



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Ham Lane at Kettleman Lane Left-Turn Lanes

MEETING DATE: August 21, 1991

PREPARED BY: Public Works Director

RECOMMENDED ACTION: Discussion and appropriate action.

BACKGROUND INFORMATION: At the August 7, 1991 City Council meeting, City Council requested staff place on the next council agenda the new dual left-turn lane installation on Ham Lane at Kettleman Lane. A business owner adjacent to this intersection was concerned with the no U-turn sign (see attached letter, Exhibit A). There were also concerns raised about the prohibition of left turns into the adjacent parcel.

The dual left-turn lanes were installed as part of a Federal Aid Urban (FAU) project which included an asphalt concrete overlay on Ham Lane from Kettleman Lane to Vine Street and minor widening on the west side. The dual left-turn lane portion of the project was in response to various complaints to improve the southbound left turn at this intersection. At times when the signal was red, the left turn vehicles stacked up well beyond the turn pocket and blocked one of the through lanes. This also affected the signal operation by having a long green time for the left-turn movement which caused delays for the other movements.

At the June 1, 1988 City Council meeting, City Council approved the dual left-turn lane installation (see Exhibit B). This new installation improved traffic flow; however, it moved the left-turn lane further east making it too close to the curb to make U-turns. The minimum design width required for U-turns is 44 feet. The existing distance with the raised bumpers is 30 feet. With the previous raised median, there was 36 feet from the west side of the median to the east curb line as shown in Exhibit C. The No-U-turn sign was installed as part of the project approved by Caltrans. A change would require their approval. Staff will review this issue with Caltrans staff before the Council meeting.

Another concern was why left-turn lanes were allowed into the Municipal Service Center driveway but not into the Chamber of Commerce driveway. Before the dual left-turn lanes were installed, there was a raised landscaped median which allowed left turns into the Municipal Service Center but not into the Chamber of Commerce driveway. However, the Police Department felt uncomfortable about citing vehicles turning southbound into the Chamber's driveway because of the short distance from the end of the median and the driveway. Now, with the new striping and raised markers, it is clear that it is illegal to make a left turn into the driveway. A left-turn lane was striped to improve traffic flow and allow stacking room for vehicles turning into the public parking lot and the Municipal Service Center

APPROVED: _____

THOMAS A. PETERSON
City Manager



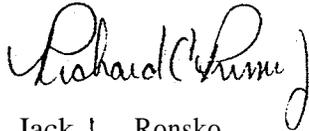
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Ham Lane at Kettleman Lane Left-Turn Lanes
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driveway. These driveways had a history of rear-end accidents and the new striping is intended to eliminate this type of accident.

At the June 1, 1988 City Council meeting, there was no discussion about removing the median and installing a two-way left-turn lane so staff proceeded per the Council approval. The Council Communication and exhibit from the June 1, 1988 meeting are attached as Exhibit B.

FUNDING Federal Aid Urban (FAU) and SB 300 (Foran) funds were used for this project.


for Jack L. Ronsko
Public Works Director

Prepared by Paula Fernandez, Asst. Civil Engineer - Traffic

JLR/PF/lm

Attachments

cc: City Attorney
Ben vanderHeiden
Chamber of Commerce
Adjacent Property Owners
Caltrans



APPLIED CHIROPRACTIC

BEN VANDERHEIDEN, D.C.

August 5, 1991

City of Lodi
221 W. Pine
Lodi, Ca. 95240

Re: Dual left turn lanes at Ham and Kettleman Lane

To Whom It May Concern:

The following is a complaint on behalf of my patients and me. We are inconvenienced by the lack of a U Turn sign at the above mentioned intersection. The alternatives to enter my building have been needlessly reduced. It now takes extra time, mileage and risk to get to my place of business.

During construction I was forced to reschedule my patients on July 2, 3 only to find that the street was not closed when it was supposed to be. This lack of communication cost me economically.

I noticed the city designed a left turn lane on Ham to enter their truck depot. This was good for the flow of traffic but it cut off a method of entering my building by way of the north driveway.

Why was I not informed of the ramifications of this project on my business? Why did engineering allow the left turn lanes to cut off the possibility of a U Turn?

Please get back to me.

Sincerely,

Ben vanderHeiden, D.C.

Bvh/als

RECEIVED

AUG 8 1991



CITY OF LODI
PUBLIC WORKS DEPARTMENT



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council

FROM: City Manager

MEETING DATE: June 1, 1988

AGENDA TITLE: Establish "No Parking" Zones on Ham Lane North of Kettleman Lane and Approve Widening at City's Municipal Service Center, 1331 South Ham Lane

RECOMMENDED ACTION: That the City Council:

- a) establish a 680' "no parking" zone on the west side and a 710' "no parking" zone on the east side of Ham Lane north of Kettleman Lane;
- b) approve minor widening on the west side of Ham Lane at the City's Municipal Service Center Entrance; and
- c) appropriate \$13,000 from the Capital Outlay Reserve to widen the Municipal Service Center driveway and \$21,000 from the Gas Tax (32) fund for the widening work on Ham Lane.

BACKGROUND INFORMATION: The Public Works Department has received various requests to improve the southbound left turn lane at the Ham Lane and Kettleman Lane traffic signal. At times when the signal is red, the left turn vehicles stack up well beyond the turn pocket and block one of the through lanes. This also affects the operation of the signal due to the long green time taken by the left turn movement.

There are plans to overlay Ham Lane from Kettleman Lane to Vine Street as part of a Federal Aid Urban (FAU) project. Since the overlay project is planned for this summer, staff felt it was appropriate to review striping alternates at this time.

Staff performed a peak hour count at the intersection as shown on the attached exhibit. Staff observed as many as 22 vehicles queued in the southbound left turn lane at one time.

According to the **State** of California Traffic Manual, dual left turn lanes should be considered when there is a left turn volume of 300 vehicles per hour or more (Section 9-22.0). The existing peak left turn volume is 306. To accommodate dual left turn lanes, it is necessary to remove the raised concrete median and install "no parking" zones on both sides. The raised concrete median will be replaced with concrete bumpers as shown on the attached striping plan. A single left turn lane will be extended to serve the driveways at the Municipal Service Center and Kofu Park. There have been

APPROVES:

FILE NO.

THOMAS A. PETERSON, City Manager

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May 24, 1988

City Council
June 1, 1988
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three rear-end accidents involving left turning vehicles at these driveways in the last four years.

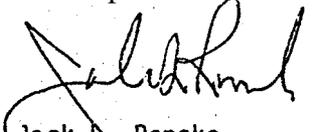
All adjacent businesses have off-street parking. Staff reviewed alternate improvements such as revising the signal phasing; however, the operation of the intersection would not improve.

After approval of the "no parking" zones by City Council, staff will review the signal design modifications and striping layout with Caltrans. Since Ham Lane is not part of Highway 12, the entire cost of the improvement will be by the City of Lodi using FAU funds as part of the project.

The widening at the Municipal Service Center driveway is in response to a request from the Public Works Safety Committee. Ingress and egress at the Municipal Service Center is either on Highway 12 or Ham Lane and most of the traffic consists of trucks which are slow to accelerate and make wide turns.

The improvements include widening the driveway and installing curved returns instead of three-foot flares. This type of construction is now standard for similar driveways on arterial streets. The widening on Ham Lane will provide room for a right turn lane to allow vehicles entering the Municipal Service Center to move out of the through lanes.

In the last four years, there has been one rear-end accident involving a right turning vehicle at the Municipal Service Center driveway. In 1980, a City vehicle was rear-ended by another vehicle as it was turning into the Municipal Service Center.



Jack L. Ronsko
Public Works Director

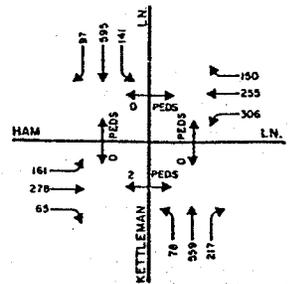
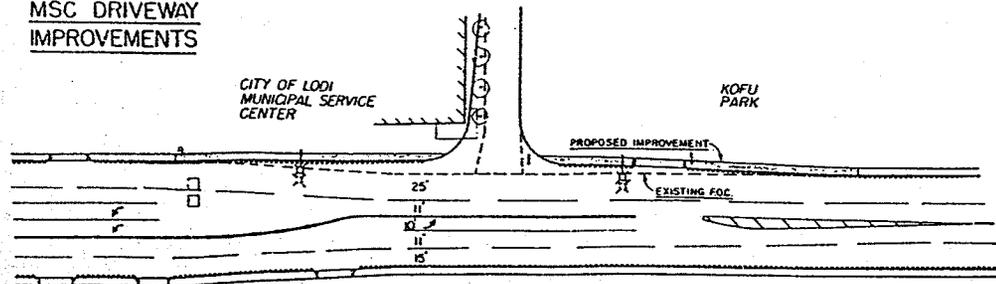
JLR/PJF/ma

Attachment

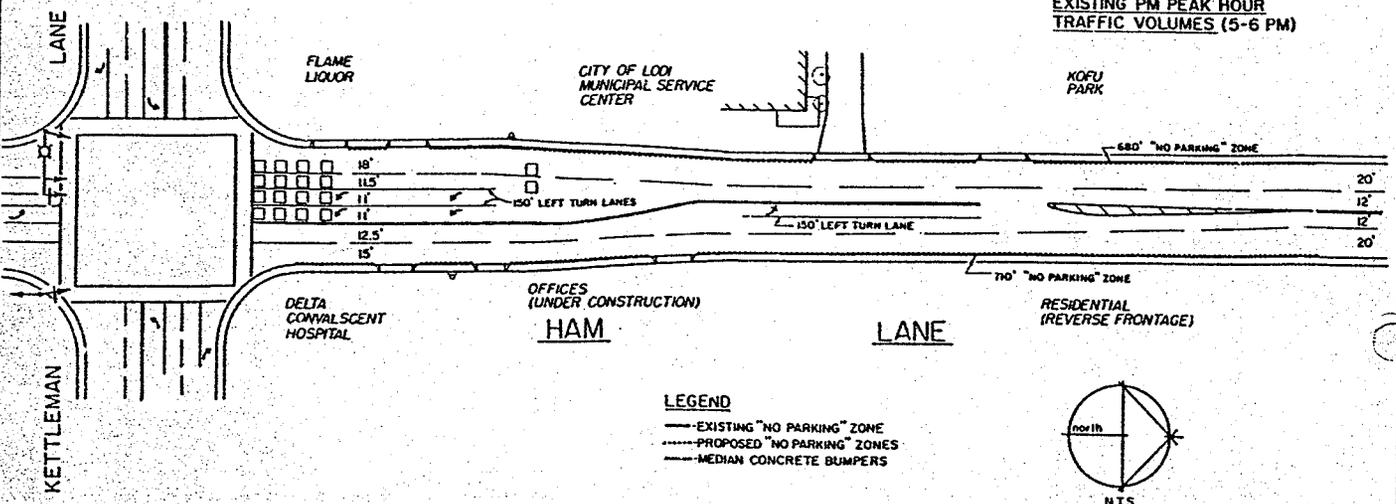
cc: Street Superintendent
Police Chief
Adjacent Businesses

bcc: Electric Utility Director

MSC DRIVEWAY IMPROVEMENTS



EXISTING PM PEAK HOUR TRAFFIC VOLUMES (5-6 PM)



- LEGEND**
- EXISTING "NO PARKING" ZONE
 - - - - PROPOSED "NO PARKING" ZONES
 - MEDIAN CONCRETE BUMPERS



NOTE: EXISTING CONCRETE ISLAND TO BE REMOVED.

| No. | Rev. | Date | Revision | Appr. | Approved By |
|-----|------|------|----------|-------|-------------|
| 1 | RSK | 4/88 | | | |
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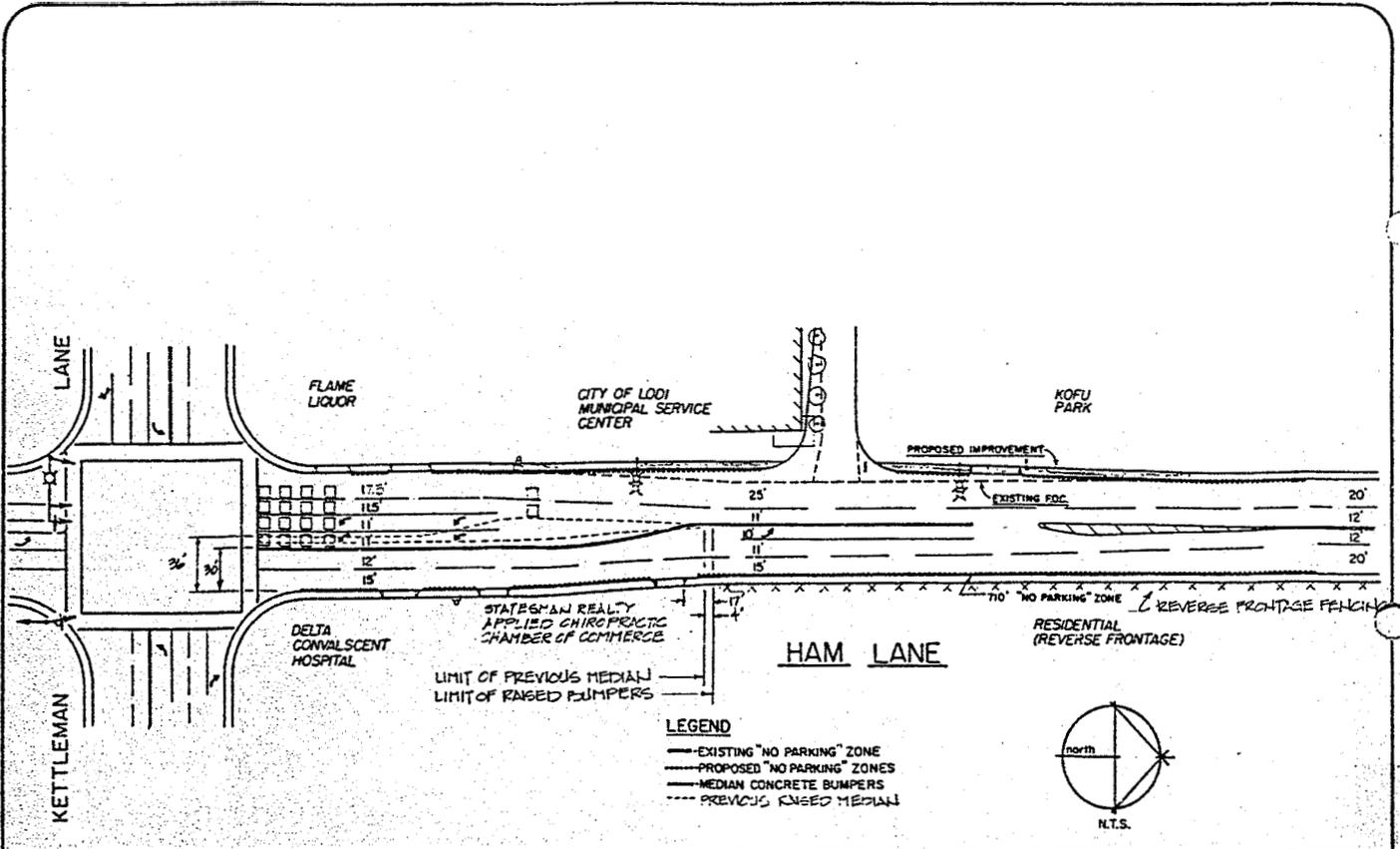
Public Works Director
 Date



CITY OF LODI
 PUBLIC WORKS DEPARTMENT

**HAM LN N/KETTLEMAN
 PROPOSED STRIPING PLAN**

88B009



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|---------|-----|-------|------|----------|------|-----------------------|------|
| DR. RSK | DAQ | No. 1 | Date | Revision | 2007 | Approved By | |
| DR. | | | | | | Public Works Director | Date |
| | | | | | | RCE | |



CITY OF LODI
PUBLIC WORKS DEPARTMENT

HAM LN N/KETTLEMAN
STRIPING PLAN

Exhibit C