

118

CITY COUNCIL MEETING
SEPTEMBER 16, 1987

REGULAR CALENDAR

COUNCIL DETERMINES
BUS DEPOT LOADING
ZONE LOCATION AT
PINE AND STOCKTON
STREETS

RES. NO. 87-127

Council was reminded that at the last regular Council meeting of September 2, 1987, the City Council reviewed a

CC-6
CC-16
CC-45(a)
CC-45(e)

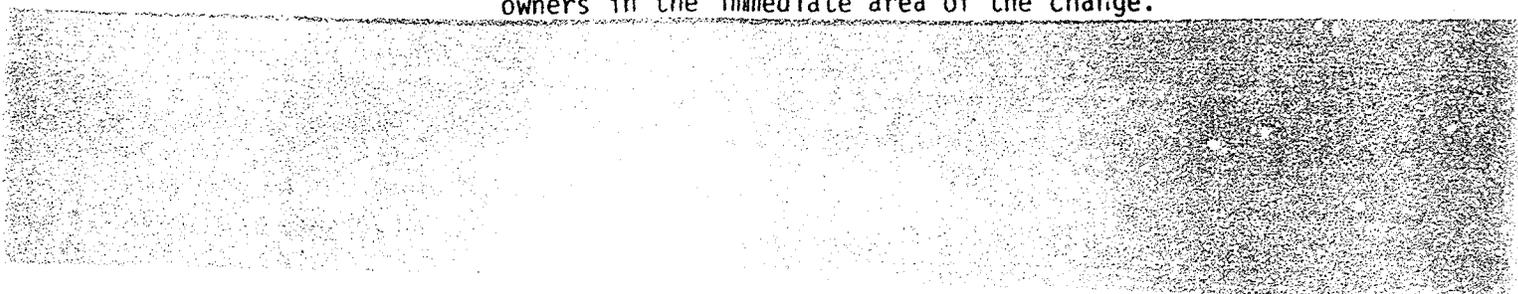
Council Communication which recommended curb and gutter improvements on Pine Street, widening the east side of Stockton Street to ultimate width, and relocation of the bus loading zone from Pine Street to Stockton Street. At this meeting, the Council gave direction to staff to move ahead with the proposed street improvements, including the widening of Stockton through the frontage of the bus depot property, and to re-agendize the relocation of the bus loading zone.

The Council asked that staff meet with the owners of the Lodi Greyhound Bus Depot to determine their concerns on the proposed relocation of the bus loading zone. When the owners were asked where they preferred the bus loading zone, they indicated "makes no difference to us". Staff then talked to the owner's supervisor, Pamela Arlett, from the Greyhound Lines office in Sacramento. Her comment was that loading on Stockton Street was originally their preferred location.

Presented for Council's perusal was a plan which showed the existing bus routes to and from the Lodi Greyhound Bus Depot. It was the feeling of Greyhound Lines that, with the proposed relocation of the bus zone, there would be no reason to change the bus routes.

The owners indicated that if the loading zone was changed to Stockton Street, the only physical change to the building may be the addition of a doorway on the Stockton Street side.

Following discussion, Council on motion of Council Member Reid, Pinkerton second, adopted Resolution No. 87-127 relocating the existing bus loading zone on Pine Street to Stockton Street. Staff was directed to notify all property owners in the immediate area of the change.



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) 333-6711

September 22, 1987

THOMAS A. PETERSON
City Manager

ALICE M. REIMCHE
City Clerk

RONALD M. STEIN
City Attorney

RECEIVED

1987 SEP 22 PM 12 26

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

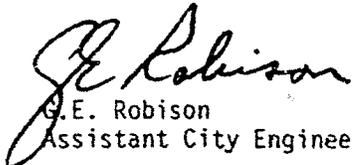
SUBJECT: Bus Zone on Pine Street at Stockton Street

Dear Property Owner/Resident:

At the September 16, 1987 Council meeting, Council approved the relocation of the existing bus zone on Pine Street to Stockton Street north of Pine Street.

The bus zone will be relocated with the widening of Stockton Street on the east side from Pine Street to 65 feet north of Pine Street. It is estimated this will take place in November 1987.

If you have any questions, please contact Paula Fernandez or me at 333-6706.


G.E. Robison
Assistant City Engineer

GER/PJF/ma

cc: City Clerk
Street Superintendent



CITY OF LODI

PUBLIC WORKS DEPARTMENT

file - bus zones
SUBJECT
HANDOUT @ STOCKTON (PINE)

BY P.K.	DATE 8-27-87	SHEET NO.	OF
CHECKED BY ESTRADA	DATE 9-22-87	JOB NUMBER	

PINE ST

- I✓ 219 Travel Agency
- 0✓ 215 for Rent (334-3501)
- I✓ 213 Food Store & General Merchandise
- I✓ 211 S & J Auto
- II✓ 207 Lot w/ 11 Mailboxes

STOCKTON ST

- I✓ 10 Dave & Davy's Marine

II total handouts distributed
15

RESOLUTION NO. 87-127

RESOLUTION RELOCATING EXISTING BUS LOADING ZONE

RESOLVED, that the City Council of the City of Lodi does hereby approve the relocation of the bus depot loading zone located at Pine and Stockton Streets as shown on Exhibit A attached hereto and thereby made a part hereof.

Dated: September 16, 1987

I hereby certify that Resolution No. 87-127 was passed and adopted by the Lodi City Council in a regular meeting held September 16, 1987 by the following vote:

Ayes: Council Members - Hinchman, Pinkerton, Reid and Snider
(Mayor Pro Tempore)

Noes: Council Members - None

Absent: Council Members - Olson

Abstain: Council Members - None

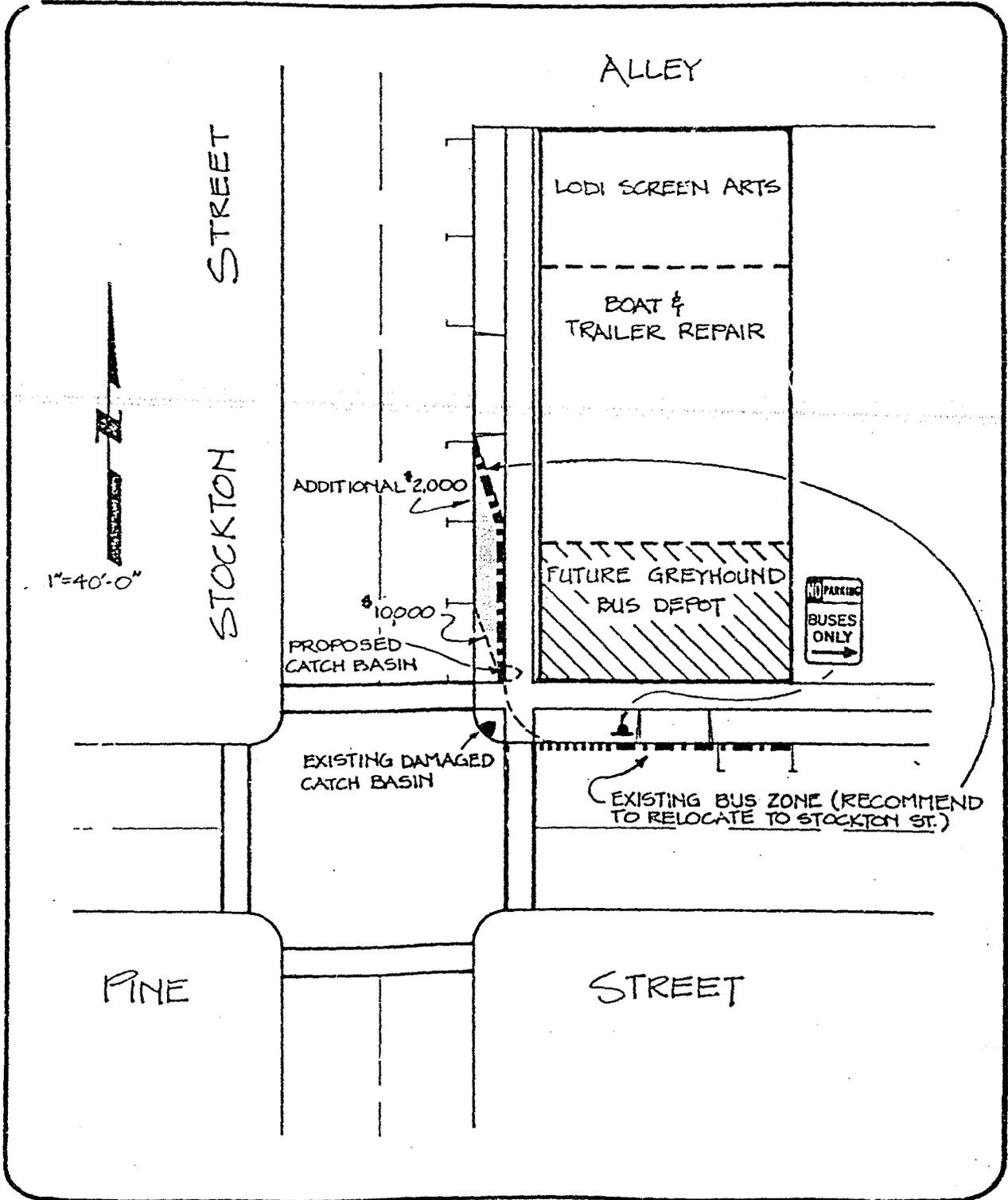
Alice M. Reimche
Alice M. Reimche
City Clerk



CITY OF LODI

PUBLIC WORKS DEPARTMENT

PINE & STOCKTON BUS DEPOT PARKING LAYOUT





CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: September 16, 1987
AGENDA TITLE: Determine Bus Depot Loading Zone Location at Pine and Stockton Streets

RECOMMENDED ACTION: That the City Council relocate the existing bus loading zone on Pine Street to Stockton Street.

BACKGROUND INFORMATION: At the last regular Council meeting of September 2, 1987, the City Council reviewed the attached Council Communication which recommended curb and gutter improvements on Pine Street, widening the east side of Stockton Street to ultimate width, and relocation of the bus loading zone from Pine Street to Stockton Street. At this meeting, the Council gave direction to staff to move ahead with the proposed street improvements, including the widening of Stockton through the frontage of the bus depot property, and to re-agendize the relocation of the bus loading zone.

The Council asked that staff meet with the owners of the Lodi Greyhound Bus Depot to determine their concerns on the proposed relocation of the bus loading zone. When the owners were asked where they preferred the bus loading zone, they indicated "makes no difference to us". I then talked to the owner's supervisor, Pamela Arlett, from the Greyhound Lines office in Sacramento. Her comment was that loading on Stockton Street was originally their preferred location.

Attached is a plan which shows the existing bus routes to and from the Lodi Greyhound Bus Depot. It was the feeling of Greyhound Lines that with the proposed relocation of the bus zone, there would be no reason to change the bus routes as shown on the attached map.

The owners indicated that if the loading zone was changed to Stockton Street, the only physical change to the building may be the addition of a doorway on the Stockton Street side.


Jack L. Ronsko
Public Works Director

JLR/ma
Attachments

cc: Greyhound Bus Depot (Lodi)
Greyhound Lines (Sacramento)
Adjacent Businesses

Finance Director
Police Chief
Street Superintendent

APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

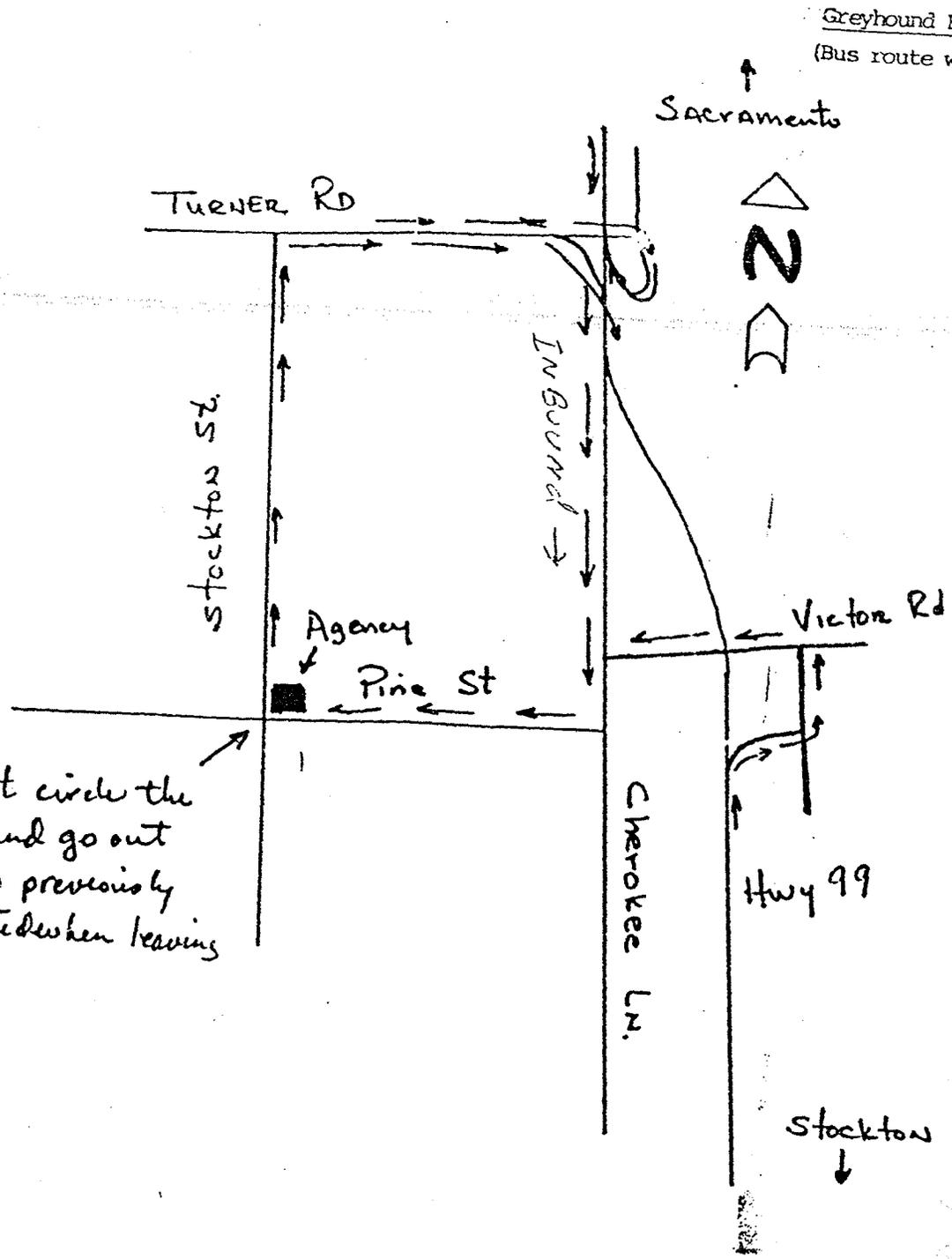
City Manager
DEC 31 1984

3/8
4

REVISED DEPARTURE ROUTE FROM LODI, CA AGENCY

TO EXIT THE LODI AGENCY, TURN RIGHT ONTO STOCKTON STREET AND FOLLOW TO TURNER ROAD. TURN RIGHT ONTO TURNER ROAD AND TAKE THE APPROPRIATE ON RAMP FOR NORTH OR SOUTH.

Greyhound Bus Line
(Bus route within City limits)



Do not circle the block and go out Pine as previously instructed when leaving Lodi.



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					AFTER BUS ZONE						AVG. OCCUP.
		11/17/85 1:30	11/14/86 3:30	11/14/86 10:30	11/14/86 2:30	AVG.	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	39	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 13	5	7	5	6	44	11	9	12	4	6	5	60
Main Street													
Elm-Pine	W 7	12	11	11	15		14	16	15	13	17	16	
	E 14	7	6	3	8	43	4	7	6	7	8	5	44
Pine-Oak	W 7	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**	2	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											482	512	

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.

J. Ronsko
 For: Jack L. Ronsko
 Public Works Director

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

Greyhound Bus Depot
 Adjacent Businesses

Exhibit A



CITY OF LODI

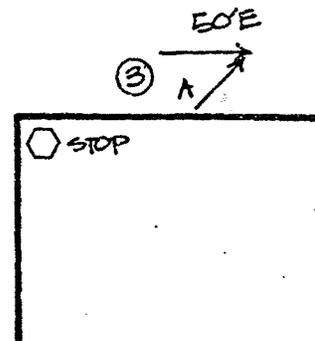
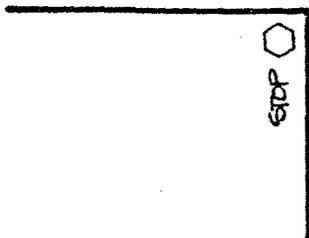
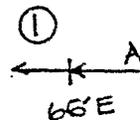
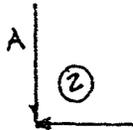
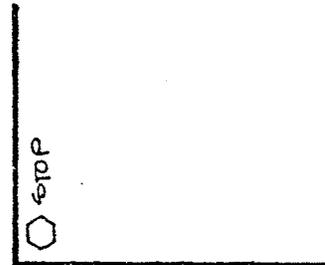
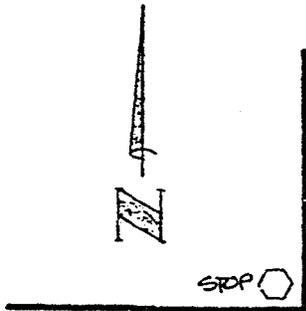
PUBLIC WORKS DEPARTMENT

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	1125	FINE-FINE	1	IMPACT, WOOD, A.P.E.
2	1-8-87	1507	FINE-FINE	0	IMPACT, WOOD, A.P.E.
3	1-10-87	1507	FINE-FINE	0	IMPACT, WOOD, A.P.E.

LEGEND

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

8/87