

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**MEETING AGENDA**  
4:00 p.m., Thursday, April 28, 2022

*Members of the public wishing to participate in this meeting via teleconference may email [jthiot@folsom.ca.us](mailto:jthiot@folsom.ca.us) no later than thirty minutes before the meeting to obtain call-in information. Each meeting may have different call-in information. Verbal comments via teleconference must adhere to the principles of the three-minute speaking time permitted for in-person public comment at City Council meetings*

[Link to Join Meeting](#)

**Or call in (audio only)**

[+1 559-512-2217,,543426166#](tel:+15595122217543426166) United States, Fresno

Phone Conference ID: 543 426 166#

**1. MEETING CALLED TO ORDER**

**2. ROLL CALL:**

Baade, Bailey, Bosch, Delp, McGee, Soulsby, Washburn

**3. APPROVE ACTION SUMMARY**

Action Summary of the regular March 24<sup>th</sup>, 2022, meeting will stand approved unless any Committee member requests a revision.

**4. BUSINESS FROM FLOOR/GOOD OF THE ORDER**

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

**5. ACTION ITEMS**

1. Neighborhood Issues
  - a. Coloma & Persifer
  - b. School & Price
  - c. Rocky Cove Court

**6. OLD BUSINESS ITEMS**

1. ATP Plan Approval

**7. DISCUSSION ITEMS**

1. Distribution of Notices

**8. ADJOURNMENT**

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**MEETING MINUTES**  
4:00 p.m., Thursday, March 24, 2022

**1. MEETING CALLED TO ORDER**

Meeting called to order 4:02

**2. ROLL CALL:**

Baade, Bailey, Bosch, Delp, McGee, Soulsby, Washburn

Present: Toschi (sub for Baade), Bailey, Chance (sub for Bosch), Delp, McGee, Soulsby

Absent: Washburn

**3. APPROVE ACTION SUMMARY**

Action Summary of the regular February 24<sup>th</sup>, 2022, meeting will stand approved unless any Committee member requests a revision.

Delp moved to approve the meeting minutes and Bailey seconded. The rest of the committee was not present at the February meeting and abstained.

**4. BUSINESS FROM FLOOR/GOOD OF THE ORDER**

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

1. Committee asked for updates on Folsom Lake Crossing and Ryan Chance (subbing for Bosch) gave update.
2. Bailey inquired regarding next month's agenda items
3. Rainbow Bridge fatality was discussed. Toschi provided information
4. Pedestrian crossing located on Riley Street, south of Rainbow Bridge, down from the Powerhouse parking lot was discussed.
5. Folsom Lake Crossing speed indication trailers were discussed.

**5. ACTION/DISCUSSION ITEMS**

**1. Project Review**

- a. Active Transportation Project (ATP)

Brett Bollinger from Parks and Recreation gave a presentation on the ATP and answered questions. Delp moved and Soulsby seconded, and the rest of the committee was unanimous in voting that this item be on the April 28<sup>th</sup>, 2022 agenda. Brett Bollinger agreed to attend.

**6. ADJOURNMENT**

Meeting was adjourned at 5:30 pm

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: April 18, 2022  
TO: Traffic Safety Committee  
FROM: Public Works Department  
**SUBJECT: COLOMA STREET & PERSIFER STREET**

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**BACKGROUND**

On February 6<sup>th</sup>, City Staff received a request from a resident through the City's SeeClickFix system. The message stated that "There is a constant flow of children across this unmarked intersection at Coloma and Persifer when school is starting and has ended and with it being a sloped street, drivers tend to go too fast. With many vehicles dropping off/picking up students daily, and games at the stadium, we need a crosswalk put in here. I've seen too many close calls."

**ANALYSIS**

Traffic counts were collected Thursday February 17<sup>th</sup> to Wednesday February 23<sup>rd</sup>, volumes during the days in which school was in session at nearby Sutter Middle School was 4160 on Thursday February 17<sup>th</sup> and 4280 on Wednesday February 23<sup>rd</sup>, and weekend volumes were 3258 on Saturday and 2510 on Sunday. Hourly volumes during the peak hour were 319 between 7:45 to 8:45 on Coloma Street, and 170 vehicles approaching on Persifer Street.

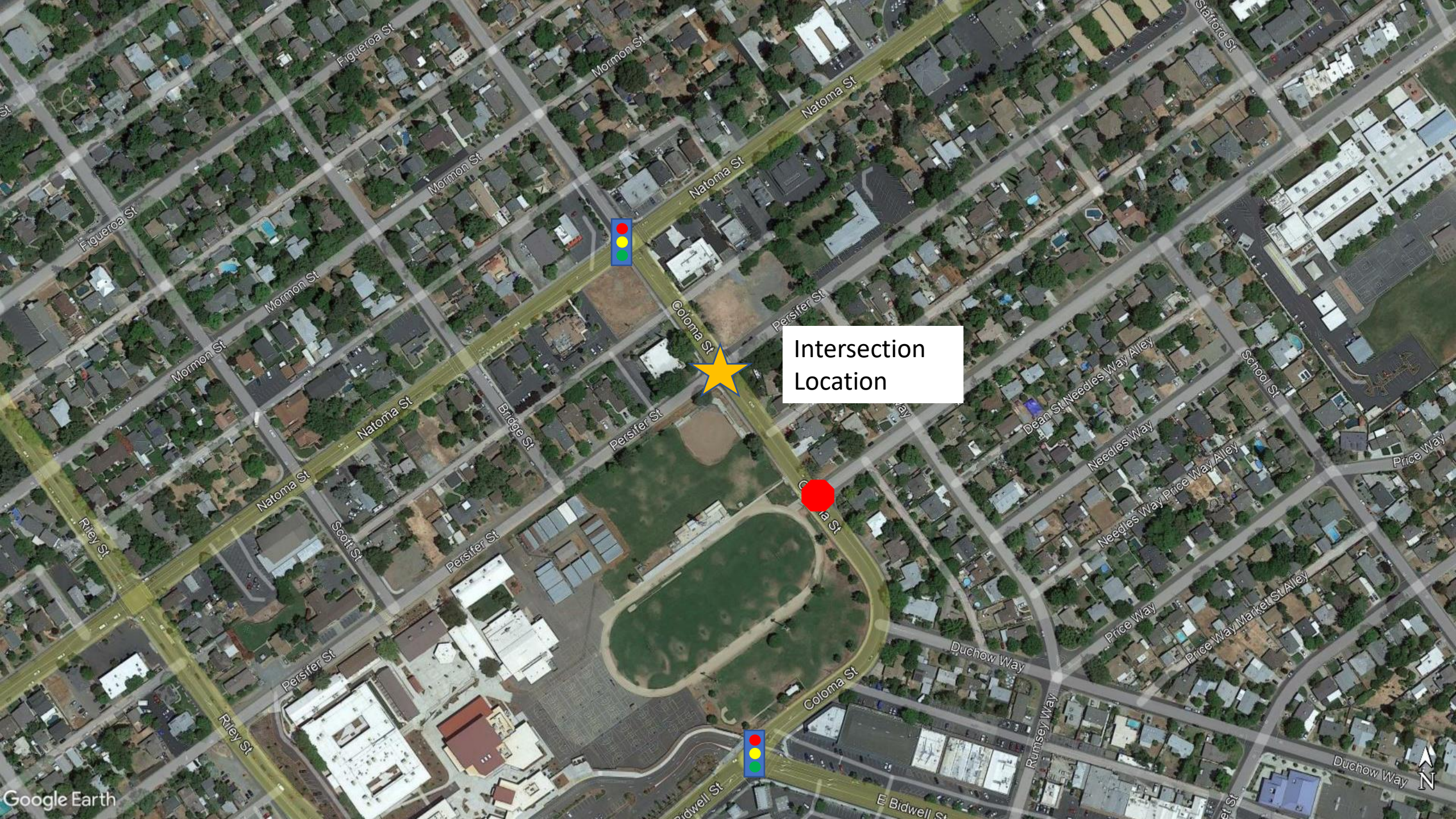
There have been 2 collisions at this intersection between April 2019 and April 2022, one occurred on 4/20/2019 and resulted in a report being generated. And one on 8/11/2021 which did not result in a report being generated. For information purposes, the Police Department usually only generate a report when there is injury, property damage or DUI. A copy of the collision summary report is attached.

A Multi Way Stop Sign Analysis is attached to this staff report for consideration as well as the full volume report.

**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Based on the data collected and the CAMUTCD methodology for all way stop sign control not being met, City Staff does not recommend an installation of an all way stop control.





Intersection  
Location





# VOLUME

Coloma St & Persifer St

Day: Thursday  
Date: 2/17/2022

City: Folsom  
Project #: CA22\_070031\_005

DAILY TOTALS						NB	SB					Total				
						2,078	1,384	EB	WB				4,160			
								528	170							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
0:00	1	1	0	0	2	12:00	39	26	8	2	75					
0:15	1	1	0	0	2	12:15	21	23	7	2	53					
0:30	0	1	0	0	1	12:30	26	21	5	7	59					
0:45	0	2	0	3	0	12:45	49	135	22	92	4	24	2	13	77	264
1:00	0	0	0	0	0	13:00	48	35	6	0	89					
1:15	0	0	0	0	0	13:15	21	25	0	1	47					
1:30	1	0	0	0	1	13:30	38	23	1	0	62					
1:45	1	2	0	0	1	13:45	45	152	15	98	5	12	1	2	66	264
2:00	0	1	0	0	1	14:00	40	27	6	2	75					
2:15	0	0	0	0	0	14:15	35	32	14	4	85					
2:30	1	0	1	0	2	14:30	56	44	7	6	113					
2:45	0	1	0	1	0	14:45	60	191	32	135	4	31	8	20	104	377
3:00	0	1	0	0	1	15:00	54	34	7	4	99					
3:15	0	0	1	0	1	15:15	50	29	11	4	94					
3:30	0	0	0	0	0	15:30	84	50	32	6	172					
3:45	0	0	1	0	1	15:45	75	263	31	144	31	81	4	18	141	506
4:00	1	0	0	1	2	16:00	56	28	15	3	102					
4:15	0	0	0	0	0	16:15	59	29	7	3	98					
4:30	0	0	0	0	0	16:30	54	40	23	2	119					
4:45	3	4	1	1	4	16:45	52	221	39	136	6	51	4	12	101	420
5:00	2	0	1	1	4	17:00	72	32	16	1	121					
5:15	1	5	1	1	8	17:15	45	15	8	1	69					
5:30	2	3	0	0	5	17:30	50	22	7	3	82					
5:45	4	9	2	10	2	17:45	41	208	12	81	14	45	3	8	70	342
6:00	2	2	0	4	8	18:00	36	30	6	3	75					
6:15	4	5	0	0	9	18:15	32	18	6	0	56					
6:30	9	4	1	0	14	18:30	29	13	3	2	47					
6:45	6	21	14	25	3	18:45	17	114	15	76	2	17	0	5	34	212
7:00	8	12	5	5	30	19:00	20	15	5	2	42					
7:15	12	9	3	0	24	19:15	17	8	2	3	30					
7:30	11	18	9	2	40	19:30	20	7	6	0	33					
7:45	25	56	26	65	12	19:45	16	73	4	34	1	14	1	6	22	127
8:00	26	41	4	6	77	20:00	17	9	1	1	28					
8:15	46	48	40	11	145	20:15	16	16	5	1	38					
8:30	51	48	65	6	170	20:30	15	9	1	1	26					
8:45	27	150	32	169	35	20:45	8	56	6	40	1	8	0	3	15	107
9:00	24	18	5	2	49	21:00	8	2	2	0	12					
9:15	22	28	6	3	59	21:15	13	1	1	1	16					
9:30	29	15	2	1	47	21:30	4	0	1	0	5					
9:45	27	102	23	84	2	21:45	5	30	3	6	2	6	0	1	10	43
10:00	23	19	4	2	48	22:00	5	1	1	1	8					
10:15	31	24	4	4	63	22:15	5	4	1	1	11					
10:30	40	24	3	0	67	22:30	5	2	2	0	9					
10:45	41	135	26	93	5	22:45	1	16	0	7	1	5	0	2	2	30
11:00	34	15	3	4	56	23:00	1	2	1	0	4					
11:15	32	21	4	2	59	23:15	0	2	1	0	3					
11:30	43	16	4	5	68	23:30	1	0	1	0	2					
11:45	25	134	26	78	5	23:45	1	3	1	5	1	4	0	3	12	
<b>TOTALS</b>	<b>616</b>	<b>530</b>	<b>230</b>	<b>80</b>	<b>1456</b>	<b>TOTALS</b>	<b>1462</b>	<b>854</b>	<b>298</b>	<b>90</b>	<b>2704</b>					
<b>SPLIT %</b>	<b>42.3%</b>	<b>36.4%</b>	<b>15.8%</b>	<b>5.5%</b>	<b>35.0%</b>	<b>SPLIT %</b>	<b>54.1%</b>	<b>31.6%</b>	<b>11.0%</b>	<b>3.3%</b>	<b>65.0%</b>					

DAILY TOTALS						NB	SB					Total	
						2,078	1,384	EB	WB				4,160
								528	170				
AM Peak Hour	8:00	8:00	8:15	7:45	8:00	PM Peak Hour	15:30	14:45	15:15	14:15	15:30		
AM Pk Volume	150	169	145	26	489	PM Pk Volume	274	145	89	22	513		
Pk Hr Factor	0.735	0.880	0.558	0.591	0.719	Pk Hr Factor	0.815	0.725	0.695	0.688	0.746		
7 - 9 Volume	206	234	173	36	649	4 - 6 Volume	429	217	96	20	762		
7 - 9 Peak Hour	8:00	8:00	8:00	7:45	8:00	4 - 6 Peak Hour	16:15	16:15	16:30	16:00	16:15		
7 - 9 Pk Volume	150	169	144	26	489	4 - 6 Pk Volume	237	140	53	12	439		
Pk Hr Factor	0.735	0.880	0.554	0.591	0.719	Pk Hr Factor	0.823	0.875	0.576	0.750	0.907		

# MULTI-WAY STOP WARRANT WORKSHEET

Date: 4/18/2022

Major Approach: Coloma Street

Minor Approach: Persifer Street

## A. Interim Traffic Control Measure

Would a multi-way stop serve as an interim traffic control measure for an intersection that has met a traffic signal warrant and scheduled for a traffic signal installation at a later time?

Criteria met? Yes: \_\_\_\_\_ No: X

2. All traffic volume on the minor approaches must average  $\geq 200$  (140) units per hour, for the same period, currently measured at 82 (vehicles), \_\_\_\_\_ (bikes), and \_\_\_\_\_ (pedestrians) for a total of \_\_\_\_\_ (traffic units).

Criteria met? Yes: \_\_\_\_\_ No: X

## B. Accidents

Has there been five or more reported collisions within a 12-month period that would be susceptible to correction by a multi-way stop?

Criteria met? Yes: \_\_\_\_\_ No: X

If yes, list dates: \_\_\_\_\_

## D. Multiple Criteria at Lesser Levels

When no single criterion has been satisfied, but where Criteria B, C.1 and C.2 are satisfied to 80% of the original (non-reduced) values.

Criteria met? Yes: \_\_\_\_\_ No: X

## C. Volume

Entering volume of all traffic (vehicles, pedestrians, and bicycles) shall be analyzed during the peak eight hours of an average day. These hours do not have to be consecutive.

Date/Hours: 2/17/2022 - 2/23/2022

85<sup>th</sup> percentile speed of major approach: 31 MPH

If  $\geq 40$  MPH, then the minimum volume thresholds used shall be 70% of their current value, shown as values in parenthesis.

Certain minimum volume thresholds must be met for consideration:

1. Vehicle volume on major approaches must average  $\geq 300$  (210) vehicles per hour, currently measured at 299; and

## E. Other Conditions

Circle one or more other conditions/concerns:

1. There is a need to control left-turn conflicts by a road user; or
2. There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; or
3. Locations where a road user, when stopped, cannot see conflicting traffic and is not able to negotiate the intersection unless cross traffic is also required to stop; or
4. Location where two residential, collector (through) streets of similar design and characteristics intersect and where a multi-way stop would improve traffic operational characteristics of the intersection.

Criteria met? Yes: \_\_\_\_\_ No: X

**YES**, the findings above do support a recommendation for the installation of a multi-way stop; or  
 **NO**, the findings above do not support a recommendation for the installation of a multi-way stop.

Reviewed by: Zach Bosch

Date: 4/21/2022

Comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

# City of Folsom

**From 4/1/2019 to 4/19/2022**

**Total Collisions: 1**

**Injury Collisions: 0**

**Fatal Collisions: 0**

## Collision Summary Report

**4/20/22**

**Page 1**

<b>19-1481</b>	<b>4/20/2019</b>	<b>18:05</b>	Saturday	COLOMA ST - PERSIFER ST	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
<b>Folsom</b>	Broadside		Other Motor Vehicle	Auto R/W Violation	21802a	Hit & Run: No	Property Damage Only		# Inj: 0 # Killed: 0
<b>Party 1</b>	Driver		West	Proceeding Straight	Male	Age: 18			
Veh Type:		Sobriety: HNBD		Assoc Factor: Inattention	Lap/Shoulder Harness Used	Cell Phone Not In Use			
<b>Party 2</b>	Driver		North	Proceeding Straight	Male	Age: 70			
Veh Type:		Sobriety: HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			

**Settings for Query:**

**Start Date: 4/1/2019, End Date: 4/19/2022 (on SWITRS Data)**

**Street: COLOMA ST**

**Cross Street: PERSIFER ST**

**Intersection Related: True**

**Sorted By: Date and Time**



**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: April 18, 2022  
TO: Traffic Safety Committee  
FROM: Public Works Department  
**SUBJECT: SCHOOL STREET & PRICE STREET STOP SIGN**

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**BACKGROUND**

On February 15<sup>th</sup>, City Staff received a request from a resident through the City's SeeClickFix system. The message stated that "This intersection needs to be a 4-way stop for several reasons. Cars are speeding through this intersection, kids are walking to and from school (no sidewalks), vehicles coming up Price Way can't see oncoming traffic or the oncoming pedestrians/bicyclists due to vehicles parked on School street. There have been many accidents at this intersection over the years. It would be great to change this intersection as the City did on Glenn and School a couple of years ago."

**ANALYSIS**

Traffic counts were collected Thursday February 17<sup>th</sup> to Wednesday February 23<sup>rd</sup>, volumes during the days in which school was in session at nearby Theodore Judah Elementary School was 1828 on Thursday February 17<sup>th</sup> and 1911 on Wednesday February 23<sup>rd</sup>, and weekend volumes were 984 on Saturday and 854 on Sunday. Hourly volumes during the peak hour were 317 between 7:45 to 8:45 on School Street, and 25 vehicles approaching on Price Street.

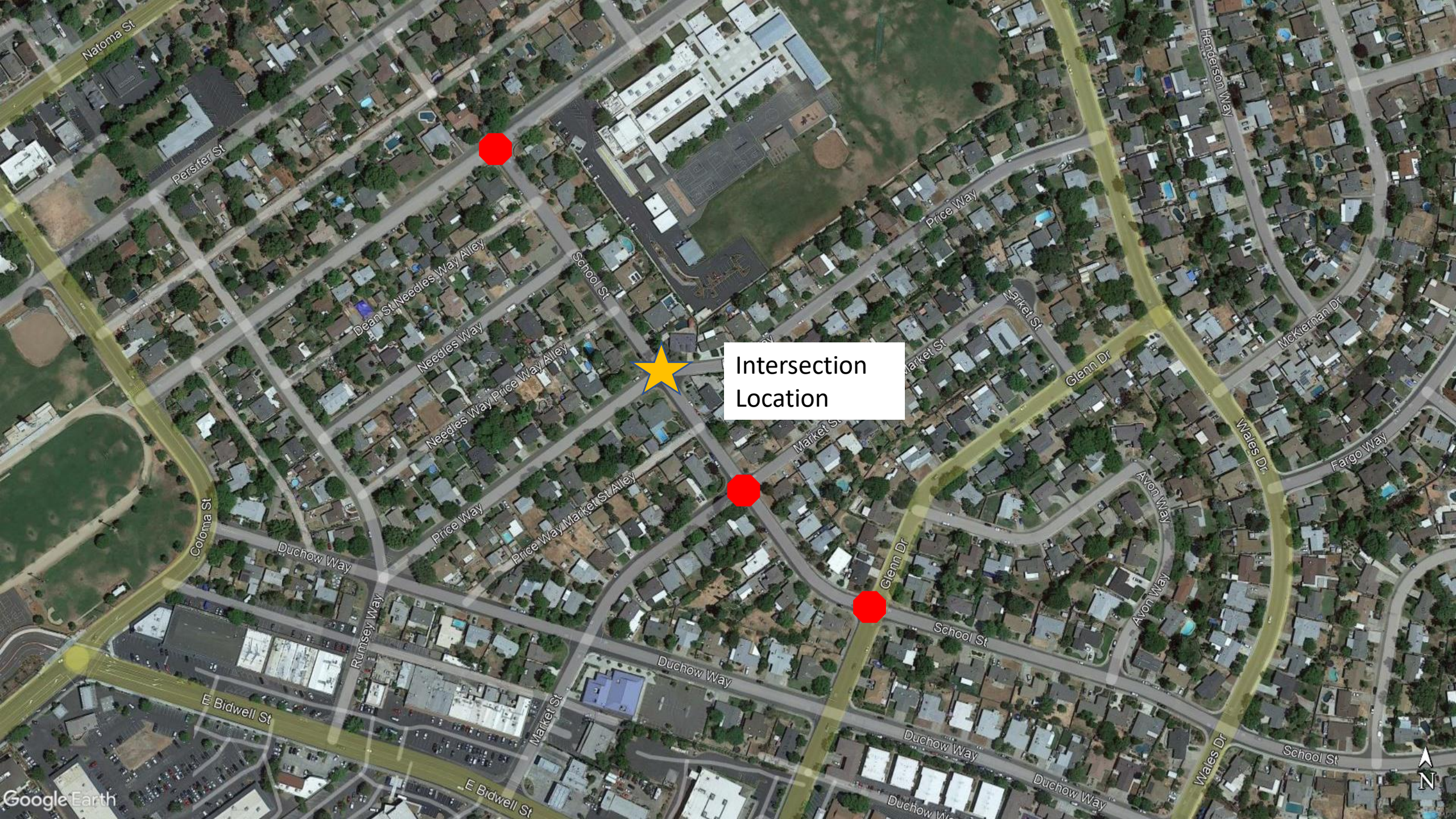
Accidents – There have been no reported accidents during the time period of April 2019 to April 2022.

A Multi Way Stop Sign Analysis is attached to this staff report for consideration as well as the full volume report.

**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Based on the data collected and the CAMUTCD methodology for all way stop sign control not being met, City Staff does not recommend a installation of an all way stop control. It is recommended that the resident continue through the NTMP process for a residential stop sign through the petition process.





Intersection  
Location





# MULTI-WAY STOP WARRANT WORKSHEET

Date: 4/18/2022

Major Approach: School Street

Minor Approach: Price Way

## A. Interim Traffic Control Measure

Would a multi-way stop serve as an interim traffic control measure for an intersection that has met a traffic signal warrant and scheduled for a traffic signal installation at a later time?

Criteria met? Yes: \_\_\_\_\_ No: X

2. All traffic volume on the minor approaches must average  $\geq 200$  (140) units per hour, for the same period, currently measured at 8 (vehicles), \_\_\_\_\_ (bikes), and \_\_\_\_\_ (pedestrians) for a total of \_\_\_\_\_ (traffic units).

Criteria met? Yes: \_\_\_\_\_ No: X

## B. Accidents

Has there been five or more reported collisions within a 12-month period that would be susceptible to correction by a multi-way stop?

Criteria met? Yes: \_\_\_\_\_ No: X

If yes, list dates: \_\_\_\_\_

## D. Multiple Criteria at Lesser Levels

When no single criterion has been satisfied, but where Criteria B, C.1 and C.2 are satisfied to 80% of the original (non-reduced) values.

Criteria met? Yes: \_\_\_\_\_ No: X

## C. Volume

Entering volume of all traffic (vehicles, pedestrians, and bicycles) shall be analyzed during the peak eight hours of an average day. These hours do not have to be consecutive.

Date/Hours: 2/18/2022 - 2/23/2022

85<sup>th</sup> percentile speed of major approach: <40MPH

If  $\geq 40$  MPH, then the minimum volume thresholds used shall be 70% of their current value, shown as values in parenthesis.

Certain minimum volume thresholds must be met for consideration:

1. Vehicle volume on major approaches must average  $\geq 300$  (210) vehicles per hour, currently measured at 68; and

## E. Other Conditions

Circle one or more other conditions/concerns:

1. There is a need to control left-turn conflicts by a road user; or
2. There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; or
3. Locations where a road user, when stopped, cannot see conflicting traffic and is not able to negotiate the intersection unless cross traffic is also required to stop; or
4. Location where two residential, collector (through) streets of similar design and characteristics intersect and where a multi-way stop would improve traffic operational characteristics of the intersection.

Criteria met? Yes: \_\_\_\_\_ No: X

**YES**, the findings above do support a recommendation for the installation of a multi-way stop; or  
 **NO**, the findings above do not support a recommendation for the installation of a multi-way stop.

Reviewed by: Zach Bosch

Date: 4/21/2022

Comments: \_\_\_\_\_



## VOLUME

School St & Price Way

Day: Thursday  
Date: 2/17/2022

City: Folsom  
Project #: CA22\_070031\_001

DAILY TOTALS						NB	SB					EB	WB	Total							
						792	839					106	91	1,828							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL										
0:00	0	1	0	0	1	12:00	16	8	3	2	29										
0:15	0	0	0	0	0	12:15	4	13	0	2	19										
0:30	1	1	0	0	2	12:30	11	16	4	4	35										
0:45	0	1	0	2	0	12:45	11	42	21	58	0	7	1	9	33	116					
1:00	0	1	0	0	1	13:00	6	17	1	1	25										
1:15	0	0	0	0	0	13:15	7	14	6	1	28										
1:30	0	0	0	0	0	13:30	15	10	1	4	30										
1:45	0	0	1	0	0	13:45	16	44	15	56	2	10	2	8	35	118					
2:00	0	0	0	0	0	14:00	26	20	0	2	48										
2:15	0	0	0	0	0	14:15	34	35	2	1	72										
2:30	0	0	0	0	0	14:30	52	43	1	2	98										
2:45	1	1	0	0	1	14:45	27	139	20	118	1	4	2	7	50	268					
3:00	0	0	0	0	0	15:00	15	12	1	1	29										
3:15	0	0	0	0	0	15:15	15	10	3	0	28										
3:30	0	0	0	0	0	15:30	16	16	5	2	39										
3:45	0	0	0	0	0	15:45	14	60	22	60	2	11	1	4	39	135					
4:00	0	0	0	0	0	16:00	15	15	2	1	33										
4:15	0	1	0	0	1	16:15	19	17	3	3	42										
4:30	2	0	0	0	2	16:30	15	15	0	0	30										
4:45	0	2	0	1	0	16:45	13	62	15	62	0	5	1	5	29	134					
5:00	1	0	1	0	2	17:00	8	16	2	3	29										
5:15	0	1	0	0	1	17:15	11	22	4	1	38										
5:30	0	3	0	0	3	17:30	17	8	1	3	29										
5:45	2	3	2	6	0	1	0	4	10	17:45	14	50	15	61	2	9	2	9	33	129	
6:00	0	1	0	0	1	18:00	3	3	1	3	10										
6:15	1	0	0	0	1	18:15	10	7	2	2	21										
6:30	1	1	0	0	2	18:30	10	6	1	1	18										
6:45	2	4	2	4	0	0	4	8	18:45	10	33	12	28	1	5	1	7	24	73		
7:00	3	0	0	0	3	19:00	7	10	2	0	19										
7:15	4	6	0	1	11	19:15	5	10	3	2	20										
7:30	11	11	1	2	25	19:30	6	8	0	0	14										
7:45	27	45	20	37	1	2	3	6	51	90	19:45	6	24	9	37	1	6	1	3	17	70
8:00	70	67	1	1	139	20:00	3	6	0	0	9										
8:15	39	57	5	8	109	20:15	4	2	2	1	9										
8:30	18	19	2	4	43	20:30	8	6	0	0	14										
8:45	8	135	7	150	5	13	1	14	21	312	20:45	6	21	5	19	0	2	0	1	11	43
9:00	5	4	3	0	12	21:00	4	3	0	0	7										
9:15	6	7	2	3	18	21:15	4	9	0	0	13										
9:30	7	7	3	1	18	21:30	2	1	1	0	4										
9:45	7	25	4	22	2	10	2	6	15	63	21:45	2	12	0	13	2	3	2	2	6	30
10:00	6	9	3	1	19	22:00	2	5	0	0	7										
10:15	11	8	0	0	19	22:15	4	4	1	1	10										
10:30	12	3	1	0	16	22:30	0	1	0	0	1										
10:45	17	46	20	40	2	6	4	5	43	97	22:45	0	6	1	11	0	1	0	1	1	19
11:00	8	17	4	1	30	23:00	0	2	0	0	2										
11:15	11	9	3	0	23	23:15	0	2	0	0	2										
11:30	11	10	2	0	23	23:30	0	1	1	0	2										
11:45	5	35	9	45	1	10	3	4	18	94	23:45	2	2	3	8	0	1	0	5	11	
<b>TOTALS</b>	<b>297</b>	<b>308</b>	<b>42</b>	<b>35</b>	<b>682</b>	<b>TOTALS</b>	<b>495</b>	<b>531</b>	<b>64</b>	<b>56</b>	<b>1146</b>										
<b>SPLIT %</b>	<b>43.5%</b>	<b>45.2%</b>	<b>6.2%</b>	<b>5.1%</b>	<b>37.3%</b>	<b>SPLIT %</b>	<b>43.2%</b>	<b>46.3%</b>	<b>5.6%</b>	<b>4.9%</b>	<b>62.7%</b>										

DAILY TOTALS						NB	SB					EB	WB	Total	
						792	839					106	91	1,828	
AM Peak Hour	7:45	7:45	8:15	7:45	7:45	PM Peak Hour	14:00	14:00	15:15	17:30	14:00				
AM Pk Volume	154	163	15	16	342	PM Pk Volume	139	118	12	10	268				
Pk Hr Factor	0.550	0.608	0.750	0.500	0.615	Pk Hr Factor	0.668	0.686	0.600	0.833	0.684				
7 - 9 Volume	180	187	15	20	402	4 - 6 Volume	112	123	14	14	263				
7 - 9 Peak Hour	7:45	7:45	8:00	7:45	7:45	4 - 6 Peak Hour	16:00	16:30	17:00	17:00	16:00				
7 - 9 Pk Volume	154	163	13	16	342	4 - 6 Pk Volume	62	68	9	9	134				
Pk Hr Factor	0.550	0.608	0.650	0.500	0.615	Pk Hr Factor	0.816	0.773	0.563	0.750	0.798				

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: April 18, 2022  
TO: Traffic Safety Committee  
FROM: Public Works Department  
SUBJECT: **ROCKY COVE COURT**

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**BACKGROUND**

On February 15<sup>th</sup>, City Staff received an email request from a resident. The message stated that,

“I'm located on the north side of Rocky Cove Court, in between Briggs Ranch Drive and Santana Way. Since moving into the neighborhood over a year ago, I have been concerned with the frequency of speeding vehicles on our street. I have spoken with the neighbors and they share my concern.

Rocky Cove Court, by way of Santana Way, is utilized as a shortened route to avoid the higher traffic intersection of Randall Drive and Briggs Ranch Drive. Randall and Briggs Ranch is a 3-way stop sign controlled intersection, due to the volume of traffic that passes through there. Unfortunately, those who wish to avoid stopping there use our street as an alternative.

Aside from the heightened amount of traffic, I have observed a majority of the vehicles on our street to be in violation of the speed limit, often traveling at approximately 35+ mph (determined by measured distance and time, utilizing driveway camera, aka a "speed trap").

The high amount of traffic, coupled with the frequent speed limit violations, poses a safety risk to the children who reside on our street, who are often walking or riding their bikes to Folsom Hills Elementary.

I understand the Traffic Safety Committee holds monthly meetings, and I would appreciate this matter be added to the agenda as a topic of discussion.

Ideally, my goal would be to have speed bumps installed east of the intersection of Rocky Cove Ct and Santa Way, or have it become a stop sign controlled intersection (3-way).

Thank you for taking the time to consider my request and I look forward to hearing any feedback you may have.”

### **ANALYSIS**

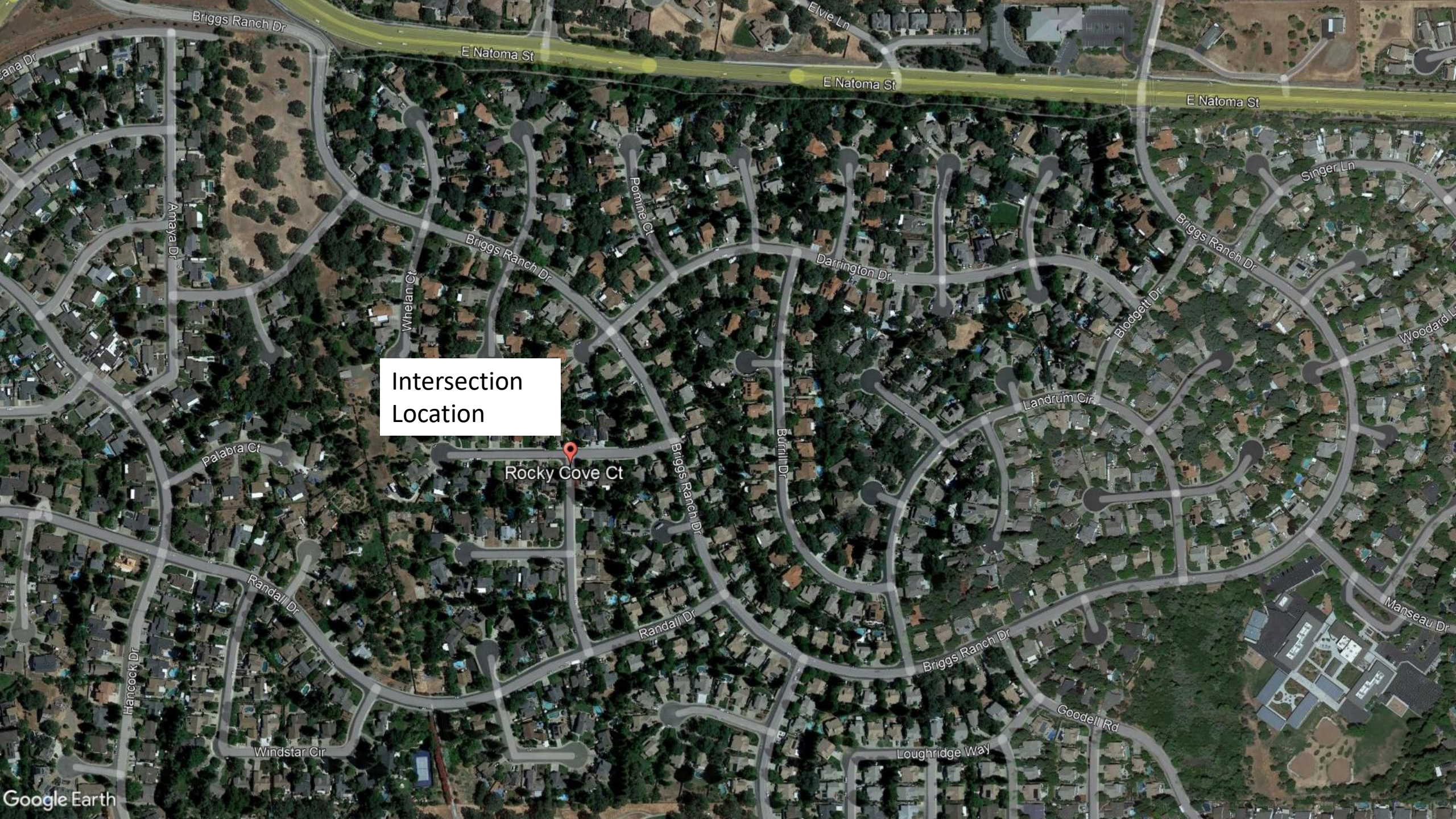
Traffic counts were collected near 109 Santana Way April 19<sup>th</sup>, April 20<sup>th</sup> and the morning of April 21<sup>st</sup>. Volumes were 128 vehicles on April 19<sup>th</sup>, and 96 vehicles on April 20<sup>th</sup>. Speeds were collected to be well within reason with an 85<sup>th</sup> percentile of 26 MPH in the northbound direction and 23 MPH in the southbound direction.

Accidents – there have been no reports of any accidents on Santana Way or Rocky Cove Court.

### **STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Based on the data collected City Staff does not recommend any type of traffic calming treatment on Rocky Cove Court or Santana Way.





Intersection  
Location

Rocky Cove Ct



**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: April 18, 2022  
TO: Traffic Safety Committee  
FROM: Public Works Department  
**SUBJECT: CITY OF FOLSOM ACTIVE TRANSPORTATION PLAN**

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**BACKGROUND**

During the March 24<sup>th</sup> Traffic Safety Committee meeting, it was unanimously voted on to continue this item until the April 28<sup>th</sup> meeting.

The Draft ATP document can be viewed and/or downloaded from <https://folsomatpdraftreview.altago.site/>.

Parks and Recreation Department Senior Trails Planner Brett Bollinger will be available for questions.

**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Staff recommends further discussion among the Committee and provide comments to City Staff to incorporate into ATP draft.