

CITY COUNCIL MEETING
AUGUST 19, 1987

REVIEW OF EILERS
LANE STREET
CLOSURE STUDY

CC-45(a)
CC-48(a)

Council was reminded that at the July 15, 1987 Council meeting, City Council requested staff evaluate the request from the Eilers Lane residents to close Eilers Lane E/Lilac Street.

A vicinity map and the requested street closure configuration were presented for Council's approval. To evaluate this request, staff performed the following tasks with the results indicated:

1. Five-day traffic volume count (Wednesday - Sunday);
2. Peak hour turning movement count;
3. Speed survey;
4. Accident record review; and
5. Physical analysis of installing a street closure.

Volumes: The weekday average daily volume is approximately 1,200 vehicles. The weekend volumes are somewhat high compared to the weekday counts (Saturday, 1,200; Sunday, 900). The traffic volume on Eilers Lane, while high compared to a cul-de-sac, is lower than other through residential streets such as California S/Turner (1,600) and Lakeshore Drive (2,280).

Destinations: Peak hour turning movement counts showed that a majority of the motorists using Eilers Lane are not single-family home residents between Lilac Street and Lower Sacramento Road.

A number of the residents of Woodlake Place Condominiums (located at the northwest corner of Eilers Lane/Lilac Street) use Eilers Lane between Lilac Street and Lower Sacramento Road. In addition, Woodbridge residents use this segment of Eilers Lane. The peak hour totals are:

Single-Family Home Residents:	11
Woodlake Place:	21
Woodbridge:	28
Other North County:	11

Almost every street in Lodi has motorists other than the residents of the particular street segment traveling on it except for cul-de-sacs. For example, Lakeshore Drive has a daily volume of 2,280 vehicles and a large portion of the motorists are residents of adjacent subdivisions, Whispering Oaks and The Meadows, located south and west of Lakeshore Drive.

Speed: The results of the recent speed survey were compared to a survey taken in May 1986:

	<u>May 1986</u>	<u>July 1987</u>
85th percentile speed* Westbound	33 mph	32 mph
Eastbound	34 mph	34 mph

*85th percentile speed is the speed at or below which 85% of the traffic is moving. This speed is a major factor in determining the posted speed limit.

The highest speeds observed during the radar survey were 37 mph (westbound) and 38 mph (eastbound). The lowest speeds observed were 15 mph (westbound) and 19 mph (eastbound). These speeds are not unusually high. For example, Staff recently studied Lakeshore Drive at Timberlake Circle. The 85th percentile speed on Lakeshore Drive was 31 mph (southbound) and 33 mph (northbound).

Accidents: Since construction of Eilers Lane in 1985, there has been a total of three accidents. All three accidents occurred in 1987 (January - July). One accident occurred at Eilers Lane/Lilac Street, one accident occurred at Eilers Lane/Lower Sacramento Road, and another accident occurred on Eilers Lane W/Lower Sacramento Road. Both accidents at or near Eilers Lane/Lower Sacramento Road were bicycle versus vehicle accidents and the bicyclists were riding on the wrong side of the road.

Closure: The cost to install a street closure as requested includes materials for posts, directional and warning signs, sandblasting existing markings (stop signs, left and right turn lanes, and centerlines), and painting of new markings. It is estimated that the cost would range between \$1,500 and \$2,300, depending on the type of material used to barricade the street. The cheapest is wood posts; metal guard rail is more expensive. The maintenance cost was not included in the price. Wood posts would have higher maintenance costs than a metal guard rail. Cleaning of debris from the street in the closure area would have to be done by hand.

If the street is closed according to the request, the Fire Department would have trouble using the fire hydrant located at Lilac Street. The fire trucks need a proper turn-around and direct access to the fire hydrants. The Lilac Street fire hydrant supplies fire protection to a portion of the Eilers Lane residents.

Additionally, there would be a major problem backing out of the driveway on the south side of Eilers Lane at Lilac Street.

To properly close the street, a cul-de-sac should be constructed. The City would need to acquire right-of-way, relocate a street light and other utility connections, and residents would need to relocate their driveways. No cost estimate was made for this work.

As stated in the Eilers Lane residents' request, their main concern was the safety of their children. They felt that,

"Many Woodbridge residents use Eilers Lane when traveling to Lodi and are driving through our neighborhood at excessive speeds." Every resident in Lodi is concerned for the safety of their children. The volumes and speeds on this street are similar to the speeds of other residential streets.

The request stated, "Closing Eilers Lane at Lilac Street would not only protect the safety of our children, but also the children going to the Woodbridge School." The street closure would eliminate some traffic on Eilers Lane; however, it would not eliminate the previous crossing problem at Lower Sacramento Road/Eilers Lane. The problem was that students were riding their bicycles on the sidewalks on the wrong side of traffic and motorists were unaware of these bicyclists. With the improvements on the north side of Turner Road east of Lower Sacramento Road, a paved walk on the east side of Lower Sacramento Road, and a crosswalk at Eilers, the suggested route to school will eliminate this problem.

With the street closure, the stop signs would be removed at Eilers Lane/Lilac Street and a 90° bend would be created. Students coming from the north side of Eilers Lane west of Lilac Street would not have as safe a crossing as with the existing multi-way stop intersection.

The traffic patterns in the area will change when the Woodhaven/Chestnut bridge is constructed. San Joaquin County and various developers in the Woodbridge area have made a cost sharing agreement for this WID crossing.

A majority of through trips to/from Woodbridge on Eilers Lane/Lilac Street should be eliminated with this construction in the next few years.

If the City was to consider closure of every residential street that has motorists other than the immediate residents using it, every street longer than one block would be a candidate.

It was staff's recommendation that Eilers Lane east of Lilac Street not be closed.

The following persons addressed the Council regarding the matter:

- A) Thomas Gau, 2336 Eilers Lane, Lodi
- b) Steven M. Galvin, 2329 Eilers Lane, Lodi
- c) Gary Wright, 2342 Eilers Lane, Lodi
- d) Jim Reed, 2330 Eilers Lane, Lodi

- e) Russ Munson, 1530 Edgewood Drive, Lodi
- f) Mark Ehlers, 2311 Eilers Lane, Lodi
- g) Martin Oeltjen, 2348 Eilers Lane, Lodi
- h) Debra Gesler, 2305 Eilers Lane, Lodi
- i) James Hill, 2366 Eilers Lane, Lodi

A lengthy discussion followed with questions being directed to staff. On motion of Council Member Pinkerton, Hinchman second, Council directed the Public Works Director to work with the residents of the area in preparing a concept for Council review at the Regular Council Meeting of September 2, 1987 that would include:

- A) A No Left Turn sign on Lilac Street at Eilers Lane
- B) Establishing a 25 mile per hour zone in the subject area
- C) Possible installation of a berm

Council further directed that a speed study of the area be conducted on Friday, August 21, 1987 between the hours of 4:00 p.m. and 8:00 p.m.

Council indicated the need to receive clarification from San Joaquin County on the plan to construct a bridge on Chestnut Street over the Woodbridge Irrigation Canal following receipt of the following letter from George L. Barber, Chairman of the San Joaquin County Board of Supervisors:

"It has been brought to our attention that the City of Lodi is considering a request to close Eilers Lane between Woodhaven Lane and Lower Sacramento Road. On July 2, 1987, an Agreement was executed between San Joaquin County and various property owners in the Woodbridge area. In essence, the Agreement provides that all the participants in the Agreement will contribute a proportionate share for the design and construction of a bridge and related road work on the Chestnut Street alignment over the Woodbridge Irrigation District Canal. San Joaquin County will also contribute to the construction fund for the bridge and related facilities. The County will design and award a contract for the construction of the structure during the 1988 construction season.

Due to the abandonment of Lilac Street by the City, in conjunction with the Final Map of Woodlake North Unit No. 2, the traffic circulation in that area was deprived of an

important north/south street. It is anticipated that with the construction of the Chestnut Street Bridge, the circulation for this entire area will be significantly improved. Therefore, in our opinion, the proposed closure of Eilers Lane is not an appropriate method of providing adequate circulation for that area and recommend that the requested closure not be approved by the City of Lodi.

Thank you for this opportunity to respond to an important issue, and for your anticipated favorable consideration."

Council also expressed a need for additional traffic enforcement in the subject area.



CITY OF LODI
PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: August 19, 1987
AGENDA TITLE: Review Eilers Lane Street Closure Study - East of Lilac Street

RECOMMENDED ACTION: None.

BACKGROUND INFORMATION: At the July 15, 1987 Council meeting, City Council requested staff evaluate the request from the Eilers Lane residents to close Eilers Lane E/Lilac Street (see attached letter request).

Exhibits 1 and 2 present the vicinity map and requested street closure configuration.

Analysis/Discussion

To evaluate this request, staff performed the following tasks with the results indicated:

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2. Peak hour turning movement count;
3. Speed survey;
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Destinations: Peak hour turning movement counts showed that a majority of the motorists using Eilers Lane are not single-family home residents between Lilac Street and Lower Sacramento Road. (See Exhibit 3.)

A number of the residents of Woodlake Place Condominiums (located at the northwest corner of Eilers Lane/Lilac Street) use Eilers Lane between Lilac Street and Lower Sacramento Road. In addition, Woodbridge residents use this segment of Eilers Lane. The peak hour totals are:

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APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

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City Council
August 19, 1987
Page 3

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To properly close the street, a cul-de-sac should be constructed (see Exhibit 4). The City would need to acquire right-of-way, relocate a street light and other utility connections, and residents would need to relocate their driveways. No cost estimate was made for this work.

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The traffic patterns in the area will change when the Woodhaven/Chestnut bridge is constructed (see Exhibit 1). San Joaquin County and various developers in the Woodbridge area have made a cost sharing agreement for this WID crossing (see Exhibit 5). A majority of through trips to/from Woodbridge on Eilers Lane/Lilac Street should be eliminated with this construction in the next few years.

If the City was to consider closure of every residential street that has motorists other than the immediate residents using it, every street longer than one block would be a candidate.

It is not recommended that Eilers Lane east of Lilac Street be closed.


Jack F. Ronsko
Public Works Director

JLR/PJF/ma
Attachments
cc: Street Superintendent
Police Chief

Also sent to first three names on petition:
Mr. and Mrs. Bradley N. Gesler
Mr. and Mrs. Mark Ehlers
Mr. and Mrs. Steven M. Galvin
Mr. and Mrs. Thomas M. Gau

CEILERS2/TXTW.02M

August 12, 1987

RECEIVED

June 8, 1987

1987 JUN 30 AM 10:46

Lodi City Council
City Hall
221 W. Pine St.
Lodi, Ca 95240

ALICE M. REMONTE
CITY CLERK
CITY OF LODI

Dear Council Members:

We, the residents of Eilers Lane, request that Eilers Lane be closed to through traffic at Lilac Street.

Eilers Lane is a designated local street, and, as such, should provide access primarily for the residents of Eilers Lane. Currently, however, Eilers Lane is functioning as a collector street. This situation is due to the elimination of a segment of Lilac St. connecting to Turner Road at Lower Sacramento Road with the development of the Woodlake North Subdivision; and, equally important, because the Woodhaven Lane/Chestnut St. bridge has not been constructed. Many Woodbridge residents use Eilers Lane when traveling to Lodi and are driving through our neighborhood at excessive speeds.

The main reason for our request is the safety of our children. There are 20 homes on Eilers Lane and about as many children, most of whom are grammar school age or younger. In a related matter, the principal of the Woodbridge School appeared before you on June 3, 1987 and expressed his concern about the safety of the children going to school. Action is being taken to stripe three crosswalks and to hire a crossing guard. Closing Eilers Lane at Lilac St. would not only protect the safety of our children, but also the children going to the Woodbridge School.

Attached is a signed petition requesting the closure of Eilers Lane at Lilac St. and also a sketch for your information which includes one possible solution. We would welcome the opportunity to appear before you to personally express our concerns. Your consideration in this matter is greatly appreciated.

Sincerely,

The Eilers Lane Residents

EXHIBIT 1

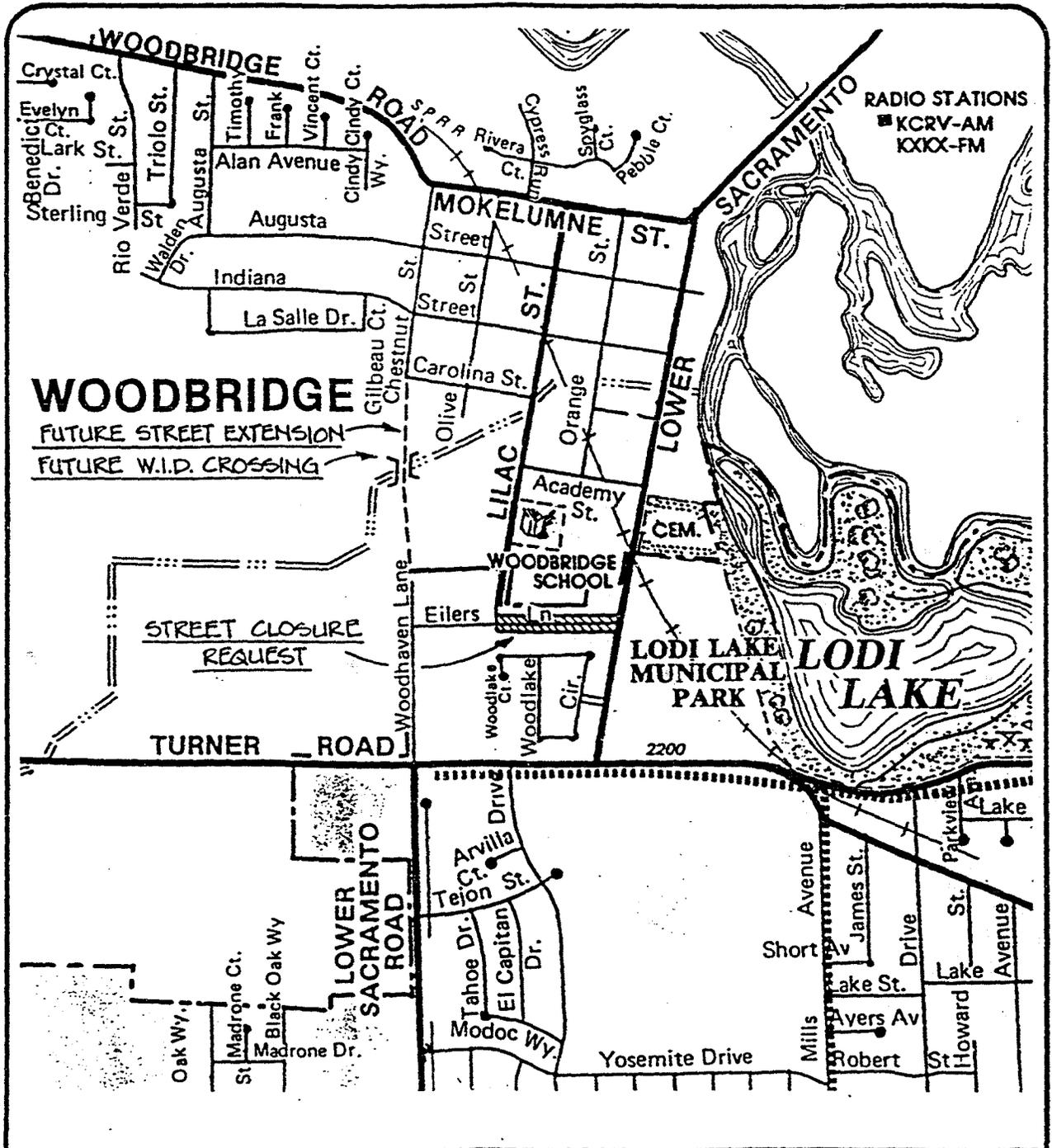


CITY OF LODI

PUBLIC WORKS DEPARTMENT

EILERS LANE STREET CLOSURE

VICINITY MAP



RADIO STATIONS
 ■ KCRV-AM
 ■ KXXX-FM

WOODBIDGE
 FUTURE STREET EXTENSION
 FUTURE W.I.D. CROSSING

STREET CLOSURE
 REQUEST

Dr.	No.	Date	Revision	Appr.	Approved By
Ch.					
Date	8/87				

Public Works Director
 RCE

Date





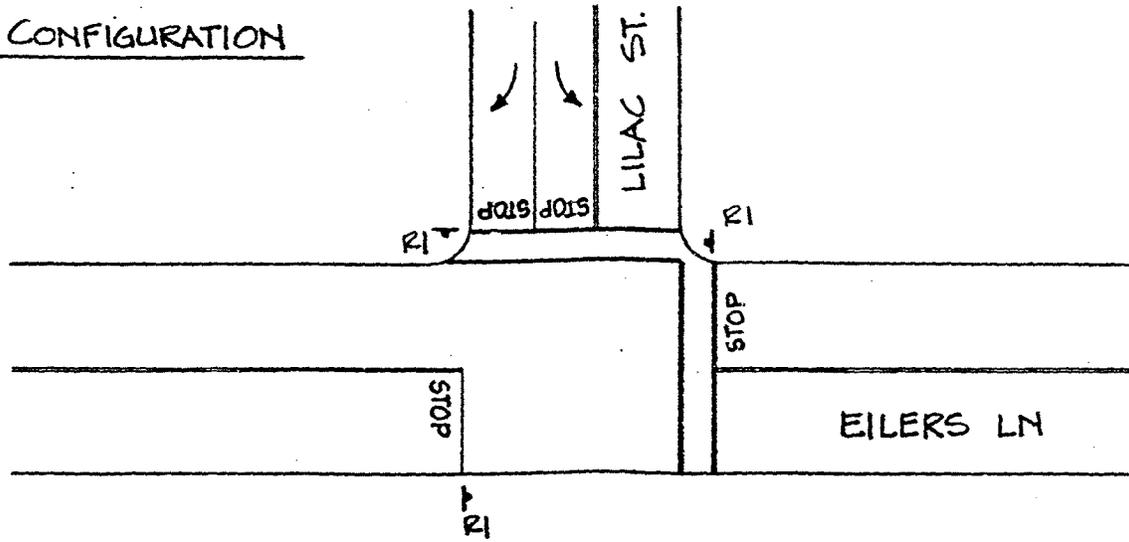
CITY OF LODI

PUBLIC WORKS DEPARTMENT

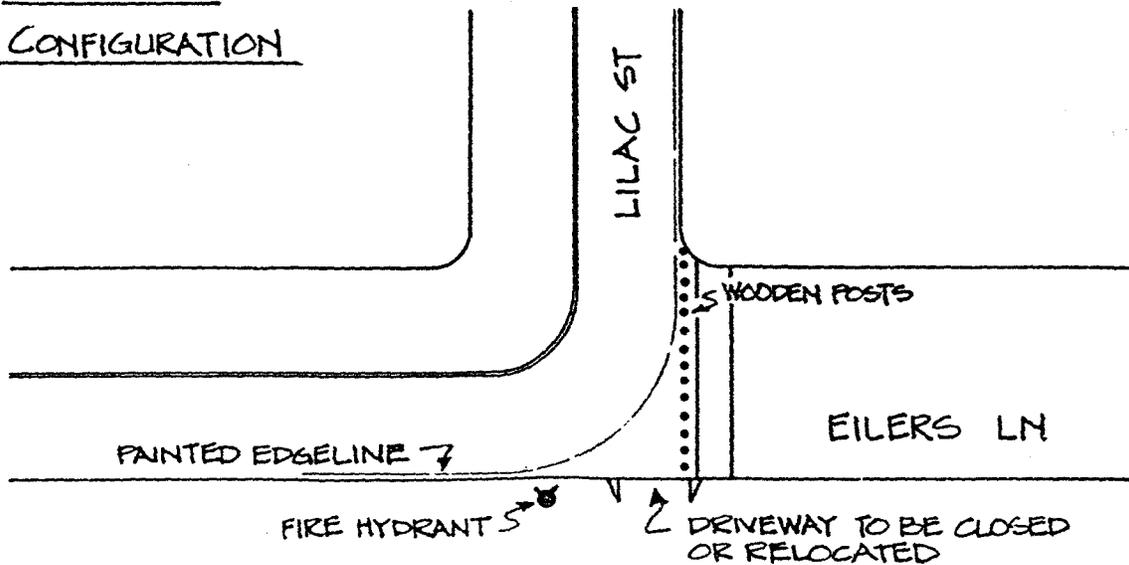
EXHIBIT 2

EILERS LANE STREET CLOSURE CONFIGURATION

EXISTING CONFIGURATION



REQUESTED CONFIGURATION



No.	Date	Revision	Appr.	Approved By

Dr. **RSK**
Ch.
Date **8/87**

Public Works Director
RCE

Date



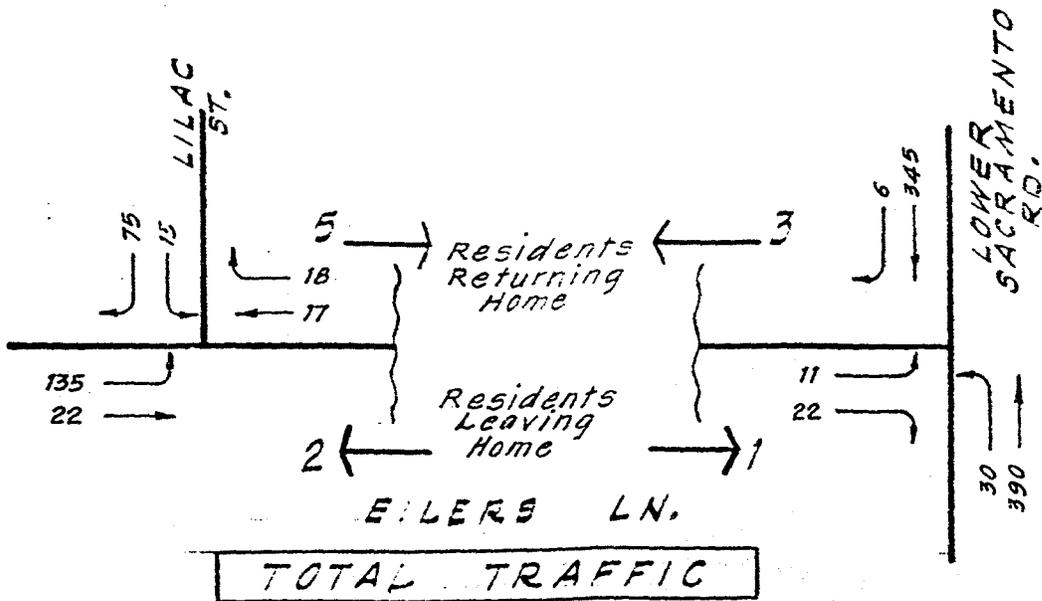


CITY OF LODI

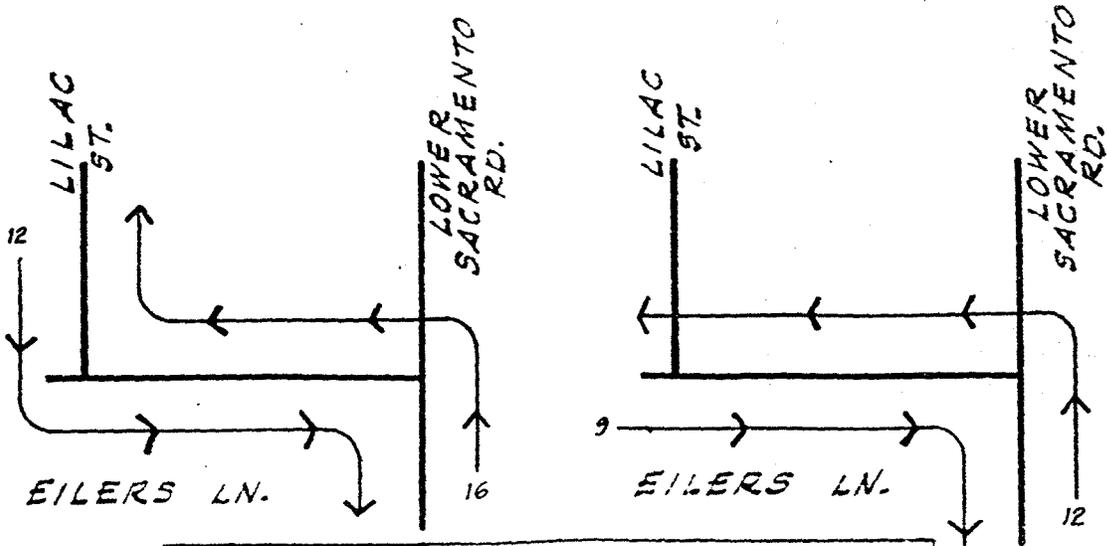
PUBLIC WORKS DEPARTMENT

EXHIBIT 3

PEAK HOUR TRAFFIC COUNT



PEAK HOUR (5-6 PM)



Dr.	No.	Date	Revision	Appr.	Approved By
JM					
Ch.					
Date					
8/87					

Public Works Director
RCE

Date

EXHIBIT 5



BOARD OF SUPERVISORS

222 EAST WEBER AVENUE, ROOM 701
STOCKTON, CALIFORNIA 95202

TELEPHONE: 209/944-3113

GEORGE L. BARBER, CHAIRMAN
FOURTH DISTRICT

WILLIAM N. SOUSE, VICE CHAIRMAN
FIRST DISTRICT

1987 DOUGLASS W. WILMOR, 48
SECOND DISTRICT

DOUG CARTER
THIRD DISTRICT
ALICE MACHE
CITY CLERK
EVELYN L. COSTA
FIFTH DISTRICT

August 3, 1987

Honorable Evelyn Olson
City of Lodi
221 West Pine Street
Lodi, CA 95240

SUBJECT: CHESTNUT STREET BRIDGE OVER THE
WOODBRIDGE IRRIGATION CANAL

Dear Mayor Olson:

It has been brought to our attention that the City of Lodi is considering a request to close Eilers Lane between Woodhaven Lane and Lower Sacramento Road. On July 2, 1987, an Agreement was executed between San Joaquin County and various property owners in the Woodbridge area. In essence, the Agreement provides that all the participants in the Agreement will contribute a proportionate share for the design and construction of a bridge and related road work on the Chestnut Street alignment over the Woodbridge Irrigation District Canal. San Joaquin County will also contribute to the construction fund for the bridge and related facilities. The County will design and award a contract for the construction of the structure during the 1988 construction season.

Due to the abandonment of Lilac Street by the City, in conjunction with the Final Map of Woodlake North Unit No. 2, the traffic circulation in that area was deprived of an important north/south street. It is anticipated that with the construction of the Chestnut Street Bridge, the circulation for this entire area will be significantly improved. Therefore, in our opinion, the proposed closure of Eilers Lane is not an appropriate method of providing adequate circulation for that area and recommend that the requested closure not be approved by the City of Lodi.

Thank you for this opportunity to respond to an important issue, and for your anticipated favorable consideration.

Very truly yours,

GEORGE L. BARBER
Chairman

GLB:tb

c: Henry M. Hirata, Director
Public Works Department

Copy of this document forwarded
8-5-87 to:
Date

- Council Member Hutchinson
- Council Member Olson
- Council Member Livingston
- Council Member Fuld
- Council Member Snider
- City Manager Peterson

Other: Jack Backs
Don Stein

CITY COUNCIL

EVELYN M. OLSON, Mayor
JOHN R. (Randy) SNIDER
Mayor Pro Tempore
DAVID M. HINCHMAN
JAMES W. PINKERTON, Jr.
FRED M. REID

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
TELECOPIER: (209) 333-6795

THOMAS A. PETERSON
City Manager

ALICE M. REIMCHE
City Clerk

RONALD M. STEIN
City Attorney

July 21, 1987

Mr. Thomas M. Gou
2336 Eilers Lane
Lodi, CA 95240

Dear Mr. Gou:

This letter will confirm action taken by the Lodi City Council at its Regular Council Meeting of July 17, 1987 whereby, following receipt of your request to close Eilers Lane to through traffic at Lilac Street, Council referred the matter to Staff for review and recommendation and asked that the matter be placed on the August 19, 1987 agenda.

Should you have any questions, please do not hesitate to call this office.

Very truly yours,

Alice M. Reimche
City Clerk

AMR:jj