

CITY COUNCIL MEETING
SEPTEMBER 2, 1987

21

PARKING STUDY AND
NEEDED CURB AND
GUTTER IMPROVEMENTS
AT BUS DEPOT ON PINE
STREET EAST OF
STOCKTON STREET
REVIEWED

Council was reminded that at the November 5, 1986 Council meeting, Council approved the installation of a 50' bus

CC-6
CC-16
CC-45(a) ✓
CC-45(e)

zone on Pine Street E/Stockton Street. At the meeting, Councilmembers discussed their concerns of high parking demand and long-term parking in the vicinity of the bus station. Council requested staff to evaluate the parking after the bus zone was in operation.

Staff reviewed the problems of the existing bus zone location:

1. Buses blocking the stop sign;
2. Buses blocking the street;
3. Buses driving over the sidewalk and curb return; and
4. Limited parking.

These problems occur due to the present location. The bus zone is adjacent to the Pine/Stockton intersection which is controlled by four-way stop signs. Stop ahead signs are also located on Pine Street.

There are mostly small businesses with a few residences and a church in the area. Due to the type of businesses, there is a high parking demand.

1. Buses Blocking the Stop Sign - Staff has received various complaints and witnessed buses blocking the view of the stop sign. Staff reviewed the accidents

A lengthy discussion followed with questions being directed to a representative of the Greyhound Bus Depot who was in the audience.

On motion of Council Member Reid, Hinchman second, Council approved the catch basin and curb return improvements, but deferred action regarding the relocation of the bus zone to Stockton Street north of Pine Street until the Regular

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There are mostly small businesses with a few residences and a church in the area. Due to the type of businesses, there is a high parking demand.

1. Buses Blocking the Stop Sign - Staff has received various complaints and witnessed buses blocking the view of the stop sign. Staff reviewed the accidents after the bus zone installation. There have been three accidents and none of them were caused by the bus blocking the stop sign. The majority of the complainants witnessed vehicles running the stop sign when a bus was unloading/loading passengers and blocking the sign.

From the posted schedule, there is a minimum of 15 buses per day. The following possible solutions were presented by staff:

Solution - One solution to this problem would be to move the bus zone to Stockton Street. The cost estimate for this alternative would be \$500.

Another solution would be to leave the bus zone on Pine Street but install a flashing red beacon for approximately \$3,100.

2. Buses Blocking the Street - When two buses arrive at the same time, one bus blocks the street. The existing zone does not have adequate length to store two buses. Partial blocking also occurs when a single bus does not pull forward, back up, and park parallel.

Solution - The solution would be to extend the existing zone by removing parking in front of the adjacent residence or move the zone to Stockton Street.

3. Buses Driving Over the Curb Return - Since the bus zone installation, the catch basin on the northeast corner has been broken and has to be replaced. With the bus zone located on Pine Street, the buses proceed from a stopped position and cut the curb short, drive on the sidewalk and over the catch basin. This curb return has a short radius and should be replaced with a larger return.

Solution - To allow buses to turn without driving on the sidewalk, a larger curb return should be constructed and the catch basin relocated. The estimated cost is \$10,000 which includes a short taper.

An option to the curb return improvements would be to construct a bus turnout on Stockton Street. This includes widening Stockton Street approximately 7' for 2 parking stall lengths and would cost an additional \$2,000 for a total cost of \$12,000. The sidewalk area would be reduced from 15' to 8'. This widening would conform to the ultimate width for Stockton Street.

4. Limited Parking - Staff performed a parking survey before and after the bus zone was installed. Four observations (two times per day) and six observations (three times per day) were made before and after the bus zone was in operation, respectively. As shown in a table presented for Council's perusal, the parking demand did not vary overall with the installation of a bus zone.

However, the occupancy on some blocks is as high as the downtown area. This is mainly because the businesses have limited off-street parking and the employees park on-street all day.

At the previous meeting on this matter, Council requested staff evaluate the possibility of two-hour parking. Currently, there are two Parking Enforcement Assistants who enforce in the downtown area and the residential permit area near PCP. Staff does not recommend converting the all-day parking to two-hour parking unless Council wishes to increase staff.

There does not appear to be a significant impact on parking due to installation of the bus zone.

Staff recommended replacing the catch basin and improving the curb return. At this time, the catch basin is a hazard and needs repair. Staff also recommended relocating the bus zone on Stockton Street and the bus zone on Pine Street be returned to parking. If the bus zone is to remain on Pine Street, a flashing red beacon should be installed.

Continued September 2, 1987

A lengthy discussion followed with questions being directed to a representative of the Greyhound Bus Depot who was in the audience.

On motion of Council Member Reid, Hinchman second, Council approved the catch basin and curb return improvements, but deferred action regarding the relocation of the bus zone to Stockton Street north of Pine Street until the Regular Council Meeting of September 16, 1987.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: September 2, 1987
AGENDA TITLE: Review Parking Study and Needed Curb and Gutter Improvements at Bus Depot on Pine Street East of Stockton Street

RECOMMENDED ACTION: That the City Council approve the catch basin and curb return improvements and relocation of the bus zone to Stockton Street north of Pine Street.

BACKGROUND INFORMATION: At the November 5, 1986 Council meeting, Council approved the installation of a 50' bus zone on Pine Street E/Stockton Street. At the meeting, Councilmembers discussed their concerns of high parking demand and long-term parking in the vicinity of the bus station. Council requested staff to evaluate the parking after the bus zone was in operation.

Staff reviewed the problems of the existing bus zone location:

1. Buses blocking the stop sign;
2. Buses blocking the street;
3. Buses driving over the sidewalk and curb return; and
4. Limited parking.

These problems occur due to the present location. The bus zone is adjacent to the Pine/Stockton intersection which is controlled by four-way stop signs. Stop ahead signs are also located on Pine Street.

There are mostly small businesses with a few residences and a church in the area. Due to the type of businesses, there is a high parking demand.

Discussion

1. Buses Blocking the Stop Sign - We have received various complaints and witnessed buses blocking the view of the stop sign. Staff reviewed the accidents after the bus zone installation. There have been three accidents and none of them were caused by the bus blocking the stop sign (see Exhibit A). The majority of the complainants witnessed vehicles running the stop sign when a bus was unloading/loading passengers and blocking the sign.

From the posted schedule, there is a minimum of 15 buses per day.

APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

Solution - One solution to this problem would be to move the bus zone to Stockton Street. The cost estimate for this alternative would be \$500.

Another solution would be to leave the bus zone on Pine Street but install a flashing red beacon for approximately \$3,100.

2. Buses Blocking the Street - When two buses arrive at the same time, one bus blocks the street. The existing zone does not have adequate length to store two buses. Partial blocking also occurs when a single bus does not pull forward, back up, and park parallel.

Solution - The solution would be to extend the existing zone by removing parking in front of the adjacent residence or move the zone to Stockton Street.

3. Buses Driving Over the Curb Return - Since the bus zone installation, the catch basin on the northeast corner has been broken and has to be replaced. With the bus zone located on Pine Street, the buses proceed from a stopped position and cut the curb short, drive on the sidewalk and over the catch basin. This curb return has a short radius and should be replaced with a larger return.

Solution - To allow buses to turn without driving on the sidewalk, a larger curb return should be constructed and the catch basin relocated. The estimated cost is \$10,000 which includes a short taper (see Exhibit B).

An option to the curb return improvements would be to construct a bus turnout on Stockton Street. This includes widening Stockton Street approximately 7' for 2 parking stall lengths and would cost an additional \$2,000 for a total cost of \$12,000. The sidewalk area would be reduced from 15' to 8'. This widening would conform to the ultimate width for Stockton Street.

4. Limited Parking - Staff performed a parking survey before and after the bus zone was installed. Four observations (two times per day) and six observations (three times per day) were made before and after the bus zone was in operation, respectively. As shown in the table below, the parking demand did not vary overall with the installation of a bus zone.

However, the occupancy on some blocks is as high as the downtown area. This is mainly because the businesses have limited off-street parking and the employees park on-street all day.

LOCATION	NO. OF SPACES	BEFORE BUS ZONE				AVG. OCCUP.	AFTER BUS ZONE					AVG. OCCUP.	
		11/13/86 1:30	11/13/86 3:30	11/14/86 10:30	11/14/86 2:30		12/17/86 10:35	12/17/86 2:25	12/17/86 3:45	8/18/87 10:30	8/18/87 2:45		8/18/87 3:30
Pine Street													
SPRR-Main	N 4	2	3	2	3	63	1	0	1	3	3	3	46
	S 3	2	2	2	2	67	0	0	1	1	1	1	22
Main-Stockton	N 9	5(1)	6	4	4	56	4	6	4	0	1	8	43
	S 7	2	2	3	3	36	2	2	2	4	4	4(1)	45
Stockton-Washington	N 6-7*	5(1)	4(1)	5	5	81	3	4(1)	6(1)	4	4	4	75
	S 12	5	7	5	6	44	11	9	12	4	6	5	60
Main Street													
Elm-Pine	W ?	12	11	11	15		14	16	15	13	17	16	
	F 14	7	6	3	8	43	4	7	6	7	8	5	44
Pine-Oak	W ?	7	5	4	6		3	4	3	6(3)	6(3)	5(4)	
	E 11	6	5	7	5	52	5	5	3	6(1)	10	9(1)	61
Stockton Street													
Elm-Pine	W 9-11**	7	6	4	3	34	4	5	6	2(2)	2(1)	1(1)	36
	E 10	5(2)	5(2)	5(2)	4(6)	68	6(2)	6(2)	6(1)	8	7	7	75
Pine-Oak	W 13	4	4	3	3	27	1	2	2	4	7	6	28
	E 9	2	1(1)	2(1)	4	31	3(2)	4(1)	4(1)	3(1)	2(1)	2(1)	46
Average Overall						48%							51%

S(1) = 5 legally parked vehicles and 1 illegally parked vehicle
 *One stall removed for bus zone
 **Two passenger loading zone spaces

At the previous meeting on this matter, Council requested staff evaluate the possibility of two-hour parking. Currently, there are two Parking Enforcement Assistants who enforce in the downtown area and the residential permit area near PCP. Staff does not recommend converting the all-day parking to two-hour parking unless Council wishes to increase staff.

There does not appear to be a significant impact on parking due to installation of the bus zone.

Recommendation

Staff recommends replacing the catch basin and improving the curb return. At this time, the catch basin is a hazard and needs repair. Staff also recommends relocating the bus zone on Stockton Street and the bus zone on Pine Street be returned to parking. If the bus zone is to remain on Pine Street, a flashing red beacon should be installed.



FOR: Jack L. Ronsko
 Public Works Director

JLR/PJF/ma
 Attachments

cc: Finance Director
 Police Chief
 Street Superintendent

Greyhound Bus Depot
 Adjacent Businesses



CITY OF LODI

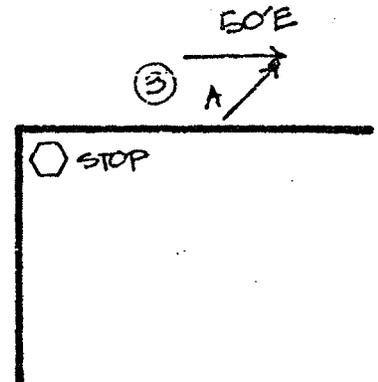
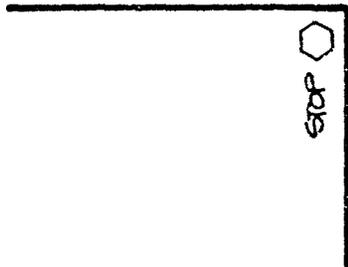
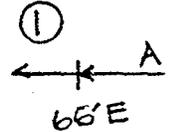
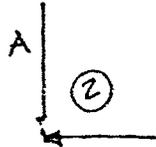
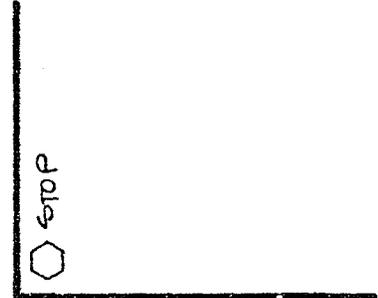
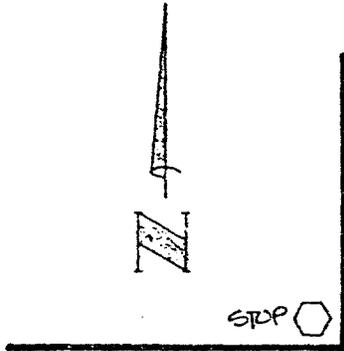
PUBLIC WORKS DEPARTMENT

Collision Diagram

Intersection Of

STOCKTON and FINE

Nov. 3, 1986 - Aug 12, 1987



No.	DATE	TIME	DAMAGE	INJURED	APPARENT CAUSE (A)
1	11-3-86	1155	MIN-MIN	1	UNSAFE SPEED N/E
2	1-8-87	1207	MIN-MIN	0	TRUCK IN YIELD
3	7-30-87	1307	MOD-MOD	0	UNSAFE OVERTAKING

LEGEND

- PATH OF MOVING VEHICLE
- REAR END COLLISION
- FIXED OBJECT
- PARKED VEHICLE
- SIDESWIPE



CITY OF LODI

PUBLIC WORKS DEPARTMENT

PINE & STOCKTON BUS DEPOT PARKING LAYOUT

