



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Ham Lane North of Kettleman Lane - Left Turn Access

MEETING DATE: October 2, 1991

PREPARED BY: Public Works Director

RECOMMENDED ACTION: Discussion and appropriate action.

BACKGROUND INFORMATION: At the August 21, 1991 City Council meeting, City Council directed staff to evaluate methods of providing access into the Chamber of Commerce driveway. With the dual left-turn lane installation on Ham Lane at Kettleman Lane, southbound U-turns are not allowed. The raised bumpers on Ham Lane replaced the raised concrete median which does not allow left turns at the Chamber of Commerce's driveways.

To allow left turns at the driveway, the raised bumpers would need to be removed and the striping modified. Staff determined there are three design methods that would allow left turn access into the driveway:

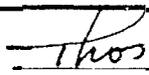
- ° Remove 60 feet of concrete bumpers only - no striping modifications.
- ° Remove 60 feet of concrete bumpers and convert left-turn lane into a two-way left-turn lane.
- ° Remove 60 feet of the concrete bumpers and convert the centerlines to a two-way left-turn lane.

The impacts of these three designs are discussed below and shown on attached exhibit.

Alternative A - Removal of 60 feet of concrete bumpers only.

With the removal of the raised bumpers, southbound motorists wanting to turn left into the Chamber's driveway would not have a storage lane. This increases the possibility for rear-end accidents. One of the reasons for the dual left-turn lane installation was to eliminate the left-turn vehicles from blocking the through lane. The overall signal timing will also be affected if vehicles are delayed waiting for vehicles to turn left. The approximate cost for this alternative is \$200.

Alternative B - Removal of 60 feet of concrete bumpers and convert the left-turn lane into a two-way left-turn lane.

APPROVED. 

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This alternative will require sandblasting and restriping a two-way left-turn lane. This would allow a storage area for vehicles turning left into the Chamber of Commerce driveway. However, the distance between the center of the Chamber's and the MSC's driveway is about 100 feet. Due to the short distance between driveways, this could cause head-on collisions between left turning motorists. This alternative will cost approximately \$1,200.

Alternative C - Removal of 60 feet of concrete bumpers and convert the centerlines to a two-way left-turn lane.

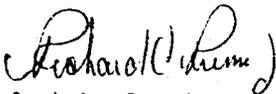
This alternative will require less sandblasting than Alternative B. This alternative maintains the separate turn lane for MSC/Kofu motorists and provides a short two-way left-turn lane for Chamber of Commerce motorists. The left-turn lane will need to be shortened to allow an opening between the two-way left-turn lane and the left-turn lane. This allows some room for motorists to turn into the MSC and Kofu Park turn lane as well as into the Chamber of Commerce. At best, it is a compromise for the drawbacks between Alternatives A and B. The estimated cost for this modification is \$750.

In reviewing the accidents from the last four years (1987-1990), there have been a total of three accidents at the MSC/Kofu Driveway. Two of these accidents were rear-ends due to motorists turning into these driveways. Since the left-turn lane was installed, there have been no accidents of this type.

There has been a total of two accidents at the Chamber of Commerce driveways. These involved motorists exiting the driveways and northbound motorists. Since left turns into these driveways have not been allowed, there have been no rear-end accidents.

Staff still prefers the existing striping to any modifications. However, Alternative C appears to be the best method of providing left-turn access to the Chamber of Commerce driveway.

Funding: Funding of this project will come from the Street Maintenance account.


for Jack L. Ronsko
Public Works Director

Prepared by Paula J. Fernander, Assistant Civil Engineer-Traffic

JLR/PJF/n1

Attachment

cc: City Attorney
Ben vanderHeiden
Chamber of Commerce
Adjacent property owners
Caltrans

KETTLEMAN LN.
(HWY. 12)

HAM LANE

REMOVE CONC. BUMPERS

ALT A

KETTLEMAN LN.
(HWY. 12)

HAM LANE

REMOVE CONC. BUMPERS

ALT B

KETTLEMAN LN.
(HWY. 12)

HAM LANE

REMOVE CONC. BUMPERS

ALT C

SCALE
1"=60'
BA
JOB NUMBER



CITY OF LODI
PUBLIC WORKS DEPARTMENT

HAM LN. AT KETTLEMAN LN.
STRIPING ALTERNATIVES

PRINT DATE
SFD 2.1.001
DRAWING
HAMLANE

CITY COUNCIL

DAVID M. HINCHMAN, Mayor
JAMES W. PINKERTON, Jr.
Mayor Pro Tempore
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JACK A. SIEGLOCK
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CITY OF LODI

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September 26, 1991

THOMAS A. PETERSON
City Manager

ALICE M. REIMCHE
City Clerk

BOB McNATT
City Attorney

SUBJECT: Ham Lane North of Kettleman Lane - Left Turn Access

Enclosed is a copy of background information on an item that will be discussed at the City Council meeting on Wednesday, October 2, 1991, at 7:30 p.m. The meeting will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street. You are welcome to attend.

If you wish to communicate with the City Council, please contact Alice Reimche, City Clerk, at (209) 333-6702.

If you have any questions about the item, please call Paula Fernandez, Richard Prima or me at (209) 333-6706.



Jack L. Ronsko
Public Works Director

JLR/im

Enclosure

cc: City Clerk ✓

NHAMLANE/TXTW.02M