

**LODI CITY COUNCIL
SHIRTSLEEVE SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, NOVEMBER 12, 2013**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, November 12, 2013, commencing at 7:00 a.m.

Present: Council Member Hansen, Council Member Mounce, Mayor Pro Tempore Katzakian, and Mayor Nakanishi

Absent: Council Member Johnson

Also Present: City Manager Bartlam, City Attorney Schwabauer, and Assistant City Clerk Robison

B. Topic(s)

B-1 Receive Information on the City of Lodi Street Maintenance Program (PW)

Deputy Public Works Director Charlie Swimley provided a PowerPoint presentation regarding the City of Lodi Street Maintenance Program. Specific topics of discussion included overview, street infrastructure, street classifications, pavement types, pavement condition vs. time, signs of pavement stress, treatment types and costs, last ten years, where the City is going, funding, sidewalks and Americans with Disabilities Act (ADA) ramps, 2013 sidewalk survey, ADA ramp survey and data, and ADA improvements.

In response to Council Member Hansen, Mr. Swimley stated the City averages ten ADA ramps a year at approximately \$100,000 either in conjunction with roadway work or as part of a stand-alone ADA project. The Ham Lane project will exceed that average this year.

In response to Mayor Nakanishi, Mr. Swimley stated that road construction is generally done the same way, however the design will vary based on the traffic index.

In response to Council Member Mounce, Mr. Swimley stated that the type of road application used is based on a combination of type of soil underneath and anticipated load.

In response to Council Member Hansen, Mr. Swimley concurred that portions of the Ham Lane project were base failure repairs prior to the overlay and the total project cost was \$1.2 million.

Council Member Mounce questioned why the recent alley reconstruction projects no longer include striping the alleyways, to which Mr. Swimley responded he would look into the matter.

In response to Council Member Hansen, Mr. Swimley stated the cost of asphalt materials had been increasing due to the rising cost of oil and petroleum, but prices are starting to stabilize.

In response to Mayor Nakanishi, Mr. Swimley explained that the maintenance project cost was significantly higher in 2005 due to the Lower Sacramento Road widening project and he anticipated another high year for the forthcoming grade separation project. In further response, Mr. Swimley stated he expects the Citywide inspection of each street to be completed in spring.

In response to Council Member Hansen, City Manager Bartlam stated the gas tax fluctuates based on how much gas is sold, not on the price of gas. Public Works Director Wally Sandelin added that the City did see a slight dip during the recession, but it appears to be on the rise. In

further response, Mr. Sandelin assured that staff, with assistance from San Joaquin Council of Governments, is aware of all available funding sources for street projects.

In response to Mayor Pro Tempore Katzakian, Mr. Sandelin stated that State Transportation Improvement Program (STIP) funding has a federal and a state component, however over the past six to seven years the City has not received state STIP funding, only federal.

In response to Council Member Hansen, Mr. Swimley explained that the yellow tactile strips on handicap ramps became a requirement for all ADA ramps installed after 2007. Mr. Bartlam added that the requirement is part of the building code, the strips are expensive to install, and they are for the visually impaired to warn of upcoming traffic conditions.

In response to Council Member Hansen, Mr. Swimley stated that the Lockeford Street project has been pushed out a couple of years and instead the focus will be on Turner Road improvements between Loma Drive and Pleasant Avenue because the road conditions are much worse and there is a heavier traffic load. The projected time line for this project is design phase this year with construction taking place in 2014.

In response to Council Member Mounce, Mr. Sandelin stated that the traffic signal project for the Lockeford and Stockton Street intersection has also been pushed out, however staff could have plans ready to bid in a few months. There could be some delay due to right-of-way negotiations with the railroad. Mr. Sandelin added that staff is currently performing an analysis of traffic signal intersections, both signalized and non-signalized, and will come back to Council in spring with a prioritized list.

In response to Council Member Hansen, Mr. Swimley stated all traffic signals have either a traffic loop or camera to handle timing. Mr. Bartlam added that the City does not control Caltrans signals.

In response to Council Member Hansen, Mr. Swimley stated citizens can report poor street or traffic signal conditions by calling Public Works or the 24-hour service number. Mr. Bartlam added that there is an on-line reporting function as well.

Mr. Sandelin pointed out that the design standard for streets changed approximately 15 years ago to account for the increase in trucks, buses, and fire engines and many of the older streets have yet to be brought up to the current standard.

In response to Mayor Nakanishi, City Attorney Schwabauer stated some communities have passed ordinances to make homeowners responsible for sidewalks but Lodi does not have such an ordinance. In Lodi, responsibility for a sidewalk would fall on the City because it owns the right of way; however, if a homeowner's tree roots uplift the sidewalk or the sprinklers cause the sidewalk to be slippery, then the homeowner would have primary liability. Should a homeowner be sued and unable to pay, the City would most likely make up the difference. There is no obligation to have a sidewalk and the lack of a sidewalk would not be cause for liability.

Myrna Wetzel questioned why some sidewalks are concrete while others are asphalt and what determines the speed limit on streets. Mr. Swimley responded that sidewalk is concrete in order to be ADA compliant, and Mr. Bartlam added that some areas may have asphalt on the surface to make the area more walkable, however they are not considered sidewalks. Mr. Swimley explained that residential speed limits are 25 miles per hour and arterial and collector street speed limits are subject to speed surveys every seven years and are based on the 85th percentile. Mr. Schwabauer added that the City must adhere to the 85th percentile rule in order to enforce speed limits.

C. Comments by Public on Non-Agenda Items

None.

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 8:08 a.m.

ATTEST:

Jennifer M. Robison
Assistant City Clerk