

City of Folsom
TRAFFIC SAFETY COMMITTEE
MEETING AGENDA

4:00 p.m., Thursday, June 23rd, 2022

Members of the public wishing to participate in this meeting via teleconference may email 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 meetings

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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 May 26th, 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. Russell Ranch Elementary School
- b. Riley Street and Persifer Street Crosswalk Removal
- c. Fehr Road and Carroll Drive Stop Sign Request

6. DISCUSSION ITEMS

- a. Pedestrian Crossing at East Natoma and Folsom Lake Crossing

7. ADJOURNMENT

City of Folsom
TRAFFIC SAFETY COMMITTEE
MEETING MINUTES
4:00 p.m., Thursday, May 26th, 2022

1. MEETING CALLED TO ORDER

Meeting called to order 4:02

2. ROLL CALL:

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

Present: Bailey, Bosch, Delp, Wilson (subbing for McGee), Soulsby, Washburn

Absent: Baade

3. APPROVE ACTION SUMMARY

Action Summary of the regular April 28th, 2022, meeting will stand approved unless any Committee member requests a revision.

Delp moved to approve Wilson seconded. Committee unanimous.

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.

It was discussed that East Natoma and Folsom Lake Crossing be a future agenda item regarding pedestrian crossings

5. ACTION ITEMS

1. NEIGHBORHOOD ISSUES

a. TAUPIN COURT & LECKENBY WAY

Bailey moved and Bosch seconded, and the committee was unanimous in recommending that the Police Department & Code Enforcement should provide as much enforcement as deemed necessary for any abandoned vehicles. No other recommendations.

b. RUSSELL RANCH ELEMENTARY SCHOOL

Bosch moved and Delp seconded, and the committee was unanimous in voting to continue this item to next month's meeting.

c. SUNDAHL WAY

Wilson moved and Washburn seconded, and the committee was unanimous in recommending that the City connect with the Home Owners Association of Lakeview Oaks and provide them with best practices information that they are able to utilize.

6. DISCUSSION ITEMS

1. PROJECT UPDATES

a. HSIP MEDIAN DESIGN

Bosch provided an update on the project. He explained the city would be bringing this item back to the Traffic Safety Committee once they have a response from Cal Trans.

b. FOLSOM CORP CENTER APARTMENTS

Bosch gave an update and committee had a discussion regarding this item from a previous traffic safety committee meeting.

7. ADJOURNMENT

Meeting was adjourned at 5:47

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: May 17, 2022
TO: Traffic Safety Committee
FROM: Public Works Department
SUBJECT: RUSSELL RANCH ELEMENTARY SCHOOL

BACKGROUND/ANALYSIS

On February 9th, 2022, the Police Department was dispatched to Russell Ranch Elementary School after receiving complaints regarding drop off and pick up at and around the school. Sergeant Baade was able to speak to the principal of the school who stated that the school would be open to suggestions to traffic flow and safety.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Provide traffic-related input to staff for consideration by the principal of Russell Ranch Elementary School.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: June 16, 2022

TO: Traffic Safety Committee

FROM: Public Works Department

**SUBJECT: RILEY STREET AND PERSIFER STREET CROSSWALK
REMOVAL**

BACKGROUND/ANALYSIS

In February of 2022, Kevin Garmston, Vice Principal at Sutter Middle School contacted City Staff to express that he has been, and remains frustrated with the number of motorists that blow right through the crosswalk despite the flashing beacons and presence of crossing guards and students. In his message he suggests that perhaps the best course of action at this stage is to remove the crosswalk and direct the students to cross at the two signalized crossings (Natoma/Riley and East Bidwell/Riley).

Riley Street is adequately signed and striped, in approach to, and at the intersection in question. City Staff installed Rectangular Rapid Flashing Beacons (RRFBs) on the pedestrian crossing signs in 2019. Posted School Zone flashers with 25 MPH zone signs are installed in advance of the crosswalk, school zone flashers are programmed to turn on 30 min before school bells. Left turns from Persifer onto Riley Street are restricted from 7AM – 7PM Monday through Friday.

There is currently no sidewalks on the west side of Riley Street between the Natoma Street/Persifer Street Alley to the Persifer Street/Bidwell Street Alley, and no crosswalk at the Bidwell Street and Riley Street intersection. An exhibit of the sidewalk and crosswalk network is attached below in this report.

CAMUTCD provides guidance for installation of new mid-block crosswalks as stated, *“Mid-block pedestrian crossings are generally unexpected by the motorist and should be discouraged unless, in the opinion of the engineer, there is strong justification in favor of such installation. Particular attention should be given to roadways with two or more traffic lanes in one direction as a pedestrian may be hidden from view by a vehicle yielding the right-of-way to a pedestrian.”*

Guidance for removal of a crosswalk is also included, *“Notification to the public shall be given at least 30 days prior to the scheduled removal of an existing marked crosswalk. The notice of proposed removal shall inform the public how to provide input related to the scheduled removal and shall be posted at the crosswalk identified for removal. Refer to CVC 21950.5”*

CVC Sec. 21950.5

(a)

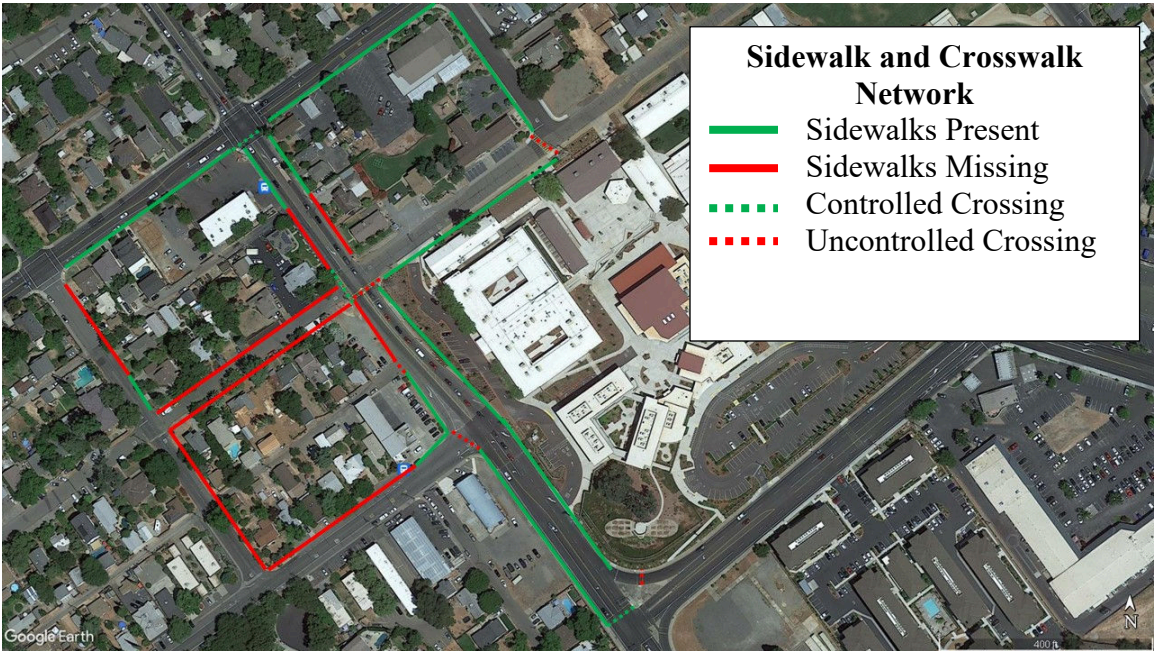
An existing marked crosswalk may not be removed unless notice and opportunity to be heard is provided to the public not less than 30 days prior to the scheduled date of removal. In addition to any other public notice requirements, the notice of proposed removal shall be posted at the crosswalk identified for removal.

(b)

The notice required by subdivision (a) shall include, but is not limited to, notification to the public of both of the following:

- (1) That the public may provide input relating to the scheduled removal.
- (2) The form and method of providing the input authorized by paragraph (1).





STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends further discussion among the Committee for appropriate actions.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: June 16, 2022

TO: Traffic Safety Committee

FROM: Public Works Department

**SUBJECT: INTERSECTION OF FEHR DRIVE AND CARROLL DRIVE STOP
SIGN REQUEST**

BACKGROUND

In February 2022, the Public Works Department was contacted by resident Nick Brown requesting that the intersection of Fehr Drive and Carroll Drive be analyzed for a potential removal of the yield sign that is existing and place a stop sign or some other traffic control device to potentially control the number of vehicles “rounding the corner and accelerating really fast” as described in Nick Brown’s request. City Staff provided its standard NTMP petition, and it was returned and validated by City Staff. A graphically representation of the petition signatories is attached. The petition is signed by all the homes directly adjacent to the proposed stop sign location.

ANALYSIS

The intersection currently has a Yield Sign placed on Eastbound Carroll Drive at Fehr Road as shown below. Vehicle volumes were not collected due to the expectation that minimum volumes would not be met for a CAMUTCD warrant within this neighborhood. The sight distance appears to be acceptable under most conditions. Based on data provided by the City, there were no documented crashes at this intersection.

It is the City’s current policy that residential street intersections do not require a comprehensive traffic analysis, and only require that the requesting party solicit support for the proposed stop signs within their neighborhood. The City does prefer that the residents who live adjacent to the intersection should be contacted in the course of circulating the petition, and ideally would support the planned stop signs, aware of the potential negative impacts associated with them (noise due to braking and acceleration, air quality issues due to vehicle exhaust).



STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Committee discuss appropriate further actions, if necessary.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: June 16, 2022

TO: Traffic Safety Committee

FROM: Public Works Department

**SUBJECT: PEDESTRIAN CROSSING AT EAST NATOMA AND FOLSOM
LAKE CROSSING**

BACKGROUND/ANALYSIS

At the May Traffic Safety Committee meeting, committee member Scott Bailey requested that on the June 23rd meeting the committee discuss the intersection of Folsom Lake Crossing and East Natoma as it relates to interaction of bikes and pedestrians using the crosswalk and vehicles failing to yield.

Currently the intersection is set up with a right turn overlap with the left turn from East Natoma continuing onto East Natoma towards City Hall and with a standard Yield to persons in the crosswalk when Eastbound East Natoma signal is green. The intersection currently has static “Yield to Peds” signs on the near side and far side. Activity at this intersection consists of both cyclist pushing the pedestrian button and pedestrians crossing in the crosswalk due to its proximity to the trail.

City Staff requested a cost proposal for LED Blank out signs similar to the ones located along Folsom Blvd at Iron Point, Blue Ravine, Glenn Drive, etc that remain blank when the crosswalk is not in use and illuminate when the pedestrian phase is in use. The supplier provided a unit price of \$3,790. City Staff would be able to install these on their own without the need of a contractor to perform the work. Other options at this intersection that could be explored include utilizing a “Pedestrian Leading Interval” which illuminated the crosswalk heads a programmable amount of time before the vehicle heads turn green. The City has implemented this around locations with high pedestrian usage such as Folsom Blvd and Blue Ravine, East Bidwell and Coloma, and Broadstone Parkway and Golf Links.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Committee discuss appropriate further actions, if necessary.