



A safe and efficient transportation system contributes to a community’s quality of life and economic vitality. Complemented by land use planning, transportation policies seek to provide access to employment and educational opportunities, commercial and recreational centers, public services, and other amenities. Moreover, by enhancing the circulation network to enable convenient use of alternative travel modes—such as biking, walking, and transit—the General Plan seeks to reduce air quality impacts and greenhouse gas emissions and enable recreation opportunities.

The Transportation Element describes trends in residents’ travel patterns to establish a basis for improvements, existing and proposed improvements for each mode and type of transportation, and policies to achieve a multi-modal transportation network.

**TABLE 5-1: WORK LOCATIONS FOR LODI EMPLOYED RESIDENTS**

YEAR	WORKING INSIDE LODI	WORKING OUTSIDE LODI
1990	49%	51%
2000	46%	54%

Source: U.S. Census Bureau, 1990 and 2000.

**TABLE 5-2: RESIDENTIAL LOCATIONS FOR LODI EMPLOYEES**

YEAR	LIVING INSIDE LODI	LIVING OUTSIDE LODI
1990	64%	36%
2000	51%	49%

Source: U.S. Census Bureau, 1990 and 2000.

## 5.1 TRAVEL TRENDS

The 2000 U.S. Census provides Journey to Work data that indicates the travel mode to and from work for Lodi residents and nonresident employees. Between 1990 and 2000, the Census reports some shifts in the patterns of where people work and live in and around Lodi.

The work locations for Lodi residents are presented in Table 5-1. Less than half (46%) of Lodi employed residents both lived and worked in the city in 2000. Despite a 10% population increase between 1990 and 2000, there was not much change in the proportion of residents who held jobs within Lodi. In 2000, 21% of Lodi employed residents worked in Stockton, 4% worked in the Sacramento region, 2% worked in the Bay Area, and smaller numbers commuted to other cities in San Joaquin and Sacramento Counties (not shown in table).

The residential locations for Lodi employees are shown in Table 5-2. In 2000, about half of the jobs (51%) in Lodi were filled by Lodi residents. In contrast to the 10% population growth between 1990 and 2000, the number of jobs in Lodi increased by over 15% during this period. However, there was a substantial decrease in the proportion of jobs that were filled by Lodi residents (from 64% to 51%). Once again the Census reports considerable commuting between Lodi and Stockton. In 2000, Stockton residents filled about 18% of the jobs in Lodi, Galt residents filled about 4%, and smaller numbers of workers commuted from other cities in San Joaquin and Sacramento Counties (not shown in table).

The U.S. Census also provides data for commute-related travel trends for city residents in terms of travel mode. As shown in Table 5-3, approximately 76% of city residents commuted via single-occupant automobile in 2000. This is a decrease of almost 4% since 1990. At the same time, carpooling increased from 12% to 16%, and transit use increased from 0.1% to 0.5% of total trips. Bicycling and walking decreased somewhat from 5% to 4%, and the proportion of residents working at home increased slightly over this period.

The average travel time to work increased from 20.0 minutes in 1990 to 22.5 minutes in 2000, as shown in Table 5-3. In addition, the proportion of residents whose

travel times exceeded 45 minutes (generally considered the threshold for a long commute) increased over this period, from 7% to 12%. This increase may be due to worsening traffic congestion in the region's freeways and economic trends that have induced workers to find cheaper housing further from their workplaces.

Table 5-3 also compares the 2000 Census data for the City of Lodi to similar statistics for the State of California as a whole. Residents in Lodi are less likely to use public transit and more likely to drive to work alone than the statewide average. Lodi residents also enjoy a substantially shorter commute than the average California resident.

**TABLE 5-3: COMMUTE TRAVEL FOR LODI RESIDENTS (1990 AND 2000) AND RESIDENTS STATEWIDE (2000)**

TRAVEL CHARACTERISTIC	LODI RESIDENTS (1990)	LODI RESIDENTS (2000)	CALIFORNIA RESIDENTS (2000)
<b>Commute Mode Choice</b>			
Single Occupant Auto	79.6%	76.0%	71.8%
Carpool	11.9%	15.8%	14.5%
Public Transit	0.1%	0.5%	5.1%
Bicycling/Walking	5.4%	3.9%	3.7%
Other Means	1.1%	1.2%	1.0%
Work at Home	1.9%	2.6%	3.8%
<b>Other Commute-Related Data</b>			
Percentage who work outside Lodi	51%	54%	N/A
Percentage who work outside county of residence	9%	14%	17%
Average Travel Time to Work	20.0 minutes	22.5 minutes	27.7 minutes

Sources: U.S. Census, 1990 and 2000; San Joaquin Council of Governments, 1990 and 2000.

## COMPLETE STREETS

Complete streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transit users of all ages and abilities are able to safely and comfortably move along and across a complete street. The Governor signed into law the California Complete Streets Act of 2008 (AB 1358) in September 2008, requiring that General Plans develop a plan for a multi-modal transportation system.

## LEVEL OF SERVICE

Level of Service (LOS) represents a qualitative description of quantifiable traffic measures, such as average speed and intersection delay, to determine driver satisfaction. LOS ranges from “A,” meaning no congestion and little delay, to “F,” representing over-saturated conditions where traffic flows exceed design capacity, resulting in long queues and delays.

## 5.2 CIRCULATION SYSTEM

The General Plan classifies street, bicycle, pedestrian, and transit networks to establish a complete multi-modal transportation network. These networks and their associated policies are described in the section below, along with priorities for parking, goods movement, and transportation demand management. To further the goal of optimizing travel by all modes, this General Plan incorporates the concept of “complete streets.”

### Roadway Network

The existing transportation network in Lodi generally serves the community well. There are some areas of heavy vehicular traffic along Kettleman Lane/State Route (SR) 12, the major commercial corridor in the south-central part of the city, and segments of the SR-99 freeway sometimes experience heavy traffic volumes. As projected growth occurs in the western and southern areas of town, improvements to transportation facilities around the perimeter of Lodi will generally include widening of some existing facilities and construction of new roadways to ensure a connected street network. Improvements at some of the SR-99 interchanges will also be needed to accommodate inter-regional traffic; planning and preliminary design efforts are already underway at the SR-99/Harney Lane interchange. The Plan establishes a Level of Service standard to ensure adequate vehicle mobility and establish a benchmark for project approval.

### Roadway Types

The roadway network in Lodi includes freeways, highways, expressways, arterials, collectors, and local streets. Each of these roadway types are defined below.

#### *Freeways, Highways, and Expressways*

Freeways are high-speed facilities that serve intercity or regional traffic, with access generally limited to grade-separated interchanges. Highways are also higher-speed, regional facilities, but access is provided at-grade in most cases, and in more rural areas the highway may allow access to individual parcels. Expressways are corridors

with relatively high capacity and speed that can serve intra-city or intercity travel, typically allowing limited access to adjacent properties and providing signalized intersections at about ½-mile intervals. Pedestrian and bicycle travel is prohibited on freeways, but is often accommodated on expressways and on the more urban portions of highway corridors.

The major freeway through Lodi is SR-99, which runs along the eastern part of town and connects Lodi to the Sacramento region to the north and the San Joaquin/Stanislaus County areas to the south. Five interchanges along SR-99 provide access to Lodi. SR-12 is an east-west state highway crossing the Central Valley; within Lodi, the segment of SR-12 between Lower Sacramento Road and SR-99 functions as a major arterial and is known as Kettleman Lane. To the east of SR-99, SR-12 is known as Victor Road. There are no expressways currently in Lodi, but there are plans for sections of Harney Lane and Lower Sacramento Road to be developed as expressway corridors.

### *Arterials*

The primary function of arterial streets is to connect the regional roadway network with the local roadway network. In many cases, only limited access is provided to abutting parcels (e.g. at ¼-mile increments). Two to four travel lanes are typically provided on arterial streets in Lodi. Some of the key arterials include Lower Sacramento Road, Ham Lane, Hutchins Street, Harney Lane, Century Boulevard, Lodi Avenue and Turner Road.

### *Collectors*

Collector streets link residential and commercial areas to each other and to the arterial street system. Two travel lanes are typically provided on collector streets in Lodi. Key collectors include Church Street, Elm Street, Mills Avenue, Vine Street and Tokay Street.

### *Local Streets*

Local streets accommodate low volumes of local traffic and provide access to individual parcels. Local streets typically have two travel lanes (one in each direction) and allow parking on both sides of the street. Through



SR-99 runs north-south through Lodi, with overpasses that accommodate local traffic.



SR-12 is known as Kettleman Lane in Lodi's urban area, and functions as a major arterial.



A two-lane local street near downtown.

traffic is permitted on local streets, but high speeds are discouraged.

### Planned Improvements

Given the new development areas anticipated in this General Plan, there will be a need for additional roadway capacity to serve future residents and employees. New arterial and collector roads provide access to the new residential, commercial, and industrial areas, and connect those areas with the existing local and regional transportation system. New roadways will continue the grid network that exists throughout the city (with collector/arterials generally spaced no more than a quarter mile apart), creating connections between new development areas and established neighborhoods and commercial

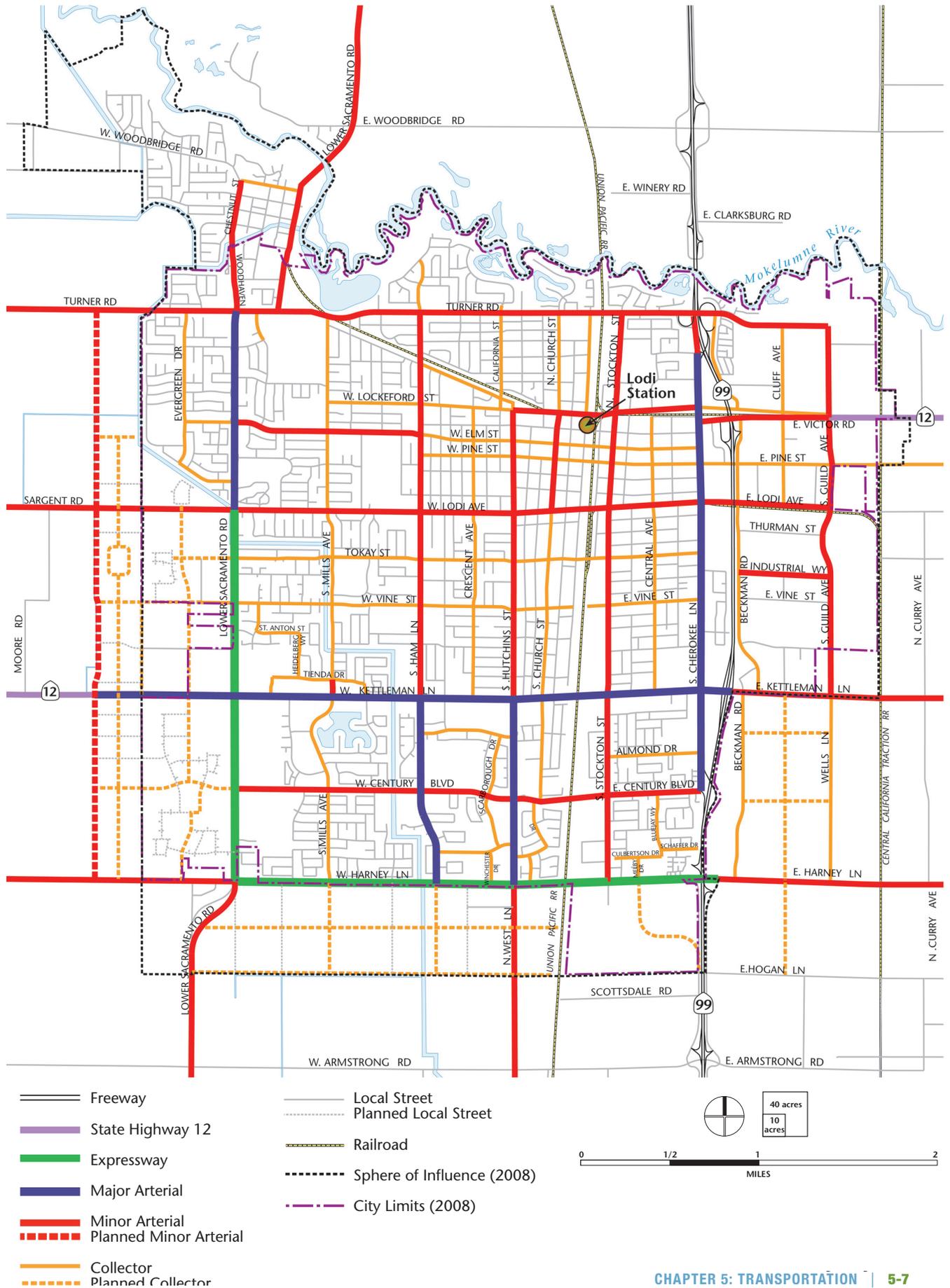
centers. Figure 5-1 presents the roadway system that would result from implementation of the policies outlined in this General Plan, including potential local streets.

Major improvements to the street network are described in Table 5-4.

**TABLE 5-4: ROADWAY IMPROVEMENTS**

ROAD	DESCRIPTION
Armstrong Road	Widened from 2 to 4 lanes
Century Boulevard	Widened from 2 to 4 lanes
	Railroad Crossing between Church Street and Stockton Street
	Extended to the new North/South Arterial west of Lower Sacramento Road
Guild Ave	Widened from 2 to 4 lanes
	Connection added from Vine Street to Kettleman Lane
	Kettleman Lane to Harney Lane section upgraded from local road to collector
Harney Lane	Widened from 2 lane arterial to 4 lane expressway between Lower Sacramento Road and SR-99
Kettleman Lane	Widened from 2 to 4 lanes west of Devries Road
	Widened from 2 to 6 lanes between Devries Road and Lower Sacramento Road
	Widened from 4 to 6 lanes between Lower Sacramento Road and Guild Avenue
	Widened from 2 to 4 lanes east of Guild Avenue
Lockeford St	Widened from 2 to 4 lanes between Stockton Street and Cherokee Lane
Lower Sacramento Road	Widened from 4 to 6 lanes between Kettleman Lane and Harney Lane
	Reclassified as expressway between Lodi Avenue and Kettleman Lane
	Widened from 2 to 4 lanes south of Harney Lane
New North/South Arterial	Added between Sargent Rd and Harney Lane, west of Lower Sacramento Rd (to serve new westside development)
Stockton Street	Widened from 2 to 4 lanes between Kettleman Lane and Harney Lane
Tokay Drive	Extended to Westgate Drive
Victor Road	Widened from 2 to 4 lanes between SR-99 and Guild Avenue
Vine Street	Extended to the new North/South Arterial west of Lower Sacramento Road

**FIGURE 5-1: GENERAL PLAN ROADWAY SYSTEM**



## Bicycle and Pedestrian Facilities

Lodi's generally level terrain makes bicycling and walking viable forms of mobility for both daily transportation and recreational purposes. As discussed in Section 5.1, approximately 4% of Lodi residents report bicycling or walking to work. In addition, it is apparent from observations that both bicycling and walking are popular methods for children to travel to school and for recreation. Bicycle lanes are provided on several streets in Lodi, with more bicycle lanes and routes proposed in the City's Bicycle Transportation Master Plan. Further increasing the geographic area accessible for biking, all Lodi Grapeline buses have bicycle racks.

Walking is part of every trip, whether it is from the parking lot to a building or from home to a bus stop, work, or store. The walking environment is an important element of the public realm where people can interact, and should be a fundamental component of land use planning, design standards, and guidelines for a cohesive circulation system.

### Bicycle Network

Bicycle facilities are classified into several categories, as described below and in Figure 5-2.

#### *Class I Bikeways (Bike Paths)*

Class I Bikeways are completely separate facilities designated for the exclusive use of bicyclists and pedestrians with minimal vehicle crossings. Currently there are no Class I Bikeways in the city. However, there is a paved path from the swimming area at Lodi Lake to Lower Sacramento Road, and a multi-use path around the lake that allows vehicle, bicycle, and pedestrian use. In addition, the General Plan supports new multi-use paths along the Woodbridge Irrigation Canal right-of-way and along the Victor Road/Lockeford Street railroad right-of-way, between the city's eastern boundary and downtown.

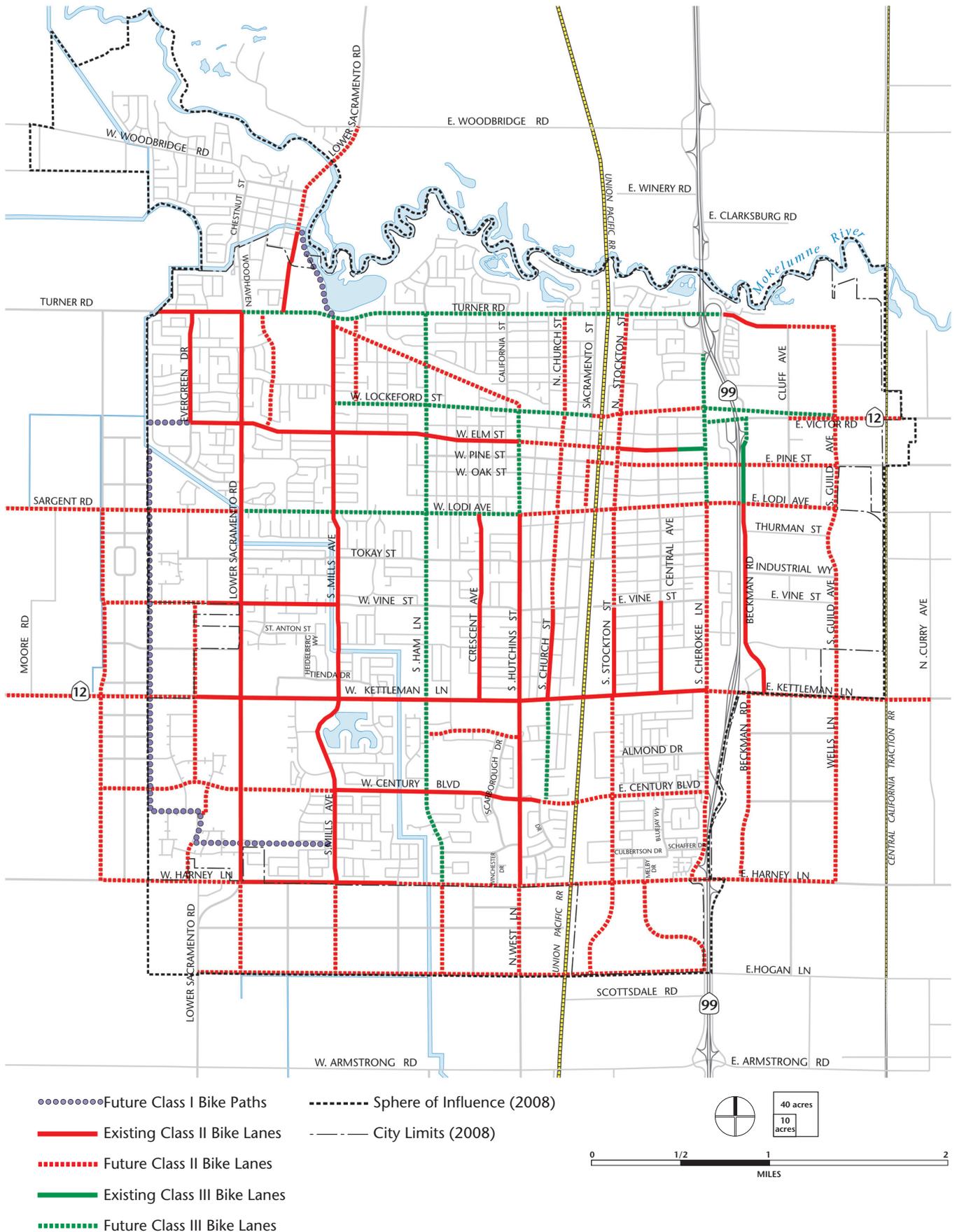
#### *Class II Bikeways (Bike Lanes)*

Class II Bikeways are signed and striped lanes designated for the use of bicycles on a street or highway.



The bicycle and pedestrian networks in Lodi aim to provide safe and comfortable options for transportation and recreation.

**FIGURE 5-2: GENERAL PLAN BICYCLE SYSTEM**



Vehicle parking and vehicle/pedestrian cross-flow are permitted at designated locations. Class II bicycle lanes are provided on segments of Lower Sacramento Road, Mills Avenue, Hutchins Street, Elm Street, Kettleman Lane, Century Boulevard, and Harney Lane.

### *Class III Bikeways (Bike Routes)*

Class III Bikeways are routes designated by signs or pavement markings for bicyclists within the vehicular travel lane (i.e., shared use) of a roadway. Portions of Beckman Road and Elm Street are currently designated as Class III bicycle routes.

### **Pedestrian Network**

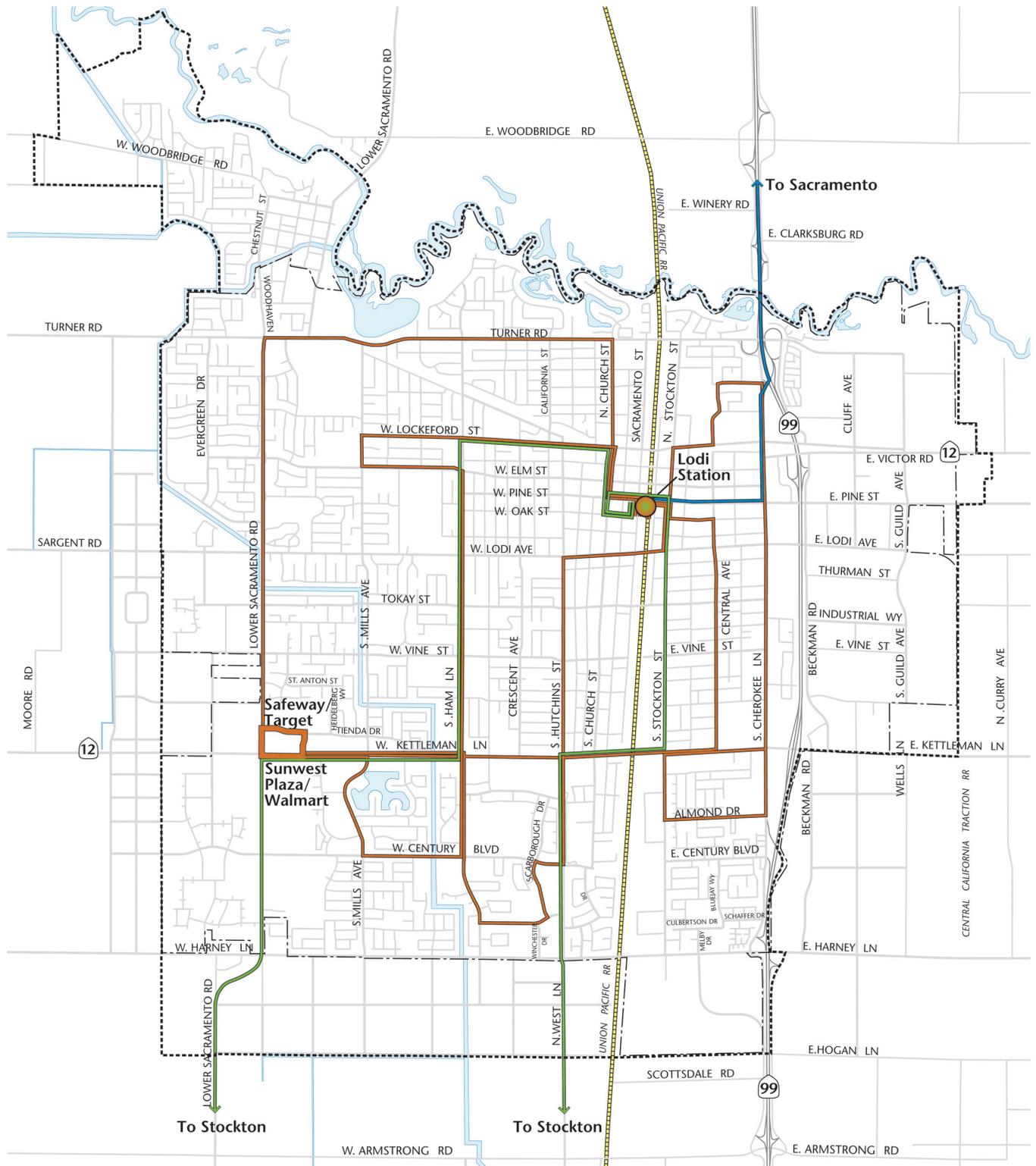
General Plan policies seek to ensure that pedestrian facilities and connections are constructed in all new developments. Sidewalks and other pedestrian facilities are not always provided in the outlying neighborhoods and lower-density, more rural areas of the city. Conversely, Downtown has excellent pedestrian facilities, including wide textured sidewalks, curb ramps, and pedestrian signals, landscaping, and attractive street furniture such as street lamps, kiosks, and benches. Downtown also has many pedestrian-oriented buildings with interesting storefronts and outside seating. The older residential areas surrounding downtown also have complete sidewalks, curb ramps, and other pedestrian infrastructure.

### **Planned Improvements**

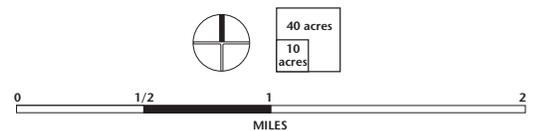
General Plan policies seek to encourage and enhance pedestrian and bicycle mobility through design standards and implementation of the Bicycle Transportation Master Plan. Design standards for new roadways in the city require the provision of sidewalks, crosswalks, and other pedestrian facilities. The City's Bicycle Transportation Master Plan envisions new Class II and III facilities along many existing and new streets in town as shown in Figure 5-2. The proposed future bicycle facilities fill in some of the missing components of the bicycle grid network, serving important crosstown streets such as Lodi Avenue, Turner Road, Ham Lane and Cherokee Lane, as well as serving the new neighborhoods anticipated to develop over the course of this General Plan.

Bicycle lanes are also proposed to be extended on several streets east of SR-99, as well as along Lower Sacramento Road across the Mokelumne River (providing access to the Town of Woodbridge) and along Lodi Avenue/Sargent Road and Kettleman Lane west of the city. The proposed bicycle lane along Kettleman Lane is planned to extend to approximately Davis Road, and then turn into a Class III bicycle route and extend all the way to the boundary of San Joaquin County (according to the County Bikeway Plan).

**FIGURE 5-3: EXISTING TRANSIT SYSTEM**



-  Grapeline Bus Routes
-  San Joaquin Transit District Bus Routes
-  South County Transit Bus Routes
-  Amtrak
-  Lodi Transportation Center
-  Sphere of Influence (2008)
-  City Limits (2008)



## Public Transit Services

A variety of transit services are provided in Lodi, including fixed-route local bus, intercity bus service, and demand responsive service. Lodi has a multi-modal station (the Lodi Station) located downtown at Pine and Sacramento streets that serves as a transfer point for buses serving local and regional destinations, as well as for Amtrak rail service. Figure 5-3 shows the existing public transit route system in Lodi.

### Transit Providers and Facilities

#### *Lodi Grapeline*

The Lodi Grapeline provides local fixed-route and para-transit bus service in Lodi with about 30 vehicles in the fleet. All vehicles are wheelchair accessible. There are five weekday and four weekend fixed routes; each starts and ends at the Lodi Station. The routes connect with San Joaquin Regional Transit District (SJRTD) bus lines to Manteca, Lathrop, Tracy and Stockton, as well as South County Transit to Galt, Elk Grove and Sacramento. There are also three express routes that run during limited hours, specifically peak AM and PM hours, throughout the week, and mostly serve students traveling to school. Annual transit ridership is just over 307,000, which equates to approximately five annual transit trips per resident.

The Grapeline's Dial-a-Ride service provides door-to-door transportation to the general public including seniors, disabled, and Medicare passengers. This service is available on demand and by reservation; it is a shared ride transit service.

The City's VineLine (ADA complementary paratransit service) provides door-to-door transportation to persons who are ADA certified and unable to get to or from the fixed-route bus stops. This service is available by reservation; it is a shared ride transit service.

#### *San Joaquin Regional Transit District*

The SJRTD provides two inter-city bus routes that connect major destinations in Lodi and Stockton. Route 23 runs between the Lodi Transportation Center and downtown Stockton, with transfers to local buses



The Grapeline and Amtrak provide transit service in Lodi. The Lodi Station serves as a transfer point for buses as well as for Amtrak rail service.

at several stops. Route 24 runs between the Lodi Transportation Center and the Kaiser Permanente Hospital at Hammer Lane and West Lane in northwest Stockton.

SJRTD Hopper Service is a flexible fixed-route service connecting Escalon, Lathrop, Manteca, and Woodbridge to Lodi, Stockton, and Tracy. SJRTD Hopper Route 93 connects Lodi and Stockton with stops at the Community Center for the Blind, Delta College, Sherwood Mall, and other destinations.

The SJRTD also provides an Inter-regional Commuter Service, which is a subscription commuter bus service designed to help commuters who travel more than 50 miles each way to work. A total of 20 subscription buses connect San Joaquin County to Sacramento, the San Francisco Bay Area, and the Bay Area Rapid Transit (BART) system.

#### *Intercity Bus*

Greyhound Bus Lines, a national bus company, provides service to and from Lodi Station.

#### *Amtrak*

Lodi Station provides a Quik-Trak ticket kiosk for passengers traveling on the San Joaquin route, which connects Oakland and Sacramento to Bakersfield, with stops in Stockton, Turlock-Denair, Merced, Madera, Fresno, Hanford, Corcoran, and Wasco, as well as Antioch-Pittsburg, Martinez, Richmond, and Emeryville. Two trains provide service from Stockton to Sacramento with several Thruway bus connections offering even more travel options.

#### *Carpooling and Vanpooling*

The San Joaquin Council of Governments operates Commute Connection, which provides referral services to those interested in joining a car or vanpool. Match lists can be obtained by calling or submitting an online application to Commute Connection.

#### *Park-and-Ride Facilities*

In Lodi, Caltrans has a free park-and-ride facility at SR-99 and Victor Road. A second park-and-ride facility

is located just outside of Lodi at the I-5/SR-12 interchange. A third lot is planned at SR-99 and Harney Lane. Lastly, Caltrans District 10 is performing feasibility studies for park-and-ride lots as part of all new interchange and interchange modification projects.

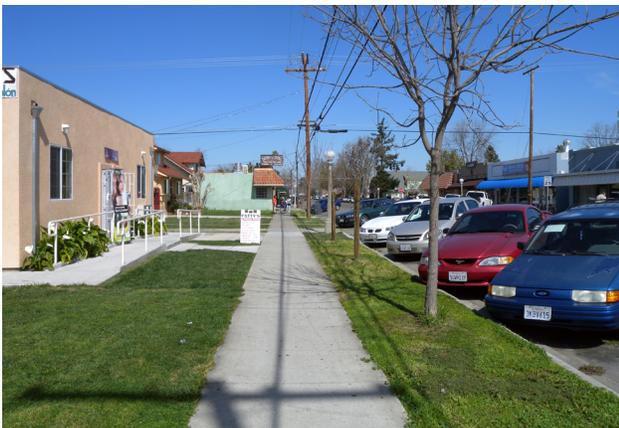
#### **Planned Improvements**

The 2009 Lodi Short Range Transportation Plan (SRTP) for FY 2008/09–2017/18 was accepted by the Lodi City Council on May 6, 2009. The SRTP provides route modifications to reduce route redundancy and improve efficiency as well as provide a marketing program to increase awareness of GrapeLine and make the system more user-friendly.

In the longer term, General Plan policies seek to extend local bus service to new development areas to provide transit services to new residents, while still maintaining effective service in existing neighborhoods. General Plan policies encourage transit-oriented development downtown, particularly in proximity to the Lodi Station. In addition, Plan policies support transit-supportive amenities (e.g. bus shelters, signage and easy pedestrian access to bus stops) to be included in new developments. The exact location or routing of new transit services is not known at this time and will depend on the spatial arrangement of new development and the transit amenities included in each neighborhood; therefore, Figure 5-3 focuses on existing transit routes and services.

## Parking

The City of Lodi has an abundance of free parking, ensuring that driving and parking at a destination is convenient and reliable. General Plan policies seek to provide sufficient parking for businesses and residents, while balancing other interests. Namely, protecting adjacent neighborhoods from overflow parking situations and the environment, by reducing the land area devoted to impermeable surfaces. Managing parking may be used as a means of encouraging the use of alternative modes of transportation, such as bicycling and transit.



Public parking options in Lodi include the downtown parking garage, public lots, and on-street parking.

## Goods Movement

Goods movement is an important component of the city's circulation system, serving industrial, commercial, and retail uses. A street system that accommodates trucks is essential to ensure the safe and efficient movement of goods between business centers and the freeways. Policies in this section support the movement of goods and also seek to reduce the impacts of truck operations on city streets and adjacent land uses. The city is served by two freight rail services: the Southern Pacific Railroad, now part of Union Pacific, and the Central California Traction Company. These rail lines provide freight service to many of the industrial and warehouse uses on the east side of the city, and connect to the large intermodal facilities in nearby Stockton. Relevant policies are identified in both the Goods Movement and Public Transit (which includes railroad crossing safety) subsections in Section 5.3: Policies.

## Transportation Demand Management

Transportation Demand Management (TDM) refers to a comprehensive strategy to reduce driving by promoting alternative modes, such as public transit, carpooling, bicycling, walking and telecommuting. Policies in this section support the City's efforts to reduce traffic, energy consumption, noise, greenhouse gas emissions, and pollution, by reducing automobile travel and promoting alternate modes of transportation.

## 5.3 POLICIES

*Strategies related to transportation infrastructure financing can be found in Appendix A: Implementation.*

### GUIDING POLICIES

- T-G1** Plan, develop, and maintain a comprehensive, coordinated transportation system to ensure the safe, efficient, and convenient movement of people and goods.
- T-G2** Maintain and update street standards that provide for the design, construction, operation, and maintenance of City streets based on a “complete streets” concept that enables safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses.
- T-G3** Develop neighborhood streets that encourage walking, biking, and outdoor activity through sound engineering and urban design principles that limit potential speeding.
- T-G4** Provide for safe and convenient pedestrian, bicycle, and transit circulation.
- T-G5** Ensure the adequate provision of both on-street and off-street parking, taking into account the effect of parking management techniques on urban design, economic vitality, and walkability.
- T-G6** Improve railroad crossings to minimize safety hazards and allow for additional capacity improvements.
- T-G7** Provide efficient and direct circulation for local truck traffic, with minimal disruption to residential neighborhoods.
- T-G8** Encourage reduction in vehicle miles traveled as part of a strategy to reduce greenhouse gas emissions.

### IMPLEMENTING POLICIES

#### Circulation System

- T-P1** Ensure consistency between the timing of new development and the provision of transportation infrastructure needed to serve that development. Regularly monitor traffic volumes on city streets and, prior to issuance of building permits, ensure that there is a funded plan for the developer to provide all necessary transportation improvements at the appropriate phase of development so as to minimize transportation impacts.
- T-P2** Review new development proposals for consistency with the Transportation Element and the Capital Improvements Program. Ensure that new projects provide needed facilities to serve developments, and provide all needed facilities and/or contribute a fair share to the City’s transportation impact fee.
- T-P3** Work collaboratively with San Joaquin County, San Joaquin Council of Governments, and Caltrans to successfully implement transportation improvements in the vicinity of Lodi.
- T-P4** Maintain and update a Capital Improvements Program so that identified improvements are appropriately prioritized and constructed in a timely manner.
- T-P5** Update the local transportation impact fee program, consistent with General Plan projections and planned transportation improvements.
- T-P6** Coordinate with the San Joaquin Council of Governments and actively participate in regional transportation planning efforts to ensure that the City’s interests are reflected in regional goals and priorities.
- T-P7** Continue to work with the San Joaquin Council of Governments on regional transportation funding issues, including the update of regional transportation impact fees.

## Roadway Network

**T-P8** Strive to maintain applicable Level of Service (LOS) standards. The Regional Congestion Management Program defines LOS D on its network. The General Plan establishes an LOS D on city streets and at intersections. Exceptions to this LOS D policy may be allowed by the City Council in areas, such as downtown, where allowing a lower LOS would result in clear public benefits, subject to findings that achieving LOS D would:

- Be technologically or economically infeasible, or
- Compromise the City's ability to support other important policy priorities, such as:
  - Enhancing the urban design characteristics that contribute to pedestrian comfort and convenience;
  - Preserving and enhancing an economically vibrant downtown area;
  - Avoiding adverse impacts to alternate modes of transportation;
  - Preserving the existing character of the community;
  - Preserving agricultural land or open space; or
  - Preserving scenic roadways/highways.

**T-P9** Design streets in new developments in configurations that generally match and extend the grid pattern of existing city streets. This is intended to disperse traffic and provide multiple connections to arterial streets. Require dedication, widening, extension, and construction of public streets in accordance with the City's street standards. Major street improvements shall be completed as abutting lands develop or redevelop. In currently developed areas, the City may determine that improvements necessary to meet City standards are either infeasible or undesirable.

**T-P10** Maintain, and update as needed, roadway design standards to manage vehicle speeds and traffic volumes.

**T-P11** Limit street right-of-way dimensions where necessary to maintain desired neighborhood character. Consider allowing narrower street rights-of-way and pavement widths for local streets in new residential subdivisions.

**T-P12** Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include roundabouts, corner bulb-outs, traffic circles, and other traffic calming devices among these measures.

## Pedestrian Facilities

*Policies describing street connectivity related to urban design can be found in Chapter 4: Community Design and Livability.*

**T-P13** Foster walkable streets through streetscape improvements, continuous sidewalks on both sides of streets, and encouraging pedestrian access wherever feasible. Update the Subdivision Ordinance to include requirements for sidewalks, street trees, and lighting. Where sidewalks do not exist within existing developments, and are desired, explore a program to provide sidewalks by reducing the curb-to-curb road width, in cases where safety and traffic flow are not compromised.

**T-P14** To maintain walkability and pedestrian safety, consider roadway width and roadway design features such as islands, pedestrian refuges, pedestrian count-down signals, and other such mechanisms. This policy applies to new roadway construction as well as existing roadways where pedestrian safety issues may occur due to roadway design or width.

**T-P15** In new development areas, include pedestrian connections to public transit systems, commercial centers, schools, employment centers, community centers, parks, senior centers and residences, and high-density residential areas.

**T-P16** Work cooperatively with the Lodi Unified School District on a “safe routes to schools” program that aims to provide a network of safe, convenient, and comfortable pedestrian routes from residential areas to schools. Improvements may include expanded sidewalks, shade trees, bus stops, and connections to the extended street, bike, and transit network.

### **Bicycle Facilities**

**T-P17** Use the City’s Bike Master Plan as a comprehensive method for implementing bicycle circulation, safety, and facilities development. Update the Plan for consistency with Figure 5-2, which defines bike route connections in new development areas.

**T-P18** Coordinate the connection of local bikeways and trails to regional bikeways identified in the San Joaquin County Bicycle Transportation Plan.

**T-P19** Require the placement of bicycle racks or lockers at park-and-ride facilities.

**T-P20** Establish standards requiring new commercial and mixed-use developments (of sizes exceeding certain minimum thresholds) to provide shaded and convenient bicycle racks, as appropriate. When such facilities are required, use specifications provided in Caltrans’ Design Manual, Section 1000, or other appropriate standards.

### **Public Transit Services**

**T-P21** Implement the City’s Short Range Transit Plan and the San Joaquin Council of Government’s Regional Transit Systems Plan, using the most cost effective methods available and based upon professional analysis.

**T-P22** Review new development proposals for consistency with the Short Range Transit Plan. Ensure new projects provide needed transit facilities to serve developments and provide all needed facilities and/or contribute a fair share for improvements not covered by other funding sources.

**T-P23** Continue to support the efficient operation of the Lodi Station, and to explore opportunities to expand the multi-modal transportation services provided there.

**T-P24** Encourage continued commuter rail service in Lodi by cooperating with Amtrak and supporting transit-oriented development and improvements around Lodi Station.

**T-P25** Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for both local and regional trips.

**T-P26** Maintain transit performance measures sufficient to meet State requirements.

**T-P27** Coordinate transit services and transfers between the various transit operators serving Lodi.

**T-P28** Require new development to provide transit improvements where appropriate and feasible, including direct pedestrian access to transit stops, bus turnouts and shelters, and local streets with adequate width to accommodate buses.

**T-P29** Continue to actively support and manage the Lodi Grapeline bus service, and to expand public transit services when justified by new demand.

**T-P30** Require community care facilities and senior housing projects with more than 25 units to provide accessible transportation services for the convenience of residents.

**T-P31** Coordinate with the California Public Utilities Commission to implement future railroad crossing improvements.

**T-P32** Require a commitment of funding for railroad crossing protection devices from private development requiring new railroad spurs.

**T-P33** Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.

## Parking

*Policies related to the design of parking lots and structures and their relationship to the street and buildings are provided in Chapter 4: Community Design and Livability. Off-street parking regulations and a program for an expanded Downtown Parking District are described in Chapter 2: Land Use.*

**T-P34** Review and update parking standards periodically, and require new developments to provide an adequate number of off-street parking spaces in accordance with those parking standards. The parking standards will allow shared parking facilities whenever possible to reduce the number of new parking stalls required. Consideration will also be given to parking reductions for mixed-use projects or projects that have agreed to implement sustainable and enforceable trip reduction methods.

**T-P35** Consider replacement of on-street parking in commercial areas that will be lost to additional turn lanes at intersections, with an equal number of off-street spaces within the same vicinity, where feasible.

**T-P36** Continue to implement existing preferential residential parking programs such as in the Eastside residential neighborhood, in the vicinity of the PCP Cannery, and adjacent to high schools. Consider expanding the preferential residential parking program to other neighborhoods only where parking intrusion from adjacent uses clearly undermines the neighborhood's quality of life after all other options are deemed unsuccessful.

**T-P37** Improve parking opportunities in the downtown area and along Lodi Avenue (between downtown and Cherokee Lane) by examining rear or vacant lots and other

underutilized areas for potential off-street parking. In addition, expand the Downtown Parking District to encompass the entire Downtown Mixed Use area shown in the Land Use Diagram (Figure 2-1).

**T-P38** Consider development of local park-and-ride facilities, particularly in conjunction with future rail and bus services, if the demand for such facilities is warranted and economically feasible.

**T-P39** Provide park and ride facilities designed to accommodate public transit, van and car pool users.

## Goods Movement

**T-P40** Maintain design standards for industrial streets that incorporate heavier loads associated with truck operations and larger turning radii to facilitate truck movements. Consider requiring developments using commercial vehicles with large turning radii to provide needed intersection improvements along direct routes from development to freeway access points.

**T-P41** Ensure adequate truck access to off-street loading areas in commercial areas.

**T-P42** Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector, and local roadways to mitigate truck traffic impacts in the community.

## Transportation Demand Management

**T-P43** Promote ridesharing and cooperate with regional travel demand management programs to reduce peak-hour traffic congestion and help reduce regional vehicle miles traveled.

**T-P44** Promote employment opportunities within Lodi to reduce commuting to areas outside of Lodi.

**T-P45** Reduce the total vehicle miles of travel per household by making efficient use of existing transportation facilities and by providing for more direct routes for pedestrians and bicyclists through the implementation of “smart growth” and sustainable planning principles.

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