



April 2008

Eastside Lodi Avenue Improvement Project Progress Report/ Preliminary Design Guidelines

In June 2007, the Lodi City Council approved a consulting agreement with MIG, Inc. to develop design guidelines for Lodi Avenue from Union Pacific Railroad to Cherokee Lane. The project has proceeded under the direction and guidance of City staff from the Public Works and Planning Departments, as well as a Steering Committee comprised of community members representing the LOEL Center, Community Partnership for Families, the Lodi Improvement Committee, the Chamber of Commerce and others.

In addition, two community-wide workshops have been held: the first, in September 2007, provided the project team with the community's vision for the area, and identified a number of issues, assets and opportunities to consider in developing design guidelines. The second workshop was held on January 31, 2008, and involved community members in reviewing and prioritizing a set of proposed streetscape improvements and street configuration for Lodi Avenue.

This memo outlines MIG's recommendations for improving Eastside Lodi Avenue. Based on community feedback and the awareness of budgetary constraints, MIG recommends two alternatives for redesigning Lodi Avenue. These alternatives provide for a range of pedestrian, traffic-calming and street beautification improvements. Alternative One: Phase One allows for a large set of major pedestrian improvements. Alternative One: Phase Two provides a moderate traffic-calming and street beautification improvement. Alternative Two provide both major pedestrian and traffic-calming improvements.

ALTERNATIVE ONE: PHASE ONE

Major improvements to the pedestrian environment on the sidewalk. Design elements of Phase One include:

- ***Maintain existing roadway striping***
- ***Install pavement-treated crosswalks***
- ***Ensure handicapped ramps at all corner crosswalks***
- ***Install improved signage***
- ***Install bulb-outs at street corners***
Remove parking at corners for bulb-outs at street corners.
- ***Provide pedestrian amenities at corner bulb-outs***
Provide pedestrian amenities such as street furniture, public art, trashcans and drinking fountains. Use native plantings of sidewalk bulb-out landscapes.
- ***Install improved light fixtures***
Provide brighter, consistently spaced light fixtures that accommodate pedestrians, as well as vehicles, that complements the neighborhood context as well as city-wide design. Consider installing decorative, color-treated street lighting.

ALTERNATIVE ONE: PHASE TWO

Improve the pedestrian environment on the sidewalk and calm automobile traffic while maintaining current number of driving lanes. Design elements of Phase Two include:

- ***Narrow driving lane widths less than 11' to reduce speeding***
- ***Install a center median with public art and landscaping***
- ***Create intermittent, mid-block bulb-outs***
Install intermittent bulb-outs for small plazas, landscaping and pedestrian amenities and outdoor dining. Widens sidewalks in occasional places up to 8'.
- ***Provide pedestrian amenities in midblock bulb-outs***
Incorporate pedestrian amenities such as native plantings, street furniture and public art in midblock bulb-outs.
- ***Use textured and tinted pavement and sidewalk materials***
Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) and public art that highlight the area's Latino and wine country identities.

ALTERNATIVE TWO

Major pedestrian and traffic-calming improvements. Design elements of Phase Two include:

- ***Create 12' sidewalks on Lodi Avenue between Cherokee and Stockton***
- ***Create two travel lanes total on Lodi Avenue with left turn lanes at key intersections***
- ***Widen center median with additional plantings***
Use native plantings of sidewalk bulb-out landscapes and the center median.
- ***Provide pedestrian amenities***
Provide pedestrian amenities, i.e. seating, trashcans, lighting, drinking fountains. Use native plantings of sidewalk bulb-out landscapes and the center median.
- ***Use textured and tinted pavement and sidewalk materials***
Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) and public art that highlight the area's Latino and wine country identities.
- ***Install consistent streets trees***
The wider sidewalk width allows a consistent row of street trees to be planted along Lodi Avenue and thus, providing a wider connection of canopies to provide much-needed shade for pedestrians in the summertime. Use native plantings of sidewalk bulb-out landscapes and the center median.

OVERALL STREETSCAPE DESIGN DETAILS

MIG recommends material details in both streetscape design phases that build on creating a stronger character and sense of place on Eastside Lodi Avenue.

- ***Use native plantings that can withstand urban conditions in the sidewalk bulb-out landscapes and in the center median.***
- ***Provide sufficient public seating, trashcans, water fountains, directional signage, and other sidewalk amenities, where possible.***
- ***Use distinctive materials in the streetscape (street furniture, sidewalk material, and median treatment) that highlights the area's Latino and wine country identities.***
- ***Encourage public art that highlights the area's Latino and wine country identities.***

II. SUPPORTING PLAN ELEMENTS

In addition to the design of the roadway, the following design strategies are important to create a safe, beautiful and neighborhood-oriented street.

A. Pedestrian Crosswalks

A1: Improve pedestrian crossings across Lodi Avenue through creating pedestrian refuges. Treat specified crosswalks with distinctive material, e.g. colored and stamped asphalt.

A2: Explore additional pedestrian safety measures, such as eliminating left-hand turns onto Lodi Avenue.

B. Image and Identity

B1: Create a gateway to highlight entry into Eastside Lodi Avenue at the intersection of Cherokee and Lodi Avenue. Gateway features such as kiosks, sculpture and/or visually-striking plantings should be considered.

B2: Support new murals on blank walls of buildings.

B3: Support storefront façade improvements.

C. Pocket Parks

C1: Provide shaded gathering spaces for a range of ages, particularly seniors and families with small children. These areas should accommodate multiple seating options, drinking fountains, picnic tables and children play areas.

C2: Areas identified as priority areas for new pocket parks are at the intersection of Lodi Avenue and Sacramento and Washington Streets.

D. Bike Infrastructure

D1: Provide bike racks on Lodi Avenue and cross streets.

D2: Reconfigure Walnut Avenue with bicycle lanes (Class II facilities) and bicycle routes (Class III facilities).

E. Alleys

E1: Create a “Clean Alleys” program to clean out and keep clear alleys for local residential access to their driveways.

E2: Create opportunities for more lighting in alleyways.

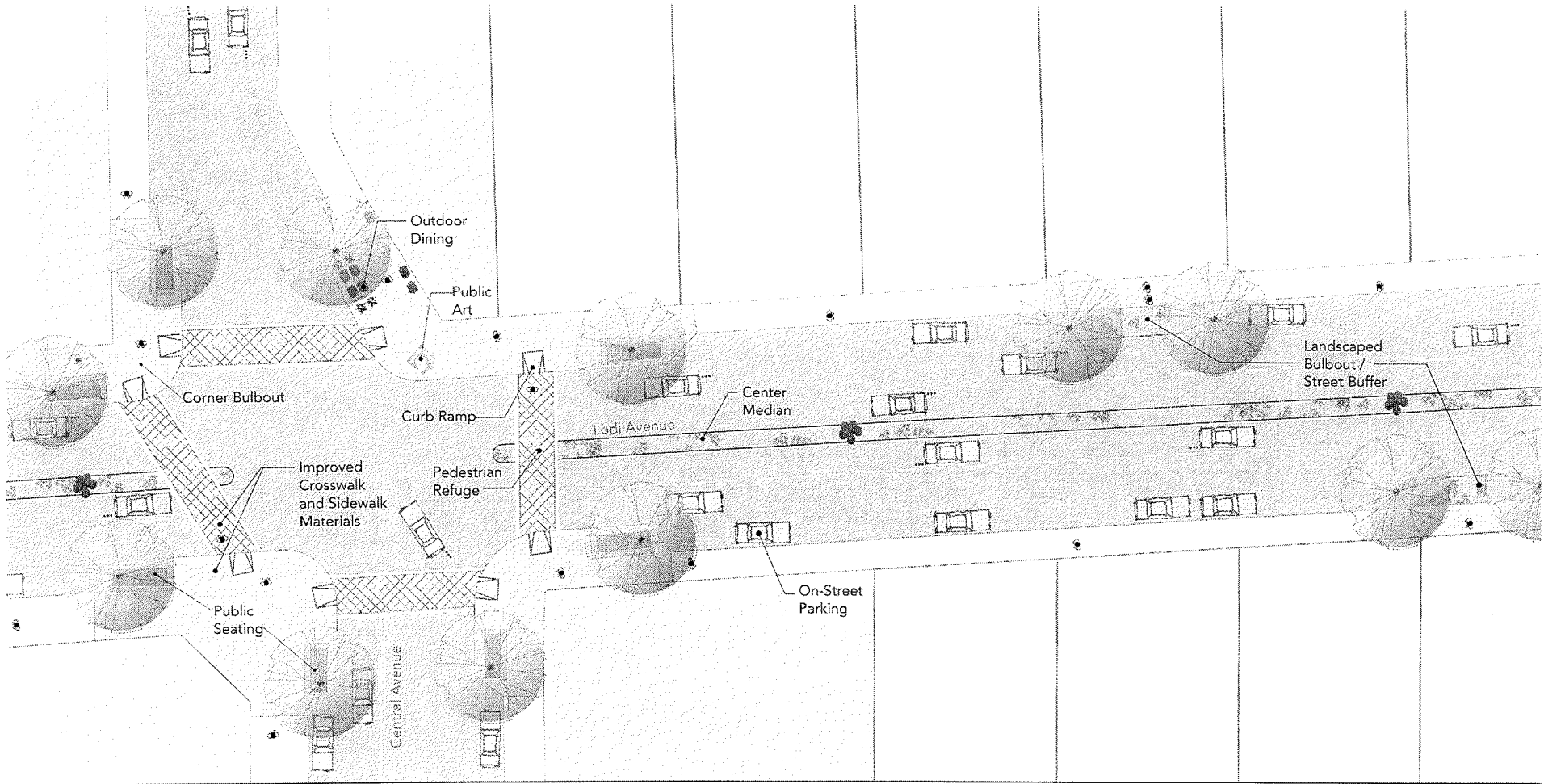
E3: Ensure that new construction and reconstruction of existing homes provide sufficient on-site parking. Encourage windows and doors onto the alleyway to increase “eyes on the alley”.

F. Safety and Code Enforcement

F1: Enforce laws regarding illegal dumping and no-parking areas. Also increase police patrol of the alleys.

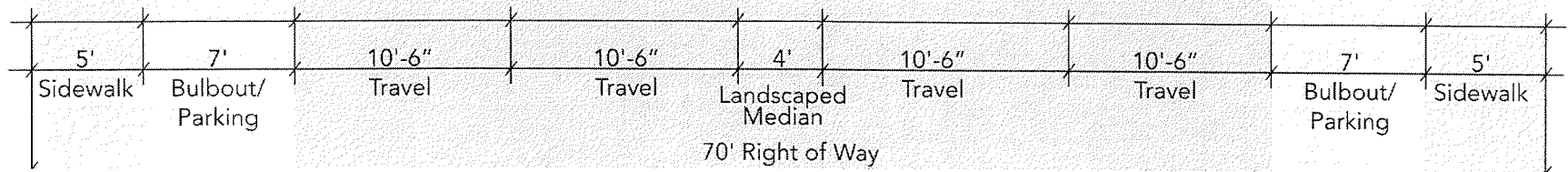
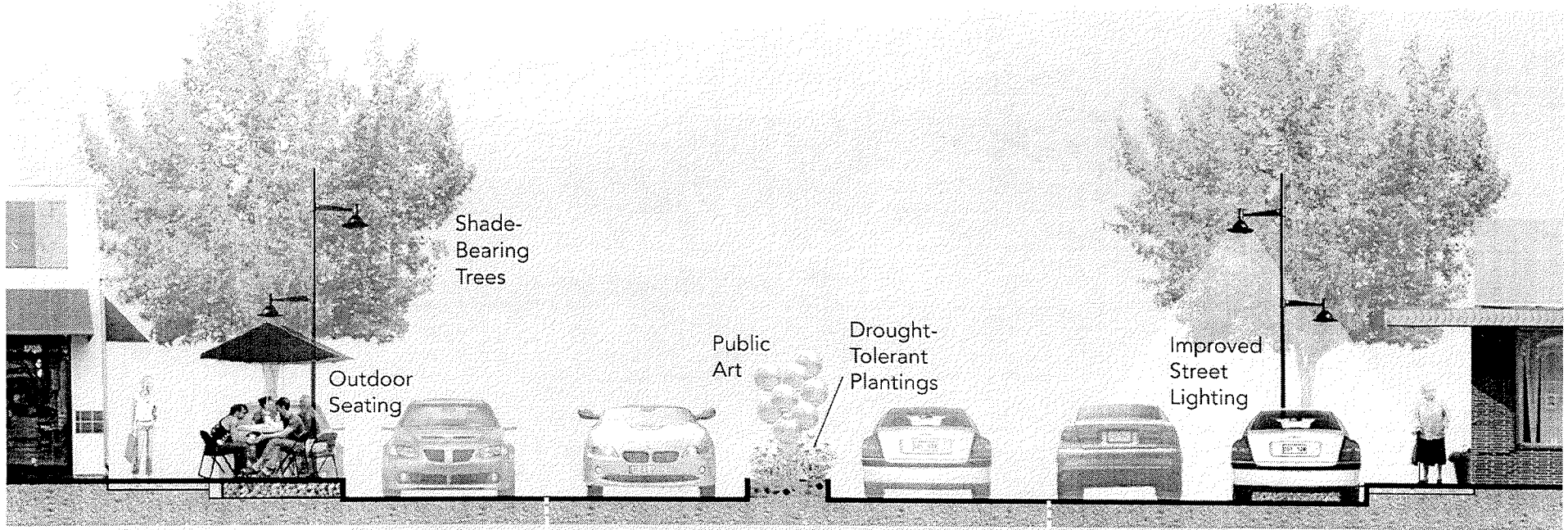
F2: Create a partnership between citizens, City staff and the Police Department to reduce crime and unlawful activities to address safety concerns.

Alternative 1: Phase 1 and 2

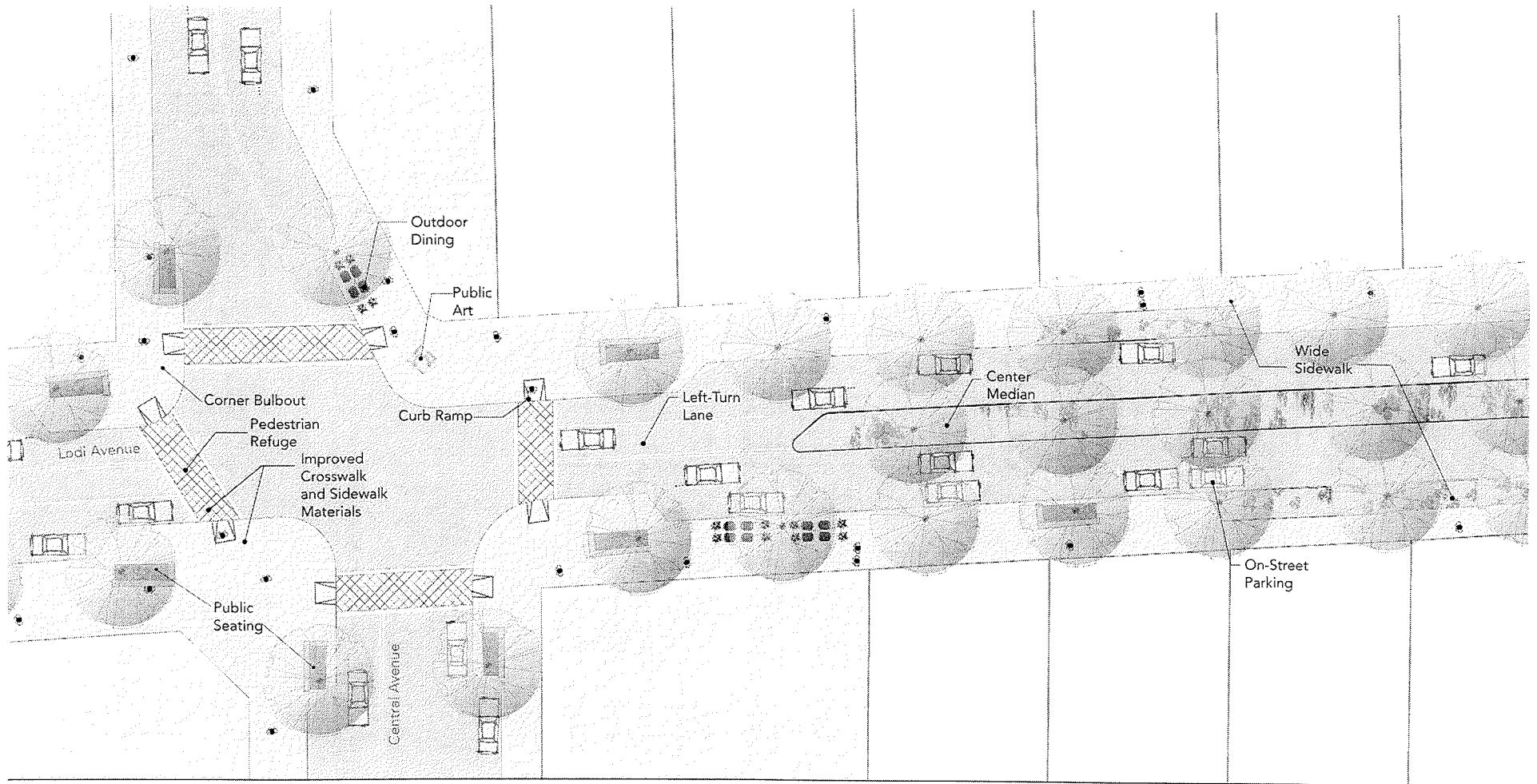


- Existing Commercial Land Use
- Existing Residential Land Use
- Existing Sidewalk
- Proposed Street Median
- Improved Pedestrian Crosswalk
- Proposed Corner Bulbout
- Proposed Mid-block Bulbout

Alternative 1 Phase 2 - Median



Alternative 2 – Plan Detail



- Existing Commercial Land Use
- Existing Residential Land Use
- Existing Sidewalk
- Proposed Street Median
- Improved Pedestrian Crosswalk
- Proposed Widened Sidewalk

Alternative 2

