

City of Folsom
TRAFFIC SAFETY COMMITTEE
AGENDA
4:00 p.m., Thursday, April 28, 2016
Public Works Conference Room

ADMINISTRATIVE

- A. Roll Call:
Hillman, Kilkenny, Nelson, Pew, Rackovan, Washburn, Wilson
- B. Approve Action Summary From Last Meeting:
February 25, 2016 meeting

BUSINESS FROM FLOOR/GOOD OF THE ORDER

ACTION/DISCUSSION ITEMS

Neighborhood Issues

1. Historic District All-Way Stop Sign Control at Decatur/Figueroa, Mormon/Wool, Reading/Mormon, Persifer/Wool, Persifer/Decatur and Persifer/Reading intersections
2. Big Valley Road Speeding

Project Review

None

Other Business

None

INFORMATIONAL ITEMS

ADJOURNMENT

APPROVED:

 MARK RACKOVAN

For: David E. Miller, Public Works & Community Development Director

City of Folsom
TRAFFIC SAFETY COMMITTEE
ACTION SUMMARY
 4:00 p.m., Thursday, February 25, 2016
 Public Works Conference Room

Meeting called to order at 4:01 p.m. by Chair Pew.

Roll Call:

	Hillman	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson
Present	√	√	√	√	√	√	√
Absent							

BUSINESS FROM FLOOR/GOOD OF THE ORDER. Tony Powers (1002 Natoma) inquired as to the status of the crosswalk lighting at Riley/Persifer; staff replied that the in-pavement lighting is to be replaced by pole-mounted flashing beacons, which have been ordered. No delivery or install date is known at this time.

ACTION SUMMARY – October 2, 2015 action summary was approved without revision.

ACTION/DISCUSSION ITEMS

1. Persifer Street Stop Sign Request was continued to the March 24th meeting at the request of the resident.
2. Barnhill/Blossom Rock stop sign request. Committee voted unanimously to continue the item to the March 24th meeting, pending receipt of a formal request letter from the Outlook at Treehouse HOA.

	Hillman	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson
Move					√		
Second	√						
Aye	√	√	√	√	√	√	√
Nay							
Abstain							
Absent							

3. Country House at Broadstone Memory Care Facility. Committee unanimously recommended project approval, contingent upon emergency vehicle access provisions that are satisfactory to the Fire Department, that the applicant be conditioned to extend the sidewalk along Iron Point to connect to the existing sidewalk at Kaiser Hospital (reimbursable) and that staff determine whether or not the proposed deceleration lane should be outside the existing right-of-way line to preserve room for future widening.

	Hillman	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson
Move					√		
Second							√
Aye	√	√	√	√	√	√	√
Nay							
Abstain							
Absent							

4. The Pique at Iron Point. Committee recommended 6-1 (Kilkenny opposed) that the project be approved contingent upon emergency access provisions that are satisfactory to the Fire Department and that school bus stop locations be identified.

	Hillman	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson
Move					√		
Second							√
Aye	√		√	√	√	√	√
Nay		√					
Abstain							
Absent							

5. Cresleigh Ravine & Campus at Iron Point Residential Development. Committee recommended unanimously that the project be approved as proposed.

	Hillman	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson
Move							√
Second	√						
Aye	√	√	√	√	√	√	√
Nay							
Abstain							
Absent							

6. Mercy Hospital Traffic Management Plan. Committee voted unanimously to continue the item off-calendar.

	Hillman	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson
Move					√		
Second							√
Aye	√	√	√	√	√	√	√
Nay							
Abstain							
Absent							

INFORMATIONAL ITEMS – None.

Meeting adjourned at 5:11 p.m.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: April 22, 2016
TO: Traffic Safety Committee
FROM: Public Works & Community Development Department

**SUBJECT: HISTORIC DISTRICT ALL-WAY STOP SIGN CONTROL AT
DECATUR/FIGUEROA, MORMON/WOOL, READING/MORMON,
PERSIFER/WOOL, PERSIFER/DECATUR AND PERSIFER/READING
INTERSECTIONS**

BACKGROUND

In 2014 the City of Folsom began a process of converting residential street intersections in the Historic District to all-way stop control. The purpose was primarily to add vehicular delay to make the residential streets less desirable as cut-through routes traffic associated with the morning and evening commute, prison shift changes, school pick-up and drop-off, and weekend/event traffic. Intersections on Scott Street and Bridge Street were converted to all-way stop control last year, and the Reading/Figueroa intersection was converted in 2014. This year we propose to complete the conversion by adding all-way stop control along Persifer Street (west of Riley) and at three remaining intersections.

ANALYSIS

Stop signs are normally installed only at locations where there is a combination of high traffic volume, collision history, sight distance constraint or other related factors to justify the interruption of traffic; in this case the City does not believe any of these factors exist. When properly placed, stop signs can improve safety for pedestrians, bicyclists and motorists, particularly those turning to and from the side street onto the busier street. Stop signs do however come with some negative effects, primarily the noise impacts associated with vehicle braking and acceleration. Stop signs at heavily traveled intersections may also lead to air quality issues, but we do not anticipate that this will be the case if a stop sign is installed at any of these locations.

The six intersections under consideration for all-way stop control are all currently two-way stop controlled; none of these intersection meet the traditional, MUTCD all-way stop control warrants based on volume, collision history, or sight distance. The sole purpose of these signs is would be to add additional travel time to encourage traffic to stay on the main arterial streets, and to induce better driving behavior. Letters have been sent to all property owners directly adjacent to the six intersections; the property owners were invited to attend this meeting or send their comments to staff.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

City staff requests that the Committee consider the proposed stop signs and decide whether or not to recommend that the City Council authorize the Public Works Department to install them.

**TRAFFIC SAFETY COMMITTEE
STAFF REPORT**

DATE: April 22, 2016
TO: Traffic Safety Committee
FROM: Public Works & Community Development Department
SUBJECT: BIG VALLEY ROAD SPEEDING

BACKGROUND

Earlier this year, staff was contacted by Mike Welch, a resident of Big Valley Road. Mr. Welch was concerned about speeding on his street and wanted to discuss potential solutions. After going over which measures the City could and could not pursue, it was agreed that a plan to add road striping and stop signs on Big Valley Road merited additional consideration.

ANALYSIS

The City's on-call traffic engineering consultant was tasked with an analysis of speeding and traffic volume along Big Valley Road to determine if conditions were severe enough to warrant corrective measures. A copy of their analysis and conclusions are attached; they do confirm a higher-than-acceptable speed condition exists.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff seeks direction from the Committee whether or not the findings in the Kimley-Horn study warrant reaching out to the Big Valley Road neighborhood to gauge their support for road striping and all-way stop sign control at the two intersections with Stoney Hill Drive. If the Committee supports an outreach plan, then staff would conduct a poll of community support and bring the results back to the Committee later this year for a final recommendation.



February 10, 2016

Mr. Mark Rackovan, P.E.
Section Manager/Traffic
City of Folsom Public Works
50 Natoma Street
Folsom, California 95630

Re: **Task Order No. 15-008 (Big Valley Road Assessment)**
Scopes of Services and Fee Proposal
On-Call Traffic Engineering Services 2015/16

Dear Mark:

Kimley-Horn and Associates, Inc. (Kimley-Horn) is pleased to submit this proposal to the City of Folsom (City) to provide traffic engineering services for the above referenced **Task Order No. 15-008** per your February 2, 2016, email. Our Project Understanding, Scope of Services, Schedule, and Fee Proposal are as follows.

Project Understanding

Kimley-Horn understands that the City has received requests to analyze Big Valley Road for possible traffic calming measures. The location is as follows: Big Valley Road between both Blue Ravine Road intersections.

Baseline criteria anticipated to be used in the screening include:

1. Excessive speed
2. Excessive "cut-through" traffic
3. Documented pattern of crashes correctable by safety improvements
4. Bicycle/pedestrian safety issues
5. Proximity to schools, parks, or other public land uses

The City desires for this Task Order to include collection of speed and volume data, as well as coordination with City staff regarding traffic collision data for each of the locations. The data will be used to evaluate whether additional traffic safety analyses are warranted. Through this approach, it is possible that this location will not be carried forward for more detailed evaluation. We understand that a future Task Order would be established for the detailed evaluation of this location should it be recommended for additional consideration.

Scope of Services

Task 1: Project Initiation and Administration

This task includes general project administration, including management of project staff, quality control, and project accounting. This Scope of Services is anticipated to be completed over a four (4) week period.

Task 2: Data Collection and Site Visit

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the City. The City shall provide all information requested by Kimley-Horn during the project, including but not limited to the following: historical traffic count, speed, and crash data.

We will obtain up to three (3) weekday (Tuesday-Thursday), 72-hour roadway segment volume and speed counts along Big Valley Road as follows: One between Blue Ravine Road (West) and Rambling Drive; One between Blue Ravine Road (East) and Stoney Hill Drive; and an additional location to be determined.

Kimley-Horn will compile and review the data to be provided by the City. We will perform field observations of existing conditions to document existing traffic control, speed limits, observed traffic patterns, adjacent land uses/access, and other readily apparent features that are deemed (by Kimley-Horn) to be relevant to the Scope of Services.

Task 3: Evaluation

Using the data to be provided by the City and the volume and speed count data collected in Task 2, Kimley-Horn will evaluate the subject roadway to determine if traffic safety/calming measures are warranted. This evaluation is anticipated to include the following primary questions:

1. Are there currently excessive speeds taking into account the subject roadway's classification, geometry, and environment?
2. Is there excessive "cut-through" traffic using the subject roadway based on what would be expected given the roadway's classification, adjacent/connecting land uses, and environment?
3. Is there a documented pattern of crashes correctable by safety improvements?
4. Are there documented or observed bicycle/pedestrian safety issues?
5. Is the subject roadway located in close proximity to schools, parks, or other public land uses thereby raising the importance of multi-modal accommodation?

As appropriate, the City's *Neighborhood Traffic Management Program Guidelines*¹ will be referenced to identify potential strategies to address documented traffic safety concerns. It is important to note that the primary purpose of this Task Order is to screen the subject roadway to determine if additional evaluation is warranted. The City's *Guidelines* and other published references will be used in a subsequent Task Order to more thoroughly evaluate and recommend improvements for those locations that are advanced through this process.

Task 4: Documentation

Efforts completed in Tasks 1-3 will be documented in technical memorandum format with graphics as deemed appropriate by Kimley-Horn. Kimley-Horn will prepare and submit an electronic (PDF) copy of the memorandum to the Client.

¹ *City of Folsom Neighborhood Traffic Management Program Guidelines*, Fehr & Peers, June 2005.

Schedule

Kimley-Horn will provide our services as noted in the Scope of Services as expeditiously as practicable to meet the mutually agreed upon schedule. We anticipate submittal of the memorandum within four (4) of receipt of a Notice to Proceed and all required supporting data (including traffic count data).


Fee and Billing

Kimley-Horn will provide the above Scope of Services on a labor fee plus expense basis not to exceed \$4,500. Labor fee will be billed according to our then-current rates. Direct reimbursable expenses such as express delivery services, fees, and other direct expenses will be billed at 1.10 times cost. An allocation charge of 5.0 percent will be added to the labor fee to cover certain other expenses as to these tasks such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Administrative time related to the project may be billed hourly. All permitting, application, and similar project fees will be paid directly by the Client.

We appreciate the opportunity to provide these services to you. Please contact me at (916) 859-3617 if you have any questions or require additional information.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



Matthew D. Weir, PE, TE, PTOE
PE No. C70216 & TR2424