSIBLE TO SERVE MAJOR EMPLOYERS
- o ALL LODI ROUTES AND SMART INTERCITY ROUTES WILL MEET AT DOWNTOWN TRANSFER FACILITY ON WALNUT ON SOUTH SIDE OF POST OFFICE
- o RECOMMENDED SERVICE DAYS: MONDAY THROUGH SATURDAY, NO SUNDAY SERVICE RECOMMENDED AT THIS TIME
- o RECOMMENDED SERVICE HOURS: MONDAY THROUGH FRIDAY 6:30 a.m. TO 6:30 p.m.; SATURDAY 8:00 a.m. TO 6:00 p.m.
- o RECOMMENDED FARE STRUCTURE: GENERAL PUBLIC 50¢; SENIOR AND DISABLED DISCOUNT AT OFF-PEAK HOURS 25¢; MONTHLY PASS \$20.00; 11 RIDE PASS \$5.00 AND \$2.50. FREE TRANSFERS BETWEEN LODI BUS ROUTES WITHIN A 45 MINUTES PERIOD.
- o NEW FIXED ROUTE SERVICE WILL BE INTEGRATED WITH THE DIAL-A-RIDE SERVICE

(8/26/94)

CITY OF LODI

Lodi Transit System Fare Structure - Proposed for Discussion

**DRAFT**

Fixed Route Service:

Regular Fare	\$ 0.50
Senior Citizen and Persons with a Disability Mid-day Special	0.25
Children (age four and under with an adult)	Free
Monthly Pass	\$20.00
Eleven Ride Pass - Regular	\$ 5.00
Eleven Ride Pass - Discount	\$ 2.50

Transfers are free for connecting trips within a forty-five minute period

Dial-a-Ride Service:

	<u>Current</u> *	<u>Proposed</u>	
Regular Fare	\$ 1.00	\$ 2.00	
Senior Citizen and Disability Discount	\$ 0.50	\$ 1.00	
County Service Charge	\$ 0.50	\$ 0.50	
Children			
Proposed service: (age four and under with an adult)		Free	
Monthly Pass	-NA-	-NA-	
Ten Ride Pass	-NA-	Regular Discount	SSI/SSP \$15.00 \$ 7.50
		\$20.00 \$10.00	

\* The current policy, in which, up to three persons may ride for one fare from the same origin point to the same destination point, will continue under the new fare structure.

**LODI FIXED ROUTE TRANSIT SYSTEM**

**DRAFT**

**SERVICE HOURS:**

**Fixed Route:**

Monday through Friday

6:30 a.m. to 6:30 p.m.

Saturday

8:00 a.m. to 6:00 p.m.

Sunday

NA

**Dial-a-Ride:**

Monday through Friday

6:30 a.m. to 7:00 p.m.

Saturday

7:30 a.m. to 6:30 p.m.

Sunday

1:00 p.m. to 5:00 p.m.

**SERVICE DAYS:**

**Fixed Route:**

Monday through Friday

Saturday

No Sunday Service At This Time

**Dial-a-Ride:**

Monday through Friday

Saturday and Sunday Weekend Service

### III. DESCRIPTION OF ROUTES (REVISED 9/9/94)

THE BASIC SYSTEM DESIGN IS A MODIFIED RADIAL/LOOP SYSTEM OF FOUR ROUTES OPERATING ON 1/2 HOUR HEADWAYS WITH A TIMED TRANSFER AT THE DOWNTOWN TERMINAL ON WALNUT ON SOUTH SIDE OF THE POST OFFICE

THE CURRENT MAP DOES NOT SHOW ANTICIPATED OR POSSIBLE PEAK HOUR ROUTING OR ROUTES THAT COULD SERVE MAJOR EMPLOYERS (LODI UNIFIED SCHOOL DISTRICT, BLUE SHIELD, etc>)

ROUTE 1: WEST ON WALNUT; NORTH ON HUTCHINS; EAST ON PINE, NORTH ON CHURCH; WEST ON TURNER; SOUTH ON LOWER SACRAMENTO ROAD, WEST ON LODI, NORTH ON HUTCHINS, EAST ON OAK, SOUTH ON SOUTH SACRAMENTO ROAD, WEST ON WALNUT TO TERMINAL.

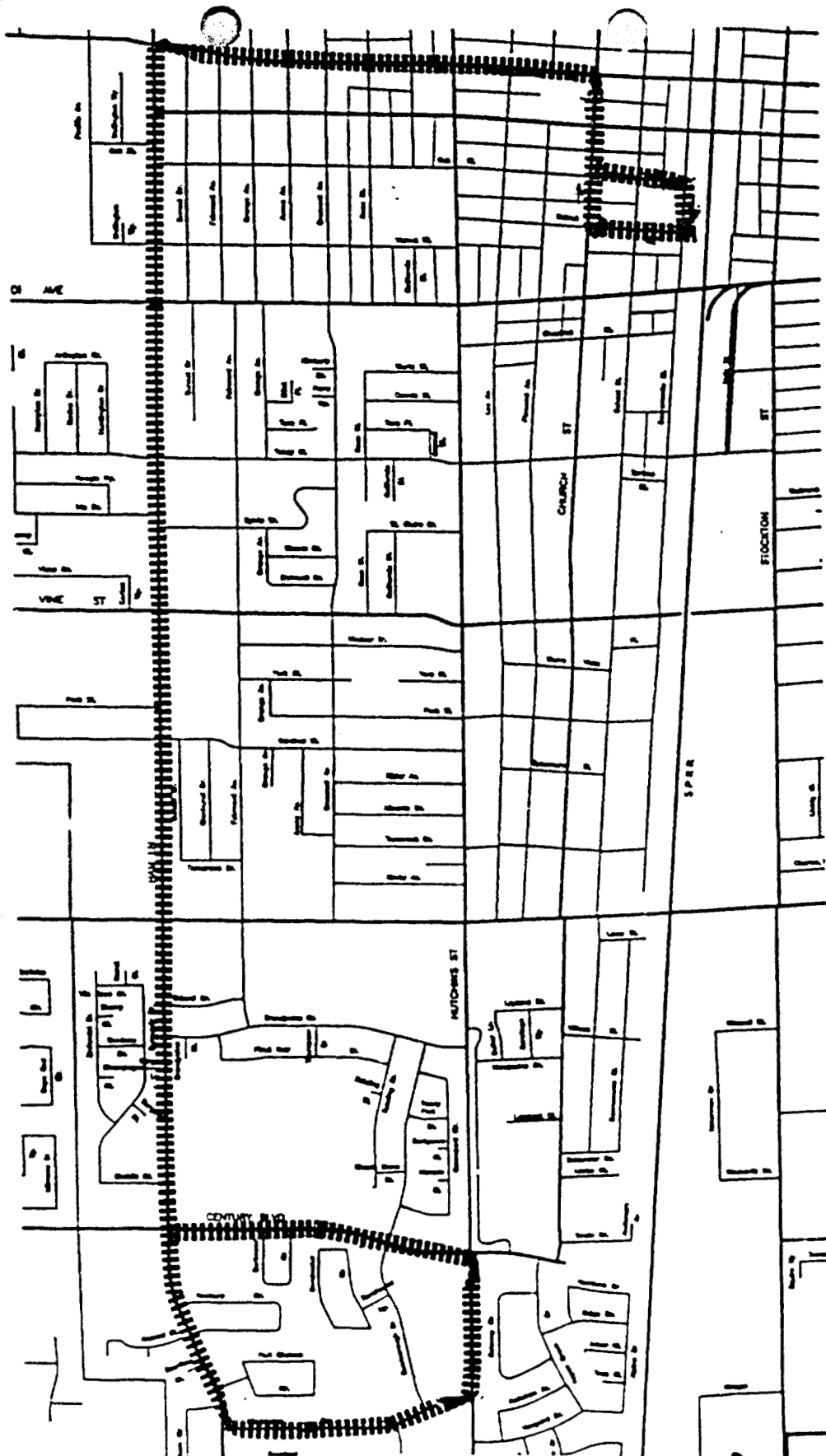
ROUTE 2: WEST ON WALNUT; NORTH ON CHURCH; EAST ON PINE; SOUTH ON WASHINGTON; EAST ON LODI; SOUTH ON CHEROKEE; WEST ON VINE; SOUTH ON CENTRAL; WEST ON POPLAR, SOUTH ON SOUTH STOCKTON, WEST ON KETTLEMAN; SOUTH ON HAM; EAST ON BRANDYWINE; NORTH ON FAIRMONT. RETURN ON SAME ROUTE TO NORTH ON SOUTH SACRAMENTO ROAD WEST ON WALNUT TO TERMINAL.

ROUTE 3: WEST ON WALNUT; NORTH ON CHURCH; WEST ON ELM; SOUTH ON HAM; EAST ON WEST CENTURY; SOUTH ON HUTCHINS; WEST ON WIMBLEDON; NORTH ON HAM. RETURN NORTH ON HAM; EAST ON ELM; SOUTH ON CHURCH, EAST ON OAK, SOUTH ON SOUTH SACRAMENTO; WEST ON WALNUT TO TERMINAL.

ROUTE 4: WEST ON WALNUT; SOUTH ON CHURCH; WEST ON VINE; SOUTH ON LOWER SACRAMENTO; EAST ON KETTLEMAN; SOUTH ON SOUTH FAIRMONT. RETURN WEST ON CHIANTI; NORTH ON HAM; WEST ON KETTLEMAN; NORTH ON LOWER SACRAMENTO; EAST ON VINE; NORTH ON CHURCH; EAST ON LODI; NORTH ON SOUTH SACRAMENTO; WEST ON WALNUT TO TERMINAL.



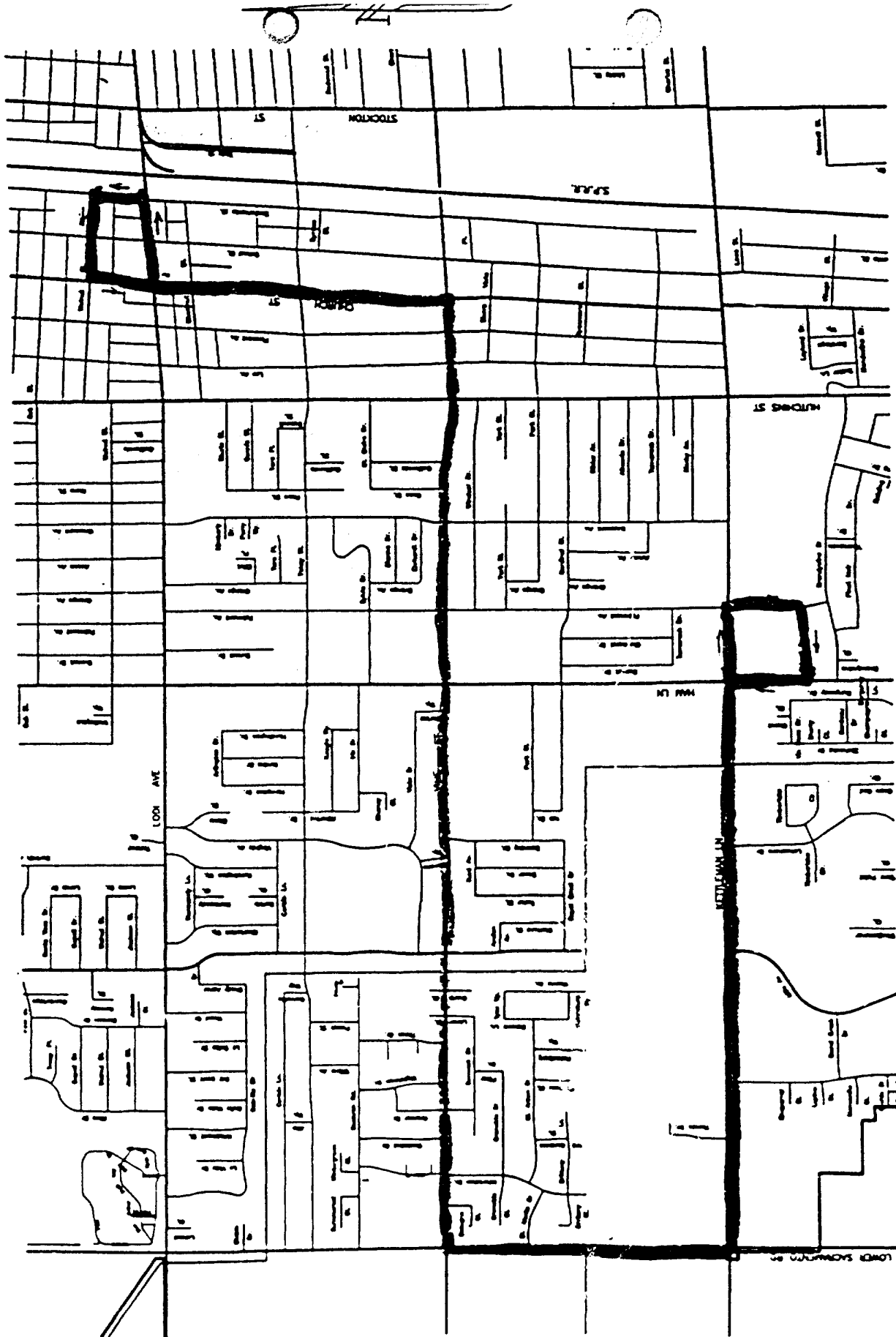




**ROUTE 3**







**ROUTE 4**