

CITY COUNCIL MEETING

DECEMBER 19, 1984

82454
C.C. 48 a

Pg 331

PROJECT DETER-
MINATION HAM
LANE - LODI
AVENUE TO ELM
STREET

Mayor Snider introduced Agenda Item K-1 - Project Determination - Ham Lane - Lodi Avenue to Elm Street.

A verbatim transcript of the proceedings regarding this subject was made by a qualified Court Reporter. A copy of the subject transcript, identified as Exhibit "A", is attached to the Official Copy of these minutes filed in the City Clerk's office, and thereby made a part hereof.

On motion of Mayor Pro Tempore Hinchman, Snider second, Council approved Alternate B-1 with striping alternative A (with further study to be made on restricted parking) as the project design for Ham Lane Improvement Project - Lodi Avenue to Elm Street. Council further directed Staff to make findings in this matter and bring back the subject findings to Council at its Regular Council meeting of January 2, 1985 for approval. The motion carried by the following vote:

Ayes: Council Members - Hinchman, Olson, Reid, and Snider (Mayor)

Noes: Council Members - Pinkerton

Absent: Council Members - None

<u>Exhibit</u>	<u>Change</u>	<u>Effect</u>
C	One Way on Oak & Walnut	Making Walnut one way eastbound eliminates the need for a left turn pocket on Ham Lane. Total traffic on Ham increases north of Walnut. Overall results would be similar to installing a left turn barrier at Walnut (Exhibit B).
D	Open Pacific Ave. to Lodi Ave. for right turns only	Total traffic south of Walnut drops by 12% during this hour. Northbound to westbound left turns at Lodi increase significantly.
E	Open Pacific Ave. to Lodi Ave. for right turns only AND Barrier at Walnut	Net effect essentially the same as Exhibit D since bulk of left turns were assigned to Pacific Ave.

Of the above schemes, only Exhibits D and E show any reduction in Ham Lane Traffic. However, the reduction is minor and is based on the assumption that the maximum possible number of drivers will use Pacific Avenue rather than Ham Lane. On a total daily traffic basis and, more importantly, P.M. peak basis (after school is out) the overall effect is insignificant.

PARKING ANALYSIS: Exhibits F and G show schematics of various striping alternatives for widening Alternates B, B-1 and C.¹ Exhibit H summarizes the effects of the striping alternatives on parking. Some points to note are:

- o Alternate B provides the most on-street parking and does the best job of accommodating traffic.
- o Eliminating the northbound to westbound left turn lane at Walnut releases up to eight stalls from either "No" or "Restricted" parking. (Compare B-1a to b and d.)
- o Striping options B-1a, B-1b, B-1c and B-1d do not meet City's lane width standards for a major collector street, therefore they can not be recommended by staff.
- o "Restricted Parking" would be needed during the hours of 10 a.m. to 6 p.m. and could be an enforcement problem.

¹ Alternate B widens on the west side and partially on the east side south of Walnut to provide a minimum of 56 feet curb to curb.

Alternate B-1 widens only on the west side and provides 50 feet curb to curb minimum.

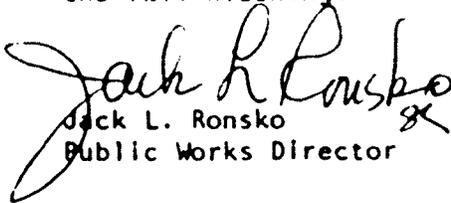
Alternate C widens only on the west side south of Walnut and provides 44 feet curb to curb minimum.

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RECOMMENDATION: Staff has previously recommended Alternate B-1 as the project which is most cost effective and will handle projected traffic through most of the life of the project.

Establishing "No left turns" onto Walnut and/or extending Pacific Avenue to Lodi will not improve safety or change the long term need for widening Ham Lane.

If the Council feels strongly about retaining on-street parking, then Alternate B is recommended with the comment that for an additional \$93,000 the full project (64 feet curb to curb) could be constructed. If Council is more concerned about parking than the effect of widening, serious consideration should be given to the full widening.


Jack L. Ronsko
Public Works Director

Attachment

JLR:RCP:cag

Exhibit A

EXISTING TRAFFIC

HAM

Notes on counts:

1. Figures rounded to nearest 10.
2. Midday high volume hour including end of school session.
3. Two way totals underlined.

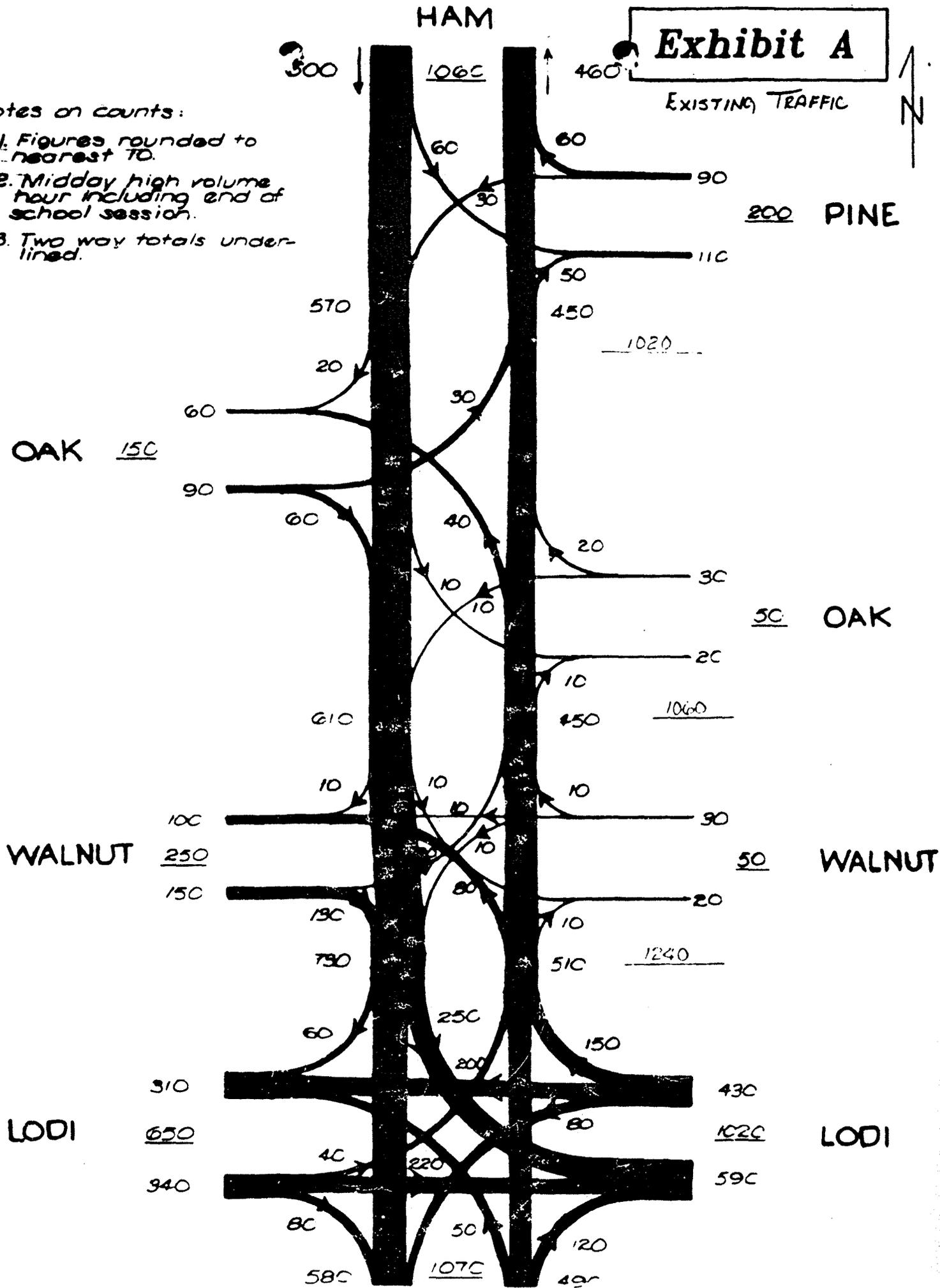


Exhibit B

HAM

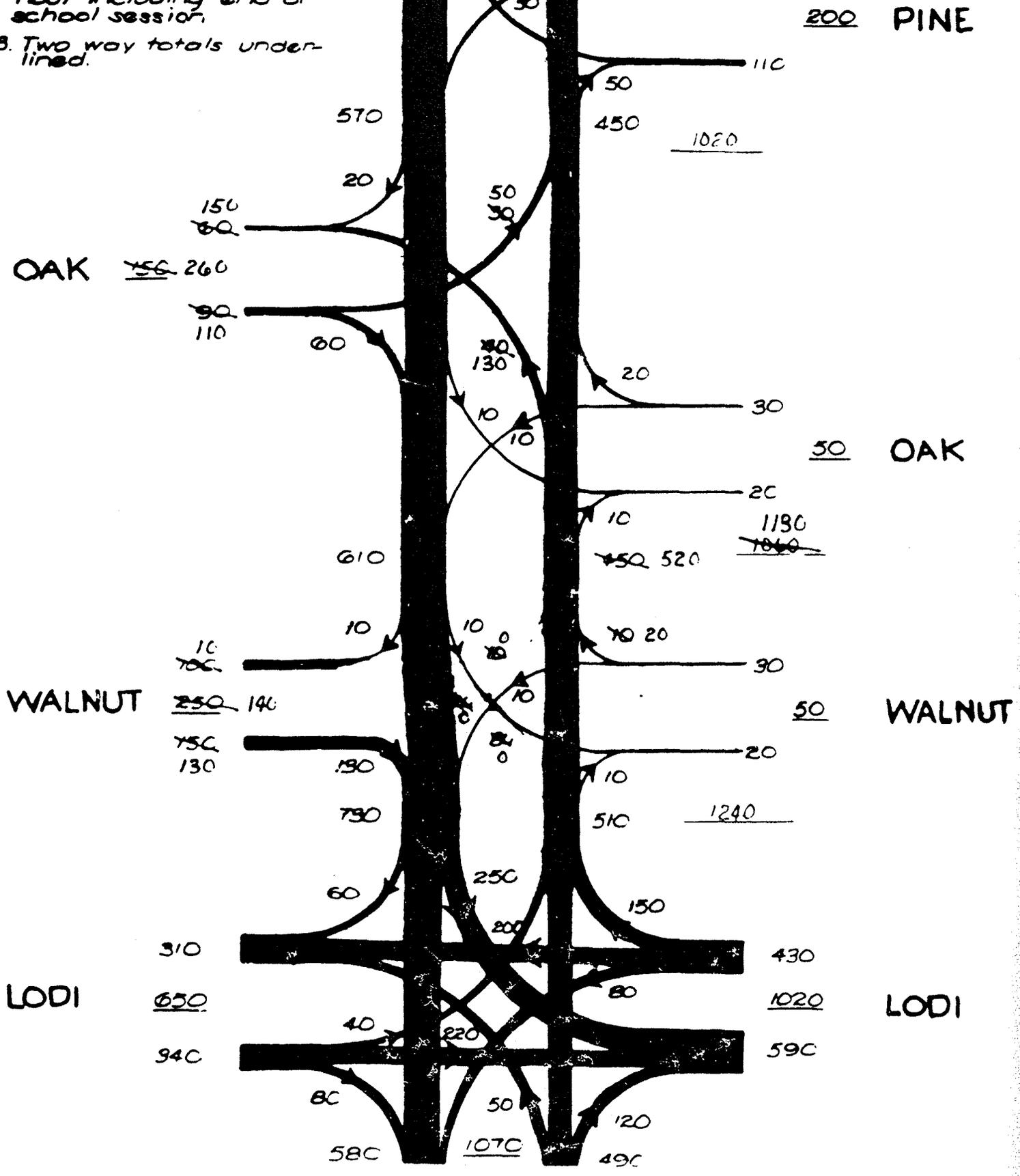
600 ↓ 1060 ↑ 460

LEFT TURN BARRIER @ WALNUT



Notes on counts:

1. Figures rounded to nearest 10.
2. Midday high volume hour including end of school session.
3. Two way totals underlined.



OAK

WALNUT

LODI

200 PINE

50 OAK

WALNUT

LODI

Exhibit C

HAM

WALNUT/OAK ONE WAY



Notes on counts:

1. Figures rounded to nearest 10.
2. Midday high volume hour including end of school session.
3. Two way totals underlined.

OAK
← ONE WAY

WALNUT
→ ONE WAY

LODI

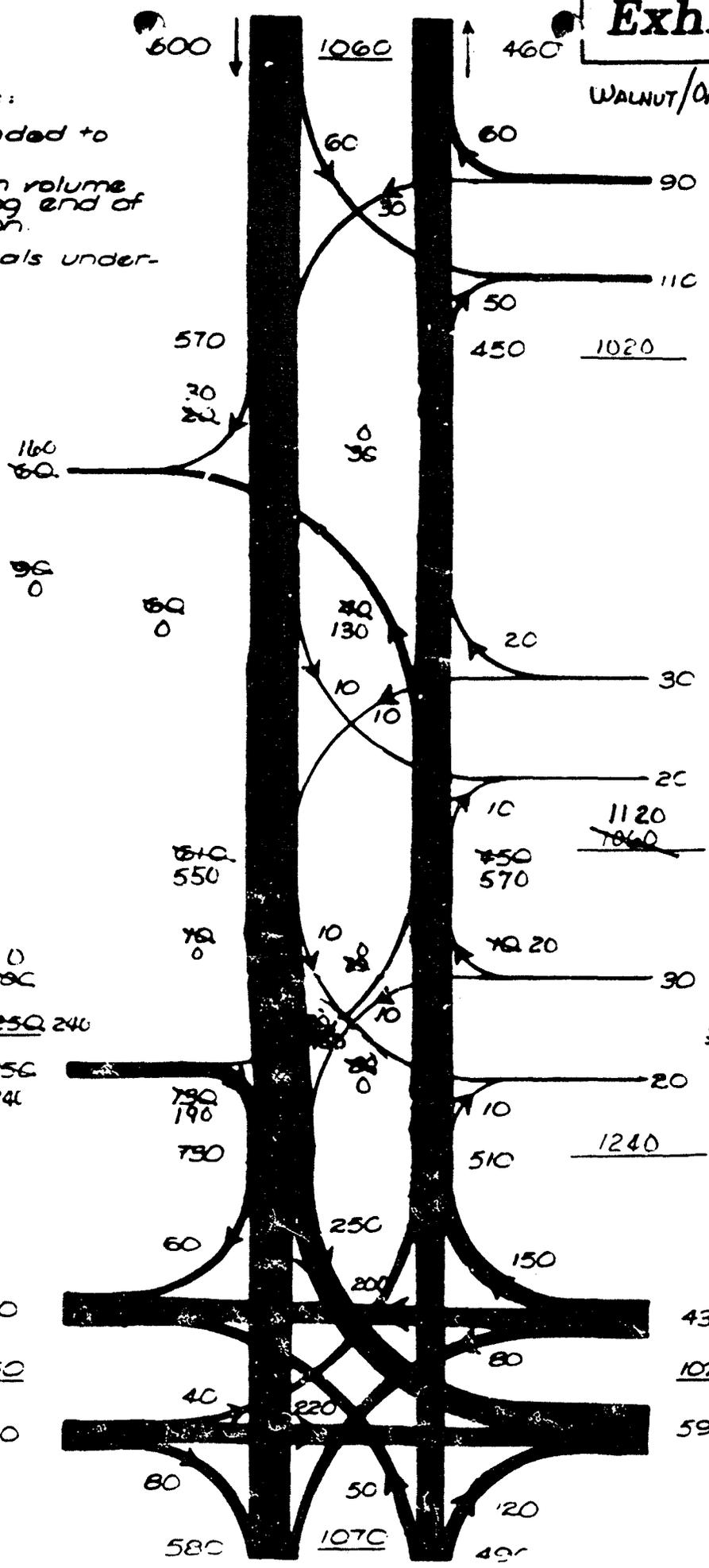


Exhibit D

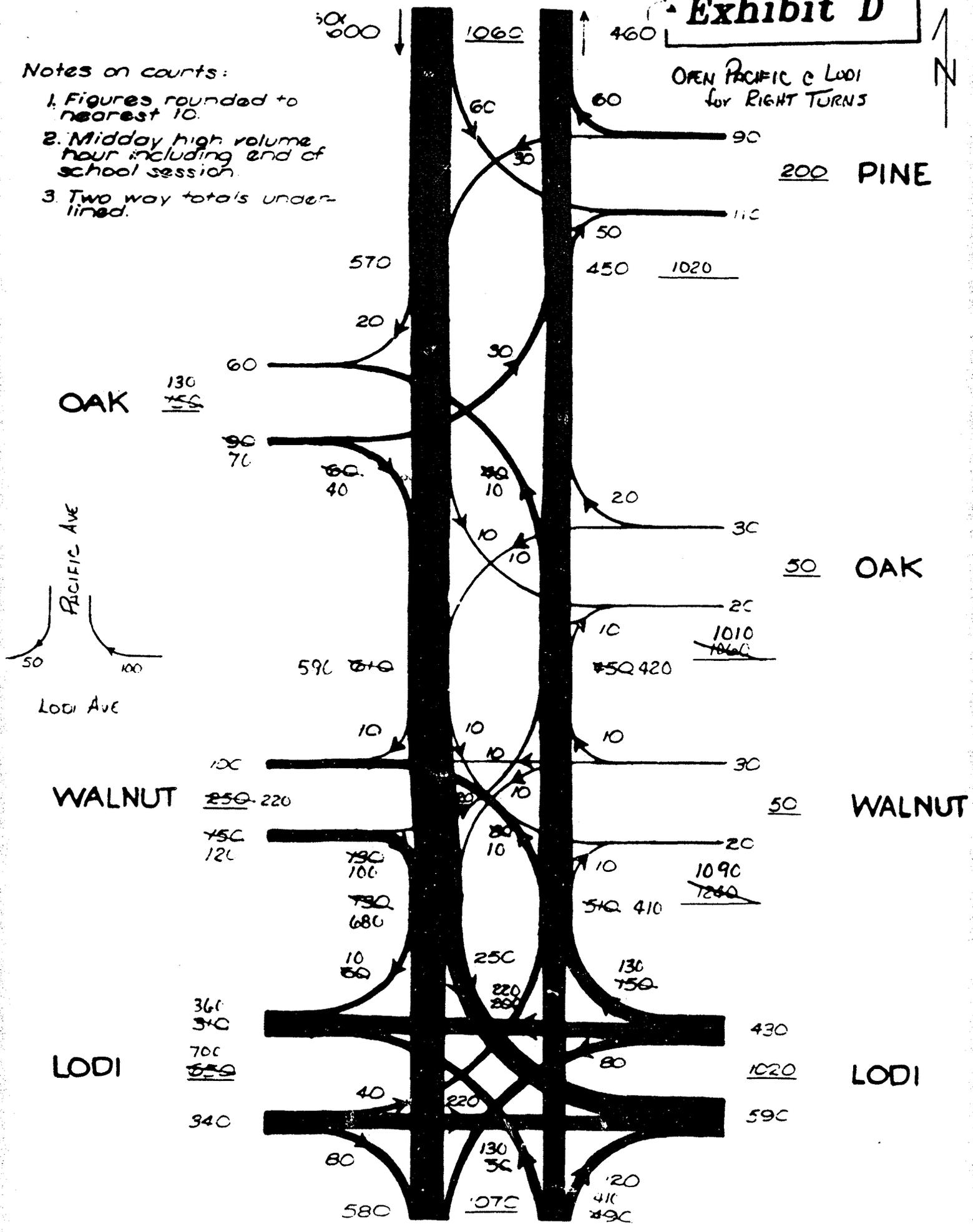
HAM



Notes on courts:

1. Figures rounded to nearest 10.
2. Midday high volume hour including end of school session.
3. Two way totals underlined.

OPEN PACIFIC & LODI
for RIGHT TURNS





CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
 FROM: City Manager
 DATE: December 13, 1984
 SUBJECT: Ham Lane Improvement Project

BACKGROUND INFORMATION: At the City Council's request, additional analysis has been done on the Ham Lane project with the goal of maximizing on-street parking. Specifically, staff was asked to look at prohibiting northbound to westbound left turns at Walnut, making Oak and Walnut west of Ham into a one-way couplet and extending Pacific Avenue to Lodi Avenue with right turn access only. In addition, the concept of "Restricted Parking", i.e. no parking during certain hours has been evaluated.

TRAFFIC ANALYSIS: The specific measures mentioned above all have to do with reducing the impact of Lodi High School traffic on Ham Lane traffic. Therefore one hour turn counts were taken at the time school was dismissed (2:30 p.m.). This information combined with previous counts is shown on a traffic flow map, Exhibit A. The following is evident from the flow map:

1. Of the 240 vehicles that travel east on Oak and Walnut, the majority turn right (Southbound - 60 from Oak, 130 from Walnut), but relatively few turn right (Westbound onto Lodi Avenue - less than 60).
2. The highest, one direction volume is southbound between Walnut and Lodi (730 vph).
3. Volumes on Ham Lane are comparable to those on Lodi Avenue.

The remainder of the High School traffic uses Pacific Avenue at Elm Street. The counts are in general agreement with the student traffic as reported by the school.

Exhibits B, C, D and E show the expected effect of various changes described below. The new volumes are shown next to the crossed-out figures for ease of comparison.

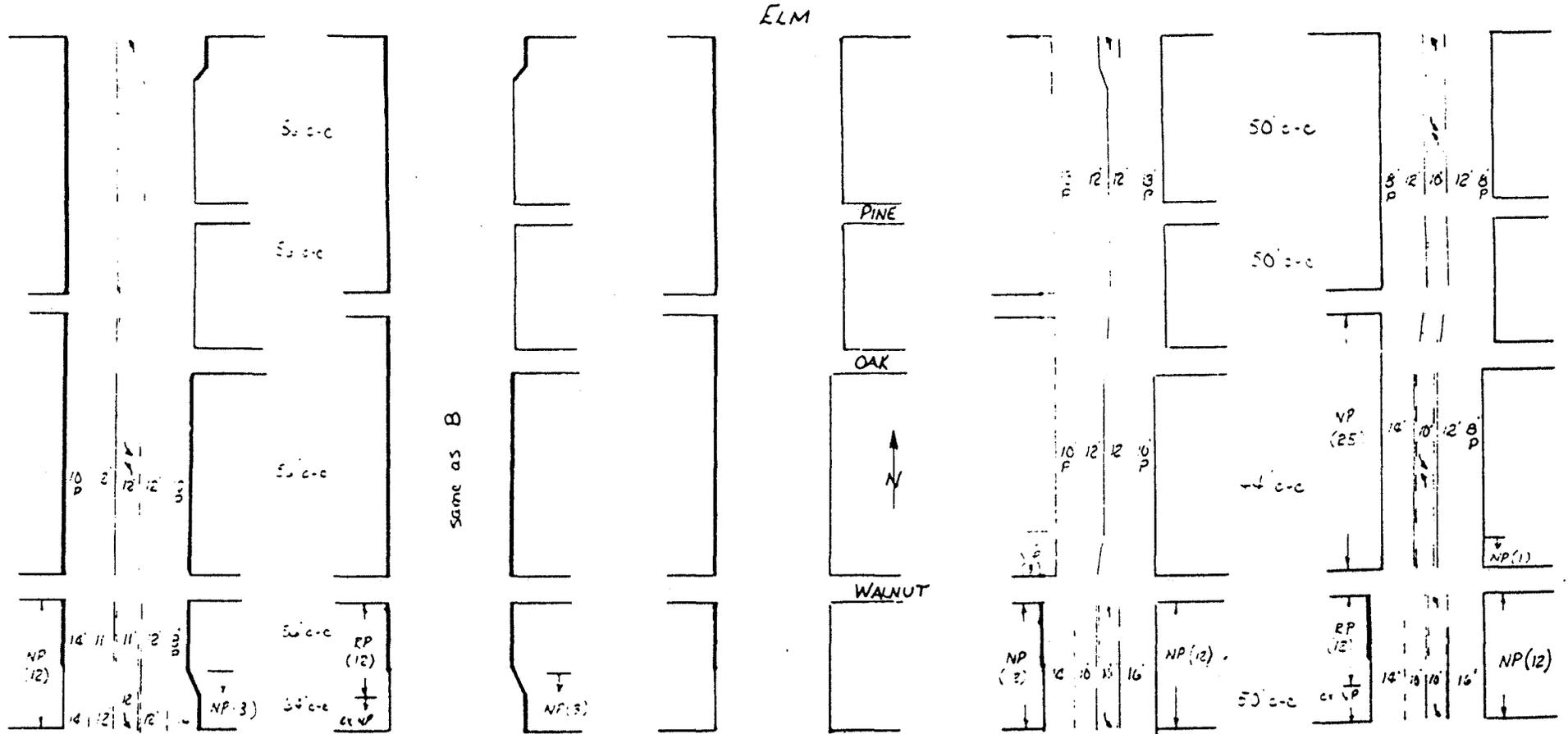
<u>Exhibit</u>	<u>Change</u>	<u>Effect</u>
B	Barrier @ Walnut	A permanent raised barrier at Walnut would eliminate the need for a left turn pocket on Ham Lane. Traffic increases on Ham north of Walnut

APPROVED:

HENRY A. GLAVES, City Manager

FILE NO.

HAM LANE IMPROVEMENT PROJECT



ALT B
As recommended

ALT B (3)

LODI

ALT C

ALT C 2

ALTERNATES B & C STRIPING OPTIONS

Exhibit G

Exhibit H

EFFECT ON PARKING

(Compared to Existing Conditions)

<u>Alternate</u>	<u>No. of No Parking</u>	<u>No. of Restricted Parking</u>	<u>Remarks</u>
B-1 <u>a</u>	13	12	
B-1 <u>b</u>	17	0	No NB to WB left turn on Walnut - either one way or barrier
B-1 <u>c</u>	7	7	Does not provide two SB lanes S/Walnut as do above alternates
B-1 As recommended	50	0	Partially meets Minor Collector Standards
B-1 <u>d</u>	7	12	No NB to WB left turn on Walnut - either one way or barrier
B As recommended	15	0	Can provide 4 through travel lanes in future
B <u>a</u>	3	12	
C	27	0	Lowest traffic capacity of all alternates
C <u>a</u>	38	12	
Proposed Project	8	0	Provides 4 lanes plus turn pocket at Lodi

December 17, 1984

RECEIVED

1984 DEC 18 PM 2:23

ALICE H. BRINCH
CITY CLERK
CITY OF LOS

Sode City Council
Sode, PA

Dear Council members:

Regarding the widening of Ham Lane I
will I must give my opinion. I use Ham Lane
daily, since I live near the intersection on Sode
Avenue, and have never had my progress
impeded by the present street layout. I see in a
width I may have to drive slower because the
high school students are just getting out. This
does not create a terrible problem though.

Widening Ham Lane would only give the
students a potential drag strip, and the residents
on Ham Lane an additional problem.

I suggest you leave well enough alone. If
there are people who need to travel faster through
town maybe they should move to one with
reeways.

Sincerely,

Tommy Diligence
1327 W. Sode Ave
Sode