

City of Folsom
TRAFFIC SAFETY COMMITTEE
AGENDA
4:00 p.m., Thursday, October 26, 2017
Public Works Conference Room

ADMINISTRATIVE

- A. Roll Call:
Hillman, Newman, Pew, Rackovan, Soulsby, Washburn, Wilson
- B. Approve Action Summary:
July 27, 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:


for Dave Nugen, Public Works Director

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

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

Roll Call:

	Hillman ²	Newman	Pew	Rackovan	Soulsby	Washburn	Wilson ¹
Present	√	√	√	√		√	√
Absent					√		

1. Chief Felipe Rodriguez represented Folsom Fire Department
2. Officer Bob Toschi represented Folsom Police Department

BUSINESS FROM FLOOR/GOOD OF THE ORDER. None.

ACTION SUMMARY – May 25, 2017 action summary was approved with no revisions.

ACTION/DISCUSSION ITEMS

1. Traffic Concerns on Hildebrand Circle and Woodhead Street. Moved by Rackovan, seconded by Toschi to support staff recommendation for Phase 1 traffic calming measures and to continue item to October meeting for post-Phase 1 analysis.

INFORMATIONAL ITEMS None.

Meeting adjourned at 5:47 p.m.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: October 20, 2017

TO: Traffic Safety Committee

FROM: Public Works Department

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

BACKGROUND

At the July 27th meeting, the Committee endorsed staff's recommended traffic calming strategy to address cut-through traffic speeds and volumes traveling through Hildebrand Circle, Ritchie Way, and Woodhead Street. between Empire Ranch Road and the neighboring community of El Dorado Hills.

The traffic calming plan proposed by staff was to implement a three-tiered approach, beginning with all-way stop sign control at several intersections in the neighborhood (Tier One) and adding additional, physical speed control measures (Tier Two) if the first improvements were ineffective. Ultimately, if the initial measures fail to achieve the desired outcome, then the City would need to consider closing Via Barlogio to public access and converting it to a gated, emergency vehicle access (Tier Three).

The Committee also continued further discussion on the item to this meeting (the October 26th meeting) in order to assess post-Tier One speed and volume data before determining whether or not to proceed to Tier Two measures.

Staff has performed the post Tier One data collection and the results are summarized below, along with a comparison to the baseline traffic data.

ANALYSIS

The Baseline data collection was performed in June 2017 and indicated the following conditions existed:

1. North of Via Barlogio, along Hildebrand Circle and Ritchie Way, the average daily traffic was 300 vehicles per day (an acceptable volume), with an 85th percentile speed of 31 MPH (exceeding the target speed of 30 MPH).

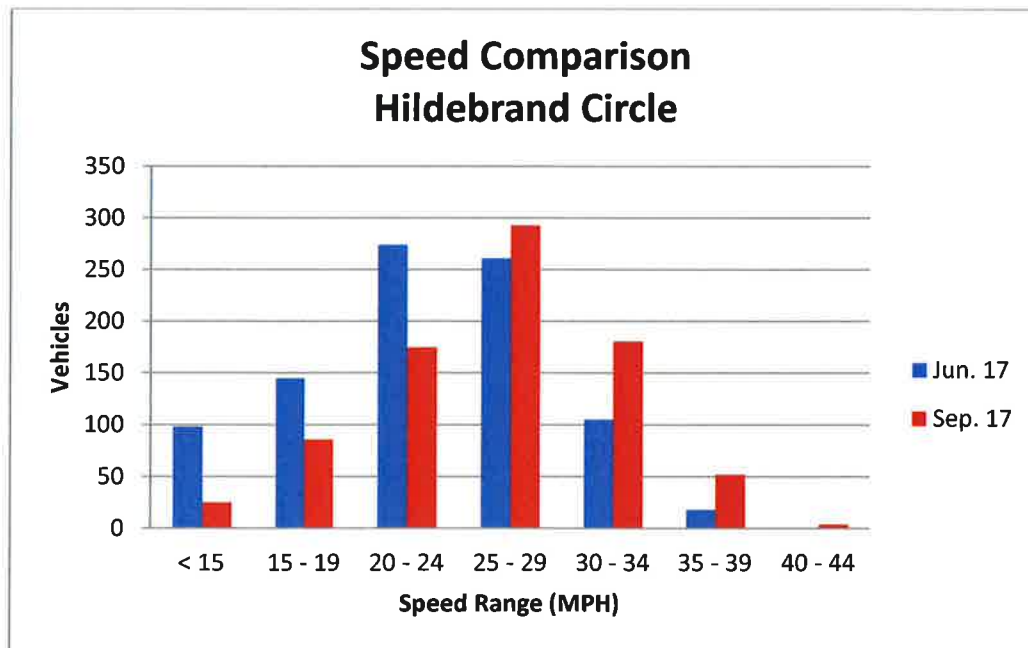
- South of Via Barlogio, along Hilderbrand Circle and Woodhead Street, the average daily traffic was 1,120 vehicles per day (just at the threshold of concern), with an 85th percentile speed of 30 MPH (at the maximum target speed).

The aforementioned Tier One stop signs were approved by City Council on August 22nd and installed on September 8th. After giving traffic conditions a couple of weeks to settle in after the stop sign installation, staff collected new volume and speed data, which is summarized below:

Location	Speed		Volume	
	Jul. 2017	Sep. 2017	Jul. 2017	Sep. 2017
Hildebrand Cir., Via Barlogio to Ritchie	31 MPH	33 MPH	300	270
Woodhead St., Hildebrand to Empire Ranch	30 MPH	29 MPH	1,120	1,180

These results indicate that the Tier One measures, which were primarily intended to address speed control, have so far been ineffective. Traffic volumes remain unchanged, as would be expected.

A more detailed comparison of the speed data is shown in the figure below. Following the addition of stop signs, the mid-block speeds of vehicles traveling over 25 MPH have gone up across the board. This could be due to a number of factors, but one possibility is the common behavior of traffic to speed up between stop signs to make up for perceived “lost time” by stopping at the stop-controlled intersections.



Regardless of the reasons for the increases, the goal of reducing the 85th percentile speed to 30 MPH or below has not been achieved by the implementation of Tier One stop signs. The issue at hand is whether or not to proceed to Tier Two measures, which involve significant physical modifications to intersections along the affected

routes and a mid-block choke point with radar speed feedback signs. These modifications will likely cost between \$90,000 and \$120,000 and will significantly and permanently alter the character of Hildebrand Circle. It is however a necessary interim step towards the ultimate goal of converting Via Barlogio to an emergency vehicle access.

Staff envisions the following process and schedule to fully implement Tier Two:

1. TSC support staff request to proceed to Tier Two at 10/16/17 meeting
2. Staff prepare scope of Tier Two improvements and conceptual drawing
3. Public notice to affected residents along Hildebrand Circle (letter with concept drawing attached)
4. City Council authorize design and construction funding at 12/12/17 meeting tentative)
5. Staff proceeds to design/construction phase
6. Full implementation by end of first quarter 2018

It should be reiterated that, while this tiered approach has not had the desired effect on reducing vehicle speeds and volumes, and it is not likely that the Tier Two measures will have a significant effect, this process is mandated by State Law. Local agencies must demonstrate that they have taken reasonable steps to eliminate the unsafe speeds and volumes before proceeding to a street closure. State Law also requires that all local agencies that have jurisdiction over the public street that is slated for closure must approve of the closure; in this case both the City of Folsom and El Dorado County must consent to the closure of Via Barlogio. The attempt to address the traffic safety issue through this tiered approach provides evidence that reasonable steps have been taken to address the problem, but have failed to achieve the desired outcome.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff seeks Committee support to proceed to Tier Two measures. If approved, staff would then submit an item to City Council to initiate design of the Tier Two physical improvements, specifically the mid-block and intersection curb extensions, and pole-mounted radar speed feedback signs.