

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**AGENDA**

4:00 p.m., Thursday, February 22, 2018  
Public Works Conference Room

**ADMINISTRATIVE**

- A. Roll Call:  
Hillman, Newman, Pew, Rackovan, Soulsby, Washburn, Wilson
- B. Approve Action Summary:  
October 26, 2017

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

**ACTION/DISCUSSION ITEMS**

Neighborhood Issues

1. Bradley Court – Parking Restrictions
2. School Street Traffic

Project Review

None

Other Business

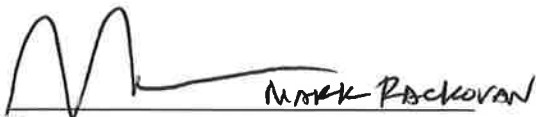
None

**INFORMATIONAL ITEMS**

None

**ADJOURNMENT**

APPROVED:

  
Dave Nugen, Public Works Director

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**ACTION SUMMARY**  
 4:00 p.m., Thursday, October 24, 2017  
 Public Works Conference Room

**Meeting called to order at 4:00 p.m. by Chair Pew**

**Roll Call:**

	Hillman <sup>1</sup>	Newman	Pew	Rackovan	Soulsby	Washburn	Wilson
Present	√	√	√	√	√	√	√
Absent							

1. Officer David Rojo represented Folsom Police Department

**BUSINESS FROM FLOOR/GOOD OF THE ORDER.** None.

**ACTION SUMMARY** – July 27, 2017 action summary was approved with no revisions.

**ACTION/DISCUSSION ITEMS**

1. Traffic Concerns on Hildebrand Circle and Woodhead Street. Moved by Pew, seconded by Wilson to support staff recommendation to proceed to Tier w traffic calming measures in the form of radar speed feedback signs (with a slow down display instead of speed), followed by another data collection effort before considering additional Tier Two measures; further moved that some level of traffic analysis is requested to forecast the potential traffic shift that can be expected when Wilson Boulevard and Saratoga Way are open to traffic.

**INFORMATIONAL ITEMS** None.

**Meeting adjourned at 4:42 p.m.**

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: February 15, 2018  
TO: Traffic Safety Committee  
FROM: Public Works Department  
SUBJECT: **BRADLEY COURT, REQUEST FOR NO PARKING ON SCHOOL  
DAYS**

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**BACKGROUND/ANALYSIS**

The City of Folsom received a request from Socorro Dellanoce (111 Bradley Court) to prevent high school student parking at the end of their court, which backs up to Folsom High School. While the numbers of parked vehicles is modest, and usually are parked legally, the community has expressed concerns about the trash left behind, and the behavior of some of the students. There have also been confrontations between residents, students and their parents.

City staff advised Mrs. Dellanoce that the City can only post parking restrictions that apply to all vehicles – including those of the residents, their guests, and delivery/repair vehicles. Staff recommended the same parking plan implemented across Iron Point Road from Folsom High School, and more recently in the vicinity of Vista High School. Specifically, the suggestion was to implement a 2-hour parking time limit, effective 7 a.m. to 4 p.m. on school days.

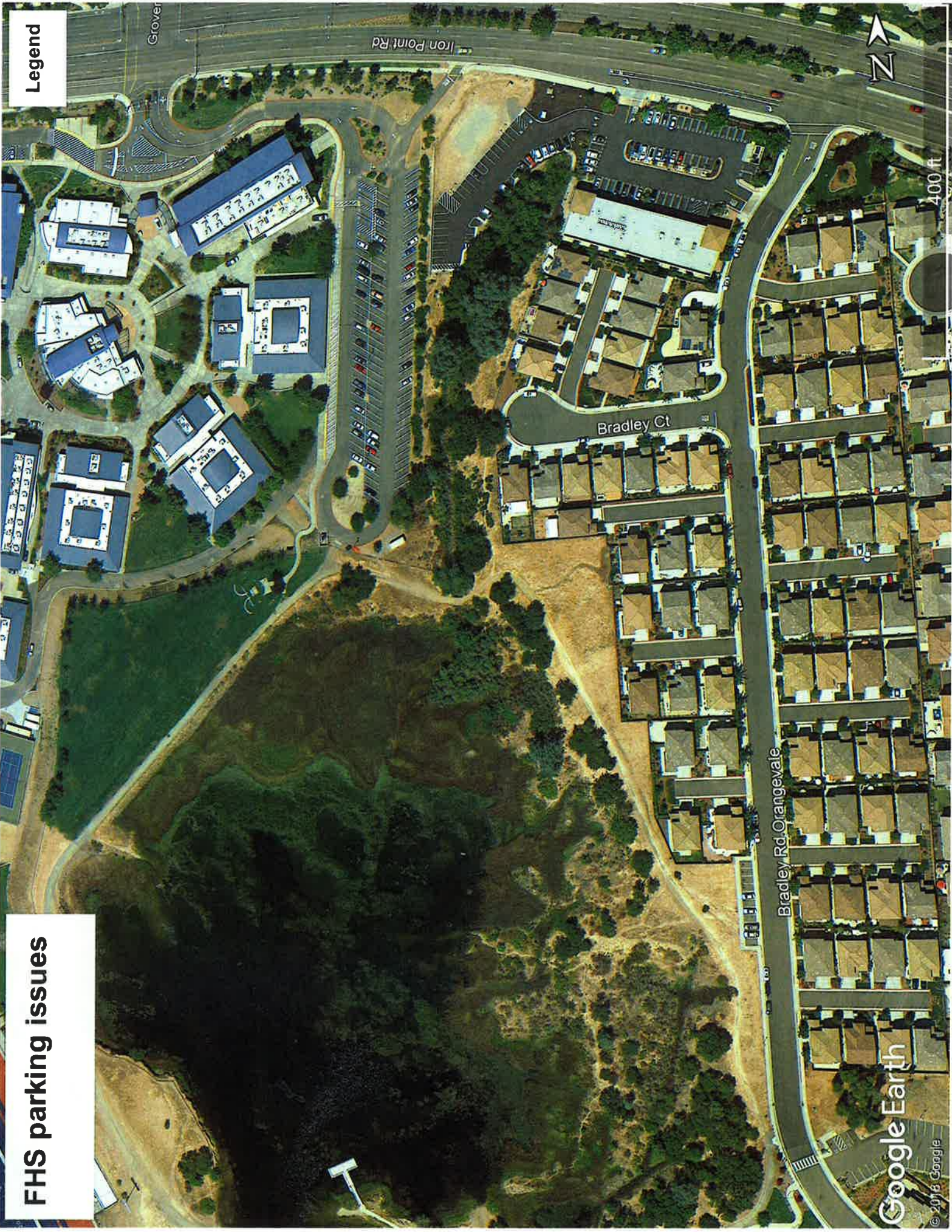
Mrs. Dellanoce was asked to circulate a petition through her neighborhood to obtain votes in favor of the proposed plan. City staff advised Mrs. Dellanoce that, at a minimum, a simple majority of residents should support the proposed plan before the City would give it further consideration. Mrs. Dellanoce was able to contact all 10 of the residents within the proposed parking zone; of those 10 residents, 9 voted to support the proposed parking plan, or 90 percent in favor.

**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

City staff has concluded that the petition is valid and indicates overwhelming support for the proposed parking restrictions. Staff therefore recommends that the Committee approve the proposed parking zone.

# FHS parking issues

# Legend



Grover

Iron Point Rd

Bradley Ct

Bradley Rd, Orangevale

Google Earth

© 2016 Google

400 ft

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: February 15, 2018  
TO: Traffic Safety Committee  
FROM: Public Works Department  
**SUBJECT: SCHOOL STREET TRAFFIC**

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**BACKGROUND/ANALYSIS**

The City of Folsom received an email from Michael Pantell, a resident on School Street, expressing concerns about traffic safety and cut-through traffic. In replying to Mr. Pantell's message, staff offered to share his concerns with the Committee to get their feedback; Mr. Pantell expressed support for this suggestion. A copy of Mr. Pantell's email and staff's response is attached.

**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Provide staff with input on possible traffic analysis related to traffic safety and cut-through on School Street.

## Mark Rackovan

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**From:** Michael Pantell <mp31389@gmail.com>  
**Sent:** Monday, January 29, 2018 12:20 PM  
**To:** Mark Rackovan  
**Cc:** Jesse Peoples  
**Subject:** Re: School st between Montrose and Blue Ravine

Mark,

Thank you for your response. It was very helpful to myself and I have forward the information to some of my neighbors who are also interested in this topic. We all understand and appreciate the difficult situation that traffic poses in this region. And we also understand that School St is needed as an artery into and out of the neighborhood. Personally, when we purchased our home, we knew that traffic volume would be an issue. I think what we didn't see was the lighting, speed and cross walk issues which make it feel like a much worse situation.

In response to the bulleted points:

1. I didn't realize the SMUD owned the street lights. That being said, I would be happy to contact them and request more lights but I'm not sure who to speak with. I don't know if it would be better if the city were to do that (maybe you would have more pull?) Either way works for me. The biggest thing is we need lighting on both sides of the street and one light on the North corner at Blue Ravine.
2. THANK YOU! Seriously, thank you so much. Out of curiosity, what is the time frame on something like that?
3. I think the traffic analysis was older (maybe 2007, it was before the stop signs at Montrose) but I can't find it again. Regardless, talking to my neighbors (2 of them), they would be happy to have some striping. I saw in the most recent study that a Class 2 bike lane was proposed for West bound School st. Would this eliminate parking on that side? If not, I would love a bike lane and parking on that side of the street, and white lines on the South Side. But I don't want to do something that the rest of the neighborhood would oppose. I think community outreach would be great idea and if there is anything I can do to help with that, I would really appreciate it.

I would really appreciate having this brought up at the Traffic Safety Committee to get their feedback. If my attendance would help, I would be happy to come.

Again, thank you for your feedback and help. Please let me know if there is anything I can do to help moving forward.

Michael Pantell

On Mon, Jan 29, 2018 at 10:33 AM, Mark Rackovan <[mrackovan@folsom.ca.us](mailto:mrackovan@folsom.ca.us)> wrote:

Good morning Michael,

Thank you for your message regarding School Street traffic. We have heard complaints/concerns from School Street residents in the past, and it has led to some of the improvements that are currently in place – but it has been a while

since anyone has brought concerns to our attention. We're certainly happy to re-engage with the residents and explore the issue again.

School Street is intended to function not only as a residential street for the residents that live on it, but also as a collector street, linking nearby residential streets to the arterial street system and vice versa. It should therefore be expected that there will be some "non-residential" traffic volume on the street, particularly during those periods when East Bidwell Street is congested. The only way we could ensure that traffic chooses to stay on East Bidwell, rather than seek ways around the congestion, would be to add capacity to East Bidwell Street. There are no plans in the City's current capital improvement program to increase capacity on East Bidwell Street, so it is likely that you will continue to experience periodic cut-through traffic.

That being said, any traffic that utilizes a public street is expected to obey all traffic laws and show some respect for the community they're driving through. We can ensure that the speed limit is properly posted, and stop signs are visible, but enforcing driver compliance with the posted traffic regulations is the responsibility of the Folsom Police Department. I can share your concerns with the Traffic Division over at Folsom PD and I'm sure they can add School Street to their enforcement schedule, if it isn't already on it.

As to your other, bulleted points:

1. Street lighting in that part of town is not owned or maintained by the City of Folsom – those lights are SMUD's property and responsibility. I can share your concerns with SMUD on your behalf, or you can reach out directly to them so that they can evaluate your concern.
2. I agree with you that the striping at School/Montrose is in need of improvement – the stop bars are set too far forward, and cause motorists to stop right in the pedestrian pathway. I will direct my staff to include this intersection in the next available striping project to install crosswalks on all four legs and move the stop legends back to the appropriate locations.
3. I don't recall that the recent traffic analysis conducted by KHA was a speed study – I think they were only measuring volume. We can certainly commission a speed study to gauge conditions on School Street. However, this information will largely benefit Folsom PD and their enforcement schedule more than it will Public Works; we do not implement traffic calming on public streets beyond signs and road striping. School Street is about 32-feet wide, so we can certainly consider striping as a potential traffic calming measure. We'll want to do a lot of outreach to get some community buy-in before we do that though – most residents do not seem to like having striping on their street unless absolutely necessary.

If you like, we can plan to have these concerns brought up with our Traffic Safety Committee at their next meeting and get some direction from them.

If you have any additional thoughts or questions please let me know. I'm copying Jesse Peoples, my associate engineer, and he can also assist you.

Regards,

Mark

**Mark Rackovan, P.E.**

*Engineering Manager*

**Public Works Department**

Address [50 Natoma Street, Folsom, CA 95630](#)

O: [916.461.6711](tel:916.461.6711) | C: [916.849.8804](tel:916.849.8804)



**From:** Michael Pantell [mailto:[mp31389@gmail.com](mailto:mp31389@gmail.com)]

**Sent:** Thursday, January 25, 2018 10:57 PM

**To:** Mark Rackovan

**Subject:** School st between Montrose and Blue Ravine

Mark,

My name is Michael Pantell. My wife and I just recently moved into Folsom onto school st. We love the neighborhood and the ability to walk to places quickly (especially with our first child on the way.) We knew moving on to school st that it would be busy but unfortunately, we've noticed some issues other issues that make this road very dangerous.

1. The lack of adequate lighting- there are only a few street lights on this street which make it very dark at night. There is practically no light at the bend in the street or at the interesection with blue ravine. I've almost been hit and hit pedestrians at this place a few times because I can't see. Is their a way to get more lights? Preferably on both sides of the streets and at blue ravine?



2. The lack of cross walks on Montrose Dr.- There are handicap ramps at the corner but without crosswalks cars get close to running you over when you cross. Are there plans to have these installed?

3. The speed- I noticed kimmley horn did a traffic analysis on the end of the street at each stop sign, but no analysis was done in the middle at hill where speeds are the highest. Are there any plans on speed control measures like more stop signs, speed tables or road narrowing?

Also, I know School st is a cut through road for Bidwell. Are there any plans on trying to reduce the traffic volume by redirecting it back to Bidwell? It seems that school st was not designed for this kind of traffic volume. For example not allowing left turns on to blue ravine from school which is a very dangerous left turn.

I know I am not the only person on this street who have these concerns. We would all really appreciate your feedback on these things and to possibly find a way to address some of these concerns.

Thank you for your time.

Michael Pantell