



**CITY OF
FOLSOM**
DISTINCTIVE BY NATURE

Traffic Safety Committee Meeting

Agenda

City Council Chambers | 50 Natoma Street, Folsom CA 95630
May 23, 2024
4:00 PM

1. **CALL TO ORDER**

2. **ROLL CALL:**

S. Bailey, Z. Bosch, J. Brausch, T. Galovich, K. Goddard, M. McGee, M. Washburn

3. **MINUTES**

Approval of the Minutes of the April 4, 2024 Special Meeting.

4. **BUSINESS FROM THE 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 Traffic Safety Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion.

5. **ACTION/DISCUSSION ITEMS**

- a. Speed Limit Adoption for Folsom Lake Crossing & Savannah Parkway
- b. Folsom Boulevard Bike Ped Overcrossing Preferred Alternative Grant Application

6. **INFORMATIONAL ITEMS**

- a. FAQs for City/Traffic Safety Committee Website
- b. Project Update For Folsom Lake Crossing Median Barrier Phase 2
- c. Traffic Safety Committee Action Item Updates
- d. Upcoming Traffic Safety Committee Items

7. **ADJOURNMENT**



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Traffic Safety Committee Meeting

Meeting Minutes

City Council Chambers | 50 Natoma Street, Folsom CA 95630

April 4, 2024

4:30 PM

1. **CALL TO ORDER**

Committee Member Goddard called the meeting to order at 4:31 p.m.

2. **ROLL CALL**

PRESENT: Z. Bosch, J. Brausch, T. Galovich, K. Goddard, C. Wilson (subbing for M. McGee),
M. Hammond (subbing for M. Washburn)

ABSENT: S. Bailey

3. **MINUTES**

Approval of the Minutes of the February 22, 2024, Regular Meeting.

Bosch motioned to accept the minutes.

Brausch seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Galovich, Goddard, Wilson,
Hammond

ABSTAIN: None

ABSENT: Bailey

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

A presentation was made by Officer Jarus Perez, City of Folsom School Resource Officer, regarding traffic issues at Folsom High School. Greg Crannell from Folsom High School assisted in the presentation. Folsom High School plans to do a trial period with proposed traffic safety improvements on their property this spring. If the trial is successful, they will work over the summer to implement the permanent improvements. City of Folsom staff would need to modify signal timing and striping on the adjacent road if permanent.

5. **ACTION/DISCUSSION ITEMS**

Neighborhood Issues

- a. Tobrurry Way Update

Scot Wilson made a public comment. Officer Galovich asked for a copy of the video shown by Mr. Wilson. A temporary speed bump trial was discussed as a possible option until the rest of the lots on the street are developed.

The Traffic Safety Committee recommends that the Police, Fire, and Public Works Departments collaborate on the recommended solutions. This concludes the Traffic Safety Committee's involvement for now.

Brausch proposed the motion.

Bosch seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Galovich, Goddard, Wilson,
Hammond

ABSTAIN: None

ABSENT: Bailey

b. Stop Sign Request at Rock Springs Ranch Drive and Mangini Parkway

The Traffic Safety Committee does not recommend an all-way stop at this time. They encourage the Public Works Department to monitor all surrounding development and consider requiring developers to install one in the future if their development increases traffic.

Brausch proposed the motion.

Bosch seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Galovich, Goddard, Wilson,
Hammond

ABSTAIN: None

ABSENT: Bailey

c. Police Department request for a fence along Iron Point Road near Folsom High School

The Traffic Safety Committee recommends that the Public Works Department work to find funding to support the project to protect pedestrians.

Brausch proposed the motion.

Bosch seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Galovich, Goddard, Wilson,
Hammond

ABSTAIN: None

ABSENT: Bailey

6. INFORMATIONAL ITEMS

a. Traffic Safety Committee Action Item Updates

Bosch reported that striping and other recommended road improvements are underway now that the weather has improved. The Carpenter Hill intersection improvements will be underway next week. RRFBs and flashing stop signs are on order and will be delivered soon. Folsom Lake Crossing funding has been received recently. Public Works Engineering is currently understaffed.

The Empire Ranch Interchange design is underway. Construction funding is not identified currently.

Brausch asked about Oak Avenue Parkway at North Lexington Drive. She reported that when Folsom Middle School gets out, there is an influx of students walking home who come across the street and cross North Lexington Drive in an unsafe manner. She is asking for an evaluation at that intersection to see if some improvements could be made.

Galovich reported that a new category called Warning Citation has been created within their ticketing system. They plan to use this for underage electric scooter use enforcement. He will draft a letter to Folsom Cordova Unified School District students to notify them that this new warning citation process will be implemented.

b. Upcoming Traffic Safety Committee Items

A traffic circulation evaluation at Mangini Ranch Elementary has been requested. Public Works Department staff is meeting at the school site next week, and it is a possible future agenda item.

A follow-up to a past agenda item regarding Natoma Station Elementary is a possible future agenda item.

No right turn on red at Scott Street and Riley Street is another possible future agenda item.

The next meeting is on May 23, 2024.

7. ADJOURNMENT

Meeting adjourned at 6:03 p.m.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: May 23, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

**SUBJECT: SPEED LIMIT ADOPTION: FOLSOM LAKE CROSSING &
SAVANNAH PARKWAY**

BACKGROUND/ANALYSIS

The City of Folsom is periodically required to review posted speed limits and conduct studies to determine if the posted limits are still valid. In cases where it is determined that the speed limit should be increased or decreased, staff is required to conduct a public hearing and obtain City Council approval in order to adopt the new limit.

Staff has conducted an Engineering and Traffic Survey for two segments of roadways contained in this staff report, using the consulting firm Kimley Horn to perform the data collection and analysis and to recommend speed limits.

Savannah Parkway is a newly constructed major roadway south of Highway 50 and connects East Bidwell Street to White Rock Road and requires a new Engineering and Traffic Survey to justify a posted enforceable speed limit sign.

Folsom Lake Crossing is proposed to separate into two segments from its previous survey. This is justified by the recent construction of the median barrier within the segment from East Natoma Street and Folsom Dam Road. The California Manual for Traffic Control Devices requires roadway that have varying site conditions to be broken up into different segments. A few examples of site conditions that trigger this condition are parking restrictions or availability, bike lanes, number of lanes, and median barriers.

The attached Engineering and Traffic Survey recommended the speed limits on the roadways under consideration.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends adoption of the recommended speed limits; if approved, the speed limits will be considered by the City Council at future meetings.

Attachment A

Memorandum

To: Zach Bosch, P.E.
City of Folsom

From: Robert Paderna, P.E., RSP₁
Luke Lazzarini, EIT

Re: **DRAFT** Folsom Lake Crossing & Savannah Parkway Speed Surveys

Date: May 1, 2024

The purpose of this memorandum is to document the results of the speed survey conducted along the Folsom Lake Crossing segment between East Natoma Street and Folsom Dam Road and the Savannah Parkway segment between East Bidwell Street and White Rock Road. Additionally, this memorandum presents recommended speed limits based on the data collected and the evaluation completed.

Introduction and Background

An Engineering and Traffic Survey (E&TS) was conducted to serve as the basis for the establishment and future enforcement of the speed limit along two project roadway segments within the City of Folsom. The first segment is the Folsom Lake Crossing segment between East Natoma Street and Folsom Dam Road. The second segment is the Savannah Parkway segment between East Bidwell Street and White Rock Road. This survey was independently conducted by Kimley-Horn and Associates, Inc. (Kimley-Horn).

Engineering and Traffic Surveys for establishment of speed limits are regularly conducted, at least once every five (5) years, by governing municipalities for the purpose of complying with Section 40802(a) of the California Vehicle Code (CVC) and the national Uniform Vehicle Code. E&TSs may be extended to every seven (7) years if criteria is met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the CVC. In addition, an E&TS should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed, which is the case along the two study segments covered in this memorandum.

Regulations and Guidelines

Division 11, Chapter 7, of the 2018 CVC defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are 15 miles per hour (mph) at unprotected railroad grade crossings, highway intersections with site restrictions, and on any alley. In addition, the prima facie speed limit is 25 mph in residential and business districts, when approaching or passing a school building or grounds thereof or when passing a senior center or other facility primarily used by senior citizens. Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

“A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.”

“A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.”

Section 22357(a) permits the establishment of speed limits greater than 25 mph based on the following text:

“Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.”

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an E&TS. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or ten years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC:

“(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

- (A) Roadway width of not more than 40 feet.
- (B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
- (C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign."

Requirements and Methodology of an Engineering and Traffic Study

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe, and are not dependent on the judgment of one or a few individuals.

The E&TS, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related roadway and traffic variables was conducted which is considered in combination with the statistical data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an E&TS are outlined in the 2014 California MUTCD (CA MUTCD). The statistical factors used to analyze the collected speed survey data and additional factors as noted in the CA MUTCD to consider are defined in the following section.

Speed Survey Evaluation

The two study segments along Folsom Lake Crossing and Savannah Parkway were evaluated by Kimley-Horn and are included in this memorandum. These roadway sections and limits of the sections are listed in **Table 1** and presented in **Figure 1** and **Figure 2**.

Field Review

Speed data was collected using manual radar surveys performed by NDS, a subconsultant to Kimley-Horn. Each of the radar speed surveys were conducted from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and utilized in this evaluation. Chapter 2B of the CA MUTCD indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street, or a minimum observation time of two hours if the minimum sample size cannot be met due to low traffic volumes. This requirement is acknowledged to result in excessive survey periods for low volume roadways. However, a survey should not contain less than 50 vehicles. In addition, average daily traffic (ADT) counts were collected at all study locations and are presented in **Table 1**.

Table 1 – Survey Locations and Limits

No	Street	Limits		ADT*
1	Folsom Lake Crossing	East Natoma Street	Folsom Dam Road	33,184
2	Savannah Parkway	East Bidwell Street	White Rock Road	3,565

* ADT data collected on April 2, 2024

Examples of the field data observed and collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below.

1. Segment length, width and alignment;
2. Level of pedestrian, bicycle, neighborhood electric vehicles (NEV), and truck activity;
3. Traffic flow characteristics;
4. Number of lanes and other channelization/striping factors;
5. Frequency of intersections, driveways, uncontrolled crossings, on-street parking, bike/NEV lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Pavement condition;
8. Obstructions to driver/pedestrian visibility;
9. Land use and proximity of schools, parks/recreation areas, and senior centers;
10. Uniformity with existing speed zones in adjacent jurisdictions; and,
11. Any other unusual conditions or hazards not readily apparent to the driver.

Statistical Analysis Factors

Significant factors used to analyze the collected survey data are summarized below:

1. **85th Percentile Speed.** The Critical Speed, or the 85th Percentile Speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.
2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.
3. **50th Percentile Speed.** The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.
4. **15th Percentile Speed.** The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.
5. **Percent of Vehicles in Pace Speed.** The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

Based on the 2014 CA MUTCD¹, the guidance for establishing speed limits indicates that speed limits “shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic.” In matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a reduction of the posted speed limit by 5 mph due to specific factors such as road characteristics, adjacent land uses, presence of bike routes/lanes, the pace speed, roadside development and environment, parking practices and pedestrian activity, and collision history.

Collision History

The speed survey worksheets summarize the available collision information for the study segments. The collision information was obtained from the Transportation Injury Mapping System (TIMS) from January 1, 2021 to December 31, 2023. For this analysis, collisions during the 3-year period between January 1, 2021 and December 31, 2023 were considered. Note that recent construction of a median barrier was completed along the Folsom Lake Crossing study segment in July 2023, and the collision data for 2021 and 2022 reflects collisions that occurred prior to the implementation of these safety improvements. Additionally, the Savannah Parkway study segment was recently constructed, with the collision shown in 2021 occurring at the intersection of Savannah Parkway with East Bidwell Street under a temporary intersection configuration.

Results and Recommendations

The speed limit recommendations contained in this memo are intended to establish the appropriate posted speed limits along the study segments. The recommended speed limits were developed based on data analysis results of a thorough evaluation of the study segments which were surveyed. A summary of the data analysis, along with recommended speed limit, is presented in **Table 2**. The supporting speed survey worksheets are provided in **Attachment 1**.

Table 2 – Speed Survey Recommendations

Street Segment	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace
Folsom Lake Crossing between East Natoma St and Folsom Dam Rd	55	45*	51.6	47.6	44-53	86%
Savannah Parkway between East Bidwell St and White Rock Rd	N/A	35*	39.3	35.6	31-40	76%

Note:

* 5 MPH reduction applied. Refer to Speed Survey Worksheet for summary of roadway conditions in support of reduction.

Attachments:

Figure 1 – Folsom Lake Crossing Vicinity Map

Figure 2 – Savannah Parkway Vicinity Map

Attachment 1 – Speed Survey Worksheets

¹ 2014 California MUTCD Guidance between Adjacent Segments

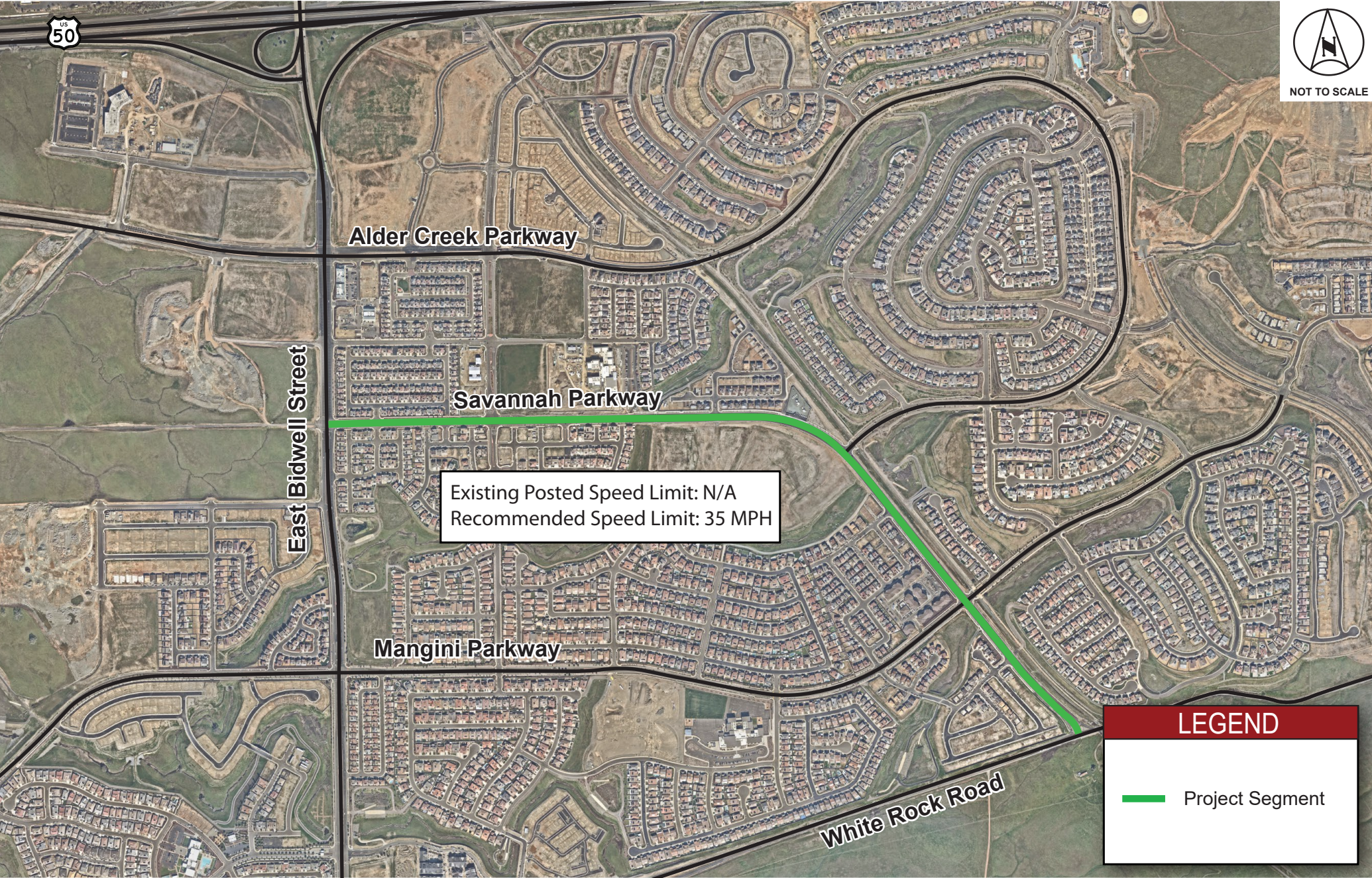


NOT TO SCALE





NOT TO SCALE



Attachment 1

Speed Survey Worksheets

Street: Savannah Parkway Location: Savannah Pkwy 600 ft N/O Mangini Pkwy

Segment: Savannah Pkwy between White Rock Rd and E Bidwell St

Segment #: 02 Direction: Northbound & Southbound

SPEED SURVEY

Date: 4/2/2024 Day: Tuesday Time: 10:15-11:30

Weather: Clear/Dry Observer: NDS

Speed (mph)	Number of Vehicles						Total Volume
	5	10	15	20	25	30	
65 or higher							0
							0
							0
							0
60							0
							0
							0
55							0
							0
							0
50							0
							0
							0
45	1						1
	2						2
	3						3
	2						2
	8						8
40	5						5
	12						12
	9						9
	18						18
	12						12
35	12						12
	6						6
	11						11
	6						6
	8						8
30	3						3
	5						5
	4						4
	1						1
25	0						0
	2						2
	0						0
	0						0
20	0						0
	0						0
	0						0
15	0						0
	0						0
	0						0
10 or lower							0
NB/EB shown in Red, SB/WB shown in Blue							Total Number of Vehicles: 130

SPEED DATA

Posted: N/A

85th %: 39.3 MPH

50th %: 35.6 MPH

Pace: 31-40 MPH

% in Pace: 76% MPH

% Below Pace: 12% MPH

% Above Pace: 12% MPH

COLLISION HISTORY

YEAR	2021	2022	2023
PDO	0	0	0
INJURY	1	0	0
FATAL	0	0	0
TOTAL	1	0	0

ROADWAY CONDITIONS

Recommended Speed Limit: 35 mph
(applied 5 MPH reduction from 40 MPH)

Roadway Segment Conditions:
Urban roadway segment generally running east-west adjacent to single family residential developments. Segment is on flat terrain. Roadway is two-lane collector with one lane in each direction separated by a landscaped median averaging 25 feet wide. A paved sidewalk path runs parallel to the roadway on the north side and Class II bike lanes are along both sides of the roadway. Collision history summarized above is representative of conditions prior to the road being constructed to its ultimate (current) configuration. Recommended speed limit is within 10 mph pace.

DECLARED SPEED LIMIT: 35 MPH

Mark Rackovan, P.E. DATE
Public Works Director
Resolution # _____ Adopted: _____

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: May 23, 2024
TO: Traffic Safety Committee
FROM: Public Works Department
**SUBJECT: FOLSOM BOULEVARD BIKE PED OVERCROSSING
PREFERRED ALTERNATIVE GRANT APPLICATION**

BACKGROUND/ANALYSIS

The City of Folsom staff is anticipating submitting a grant application to both the State of California and the Sacramento Area Council of Governments (SACOG) through the Active Transportation Grant Program for its preferred alternative of the Folsom Boulevard Bike/Ped Overcrossing project.

Parks and Recreation Senior Trails Planner, Brett Bollinger, will be presenting information on the project for consideration of the Traffic Safety Committee.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends the Traffic Safety Committee recommend City staff to submit the proposed project for consideration in the Active Transportation Cycle 7 round for both the statewide and regional programs.

INFORMATIONAL ITEM
Agenda Item No. 6a
TSC 24-010
05/23/24 Meeting

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: May 23, 2024
TO: Traffic Safety Committee
FROM: Public Works Department
SUBJECT: FAQs FOR CITY/TRAFFIC SAFETY COMMITTEE WEBSITE

BACKGROUND/ANALYSIS

Committee Member Brauch approached City staff to volunteer to write a Frequently Asked Questions (FAQs) for the City's website encompassing many of the questions the committee and staff receives regarding traffic safety issues or complaints.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Informational Item Only. No Action Required.

Attachment A

What do I do when I have a traffic concern?

Begin by identifying who might best respond to your concern - neighbors? Police Department? School District? Traffic Engineering?

How can neighbors help?

By conversing within your neighborhood, you might be able to effect change by working together to get folks to slow down, stop at stop signs, resolve parking issues. Start Neighborhood watch in your neighborhood.

To get started, contact FPD Volunteer Coordinator, Jessica Hess at: jhess@folsom.ca.us

How can the Police Department help?

If you can make them aware of problem behaviors (w/as many specifics as possible), they can better target patrols (or CAPS volunteers) to monitor/address those concerns. Ultimately, Education and Enforcement are the tools they can employ to effect change.

Contact them on their non-emergency #: (916) 355-7230.

How can the School District help?

Issues involving schools & students (and/or their parents) are best resolved at the campus level. Start, first, with the staff at the specific school. Next, reach to District Staff, in the Facilities Department, to see if they can effect change. Phone numbers and e-mail addresses for your local school or for any/all district personnel can be found at: <https://www.fcusd.org/>

How can Traffic Engineering help?

Engineering is the third leg of the stool when it comes to effecting driving attitudes & behaviors.

You can reach to our Public Works Department with a specific issue or concern. A Public Works representative will be assigned to take a look at the situation.

Via the Traffic Safety Committee, our Public Safety & School District folks also bring things forward, as do the other members of the Traffic Safety Committee [citizens, who serve as "Members-at-Large"]. All 4 groups work together to make recommendations and suggest possible solutions.

Reach out to our Traffic Management Engineer for the Public Works Department, Zach Bosch, at:

916-461-6710.

FYI: often, your concern will effect/be shared by others (surrounding the area of interest). City staff will likely have you work to obtain a petition - outlining the problem; requesting a solution and identifying the other effected parties. Here is a link to that petition:

[xxxxxxx]

City Staff can advise regarding specifics needed for your situation.

Why doesn't the city of Folsom use speed bumps, humps or speed tables as means or method of controlling speed?

While you may believe that these items work well in other jurisdictions, our Folsom Fire Department has, specifically, asked that they never be implemented here in our City. Mostly because, they are hard on the vehicles and slow down response times.

Folsom's first responders have a hard time responding in a reasonable amount of time. This is due to Folsom's large amount of traffic signals and stop signs, meandering streets, and neighborhoods built around terrain. For example, there is no way to get from the east side of Folsom to Orangevale in a reasonable amount of time. Speed bumps slow emergency vehicles to a stop due to their weight and cargo. They are rough on the vehicles. They can negatively affect the care and transport of ambulance patients.

Speed bumps/humps/tables have negative effects on the neighborhood surrounding them that are often not anticipated, such as increased noise due to the braking and then acceleration, and ecological impacts of hundreds of cars stopping and starting.

Speed bumps/humps/tables have not shown a decrease in speed due to cars slowing for them and then immediately speeding back up

Preferred to speed bumps/humps/tables are striping, signage, increased enforcement, and radar feedback signs.

The City Staff has long supported the request of FFD due to all of these reasons stated above, so unless there is a policy change, we'll likely never see them installed here.

So...

What is being/can be done to control traffic/speeding in our neighborhoods/City?

Adjusting speed limits

One effort: Radar Feedback signs (some installed permanently, some on a temporary basis) are utilized, in speed problematic areas, to remind motorists of the posted speed limit & to encourage compliance with same. They are placed as a result of careful determination of the proper speed on our roadways.

Traffic Engineers consistently evaluate the proper setting of speed limits. It is a balance between safety & flow. Speed studies are conducted via very specific parameters called Engineering & Traffic Surveys (E&TS) which look at traffic density, flow, prevailing speed, safety, and collision history at a location to determine the ideal speed limit. They also look at the type of land usage nearby and the pedestrian and cyclist populations.

Our engineers take the findings of the surveys, then apply the "85th percentile" rule.

In a nutshell, the 85th percentile speed is defined as, "the speed at or below which 85 percent of all vehicles are observed to travel under free-

flowing conditions past a monitored point.” Another way to think about this is the speed at which only 15% of drivers, on average, will be in violation.

They next look at any special circumstances that might exist in the 'segment', and within their discretion, adjust by 5 mph (slower or faster) to find the speed limit they will post.

It is important, for enforcement, that these speed studies be kept current and on file with the courts.

Speed studies

These also help our City Engineers when they are deciding placement of (new & additional) Stop Signs and Signals.

City Staff takes a variety of factors into account when placing stop signs/signals. Public safety is the highest priority and the main focus when determining stop sign placement. City Public Works engineers collaborate with our dedicated Streets, Signals, and Signage teams to identify locations that would benefit from stop signs/signals. Many City employees live in Folsom and contribute ideas based on their own experience driving around. Feedback from the public is also key to improving the Folsom driving experience.

Staff takes measurements, conducts traffic counts, reviews petition information...then collates all of the data from which they make a recommendation.

If the data does not support a stop sign or signal, they look at other solutions, like...

Road Paint

These are reminders, on the actual pavement, of things like: speed limits, approaching intersections/stop signs/signals/yield requirements; or directions such as which lane to be in for EB vs WB highway on ramps.

Striping

These are another form of road paint designed to communicate: where drivers vs. pedestrians belong; when/where to make lane changes, turn, complete yields, etc.

One road paint technique, used primarily in areas where speeding is concerned, is referred to as a "Road Diet". By adding painted car parking lanes, and/or painted bike lanes, center striping (lane or median), yellow vs. white vs. green vs. red paint, etc. the effect is a narrowing sense of a wider road. Since solid white lines are meant to confine vehicles in a specific space, until becoming broken (allowing drivers to merge, make lane changes or turns) - that tighter "feel" has a natural slowing effect.

Signage

Signs are also employed, as reminders, of how drivers are to behave...signs like, but not limited to:

Posted Speed Limit

"Residential Neighborhood"

Stop

Yield

Merge

No Turn on Red

No U-Turn

No Parking: (time) to (time)

And finally, signs w/lighting can be used to indicate

Signal or Stop Ahead

Curve Ahead

School Zone (lights flash when students are moving to/from campus)
and special crosswalk safety lighting - Rectangular Rapid Flashing
Beacons [RRFB's]

Cameras

As located in many of our intersections, allow Safety Personnel to investigate incidences and Traffic Engineers to adjust flow (as warranted).

What else helps reduce speeds and makes our roads safer & less congested?

YOU!!

Make sure your own driving behavior is appropriate & in compliance with all of the measures outlined above.

Teach others to obey traffic safety laws.

When you see something, say something. Engaged citizens contribute, overall, to law compliance - speed reduction - safer streets and pedestrian well being.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: May 23, 2024
TO: Traffic Safety Committee
FROM: Public Works Department
SUBJECT: **PROJECT UPDATE FOR FOLSOM LAKE CROSSING MEDIAN
BARRIER PHASE 2**

BACKGROUND/ANALYSIS

Public Works staff in conjunction with Traffic Safety Committee Chair Bailey provides the following update for the upcoming Folsom Lake Crossing Median Barrier Phase 2 Project.

As many of the committee members know, the City of Folsom was tentatively granted Congressionally Directed Funding (CDF) for the design and construction of the Folsom Lake Crossing Median Barrier Phase II Project, from Folsom Dam Road to Folsom Auburn Road.

At the time of this staff report being written, City staff have drafted the Request for Proposals (RFP) in anticipation of the release of funds from Caltrans. Once the email from Caltrans has been received by the City, City staff will prioritize the release of the RFP to expedite the selection of a design engineering firm. Throughout the design process, City staff will engage with the consultant, Traffic Safety Committee and other project constituents to develop a preferred design, determine the feasibility of additional street/safety lighting, and other potential safety improvements along the corridor.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Informational Item Only. No Action Required.

COMMITTEE ITEMS
Agenda Item No. 6c
TSC 24-012
05/23/24 Meeting

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: May 23, 2024
TO: Traffic Safety Committee
FROM: Public Works Department
SUBJECT: TRAFFIC SAFETY COMMITTEE ACTION ITEM UPDATES

BACKGROUND/ANALYSIS

In an effort to provide transparency and accountability for items from the Traffic Safety Committee, the Public Works Department will provide an update on previously voted on action items.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Informational item only. No action required.

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC 22-031	10/27/2022	Randall Drive and Santana Way Stop Sign	The Traffic Safety Committee recommends that the Public Works Department install radar feedback signs and traffic striping. They recommend that the Public Works Department determine the most appropriate traffic striping at their discretion.	Striping Completed 5/2024. Radar Feedback signs delivery date 6/2024.	N
TSC 22-033	12/8/2022	Tobrurry Way - Speeding Issue	Recommends neighborhood petition for NO STOPPING signs, and Public Works staff implement recommendations identified in staff report	No Stopping Signs installed - revisit in 6 months	Y
TSC 22-034	12/8/2022	Natoma Station Drive/Ashchat - School Safety & Neighborhood Issues	The Traffic Safety Committee recommends looking at the location of existing speed limit signs and school zone signs on Turnpike. They recommend tree trimming to improve the visibility of signs. The Public Works Department will consider road striping "25 mph" on approaches and improve the striping in the crosswalks. The Committee recommends that this be a future agenda item for continued discussion.	Discuss temporary installation of NO PARKING barricades with School District	Y
TSC 23-05	1/26/2023	Speed Limit on White Rock Road between East Bidwell Street and Prairie City Road	Recommend 60 MPH speed limit to City Council for Adoption	Identify City Council Meeting to place for adoption of change to City Ordinance.	N
TSC-23-017	5/25/2023	South Lexington Speeding Issue	The Traffic Safety Committee recommends that the City enact the modifications proposed in the staff report for this item to South Lexington Drive between Duxbury Way and Silberhorn Drive. These modifications include a "Residential Neighborhood Sign", multiple 25 MPH legends on the pavement, and 2 radar feedback signs.	Radar Feedback signs delivery date 6/2024	Y - 6 month Follow-up after installation

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC 23-023	8/24/2023	STONE RANCH DRIVE AND ROCK HEARTH DRIVE / GOPHER RIDGE DRIVE.	Staff recommends that the Committee recommend to City Council that the intersection of Stone Ranch Drive and Rock Hearth Drive / Gopher Ridge Drive be converted to an all-way stop sign	Completed.	N
TSC 23-027	9/28/2023	Iron Point Road and Carpenter Hill Road	The Traffic Safety Committee recommends that the Public Works Department take the feedback from the discussion and come back to the committee with recommendations	Striping completed. Flashing Stop Sign signs in process. Delivery 6/2024	N
TSC 23-029	9/28/2023	Pedestrian improvements at Willow Creek Trail and Prewett Drive	The Traffic Safety Committee approves the installation of the RRFBs at the Prewett Drive midblock crosswalk at Folsom Kids Play Park.	Procurement of RRFBs signs in process. Delivery 6/2024	N
TSC 23-031	10/26/2023	Flower Drive Speeding Issues and Pedestrian Safety	The Traffic Safety Committee approves the installation of the radar feedback signs, 25 MPH legends, trimming trees that may block signage, install in crosswalk pedestrian signs at the Flower Drive and Willow Creek Drive	Procurement of Radar Feedback signs in process. Delivery 6/2024	N
TSC24-001	2/22/2024	Willow Creek Drive and Thomas Court	The Traffic Safety Committee approves the installation of the pedestrian bollards, enhance crosswalk striping and outreach to school via School's newsletter and message boards in park.	Public Works to construct information for school to distribute, add striping to project list	N
TSC 24-007	4/4/2024	Median Fence on Iron Point Road	The Traffic Safety Committee recommends that the Public Works Department work to find funding to support the project to protect pedestrians.	Public Works is looking to identify funds to construct this project	N