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

ADMINISTRATIVE

A. Roll Call:
Hillman, Kilkenny, Nelson, Pew, Rackovan, Washburn, Wilson
B. Approve Action Summary From Last Meeting:
October 22, 2015 meeting

BUSINESS FROM FLOOR/GOOD OF THE ORDER

ACTION/DISCUSSION ITEMS

Neighborhood Issues

1. Persifer Street stop sign request
2. Barnhill/Blossom Rock stop sign request

Project Review

3. Country House at Broadstone Memory Care Facility
4. The Pique at Iron Point Apartments
5. Cresleigh Ravine & Campus at Iron Point Residential Development

Other Business

6. Mercy Hospital Traffic Management Plan

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, October 22, 2015
Public Works Conference Room

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

Roll Call:

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

BUSINESS FROM FLOOR/GOOD OF THE ORDER - None.

ACTION SUMMARY - September 24, 2015 action summary was approved without revision.

ACTION/DISCUSSION ITEMS

Neighborhood Issues

1. Silberhorn Drive traffic safety. Committee recommended 6-0 to support staff recommendation to (a) implement near-term and mid-term measures outlined in the Kimley-Horn study, with the addition of an all-way stop at Silberhorn/Plummer, and (b) report back to the Committee at least one year after installation to determine effectiveness before proceeding with long-term measures.

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

Project Review

2. Sutter Middle School site plan update. Committee recommended 6-0 to support the proposed site plan with the following changes: (a) re-orient parking lot exit driveway to function as a true, right-out only, (b) work with City to eliminate the free right turn from East Bidwell to Riley to improve pedestrian safety and (c) design on-campus pedestrian flow to actively direct students towards the controlled crossings at East Bidwell/Riley and East Bidwell/Coloma and discourage them from crossing mid-block.

NEW BUSINESS
Agenda Item No. 1
TSC 16-001
2/25/16 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: February 19, 2016

TO: Traffic Safety Committee

FROM: Public Works & Community Development Department

SUBJECT: PERSIFER STREET STOP SIGN REQUEST

BACKGROUND

City staff was contacted by Mr. Jeff Rempfer (807 Persifer Street) who requested that stop signs be installed on all intersections along Persifer Street, west of Riley Street. The purpose of Mr. Rempfer's request is to improve pedestrian safety, reduce speeds, and discourage cut-through traffic. Staff advised Mr. Rempfer that stop signs are not particularly effective as a speed control measure, and that the City would be unlikely to approve stop signs on one street if they simply shift the problem to an adjacent residential street; a copy of the email correspondence between staff and Mr. Rempfer is attached.

ANALYSIS

The intersections that are subject to Mr. Rempfer's request include:

- Persifer at Wool (currently two-way stop, Persifer stop-controlled)
- Persifer at Decatur (currently two-way stop, Decatur stop-controlled)
- Persifer at Reading (currently two-way stop, Persifer stop-controlled)
- Persifer at Sibley (currently one-way stop, Persifer stop-controlled)

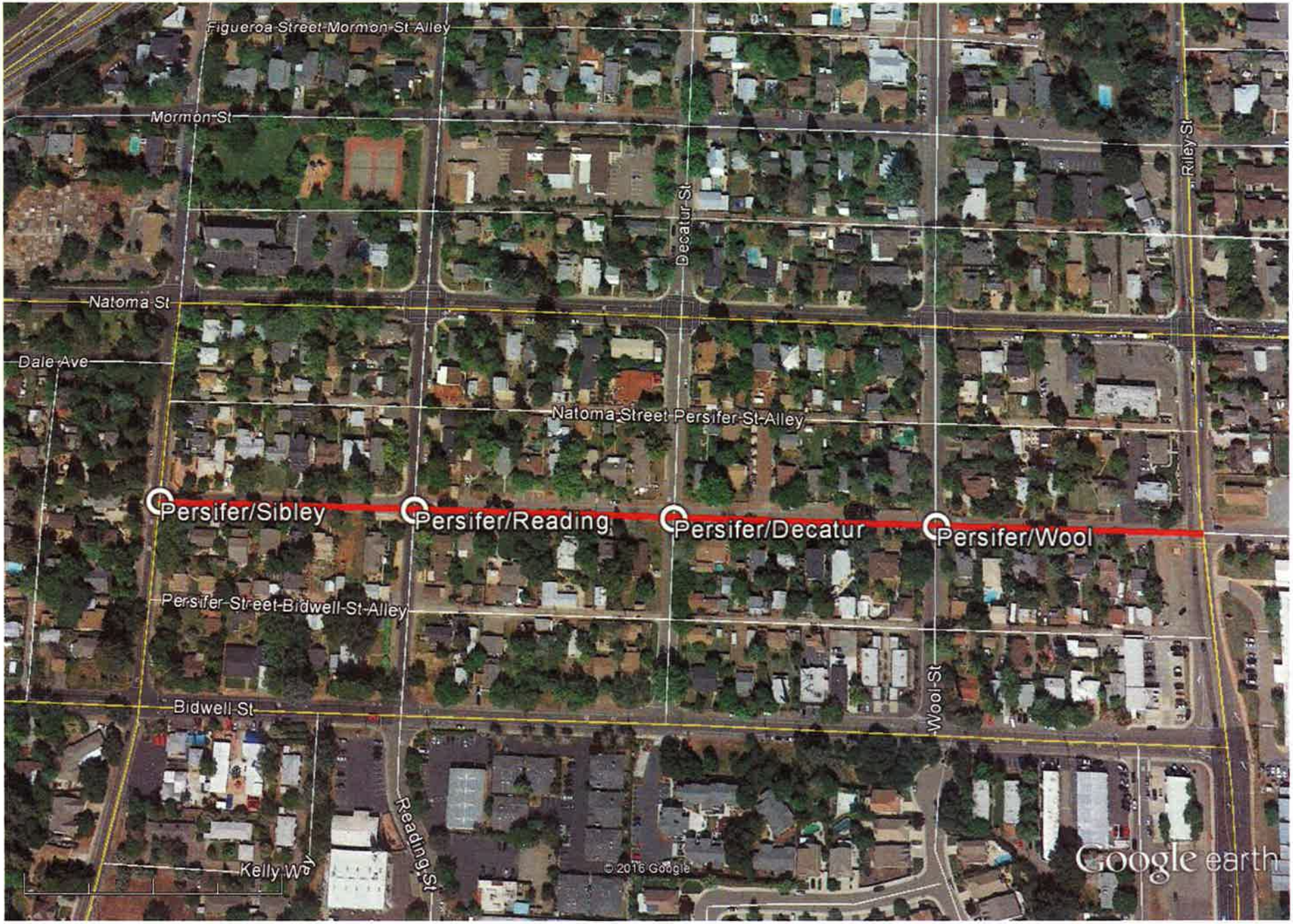
Staff has not conducted a speed/volume data collection for this street; traffic volumes appear to be relatively light, even during the afternoon commute. The collision history is very low at all intersections, and sight distance is nominal. Staff has also not received (or requested) a petition from property owners to gauge support for this request.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

As with last year's project to install stop signs on Scott Street and Bridge Street in the Historic District, none of the intersections in question meet the traditional warrants for justifying all-way stop control.

Staff recommends that the Committee take no action at this time, unless it is the Committee's desire to reject the request. If the Committee feels that the request merits further consideration, then the City's on-call traffic consultant will be tasked with collecting speed and volume data, and assessing the potential impacts to the parallel streets (Natoma and Bidwell) in terms of traffic that might shift away from Persifer if additional stop signs were installed.

If desired by the Committee, staff could request that Mr. Rempfer petition his neighborhood to demonstrate support for the request; alternatively, staff could send letters to all property owners along Persifer to make them aware of the request and solicit their input.



Google earth

feet 1000

meters 400

Mark Rackovan

From: Jeff Rempfer <saccprsafety@gmail.com>
Sent: Friday, February 12, 2016 1:04 PM
To: Mark Rackovan
Subject: RE: Historic District Traffic

Mark,

Thank you for responding. To clarify I live at 807 Persifer and I am referring to the area west of Riley St. I moved from Figueroa and Scott street last year. I fully understand the rolling stops that most people do in the old town and that stop signs will not completely resolve poor driving habits. However, with the blocks being only about 300 feet apart, It does slow traffic down. I witnessed first hand how it slowed the traffic down on Scott St. When you look at the Historic District between Natoma to Leisdorff and Riley to Coloma, all of the intersections are 4 way stops except for Coloma and Morman. When you look at the intersections from Bidwell to Leisdorff and Riley to Folsom there are far less 4 way stops. The major cut through traffic comes from Riley down Bidwell and cutting through Wool and Decatur which have no 4 way stop signs. I know this because before I moved to this area, I used this as a cut through to bypass Riley and Natoma traffic. I appreciate your willingness to put this in front of the traffic safety committee. With the kids walking down the street going to and from the middle school and the lack of sidewalks in the Historic District, I feel the minimum we could do is to have all 4 way stops at all of the intersections. It may not be the perfect solution, but I feel it would help.

I have addressed these concerns with the City Manager and was told that the City Council may be looking at adding some sidewalks to the major streets in the District. I would appreciate it if we could put this on the Traffic Safety Committee agenda. If you need anything at all from me to assist in this process, please feel free to contact me. I have been a resident of the Historic District for over 16 years, I own businesses on Sutter St. and am on the Historic District Commission. My number one goal is the safety and peacefulness of the Historic District and its residents. Again, thank you for the quick response.

Jeff Rempfer

From: Mark Rackovan [mailto:mrackovan@folsom.ca.us]
Sent: Thursday, February 11, 2016 1:32 PM
To: Jeff Rempfer <saccprsafety@gmail.com>
Subject: RE: Historic District Traffic

Hi Jeff:

Thank you for your message – just to clarify, are you requesting stop signs on Persifer, WEST of Riley, or EAST of Riley? I think you meant west but please confirm. From what I can see on Google there are already stop signs on Persifer at three out of four intersections west of Riley (although not four-way stops).

When I first started working for Folsom back in 1997, they had recently implemented a stop sign plan in the Historic District that was what they called a "weave" – where just about every intersection would be a two-way stop, but alternating which side the stop signs were on as you went down a given street – so basically you'd have to stop at every other intersection as you traveled down one street. Over the years we've converted many of these to all-way stop control because of situations like the Folsom Dam Road closure, for example. The most recent was the installation of four-way stops along Scott Street and Bridge Street, which was completed last year – primarily to combat cut-through traffic between Rainbow Bridge and Natoma Street.

NEW BUSINESS
Agenda Item No. 2
TSC 16-002
2/25/16 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: February 19, 2016

TO: Traffic Safety Committee

FROM: Public Works & Community Development Department

SUBJECT: BARNHILL/BLOSSOM ROCK STOP SIGN REQUEST

BACKGROUND

City staff was contacted by Ms. Doris Albus, Treasurer-Secretary of the Outlook at Treehouse HOA, who requested that a four-way stop be installed at the intersection of Barnhill Drive and Blossom Rock Lane in the Treehouse neighborhood. Ms. Albus is concerned about speeding on Barnhill and feels that a stop sign at this location will improve safety; a copy of the email correspondence between staff and Ms. Albus is attached.

ANALYSIS

The intersection is currently two-way stop controlled, with stop signs on the Blossom Rock approaches. Staff has not conducted a speed/volume data collection for this street; traffic volumes appear to be very light, even during the afternoon commute. The collision history is very low at the intersection, and sight distance is very good. Staff has also not received a formal letter from the HOA yet, endorsing the request.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

While staff feels that it is unlikely that a stop sign at this intersection will have a significant impact on vehicle speeds along Barnhill Drive, staff is prepared to support the request if the HOA desired to create an all-way stop at this location. Impacts associated with an all-way stop at this location should not have a negative impact on any other residential street.

Google earth

feet 2000

meters 800

Mark Rackovan

From: Doris Albus <balbus199@att.net>
Sent: Friday, February 12, 2016 11:43 AM
To: 'Rikki Richter'; Mark Rackovan
Cc: 'Carl Calvin'; stephenweibel@att.net; carnesdebra@att.net
Subject: speed bump and STOP SIGN issue for corner of Blossom Rock Lane and Barnhill Drive at Treehouse
Attachments: Rikki Richter - Kocal business card 27 april 2015.pdf

Importance: High

Rikki, Mr. Mark Rackovan, Traffic Manager for the City of Folsom just explained to me the City's policy on SPEED BUMPS on Folsom public streets. Their policy against speed bumps is due to the access on public streets by the Fire Department and other emergency vehicles. An ambulance, for instance, could have a seriously injured person in ambulance and the jostling of an ambulance over a speed bump could cause further damage to the patient. Ditto on fire dept trucks where a fireman could be hanging on to the back of a speeding fire truck and suddenly go over speed bump. Therefore, we need to eliminate the idea of a speed bump on Barnhill Drive adjacent to the Willow Hill Reservoir Community Park restroom building in order to slow vehicles approaching Barnhill Drive/Blossom Rock intersection. The City is basically against speed bumps.

As to the idea of increasing the current TWO WAY STOP SIGN at intersection of Barnhill Drive/Blossom Rock to a FOUR WAY STOP SIGN at that intersection, the City of Folsom would be more amenable to that solution. Federal Regs on Uniform Traffic Control Devices have criteria for FOUR WAY STOPS but Mr. Rackovan can elevate our request to the City of Folsom TRAFFIC SAVETY COMMITTEE with a written letter of request from you as representing our Treehouse associations (Hideaway Homes at Treehouse, Outlook Condominiums at Treehouse, and Parkside Homes). Mr. Rackovan would then follow up with that Committee's recommendation/approval etc with the City Council which is necessary for AUTHORIZATION of the extra 2 stop signs. Address for the letter is Mr. Mark Rackovan, Traffic Manager, City of Folsom, 50 Natoma Street, Folsom, CA 95630.

This timeline would take us to about April/May of 2016 but would be a help in controlling the escalating speeding at that intersection. The City Police Dept would NOT be part of the enforcement of this 4 way stop (i.e. no patrol officer would be assigned to enforce) but we would have better visual to all to slow down. And a cautionary is that we still might not get complete compliance at the intersection. My opinion is that any increase in compliance would benefit our community and before there is a major accident.

I have given Mr. Rackovan my phone number (916) 608-0687 and phone for Carl Calvin, President of Hideaway HOA at (916) 206-1098 so that we can meet at the intersection if/when needed to mark where signage would go. Mr. Calvin's home at that corner would be part of the signage location since his front yard extends to the corner sideway/street. I'm attaching your business card so Mark has your contact info as representing our combined 3 Homeowner Associations at Treehouse. We would also need to be aware of any visual impediments to the signs (like overgrown trees or people taping flyers over the stop sign, etc) so that visibility is clear.

Doris "Boni" Albus
Treasurer-Secretary
Outlook at Treehouse HOA

cc: to Steve Weibel, President of Outlook at Treehouse, and Debra Carnes, VP of Outlook at Treehouse

NEW BUSINESS
Agenda Item No. 3
TSC 16-003
2/25/16 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: February 19, 2016

TO: Traffic Safety Committee

FROM: Public Works & Community Development Department

SUBJECT: COUNTRY HOUSE AT BROADSTONE MEMORY CARE FACILTY

BACKGROUND

The applicant, Maverick Partners West, is requesting approval of a Planned Development Permit and Conditional Use Permit for development and operation of a one/two-story, 58,904-square-foot memory care facility on a 1.91-acre site located at the southeast corner of the intersection of Iron Point Road and Oak Avenue Parkway. The proposed memory care facility features a total of 45 individual rooms, a commercial kitchen, a dining area, offices, work stations, and various activity rooms.

Primary access to the project site is provided by a new driveway on the south side of Iron Point Road, with secondary access being provided by a twenty-foot-wide emergency vehicle access road situated on the west side of the project site. Pedestrian circulation is accommodated by a new sidewalk along Iron Point Road and internal pedestrian walkways. The proposed project includes a total of 21 surface parking spaces for use by staff members and visitors, guests are not anticipated to have vehicles. Additional site improvements include underground utilities, driveways, drive aisles, sidewalks and walkways, site lighting, site landscaping, retaining walls, drainage swales, a trash/recycling enclosure, and a monument sign. A site plan is attached.

ANALYSIS

Steve Banks, project planner, will be available to answer any questions the Committee has regarding the project. The traffic study recommendations are attached.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Committee provide comments to the planning staff for the Planning Commissions consideration in the final project approval.

SHEET INDEX

SCALE IN FEET

DEVELOPER

MAVERICK PARTNERS WEST
1700 EUREKA ROAD, SUITE 110
ROSEVILLE, CA 95661
(916) 773-7340

ENGINEER

UBORA ENGINEERING AND PLANNING, INC.
2901 DOUGLAS BLVD., SUITE 285
ROSEVILLE, CA 95661
TEL: (916) 780-2500
FAX: (916) 780-6777

PROJECT DATA

PARCEL 1:	PN 04-505
ASSESSOR'S PARCEL NO.	072-2680-008
PROPOSED USE:	C-3 PD
GENERAL PLAN:	RCC
ZONING:	C-3 PD

PLANNED DEVELOPMENT/USE PERMIT
FOR

COUNTRYHOUSE AT BROADSTONE

FOLSOM, CALIFORNIA

SITE PLAN

JANUARY 2016 SHEET 1 OF 4

DEVELOPMENT SUMMARY

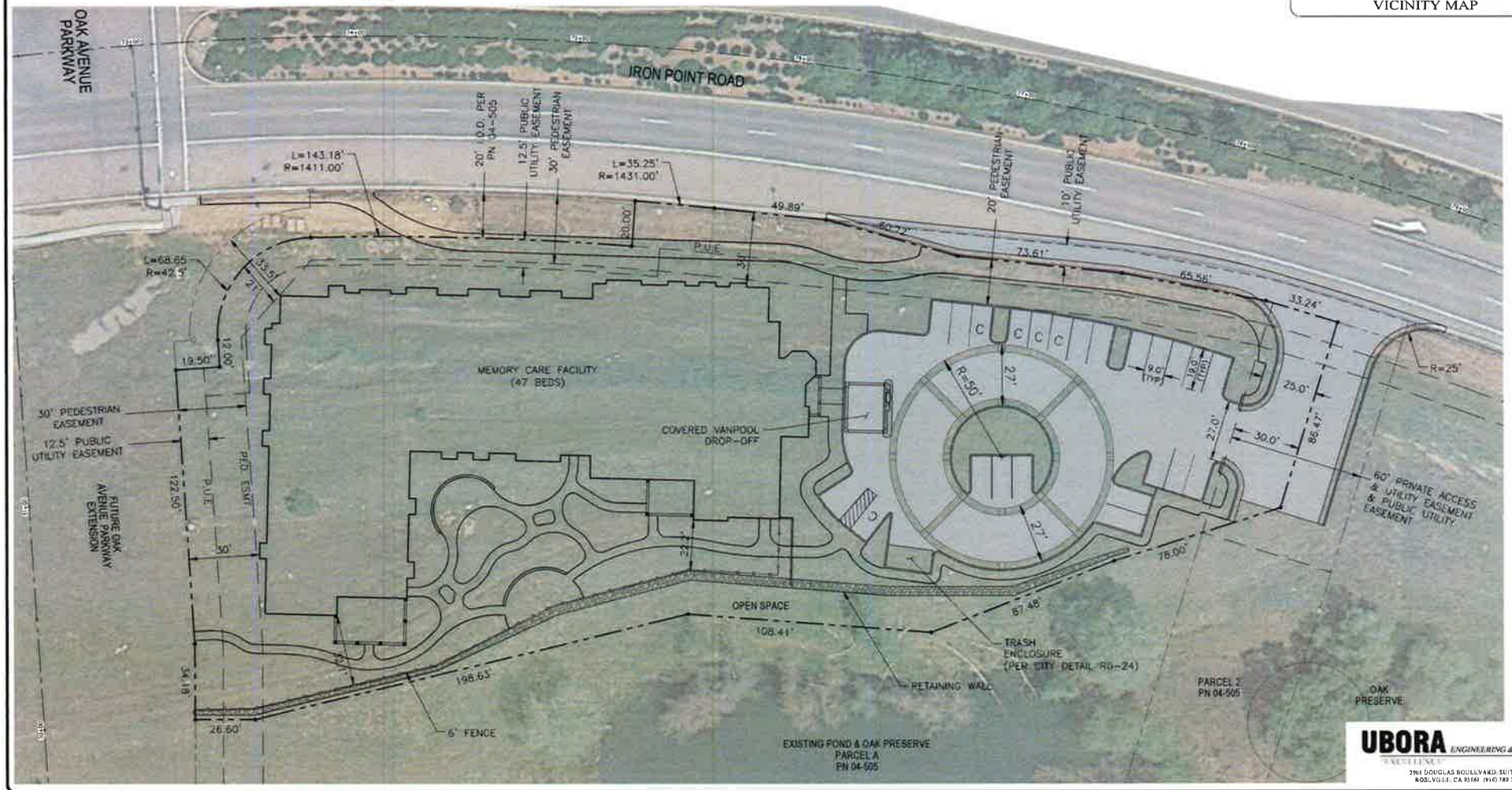
SITE COVERAGE

PARCEL 1:	1.91	ac.	100.0%
BUILDING COVERAGE:	0.53	ac.	27.8%
PAVED AREA COVERAGE:	0.48	ac.	25.1%
OPEN LANDSCAPE/HARDSCAPE:	0.79	ac.	41.3%
OPEN SPACE:	0.11	ac.	5.8%
TOTAL:	1.91	ac.	100.0%

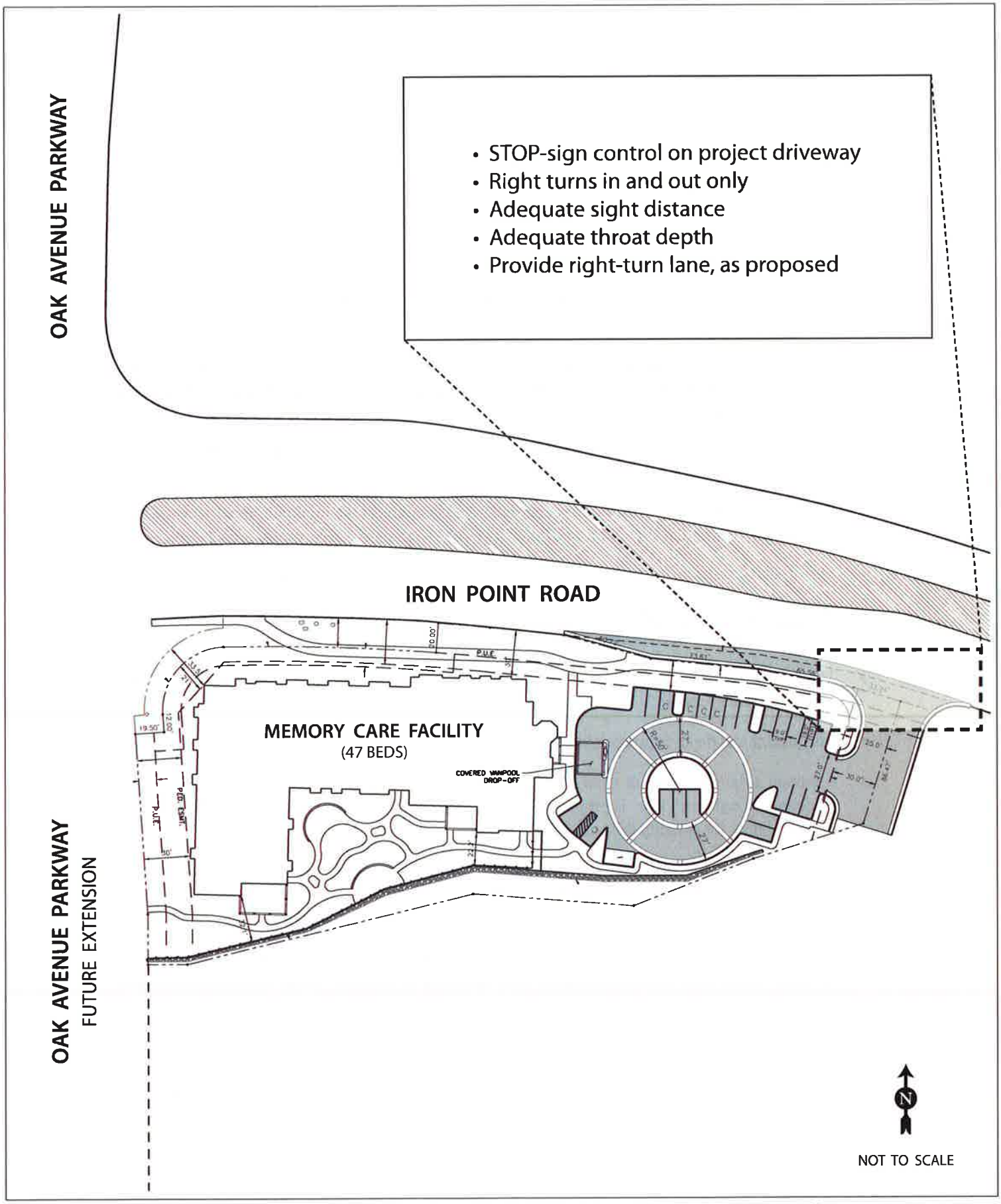
PARKING SUMMARY

STANDARD STALL (9'x19'):	17
COMPACT STALL (9'x16'):	5
DISABLED PARKING:	1
COVERED VANPOOL DROP-OFF:	1
TOTAL PARKING:	24

VICINITY MAP



UBORA ENGINEERING & PLANNING
EXCELLENCE
2901 DOUGLAS BOULEVARD, SUITE 285
ROSEVILLE, CA 95661 (916) 780-2500



MRO ENGINEERS, INC.
660 Auburn Folsom Rd.
Suite 201B
Auburn, CA 95603
Phone (916) 783-3838
www.mroengineers.com

ACCESS SYSTEM RECOMMENDATIONS

FIGURE ES-1

NEW BUSINESS
Agenda Item No. 4
TSC 16-004
2/25/16 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: February 19, 2016

TO: Traffic Safety Committee

FROM: Public Works & Community Development Department

SUBJECT: THE PIQUE AT IRON POINT

BACKGROUND

The applicant, Elliott Homes, is requesting approval of a Planned Development Permit for development of a 327-unit market-rate apartment project on a 34-acre site located on the south side of Iron Point Road between Serpa Way and Carpenter Hill Road. The proposed apartment development, which is divided into two distinct clusters, includes 213 apartment units within the lower quadrant (west) and 114 apartment units in the upper quadrant (east). The proposed development includes 71 total apartment buildings including 34 two-units buildings and 37 seven-unit buildings. In addition to the apartment buildings, the proposed project includes two separate clubhouse buildings.

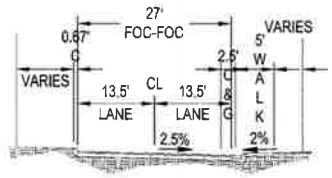
Access to the project site is proposed to be provided by two new driveways located on Iron Point Road. The westerly project driveway will provide full access, while and eastern project driveway will be limited to right-turns-in and right-turns-out only. Additional site improvements include underground utilities, 677 on-site parking spaces, driveways, drive aisles, retaining walls, sidewalks and walkways, fencing, entry gates, site lighting, and a trash/recycling enclosure. A site plan is attached.

ANALYSIS

Steve Banks, project planner, will be available to answer any questions the Committee has regarding the project. The traffic study recommendations are attached.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

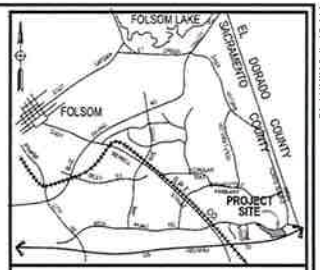
Staff recommends that the Committee provide comments to the planning staff for the Planning Commissions consideration in the final project approval.



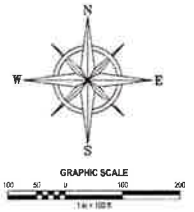
TYPICAL PRIVATE STREET SECTION

RESIDENTIAL HOUSING SUMMARY			
2-UNIT RESIDENTIAL BUILDINGS	34	68 RESIDENTIAL UNITS	(4,879 SF GROSS)
7-UNIT RESIDENTIAL BUILDINGS	37	259 RESIDENTIAL UNITS	(11,932 SF GROSS)
TOTAL RESIDENTIAL UNITS		327	
CLUBHOUSE BUILDINGS	2		(10,148 SF)

PARKING SUMMARY	
ON-STREET PARKING PROVIDED:	282 SPACES
OFF STREET PARKING PROVIDED	395 SPACES
FOUR (4) GARAGE SPACES PER 2-UNIT BUILDING (2/UNIT)	
SEVEN (7) GARAGE SPACES PER 7-UNIT BUILDING (1/UNIT)	
TOTAL PARKING PROVIDED	677
PARKING SPACES REQUIRED	626



VICINITY MAP NO SCALE



ROCKERY RETAINING WALL
NOT TO SCALE

OWNER/DEVELOPER/APPLICANT
ELLIOTT HOMES, INC
340 PALLADIO PARKWAY, SUITE 521
FOLSOM, CA 95630

ENGINEER/PLANNER/SURVEYOR
MORTON & PITALO, INC.
75 IRON POINT CIRCLE, SUITE 120
FOLSOM, CA 95630

ARCHITECT
LPAS ARCHITECTURE & DESIGN
2484 NATOMAS PARK DRIVE, SUITE 100
SACRAMENTO, CA 95833

ASSESSOR'S PARCEL NUMBERS
072-227-009
072-117-107

PROJECT AREA
34.87 ACRES

EXISTING PARCELS
PM 167-6 LOT 54
PM 168-18 LOT 9

EXISTING ZONING
R-4 PD & R-M SP95-1

PROPOSED ZONING
R-4 PD & R-M SP95-1

PROPOSED DENSITY
9 DU/AC

PROPOSED FAR
40%

PROJECT INFORMATION / GENERAL NOTES

- THIS EXHIBIT IS FOR ENTITLEMENT PURPOSES ONLY. ALL SITE CHARACTERISTICS ARE TO BE VERIFIED PRIOR TO IMPROVEMENT PLANS
- MODIFICATION TO PARCEL BOUNDARY WILL BE PERFORMED BY SUBMITTAL INSTRUMENT
- FOR PRELIMINARY PLANNING PURPOSES ONLY. BOUNDARY TOPO, EASEMENTS AND SITE CONDITIONS TO BE VERIFIED PRIOR TO ENGINEERING
- NO SPECIAL FLOOD HAZARDS EXIST WITHIN THE BOUNDARIES OF THIS PROJECT
- PROPOSED ON-SITE ROADWAYS ARE PRIVATE
- PROJECT TO BE CONSTRUCTED IN TWO (2) PHASES

PLANNING #: 15-238

NOT FOR CONSTRUCTION

THE PIQUE AT IRON POINT

REVISIONS NO	DESCRIPTION	APP'D ENGR	DATE	APP'D P.M.	DATE
1					
2					
3					
4					
5					

SCALE:
HORIZ. 1" = 100'
VERT. 1" = N/A

BENCH MARK:

COMPUTED	MC
DESIGNED	SS
DRAWN	JW
PROJ. ENGR.	SP

MORTON & PITALO, INC.
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
Northern California Office
75 Iron Point Circle, Suite 120
Folsom, CA 95630
phone: 916 984 7621
Central California Office
7645 North Ingram Avenue, Suite 106
Fresno, CA 93711
phone: 559 853 4509
survey email: staking@mpeng.com • web: www.mpeng.com

DEVELOPMENT PLAN FOR
THE PIQUE AT IRON POINT
SITE PLAN
2800 IRON POINT ROAD
FOLSOM CALIFORNIA

DATE: JANUARY 20, 2016
SHEET 1 OF 7

JOB NO. 14-0070-00

MRO ENGINEERS

Executive Summary

Final
Traffic Impact Analysis

The Pique at Iron Point Apartments
Folsom, California

Prepared For
HELIX Environmental Planning
&
City of Folsom
Community Development Department

December 15, 2015

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed The Pique at Iron Point Apartments project in Folsom, California. The proposed project would consist of 327 market-rate, multi-family residential units to be located on a 34-acre site on the south side of Iron Point Road between Serpa Way and Carpenter Hill Road. Vehicular access to and from the proposed project would be via two driveways on Iron Point Road.

The study evaluates weekday AM and PM peak hour traffic operations in the vicinity of the project site under the following scenarios:

- Existing Conditions,
- Construction Year No Project Conditions,
- Construction Year Plus Project Conditions,
- Cumulative No Project Conditions, and
- Cumulative Plus Project Conditions.

Impacts of the project were evaluated at six key existing intersections in the immediate vicinity of the project site, as well as two additional intersections that will be constructed in the future. In addition, a detailed analysis of the project's proposed access system was conducted.

Existing Conditions

- AM Peak Hour: All of the study intersections operate at acceptable levels of service. Iron Point Road/East Bidwell Street is at LOS C, while the other study locations are currently operating at LOS A or B. Neither of the unsignalized intersections has sufficient traffic to meet the minimum requirements for installation of a traffic signal.
- PM Peak Hour: All but one of the study intersections operate at acceptable levels of service. The exception is the intersection of Iron Point Road/East Bidwell Street, which operates at LOS D. Neither of the STOP-sign-controlled intersections has sufficient traffic to meet the minimum requirements of the "Peak Hour" signal warrant.

Construction Year No Project Conditions

- The traffic associated with 34 previously-approved (or reasonably foreseeable) developments was added to the study area roadway system to evaluate traffic operations under Construction Year No Project conditions.
- AM Peak Hour: All of the intersections will conform to the pertinent level of service standard. Addition of the related projects traffic will result in no change in level of service at four of the six study intersections. The STOP-sign-controlled intersections will fail to meet the minimum requirements of the "Peak Hour" signal warrant.
- PM Peak Hour: The intersection of Iron Point Road/East Bidwell Street is projected to decline from LOS D to an unacceptable LOS F. Iron Point Road/Carpenter Hill Road will fall from LOS A to LOS B and East Bidwell Street/U.S. Highway 50 Westbound Off-ramp will fall from LOS C

to LOS E (which is acceptable under Caltrans' criteria). The unsignalized study intersections will fall short of meeting the "Peak Hour" signal warrant.

Construction Year Plus Project Conditions

- The proposed multi-family residential project is expected to generate a total of 167 AM peak-hour trips, with 33 inbound and 134 outbound. The PM peak hour trip generation is estimated to be 203 trips, with 132 inbound and 71 outbound. About 2,175 daily trips are projected, evenly split between inbound and outbound.

- AM Peak Hour: No change in level of service is projected, and all of the study intersections will operate at acceptable levels of service. The greatest delay increase is 1.8 seconds/vehicle at Iron Point Road/Carpenter Hill Road. Both of the STOP-sign-controlled project access intersections will operate at LOS B, and both of those locations will fail to meet the minimum requirements of the "Peak Hour" signal warrant.

- PM Peak Hour: Iron Point Road/East Bidwell Street will continue to operate at LOS F, with the project traffic causing an increase in delay of 1.2 seconds/vehicle, which is less than the City's significance threshold of 5.0 seconds/vehicle. The remainder of the study intersections will conform to the City and Caltrans level of service standards. Both project driveway intersections will be at LOS B. Traffic volumes at the unsignalized intersections will again be insufficient to meet the "Peak Hour" signal warrant requirements.

- The project-related impacts at all of the study intersections are less than significant, and no mitigation measures are needed to resolve off-site traffic impacts.

Cumulative No Project Conditions

- The cumulative conditions analysis reflects the level of development anticipated in the City of Folsom and throughout the Sacramento region through the year 2035. The traffic volume projections employed in this analysis are based on information presented in the environmental documentation for the recently-approved Russell Ranch project in the Folsom Plan Area.

- The following major transportation system improvements are reflected in the future year traffic forecasts used in this analysis:
  - Construction of the U.S. Highway 50/Empire Ranch Road interchange,
  - Construction of a new interchange at U.S. Highway 50/Oak Avenue Parkway,
  - Addition of a third through lane in both directions on Iron Point Road (where necessary), and
  - Addition of a third through lane in each direction on East Bidwell Street (where necessary).

- In addition, the traffic projections reflect completion of all roadway system improvements within the Folsom Plan Area Specific Plan, as well as the regional transportation system improvements identified in the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

- Two additional study intersections were addressed in the cumulative conditions analysis: Empire Ranch Road/U.S. Highway 50 Westbound Off-ramp and Empire Ranch Road/U.S. Highway 50 Eastbound Off-ramp.

- AM Peak Hour: Two of the study intersections are expected to fall short of the City's LOS C standard. All four of the Caltrans freeway ramp intersections will operate at acceptable levels of service. The all-way-STOP-controlled study intersection of Iron Point Road/Carpenter Hill Road is projected to operate at LOS F, as is the signal-controlled Iron Point Road/Empire Ranch Road intersection. The projected traffic volumes at Iron Point Road/Carpenter Hill Road will be barely sufficient to meet the minimum requirements of the "Peak Hour" signal warrant.

- PM Peak Hour: Iron Point Road/East Bidwell Street, Iron Point Road/Carpenter Hill Road, and Iron Point Road/Empire Ranch Road will operate at LOS F. The freeway ramp intersections will all operate at LOS B, and will therefore conform to the LOS E policy established by Caltrans. The traffic volumes at Iron Point Road/Carpenter Hill Road will not be sufficient to meet the minimum requirements of the "Peak Hour" signal warrant.

Cumulative + Project Conditions

- AM Peak Hour: All but two of the study intersections will operate acceptably under the City of Folsom LOS C standard. Iron Point Road/Carpenter Hill Road and Iron Point Road/Empire Ranch Road will operate at LOS F. The intersection of Iron Point Road/Carpenter Hill Road will meet the minimum requirements of the "Peak Hour" signal warrant, but only just barely, so it is not prudent to recommend installation of a traffic signal. The project access intersections will both have insufficient traffic to meet the "Peak Hour" signal warrant requirements.

- PM Peak Hour: No change in level of service is projected at any of the study intersections. Although three of the study intersections are projected to be at LOS F, the project-related incremental increase in vehicular delay at each will be less than the City's significance threshold of 5.0 seconds/vehicle. The West Project Access intersection will be at LOS E, but it will not meet the requirements of the "Peak Hour" signal warrant, so the impact is less than significant. In fact, the signal warrant requirements will not be met at any of the unsignalized intersections.

- The project-related impact is less than significant, and no mitigation measures are recommended.

Project Access Analysis

- Two vehicular access points will serve project-generated traffic, both on Iron Point Road. Both project driveways would be STOP-sign controlled.
- Two project access scenarios were evaluated:
  - The "project access plan"
    - West Access: Left turns in and right turns in/out (no outbound left turns)
    - East Access: Right turns in/out
  - The "alternative access plan"
    - West Access: Left turns in and right turns in/out (no outbound left turns)
    - East Access: Left turns out and right turns in/out (no inbound left turns)
- Based on the results of the access analysis, it is recommended that the alternative access plan be implemented, with the following features:

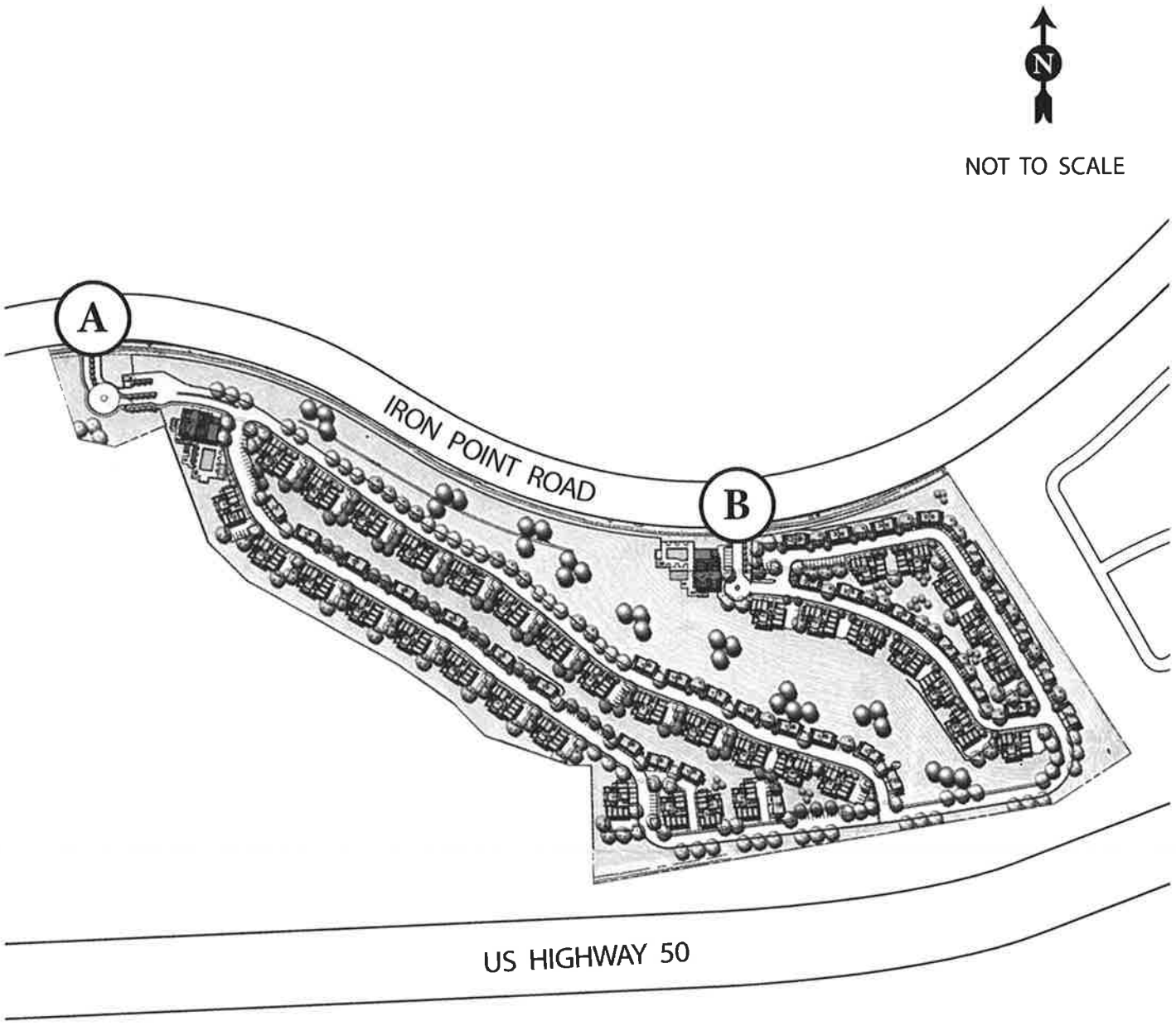
- West Access
  - Left turns in and right turns in/out (no outbound left turns).
  - For the inbound left-turn lane, in addition to the 50 feet needed to store vehicles waiting to complete the turn, 315 feet of full-width deceleration length should be provided. (This distance will allow vehicles to safely decelerate to a stop from 40 MPH.)
  - A standard right-turn deceleration taper should be constructed to assist eastbound drivers entering the site.
  - The plant material in the parkway strip to the west of the driveway should be removed or modified in such a way as to ensure a minimum of 425 feet of sight distance is available in that direction from the driveway.
  - STOP-sign control should be employed on the driveway approach at this location; Iron Point Road should remain uncontrolled. The signal warrant analysis revealed that the Peak Hour warrant would not be met at this location, even under Cumulative Plus Project conditions.
- East Access
  - Left turns out and right turns in/out (no inbound left turns).
  - The pavement markings on Iron Point Road should be modified, as conceptually illustrated on Figure 13, so that vehicles exiting the project site have their own lane as they join westbound Iron Point Road. This lane will become the third westbound lane on Iron Point Road. Caltrans-standard delineators (Appendix H) should also be employed to guide westbound through traffic in this area.
  - STOP-sign control on the driveway approach is recommended at this location, as the Peak Hour signal warrant will not be met.
  - A standard right-turn deceleration taper should be constructed for inbound traffic.

- It is important to recognize that this access analysis has been conducted in the absence of any information with respect to future plans for the vacant parcel of land on the north side of Iron Point Road, directly opposite the project site. Depending upon the nature and magnitude of that development, traffic control features might be installed or constructed on Iron Point Road that would affect access at The Pique at Iron Point.

- A sidewalk already exists along the project's Iron Point Road frontage. This existing amenity will safely serve the needs of pedestrians in that area. No additional pedestrian facilities are considered necessary.

- On-street ("Class II") bike lanes exist on both sides of Iron Point Road, including along the project frontage. These lanes should adequately meet the needs of bicyclists in the vicinity of the project, and no additional bicycle facilities are recommended.

- Figure ES-1 illustrates the access system recommendations.



A

- Left turns in + Right turns in/out
- STOP-sign control on driveway
- Construct inbound left-turn lane (50ft. storage + 315 ft. deceleration)
- Construct standard inbound right-turn taper
- Modify parkway strip plant material to the west (provide 425 feet of sight distance)

B

- Left turns out + Right turns in/out
- Modify pavement markings to create 3rd WB lane on Iron Point Road to receive outbound left turns
- STOP-sign control on driveway
- Construct standard inbound right-turn taper

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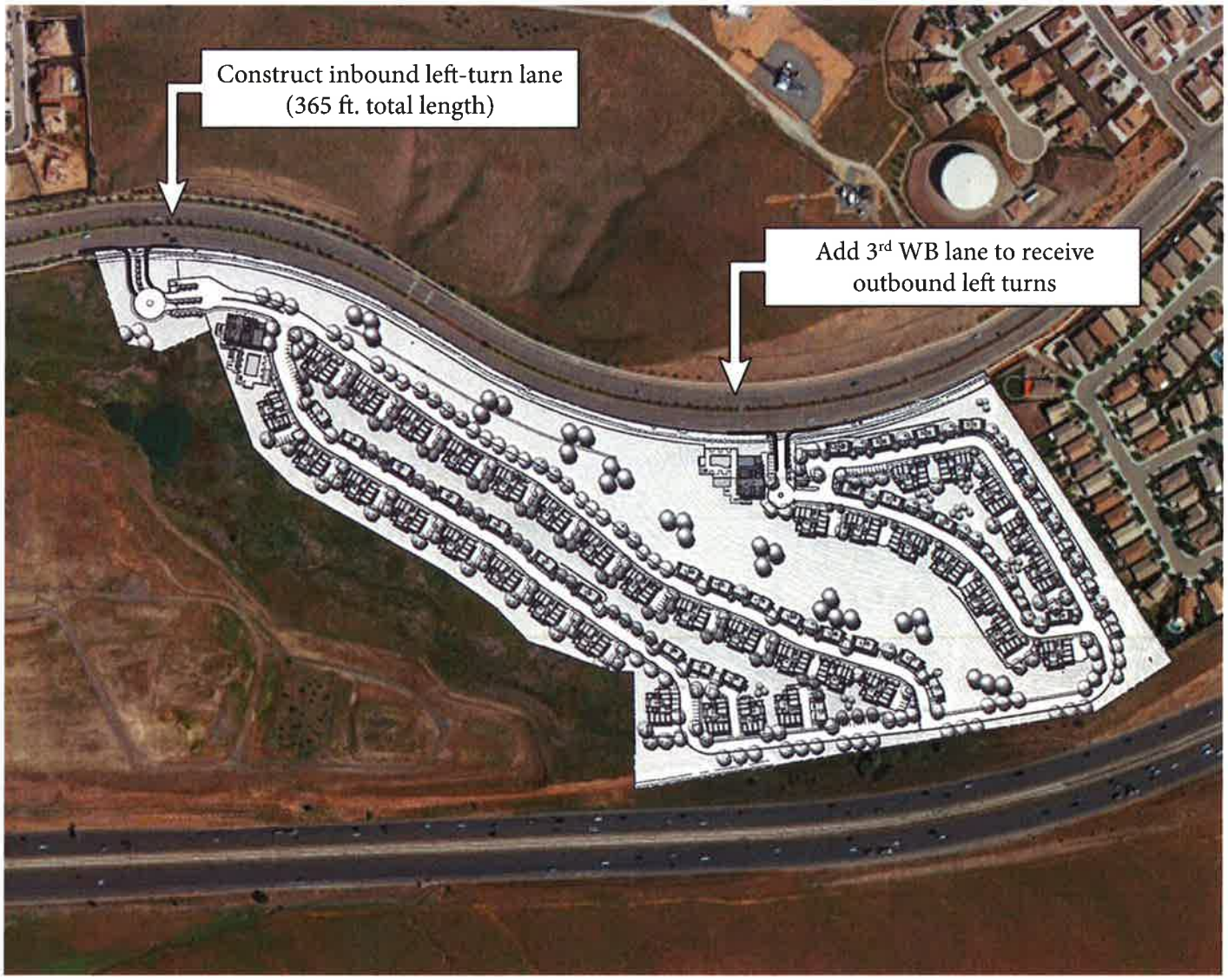
ACCESS SYSTEM RECOMMENDATIONS

FIGURE ES-1



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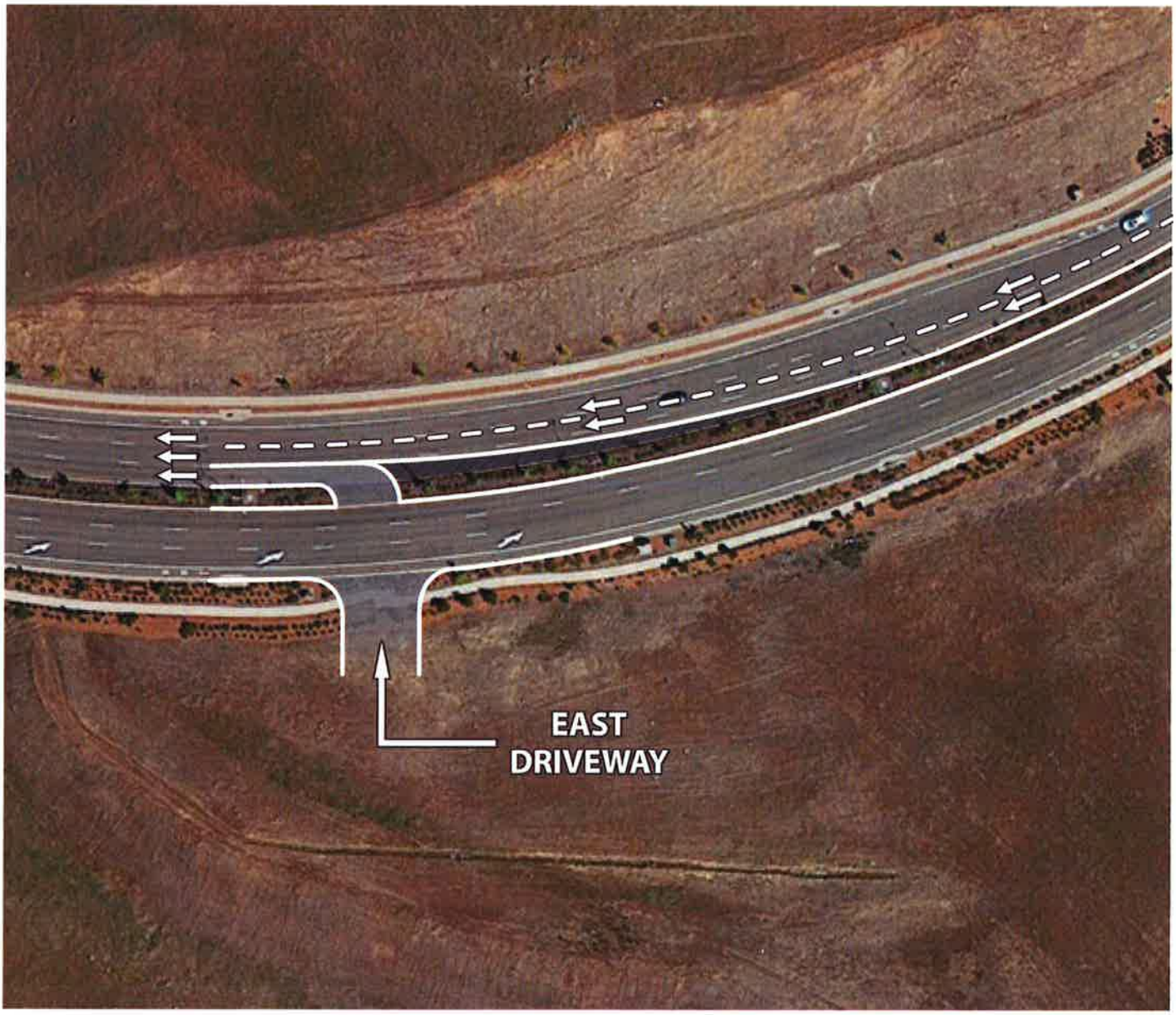
PROPOSED TRANSPORTATION SYSTEM CHANGES

FIGURE 15



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EAST DRIVEWAY
CONCEPTUAL OUTBOUND LEFT-TURN LANE

FIGURE 13

NEW BUSINESS
Agenda Item No. 5
TSC 16-005
2/25/16 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: February 19, 2016

TO: Traffic Safety Committee

FROM: Public Works & Community Development Department

SUBJECT: CRESLEIGH RAVINE & CAMPUS AT IRON POINT RESIDENTIAL DEVELOPMENT

BACKGROUND

The applicant, Folsom Urban Homes and Folsom Residences LLC, is requesting approval of a General Plan Amendment (IND to MLD and IND to MHD), Rezone (C-3 PD to R-M PD), Tentative Subdivision Map, and Planned Development Permit for development of a mixed residential development containing a total of 283 units. The proposed project includes development of 230 multi-family market rate apartment units on a ten-acre parcel (Campus at Iron Point) and development of 53 single-family residential units on a seven-acre parcel (Cresleigh Ravine). The multi-family apartment portion of the project includes 23 three-story apartment buildings distributed evenly throughout the site with ten individual apartment units within each building. The multi-family apartments, which include 14 three-bedroom units, 101 two-bedroom units, and 115 one-bedroom units, range from 800 to 1,350 square feet in size.

The multi-family apartments include a total of 431 on-site parking spaces including 293 surface parking spaces and 138 garage parking spaces (1.84 parking spaces/unit). Site improvements for the multi-family site include underground utilities, driveways, drive aisles, sidewalks and walkways, site lighting, site landscaping, trash/recycling enclosures, and a common recreational facility.

The single-family portion of the project, which includes 53 two-story single-family residential units, features three master plans with three separate building elevations. The single-family residential units range from 2,058 square feet (3BR/2BA) to 2,445 square feet (4BR/3BA) in size. The single-family development includes a total of 137 parking spaces including 106 garage parking spaces and 31 surface parking spaces.

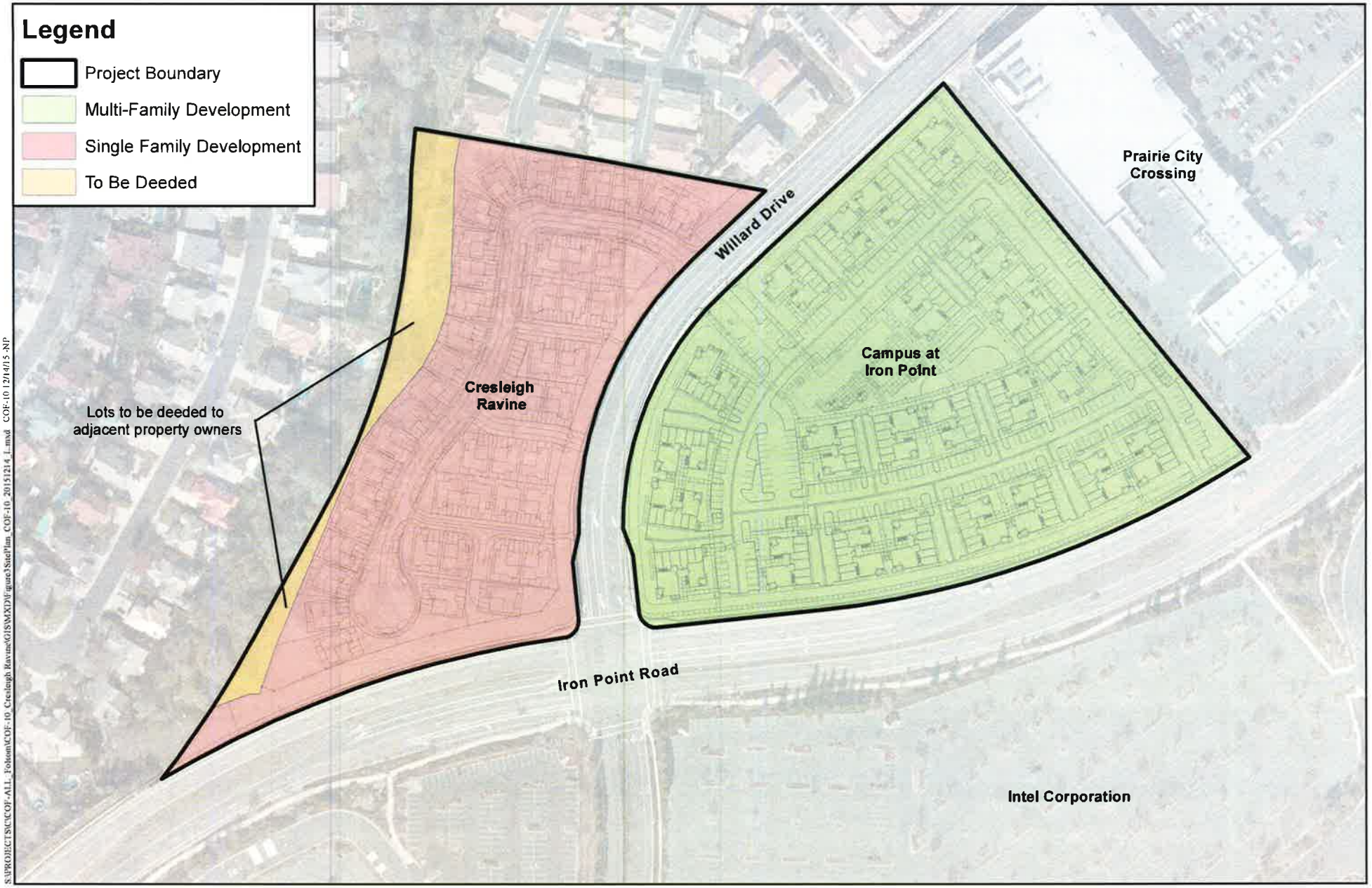
Site improvements for the multi-family site include underground utilities, driveways, drive aisles, sidewalks and walkways, site lighting, and site landscaping. A site plan is attached.

ANALYSIS

Steve Banks, project planner, will be available to answer any questions the Committee has regarding the project. The traffic study recommendations are attached.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Committee provide comments to the planning staff for the Planning Commissions consideration in the final project approval.



Site Plan

CRESLEIGH RAVINE AND CAMPUS AT IRON POINT PROJECT

HELIX Environmental Planning

1 inch = 200 feet

0 200 Feet

Figure 3

Preliminary Planting Note

The Preliminary Plant Palette represents a sampling of the types of shrubs, groundcovers, and vines that we anticipate to be appropriate for the location as well as the design style and overall theme. This is the list from which plant selection will be drawn from. Not all plants listed within this plant palette will be used in the final design and some plants not listed may be introduced. However, the planting design intent will remain consistent with this plan and plant palette.

Irrigation

The entire site will be irrigated using a fully automatic system and designed to meet the City's water efficient landscaping ordinance. The irrigation system will largely be low-volume design with limited use of pop up sprays at turf/fescue areas. The system will include in-line valves, quick couplers, and gate valves. New irrigation controller will be Rainbird, Irritrol, or equal. A complete irrigation design with these parameters will be provided with the improvement plans.

Preliminary Plant Palette

Shrubs

Berberis thunbergii 'Orange Rocket'	Orange Rocket Barberry
Buxus x 'Green Gem'	Green Gem Boxwood
Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass
Cistus x purpureus 'Brilliancy'	Brilliancy Rock Rose
Coprosma x 'Tequila Sunrise'	Gold Mirror Plant
Cotinus coggygria 'Kolcot'	Magical Green Fountain Smoke Tree
Dianella revoluta 'Little Rev'	Little Rev Flax Lily
Hemerocallis x 'Mond'	Starburst Red Evergreen Daylily
Loropetalum chinense rubrum 'Pixie'	Pixie Loropetalum
Miscanthus sinensis 'Adagio'	Adagio Eulalia Grass
Miscanthus sinensis 'Yakushima'	Dwarf Maiden Grass
Nandina domestica 'Gulf Stream'	Heavenly Bamboo
Nassella tenuissima	Mexican Feather Grass
Olea europea 'Little Ollie'	Little Ollie Olive
Parthenocissus tricuspidata 'Veitchii'	Boston Ivy
Pittosporum tenuifolium 'Golf Ball'	Tawhiwhi
Pittosporum tenuifolium 'Silver Sheen'	Tawhiwhi
Pittosporum tobira 'Cream De Mint'	Cream De Mint Dwarf Mock Orange
Podocarpus macrophyllus maki	Shrubby Yew
Rhaphiolepis indica 'Clara'	Indian Hawthorn
Sesleria autumnalis	Autumn Moor Grass
Thuja occidentalis 'Emerald'	Emerald arborvitae

Groundcovers

Acaia redolens	Bank Catclaw
Arctostaphylos 'Emerald Carpet'	Carpet Manzanita
Cotoneaster dammeri 'Coral Beauty'	Bearberry Cotoneaster
Dianella caerulea 'Little Becca'	Little Becca Flax Lily
Juniperus horizontalis 'Hughes'	Hughes Juniper
Myoporum parvifolium	Trailing Myoporum
Zauschneria californica	California Fuchsia

Preliminary Plant Palette

Trees

Street Trees Platanus x acerfolia Quercus lobata	London Plane Tree - Iron Point Road Valley Oak - Willard Drive
Evergreen Conifer Sequoia sempervirens 'Soquel' Pinus Halepensis	Coast Redwood Aleppo Pine
Shade Tree Ulmus parvifolia Zelkova serrata	Chinese Elm Sawleaf Zelkova
Accent Tree Acer palmatum 'Wolf' Lagerstroemia indica	Emperor Japanese Maple Crape Myrtle
Medium Front Yard Tree Acer palmatum Cercis canadensis Laurus nobilis 'Saratoga'	Japanese Maple Eastern Redbud Bay Leaf

KLA LANDSCAPE ARCHITECTURE PLANNING

Conceptual Landscape Plan

Cresleigh Folsom Project

L0.2

Z:\CADFILES\CASTLES\PROJECTS_15\15-1714\SINGLE FAMILY\DRAWING FILES\PLANS\PRELIMINARY\PRE171484.DWG (11-05-15 5:47:01PM) Plotted by: sam

PROJECT DATA

SITE DATA

SITE AREA	10 1 ACRES (440,143 SF)		
GROSS BUILDING AREA	297,406 SF		
FAR	0 68		
NUMBER OF UNITS	230		
DENSITY	23 UNITS/ACRE		
LOT COVERAGE	70% (308 266 SF)		

BUILDING DETAIL

	BUILDING A	BUILDING B	
1 BEDROOM	6	5	
2 BEDROOM	6	3	
3 BEDROOM	0	2	
NUMBER OF UNITS/BUILDING	10	10	
NUMBER OF BUILDINGS	16	7	
TOTAL NUMBER OF UNITS	160	70	= 230 TOTAL UNITS
PARKING GARAGES/BUILDING	8	6	= 138 TOTAL PARKING GARAGE S
TOTAL GROSS ARE ARE RESIDENTIAL BUILDING	2,720 SF	13,194 SQFT	
TOTAL GROSS RESIDENTIAL AREA	203,616 SF	92,358 SQFT	

CLUBHOUSE/ FITNESS/LEASING BUILDING 6,000 SF

TOTAL PROJECT GROSS BUILDING BUILDING AREA 301,974 SF

PARKING REQUIRED

1 BDR / 1 BTH	1 5 SPACES/UNIT	= 173 SPACES
2 BDR/ 2 BATH	1 75 SPACES/UNIT	= 177 SPACES
3 BDR/ 2 BATH	2 0 SPACES/UNIT	= 28 SPACES
RESIDENT TOTAL REQUIRED		377 SPACES
GUEST PARKING	0 2 SPACES/UNIT	= 46 SPACES
TOTAL PARKING REQUIRED		423 SPACES
PARKING RATIO REQUIRED		1 84 SPACES/UNIT

PARKING PROVIDED

SURFACE PARKING	
UNASSIGNED SURFACE PARKING	199
CARPORTS	92
GARAGES	
SINGLE CAR	138
TOTAL PARKING PROVIDED	**429 SPACES**
PARKING RATIO PROVIDED	1 87 SPACES/UNIT
SURPLUS PARKING	**6 SPACES**

FOLSOM APARTMENTS

Willard Road at Iron Point Road

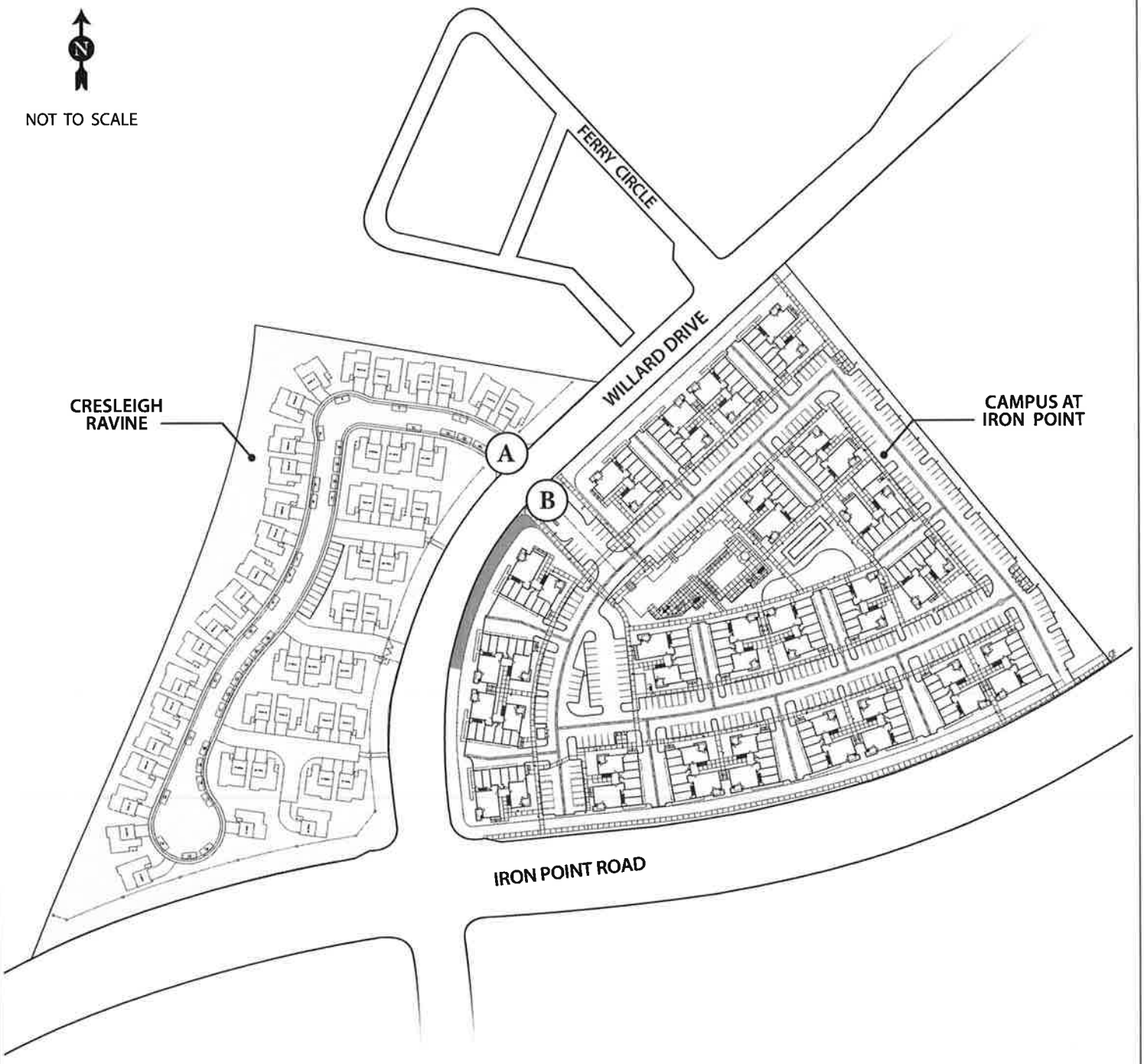
FOLSOM, CA

SITE PLAN

DATE 11/16/2015
PROJECT NO: 1193-0001
SCALE 1" = 40'-0"
SHEET: A1 2

CresleighHomes

LPAS



A
- Full access
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK both directions

B
- Full access
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK to east
- Keep shaded area clear to ensure adequate sight distance to west (Use only low-growing landscape material)
- Gates should open inward and be left open during peak periods (7:00 - 9:00 AM and 4:00 - 6:00 PM)

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ACCESS SYSTEM RECOMMENDATIONS

FIGURE ES-1

NEW BUSINESS
Agenda Item No. 6
TSC 16-006
2/25/16 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: February 19, 2016

TO: Traffic Safety Committee

FROM: Public Works & Community Development Department

SUBJECT: MERCY HOSPITAL TRAFFIC MANAGEMENT PLAN

BACKGROUND

City staff has been working with Mercy Hospital to address pedestrian safety concerns on Creekside Drive. Hospital staff and patients routinely cross Creekside Drive between the hospital site and the medical offices on the other side of the street, using intersections that currently do not have any traffic control or pedestrian crossing markings. Traffic on Creekside is often very heavy, and moving at speeds that make the pedestrian environment uncomfortable. The City had their on-call traffic consultant analyze the issue and develop a plan to improve traffic and pedestrian safety in the hospital zone.

ANALYSIS

A copy of the traffic plan is attached. In summary, the plan proposes significant changes to the center turn lane, pedestrian crossing markings and signs and even some on-campus driveway and pedestrian circulation modifications.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Committee support the proposed striping and sign modifications on Creekside Drive. It is anticipated that the improvements will be installed during Summer/Fall 2016. Note that the requested recommendation is for support of the improvements to the public street; changes proposed on the hospital campus are at the sole discretion of Mercy Hospital staff.

Kimley»Horn

Memorandum

To: Mark Rackovan, P.E.

From: Matt Weir, P.E., T.E., PTOE
Chris Gregerson, EIT

Re: **Mercy Hospital, Traffic Management Plan**
On-Call Traffic Engineering, Task Order 14-007 – Folsom, California

Date: June 29, 2015

The purpose of this memorandum is to document our assessment of existing conditions and improvement recommendations for Creekside Drive in the vicinity of Mercy Hospital. We understand that, over time, while the hospital's operations have continued to evolve, complementary uses have been constructed opposite the hospital on the north side of Creekside Drive. The interaction of these uses on both sides of Creekside Drive is understood to have created an unsafe environment due to persistent pedestrian circulation between these uses. We understand from you that pedestrians are routinely crossing Creekside Drive, most of whom use the marked crosswalks. These pedestrians are in frequent conflict with vehicles traveling along Creekside Drive and those turning into or out of the hospital and medical office buildings. Jaywalking is understood to be a negligible safety concern.

The City desired to evaluate the existing conditions affecting safety for both pedestrians and vehicles. Included in this evaluation are considerations for on- and off-site pedestrian facility enhancements, designation of marked crossings in appropriate locations, proximity to and activity of transit, and other traffic operations and safety considerations. Because the hospital recently announced plans for a significant expansion project adjacent to this site, the City desires for the improvements necessitated by this evaluation to be easily implementable and cost effective.

Data Collection

We completed a site visit of the study area on Monday, May 4, 2015, to observe roadway segment and driveway intersection lane configurations, existing traffic control, speed limits, lane utilization, adjacent land uses, and other readily apparent features that were deemed to be relevant to the Scope of Services. During this site visit, we also met with you and representatives of Mercy Hospital to discuss existing conditions and to clarify the predominant vehicle/pedestrian conflicts that have necessitated this evaluation.

To assist with understanding Creekside Drive's weekday traffic patterns, we collected two, 72-hour roadway segment counts along Creekside Drive in the vicinity of Mercy Hospital. In addition, we also collected two peak-period turning movement counts (6-8 am and 4-6 pm) at the Creekside Drive intersections with Mercy Hospital Driveway 2 and Driveway 4. **Exhibit 1** shows the project location.

Existing Conditions

Exhibit 2 depicts the existing lane geometries, volumes, and vehicle speeds. The traffic count sheets are provided as **Attachment A**. The following are the primary observations of the existing traffic data collected:

- 85% speeds range from 2 to 8 mph over the posted speed limit. Westbound traffic is traveling faster than eastbound traffic likely due to the roadway grade and the additional separation from the nearest traffic control in that direction.

- The bidirectional hourly traffic volumes reveal that the west segment experiences heavier traffic volumes than the east segment over the course of the typical weekday. This traffic pattern is understood to result from the study area's proximity to the East Bidwell Street corridor.
- Both east and west segments demonstrate traditional daily volume profiles in which pronounced AM and PM peak-hours are apparent.
- The directional segment volumes reveal an important dynamic that is interpreted to confirm that a portion of the segment's traffic is "cut through". As shown, westbound traffic at both segments during the AM peak, and eastbound traffic at both segments during the PM peak are approximately equal. These points of volume consistency suggest that this volume is simply traveling through the study area.
- The peak-hour intersection turning movement volumes reveal relatively low turning movements at the study driveways. Left turns from the east are virtually non-existent while the heaviest left turn movement is at Driveway 2 during the AM peak-hour. Consistent with field observations and feedback from the Mercy Hospital representatives, these volumes identify Driveway 2 as the primary intersection based on volumes to and from the driveways.

Recommendations

Our recommended improvements are reflected in **Exhibit 3**. The following is a summary of these recommendations:

- Install two new enhanced crosswalks with supporting ADA compliant curb ramps, warning signs, and pavement legends. Remove the existing easternmost crosswalk and the associated westbound pavement legend.
- Restripe the existing two-way left-turn lane (TWLTL) to form opposing left-turn lanes at Driveway 4 and to delineate the majority of the TWLTL as a painted median.
- Add TWLTL left-turn arrows in the vicinity of Driveway 1.
- Consider closing Mercy Hospital Driveway 2 to simplify the Creekside Drive turning movements, thereby minimizing the conflicts at the proposed crosswalk.
- Consider installing two new on-site sidewalks/pedestrian paths to delineate a route for pedestrians from Creekside Drive to the hospital.
- Consider installing permanent radar feedback signs along both Creekside Drive approaches to the study area to provide a dynamic indication of speeds in excess of the posted speed limit.

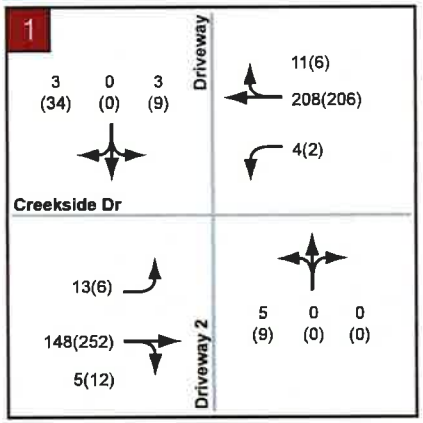
Attachments:

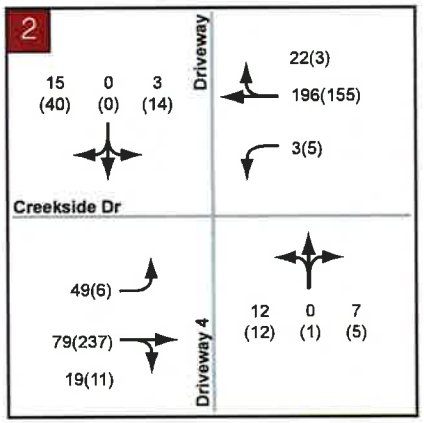
Exhibit 1 – Vicinity Map
Exhibit 2 – Existing Lane Geometry, Peak Hour and Segment Volumes, and Speeds
Exhibit 3 – Recommended Improvements

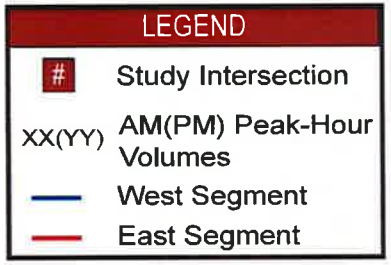
Attachment A – Traffic Count Data Sheets

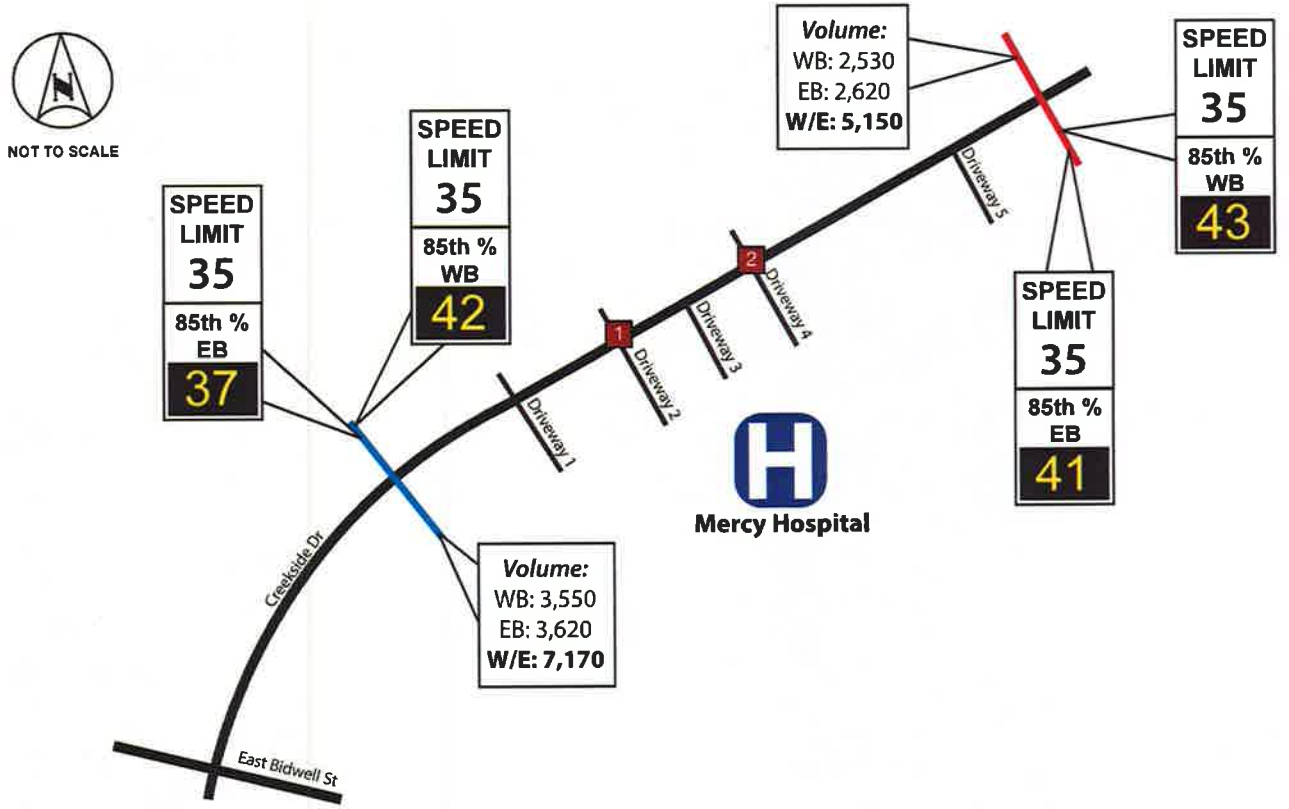
Kimley»Horn

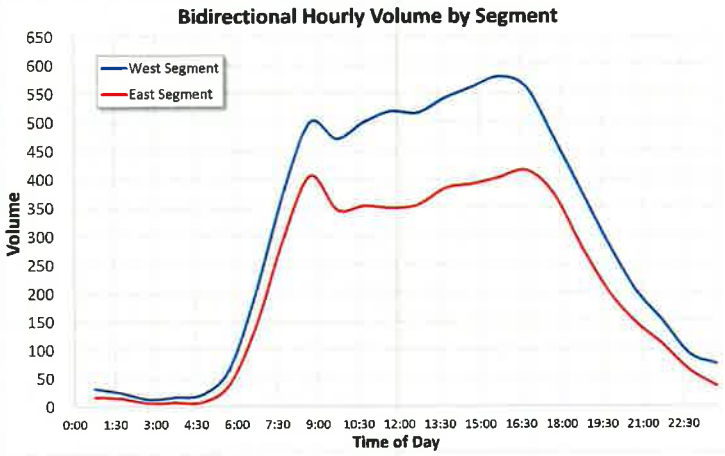
Exhibit 1
Vicinity Map

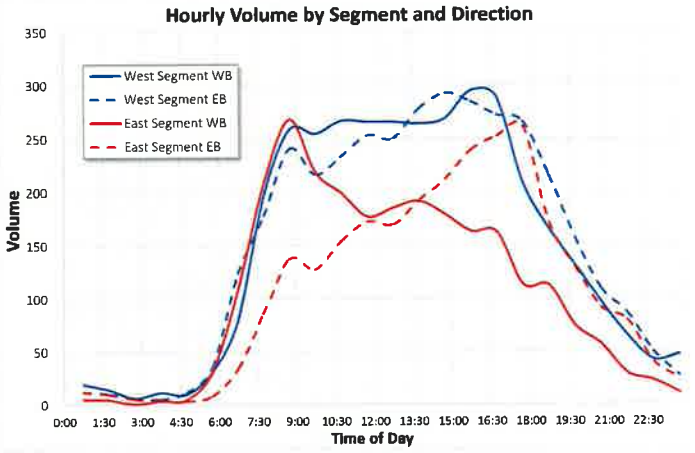

1
3 (34)
0 (0)
3 (9)
Driveway
11(6)
208(206)
4(2)
Creekside Dr
13(6)
148(252)
5(12)
Driveway 2
5 (9)
0 (0)
0 (0)

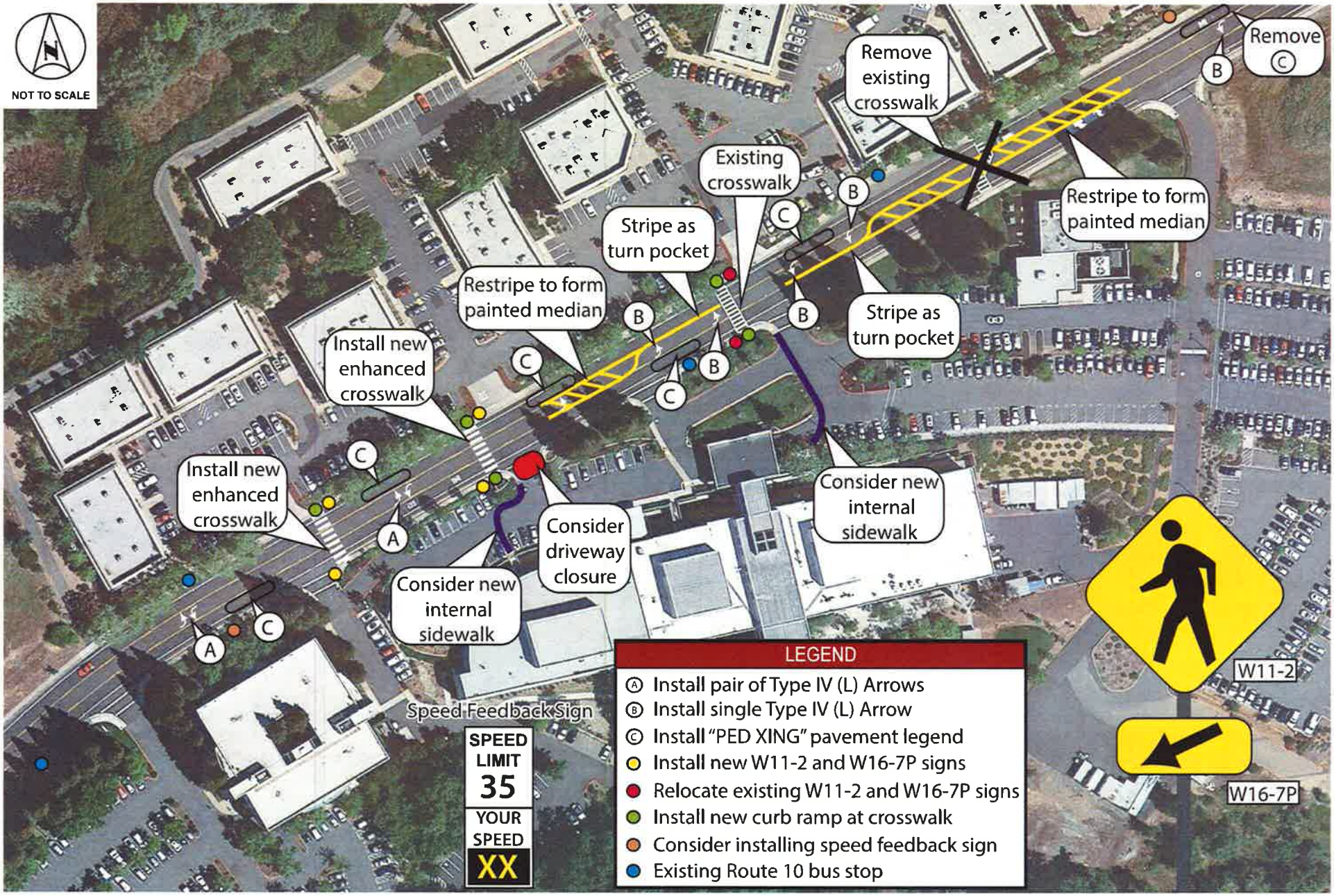

2
15 (40)
0 (0)
3 (14)
Driveway
22(3)
196(155)
3(5)
Creekside Dr
49(6)
79(237)
19(11)
Driveway 4
12 (12)
0 (1)
7 (5)


LEGEND
#
Study Intersection
XX(YY)
AM(PM) Peak-Hour Volumes
West Segment
East Segment


NOT TO SCALE
SPEED LIMIT 35
85th % EB 37
SPEED LIMIT 35
85th % WB 42
Volume:
WB: 2,530
EB: 2,620
W/E: 5,150
SPEED LIMIT 35
85th % WB 43
SPEED LIMIT 35
85th % EB 41
Driveway 1
Driveway 2
Driveway 3
Driveway 4
Driveway 5
Mercy Hospital
Creekside Dr
East Bidwell St
Volume:
WB: 3,550
EB: 3,620
W/E: 7,170


Bidirectional Hourly Volume by Segment
West Segment
East Segment
Volume
650
600
550
500
450
400
350
300
250
200
150
100
50
0
0:00 1:30 3:00 4:30 6:00 7:30 9:00 10:30 12:00 13:30 15:00 16:30 18:00 19:30 21:00 22:30
Time of Day


Hourly Volume by Segment and Direction
West Segment WB
West Segment EB
East Segment WB
East Segment EB
Volume
350
300
250
200
150
100
50
0
0:00 1:30 3:00 4:30 6:00 7:30 9:00 10:30 12:00 13:30 15:00 16:30 18:00 19:30 21:00 22:30
Time of Day


NOT TO SCALE
Remove existing crosswalk
Remove Ⓒ
Existing crosswalk
Restripe to form painted median
Stripe as turn pocket
Restripe to form painted median
Stripe as turn pocket
Install new enhanced crosswalk
Install new enhanced crosswalk
Consider new internal sidewalk
Consider driveway closure
Consider new internal sidewalk
Speed Feedback Sign
SPEED LIMIT 35
YOUR SPEED XX
W11-2
W16-7P
LEGEND
Ⓐ Install pair of Type IV (L) Arrows
Ⓑ Install single Type IV (L) Arrow
Ⓒ Install "PED XING" pavement legend
Install new W11-2 and W16-7P signs
Relocate existing W11-2 and W16-7P signs
Install new curb ramp at crosswalk
Consider installing speed feedback sign
Existing Route 10 bus stop