Informal Informational Meeting

A. Roll Call by City Clerk

B. Topic(s)
   B-1 Receive Information on Church Street Road Diet Project (PW)

C. Comments by Public on Non-Agenda Items

D. Adjournment

Pursuant to Section 54954.2(a) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day.

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Jennifer M. Ferraiolo
City Clerk

All staff reports or other written documentation relating to each item of business referred to on the agenda are on file in the Office of the City Clerk, located at 221 W. Pine Street, Lodi, and are available for public inspection. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation contact the City Clerk’s Office as soon as possible and at least 72 hours prior to the meeting date. Language interpreter requests must be received at least 72 hours in advance of the meeting to help ensure availability. Contact Jennifer M. Ferraiolo at (209) 333-6702. Solicitudes de interpretación de idiomas deben ser recibidas por lo menos con 72 horas de anticipación a la reunión para ayudar a asegurar la disponibilidad. Llame a Jennifer M. Ferraiolo (209) 333-6702.
AGENDA ITEM B-01

CITY OF LODI
COUNCIL COMMUNICATION

AGENDA TITLE: Receive Information on Church Street Road Diet Project
MEETING DATE: April 30, 2019 (Shirtsleeve)
PREPARED BY: Public Works Director

RECOMMENDED ACTION: Receive information on Church Street Road Diet Project.

BACKGROUND INFORMATION: There is an increased interest in promoting bike tourism within the City of Lodi with an emphasis on encouraging cycling in the downtown area. In 2017, the City applied for and was awarded $1,459,935 in competitive Measure K grant funding to design and construct a bicycle/pedestrian enhancement project on Church Street between Lodi Avenue and Lockeford Street.

The Church Street Road Diet Project extends from Lodi Avenue to Lockeford Street. The proposed project includes reducing the existing four travel lanes to two travel lanes, installing a two-way left-turn lane, installing Class 2 bike lanes, modifying and improving signal equipment to provide bike detection, and installing other pedestrian safety features. Traffic models reflect the proposed roadway configuration improves the level of service for vehicles and improves pedestrian and bicycle safety.

Staff conducted a public meeting on February 27, 2019 at the Lodi Chamber of Commerce, where members of the cycling community provided feedback to staff. The Shirtsleeve presentation will outline the conceptual project design and provide opportunity for Staff to receive additional comments from the public, along with feedback from the City Council.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.

Charles E. Swimley, Jr
Public Works Director

Prepared by Lyman Chang, City/Engineer/Deputy Public Works Director
CES/LC/tdb
Attachment

c: Senior Civil Engineer, Nathan
Traffic Engineer, Firoz

APPROVED: ____________________________________________
Stephen Schwabauer, City Manager

K:\WP\PROJECTS\STREETS\Church St Road Diet\C_Shirtsleeve.doc 04/25/2019
The City of Lodi
Public Works Engineering

Church Street
Road Diet And Bike Lane Improvement Project

Shirtsleeve Meeting
April 30, 2019
Short Video on Road Diet by FHWA
Project Location

- Church Street between Lodi Avenue and Lockeford Avenue
Church Street - Current Conditions

- Four-lane collector street – 60’ to 64’ wide
- Curb, gutter, and sidewalks
- Parallel parking on both sides of the street
- Commercial development with parking in front and multiple driveway access
- Six signalized intersections
- Left-turn lanes at Lodi Avenue and Lockeford Street
- No traffic capacity issues throughout the day
Project Purpose

- Install Class II bike lanes.
- Promote downtown bike tourism
- Improve pedestrian safety.
- Improve traffic movement and traffic safety by providing left-turn lanes.
Existing & Proposed Cross Sections

**CHURCH ST**

**LODI AVE - LOCKEFORD ST**

**PROPOSED CROSS-SECTION**

- 10' (7' Parking & 5' Bike)
- 12' Travel
- 60'
- 12' 2-Way Left
- 12' Travel
- 10' (7' Parking & 5' Bike)

**EXISTING CROSS-SECTION**

- 10' (8' Parking)
- 8'
- 60'
- 11' Travel
- 11' Travel
- 11' Travel
- 11' Travel
- 8' Parking
• Traffic operations can greatly improve by creating a center turn lane.
• Three-lane configuration will allow creating a left-turn lane at all seven intersections and dedicated bicycle lanes.
• Encourage bicyclists to travel to downtown.
• Access to and from commercial driveways will be safer.
• Pedestrian cross walks will be shorter, less pedestrian exposure to traffic, therefore safer.
• Enhance on-street parking.
Collision History

- Collision history – 102 reported collisions at seven intersections in five years.
- Broadside – 41
- Rear End – 16
- Bicycle – 5
- Pedestrians – 5
- Injury collisions – 31
- No of people injured – 57
Collision History

Following are reported collisions within the project’s influence area during 2013-2017:

<table>
<thead>
<tr>
<th></th>
<th>Broadside</th>
<th>RearEnd</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Injury</td>
<td>17</td>
<td>8</td>
<td>5</td>
<td>5</td>
<td>35</td>
</tr>
<tr>
<td>Injury+Prop Damage</td>
<td>41</td>
<td>16</td>
<td>5</td>
<td>5</td>
<td>67</td>
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</tbody>
</table>

The data suggests that installing left-turn lanes and signal phases along with designated bike lanes striping will increase visibility for both the motorist and the active transportation users on Church Street; thereby, enhancing safety.
Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four–lane undivided facility, as well as, a decrease in crashes involving drivers under 35 years of age and over 65.
Feasibility Analysis

• Analyzed collision data involving bicycles and pedestrians.
• Collected traffic turning movement data at all seven intersections.
• Traffic counts for AM and PM peak periods.
• Simulated existing conditions.
• Simulated proposed conditions.
• Compared traffic delay, fuel consumption, and air pollution for the two scenarios.
# Simulation Results

<table>
<thead>
<tr>
<th>Scenario #</th>
<th>1</th>
<th>2</th>
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</thead>
<tbody>
<tr>
<td>Number of Intersections</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Most Popular Cycle (s)</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>Alternative</td>
<td>4 Ln Ex</td>
<td>3 Ln Alt</td>
</tr>
<tr>
<td>Timing Plan ID</td>
<td>PM Pk</td>
<td>PM Pk</td>
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<tr>
<td>Data Time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Delay / Veh (s/v)</td>
<td>12</td>
<td>11</td>
</tr>
<tr>
<td>Total Delay (hr)</td>
<td>24</td>
<td>21</td>
</tr>
<tr>
<td>Stops / Veh</td>
<td>0.50</td>
<td>0.48</td>
</tr>
<tr>
<td>Stops (#)</td>
<td>3500</td>
<td>3370</td>
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<tr>
<td>Average Speed (mph)</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>Total Travel Time (hr)</td>
<td>42</td>
<td>40</td>
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<tr>
<td>Distance Traveled (mi)</td>
<td>564</td>
<td>564</td>
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<tr>
<td>Fuel Consumed (gal)</td>
<td><strong>60</strong></td>
<td><strong>58</strong></td>
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<tr>
<td>Fuel Economy (mpg)</td>
<td>9.4</td>
<td>9.8</td>
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<tr>
<td>CO Emissions (kg)</td>
<td>4.19</td>
<td>4.02</td>
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<td>NOx Emissions (kg)</td>
<td>0.81</td>
<td>0.78</td>
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<tr>
<td>VOC Emissions (kg)</td>
<td>0.97</td>
<td>0.93</td>
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<tr>
<td>Unserved Vehicles (#)</td>
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<td>0</td>
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<td>Vehicles in dilemma zone (#)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Performance Index</td>
<td>33.4</td>
<td>30.8</td>
</tr>
</tbody>
</table>
Simulation Results

• The three-lane configuration slightly improves total travel time and reduces fuel consumption.
• Creates safe area for bicycle travel.
Recommendation

- Based on the simulation results, the collision data analysis and the benefits discussed in the project purpose, Staff recommendation is to re-configure Church Street to two thru lanes, a center turn-lane, bike lanes, and parking.
• This project will be fully funded by Measure K funds.
• These funds are specifically designated for bicycle and pedestrian related projects.
• San Joaquin Council of Governments (SJCOG) has awarded approximately $1.46 million for this project.
Similar Lane Configuration

- Hutchins Street between Lodi Ave and Kettleman Lane
Public Outreach

- February 27, 2019 – Chamber of Commerce Presentation
- Issues brought up during the Q & A segment
  - Consider green lane (bike) striping
  - Swap bike lane with parking lane
  - Include NB Church St approach at Lodi Ave intersection
- Staff’s response
  - Will consider in view of long-term aesthetics and maintenance cost
  - Will evaluate
  - Will evaluate
Next Steps

- Public Hearing at City Council Meeting
- Modify project as necessary
- Project design – Summer 2019
- Bid and award – Fall 2019
Questions???