

CITY COUNCIL MEETING  
OCTOBER 14, 1987

REVIEW OF KETTLEMAN  
LANE TRAFFIC REPORT

RES. NO. 87-137

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

Council was reminded that, earlier in the summer, it expressed concerns over traffic congestion and striping inconsistencies on Kettleman Lane (State Highway 12). Staff toured Kettleman Lane with Council members and later with Caltrans representatives. Staff provided Council with copies of its letter to Caltrans and their response. The main points, comments, and recommendations are as follows:

- 1) Right Turn Lane Striping - Caltrans indicated right turn lanes are installed based on their judgment as to where they are needed, generally in response to accidents or congestion. They also acknowledged the inconsistency with red curb and indicated we could paint the curbs at existing right turn lanes. We would not do so without Council approval.

The following list shows all the existing right turn lanes, red curb status, and our comments/recommendations:

<u>Location</u>		<u>Red Curb</u>	<u>Recommendation</u>
Ham Lane	WB	Yes	None
	EB	No	Paint 110' (from curb return to driveway @ Guarantee Savings)

School St.	WB	No	Install "No Parking" signs from School to Stockton Street (this segment has no access and is primarily within the underpass area)
Stockton St.	EB	No	

<u>Location</u>		<u>Red Curb</u>	<u>Recommendation</u>
Cherokee Ln	EB	No	Install "No Parking" signs from curb return to Lodi Supermarket driveway (this area is not improved with curb, gutter, and sidewalk)

Whether or not Caltrans actually develops right turn lanes at additional intersections, staff feels there is value in painting additional red curb at all intersections on Kettleman Lane. At Staff's meeting with Caltrans engineers, they suggested a 100' curb length on Kettleman Lane be established as no parking and a maximum of 50' of red curb on the side street approaches. This would improve sight distance for both vehicles and pedestrians and allow room for turning vehicles on both streets. Due to driveways, fire hydrants, and other factors such as parking demand, the actual amount of red curb would vary at each street. Council should provide some direction to staff if it wishes this implemented. We could then bring back to the City Council specific recommendations at each location.

- 2) Speed Zones - Caltrans updated the speed surveys and is changing the speed limit from 40 mph to 45 mph on a portion of Victor Road. The other limits are appropriate.
- 3, 4) Left Turn Access/Medians - Caltrans was fairly noncommittal on the subject of medians. The cost of landscaped median on Highway 12 through the City would be well over \$400,000. Several traffic studies in other jurisdictions have indicated that raised medians are preferable to two-way left turn lanes on streets having six through lanes or daily traffic over approximately 25,000. Kettleman Lane is wide enough for six lanes and the volumes are in the low 20,000s.

Staff recommends that this improvement be considered in the General Plan update.

- 5) Projected Volumes - Caltrans' volumes near or between the streets indicated are:

	YEAR: 1986	1995	2005
<u>Kettleman Lane</u>			
Ham Lane	14,000	20,900	27,000
Hutchins Street	21,100	27,000	32,300
	11,700	17,500	22,500
Cherokee Lane	8,000	12,000	15,500
Highway 99			

The City's General Plan update will include a new estimate of these volumes.

- 6) Signal Coordination - As of August 17, the Ham and Cherokee intersections have been added to the State's coordination plan. However, they are still finding "bugs" in the timing programs. In general, under a time base coordination plan, the signals will not be as responsive to side street traffic and the cycle lengths will increase. Caltrans (and City staff) will continue to monitor these improvements.
- 7) Planned Maintenance - Based on our conversations, it appears an overlay on Kettleman Lane is three or five years away. Victor Road was chip sealed this summer.
- 8) Driveway Widths - We reached an understanding that driveways designed as a street intersection, similar to that at Kettleman Station opposite Central Avenue, are not limited to 40 feet in width.
- 9) Eastbound Traffic at Cherokee Lane - As noted in Caltrans' letter, there is a problem with eastbound traffic at Cherokee Lane. In order to provide the additional lane and remove the forced right turn only lane on Kettleman at Cherokee, a no parking zone in front of Carrow's Restaurant and the ARCO Station is needed. Staff concurs with the State's recommendation that this be done.
- 10) Accident Records - The computer printouts of segment and intersection accident rates on Highway 12 indicate higher rates than "expected" or average rates for similar highways. These should be viewed with caution

as the segments are relatively short and the indicated side street volumes are lower than current traffic volumes. These factors tend to inflate the accident rate. Caltrans did not feel there is a significant accident problem on Highway 12 in general.

A lengthy discussion followed with questions being directed to Staff.

Mr. Bill Rude, Carrows Restaurant, Lodi, addressed the Council asking that the street parking in the area of Carrows Restaurant not be removed.

Following additional discussion, Council, on motion of Mayor Pro Tempore Snider, Olson second, adopted Resolution No. 87-137 1) establishing "No Parking" zones at the existing eastbound right turn lane on Kettleman Lane at Ham Lane and 2) established "No Parking" zones on both sides of Kettleman Lane between School Street and Stockton Street (underpass).



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

## COUNCIL COMMUNICATION

TO: City Council  
 FROM: City Manager  
 MEETING DATE: October 14, 1987  
 AGENDA TITLE: Review Kettleman Lane Traffic Report (Discussion and Appropriate Action)

RECOMMENDED ACTION:

- 1) Establish no parking zones at existing right turn lanes on Kettleman Lane.
- 2) Establish no parking zones on both sides of Kettleman Lane between School Street and Stockton Street (underpass).
- 3) Establish a no parking zone on the south side of Kettleman Lane from Cherokee Lane to the Highway 99 offramp.

BACKGROUND INFORMATION: Earlier in the summer, Council expressed concerns over traffic congestion and striping inconsistencies on Kettleman Lane (State Highway 12). Staff toured Kettleman Lane with Councilmembers and later with Caltrans representatives. Our letter to Caltrans and their response are attached. The main points, comments, and recommendations are as follows:

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APPROVED:

THOMAS A. PETERSON, City Manager

FILE NO.

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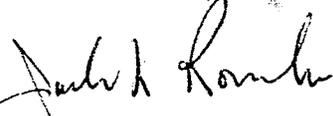
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Jack L. Ronsko  
Public Works Director

JLR/RCP/ma

Attachments

cc: Police Chief  
Street Superintendent  
Manager, Carrows Restaurant  
Manager, ARCO Station, AM-PM Mini Mart  
Highway 12 Association  
Chamber of Commerce  
Beckman Ranch Merchants Association

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  
May 8, 1987

THOMAS A. PETERSON  
City Manager

ALICE M. REIMCHE  
City Clerk

RONALD M. STEIN  
City Attorney

CALTRANS

Attention: Preston Kelley  
P.O. Box 2048  
Stockton, CA 95201

SUBJECT: Highway 12 Concerns

The Lodi City Council has expressed some concerns over traffic and safety on Highway 12 in Lodi. We would like to meet informally with your appropriate staff to discuss the Council's concerns as well as some of our own. These include:

1. right turn lane striping
2. speed zones
3. left turn access
4. medians
5. projected volumes
6. signal coordination
7. planned pavement maintenance
8. driveway widths.

Please have your representative contact Richard Prima to arrange a date and time. We would like to meet at the Lodi City Hall in the event a site visit is appropriate.

Thank you for your help.

Jack L. Ronsko  
Public Works Director

JLR/RCP/ns

cc: Chief Civil Engineer  
Street Superintendent

DEPARTMENT OF TRANSPORTATION  
P.O. Box 2048 (1976 E. Charter Way)  
STOCKTON, CA 95201  
(209) 948-7878

July 3, 1987  
10-SJ-12-16.4/18.1  
Ham Lane to Rte 99

Mr. Jack L. Ronsko  
Public Works Director  
City of Lodi  
221 West Pine Street  
Lodi, CA 95241-1910

Dear Mr. Ronsko:

This is in response to your letter of May 8, 1987, and confirms my meeting of May 29, 1987, with Richard Prima and Paula Fernandes of your staff.

1. Right turn lane striping — There appears to be a lack of consistency in our treatment of mandatory right turn lanes off Kettleman Lane (Route 12) in that some of them have red painted curb and others do not and some have arrows while still others do not.

We will proceed with painting the arrows where necessary. However, normally, Caltrans does not paint curb; local agencies may do so after enacting a resolution to restrict parking and submitting it to us for approval. In the case of Kettleman Lane, since the locations under discussion are right turn lanes and any parked vehicles will constitute hazards, no resolution is necessary and the City may paint the curb when ready.

2. Speed Zones — Speed data have been gathered on both Kettleman Road and Victor Road; preliminary indications are that the zoning on Kettleman will remain as is. However, that on Victor Road may have to be raised to maintain conformance with the Traffic Manual.
3. Left turn access — This should be considered in conjunction with the following item since they are somewhat mutually exclusive.

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 CITY OF LODI  
PUBLIC WORKS DEPARTMENT

4. Medians -- Caltrans is not wholly averse to the idea of a median between Ham Lane and Highway 99 on Kettleman. It would concentrate all left turns at the intersections which may reduce total accidents. We see two potential problems:
  - a. Will the local merchants accept it?
  - b. There may be enough demand for U-turns that it increases weaving moves and congestion, resulting in no change in accident level, possibly even an increase.
5. Projected volumes -- These were provided to Rich at our meeting; if additional data are desired, please contact either Bill Zieker at 948-7168 or Bob Mah at 948-7868.
6. Signal coordination -- Time base coordination programming and timing is in place at Stockton St., Church St. and Hutchins St. and is undergoing periodic testing. Initially, some programming problems occurred but they have been resolved. Timing plans which include Cherokee Lane and Ham Lane in the coordinated system have been developed but are not installed as yet. This will be done as time permits; we have only one person for this work and he is spread very thinly.
7. Planned pavement maintenance -- Portions of Route 12 through Lodi have been identified for rehabilitation but since they are in a relatively good state of repair, have a low priority and will not be funded for several years. If you have any questions regarding this, please contact Allan Wells at 948-7300 or Dennis Smith at 948-7859.
8. Driveway widths -- The case in point was a driveway which was to be located opposite a city street. If the driveway is configured to look like a city street and it operates much as a street would, it can be constructed to the same width as the street opposing, and not be constrained by the normal 35' guideline. A side benefit is that, should signalization be required, it would be simpler to install.

Another item discussed was the fact that quite often through eastbound traffic is trapped in the right lane as it approaches Cherokee Lane and is forced to either violate the mandatory right turn sign or crowd into the left lane. Through traffic could be permitted in both eastbound lanes if parking were restricted on Kettleman east of Cherokee to the vicinity of the service station driveways.

Mr Jack L. Ronsko  
City of Lodi

Page 3

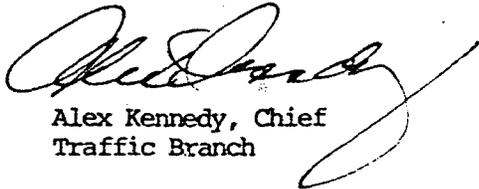
July 3, 1987

While this area always seems to have vehicles parked along here, the removal of on-street parking would not appear to constitute a hardship on the local merchants since adequate off-street parking is available. If the City will restrict parking and paint the curb red, we will revise the signing and striping to accomplish this change.

Not covered in your letter but requested by Rich during our meeting was accident data for Kettleman Lane between Ham Lane and Route 99. Attached are two lists of accident data for the time period 1-1-84/12-31-86; one is by highway segment and the other by intersection. The segment list contains all of the accidents, including intersection accidents; the intersection list contains only those assigned to the individual intersections. If you have any questions regarding these lists, please contact Bob Ikeda of my staff at 948-7209.

If you have any other questions, please call me at 948-7878.

Very truly yours,



Alex Kennedy, Chief  
Traffic Branch