



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: No Parking Zone on Sacramento Street, Lodi Avenue to Tokay Street, and Narrow Street Study

MEETING DATE: September 18, 1991

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council review the following narrow street study and determine the appropriate action. The major alternatives are:

1. Take no action
2. Set public hearing to review alternatives described below
3. Act on the "no parking" request on Sacramento Street

BACKGROUND INFORMATION: At a past meeting, the City Council requested the Public Works Department study Sacramento Street from Lodi Avenue to Tokay Street for a "no parking" zone due to the narrow street width. During this discussion it was indicated that this request should be considered in comparison to other narrow streets.

The problems generally associated with narrow streets are congestion and accidents. Congestion occurs when vehicles parked on-street create travel ways that are insufficient in width to allow opposing traffic to pass each other simultaneously. On short streets with low volumes this rarely occurs. This congestion worsens as traffic volumes and block lengths increase. Side block accidents that occur under narrow street conditions are usually sideswiping and rear ending of parked vehicles as well as backing accidents from private driveways. (Intersection accidents are not considered here.)

The following study includes all two-way streets with a width of 30 feet or less as shown on Exhibit A. This width does not provide sufficient room for two parking and travel lanes. Street widths indicated in this study are between gutter toes (actual pavement width) as these dimensions are readily available from the pavement maintenance database. Curb-to-curb widths would generally add 2.5 feet to these toe-to-toe widths. Existing one-way streets are shown for information only. For clarity, these areas have been grouped into areas one through five (Exhibits B through F). In addition to street widths, the existing conditions in the area, available accident data and traffic volumes were also considered in the study. As a reference point, the City's Design Standards call for a minimum curb-to-curb width of 34 feet for cul-de-sac streets and other minor streets with a daily traffic of 500 vehicles or less.

THOMAS A. PETERSON

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recycled paper

◦ Existing Conditions

Land use on these streets, with the exception of portions of School Street and Sacramento Street, is primarily residential. Land use on School Street from Lodi Avenue to Chestnut Street is commercial. Land use on Sacramento Street from Lodi Avenue to Tokay Street is a mix of commercial, industrial and residential.

The speed limit on all of the streets in this study is 25 mph. Daily traffic volume ranges on these streets are shown on the appropriate exhibits. At locations where volumes are not known, estimates have been provided.

◦ Accident History

Available accident records, from 1987 through June 1991, indicate that in some areas narrow street conditions are contributing to types of accidents not normally found on streets of greater widths. The types of accidents observed related to narrow streets are parked vehicles being sideswiped or rear ended and broadsided by vehicles backing unsafely from private driveways. A few head-on accidents were also observed. A breakdown of accidents related to narrow street widths by area is shown below.

Accident Type					
Area	Sideswipe/Rear-end	Unsafe Backing	Head-on	Total	
1	10	2	1	13	
2	2	3	0	11*	
3	0	0	0	0	
4	0	2	0	2	
5	42	23	1	66	
Total	60	30	2	92	

*This does not include accidents on Lee Avenue and Pleasant Avenue since they are already one-way.

Note that these are totals for the subarea. Since area five is much larger and has more streets, the totals are higher. Based on Exhibits B through F, the most accidents are occurring on streets with higher volumes. Although on-street parking was not quantified, it is known that it is high in the southeast (area five).

There are basically two alternatives to improve the overall traffic circulation on narrow streets. Both alternatives will require the removal of some on-street parking. The alternatives and their advantages and disadvantages are described below.

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ALTERNATIVE A - Continued two-way traffic movement with the removal of on-street parking from one or both sides depending on street width.

Advantages:

- Should reduce congestion
- Should reduce certain accidents (side swipe, head-on, intersection)
- Does not alter traffic patterns
- Improved sight distance at intersections and driveways

Disadvantages:

- Eliminates on-street parking (residents and businesses may oppose)
- May increase speeds
- Cost of additional "no parking" signing
- May increase speed-related accidents (although the net change should be a decrease in accidents)

ALTERNATIVE B - One-way traffic movement with some removal of on-street parking required depending on street width. One-way streets should be implemented at locations with two or more parallel streets.

Advantages:

- Should reduce congestion
- Allows on-street parking for street widths greater than 26 feet
- No opposing traffic conflict
- Should reduce vehicle/pedestrian conflicts
- Should reduce accidents (head-on, pedestrian, intersection)
- Improved sight distance at intersections and driveways

Disadvantages:

- May eliminate on-street parking for street widths less than 26 feet
- Alters traffic patterns
- Confusion for nonresidents
- Disregard of signing (especially in low volume areas)
- May increase speeds and speed related accidents
- May increase emergency vehicle response time
- Increases travel time and distance, fuel consumption, etc.
- Additional cost for signing

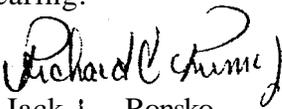
In 1985 a public hearing was held regarding a proposed one-way street system in the cannery area. No action was taken by Council at that time. If Council chooses to set a public hearing regarding this matter, a thorough study should be prepared for all the areas specified by Council. The study will include a proposed layout, survey of on- and off-street parking, costs relating to necessary modifications, detailed land use, and other applicable data. In addition, affected agencies such as the Fire and Police Departments will be asked for their response on this matter. Staff recommends that the study be limited to areas with accident problems. This would be a significant staff effort and the time frame priority should be discussed.

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Sacramento Street

From an accident standpoint, Sacramento Street between Lodi Avenue and Tokay Street is no worse than at least six other streets included in this study. One significant difference is the adjacent land use. Eliminating parking on the east side would not affect any residences. The land use on the east side consists of mostly industrial uses, Maple Street Square and two residences. Appropriate notification is being made such that Council may take action on this street at the September 18 meeting.

FUNDING: Costs to implement any change from the existing conditions will depend on the alternative chosen. Approximate costs will be calculated if Council chooses to set a public hearing.


for Jack L. Ronsko
Public Works Director

Prepared by Rick Kiriu, Senior Engineering Technician

JLR/RK/lm

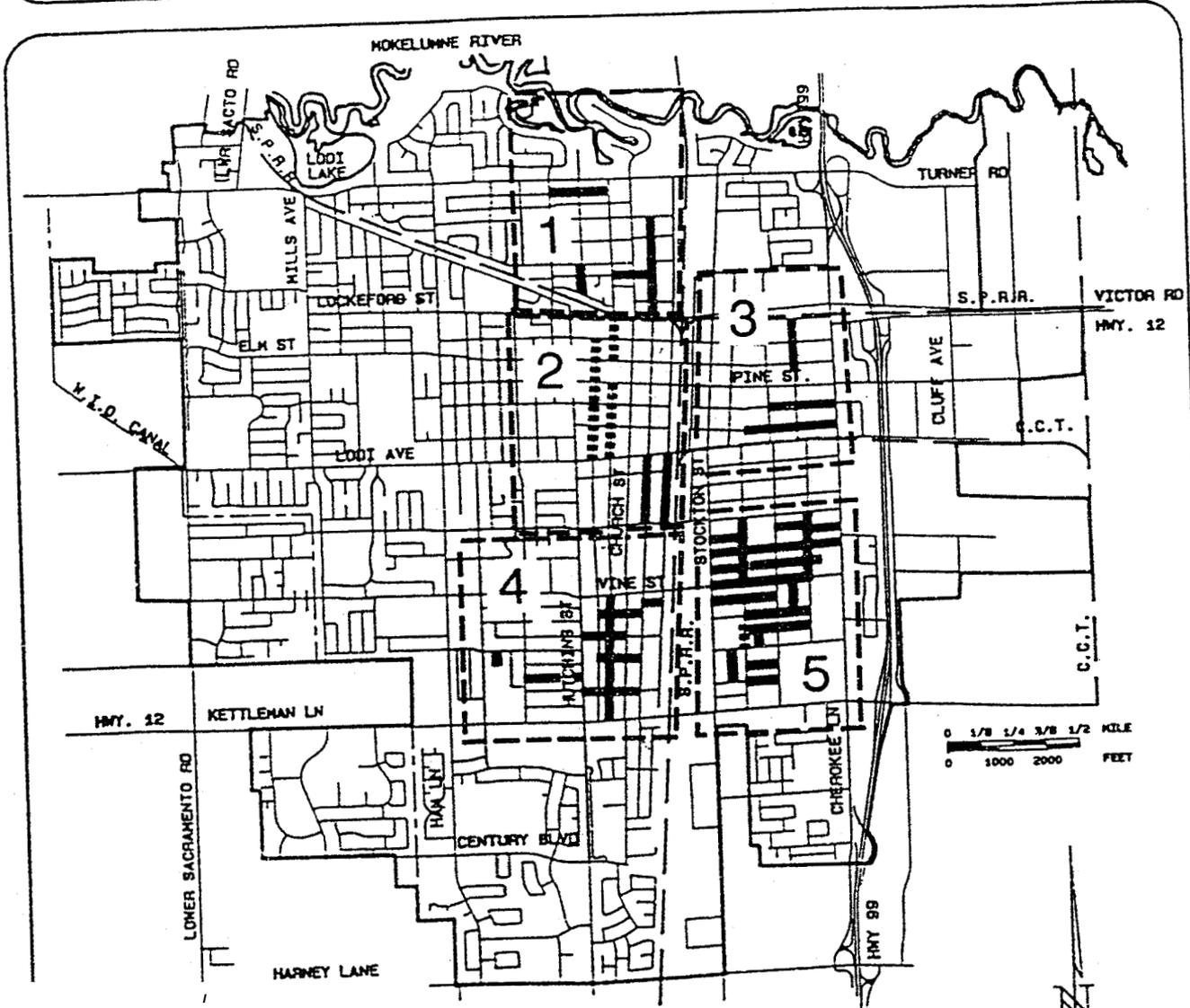
Attachments

cc: Street Superintendent
Assistant Civil Engineer-Traffic
Police Department
Fire Department
California Waste Removal Systems
Life Medical Paramedic Ambulance Service
Chamber of Commerce
Concerned citizens
Property Owners/Tenants - Sacramento Street, Lodi Avenue to Tokay Street



CITY OF LODI
PUBLIC WORKS DEPARTMENT

NARROW STREET STUDY
VICINITY MAP



LEGEND:

- TWO WAY STREET - 30' WIDE OR LESS*
- ONE WAY STREET - 30' WIDE OR LESS*

* TOE TO TOE

LODI VICINITY A

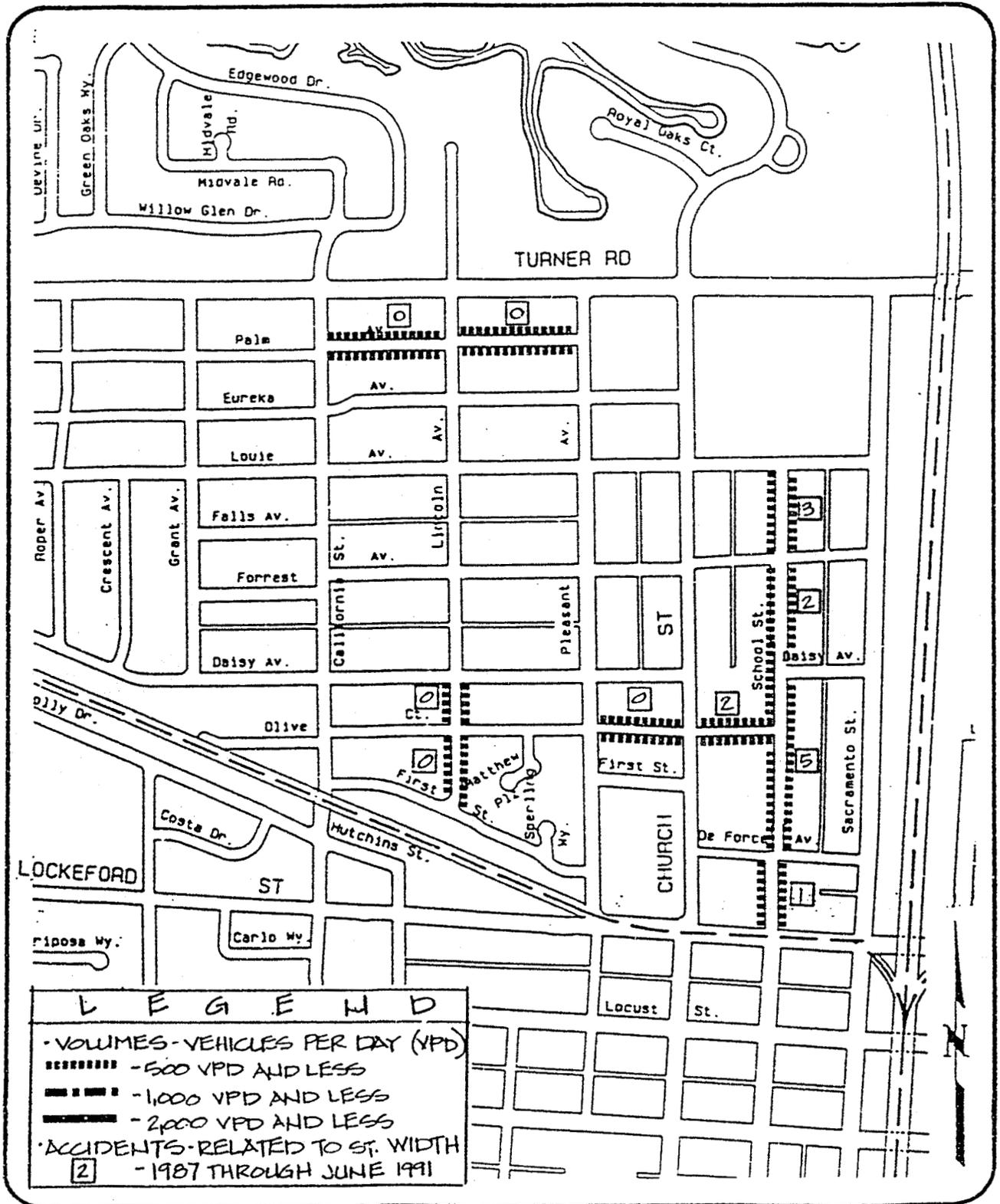
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AREA 1

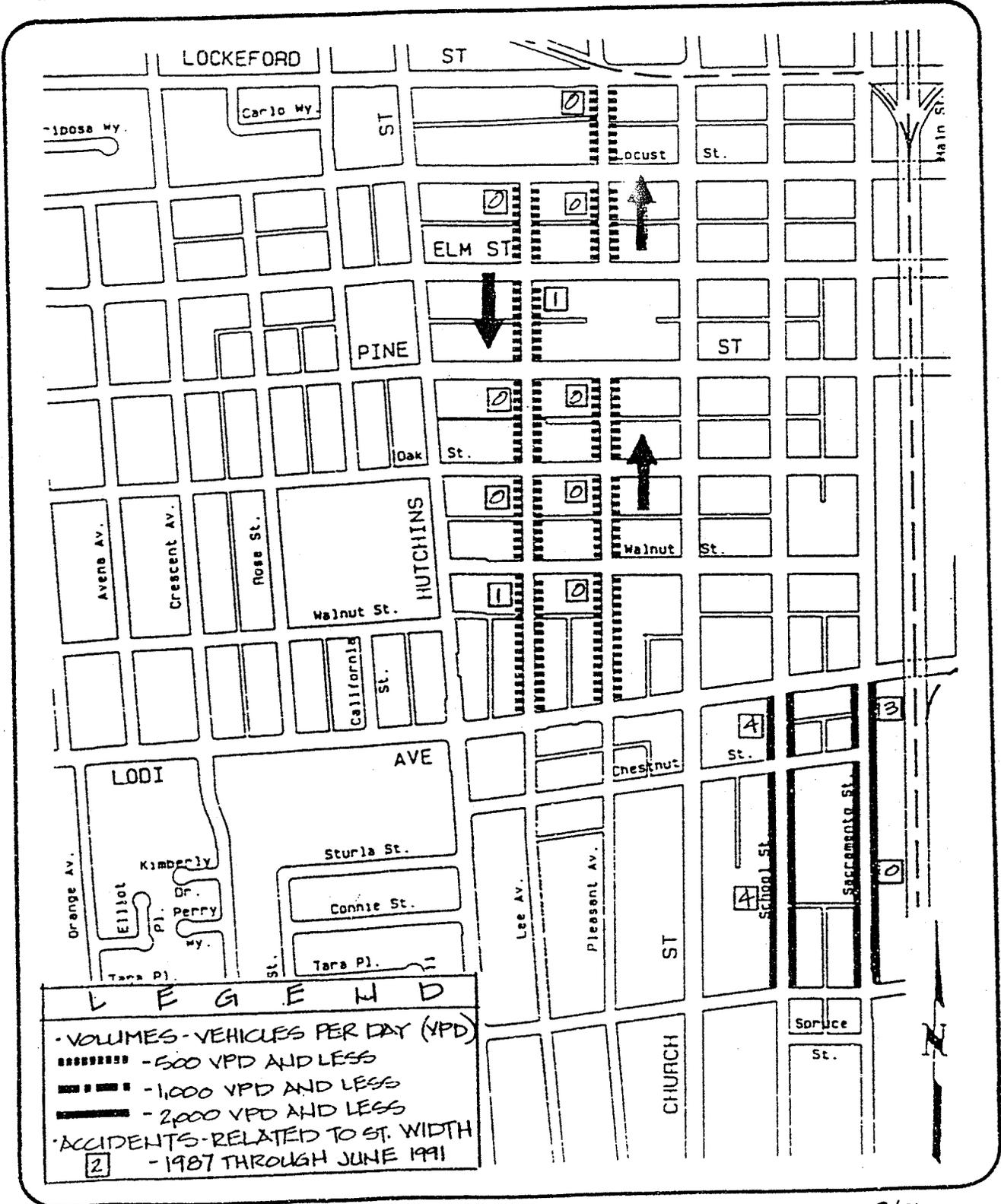




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AREA 2

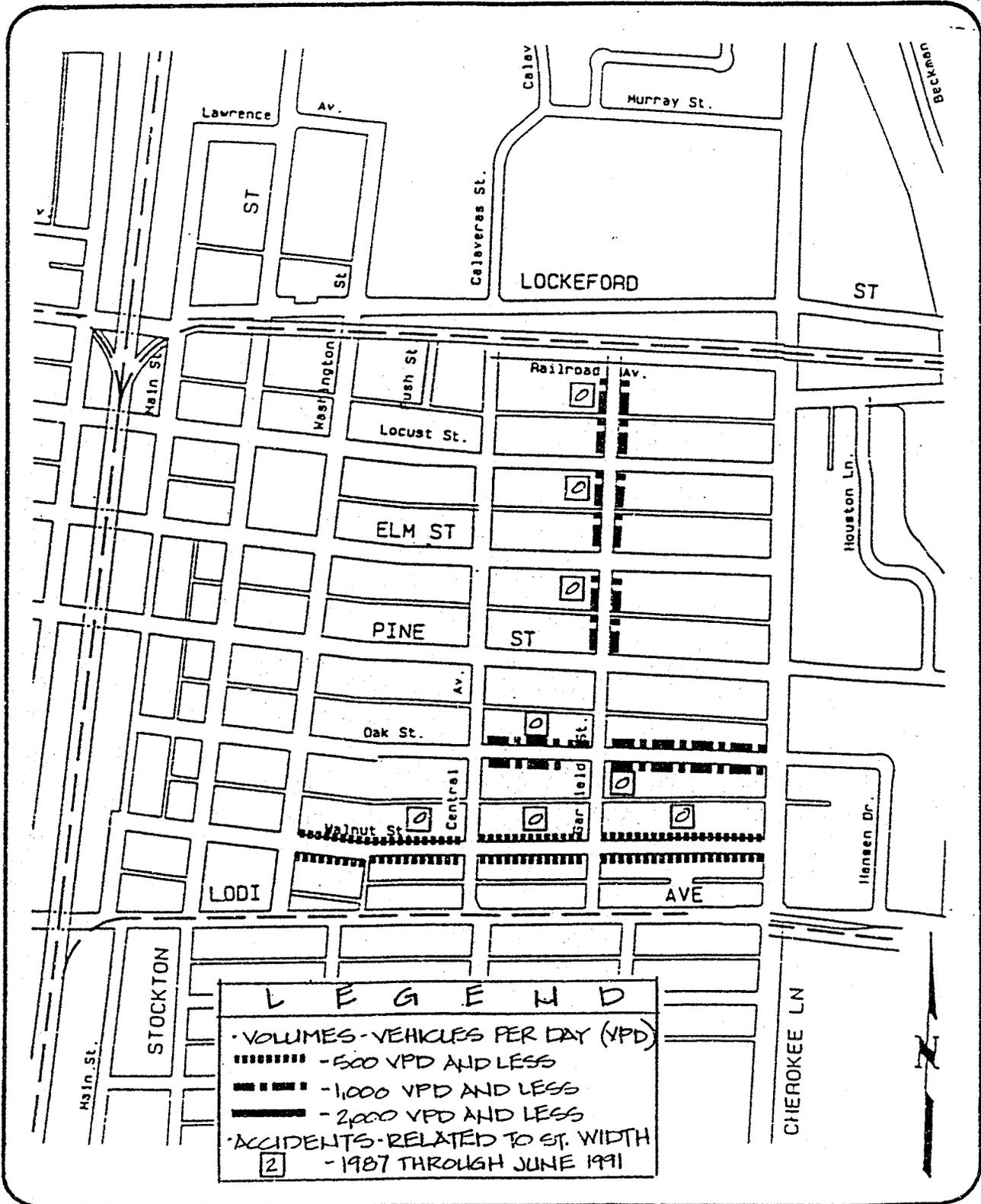




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PUBLIC WORKS DEPARTMENT

AREA 3



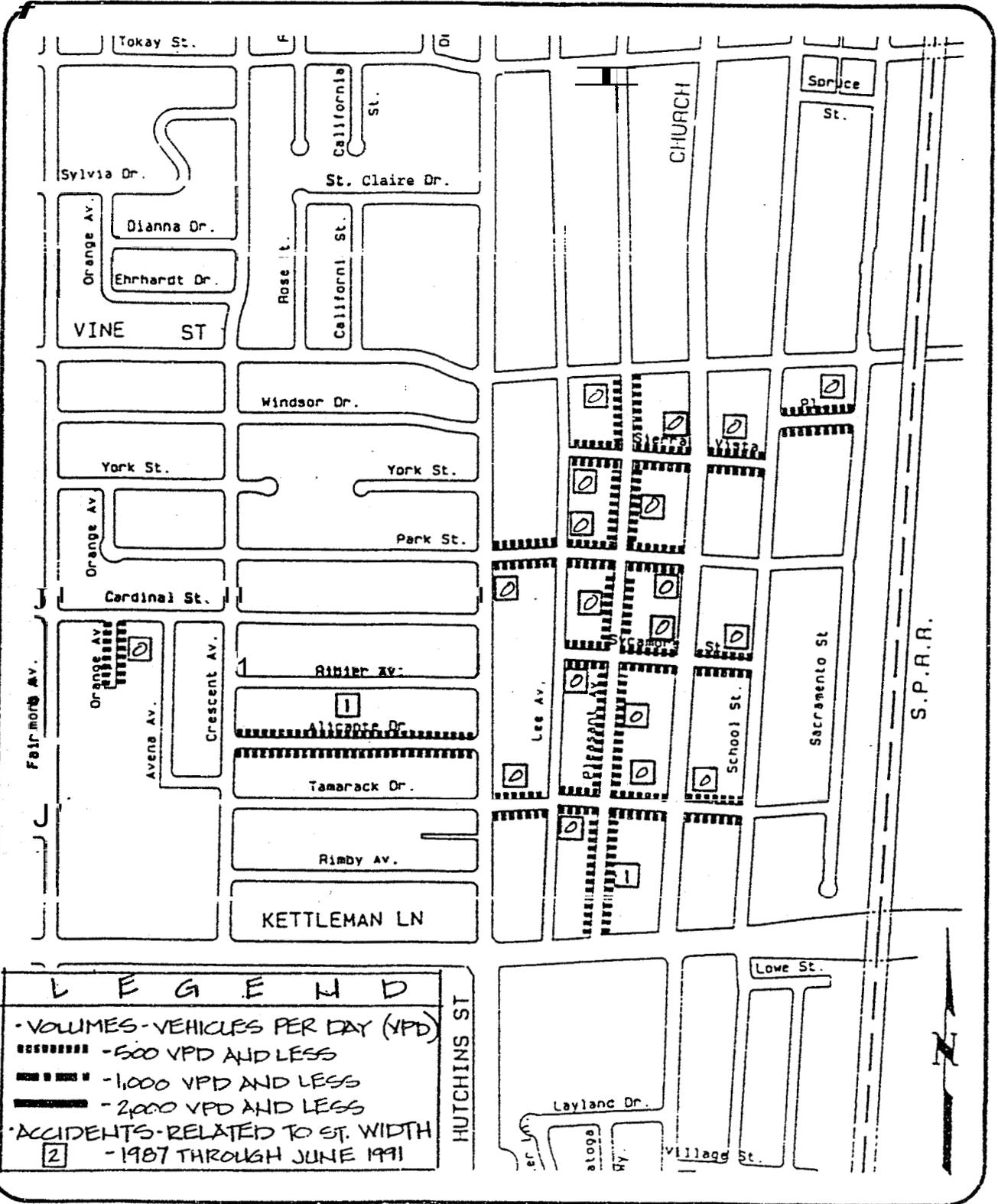
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CITY OF LODI

PUBLIC WORKS DEPARTMENT

AREA 4



L E G E N D	
- VOLUMES - VEHICLES PER DAY (VPD)	
	- 500 VPD AND LESS
	- 1,000 VPD AND LESS
	- 2,000 VPD AND LESS
- ACCIDENTS - RELATED TO ST. WIDTH	
	- 1987 THROUGH JUNE 1991

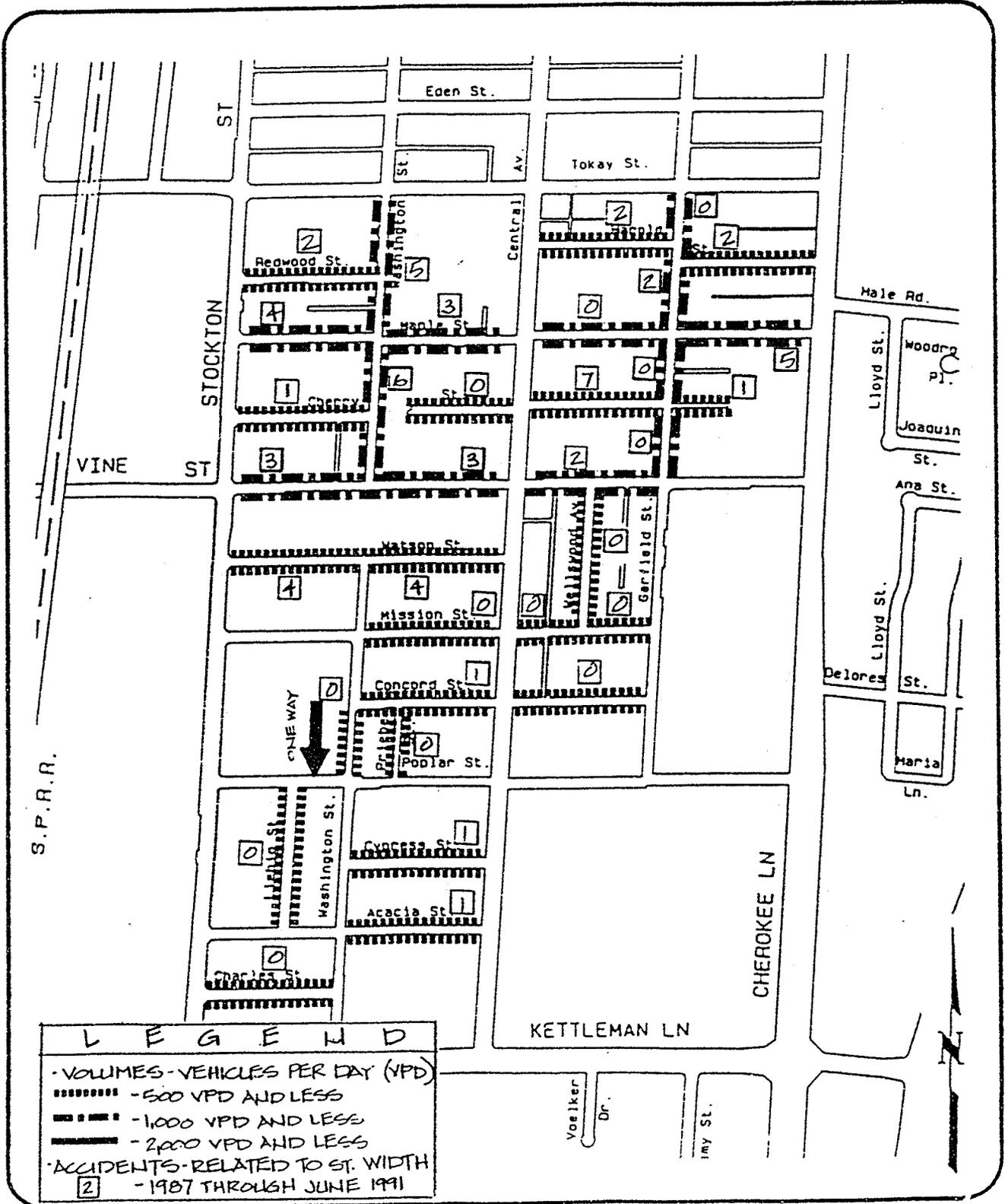
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CITY OF LODI

PUBLIC WORKS DEPARTMENT

AREA 5



LEGEND

- VOLUMES - VEHICLES PER DAY (VPD)
- - 500 VPD AND LESS
- ==== - 1,000 VPD AND LESS
- ===== - 2,000 VPD AND LESS
- ACCIDENTS - RELATED TO ST. WIDTH
- [2] - 1987 THROUGH JUNE 1991

RESOLUTION NO. 91-180

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A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING THE INSTALLATION OF "NO PARKING" ON THE EAST
SIDE OF SACRAMENTO STREET, LODI AVENUE TO TOKAY STREET

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RESOLVED, that the Lodi City Council does hereby approve the installation of "No Parking" on the east side of Sacramento Street, Lodi Avenue to Tokay Street.

Dated: September 18, 1991

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I hereby certify that Resolution No. 91-180 was **passed** and adopted by the City Council of the City of Lodi in an adjourned regular meeting held September 18, 1991 by the following **vote**:

Ayes: Council Members -
Noes: Council Members -
Absent: Council Members -

Alice M. Reimche
City Clerk

91-180

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