

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**AGENDA**  
4:00 p.m., Thursday, October 27, 2016  
Public Works Conference Room

**ADMINISTRATIVE**

- A. Roll Call:  
Hillman, Kilkenny, Nelson, Pew, Rackovan, Washburn, Wilson
- B. Approve Action Summary From Last Meeting:  
July 28, 2016 meeting

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

**ACTION/DISCUSSION ITEMS**

Neighborhood Issues

Project Review

1. Quick Quack Car Wash
2. Parkway Apartments

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, April 28, 2016  
 Public Works Conference Room

**Meeting called to order at 4:13 p.m. by Acting Chair Kilkenny.**

**Roll Call:**

	Hillman <sup>1</sup>	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson <sup>2</sup>
Present	√	√			√		√
Absent			√	√		√	

1. Officer Adam Gonzalez represented Folsom PD in place of Commander Hillman
2. Fire Marshal Augie Cerdan represented Folsom Fire in place of Fire Division Chief Chad Wilson

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

**ACTION SUMMARY** – Approval of April 28, 2016 action summary was continued to the next meeting because there were only two Committee members present who had attended the April meeting.

**ACTION/DISCUSSION ITEMS**

1. Barnhill Drive/Blossom Rock Circle Stop Sign Request. Committee voted unanimously to approve all-way stop control at the intersection.

	Hillman <sup>1</sup>	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson <sup>2</sup>
Move		√					
Second					√		
Aye	√	√			√		√
Nay							
Abstain							
Absent			√	√		√	

1. Officer Adam Gonzalez represented Folsom PD in place of Commander Hillman
2. Fire Marshal Augie Cerdan represented Folsom Fire in place of Fire Division Chief Chad Wilson

2. Bowen Drive/Elsworth Way Stop Sign Request. Committee voted unanimously to approve all-way stop control at the intersection.

	Hillman <sup>1</sup>	Kilkenny	Nelson	Pew	Rackovan	Washburn	Wilson <sup>2</sup>
Move		√					
Second					√		
Aye	√	√			√		√
Nay							
Abstain							
Absent			√	√		√	

1. Officer Adam Gonzalez represented Folsom PD in place of Commander Hillman
2. Fire Marshal Augie Cerdan represented Folsom Fire in place of Fire Division Chief Chad Wilson

3. Hazelmere Drive Parking. Committee did not enter a motion in support of the request for parking restrictions.

**INFORMATIONAL ITEMS – None.**

**Meeting adjourned at 5:18 p.m.**

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 21, 2016  
TO: Traffic Safety Committee  
FROM: Public Works & Community Development Department  
SUBJECT: **QUICK QUACK CAR WASH PROJECT REVIEW**

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**BACKGROUND**

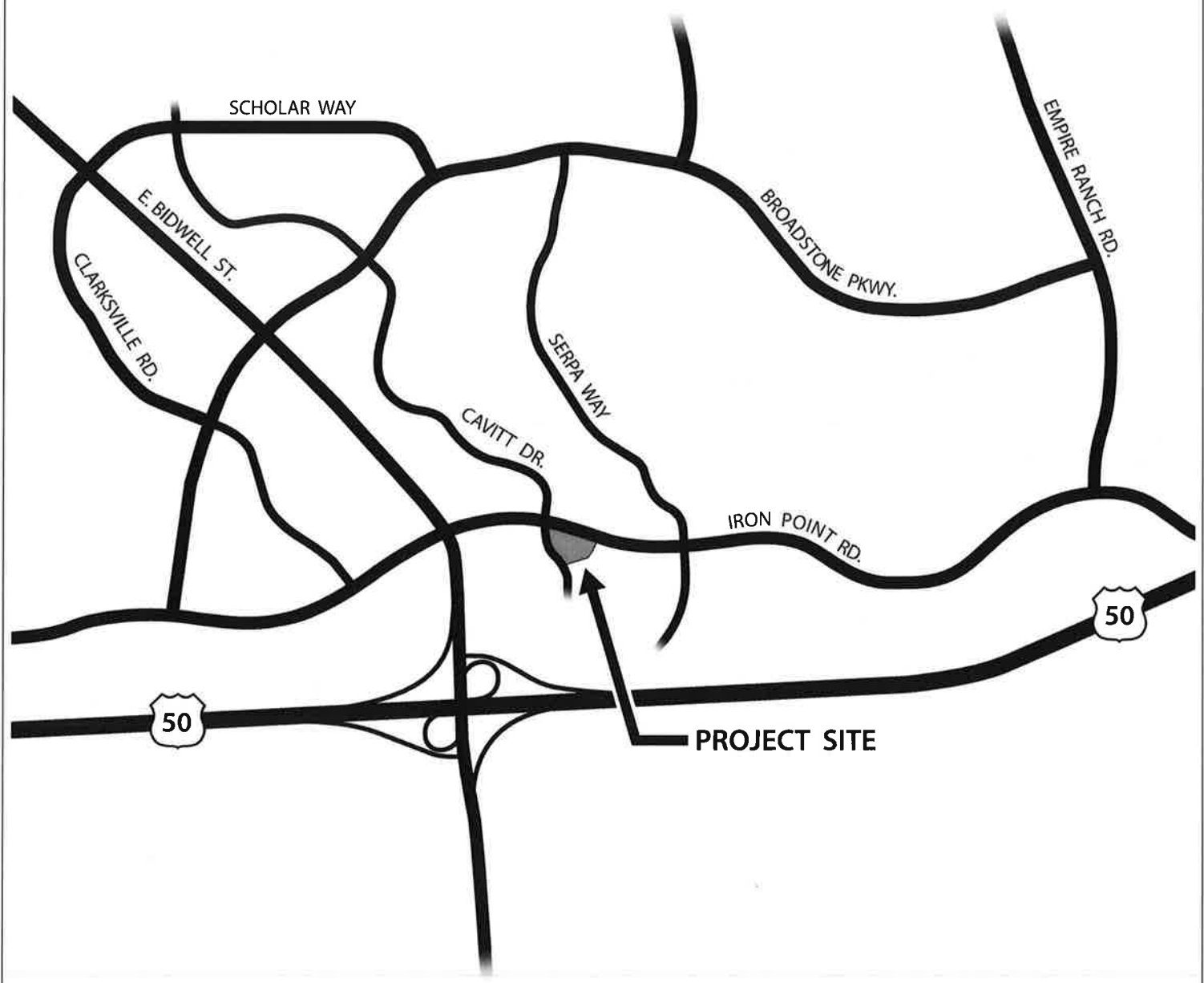
The applicant is requesting approval of a Planned Development Permit for development of a 3,579-square-foot carwash on a 2.7-acre site located at the southeast corner of the intersection of Iron Point Road and Cavitt Drive. In addition to the main carwash building, the proposed project includes a carwash tunnel, 13 car vacuum stalls, 42 parking spaces, and a trash/recycling enclosure. Access to the project site is provided by two new full-access driveways located on Cavitt Drive. Internal circulation is facilitated by new drive aisles within the project site. Additional site improvements include underground utilities, pedestrian walkways, site lighting, and site landscaping. It is important to note that a portion of the site will remain unimproved in anticipation of future development of the south side of the parcel. A traffic study was completed; portions of that study are attached for your information, including a summary of findings, site plan and vicinity map.

Steve Banks, project planner, will be available to answer any questions the Committee has regarding the project.

**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.

↑  
↓  
NOT TO SCALE



**MRO** ENGINEERS, INC.  
860 Auburn Folsom Rd.  
Suite 201B  
Auburn, CA 95603  
Phone (916) 763-3838  
www.mroengineers.com

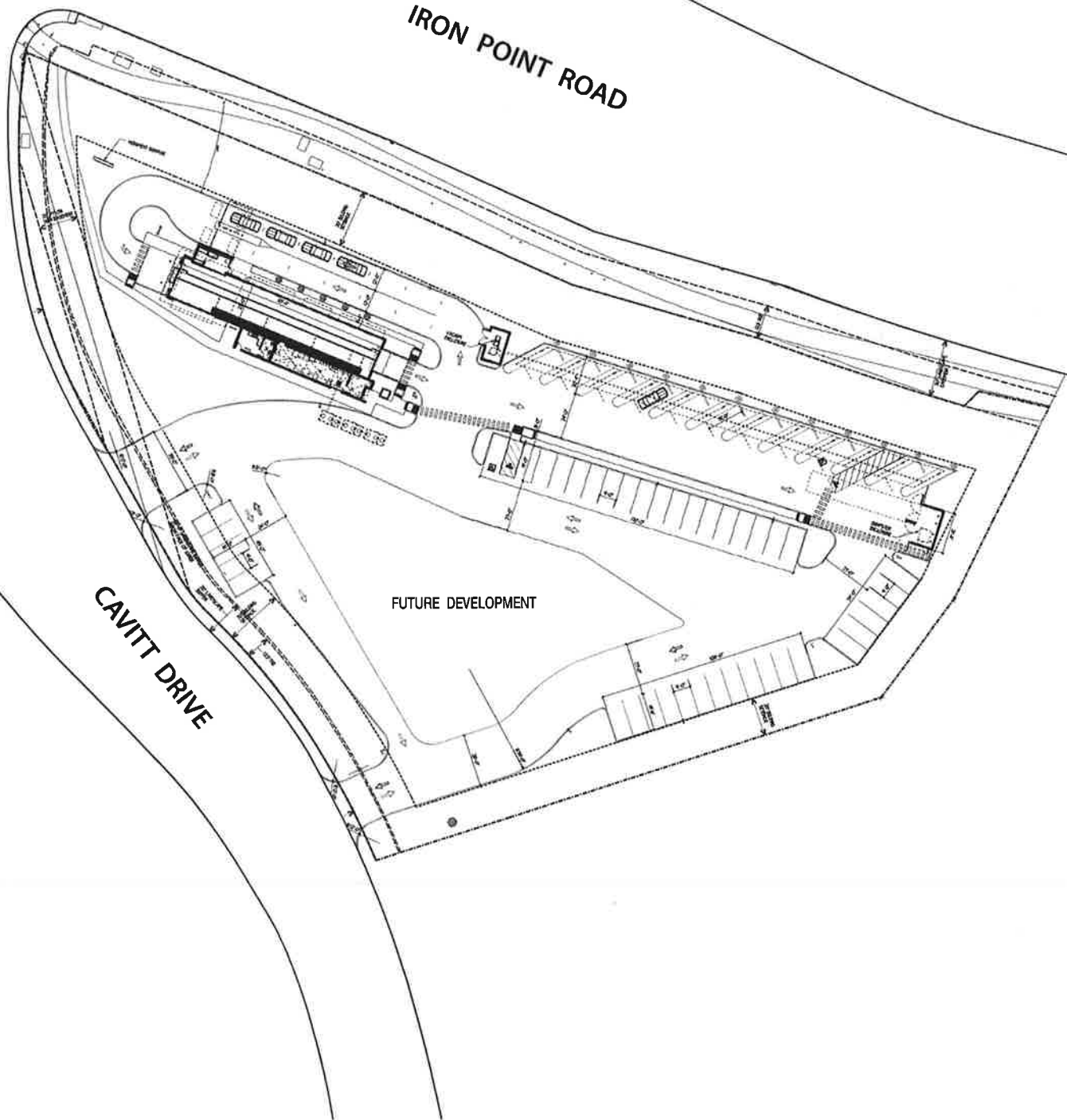
PROJECT LOCATION

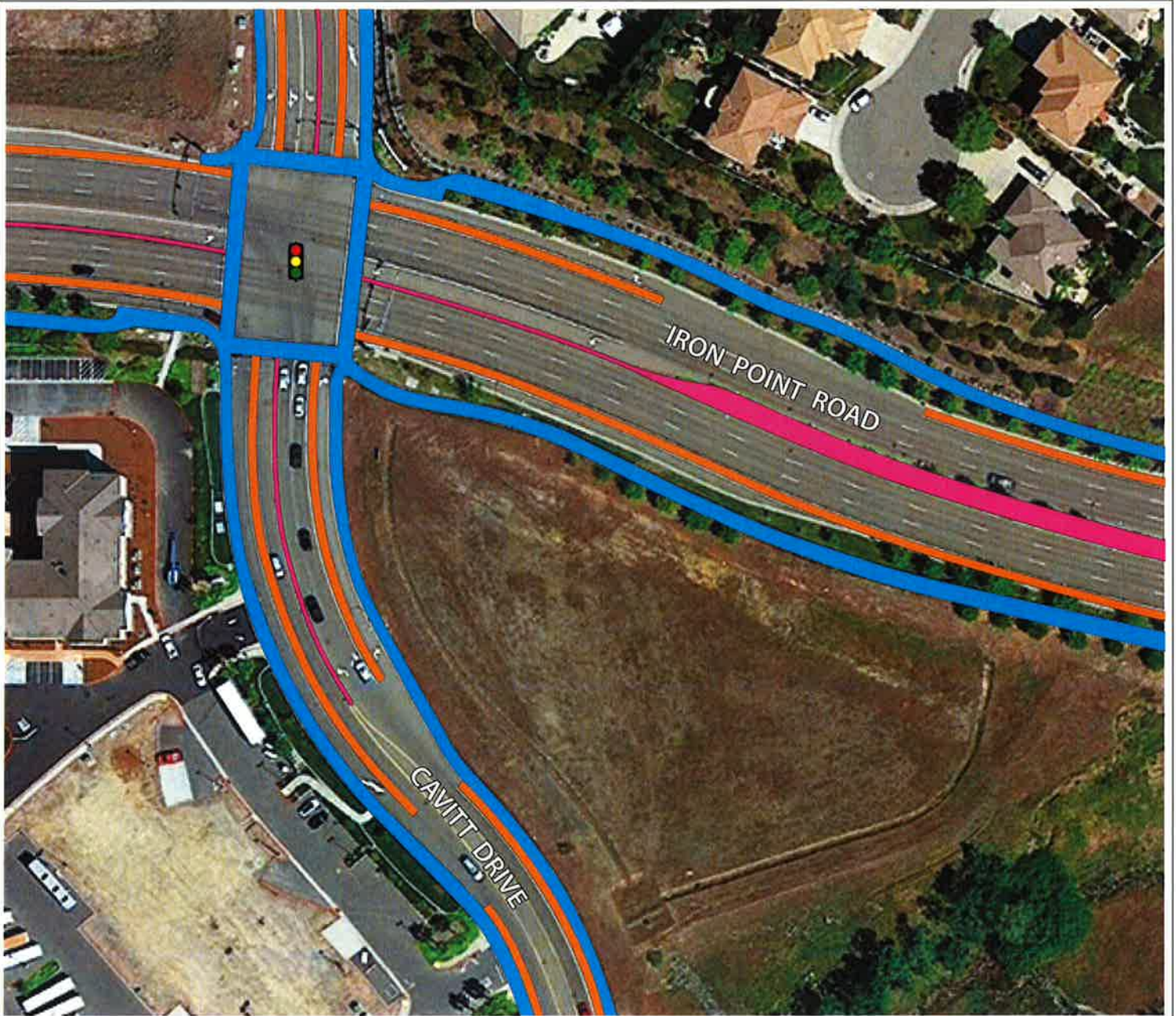
FIGURE 1

IRON POINT ROAD

CAVITT DRIVE

FUTURE DEVELOPMENT





**LEGEND**

-  SIDEWALK / CROSSWALK
-  BIKE LANE
-  RAISED MEDIAN
-  TRAFFIC SIGNAL



## KEY FINDINGS AND RECOMMENDATIONS

The results of the access analysis are summarized below. These results reflect conditions in the year 2035 upon completion of both the Quick Quack Car Wash project and the assumed future development. Excerpts from the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) illustrating the various signs and pavement markings are presented in Attachment A. Also, Figure 4, which is presented later, provides appropriate CA MUTCD references for the signs and markings.

### Cavitt Drive/North Driveway

- To avoid creating conflicts with the northbound dual left-turn lanes at the Iron Point Road/Cavitt Drive intersection (which are protected by a raised median along Cavitt Drive), this driveway should be restricted to right-turns only, both inbound and outbound.
- Traffic exiting the project driveway should be controlled by a STOP sign and corresponding pavement markings (i.e., stop bars and legends), as the driveway intersection will not meet the “Peak Hour” warrant for consideration of installation of a traffic signal.
- A RIGHT TURN ONLY sign should be posted below the STOP sign and a RIGHT TURN ONLY pavement arrow should be painted on the driveway approach to its intersection with Cavitt Drive.
- A ONE WAY sign should be installed in the Cavitt Drive median, directly across from the outbound lane at the driveway.
- With completion of both the proposed project and the future development, the Cavitt Drive/North Driveway intersection is projected to operate at Level of Service (LOS) B in the PM peak hour on an average day and LOS C on a peak day.
- The North Driveway has adequate sight distance along Cavitt Drive, so drivers will be able to exit safely.
- No right turn lane or taper is recommended on northbound Cavitt Drive at the North Driveway.
- The site plan provides adequate space at the North Driveway to accommodate the queues of vehicles exiting to Cavitt Drive in the PM peak hour.

### Cavitt Drive/South Driveway

- No turn restrictions are recommended in conjunction with the project; full access is acceptable.
- Traffic exiting the project driveway should be controlled by a STOP sign and corresponding pavement markings (i.e., stop bars and legends), as the driveway intersection will not meet the “Peak Hour” warrant for consideration of installation of a traffic signal.
- With completion of both the proposed project and the future development, the Cavitt Drive/South Driveway intersection is projected to operate at Level of Service (LOS) C in the PM peak hours on both an average day and a peak day.



- The South Driveway has adequate sight distance along Cavitt Drive, so drivers will be able to enter and exit safely.
- No right turn lane or taper is recommended on northbound Cavitt Drive at the South Driveway.
- The site plan provides adequate space at the South Driveway to accommodate the queues of vehicles exiting to Cavitt Drive in the PM peak hour.

#### Off-Site Improvement Recommendations

- No off-site improvements are recommended beyond the median-mounted ONE WAY sign described above at the North Driveway.

#### On-Site Traffic Circulation Recommendations

The access and circulation recommendations to be implemented on the project site are summarized below. They are illustrated on Figure 4, which is presented later in this report.

- STOP signs and appropriate pavement markings should be installed at the project driveway intersections with Cavitt Drive, as well as near the exits from the car wash tunnel area and the vacuum area.
- A DO NOT ENTER sign should be installed at the exit from the one-way vacuum area near the northeast corner of the site to prevent drivers from traveling the wrong way through this area.
- A KEEP CLEAR pavement legend should be painted in the on-site intersection immediately east of the car wash tunnel exit. It should be oriented toward drivers entering the car wash area. This is intended to ensure that entering vehicles do not block the ability of drivers to exit the tunnel.
- The circulation aisle along the southwesterly edge of the Future Development area narrows from a two-way road at its northwest end to a single-lane, one-way road at its southeasterly end. It should be widened to allow two-way traffic along its entire length.
- As shown on the project site plan, directional arrows should be painted on the pavement throughout the site to reinforce the appropriate travel paths.
- The project's signage and any landscape materials located along the Cavitt Drive frontage should not impede the ability of drivers to see oncoming vehicles on Cavitt Drive.

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 21, 2016  
TO: Traffic Safety Committee  
FROM: Public Works & Community Development Department  
**SUBJECT: THE PARKWAY APARTMENTS PROJECT REVIEW**

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**BACKGROUND**

The applicant, Pacific West Communities, is requesting approval of a Planned Development Permit for development of a 72-unit affordable apartment community on a 10.1-acre site located at the southeast corner of the intersection of Blue Ravine Road and Oak Avenue Parkway.

The proposed project, which includes development of five (5) three-story apartment buildings and one (1) single-story community building, features 18 one-bedroom units, 36 two-bedroom units, and 18 three-bedroom units. Access to the project site will be provided by two new driveways located on the south side of Blue Ravine Road. The proposed project includes a total of 129 on-site parking spaces including 80 covered parking spaces and 49 uncovered parking spaces (1.79 parking spaces per unit). Additional site improvements include underground utilities, site lighting, site landscaping, fencing, trash/recycling enclosures, and a monument sign. It is important to note that only 3.3 acres of the project site are proposed to be developed, the remaining 6.8-acres will remain undisturbed. A traffic study was completed; portions of that study are attached for your information, including an executive summary and access recommendations.

Steve Banks, project planner, will be available to answer any questions the Committee has regarding the project.

**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.

## **EXECUTIVE SUMMARY**

This report addresses the traffic impacts associated with the proposed Parkway Apartments project, which includes 72 low-income, multi-family residential units in Folsom, California. The proposed project would be located on the south side of Blue Ravine Road, west of Oak Avenue Parkway. Vehicular access to and from the proposed project would be via two driveways – a full-access location on Blue Ravine Road and a right-turns-only driveway on Oak Avenue Parkway.

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 five key intersections in the immediate vicinity of the project site. In addition, the project's proposed access driveways were evaluated with respect to their ability to serve the proposed project safely and effectively.

### ***Existing Conditions***

- All five study intersections operate at LOS A or B in the weekday AM peak hour.
- In the PM peak hour, all five study intersections again operate at LOS A or B.
- In both peak hours, the study intersections all conform to the City of Folsom *General Plan* policy calling for operation at LOS C or better.

### ***Construction Year No Project Conditions***

- The traffic associated with 33 previously-approved and reasonably foreseeable developments was included in the evaluation of traffic operations under Construction Year No Project conditions. Those projects will generate approximately 5,500 AM peak hour trips and over 7,300 PM peak hour trips.
- In addition, a growth factor of three percent was applied to the existing traffic volumes.
- In the AM peak hour, the study intersections are all expected to operate at LOS A or B, which will conform to the City's LOS C policy.
- The study intersection of Blue Ravine Road/Oak Avenue Parkway will operate at LOS C under this analysis scenario, while the other study locations will be at LOS A or B. All of the study intersections will conform to the City's level of service policy.

### ***Construction Year Plus Project Conditions***

- The proposed project is expected to generate 37 AM peak-hour trips (7 inbound and 30 outbound), 45 PM peak-hour trips (29 inbound and 16 outbound), and 480 daily trips.

***Cumulative + Project Conditions***

- With addition of the project traffic, no change in level of service is projected at any of the study intersections in the AM peak hour, and the incremental increases in delay attributable to project-generated traffic will be small (a maximum of 0.4 seconds per vehicle).
- The project's Blue Ravine Road access intersection is projected to operate at LOS D in the AM peak hour, primarily due to delays associated with seven exiting left turns, but it will not meet the warrants for installation of a traffic signal. The project driveway on Oak Avenue Parkway is projected to operate at LOS C.
- In the weekday PM peak hour, the project would result in small increases in intersection delay at the study intersections. The projected level of service at Blue Ravine Road/Oak Avenue Parkway (LOS D) is worse than LOS C, but the project-related delay increase (1.8 seconds per vehicle) is less than the City's significance threshold. The other study intersections will operate at acceptable levels of service.
- The Blue Ravine Road/Project Driveway intersection will operate at an unacceptable level of service (LOS F) in the PM peak hour, again because of delays expected for outbound left turns. Only four exiting left turns and eight outbound right turns are projected at this driveway, so the Peak Hour signal warrant will not be met. The Oak Avenue Parkway driveway intersection is expected to be at LOS B.
- The project-related impact is less than significant, and no mitigation measures are recommended.

***Project Access and Circulation Analysis***

- Two driveways are proposed to serve the project. The full-access Blue Ravine Road driveway will be located about 600 feet west of Oak Avenue Parkway. The Oak Avenue Parkway driveway, which will be restricted to right-turns only, will be located about 335 feet south of Blue Ravine Road.
- Key findings and recommendations resulting from the access analysis described above include:
  - The Blue Ravine Road driveway must align with the existing driveway at the Oak Hills Church on the north side of Blue Ravine Road, in order to avoid vehicular conflicts in the center left-turn lane.
  - The proposed driveway spacing conforms to City of Folsom practice.
  - No turn restrictions are initially necessary at the Blue Ravine Road driveway (i.e., full access is appropriate), although it is recommended that this be monitored to determine whether restrictions on outbound left turns might become necessary as traffic volumes grow on Blue Ravine Road.
  - The easterly nose of the existing raised median on Blue Ravine Road west of the driveway should be modified to reflect the configuration illustrated in Appendix G.
  - The Oak Avenue Parkway driveway should be restricted to right turns only, both inbound and outbound.
  - No right-turn lane or taper is recommended at either driveway.

- Both driveways will have adequate sight distance for entering and exiting drivers, although care must be taken to avoid blocking sight lines to the west of the Blue Ravine Road driveway and north of the Oak Avenue Parkway driveway
- The Blue Ravine Road driveway must be designed so that exiting vehicles are approximately level as they wait to depart.
- STOP-sign control should be employed at both project driveways.
- The site plan provides adequate throat depth at both driveways.
- These findings and recommendations are illustrated on Figure ES-1.
- The project should be required to construct a standard sidewalk along its Blue Ravine Road frontage as an extension of the existing stub sidewalk at the southwest corner of Blue Ravine Road/Oak Avenue Parkway.
- An off-street bike path is planned along the south edge of the apartment project site, extending westerly from Oak Avenue Parkway. Although not yet complete, that path is already in use. According to the project site plan, the bike path will be finished as part of the project.
- In accordance with the City's *Design Guidelines for Multi-Family Development*, the project shall provide one bicycle parking space for every five units (i.e., 14 spaces). The bicycle parking shall be distributed evenly around the project site.

#### ***Parking Assessment***

- A total of 129 parking spaces are proposed, which represents an overall parking ratio of 1.79 spaces per unit and, given the mix of unit types proposed, 0.90 spaces per bedroom.
  - Based on requirements within the *Folsom Municipal Code*, the proposed 72-unit project would be required to provide 108 parking spaces (1.5 spaces/unit).
  - The City's *Design Guidelines for Multi-Family Development* have more detailed standards, based on the number of bedrooms per unit. According to those standards, the proposed project would need to provide 140 parking spaces (i.e., 1.94 spaces/unit and 0.97 spaces/bedroom).
  - The proposed parking supply exceeds the City of Folsom Municipal Code requirements, but falls short of the City's *Design Guidelines for Multi-Family Development*.
  - The proposed parking supply exceeds the average and 85<sup>th</sup>-percentile apartment parking demand value documented in the ITE *Parking Generation* manual and is only slightly lower than the highest parking demand value presented there.
  - The proposed parking supply is slightly (about four percent) lower than the documented average parking supply on a "space per unit" basis documented in a recent analysis of 24 similar apartment projects in the Sacramento region. It is also somewhat lower than the average and median values in that study on a "space per bedroom" basis. However, the tenants of the proposed low-income apartment project could reasonably be expected to have lower vehicle ownership rates than were reflected in the Sacramento study.
- Consideration of all of the pertinent factors indicates that the proposed project will provide adequate parking to meet residents' and visitors' needs.



NOT TO SCALE

BLUE RAVINE ROAD

OAK AVENUE PARKWAY

A

B

A

B

- Align driveway with church driveway on north side of street
- Full access initially OK
- Monitor outbound left turns for possible future restrictions
- Modify nose of raised median located west of driveway (See Appendix G)
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK if exiting vehicle is approximately level
- Use only low-growing landscape material to west of driveway

- Right turns in & out only
- STOP-sign control on driveway
- No right-turn lane or taper needed
- Sight distance OK
- Use only low-growing landscape material to north of driveway