

From: Betty Nay <[REDACTED]>
Sent: Friday, January 20, 2023 9:40 AM
To: pwdept <pwdept@folsom.ca.us>
Subject: Pedestrian Crossings - Parkshore Drive

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I understand you will be reviewing the proposal to add flashing beacons at the two pedestrian crossings on Parkshore Drive. As a very frequent user of the trail surrounding the two housing communities on Parkshore, I have witnessed numerous times when cars do not stop or even slow down when a pedestrian is either waiting to cross or already in the crosswalk. It has happened to me on many occasions as well. Adding flashing beacons would hopefully prompt drivers to slow down or stop before reaching the crosswalks.

Appreciate your time.

Betty Nay

From: [REDACTED]
Sent: Sunday, January 22, 2023 4:32 PM
To: pwdept <pwdept@folsom.ca.us>
Subject: Comments: RRFBs at mid-block pedestrian crossings of Parkshore Drive

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Traffic Safety Committee:

Thank you for considering the installation of rectangular rapid flashing beacons (RRFBs) at each of the two mid-block bike and pedestrian trail crossings of Parkshore Drive. I am the individual who originally made this request and unfortunately, I am unable to attend Thursday's January 26th meeting as I have another unmovable commitment at the same time.

Since my original request, which outlined the reasons I felt the RRFBs were justified, I have provided additional comments along with a petition signed by 30 neighbors representing 20 households. I have summarized my collective comments below.

- Motorists ignore the posted limit and travel much faster along the road, especially when using the street as a thoroughfare between Folsom Boulevard and Plaza Drive.

Memo



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

CITY OF FOLSOM — PUBLIC WORKS DEPARTMENT

TO MAYOR RODRIGUEZ, CITY COUNCIL & TRAFFIC SAFETY COMMITTEE

FROM ZACH BOSCH, SENIOR CIVIL ENGINEER

DATE JANUARY 18, 2023

RE UPDATE FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)
TRAFFIC SAFETY PROJECT AT EAST NATOMA STREET AND LAKE
NATOMA CROSSING

The Public Works Department has prepared this Memorandum to provide an update on the status of the traffic safety project located at East Natoma and Folsom Lake Crossing (Project). This update will provide the current schedule for construction of the Project and provide interim improvements that are outside the scope of the Project.

As a reminder, the East Natoma and Folsom Lake Crossing Barrier Rail Project is funded by the Highway Safety Improvement Program (HSIP) grant reduction measures along East Natoma Street between Gionata Way to the Folsom Lake Crossing Intersection and on Folsom Lake Crossing between the Johnny Cash Bike Tail Overcrossing and Folsom Dam Road

These locations were identified through the City Council approved Local Road Safety Plan, which is a city-wide data driven analysis of collision locations that result in severe injuries or fatalities. The HSIP grant was submitted in March of 2021 and the project limits were defined by analysis of the previous 5-years collision history occurring in the project area.

Project Authorization was provided by Caltrans on August 17, 2021, to advertise for a design contract. A Request for Proposals was advertised September 21, 2021, and a design contract was executed February 2022. Final design plans and specifications are anticipated in February 2023 with advertisement for construction to follow soon after

final plan approval by the Public Works Director. Anticipated construction start is May 2023.

Improvements that are designed and constructed utilizing HSIP funding are specific to safety issues and enhancement, or expansion of scope or limits of construction is not allowed.

The East Natoma and Folsom Lake Crossing HSIP Project scope includes the following:

- Construct Thrie-Beam Metal Barrier Rail per Attachment 1
- Install radar feedback signs per Attachment 1
- Update pavement delineation, markers, and signage in the project area

Additional work outside the scope of the HSIP Project by City Forces or Separate Contract is as follows:

Currently Advertised Bid

- Install high friction open grade Paving Course at East Natoma north curve of Gionata Way and on Folsom Lake Crossing from Johnny Cash Pedestrian Bridge to Spillway Access Road.
- Reduce lane widths in curves to reduce speed on Folsom Lake Crossing from Johnny Cash Pedestrian Bridge to Spillway Access Road.

Improvements by City Forces

- Install Raised Reflective Delineators on East Natoma Horizontal Curve Edge Line north of Gionata Way
- Install Temporary Radar Feedback Signs (One has been installed on East Natoma, another to be installed on Folsom Lake Crossing soon)

Post-Project Tasks

- Updated radar speed surveys to determine the effect of the new safety measures and potentially adjust speed limits.
- Update LRSP to assess recent fatal and severe injuries, identify corrective measures and seek additional HSIP funding.

ATTACHMENT FOLLOWS

ATTACHMENT 1

Page Break



- The pedestrian/bike trail circumnavigates two subdivisions (one on each side of Parkshore) with a one-mile loop which is utilized **day and night** by residents for exercise, recreation, and dog walking.
- Visibility is not always optimal because of the following factors:
 - Parkshore is a curved, two-lane road with median landscaping which makes seeing pedestrians on the opposite side of the street difficult;
 - At certain times of the day, the sun limits drivers' ability to see well; and
 - At night, there is very little visibility at the crossings.
- Children use these crossings and are even less visible than adults.
- Unlike speedbumps, RRFB improvements would not interfere with emergency responders or garbage trucks.
- There is wide community support for this proposal. I collected 30 petition signatures after advertising on our neighborhood Facebook page. I strongly suspect that I could have gathered significantly more signatures had I gone door to door with the petition.
- Even with our state-of-the-art road crossing design, there are still far too many cars failing to yield to people using the crosswalks. Despite the good signage, many drivers are still failing to look for pedestrians and seem surprised when they see people at the last minute. And, some drivers simply do not want to stop. The flashing lights will warn motorists of the presence of pedestrians and allow them enough time to safely stop when the crosswalks are in use. I believe that even motorists who are not inclined to stop will reconsider if there are flashing lights.
- Our two-lane road is perfect for RRFBs (whereas a larger road would warrant a different treatment). We have a significant level of traffic and two mid-block crossings used at all times of the day and night. RRFBs can slow traffic in a meaningful way and ensure safe passage for pedestrians and bikes. Our neighborhood would be an excellent test of these beacons.

An antidote and one last comment:

- Just a few nights ago, I was returning home after dark. A dog walker was using the crosswalk and as I was approaching, I could not see either the pedestrian or their dog – the only thing that alerted me to their presence before getting dangerously close was the reflective harness worn by the dog and captured in my headlights. RRFBs would have let me know definitively, and farther away, that the crosswalk was being utilized.
- While collecting the petition signatures, many residents expressed concern with how many cars run the stop signs at the intersection of Parkshore Drive and Silo/Van Dyke Streets. Based on their comments, **I would like to ask for your consideration of “stop ahead” warnings to be painted on Parkshore Drive.**

Again, thank you for your consideration of this important issue.

Karen Shaffer

