AGENDA ITEM E-9

CITY OF LODI
COUNCIL COMMUNICATION

TM

AGENDA TITLE: **Receive and file recommended design guidelines for the Eastside Mobility and Access Plan**

MEETING DATE: **October 4, 2006**

PREPARED BY: **Community Development Planning Manager, Peter Pirnejad**

RECOMMENDED ACTION: Receive and file recommended design guidelines for the Eastside Mobility and Access Plan. (A Grant funded project by CalTrans)

BACKGROUND INFORMATION: In May 2004 the California Department of Transportation provided the City of Lodi a grant to fund the Eastside Mobility and Accessibility Plan (EMAP). The purpose of the EMAP project is to identify improvements to Lodi's Eastside, specifically focused on pedestrian/bicycle safety and connectivity, transit service and amenities, vehicular circulation and parking, streetscape elements and community identity. The EMAP project team identified a section of streets in the Eastside area that represent heavily traveled corridors for the local residents of the community. The area studied starts at the Lodi Transit Station on Sacramento and Pine Streets, and includes Sacramento south to Lodi Avenue; Lodi east to Central Avenue; and Central south to Tokay Street.

Incorporating the community input and staff recommendations, the draft Plan describes a set of recommended improvements for Sacramento Street, Lodi Avenue and Central Avenue, and sets forth a series of design guidelines for the area defined by these local streets. These include streetscape amenities – such as street and pedestrian lighting, bus shelters, benches, fountains; and pedestrian safety improvements, including improved crosswalks, bulbouts, curb cuts and sidewalk treatments.

On July 26, 2006, the draft plan was presented at the Planning Commission. The commissioners approved the draft with the following changes:

1. Recommend and prioritize the redesign of Maple Square.
2. Recommend streetscape improvements west of Stockton Street on Lodi Avenue. Exact improvements will be determined by future traffic analysis and technical studies.

On Tuesday, August 29, 2006 the draft plan was presented at the Shirtsleeve City Council session and no changes were recommended.

As discussed at the Planning Commission Meeting and City Council Shirtsleeve Session, this project was funded through an Environmental Justice Grant issued by the California Department of Transportation. Although by definition this project was strictly a consensus building exercise to lay the framework for future grants for public improvements, staff has begun identifying funding opportunities to implement some of the components of the guidelines.

APPROVED: _____
Blair King, City Manager

FISCAL IMPACT: The City was approved by the Dept of Transportation for a grant in the amount of $80,000 plus a Local Match/In-Kind of $14,000 for a total project budget of $94,000. The City's Local Match/In-Kind was met by calculating the fully burdened rate of all the staff that were involved in the project.

The long term implementation and maintenance of these proposed improvements were not considered as part of this project. The purpose of this grant was to help build consensus among the key stake holders, in the neighborhood. The Next steps, when funding is available, would include preparing an engineering specific traffic study to determine the exact design and costs of improvements. Staff will continue to work with private property owners when street improvements are proposed along the corridors per the guidelines. Staff will also seek grant opportunities to fund these improvements whenever available. Said work would need to be scoped and managed as an entirely new project.

FUNDING AVAILABLE: As part of the grant approval the City has been awarded an $80,000 Grant from Caltrans for consulting services provided by Moore Iacofano, and Goltsman (MIG). Therefore, there was no funding necessary except for the $14,000 in kind which was provided by staff time associated with the project. It should also be noted that staff has been able to work with property owners and tenants such as Smart and Final to include improvements on private property that work in stride with these guidelines.

As money has become available, staff has made improvements such as:

1) Smart And Final agreed to install onsite improvements consistent with the EMAP Program at their location at 215 Lodi Avenue.
2) Community Development Block Grants and Transit Grant Funding have been earmarked for transit improvements (bus shelters) consistent with the EMAP.
3) The improvements to the Rail Road Crossing at Lodi Avenue were paid for by the Rail Road and were consistent with EMAP improvements.

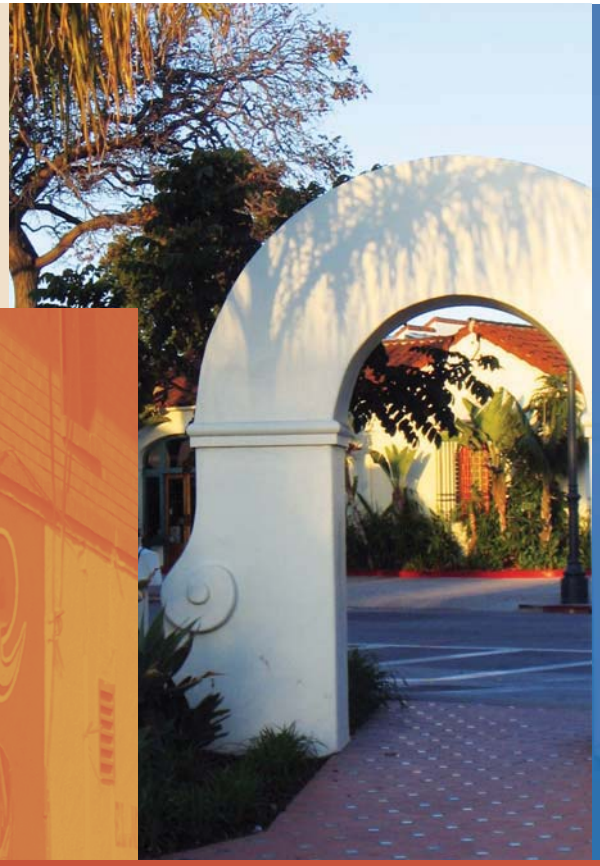
Staff will continue to identify resources that minimize impacts to the City's General Fund.

Ruby Paiste, Financial Services Manager

Peter Pirnejad
Community Development Planning Manager

Randy Hatch
Community Development Director

Attachment: DRAFT EMAP



CITY OF LODI

EASTSIDE MOBILITY AND ACCESS PLAN

REVISED DRAFT

MIG

AUGUST • 2006

acknowledgements

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Participants in the community workshop listened to an overview of the project goals (above) and then participated in a hands-on design exercise for each street within the study area (right).

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CHAPTER 1

introduction

CHAPTER 1

introduction

IN THIS CHAPTER

PROJECT BACKGROUND & PURPOSE

PLANNING PURPOSE

DOCUMENT OVERVIEW

PROJECT BACKGROUND AND PURPOSE

In May 2004, the California Department of Transportation provided the City of Lodi a grant to fund the Eastside Mobility and Accessibility Plan (EMAP). The purpose of EMAP is to provide improvements to Lodi's Eastside neighborhood, specifically focusing on pedestrian/bicycle safety and connectivity, transit service and amenities, vehicular circulation and parking, streetscape elements and community identity. The EMAP project team identified the streets in the Eastside area that are heavily traveled corridors for residents of the community. The study area includes the Lodi Transit Station on Sacramento Street and Pine Street and includes Sacramento Street south to Lodi Avenue; Lodi Avenue east to Central Avenue; and Central Avenue south to Tokay Street.

The plan's ultimate intent is to improve mobility and accessibility for residents in the community while celebrating the distinct cultural and historical identity of the neighborhood through design guidelines. In the future, as funding and other support become available, these guidelines can be used as a template to improve other streets and neighborhoods around the City.

PLANNING PROCESS

In December 2005, the MIG consultant team visited Lodi for a project initiation meeting with the Steering Committee comprised of City staff and community representatives. At this initial meeting, the group worked together to define project objectives, identify key stakeholders and brainstorm about desirable work program elements. The second Steering Committee meeting in January 2006 included a walking tour of the study area. At this meeting, the group reviewed the project goals and discussed strengths, weaknesses, opportunities and challenges in order to develop a shared understanding of the existing conditions. At the third Steering Committee meeting, held in February, the group discussed preliminary options for safety, mobility and streetscape improvements. The committee also began planning for a community-wide workshop to be held in late March 2006. A final Steering Committee meeting was held in mid-March to review the materials to be presented at the community workshop.

On March 29, 2006, the City and EMAP Steering Committee hosted a bilingual community workshop at Heritage Elementary School that drew over fifty attendees who discussed the proposed improvements and their visions for the EMAP study area. Community members discussed the assets and issues of the study aera and identified the types of improvements they considered most desirable.

PROJECT TIMELINE

DOCUMENT OVERVIEW

This document was written based on the recommendations voiced at the Steering Committee meetings and the Community Workshop. It is organized as follows:

- **Chapter 1: Introduction** - explains the Plan's background and purpose, provides an overview of the planning process, and outlines the organization of the document.
- **Chapter 2: Existing Conditions** - synthesizes existing conditions, reviews Lodi's regional and local context, and identifies the key assets and challenges faced in the area.
- **Chapter 3: Planning Framework** - describes the four overarching planning strategies specific to the project's study area.
- **Chapter 4: Design Guidelines** - presents streetscape design guidelines for the study area at both an overall and street-specific level.

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CHAPTER 2

existing conditions

CHAPTER 2

existing conditions

IN THIS CHAPTER

REGIONAL AND LOCAL CONTEXT

STUDY AREA

ASSETS

CHALLENGES

The Lodi EMAP study area has many strengths, as well as some significant challenges to overcome. Future planning should build on the area's existing assets and work to counter these challenges. This chapter begins by describing the area's regional and local context. It then describes the constraints of the study area and provides an overview of the assets and challenges within it. This analysis sets the foundation for the planning framework and design guidelines in the following chapters.

REGIONAL AND LOCAL CONTEXT

The City of Lodi, California, was incorporated as a General Law city on December 6, 1906. Lodi is located in the San Joaquin Valley between Stockton (6 miles to the south), Sacramento (35 miles to the north), and is adjacent to U.S. Highway 99. The City is located on the main line of the Southern Pacific Railroad and is within five miles of Interstate 5. The geography is mostly flat, and the climate is arid. Given Lodi's hot, dry summers and temperate, wet winters, many community participants feel that any street improvements should take into consideration the extreme weather.

Lodi has over 62,300 residents (according to the 2005 census) and is contained in an area of twelve square miles. Lodi's economy is built on a broad-based agricultural industry with national and industrial markets for its commodities and products. Wines, processed foods, nuts, fruit and milk are major commodities of the Lodi area. In addition, Lodi has a wide range of small, financially sound businesses that range in size from 10 to 150 employees and produce a wide variety of products, services and commodities.

Recently, there has been an increase in industrial and residential development within the City. This new development, combined with the growing strength of the wine/grape industry, is a positive economic indicator for Lodi. Recently, several industries moved to Lodi, which collectively have created approximately 850 new jobs. The City's housing market offers both older neighborhoods and newer executive developments.

The Eastside neighborhood is just east of Downtown Lodi and is comprised of approximately twenty blocks of residential, retail, commercial and light industrial uses. The neighborhood has large Latino and Pakistani populations and numerous schools, churches, mosques and social services that serve the community. Many of the City's bus lines (Grapeline) and regional buses (SCT/LINK) run through the neighborhood and connect at the Lodi Transit Station.

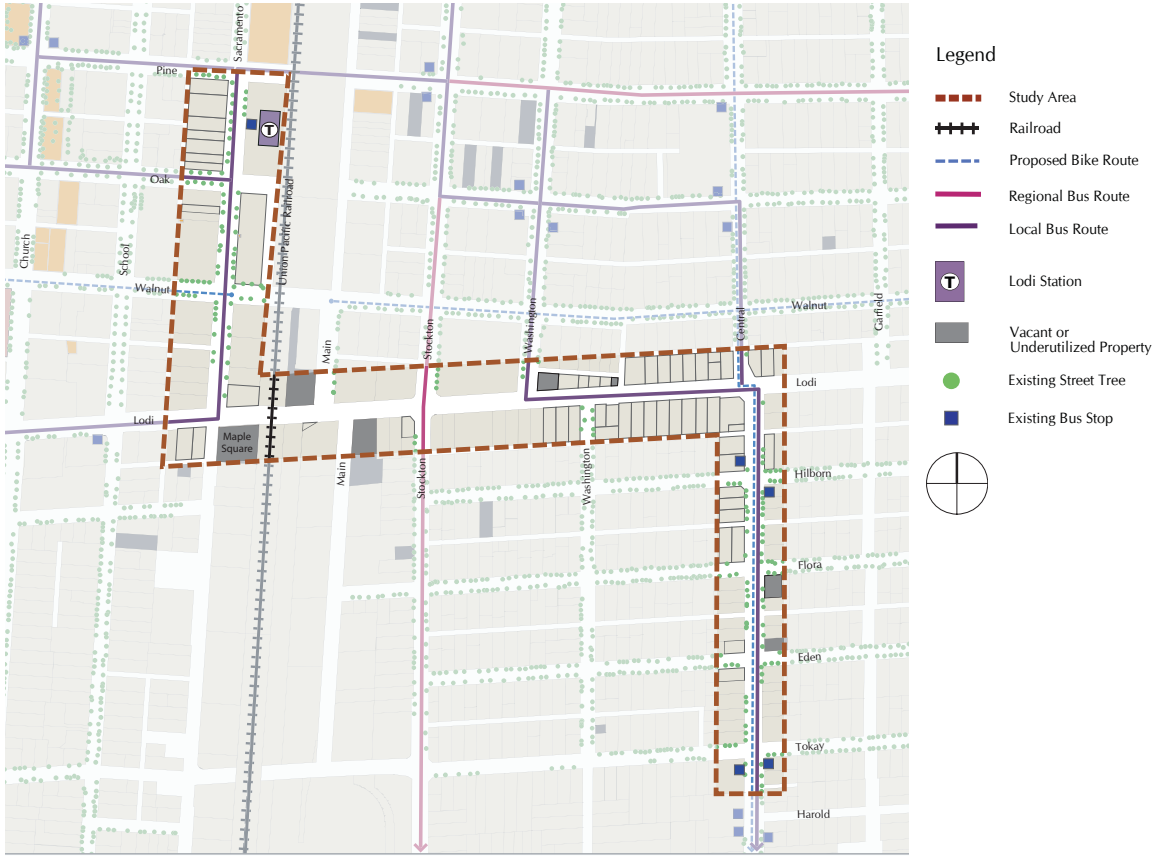
City of Lodi: Study Area is shaded in red.

STUDY AREA

In order to improve safety, access, and comfort for pedestrians, cyclists, transit users and motorists between Downtown Lodi/Lodi Station and the Eastside neighborhood, three distinct corridors were identified as priority areas:

- Sacramento Street (between Pine Street and Lodi Avenue)
- Lodi Avenue (between Sacramento Street and Central Avenue)
- Central Avenue (between Lodi and Tokay Avenues)

Though this plan's study area focuses on these corridors, the recommendations and guidelines identified in Chapter 4 should be used as the basis for further improvements within the neighborhood, and could be considered for other districts throughout the city.



ASSETS

The project team identified a number of assets in the study area by street section so the plan builds upon the strengths of each street.

SACRAMENTO STREET

The study area starts on Sacramento Street at the Lodi Station, which provides access to many modes of local and regional bus transit, in addition to Amtrak and Greyhound. The Police Bicycle Patrol Office is located at Lodi Station, which creates a friendlier, safer environment. Since the station is near the historic downtown, the charming buildings and stores create a comfortable street environment near Pine Street. This is less apparent as you walk south on Sacramento towards Lodi Avenue.

LODI AVENUE

Because of its proximity to Lodi Station, multiple bus routes cross Lodi Avenue and provide access to the many social services and community gathering places on Washington Street (Lodi Women's Center, LOEL Center and Gardens, Health Clinic). Redevelopment of the large retail site on the north side of Lodi Avenue, between Washington and Stockton Streets, will reenergize the avenue and make it more of a destination than just an arterial. The entire stretch of the avenue is fronted on both sides by a number of small, resident-serving businesses.

CENTRAL AVENUE

Central Avenue is classified as a neighborhood commercial collector and boasts a healthy mix of residential and commercial uses. In addition, several churches and schools are located on or adjacent to the avenue. Property owners care for their properties and express their pride through colorful buildings and murals. The avenue is flanked by mature street trees which protect residents and visitors from the sun and provide visual and audio buffers from vehicular traffic. This stretch of the avenue has a number of opportunity sites available for redevelopment.

CHALLENGES

With the assistance of the EMAP Steering Committee, the project team identified a number of issues related to safety, access and mobility on each street that should be explored in the planning effort.

SACRAMENTO STREET

Sacramento Street turns into an uninviting environment south of Lodi Station. The sidewalks are lined with intimidating and unattractive features such as barbed wire and chain linked fences, and the building façades are not well maintained. Sidewalk materials are inconsistent and cracked, especially along the north side of the street. These elements give the perception of an unsafe, deserted area.

LODI AVENUE

Of all three streets, Lodi Avenue is the least accommodating street for non-motorized traffic. Four lanes of fast-moving traffic and narrow sidewalks without buffers make the stretch uncomfortable for pedestrians. The sidewalks are crowded with many barriers (e.g. telephone poles, street lights, etc.) and lack separation from cars on the streets and parking lots. Pedestrians are faced with the challenge of crossing the railroad tracks; the sidewalk at the crossing is uneven and cracked, which is unsafe for all non-motorized traffic. Many intersections lack curbcuts which puts their users in the line of traffic. There are no street trees, no shade from the sun and no place to stop and rest. Though the Avenue is close to many destinations, it lacks signage to direct pedestrians and drivers.

CENTRAL AVENUE

Sidewalks on Central Avenue are cracked and paved with inconsistent materials. Their widths vary and numerous driveways and alleyways interrupt the pedestrian clear zone. There is poor drainage in the street, which causes puddling along the street edge. The bus stop curbs are not marked and are awkward for the bus to pull up to due to the on-street parking configuration. The alleys which intersect the avenue are unattractive and considered unsafe. Illegal and undesirable activities such as graffiti and littering are commonplace.

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CHAPTER 3

planning framework

CHAPTER 3

planning framework

IN THIS CHAPTER

PEDESTRIAN NETWORK

PUBLIC REALM

SENSE OF PLACE

CIRCULATION

This chapter presents the overall planning framework and values that form the foundation for the design guidelines presented in the following chapter. The Framework includes four specific planning strategies that will guide the transformation of the study area into a more accessible, safe and vibrant place that serves the needs of the community.

The planning framework is comprised of the following principles:

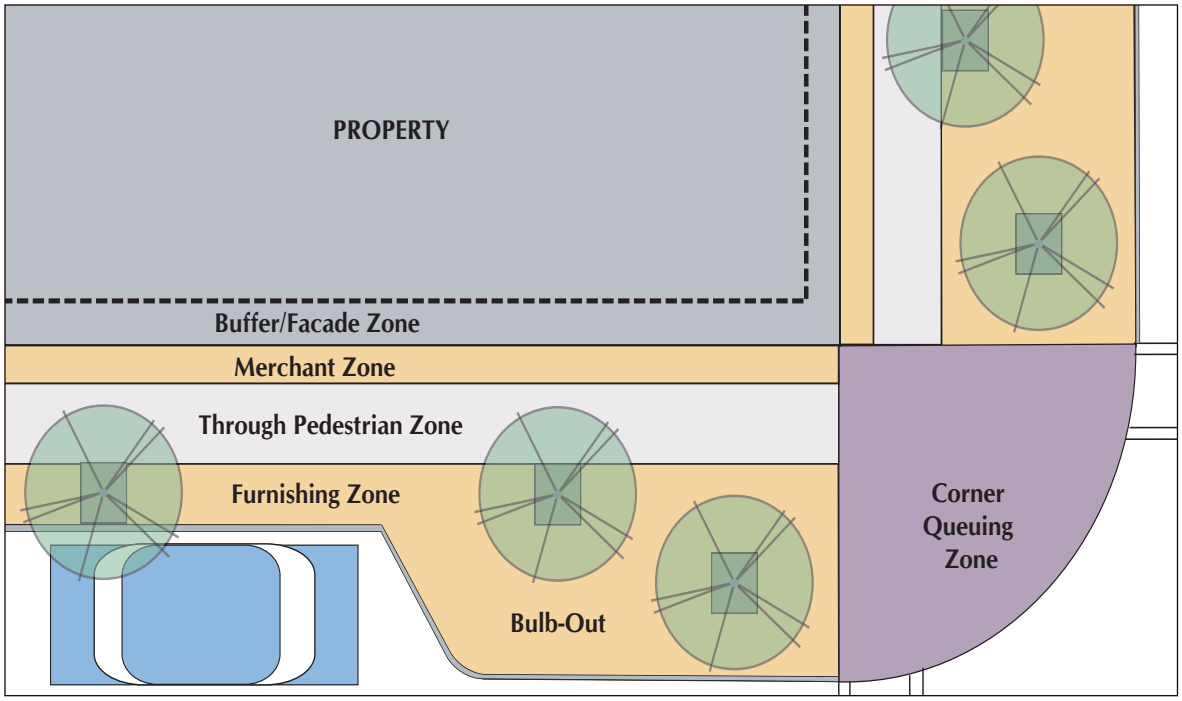
1. Strengthen the pedestrian network
2. Activate the public realm
3. Develop a sense of place
4. Maximize multiple modes of circulation

STRENGTHEN PEDESTRIAN NETWORK

EMAP recognizes that the study area sits within a larger circulation context and that specific pedestrian links should fit within a city-wide pedestrian and transit mobility plan. With incremental pedestrian improvements over time, Lodi will strengthen its pedestrian network and become a walkable city with active streets that invite a diverse mix of users.

The pedestrian network is the foundation of EMAP. To ensure accessibility and comfort, Lodi's sidewalks should possess the following features:

- Ample width
- Obstacle-free Through Pedestrian Zone
- Shade
- Level surface treatment
- Attractive edges



Sidewalk Zones

BUFFER/FACADE ZONE: Private improvements, such as landscape buffers, attractive fencing and/or facade treatment enhances the property and defines the private-public interface along the sidewalk edge.

MERCHANT ZONE: This flexible zone sits in the public right-of-way and allows businesses to extend into the public realm with signage, landscaping, or outdoor seating. An unobstructed passage for pedestrians must be maintained.

THROUGH PEDESTRIAN ZONE: The Through Pedestrian Zone must maintain at least a four foot-wide, level and clear zone for pedestrian travel.

FURNISHING ZONE: Between the Through Pedestrian Zone and the street, this zone provides space for landscaping, street furniture, utilities and other streetscape amenities while buffering the pedestrian from adjacent traffic.

BULBOUT: An expansion of the Furnishing Zone at specified intersections, the Bulbout creates an opportunity for gathering areas and additional amenities while reducing the length of crosswalks.

CORNER QUEUING ZONE: An open, unobstructed area should be kept clear of utilities and amenities with ADA-accessible curbcuts to the street level.

ACTIVATE THE PUBLIC REALM

An active public realm is integral to the quality of city streets. Creating gathering spaces of excellent quality should be one of Lodi's priorities for generating more pedestrian activity.

EMAP proposes creating gathering spaces within the pedestrian network at a range of scales -- from small rest stops to larger recreational pocket parks.

Seating areas within the pedestrian network with amenities, such as water fountains and shade, allow pedestrians to pause and rest. A larger, lively, public park offers resting opportunities, as well as creates a destination and forum for social interaction and recreation.

The following chapter will describe in greater detail the specific amenities and elements that can be used to create these gathering spaces.

DEVELOP A SENSE OF PLACE

Lodi's unique history and diverse social and cultural communities are the city's valuable assets. The study area is comprised of three distinctly different corridors that range in their cultural significance. Central Avenue is the commercial spine and heart of the Eastside community. EMAP recommends that Central Avenue's identity be enhanced through a number of streetscape design elements. An integrated streetscape plan can help create a cohesive, common identity of the city as a whole, while public art and landscaping can be tailored to each neighborhood's differences and needs. EMAP's comprehensive streetscape design also utilizes the strategic design of gathering places, signage, lighting, sidewalk furniture and paving, and street crossings to achieve a distinctive character for the Eastside community.

MAXIMIZE MULTIPLE MODES OF CIRCULATION

Improving the pedestrian links to transit, such as Lodi Station and local bus stops, will increase transit ridership and pedestrian activity. While the Plan seeks to increase pedestrian mobility within the study area, it recognizes that automobile use is still necessary and important. Therefore, the Plan offers various street treatments that will offer a range of options for the driver, pedestrian, and bicyclist.

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CHAPTER 4

design guidelines

CHAPTER 4

design guidelines

IN THIS CHAPTER

In Chapter 3, a set of principles was identified to guide future streetscape improvements within the Eastside neighborhood. In this chapter, each principle is defined according to sub-topics, and specific examples of how to implement each principle are provided.

OVERALL RECOMMENDATIONS

SACRAMENTO STREET

LODI AVENUE

CENTRAL AVENUE

FROM PRINCIPLE TO PRACTICE

I. PEDESTRIAN NETWORK

- Sidewalks and Amenities
- Crosswalks
- Railroad Crossing
- Signage
- Landscaping

II. ACTIVE PUBLIC REALM

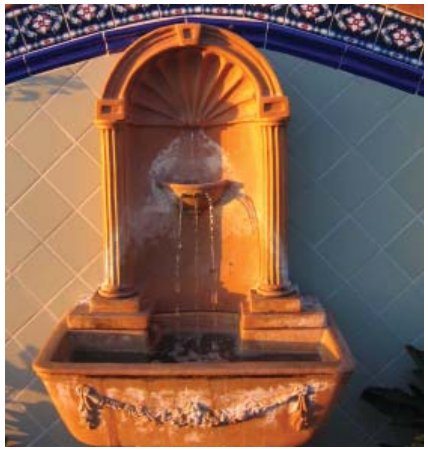
- Lighting
- Gathering Spaces
- Alleys
- Safety

III. SENSE OF PLACE

- Cultural Design
- Gateway

IV. CIRCULATION

- Round-about
- Bus Stops
- Bike Lane



OVERALL RECOMMENDATIONS

PEDESTRIAN NETWORK

Sidewalks and Amenities

- Repair sidewalks for consistency and safety.
- Provide curbcuts at every corner to ensure ADA accessibility and usability.
- Provide trash receptacles at regular intervals along sidewalk; two receptacles should be provided at opposite sides of the corner queuing zone.

Landscaping

- Make use of underutilized, vacant properties to provide more landscaped spaces.
- Plant and maintain street trees that provide adequate shade (see City of Lodi's planting guide).
- Incorporate potted landscaping in bulbouts and along property edges.

ACTIVE PUBLIC REALM

Gathering Spaces

- Provide a range of public gathering spaces of various size and activity intensity, from intimate sitting areas to active recreational parks.

- Utilize fixed seat walls for seating wherever possible; they are more durable and can accommodate more users. These seat walls should be incorporated into the design of fountains, parking lot buffers and general gathering spaces.

Signage

- Provide informational signage in the Furnishing Zone that references basic information, such as transit schedules, special event announcements, amenities, and local business advertisements.
- Provide directional signs to direct pedestrians and drivers to city services and heavily used destinations.
- Orient retail signs to the pedestrian, in addition to the driver.
- Keep signage clear of the Through Pedestrian Zone.
- Maintain a consistent and integrated signage program city-wide.

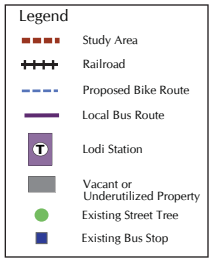
Safety

- Coordinate with property owners to ensure visibility of properties.
- Consider increasing community policing.
- Encourage property owners to maintain the appearance of properties.
- Ensure street improvements are consistently maintained throughout the study area.

SACRAMENTO STREET

This section highlights recommendations specifically for Sacramento Street between Pine Street and Lodi Avenue. The City of Lodi plans to apply the same streetscape improvements that have been implemented on the block between Pine and Oak Streets to the remaining blocks within the study area.

EXISTING CONDITIONS



PEDESTRIAN NETWORK

Sidewalk and Amenities

- Buffer sidewalk edges and private property with landscaping and/or attractive fencing.
- Encourage more pedestrian-oriented land uses, such as food vending stands or permanent retail/ restaurants.

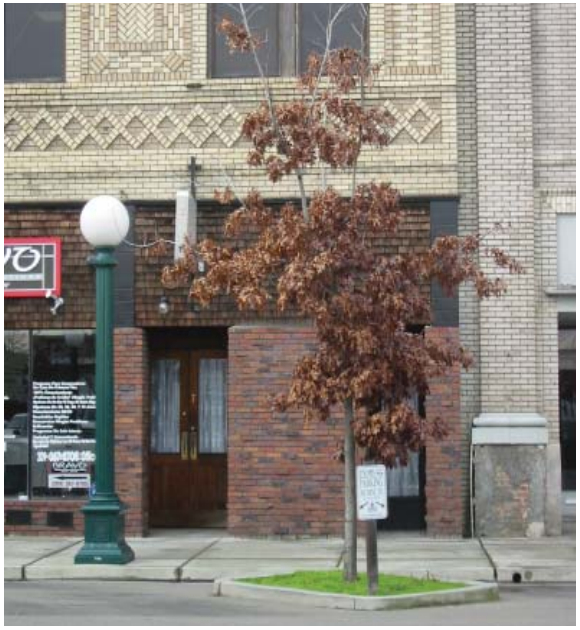
ACTIVE PUBLIC REALM

Lighting

- Increase lighting in parking lots and along sidewalks for safety.

Gathering Spaces

- Create a gathering space at the northeast corner of Sacramento Street and Lodi Avenue. See the following page for a detailed description.
- Redesign Maple Square, currently an underutilized city-owned park, to serve as a neighborhood recreational park.



BEFORE AND AFTER: GATHERING SPACE AT SACRAMENTO STREET AND LODI AVENUE

BEFORE

AFTER

Locate a gathering space at the northeast corner of Sacramento Street and Lodi Avenue. The gathering space should be consistent with the Downtown Lodi design theme and accommodate shelter from sun and rain, seating options, landscaping (including shade trees and planters), trash receptacles, signage and a fountain. A similar set of improvements should be considered for Maple Square across Lodi Avenue.

Signage

- Provide directional signage at a minimum of these key intersections along Sacramento Street: Pine Street; gathering spot on northeast corner of Lodi Avenue and Sacramento Street directing to transit, community centers, and Downtown); and southwest corner of Lodi Avenue and Sacramento Street.

SENSE OF PLACE

- Continue the historic streetscape design improvements used along Pine Street and north of the Station on Sacramento Street to create a continuous sense of place.

CIRCULATION

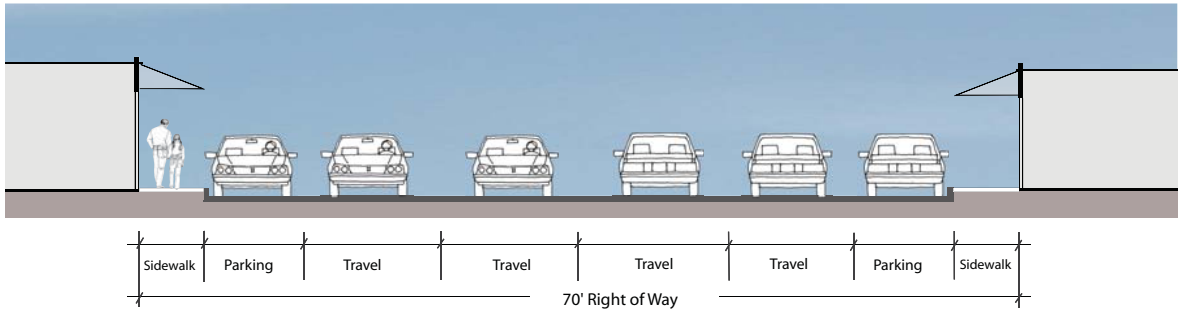
- Consider providing a new bus stop and shelter on Sacramento Street between Walnut and Oak Streets.
- Maintain diagonal parking.

RECOMMENDED PLAN

In addition to extending the pre-planned streetscape improvements along Sacramento Street, the recommended plan aims to improve existing street conditions by filling in gaps in tree plantings in the sidewalk furnishing zone. Additional street lights and attractive fencing are also recommended to bolster the pedestrian environment. A gathering space at the corner of Sacramento Street and Lodi Avenue will provide a resting spot for pedestrians and strengthen the character and attractiveness of the street.

LODI AVENUE

This section highlights the recommendations specifically for Lodi Avenue between Sacramento Street and Central Avenue. Lodi Avenue currently has a right of way of 70 feet, with two travel lanes in both directions, two parallel parking lanes and narrow sidewalks (ranging between four and six feet), which prohibits street tree planting and sidewalk amenities. The following pages provide detailed design guidelines for enhancing the pedestrian character and functionality of the street. Alternative street configurations are presented following the guidelines with the final recommended plan described on page 40.



EXISTING CONDITIONS

PEDESTRIAN NETWORK

Sidewalks and Amenities

- Provide wider sidewalks wherever possible. Existing right of way and necessary travel lanes should be considered when determining possible widenings.
- Provide places for seating and drinking fountains every two blocks. Unless accommodated in gathering spaces, these furnishings should be located within the Furnishing Zone or Bulb-outs.
- Use sidewalk materials with terracotta coloring, such as brick.

Crosswalks

- Treat specified crosswalks with distinctive material e.g., colored and/or stamped concrete or brick.
- Provide designated crossings to facilitate safe travel for pedestrians between Central Avenue and Sacramento Street. The use of mid-block crossings will be reviewed during the design phase.

Railroad Crossing

- Provide a railroad crossing treatment across the entire right of way that is flush with the tracks and articulates the pedestrian zone through use of material and color. See the following page for a detailed description.
- Coordinate signage and traffic lights to make crossing safe and navigable.

Signage

- Provide directional signage in the Furnishing Zone at a minimum of these key intersections along Lodi Avenue: Central Avenue, Washington Street, Main Street, and Stockton Street.

BEFORE AND AFTER: RAILROAD CROSSING AT LODI AVENUE

BEFORE

AFTER

The entire intersection at the railroad crossing should be replaced with distinct paving flush with tracks to provide pedestrians with a safe through zone and to alert drivers to slow down. The traffic lights and railroad gates must be updated and timed to safely alert all travelers (on foot, by bike or in autos) of the need to stop when trains are present. Additional landscaping and signage is desirable.

ACTIVE PUBLIC REALM

Lighting

- Provide brighter, consistently spaced light fixtures that accommodate pedestrians, as well as vehicles, that reflect a consistent city-wide design. Consider installing similar lights as those installed on Cherokee Avenue.
- Provide additional light fixtures in close proximity to proposed gathering spaces.

Gathering Spaces

- Provide shaded areas with tree planting or shade structures. These areas should accommodate multiple seating options, drinking fountains, and picnic tables. See the following pages for detailed descriptions.
- Provide a play area with recreational equipment (such as a swing set, basketball court).
- The following locations were identified as priority areas for gathering spaces along Lodi Avenue: 1) northeast or 2) northwest corners of Washington Street (both sites are currently privately owned); 3) northeast corner of Stockton Street and Lodi Avenue; and 4) north side of the railroad crossing.

BEFORE AND AFTER: WASHINGTON STREET AND LODI AVENUE POCKET PARK

BEFORE

AFTER

This underutilized lot on the northeast corner of Lodi Avenue and Washington Street is an example of a neighborhood opportunity site. One option is to provide a pocket park with seating, shade, water features and/or play structures. The pocket park could be especially well used if it is adjacent to a new bus shelter. The shelter is shown here along Lodi Avenue, though it could also be located on Washington Street. New light fixtures within and adjacent to the pocket park and along Lodi Avenue will enhance safety. The sidewalk should be widened to accommodate the new amenities.

BEFORE AND AFTER: WASHINGTON STREET AND LODI AVENUE GATHERING SPACE

BEFORE

AFTER

Upon redevelopment of the old Grocery Outlet site, the City should work with the new owners to provide a gathering space, street trees and parking lot buffer treatment along Lodi Avenue. The gathering space can be located at either Stockton or Washington Streets and should provide shade, seating and a water fountain. The crosswalks at both intersections should be treated with distinct materials and texture to allow safe crossing for high volumes of pedestrian traffic. Both sides of the sidewalk should be enhanced with street trees and landscaping.

CIRCULATION

Safety

- Consider locating police substation or increasing community policing on Lodi Avenue.
- Fix signal timing lights and gates at the railroad crossing to ensure safety and ease of mobility.
- Provide a bus stop and shelter on Washington Street. Bus shelter design should be consistent throughout the Eastside neighborhood.

Bike Lane

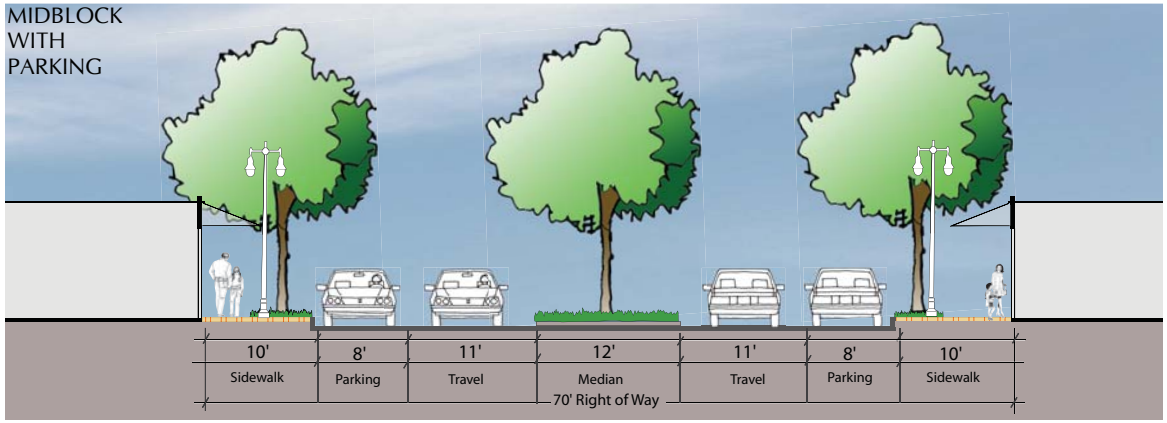
- Keep bike lanes on routes previously identified by the City of Lodi. Walnut Street, one block north of Lodi Avenue, has been identified as a bike route.

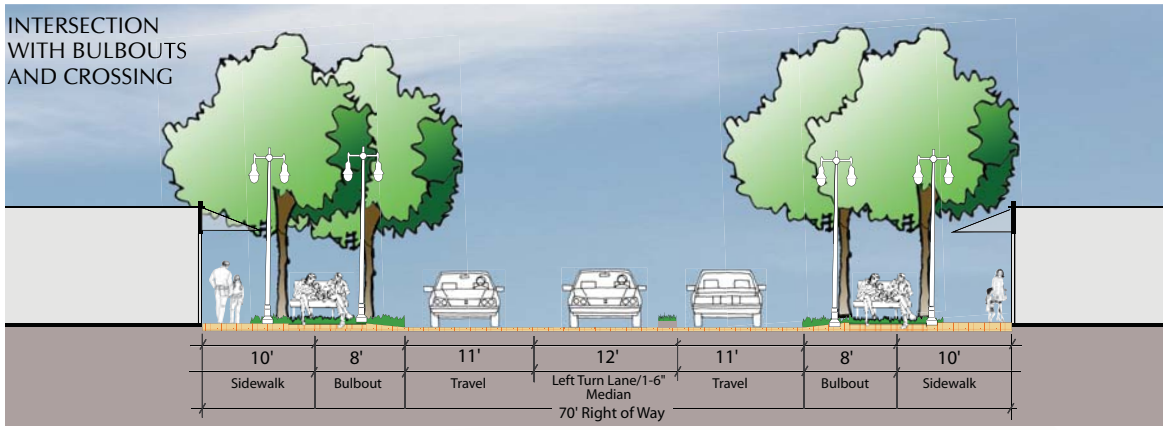
LODI AVENUE: ALTERNATIVE STREET CONFIGURATIONS

PROPOSED OPTION 1

Option 1 shows Lodi Avenue reduced to two travel lanes and two parallel parking lanes. This would allow for widened sidewalks, tree plantings and a landscaped median. Mid-block crossings would provide designated opportunities for pedestrian crossings within each long block. At intersections where vehicles need to make right-hand turns, a turning lane would take the place of the bulbout (not illustrated).

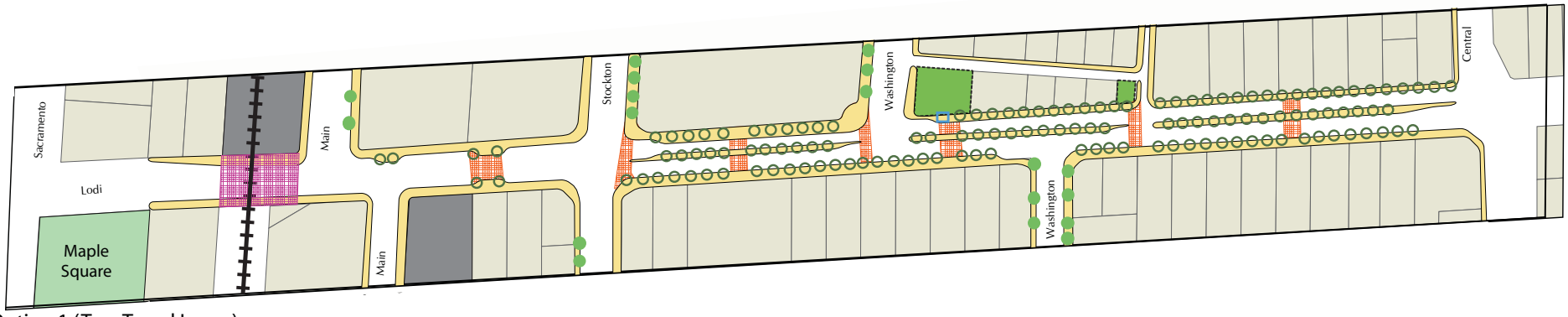
Upon initial review, this option can accommodate current traffic volumes. A comprehensive traffic study will be necessary during the design phase to determine the exact lane configurations and crossing locations for Lodi Avenue and Central Avenue.





Legend

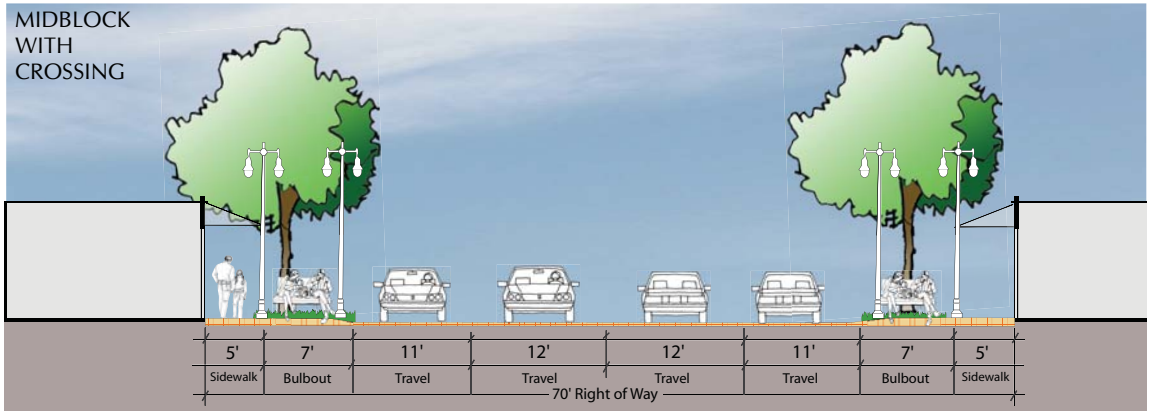
- Potential Park
- Proposed Park Improvements
- Railroad
- Vacant or Under-Utilized Property
- Special Crosswalk Paving
- Improved Railroad Crossing
- Proposed Sidewalk Improvements
- Existing Street Tree
- Proposed Street Tree
- Proposed Bus Stop

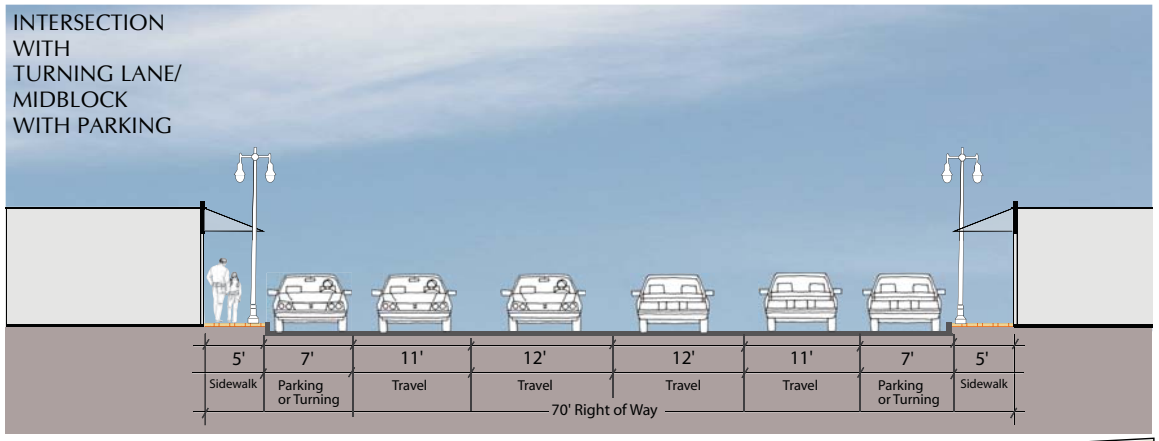


Option 1 (Two Travel Lanes)

PROPOSED OPTION 2

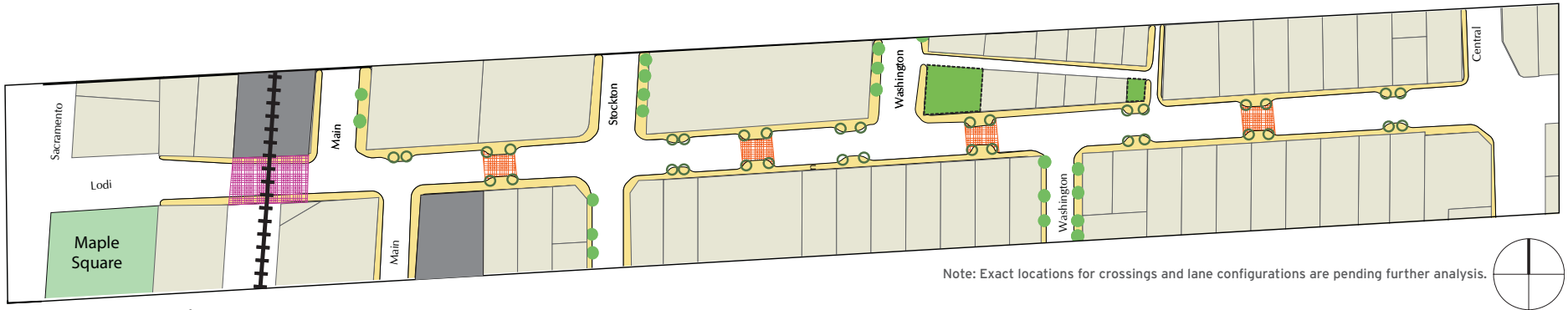
Option 2 shows Lodi Avenue maintaining all four travel lanes and two parallel parking lanes. It does not allow for widened sidewalks and street trees, but does identify locations for mid-block crossings.





Legend

- Potential Park
- Proposed Park Improvements
- Railroad
- Vacant or Under-Utilized Property
- Special Crosswalk Paving
- Improved Railroad Crossing
- Proposed Sidewalk Improvements
- Existing Street Tree
- Proposed Street Tree
- Proposed Bus Stop



Note: Exact locations for crossings and lane configurations are pending further analysis.

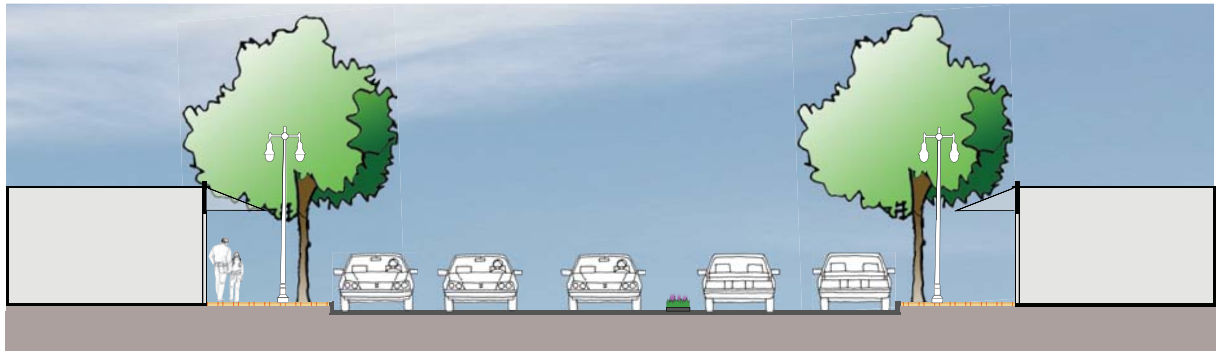
Option 2 (Four Travel Lanes)

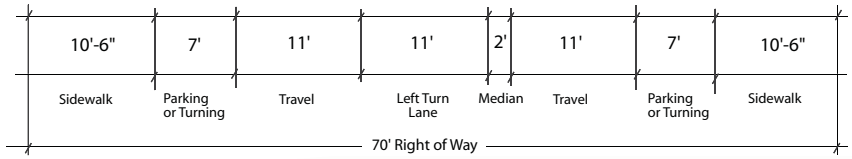
RECOMMENDED PLAN

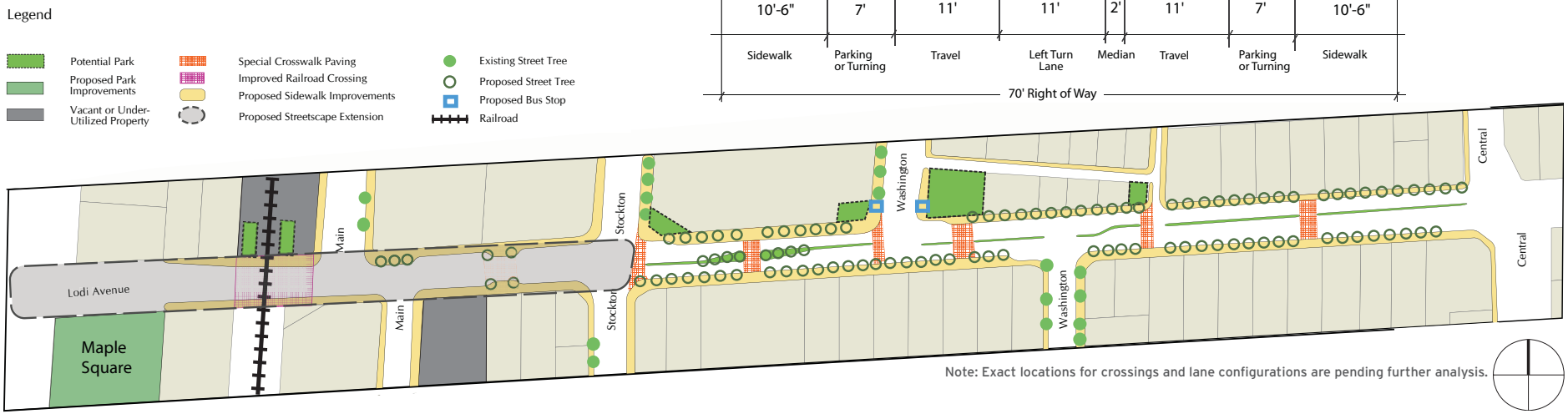
The recommended plan for Lodi Avenue combines the features of Options 1 and 2 to allow for two travel lanes, one left-turning lane, two parallel parking lanes and widened sidewalks with street tree plantings. The middle lane will alternate to serve eastbound and west-bound turning lanes. A narrow, landscaped median will be necessary to separate turning lanes in either direction. Well marked mid-block crossings, as well as crosswalks at key intersections, will provide pedestrians with safe, comfortable connections. As new development occurs along Lodi Avenue, property owners may be required to dedicate right of way to meet the goals of EMAP. Streetscape improvements should also be extended west of Stockton Street if the traffic study deems it possible. At a minimum, landscaping and lighting should be extended to Sacramento Street.

Key Elements

- Maintain four travel lanes west of Stockton Street as determined necessary by Public Works.
- Maintain separate turning lanes east of Stockton Street.
- Design medians to allow cars access to major driveways and all streets for both travel directions.
- Provide safe, visible pedestrian crossings.
- Widen sidewalks to improve the safety and comfort of pedestrians.



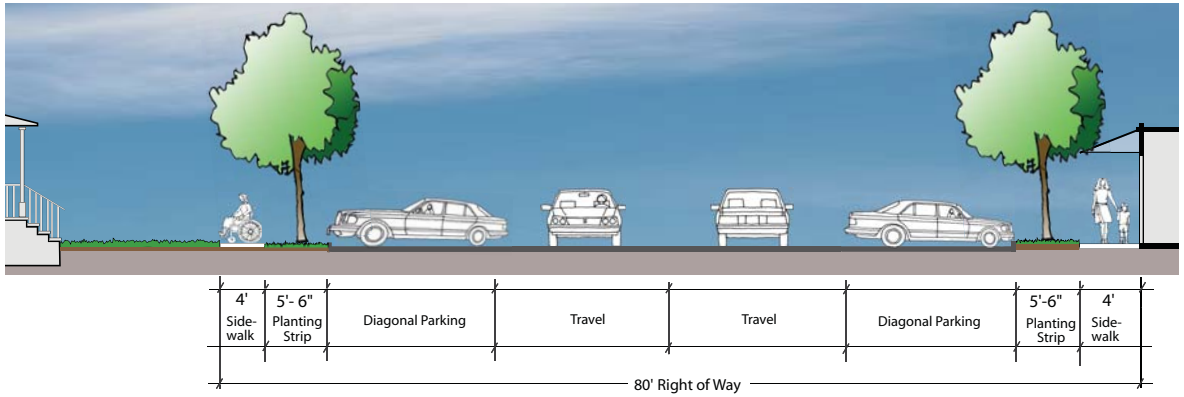




Note: Exact locations for crossings and lane configurations are pending further analysis.

CENTRAL AVENUE

This section illustrates recommendations specifically for Central Avenue between Lodi Avenue and Tokay Avenue. Central Avenue currently has an 80-foot right of way, two travel lanes, and alternating parallel and diagonal parking on both sides of the street. Sidewalk width is approximately nine feet with over half (approximately four and a half feet) dedicated to planting beds and landscaping. Given the mixed-use quality of the district, wider sidewalks, better lighting, bus shelters and new gathering spaces are necessary for easy access and safety. The mixed-use quality of the district makes it an active corridor day and night. The map (right) illustrates the existing land uses of the parcels according to the following designations: commercial, residential, church or light industrial. The following pages provide detailed design guidelines for enhancing the pedestrian character and functionality of the street. Alternative street configurations are presented following the guidelines with the final recommended plans described on pages 54 and 55.



EXISTING CONDITIONS

PEDESTRIAN NETWORK

Sidewalks and Amenities

- Provide wider sidewalks on both sides of the street. In order to maintain the existing tree planting, an additional pedestrian through zone will be added on the street-side (as shown in the image below).
- Provide places for seating in two of the four bulbouts at every intersection. Alternate between drinking and decorative fountains in every block. See the following page for a more detailed description.
- Use brick or colored, stamped concrete consistently. City should compare longevity and maintenance requirements of each prior to installation.
- Provide recycling and trash receptacles at every corner.

Crosswalks

- Define crosswalks at every intersection with distinctive material e.g., colored and/or stamped concrete or brick.
- Improve crossing safety at all intersections, especially Eden Street. Consider locating a traffic signal or pedestrian crossing lights at Eden Street.

BEFORE AND AFTER: CENTRAL AVENUE GATHERING SPACE

BEFORE

AFTER

The narrow sidewalks along Central Avenue should be expanded at corners to provide for landscaped seat walls, street trees, planters, and a fountain or water feature. The design of each bulb-out should have consistent treatment, but each corner should have a distinct element that differentiates it from the others.

ACTIVE PUBLIC REALM

Landscaping

- Plant trees that are compatible with existing trees; they should provide shade in summer and lose leaves in the winter (e.g., crepe myrtles). See City's palette for recommendations.
- Provide large ceramic pots and planters. City should compare longevity and maintenance requirements of each prior to planting.

Lighting

- Intersperse new light fixtures with the existing lamp posts to provide adequate light for pedestrians and drivers.

Gathering Spaces

- Consider redeveloping the underutilized lot at southeast corner of Flora Street and Central Avenue or vacant lot at Eden Street into a pocket park (see map on page 32 for location). See page 46 for a detailed description.
- Provide gathering spaces at the southeast and southwest corners of Lodi and Central Avenues.

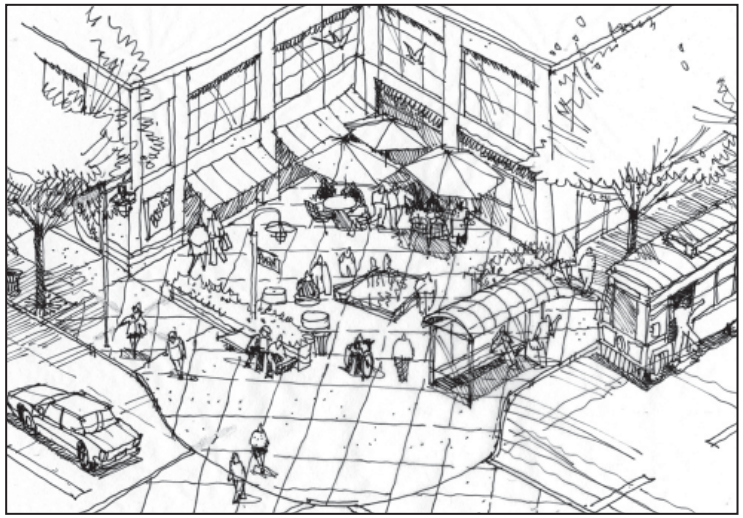
- Consider providing a self-cleaning public restroom at the gathering space.
- Provide areas for outdoor seating near restaurants. Property owners should be responsible for supplying furniture.

Alleys

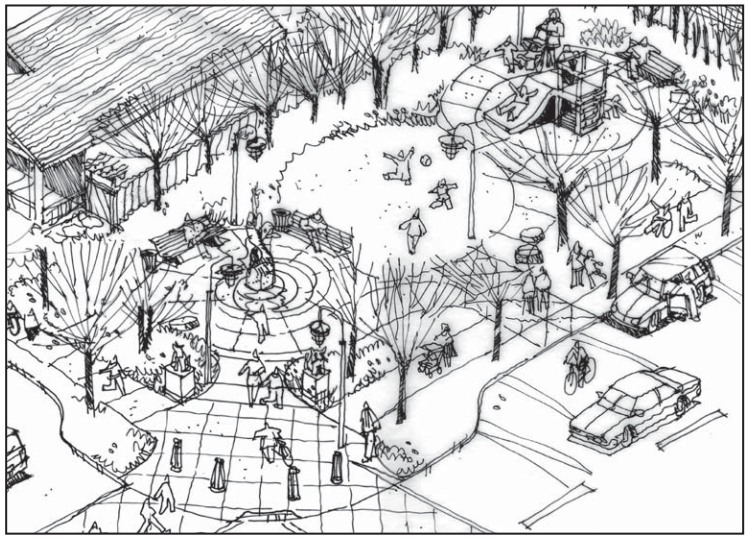
- Provide more lighting at intersections of alleys and Central Avenue.
- Develop a "clean streets" program to ensure street and alley maintenance.
- Maintain consistent sidewalk material and treatment at alley intersections to ensure pedestrian right of way is observed.
- Develop a campaign to name the alleys after historically and culturally significant people and places.

BEFORE AND AFTER: CENTRAL AVENUE AND EDEN STREET PUBLIC SPACE

BEFORE



OPTION A. URBAN PLAZA



OPTION B. POCKET PARK

AFTER

Two options for transforming the existing parking lot into a lively public space are illustrated. Option A shows an urban plaza framed by mixed-use commercial buildings where shoppers, residents, visitors can relax, dine, and play. Option B shows a small park that provides both passive and active recreational opportunities for neighborhood residents and a festive gathering space at the center of a culturally and increasingly commercially vibrant Central Avenue.

SENSE OF PLACE

Safety

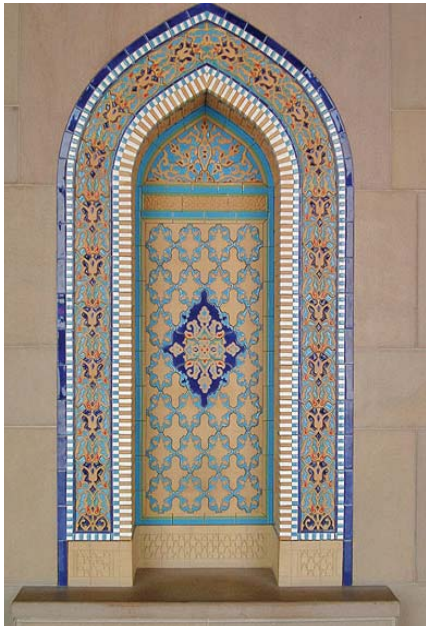
- Institute a police bike patrol along Central Avenue and adjacent alleys.

Cultural Design

- Identify locations for art throughout the corridor in the form of sculpture or murals.
- Introduce arches, fountains and water features in gathering spaces.
- Increase opportunities for festive lighting. Decorate trees with seasonal lights.
- Introduce diverse cultural elements into streetscape design, such as:
  - Tiled mosaics
  - Colorful steel or wrought iron structures
  - Mexican paving and plaza materials
  - Grape motif

- Improve building facades to ensure an attractive environment along Central Avenue.

- Reflect multi-cultural influences, such as Mexican history, Pakistani architecture, or geographic symbology into gateway design.



Gateway

- Consider constructing an archway over Central Avenue at Lodi Avenue to mark the entrance to the district. The gateway should reflect the cultural character of Eastside as the gateways shown below reflect the districts they are in.

CIRCULATION

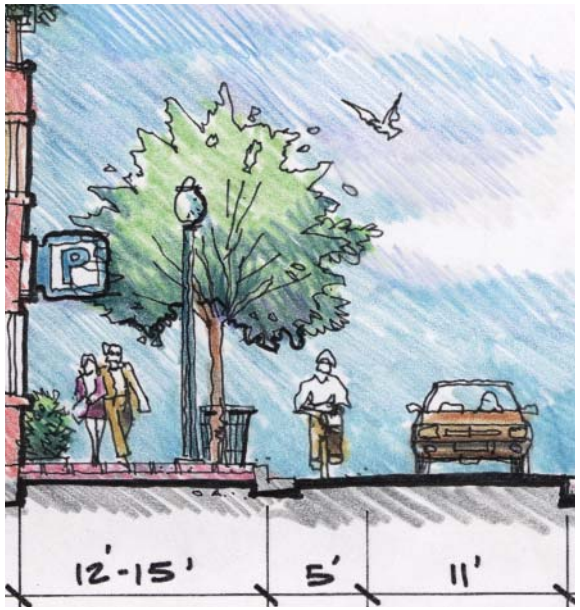
Round-about

- Consider constructing a round-about at the intersection of Central and Lodi Avenues to mark the entrance to the district. The round-about should feature a decorative planting or small art sculpture. It could be signalized if deemed necessary by transportation engineers. See the following page for a detailed description.

- Retain some diagonal parking on the east side of Central Avenue.
- Provide covered bus stop shelters to protect users from rain and sun.
- Provide a new bus stop and shelter on the east side of Central Avenue between Eden and Flora Streets; and at Tokay Street.

Bike Lane

- Increase bike friendliness of Central Avenue either with a shared bike/auto lane or a dedicated bike lane (as shown below).



BEFORE AND AFTER: LODI AVENUE AND CENTRAL AVENUE GATEWAY

BEFORE

A. GATEWAY

B. GATEWAY AND ROUND-ABOUT

C. ROUND-ABOUT WITH ART

D. ROUND-ABOUT WITH PLANTING

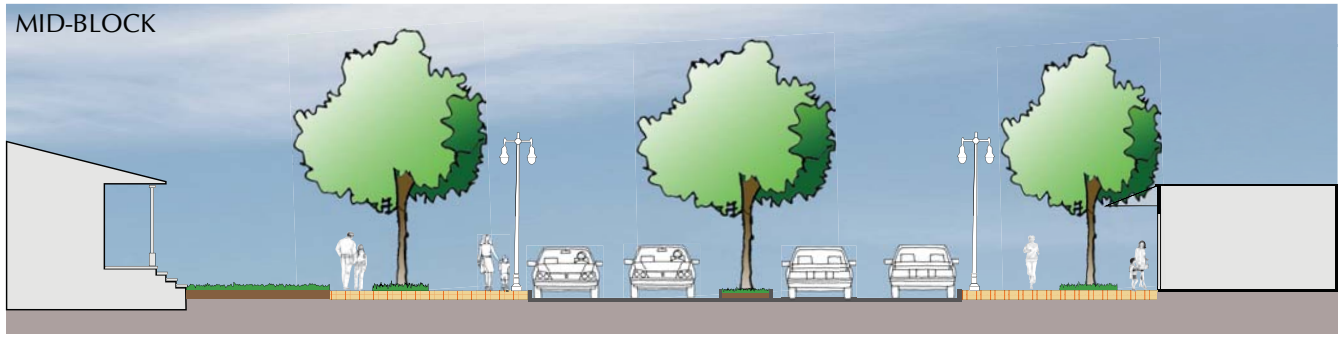
AFTER

A number of examples of gateways and/or round-abouts are illustrated above. The community would prefer options B and D, which include a gateway reflecting the cultural heritage of the area and/or a well-landscaped round-about in the middle of the intersection.

CENTRAL AVENUE: ALTERNATIVE STREET CONFIGURATIONS

PROPOSED OPTION 1

Option 1 would widen Central Avenue's sidewalks by nine feet on both sides, providing for promenade space, additional street tree planting and street furnishings. It would accommodate two parallel parking lanes and two travel lanes separated by a tree-planted median. Each intersection would be designed with four bulbouts and special crosswalk paving to improve the pedestrian environment and enhance safety.

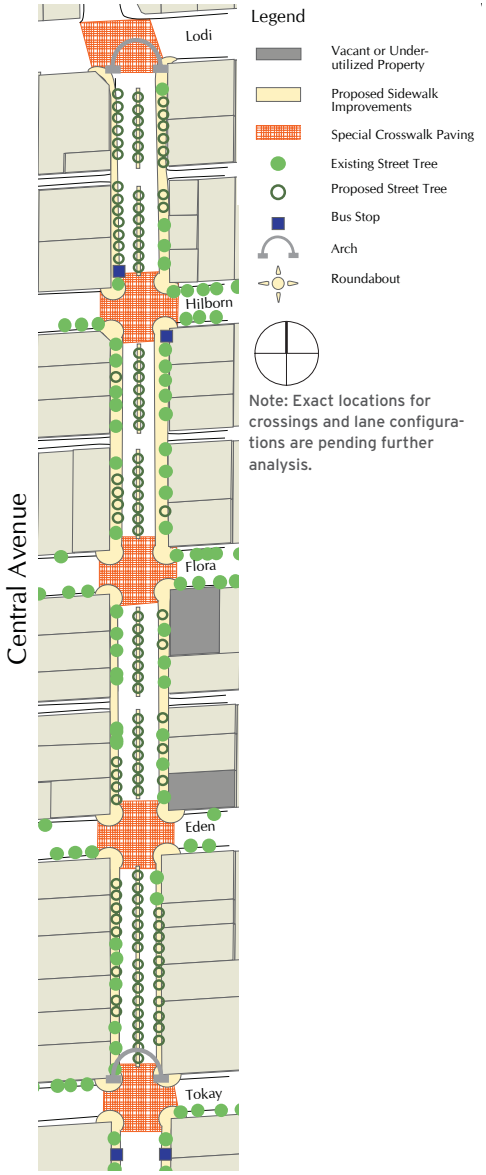


4'	5'-6"	8'-6"	8'	11'	6'	11'	8'-6"	8'-6"	5'-6"	4'
Side-walk	Planting Strip	Sidewalk	Parking	Shared Auto and Bike Lane	Median	Shared Auto and Bike Lane	Parking	Sidewalk	Planting Strip	Side-walk

80' Right of Way

4'	5'-6"	8'-6"	8'	11'	6'	11'	8'	8'-6"	5'-6"	4'
Side-walk	Planting Strip	Sidewalk	Bulbout	Shared Auto and Bike Lane	Median	Shared Auto and Bike Lane	Bulbout	Sidewalk	Planting Strip	Side-walk

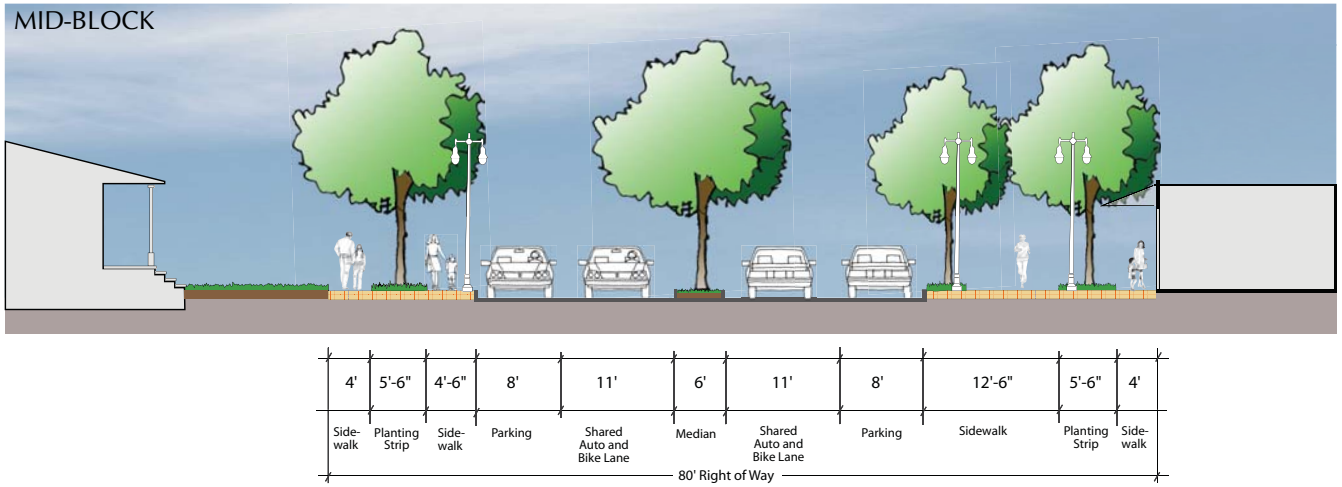
80' Right of Way

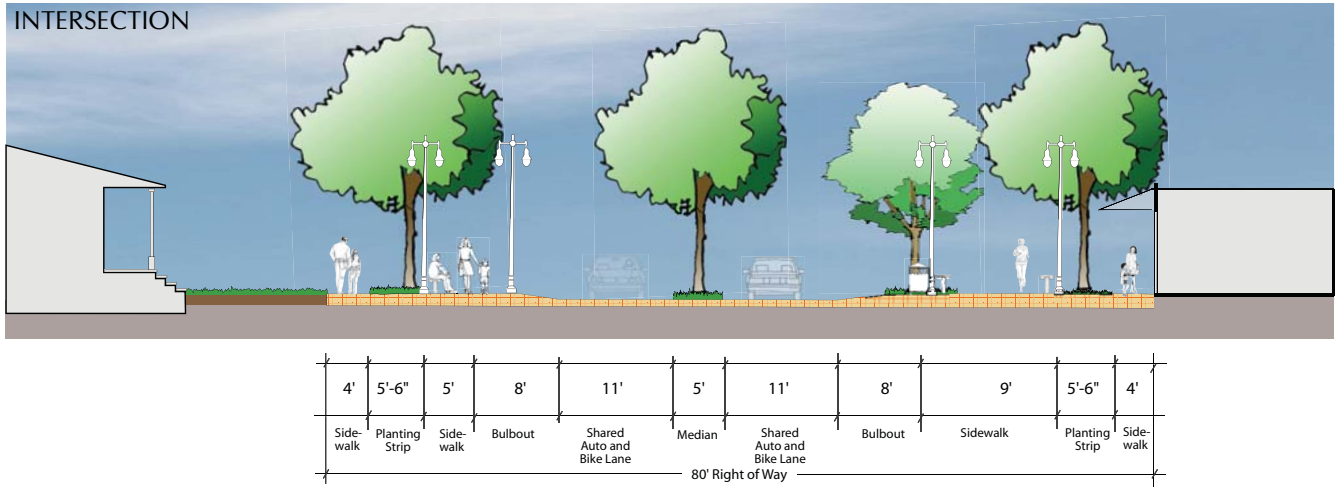


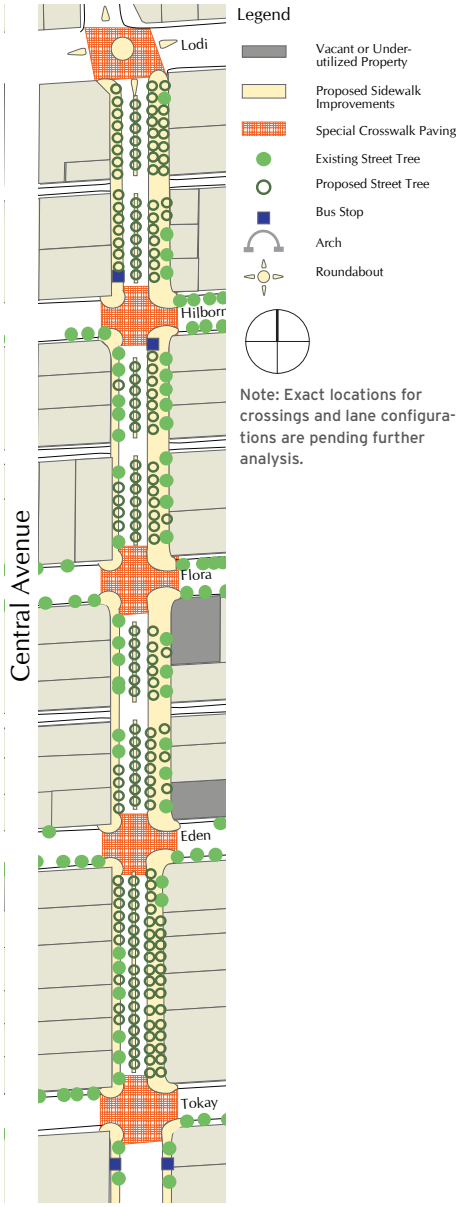
Note: Exact locations for crossings and lane configurations are pending further analysis.

PROPOSED OPTION 2

Option 2 is a non-symmetrical variation of Option 1. It would widen the east sidewalk by 15 feet, allowing for a generous promenade on one side of the Avenue. The west sidewalk would be widened by five feet. This option also would allow for two parallel parking lanes, two travel lanes separated by a tree-planted median, and bulbouts at every corner.

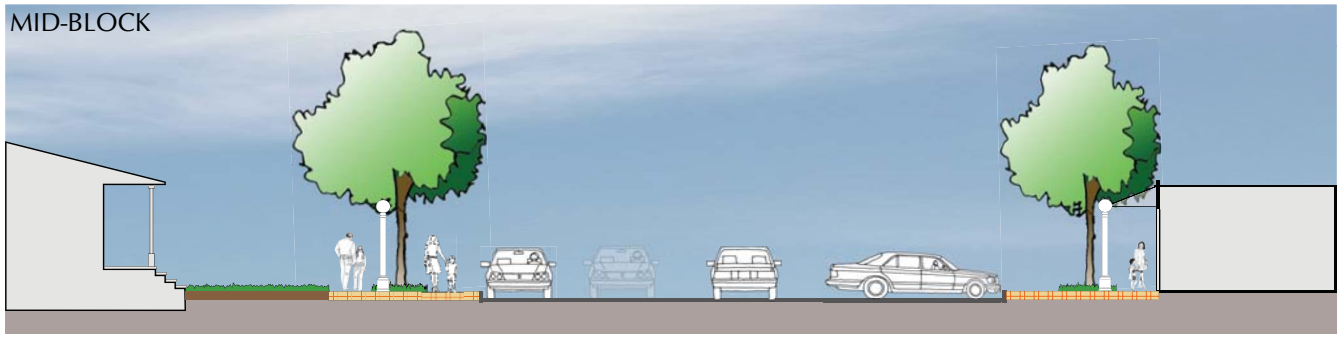


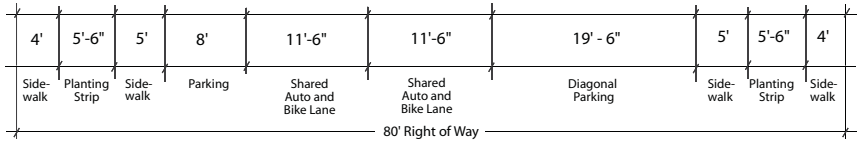


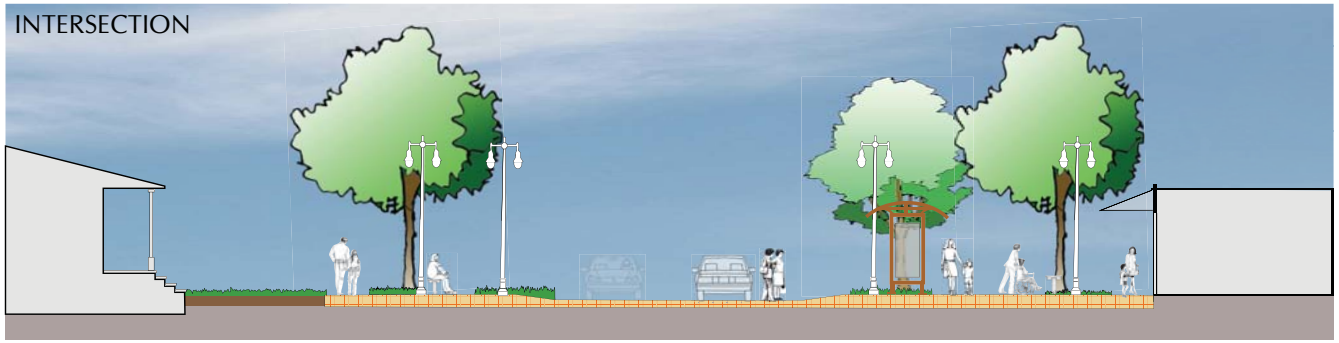


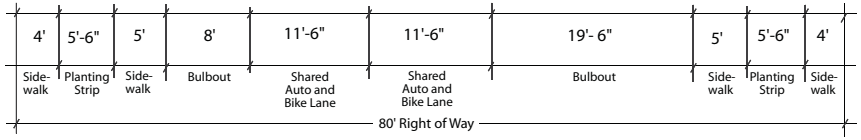
PROPOSED OPTION 3

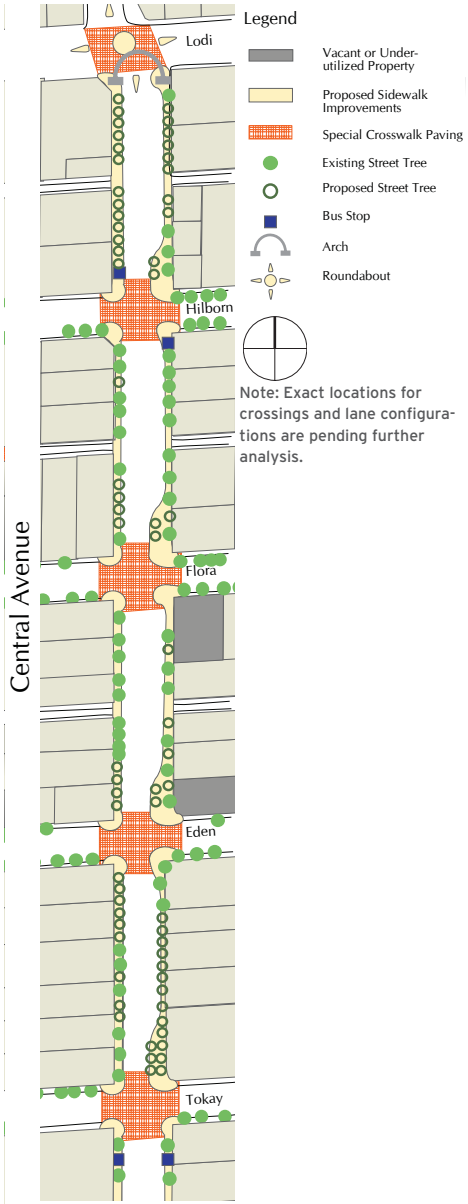
Option 3 is a variation of Option 2, but allows for diagonal parking on the east side of the Avenue. Both sidewalks would be widened by five feet. The west side would allow for parallel parking. Two shared auto/bike travel lanes would remain, however they would not accommodate a median.





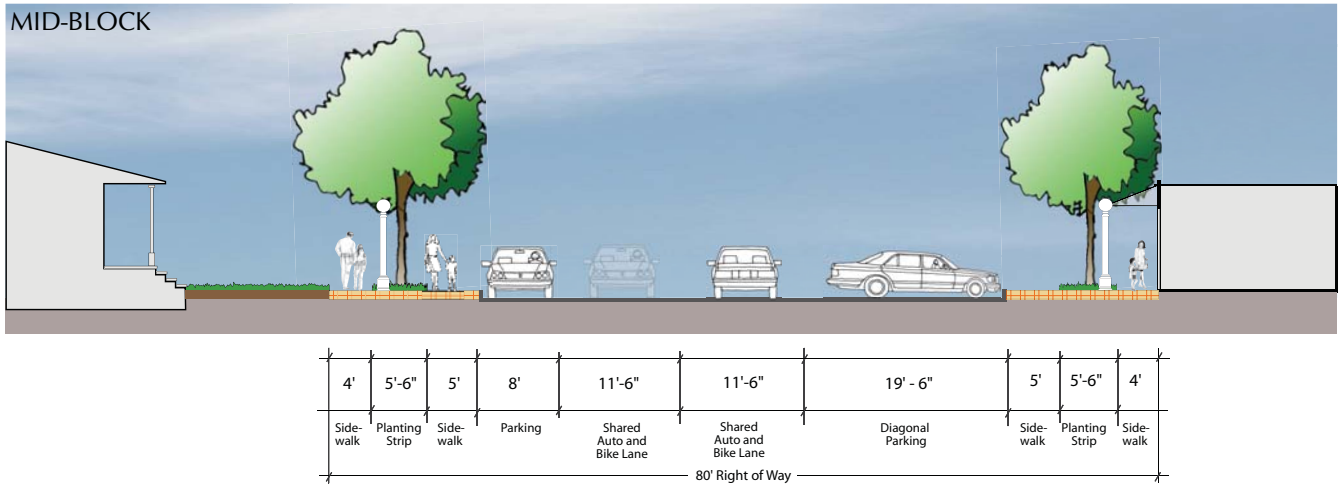


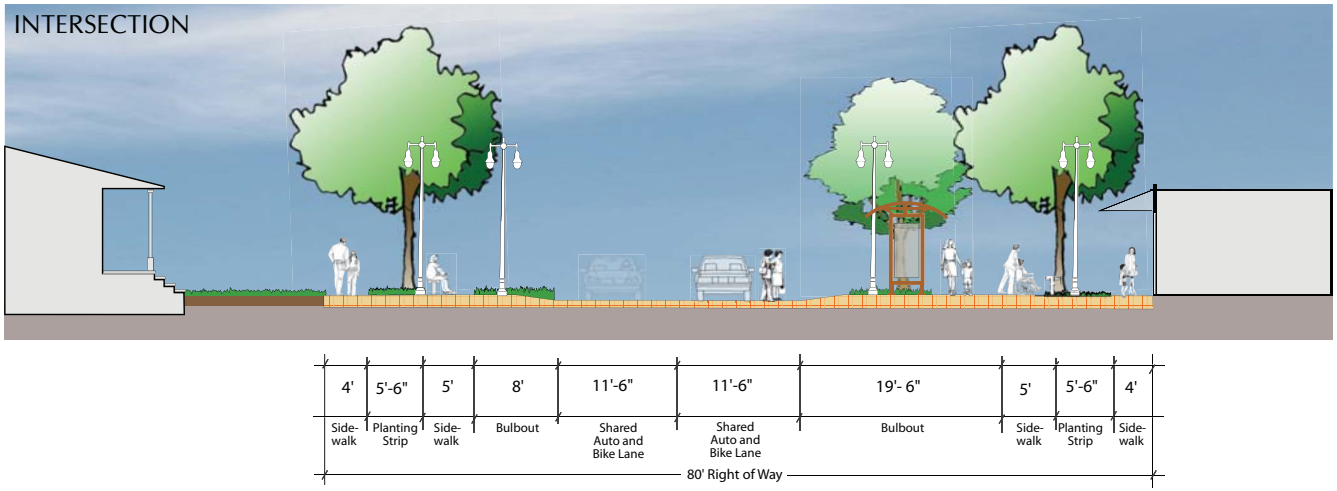


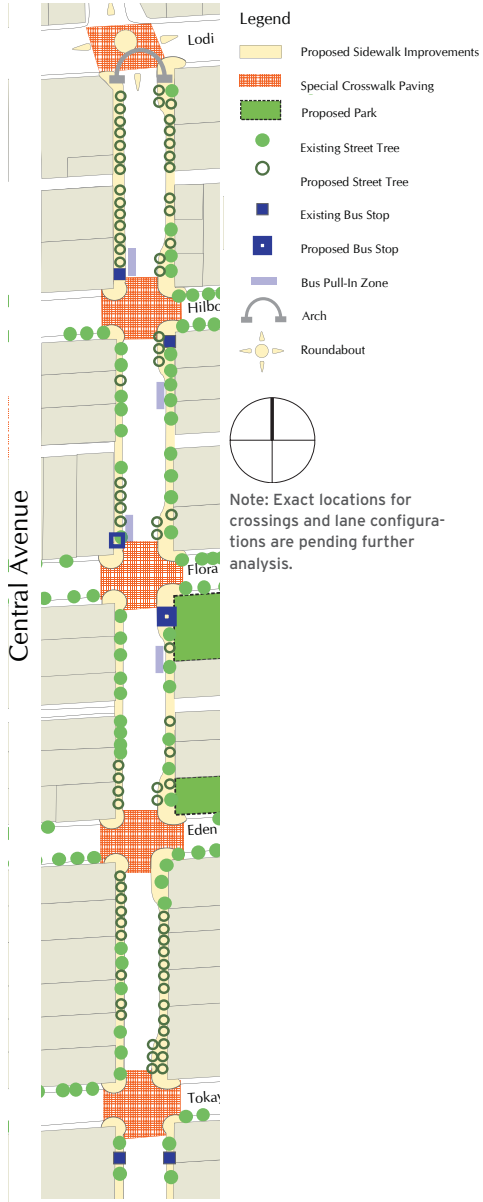


RECOMMENDED PLAN

The recommended plan is a variation of proposed Option 3. It would provide diagonal parking on the east side of the Avenue, bulbouts with gathering space and special crosswalks at every intersection, and a new bus stop at the intersection of Flora Street. The community recommends a gateway and/or round-about at the intersection of Central Avenue and Lodi Avenue. However, due to right of way limitations, City Staff recommends a gateway without a round-about. Bus pull-in zones are noted at each bus stop. Additional street tree planting is identified wherever sidewalk widening allows for it.

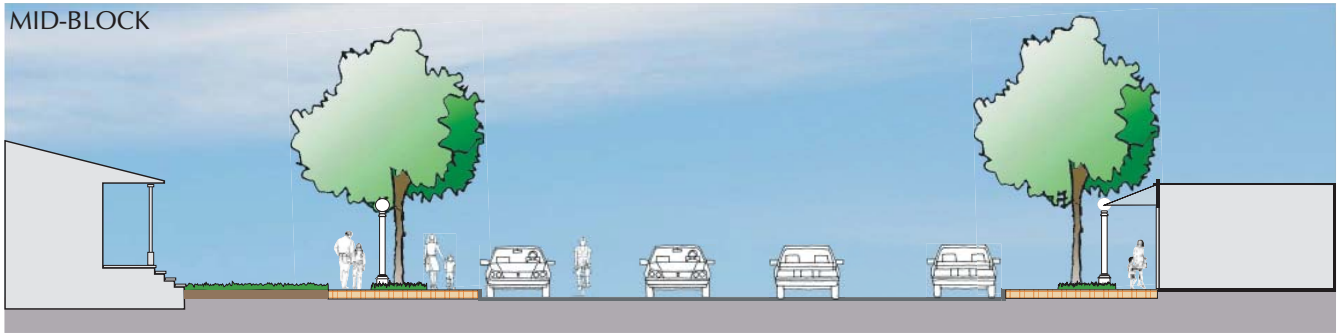


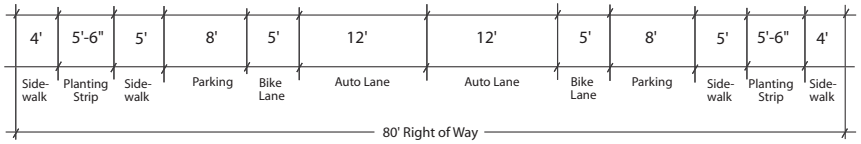


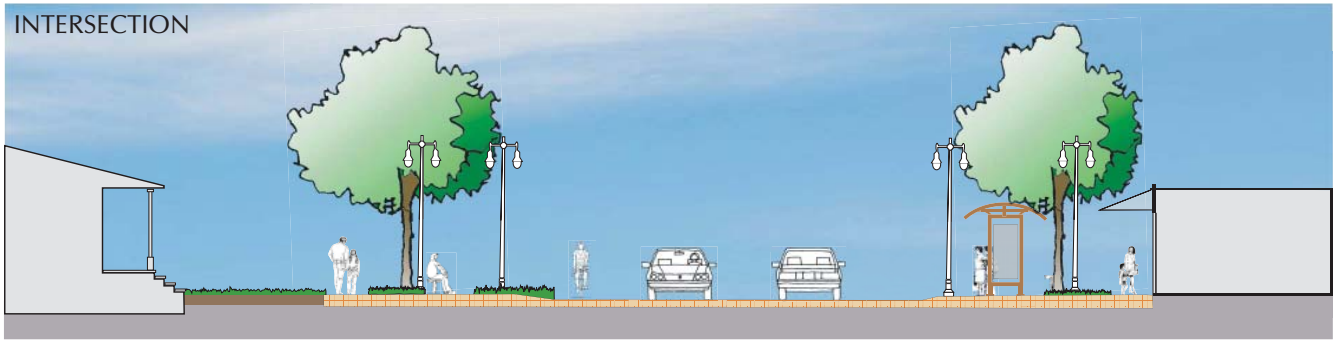


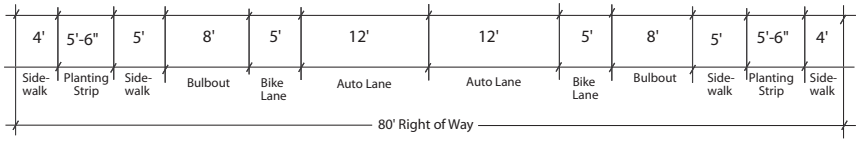
ALTERNATIVE RECOMMENDED PLAN

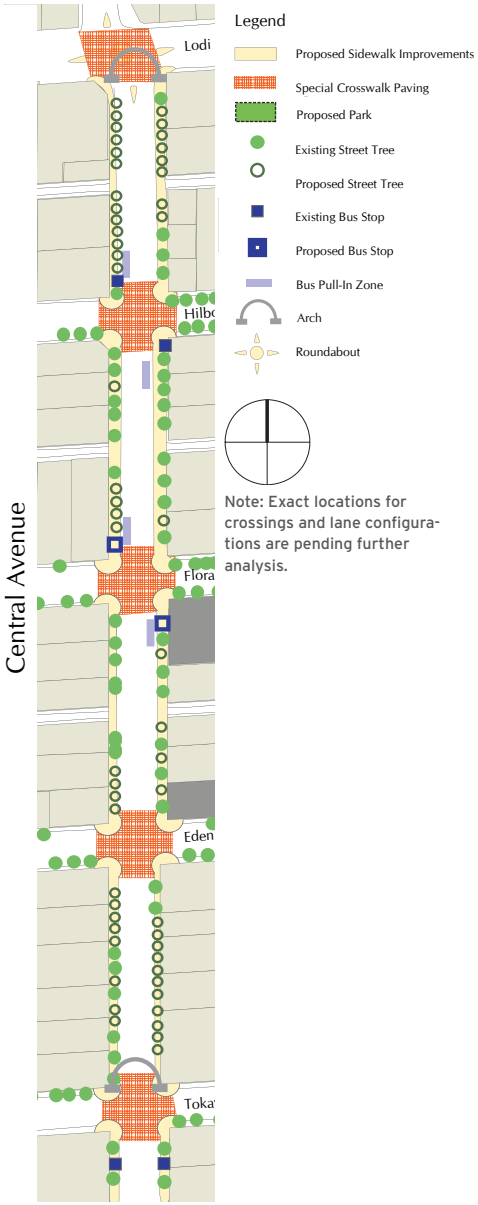
The Alternative Recommended Plan encompasses all of the amenities described in the Recommended Plan, except it replaces diagonal parking with two bike lanes and a parallel parking lane. Central Avenue was identified as a bike route by the City in previous planning efforts, thus the Alternative Recommended Plan was developed to incorporate Class II bike lanes along the avenue. While the Recommended Plan (left) provides for a shared bike/auto lane, the Alternative Recommended Plan designates a five-foot bike lane adjacent to the parallel parking lane on each sides of the avenue.











CONCLUSION

The community, staff and key stakeholders are in agreement that there is tremendous opportunity to target improvements in Lodi's Eastside neighborhood. Within the defined study area, there are many specific actions that can be undertaken to improve pedestrian safety, connectivity, transit service, vehicular circulation, streetscape and community identity. Chapter 4: Design Guidelines provides a comprehensive plan for approaching these physical improvements.

In conclusion, four high-priority action steps should be undertaken initially to produce highly visible, immediate results that galvanize community support for sustained improvements in the future. These recommended steps should be seen as part of a larger plan for the Eastside neighborhood. An overall program and avoids a piecemeal approach to design.

PRIORITY ACTION STEPS

The following action steps should be initiated within two years and completed within five years of this Plan's adoption.

ACTION 1

Smart and Final Site Design

The City should continue to work with Smart and Final in order to ensure that the site's parking lot and adjacent sidewalks are designed to adhere to the goals and design guidelines set forth in this document. This should include a gathering spot on one corner of the parking lot. A widened sidewalk, street trees and a landscaping buffer should be installed to create an attractive buffer for pedestrians.

Steps toward implementing this action include:

1. Continue negotiations with Smart and Final.
2. Coordinate streetscape improvements with Public Works.
3. Approve the make and model of streetscape furniture elements for the entire Eastside neighborhood.
4. Develop landscaping plan for the gathering space.
5. Construct the landscape plan.

ACTION 2

Extend Streetscape Design on Sacramento Street to Lodi Avenue

The most visible improvement for Sacramento Street is to extend the Pine Street streetscape improvements. This step will create stronger pedestrian connections from Downtown Lodi (along Pine Street), Lodi Station, and Lodi Avenue. The character and functionality of Sacramento Street will be greatly improved.

ACTION 3

Create a Gathering Space at Sacramento Street and Lodi Avenue

A gathering space at this location will provide a much needed resting spot for pedestrians. An effective design will provide a shade structure, comfortable seating and water to provide relief and respite from summer heat and adjacent traffic.

Steps towards implementing action this include:

1. Secure ownership of corner parcel.
2. Develop landscaping plan using the approved streetscape furniture elements for the entire Eastside neighborhood.
3. Construct the landscape plan.

ACTION 4

Streetscape Improvements Along Central Avenue

Of the three streets in the study area, Central Avenue stands to receive the greatest impacts from a substantial investment and should capitalize on its existing assets, including its character and commercial activity. Widening sidewalks, creating bulbouts with bus shelters, improving lighting, augmenting the street tree plantings, creating pedestrian crossings and designing a signature gateway at the intersection with Lodi Avenue will not only greatly aid the existing neighborhood, but will also set the stage for creating a strong commercial corridor down to Kettleman Lane.

Steps towards implementing this action include:

1. Conduct a comprehensive traffic study to determine the exact lane configurations possible for Central and Lodi Avenues.
2. Coordinate streetscape improvements with other Public Works projects.
3. Prioritize the phasing of streetscape and intersection bulbout improvements.
4. Integrate the approved streetscape furniture elements and the special culturally-significant features into the design.
5. Develop landscaping plan for the gathering spaces.
6. Construct the phased streetscape plan.

CITY OF LODI

REVISED DRAFT
AUGUST • 2006

filed 10-4-06 E-9