

City of Folsom
TRAFFIC SAFETY COMMITTEE
AGENDA
4:00 p.m., Thursday, July 27, 2017
Public Works Conference Room

ADMINISTRATIVE

- A. Roll Call:
Hillman, Newman, Pew, Rackovan, Soulsby, Washburn, Wilson
- B. Approve Action Summary:
May 25, 2017

BUSINESS FROM FLOOR/GOOD OF THE ORDER

ACTION/DISCUSSION ITEMS

Neighborhood Issues

- 1. Traffic Concerns on Hildebrand Circle and Woodhead Street

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, May 25, 2017
 Public Works Conference Room

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

Roll Call:

	Hillman	Newman	Pew	Rackovan	Soulsby	Washburn	Wilson ¹
Present	√	√	√	√	√	√	
Absent							√

BUSINESS FROM FLOOR/GOOD OF THE ORDER. None.

ACTION SUMMARY – February 23, 2017 action summary was approved with no revisions.

ACTION/DISCUSSION ITEMS

1. Empire Ranch Village 38, Request for No Parking on School Days. Moved by Rackovan, Seconded by Hillman to post parking restrictions in entire Village 38 before start of next school year.
2. Traffic Concerns on Hildebrand Circle and Woodhead Street. Item continued to June 22nd meeting for staff to develop draft data collection and traffic calming plan.
3. Bidwell Pointe Mixed-Use Project. Moved by Rackovan, Seconded by Newman to recommend project with the recommended transportation system improvements in the traffic study, and to include installation of the traffic signal at East Bidwell Street at Coloma Way intersection in coordination with the Sutter Middle School Improvements phasing plan.

INFORMATIONAL ITEMS None.

Meeting adjourned at 5:16 p.m.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: July 18, 2017

TO: Traffic Safety Committee

FROM: Public Works Department

**SUBJECT: TRAFFIC CONCERNS ON HILDEBRAND CIRCLE AND
WOODHEAD STREET**

BACKGROUND/ANALYSIS

This item was continued from the May 25th meeting; please refer to the staff report from that meeting (attached) for additional background.

City staff was contacted by Mr. William Scott (2164 Woodhead) regarding an influx of traffic and associated unsafe driving due to the opening of Via Barlogio, a residential street connecting Mr. Scott's Empire Ranch neighborhood to a developing subdivision in El Dorado Hills. At the May 20th City Council meeting, these concerns were also expressed by Mr. Aaron Gurley, Mr. Chris Bissing, and Mr. Craig Owen, who all live in the same neighborhood as Mr. Scott. They were advised that the TSC was to discuss this issue at the May 25th meeting, which Mr. Gurley attended.

At the May 25th meeting, the Committee and residents discussed the general issues associated with the cut-through traffic, including reports of excessive speeding and traffic volumes that are inconsistent with a neighborhood street. Staff advised that some baseline data would need to be gathered before the Committee could begin work on a plan to address these issues.

Kimley-Horn and Associates, the City's on-call traffic consultant, was tasked with gathering baseline speed and volume data in the neighborhood to better quantify the problem. The data was collected in June and the results are summarized in the attached memorandum. In summary, the data appears to confirm that there is a slight speeding problem on Hildebrand between Via Barlogio and Ritchie, but that the traffic volumes are in an acceptable range. South of Via Barlogio, the speeds are reasonable but there is a cut-through volume of over 1,000 vehicles per day (about 50 in the peak commute hours).

Based on these findings, staff is prepared to discuss a phased traffic calming plan to address the speeding and cut-through; a preliminary calming plan has been prepared by staff and is attached to this report. The initial phases of the plan are intended to reduce

vehicle speeds, with a goal of an 85th percentile speed under 30 MPH. After implementation of tier one improvements, and an adjustment period, a second round of speed/volume data will be collected to determine the effectiveness of the tier one measures and to determine whether or not to implement tier two.

Staff does not expect the tier one/two measures to have an appreciable effect on volume. The daily volume is expected to increase as the new homes along Via Barlogio are completed. It is likely that the only effective way of reducing the cut-through volume is to implement the tier three strategy of converting Via Barlogio to an emergency vehicle only-access. However, State law (California Vehicle Code) is very clear that the closure of a public street can only be considered if reasonable steps have been taken to reduce or eliminate the traffic problem.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Committee endorse the traffic calming strategy and continue the item to the October 26th meeting to get an update on the post-tier one speed and volume data and to consider whether or not to proceed with tier two measures.

Traffic Safety Committee
July 27, 2017 Meeting

Agenda Item No. 1

Attachment A

Baseline Data Collection Memorandum

Memorandum

To: Mark Rackovan, P.E.
From: Matt Weir, P.E., T.E., PTOE
Re: **Via Treviso Data Collection**
On-Call Traffic Engineering, Task Order 16-007 - Folsom, California
Date: July 13, 2017

The purpose of this memorandum is to document existing traffic volumes and speeds in the vicinity of Ritchie Street, Hildebrand Circle, and Woodhead Street. According to citizen requests, the Via Treviso connection into El Dorado County (formerly Tucher Way) has resulted in increased volumes and speeds along these roadways as traffic makes its way to and from Empire Ranch Road. **Exhibit 1** depicts the project vicinity and study roadways.

Traffic data was collected on a Tuesday, Wednesday, and/or Thursday between June 13 and June 29, 2017. **Exhibit 2** presents the study intersections and roadway segments. Weekday, AM and PM peak-hour intersection turning movement counts were collected at the following intersections:

1. Empire Ranch Road @ Ritchie Street
2. Empire Ranch Road @ Woodhead Street
3. Hildebrand Circle @ Ritchie Street
4. Hildebrand Circle @ Via Treviso
5. Hildebrand Circle @ Woodhead Street

Three-day (72-hour) weekday (Tuesday-Thursday) roadway segment volume and speed counts were collected at the following locations:

1. Hildebrand Circle, 400-feet south of Ritchie Street
2. Woodhead Street, 130-feet west of Hildebrand Circle
3. Via Treviso, east of Hildebrand Circle

Table 1 and **Exhibit 3** present the intersection turning movement volumes at the study intersections.

Table 1 – Peak-Hour Intersection Turning Movement Volumes

#	Name	NBL	NBT	NBR	SBL	STB	SBR	WBL	WBT	WBR	EBL	EBT	EBR
1	Empire Ranch Rd @ Ritchie St	0 / 0	163 / 406	3 / 26	14 / 37	267 / 276	0 / 1	29 / 11	0 / 0	21 / 26	1 / 0	0 / 1	0 / 1
2	Empire Ranch Rd @ Woodhead St	0 / 0	133 / 410	16 / 71	13 / 27	300 / 270	0 / 0	60 / 25	0 / 0	22 / 17	0 / 0	0 / 0	0 / 0
3	Hildebrand Cir @ Ritchie St	10 / 10	2 / 1	0 / 0	0 / 0	0 / 0	7 / 6	0 / 0	0 / 0	0 / 0	3 / 13	0 / 0	8 / 12
4	Hildebrand Cir @ Via Treviso	0 / 0	1 / 4	18 / 52	9 / 17	3 / 4	0 / 0	41 / 26	0 / 0	5 / 14	0 / 0	0 / 0	0 / 0
5	Hildebrand Cir @ Woodhead St	4 / 3	2 / 1	0 / 0	0 / 0	0 / 0	59 / 38	0 / 0	0 / 0	0 / 0	24 / 49	0 / 0	3 / 6

Note: Volumes are shown as AM / PM Peak Hour Volumes

As shown in **Table 1** and **Exhibit 3**, there is a high proportion of vehicles traveling from/to Via Treviso east of the study area using Woodhead Street between Empire Ranch Road and Hildebrand Circle.

Table 2 and **Exhibit 4** present the average daily traffic (ADT) and 85th-percentile speed at the study roadway segments.

Table 2 – Daily Roadway Segment Volumes and Speeds

#	Segment	Tues		Wed		Thurs		3-Day ADT	3-Day Average Speed
		ADT	85%	ADT	85%	ADT	85%		
1	Hildebrand Cir, 400' s/o Ritchie St	279	30	306	34	316	29	300	31
2	Woodhead St, 130' w/o Hildebrand Cir	1092	28	1120	28	1144	28	1119	28
3	Via Treviso, e/o Hildebrand Cir	1049	30	1092	30	1116	30	1086	30

Note: 85% = 85th-percentile speed.

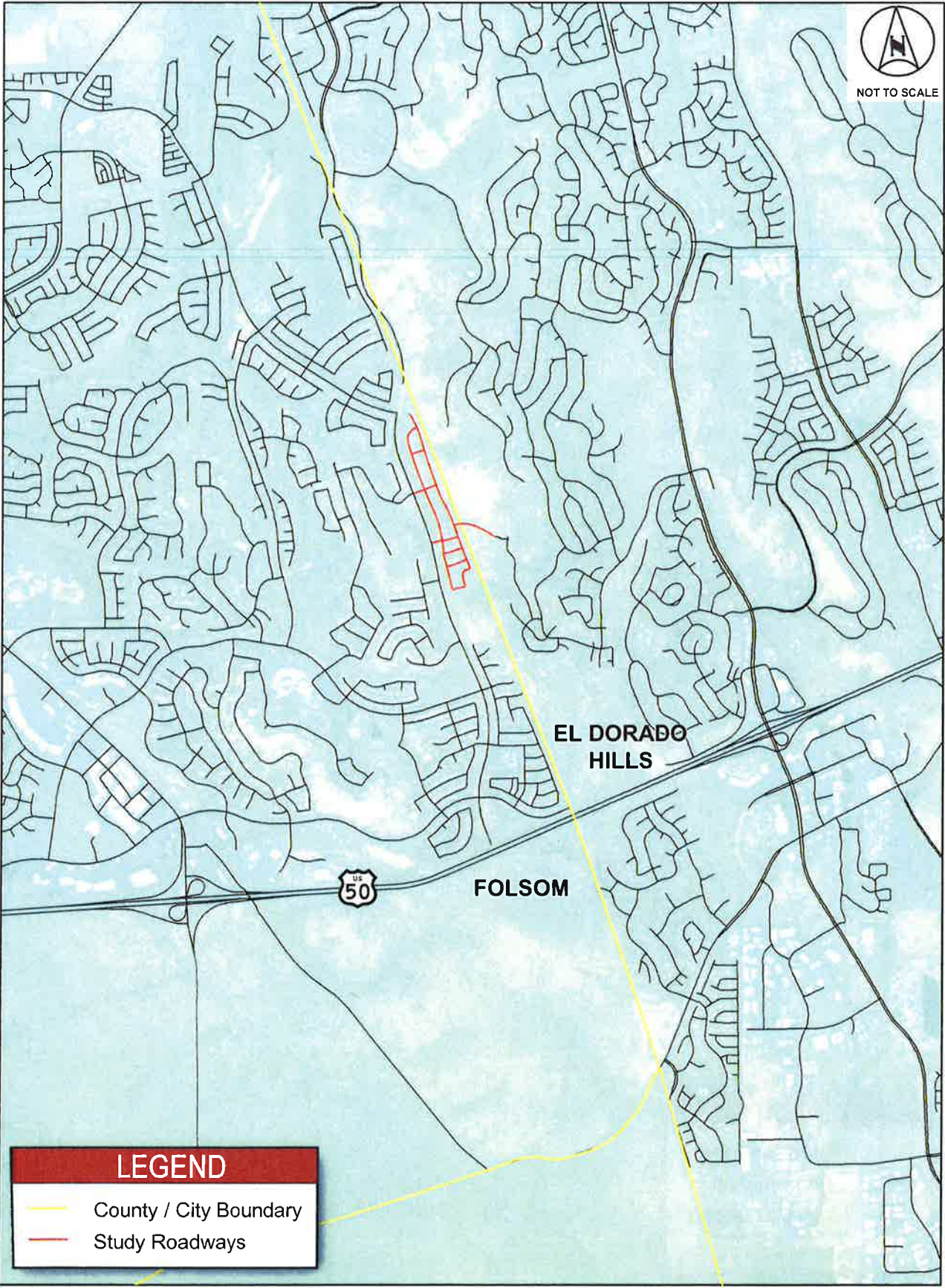
As shown in **Table 2** and **Exhibit 4**, average daily volumes on Woodhead Street and Via Treviso at the study locations exceed 1,000 vehicles. In line with the above statement regarding intersection turning movements, there is a high proportion of vehicles traveling from/to Via Treviso east of the study area using Woodhead Street between Empire Ranch Road and Hildebrand Circle. Additionally, 85th-percentile speeds do not appear to significantly exceed appropriate speeds for residential land uses (25 mph).

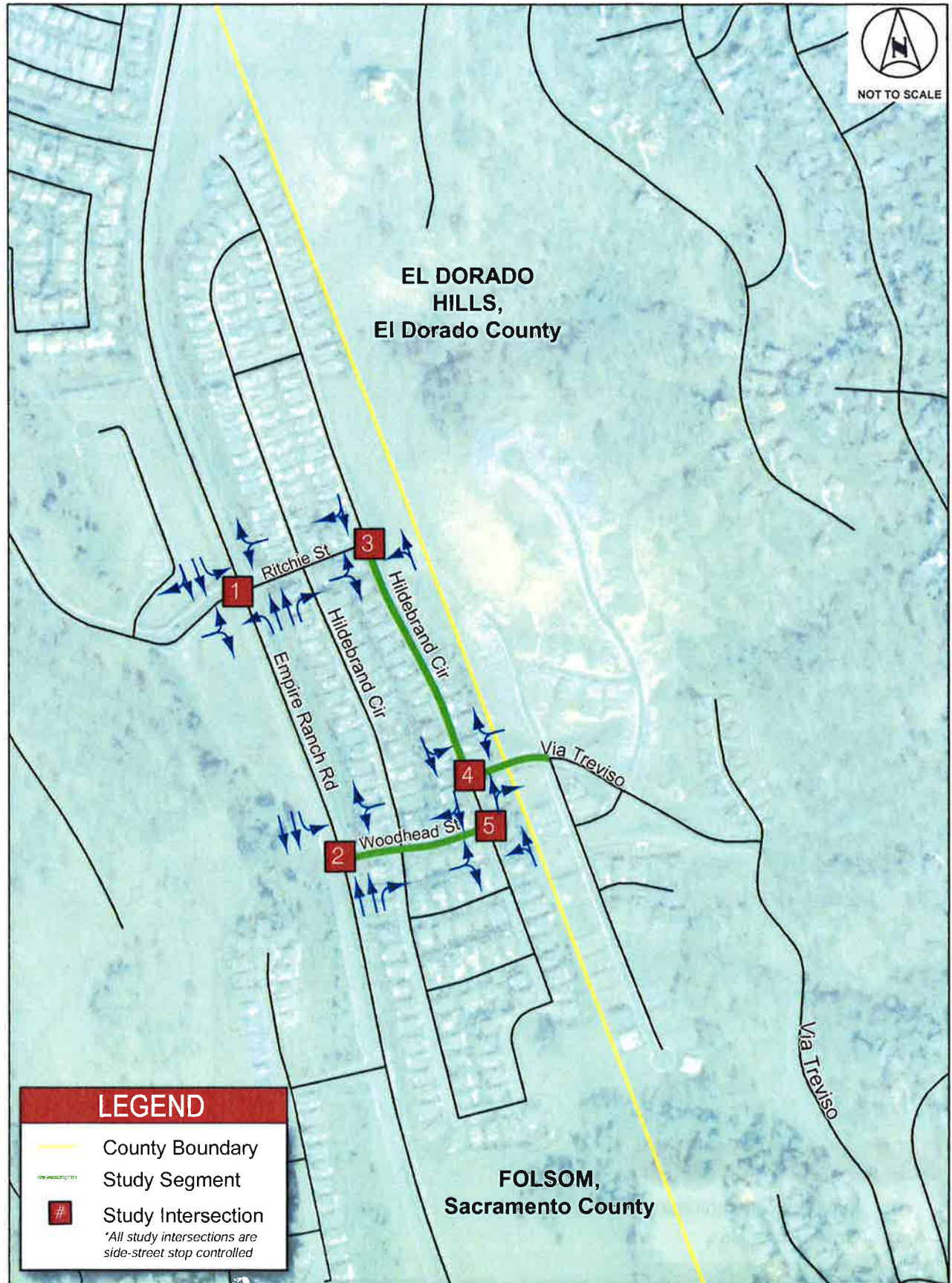
Attachments:

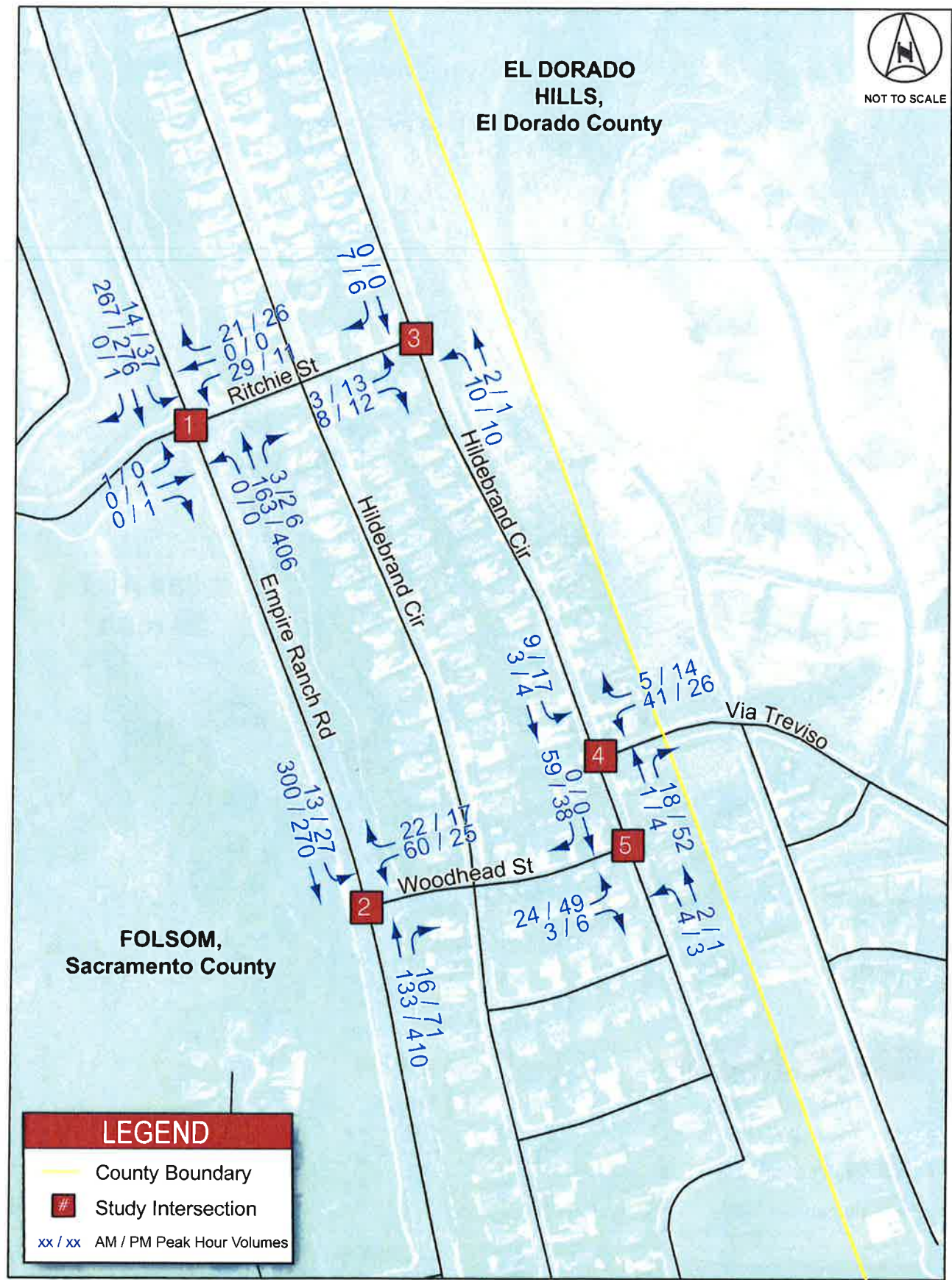
- Exhibit 1 – Project Vicinity Map**
- Exhibit 2 – Study Locations and Lane Geometrics**
- Exhibit 3 – Existing Intersection Volumes**
- Exhibit 4 – Existing Roadway Segment Volumes and Speeds**

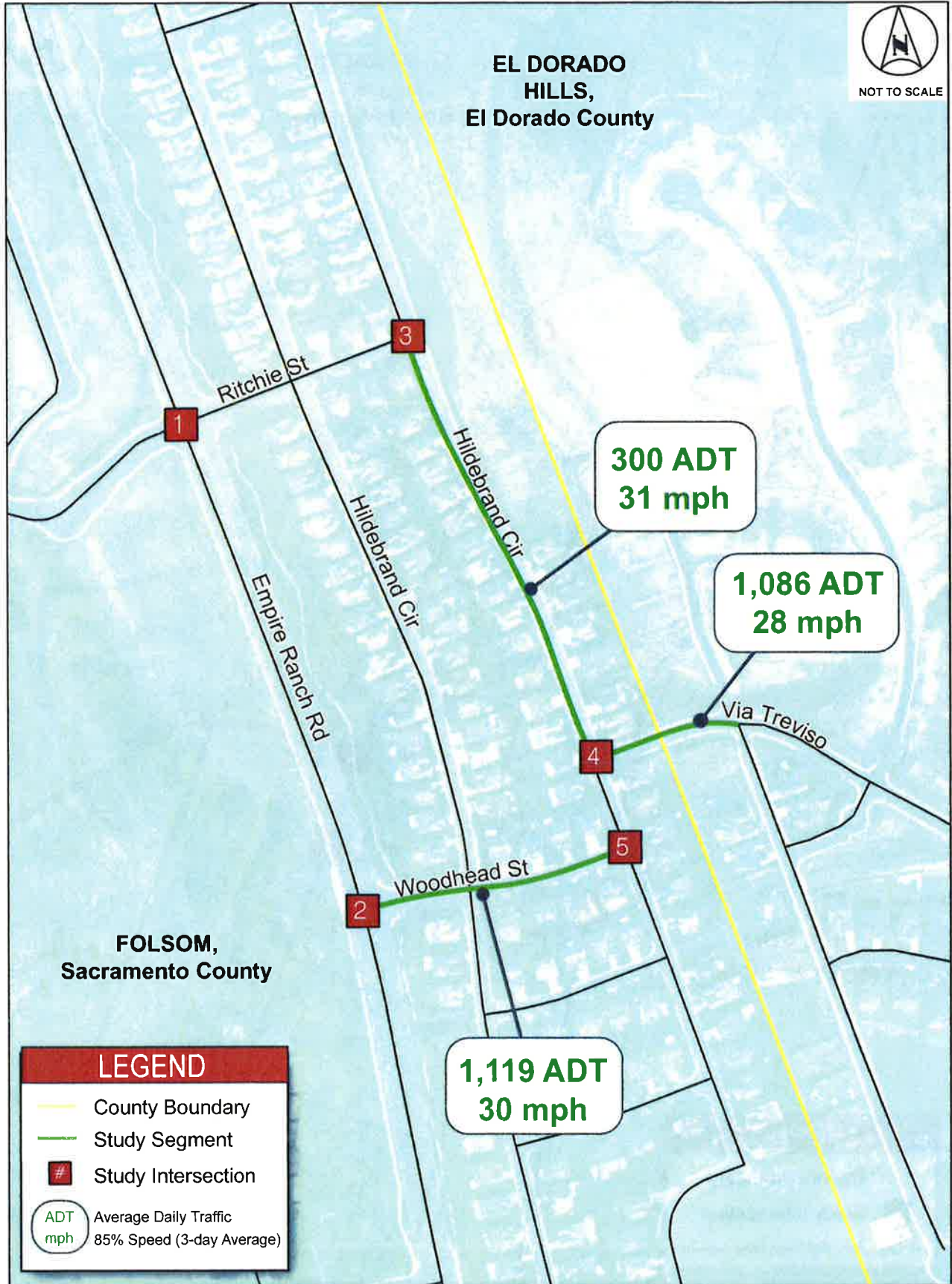
Appendix:

- A - Intersection Turning Movement Counts**
- B - Roadway Volume and Speed Counts**









Traffic Safety Committee
July 27, 2017 Meeting

Agenda Item No. 1

Attachment B

Neighborhood Traffic Management Strategy

Empire Ranch Cut-Through Traffic Neighborhood Traffic Management Strategy

Phase 1: Baseline Data Collection *June/July 2017*

Weekday peak hour (AM and PM) peak period turning movement counts at:

- Empire Ranch/Ritchie
- Ritchie/Hildebrand
- Hildebrand/Via Barlogio
- Hildebrand/Woodhead
- Empire Ranch/Woodhead

72-Hour Speed/Volume Counts at:

- Hildebrand Circle, south of Ritchie
- Woodhead Street, west of Hildebrand

Phase 2: Tier-One Traffic Management ¹*July/Aug 2017*

1. All-Way Stop Sign control at:
 - a. Ritchie/Hildebrand (west)
 - b. Ritchie/Hildebrand (east)
 - c. Hildebrand/Via Barlogio
 - d. Hildebrand/Woodhead (east)
 - e. Hildebrand/Woodhead (west)
2. Supplemental 25-MPH speed limit signs on Hildebrand
3. Road striping on Hildebrand (two 11-foot vehicle lanes, two 4-foot parking lanes)

Phase 3: Post Tier-One Data Collection (same scope as Phase 1) *Oct 2017*

Phase 4: Tier-Two Traffic Management ¹*Nov/Dec 2017*

1. Radar speed feedback signs on Hildebrand between Ritchie and Via Barlogio
2. Curb bulb-outs/Median islands at:
 - a. Ritchie/Hildebrand
 - b. Hildebrand/Via Barlogio
 - c. Hildebrand/Woodhead

Phase 5: Post Tier-Two Data Collection (same scope as Phase 1) *Jan/Feb 2018*

Phase 6: Tier-Three Traffic Management ²*Feb/Mar 2018*

1. Convert Via Barlogio to Emergency Access Only at County Line

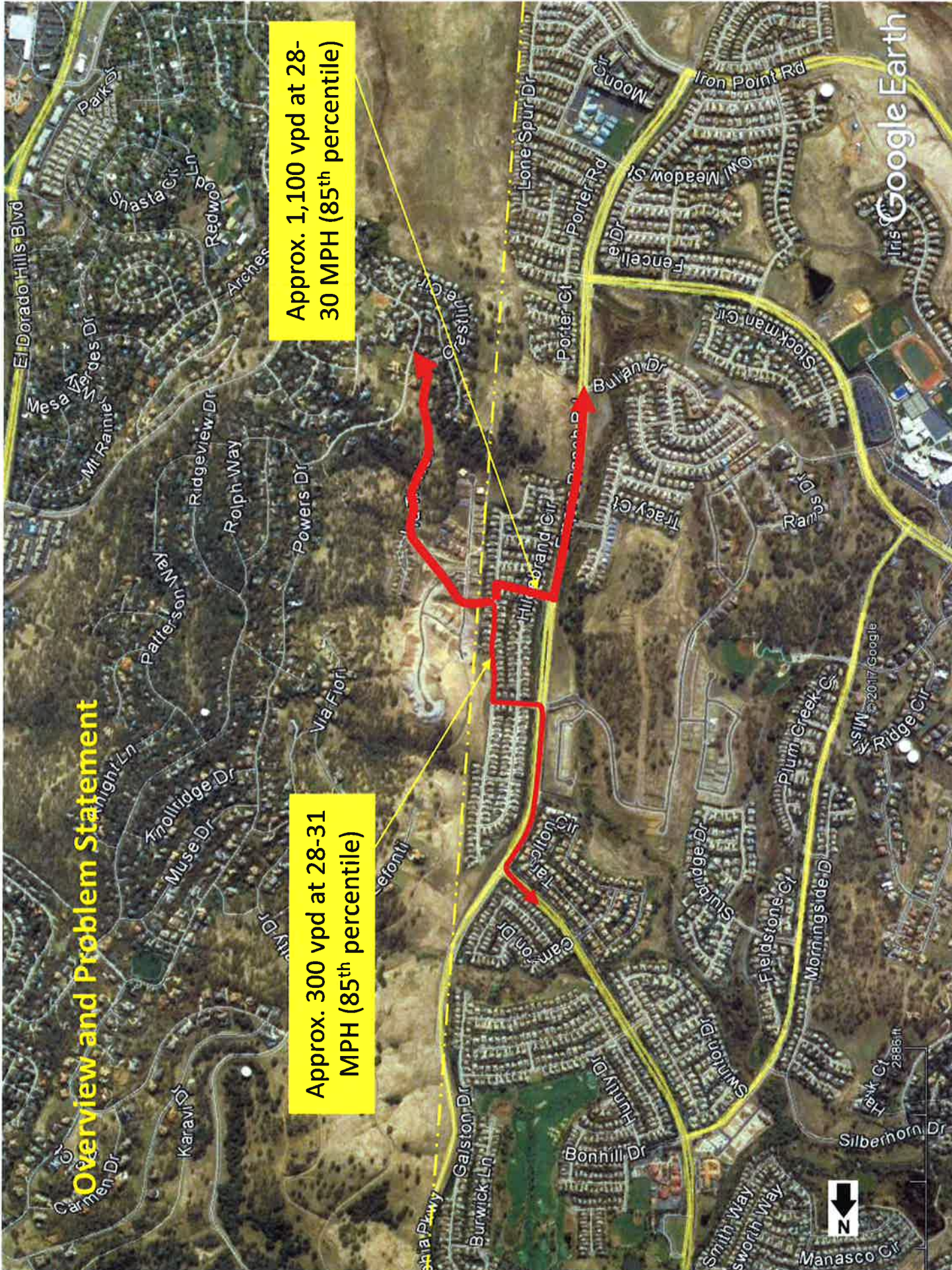
1. Requires Folsom City Council approval

2. Requires Folsom City Council and El Dorado County Board of Supervisors approval

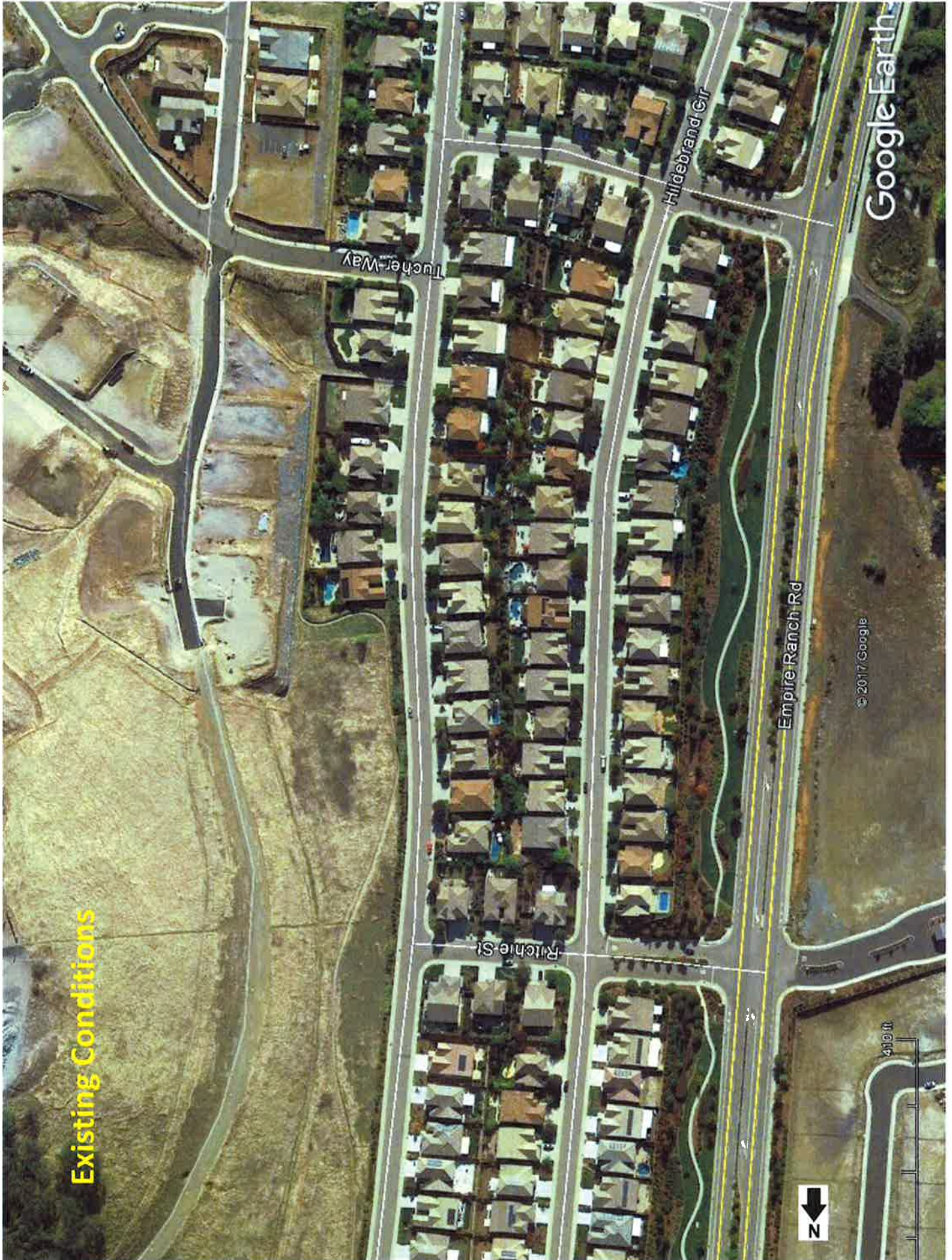
Overview and Problem Statement

Approx. 300 vpd at 28-31 MPH (85th percentile)

Approx. 1,100 vpd at 28-30 MPH (85th percentile)



Existing Conditions



Tier One Traffic Management Plan
(Stop signs, speed limit signs, striping)



© 2017 Google

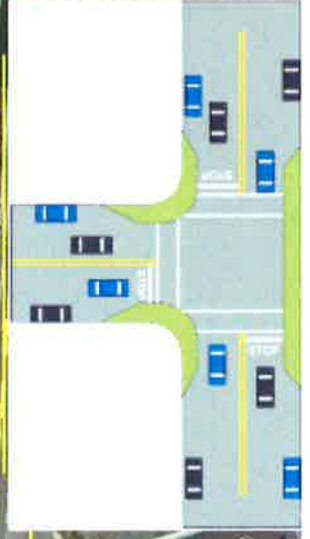
Google Earth

**Tier Two Traffic Management Plan
(Curb Extensions, Radar speed signs)**



Maintain Phase 1 Residential Street Lane Striping
(Two 11-foot vehicle lanes, two 4-foot parking lanes)

Curb Extension Detail



410 ft



**Tier Three Traffic Management Plan
(Road closure/EVA, remove Tier 1 & 2
signs and striping)**



410 ft

© 2017 Google

Google Earth

Traffic Safety Committee
July 27, 2017 Meeting

Agenda Item No. 1

Attachment C

May 25th staff report (background)

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: May 18, 2017
TO: Traffic Safety Committee
FROM: Public Works Department
SUBJECT: **TRAFFIC CONCERNS ON HILDEBRAND CIRCLE AND
WOODHEAD STREET**

BACKGROUND/ANALYSIS

City staff was contacted by Mr. William Scott (2164 Woodhead) regarding an influx of traffic and associated unsafe driving due to the opening of Via Treviso, a residential street connecting Mr. Scott's Empire Ranch neighborhood to a developing subdivision in El Dorado Hills.

Staff discussed a few traffic engineering options with Mr. Scott, including stop signs, street striping, and medians, but Mr. Scott favored the closure of Via Treviso to force the El Dorado Hills traffic to stay out of his neighborhood. Other interim measures that were suggested by Mr. Scott included prohibiting large trucks and preventing the use of outdoor advertising signs that direct potential homebuyers through his neighborhood.

There are several transportation and development projects that are under way in the area that could have a significant effect on the distribution of traffic in this area (see attached figures). Should the City desire to pursue a road closure on Via Treviso, it would be prudent to wait until some of these improvements are in place to give motorists other access options.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff has no recommendations at this time, pending discussion with the resident(s) regarding their support for potential improvements.



Google Earth

Saratoga Estates Wilson Project Way and Saratoga Way extensions (2018)

© 2015 Google

Signal at Empire Ranch/E. Natoma (2022)

Signal at Empire Ranch/Ritchie (2018)

Signal at Empire Ranch/Broadstone (2022)

School crossing signal at Empire Ranch/Owl Meadow (2022)

Signal at Empire Ranch/Iron Point (2022)

Empire Ranch Interchange (2022)

Campan Dr

Volto Cir

Tar

Sturbridge Dr

Fieldstone Ct

Plum Creek

Misty Ridge Cir

Stockman

Fencelle Dr

Sham Way

Tobury Way

akerline Way

Cavit Dr

Iron Point Rd

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W

Spa W



1143 ft

© 2016 Google

Tarbolton Cir

Riethe St

Hillbrand Cir

Empire Ranch Rd

Fehr Rd

Burlond Ct

Tracy Ct

Carroll Ct

Letavre Dr

Karl Dr

Crest

Va Tr

Google Ea

