

CITY COUNCIL MEETING
SEPTEMBER 17, 1986

REPORTS OF THE
CITY MANAGER

REGULAR CALENDAR

HUTCHINS STREET
IMPROVEMENT PROJECT -
RIMBY TO VINE

CC-45(a)

18

Council was reminded that in 1981 an Environmental Impact Report and Traffic Study was done on Hutchins Street from Kettleman Lane to Lockeford Street. Various alternatives were studied ranging from no change up to widening to 64' curb to curb (4 travel lanes and parking) in an 80 foot right-of-way. The "Minimum Recommended Project" in the vicinity of Rimby to Vine called for 10 feet of right of way acquisition and widening to 56 feet curb to curb. This would have provided two travel lanes plus a left turn lane and parking on both sides. Ultimately the street would be striped for four lanes and no parking except during off-peak hours (limited parking). The City Council adopted a plan with the following features:

1. Maintain 80 foot ultimate right-of-way for future developments.
2. Reconstruct within existing curbs Lodi to Lockeford.
3. Minor widening south of Lodi Avenue (Preliminary engineering and right-of-way budgeted for 1986).
4. Reconstruct within existing curbs - Rimby to Lodi (Vine to Tokay reconstructed 1983, Rimby to Vine budgeted 1985, Tokay to Lodi, scheduled for 1987 with minor widening S/Lodi).
5. Minor widening - Kettleman to Rimby (constructed 1983).

As the design for the reconstruction between Rimby and Vine neared completion in early 1986, staff was requested by the City Council to study the need for a two-way left turn lane. This request came from a concern of the Chamber's Highway and Transportation Committee. Their concern was that two travel lanes and a two-way left turn lane was needed throughout Hutchins Street from Kettleman to Lodi. They felt that reconstruction between Rimby and Vine should not take place without widening or elimination of parking.

Various improvement alternates, including cost factors, were presented for Council's consideration.

A report regarding traffic volumes in this segment of Hutchins Street was presented for Council's information as well as a five-year accident history for the subject area.

Mr. Cecil Dillon, representing the Lodi District Chamber of Commerce, addressed the Council recommending that the Council approve full widening of the area.

Following a lengthy discussion with questions being

directed to Staff and to Mr. Dillon, Council, on motion of Council Member Hinchman, Olson second, directed staff to update the appropriate documentation prior to Council setting the matter for public hearing.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
DATE: September 17, 1986
SUBJECT: Hutchins Street Improvement Project - Rimby to Vine

RECOMMENDED ACTION: Discussion and appropriate action:

Either -

- a) direct staff to proceed with project as previously approved; or
- b) set public hearing to consider removal of parking on one side and installation of a two-way left turn lane or widening to provide for two travel lanes, a two-way left turn lane and parking on both sides.

BACKGROUND INFORMATION: In 1981 an Environmental Impact Report and Traffic Study was done on Hutchins Street from Kettleman Lane to Lockeford Street. Various alternatives were studied ranging from no change up to widening to 64' curb to curb (4 travel lanes and parking) in an 80 foot right-of-way. The "Minimum Recommended Project" in the vicinity of Rimby to Vine called for 10 feet of right-of-way acquisition and widening to 56 feet curb to curb. This would have provided two travel lanes plus a left turn lane and parking on both sides. Ultimately the street would be striped for four lanes and no parking except during off-peak hours (limited parking). The City Council adopted a plan with the following features. Actions taken to date are shown in parentheses.

- 1) Maintain 80 foot ultimate right-of-way for future developments
- 2) Reconstruct within existing curbs Lodi to Lockeford
- 3) Minor widening south of Lodi Avenue (Preliminary engineering and right-of-way budgeted for 1986)
- 4) Reconstruct within existing curbs - Rimby to Lodi (Vine to Tokay reconstructed 1983, Rimby to Vine budgeted 1985, Tokay to Lodi, scheduled for 1987 with minor widening S/Lodi)
- 5) Minor widening - Kettleman to Rimby (constructed 1983)

As the design for the reconstruction between Rimby and Vine neared completion in early 1986, staff was requested by the City Council to study the need for a two-way left turn lane. This request came from a concern of the Chamber's Highway and Transportation Committee. Their concern was that two travel lanes and a two-way left turn lane was needed throughout Hutchins Street from Kettleman to Lodi. They felt that reconstruction between Rimby and Vine should not take place without widening or elimination of parking.

APPROVED:


THOMAS A. PETERSON, City Manager

FILE NO.

Sept. 10, 1986

Improvement Alternates

Alternate I (see Exhibit A) provides for two travel lanes and a two-way left turn lane with no widening and elimination of parking on one side. This alternate would eliminate approximately 62 potential parking spaces. Actual on-street parking utilization is much less. This alternate presumes parking would be eliminated on the west side since this would remove fewer stalls and all but one of the lots on this side are corner lots with side street frontage. It should also be noted that the street dimensions shown are to the toe of the old rolled type curb & gutter. This curb and gutter is approximately 3.5 feet wide and, depending on how a vehicle parks in it, the width may or may not add to the overall street width. The dimensions shown in Alternate I are adequate if vehicles park with the right side well up onto the rolled type curb. Based on our observations of the parking habits on this street, this assumption is reasonable. Marked stalls (crosses) could be installed if this became a problem.

Alternate II (See Exhibit A) shows widening 5 feet on the west side to the ultimate right-of-way and utilizing two feet of the normal 2.5 foot space between the back of the sidewalk and the right-of-way. This would provide enough street width for two travel lanes, a two-way left turn lane and parking on both sides. This is essentially what was done on Hutchins from Kettleman to Rimby except that all parking was eliminated to provide for the additional traffic at the intersection. Additionally, an easement would be required to provide for power poles, street lights, fire hydrants, etc.

Widening will leave three homes with substandard driveway lengths. Their present driveway lengths are 18', 19' and 20'. Widening and utilizing the additional 2 feet as described above will result in driveway lengths of 11', 12' and 13', which is too short for a car.

Costs

Alternate I adds essentially no cost to the project, already budgeted at \$295,000. It does include approximately \$9,000 for some curb and other sidewalk repair on the west side. Construction of this alternate could begin in early spring of 1987.

Alternate II would add approximately \$105,000 to the total project costs. Under this alternate there will be considerable additional delay due to right-of-way acquisition. Construction of this alternate could hopefully start in middle to late summer of 1988, but more likely, 1989. The additional cost is broken down as follows:

R/W Acquisition	\$45,000
Construction	60,000
	<hr/>
	\$105,000

Traffic

Total daily traffic volumes in this segment of Hutchins Street have grown from approximately 8,000 in 1975 to 12,500 at this time. Single direction, peak hour volumes have increased at a slightly lower rate from 400 to 600. Peak volumes are slightly higher. This information is shown graphically in Exhibit B.

The approximate design capacity of the present street is 800 vehicles per hour in one direction. This level of traffic will likely be reached by the year 2000. The addition of a two way left turn lane will increase the capacity approximately 15%.

In addition to total and directional traffic, turning movements were checked at Hutchins and Park. There were 19 left turning vehicles or 2% of the total. This left turn volume is relatively low. Other than relying on "professional judgment," there are no generally accepted criteria for the installation of two way left turn lanes. Two articles have appeared in recent issues of the Institute of Transportation Engineers Journal suggesting quantitative means of evaluating such installations. In both cases, with present volumes, the analysis shows little benefit.

However, in staff's judgment, there is some benefit to a two way left turn lane in this segment of Hutchins Street and there will be even more benefits as traffic volumes increase.

Accidents

A five-year accident history for this segment of Hutchins Street is shown in Exhibit C. The following points can be made from this data:

- o 17 of the 39 accidents (44%) are rear end accidents.
- o 8 accidents (21%) are sideswipe accidents.
- o The overall accident rate - 7.6 accidents per million vehicle miles - is near the average for all the streets recently studied for speed zones. Thus the overall accident rate is not a significant problem.

However, it can be assumed that most of the sideswipe and rear end accidents would be eliminated with a two-way left turn lane. This would provide a significant reduction in the accident rate.

Other Considerations

The Public Works Department asked for comments from the Police and Fire Departments and Lodi Ambulance Co. on the need for a left turn lane. They are in favor of a left turn lane. Their responses are in support and are included at the end of the Exhibits.

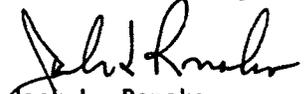
This report was presented to the Highway and Transportation Committee of the Chamber of Commerce on August 22. It was the Committee's feeling the street

City Council
September 17, 1986
Page 4

should be widened (Alt. 2). The matter was to be brought to the Chamber Board for a formal recommendation which should be ready by the night of the Council meeting.

Conclusions

Staff feels there is an overall advantage in providing for the two-way left turn lane at this time. However, since widening will increase the project costs by 35% (20% if R/W is not included) and cause a major delay, staff feels Alternate I (No Parking on the West side) should seriously be considered. If the Council wishes to pursue the installation of a two-way left turn lane, at a minimum, the matter should be set for a public hearing. The outcome of the hearing should be to eliminate parking and install the left turn lane, or to update the EIR to consider widening.


Jack L. Ronsko
Public Works Director

Attachments

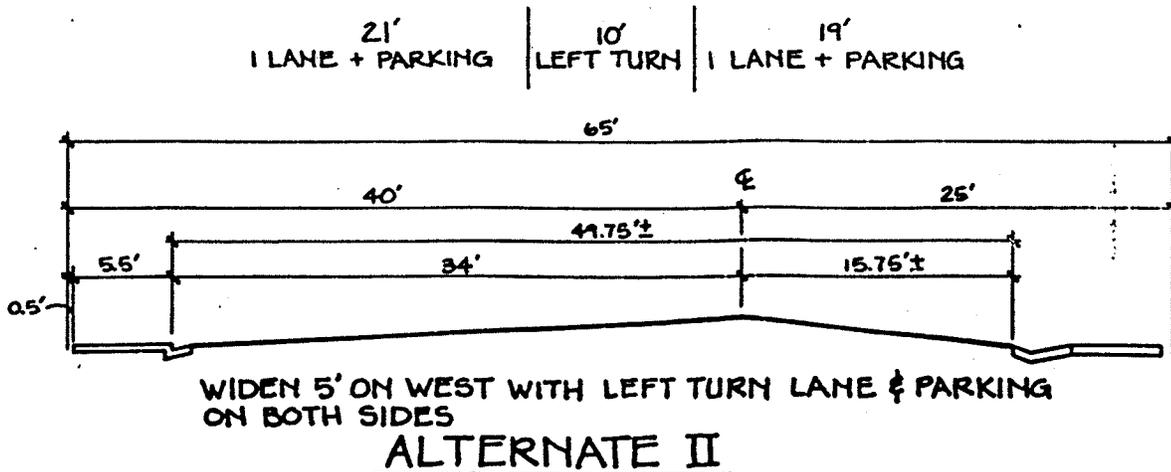
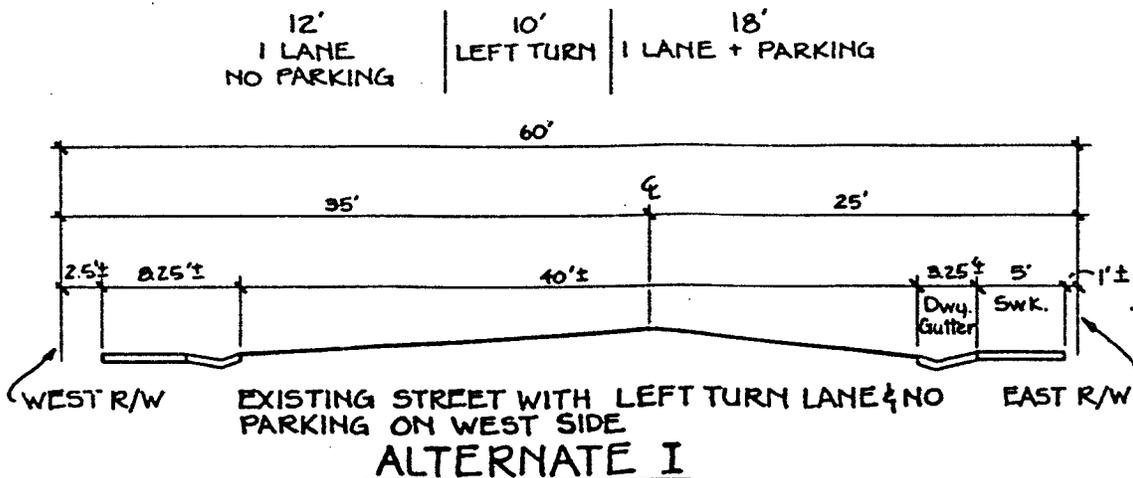
JLR/RCP/cag



CITY OF LODI

PUBLIC WORKS DEPARTMENT

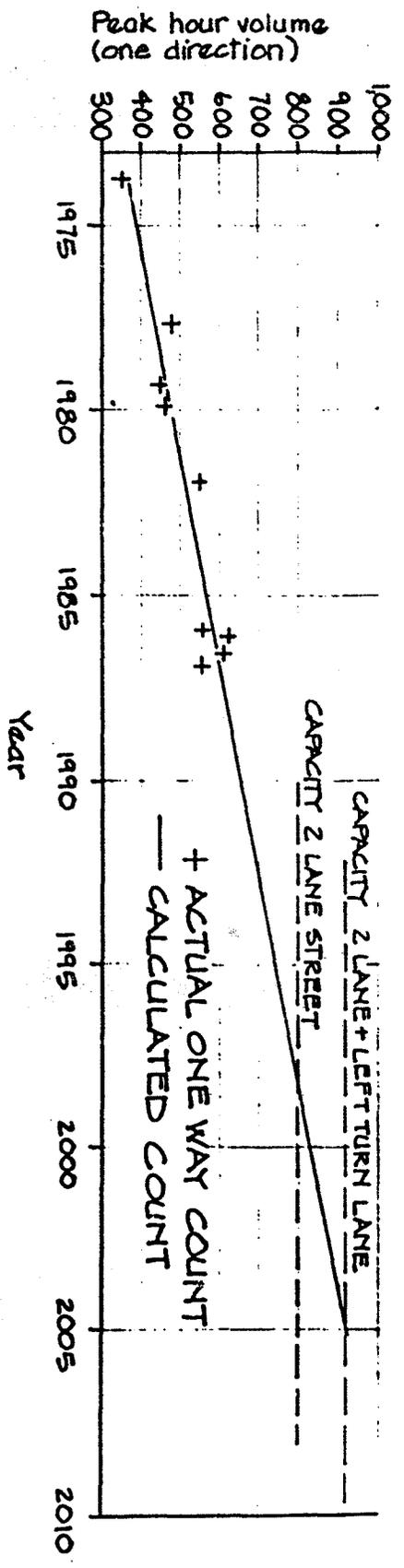
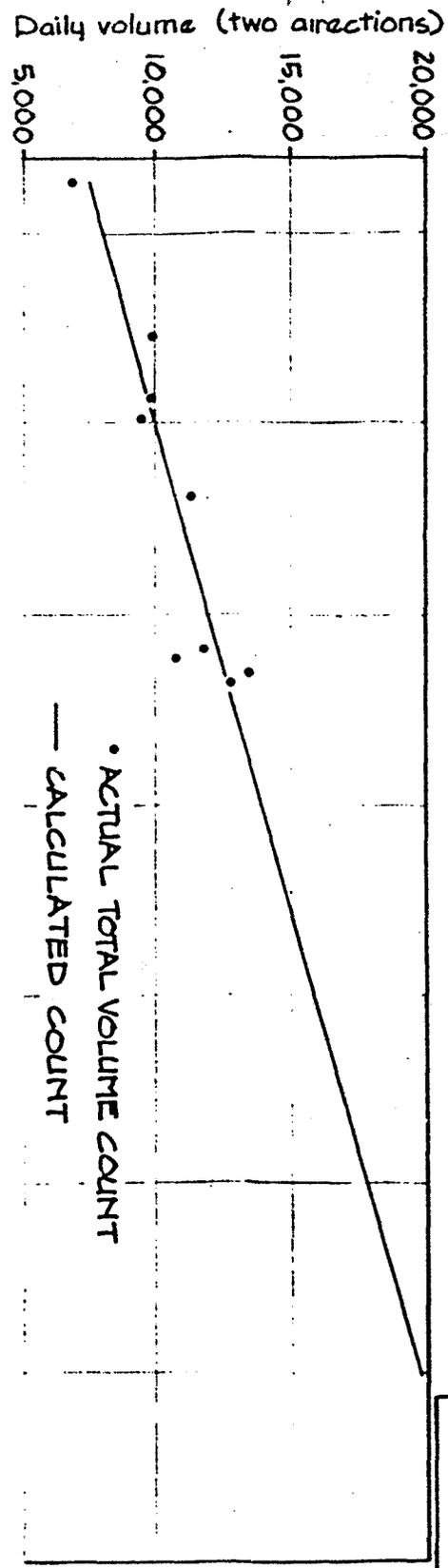
HUTCHINS ST. - RIMBY to VINE CROSS SECTIONS



1"=10.0'

No.	Date	Revision	Appr.	Approved By
Dr. RSK				
Ch.				
Date 7/86				
				Public Works Director
				Date

Exhibit B



R.K. _____
 Date 8/86
 Approved by _____
 City of Lodi
 Public Works Department
 Traffic Volumes
 Hutchins Street
 Rimbey - Vine



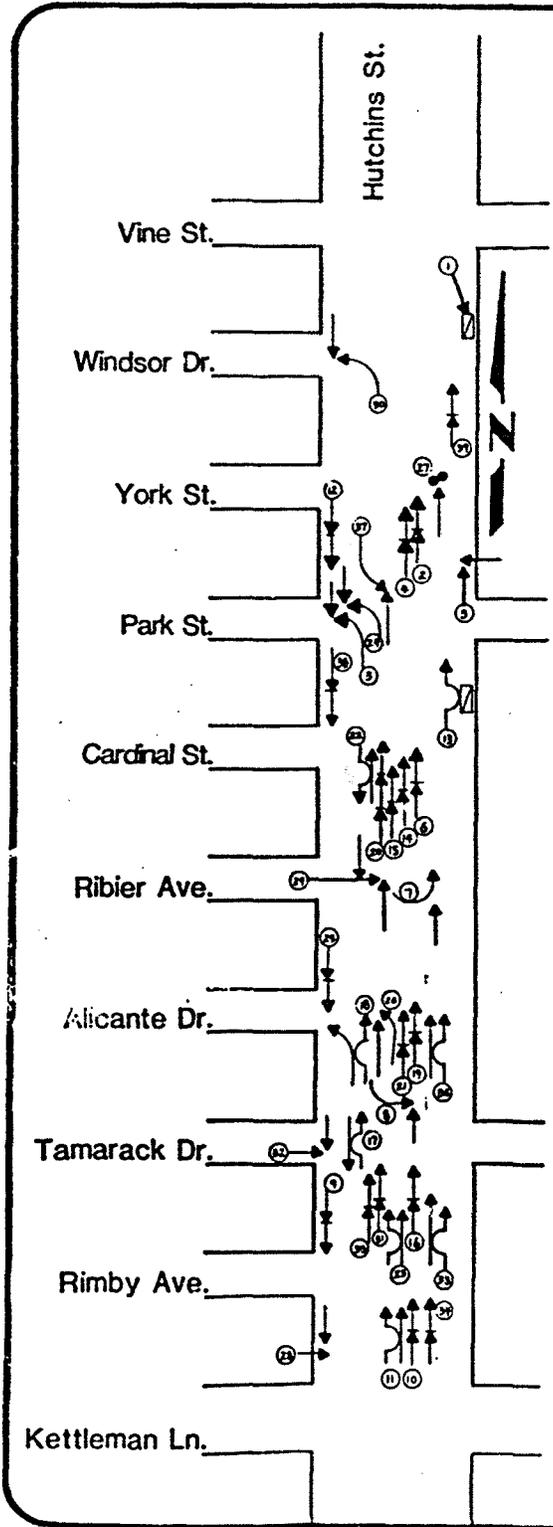
CITY OF LODI

PUBLIC WORKS DEPARTMENT

Collision Diagram

Intersection Of

HUTCHINS ST. 50'S/VINE → 50'S/RIMBY



NO.	DATE	TIME	DAMAGE	INJURED	APPARENT CAUSE
1	01-17-81	0500	MAJ-MAJ	0	UNKNOWN - HIT AND RUN
2	02-12-81	1702	MIN-MIN	0	W/O DUE CAUTION
3	02-12-81	1820	MAJ-MAJ	2	FAILURE TO YIELD - BICYCLE
4	10-15-81	1430	MIN-MOD	0	W/O DUE CAUTION
5	10-22-81	1550	MIN-MIN	0	FAILURE TO YIELD
6	10-12-81	0750	MIN-MOD	0	UNSAFE BACK UP
7	12-31-81	1757	MOD-MOD	0	UNSAFE U-TURN
8	08-20-82	1600	MOD-MOD	1	"
9	05-19-82	1120	MOD-MOD	0	W/O DUE CAUTION
10	05-20-82	1724	MIN-MIN	0	UNSAFE SPEED
11	02-17-82	0123	MIN-MAJ	2	W/O - UNDER INFLUENCE
12	05-20-82	0017	MAJ-MAJ	1	UNSAFE SPEED
13	11-17-82	1319	MIN	0	LOST LOAD
14	05-21-82	1310	MIN-MIN	2	UNSAFE SPEED
15	05-28-82	1130	MIN-MOD	1	FOLLOWING TOO CLOSE
16	03-01-83	0812	MIN-MIN	1	"
17	02-27-83	2122	MOD-MIN	0	W/O - UNDER INFLUENCE
18	03-03-83	1722	MOD-MOD	0	UNSAFE PASSING AT INTERSECTION
19	05-20-83	1403	MIN-MOD	1	W/O DUE CAUTION
20	05-17-83	1330	MOD-MIN-MIN	0	"
21	05-20-83	1402	MIN-MIN	0	INATTENTION DUE TO ADDRESS
22	07-10-83	0108	MIN-MIN	0	FALL ASLEEP / W/O NOT UNDER WPL
23	07-22-83	1023	MAJ-MOD	0	UNSAFE DOOR OPEN
24	08-18-83	1102	MOD-MOD	0	UNSAFE LEFT TURN
25	10-17-83	1410	MIN-MOD	0	UNSAFE SPEED
26	10-14-83	1251	MIN-MOD	0	UNSAFE U-TURN FROM CURB
27	11-30-83	1720	"	2	PEPS FAILED TO YIELD
28	12-30-83	1927	MOD-MIN	0	FAILED TO YIELD
29	01-30-84	1317	MOD-MOD-MOD	0	RAM STOP
30	02-01-84	2130	MIN-MIN	2	SPEEDING
31	02-07-84	1218	MIN-MIN	0	UNSAFE SPEED
32	11-21-84	1302	MOD-MIN	0	FAILED TO YIELD
33	12-01-84	1425	MIN-MIN	0	"
34	11-17-84	1507	"	1	BICYCLE UNSAFE TURN
35	01-08-85	0752	MOD-MIN	0	UNSAFE SPEED
36	02-28-85	0228	MOD-MAJ	0	FAILED TO YIELD
37	11-22-85	1233	MOD-MIN	0	"
38	12-12-85	1500	MIN-MIN	0	UNSAFE SPEED
39	02-18-86	0737	MOD-MOD	1	"

JAN. 1981 TO FEB. 1986

ACCIDENT RATE = 7.6 acc./mill.veh-mi
 AVG = 7.6 acc./yr

L E G E N D	
PATH OF MOVING VEHICLE	→
REAR END COLLISION	→ + →
FIXED OBJECT	□
PARKED VEHICLE	▭
SIDESWIPE	→ + →
PEDS HIT	→ + ●

MEMORANDUM, City of Lodi, Public Works Department

TO: Police Department
Fire Department
Ambulance Services

FROM: Public Works Director

DATE: January 31, 1986

SUBJECT: Two-Way Left Turn Lane on Hutchins Street
Between Rimby Avenue and Vine Street

The Public Works Department is planning to reconstruct Hutchins Street within the existing roadway width (approximately 42 feet). This width provides for two travel lanes and two parking lanes. The Council has asked us to consider adding a two-way left turn lane which will require either widening the street or elimination of parking on one side.

We would like to receive your comments (pros and cons) related to providing the two-way left turn lane. We would like to receive your input by February 12.

Jack L. Ronsko
Public Works Director

JLR/PF/eeh



Lodi Ambulance Service

1709 S. STOCKTON ST • P.O. BOX 597 • LODI, CA 95241 • 209/334-0630

February 18, 1986

Mr. Jack Ronsko
Public Works Director
City of Lodi
Call Box 3006
Lodi, CA 95241-1910

RECEIVED

FEB 19 1986



CITY OF LODI
PUBLIC WORKS DEPARTMENT

Dear Mr. Ronsko

After observing Hutchins St. between Rimby and Vine, I would like to make the following recommendation;

Hutchins St. should be improved to meet the existing improvements at Vine and Rimby. These improvements would allow traffic room to respond safely to emergency vehicles and enough room to handle peak load traffic.

Hutchins St. now, during the peak load traffic period, has a habit of bottle-necking near Rimby. This at times becomes difficult to negotiate if you are headed Southbound with an Emergency vehicle.

If you have any further questions, please feel free to call Jay Flores at Lodi Ambulance Service

Respectfully yours,

Jay Flores
Lodi Ambulance Service

KCF/ec

L O D I P O L I C E D E P A R T M E N T

M e m o r a n d u m

To: Jack Ronsko, Public Works
From: Floyd Williams, Chief of Police
Date: February 12, 1986
Subject: Two way left turn lane on Hutchins Street
 between Rimby Avenue and Vine Street.

In regards to your request for comments on the proposed change, please consider the following. In reviewing the number and type of accidents occurring in the proposed area it appears most have been rear end type accidents. As you well know, this type accident is often associated with vehicles stopped to make a turning movement. I would recommend the city install a two way turning lane in this area.

I have no recommendation in regards to the widening of the street or the elimination of parking.

Floyd Williams

Floyd Williams
Chief of Police

City of Lodi
FIRE DEPARTMENT
HEADQUARTERS STATION
210 WEST ELM STREET
LODI, CALIFORNIA 95240

(209) 333-6735

M E M O

To: Public Works Director
From: Fire Chief
Subject: Hutchins Street Reconstruction
Date: 02-05-86

The addition of a center turn lane will most likely create better thru-traffic flow which is conducive to better flow of emergency vehicles. How much of an improvement in emergency traffic flow there will be is hard to project objectively.

We can provide services on-off of a two lane standard street, but would prefer the turn lane if given a choice.

J. Lang