Traffic Safety Committee Meeting Agenda

City Council Chambers | 50 Natoma Street, Folsom CA 95630
August 22, 2024
4:00 PM

1. **CALL TO ORDER**

2. **ROLL CALL:**

S. Bailey, Z. Bosch, J. Brausch, T. Galovich, K. Goddard, C. Wilson, M. Washburn

3. **MINUTES**

Approval of the Minutes of the July 25, 2024 Meeting.

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

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Traffic Safety Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion.

5. **PRESENTATIONS**

a. Urban SDK

6. **ACTION/DISCUSSION ITEMS**

a. Request for improvements at White Rock Road and Savannah Parkway
b. Prospector Park - Crosswalk request at Mangini Parkway and Rock Hearth Way, and Mangini Parkway and Wildflower Drive
c. Local Road Safety Plan Network Screening Results and Intersection Priority List

7. **INFORMATIONAL ITEMS**

a. CAMUTCD trail signage regarding motorized vehicles on trails
b. Traffic Safety Committee action item updates
c. Upcoming Traffic Safety Committee items
    - Request for a stop sign at Dehone Circle and Pleasant Ravine Drive
    - Request for addition of a crosswalk and/or cross stop at an intersection near Creekside Manor Folsom
    - Speed studies on Mangini Parkway, Grand Prairie Road and Alder Creek Parkway
    - Bus routes on Mangini Parkway, Rock Creek, and Sycamore Creek Way and how they relate to crosswalks and students walking to school safely

8. **ADJOURNMENT**

Traffic Safety Committee Meeting

Meeting Minutes

City Council Chambers | 50 Natoma Street, Folsom CA 95630
July 25, 2024
4:00 PM

1. CALL TO ORDER

Chair Bailey called the meeting to order at 4:00 pm.

2. ROLL CALL:

PRESENT: S. Bailey, Z. Bosch, J. Brausch, T. Galovich, K. Goddard, C. Wilson, M. Washburn (arrived at 4:02 p.m.)

ABSENT: S.Bailey

3. MINUTES

Approval of the Minutes of the June 27, 2024, 2024, Meeting.

The committee asked that the meeting minutes be edited to reflect that Chair Bailey called the meeting to order.

Bosch motioned to accept the minutes.

Brausch seconded the motion.

Motion carried with the following vote:

AYES:	Bosch, Brausch, Galovich, Goddard, Wilson, Washburn
ABSTAIN:	None
ABSENT:	Bailey

4. BUSINESS FROM THE FLOOR/GOOD OF THE ORDER

None

5. ACTION/DISCUSSION ITEMS

a. Review of Temporary Circulation Changes at Folsom High School

Washburn explained the permanent engineered traffic calming measures that were installed for the upcoming school year.

Bosch spoke about the new camera that Public Works installed at the intersection of the entrance to the school. The new fencing the Public Works Department is installing in the

median in front of Folsom High School will be bid in the next two to three months and built after that.

b. Request for Evaluation of Existing Crossing at Alder Creek Parkway and Placerville Road Trail

The Traffic Safety Committee recommends the immediate pruning of the two trees within the landscaped median, the relocation of the developer sign to an approved location, the installation of advanced pedestrian warning signs, and the installation of RRFB at the crosswalk. In addition, they recommend that a temporary speed feedback sign be placed in this location before the installation of the new elements and left up temporarily. That a pedestrian warning bollard in the crosswalk for eastbound motorists.

Bosch proposed the motion.
Wilson seconded the motion.

Motion carried with the following vote:

AYES:	Bosch, Brausch, Galovich, Goddard, Wilson, Washburn
ABSTAIN:	None
ABSENT:	Bailey

6. INFORMATIONAL ITEMS

a. Traffic Safety Committee Action Item Updates

Bosch provided action item updates to the committee.

b. Upcoming Traffic Safety Committee Items

Brausch asked that four items be considered as future agenda items. First, the Blue Ravine Pavement Project. Second, the trail signage related to the use of motorized vehicles. Third, speed studies at Mangini Parkway, Grand Prairie Road, and Alder Creek Parkway. Finally, she asked that the intersection of Mangini Parkway and Rock Springs Ranch Drive be considered for safety, related to school bus stops and crosswalks.

7. ADJOURNMENT

Meeting adjourned at 5:08 p.m.

COMMITTEE ITEMS
Agenda Item No. 5a
TSC 24-020
08/22/24 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: August 22, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: PRESENTATION FROM VENDOR "URBAN SDK"

BACKGROUND/ANALYSIS

1. Purpose:

The purpose of this presentation is to expose the Traffic Safety Committee to a product that the City of Folsom might find useful.

2. Background:

Public Works staff is continually evaluating different products and solutions to problems that the city faces. While researching vendors that provide city-wide analysis of speeds, volumes, travel time, and control delay, Urban SDK was brought to our attention. Through a couple of online introductions to its products to both the Public Works Department and the Police Department, it was decided that a presentation of its product to the Traffic Safety Committee would be beneficial.

Urban SDK is online to provide a quick showcase of its product.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

City staff is recommending that based on its functionality and use cases to quickly identify locations for prevailing speeds, that the city enter in negotiations for a trial phase of Urban SDK's product pursuant to available funds.

COMMITTEE ITEMS
Agenda Item No. 6a
TSC 24-021
08/22/24 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: August 22, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: REQUEST FOR IMPROVEMENTS AT WHITE ROCK ROAD AND SAVANNAH PARKWAY

BACKGROUND/ANALYSIS

1. Purpose:

This report aims to assess the current conditions and propose necessary improvements at the intersection of White Rock Road and Savannah Parkway. Concerns have been raised by community members regarding safety, traffic congestion, and the intersection's ability to accommodate increasing traffic volumes due to ongoing residential and commercial development in the area.

2. Background:

White Rock Road is a primary arterial road that accommodates both commuter and commercial traffic. It is a two-lane roadway with a posted speed limit of 55 mph. Savannah Parkway is a secondary arterial that serves as a key access point for residential neighborhoods and local businesses. The intersection is currently controlled by stop signs and yield signs on Savannah Parkway, with White Rock Road operating as a free-flow corridor. As development in the area continues, there has been a significant increase in traffic volumes, necessitating a review of the intersection’s operational performance and safety features.

3. Site Analysis:

3.1 Traffic Volume

- **White Rock Road:** Carries approximately 22,000 vehicles per day, with peak hour volumes around 2,200 vehicles. The road serves as a key route for regional traffic, including a significant number of commercial vehicles.
- **Savannah Parkway:** Experiences less than approximately 5,000 vehicles per day, with peak hour volumes of approximately 400 vehicles. Traffic is primarily residential, with an increasing number of vehicles entering and exiting onto White Rock Road to continue to East Bidwell Street.

3.2 Traffic Flow and Congestion

- **Intersection Operations:** The current stop-controlled configuration on Savannah Parkway has received complaints about the line of sight and the associated speeds. Traveling south and looking east, there is a hill cause by the railroad tracks which impacts the line of sight slightly. When also considering the prevailing speeds of vehicles traveling eastbound from East Bidwell Street, and the approach angle of the road, there are times when looking back and forth for a gap in traffic is rather difficult.

3.3 Pedestrian and Bicycle Activity

- **Pedestrian Activity:** There is no pedestrian activity at the intersection.
- **Bicycle Traffic:** The intersection is part of a planned bicycle route, but currently, there are no dedicated bicycle lanes or facilities, making it difficult for cyclists to navigate safely.

3.4 Accident History

- **Crash Data:** The City's database for collision data, Crossroads, showed no collisions since the redesign of the roadway occurred in July of 2023.

3.5 Future Project

- **JPA Connector:** This intersection is part of the redesign and realignment of the JPA connector project segment 2, which currently is in the design phase of the class I bike path under a grant from SACOG. Road design has not begun and alignment have not yet been identified. Nevertheless, this intersection would be included in that project. This phase currently has no funding and has no anticipated start date.

4. Recommendations:

Based on the evaluation, the following actions are recommended:

- Have Public Works staff clear out all overgrown weeds along roadside.
- Further evaluate removal of material between rolled curb and gutter and retaining wall.
- Work with Sacramento County to install intersection warning sign for eastbound traffic.

Potential next steps would be to install flexible bollards along the striped median to slow traffic down. Observations showed westbound vehicles cut through the striped median; installed median bollards would force vehicles to slow down to navigate intersection.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

- City staff is recommending that Public Works staff clear out all overgrown weeds along roadside.
- Further evaluate removal of material between rolled curb and gutter and retaining wall.
- Work with Sacramento County to install intersection warning sign for eastbound traffic.

Attachment A


Google Earth

COMMITTEE ITEMS
Agenda Item No. 6b
TSC 24-022
08/22/24 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: August 22, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: REQUEST FOR CROSSWALKS AT MANGINI PARKWAY AND ROCK HEARTH WAY AND MANGINI PARKWAY AND WILDFLOWER DRIVE

BACKGROUND/ANALYSIS

1. Purpose

The purpose of this report is to evaluate the feasibility and necessity of installing crosswalks at two intersections on Mangini Parkway: one at Rock Hearth Way and another at Wildflower Drive, adjacent to the soon-to-be-completed, Prospector Park. The request has been made several residents and future park users to improve pedestrian safety and access to the park.

2. Background

Prospector Park will be a community park that serves a high number of families and individuals in the surrounding neighborhoods. The park is anticipated to see significant pedestrian traffic, particularly during mornings and evenings, as well as on weekends. Mangini Parkway is a two-lane collector street with a speed limit of 40 mph. Currently, there are no marked crosswalks at the intersections of Rock Hearth Way and Wildflower Drive, which will be key access points for pedestrians going to and from the park.

3. Site Analysis

3.1 Mangini Parkway and Rock Hearth Way

- Traffic Volume: Traffic counts indicate that Mangini Parkway carries less than 5,000 vehicles per day.

- Pedestrian Activity: Observations show negligible pedestrian movement across Mangini Parkway at this intersection, mostly due to there being stop controlled crosswalk available 1000 feet to the west at Westwood Drive, and 1300 feet east at Sawyer Way. It is reasonable to anticipate that pedestrian demand at Rock Hearth Way would be much greater when the park construction is completed. The intersection is located near the park's main entrance, making it a critical crossing point for pedestrians.

- Visibility: The visibility at the intersection is generally good; however, there are concerns regarding vehicle speeds and the lack of a designated pedestrian crossing, which could lead to potential conflicts between pedestrians and vehicles.

- Existing infrastructure: Curb ramps at this location have already been installed allowing for the possibility of adding crosswalk quickly and cost effectively. The midblock crosswalk will be located on the eastern side of the intersection, where the ADA detectable warning surfaces are.

3.2 Mangini Parkway and Wildflower Drive

- Traffic Volume: Similar to the Rock Hearth Way intersection, this area also experiences significant vehicular traffic somewhere between 3,000 to 5,000 vehicles per day.

- Pedestrian Activity: Similar to Rock Heath Way, almost no pedestrian demand to cross at this location was observed due to its proximity to Sawyer Way, approximately 675 feet away.

- Visibility: The intersection offers clear sightlines; however, the speed of vehicles approaching this intersection could pose a risk to pedestrians without a designated crossing.

- Existing infrastructure: Curb ramps at this location have already been installed allowing for the possibility of adding crosswalk quickly and cost effectively. The midblock crosswalk will be located on the western side of the intersection, where the ADA detectable warning surfaces are.

4. Accident History

A review of the accident history over the past three years reveals no reported pedestrian-vehicle accidents at these intersections.

5. Recommendations

Based on the analysis, it is recommended that crosswalks be installed at both intersections to enhance pedestrian safety and improve access to Prospector Park. The following measures are proposed:

5.1 Mangini Parkway and Rock Hearth Way

- Install a high-visibility crosswalk at the intersection, supplemented by advanced pedestrian warning signs.

- Evaluate the potential for a pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) to alert drivers of pedestrian crossings after the park is built and pedestrian patterns are better understood.

5.2 Mangini Parkway and Wildflower Drive

- Install a high-visibility crosswalk with pedestrian warning signs at the intersection.

- Evaluate the potential for a pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) to alert drivers of pedestrian crossings after the park is built and pedestrian patterns are better understood.

6. Cost Estimate

The estimated cost for the installation of high-visibility crosswalks at both intersections, including signage, is approximately $8,000 to $12,000. The inclusion of RRFBs at Wildflower Drive and/or Rock Hearth Way would increase the cost by an additional $15,000 to $30,000.

7. Conclusion

The installation of crosswalks at Mangini Parkway and Rock Hearth Way, and Mangini Parkway and Wildflower Drive, is a beneficial safety improvement for future park users. These measures will provide safer access to Prospector Park for pedestrians and are in line with the city’s commitment to enhancing pedestrian infrastructure.

Approval of this recommendation is requested, with the understanding that Public Works staff will try to schedule the installation prior to the park opening.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

City staff is recommending the installation of uncontrolled midblock crosswalks at Mangini Parkway and Rock Hearth Way, and Mangini Parkway and Wildflower Drive, with further evaluation of potential RRFBs in the future.

Attachments:

1. Folsom Resident Sung Park's Report and Request
2. Prospector Park Site Plan

Attachment A

Pedestrian Crosswalks Request on Mangini Pkwy

Dear Traffic Safety Committee,

I am a resident of Folsom Planned Area (FPA) and I am requesting pedestrian crosswalks on two intersections:

- Mangini Pkwy and Rock Hearth Dr.
- Mangini Pkwy and Wildflower Way

These two intersections need pedestrian crosswalks to help pedestrians safely walk across Mangini Pkwy to access Prospector Park, Bike Trails, and Mangini Ranch Elementary School.

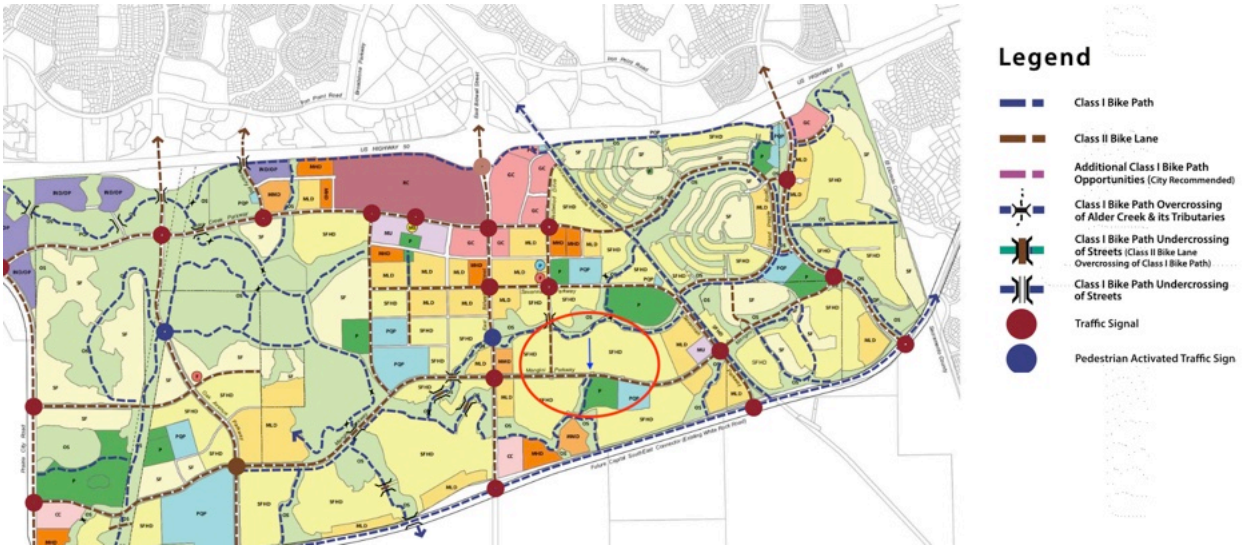
Please see the following aerial photo

Two green circles indicate existing all-way stop signs with high visibility pedestrian crossings and two red circles indicate locations of the pedestrian crossing request. Because the Mangini Pkwy is a major corridor for the community, adding another stop sign would negatively impact the traffic. This road already has three stops from E Bidwell St. to Savannah Pkwy. This map also has the overlay of Prospector Park to show walkways inside the park.

Mangini Pkwy and Rock Hearth Dr.

On this intersection, I am requesting the traffic safety committee to consider installing a high visibility crosswalk with pedestrian-controlled crosswalk lights for three reasons.

The first reason is that Rock Hearth Dr. is the major connector between two park trails. I expect residents will use this crosswalk to access Prospector Park and alternative bike/trail paths. The Prospector Park will be the only park in Folsom Ranch for the next many years and communities north of the park will use this intersection to access the park. Additionally, FPA has a major Class I bike path in the north of the park, and another Class I bike path will be alongside Prospector Park. Rock Hearth Dr. will be a connector between two Class I bike paths providing an alternative bike route for residents suitable to access shops at White Rock and E Bidwell. The existing wide on-ramp at the park is great to keep for cyclists and maintenance vehicles.



Class I Bike Paths in FPA

Mangini Pkwy and Rock Hearth Dr Intersection

The view of west from the eastbound Mangini Pkwy (Wide on-ramp to the park shown)

The view of east from the eastbound Mangini Pkwy

The second reason is that westbound drivers do not have a clear line of sight of the crosswalk due to the curve and trees. The driver can only see when they turn and the pedestrian is halfway across the crosswalk. I recommend a pedestrian-controlled crosswalk light (flashing yellow as a warning) for safety when pedestrians are using it but in normal times the driver won't have to stop. The trees are still young but I expect the line of sight issue would worsen as trees grow larger.

The driver's view toward the intersection from the westbound Mangini Pkwy

An example of pedestrian-controlled crosswalk lights

The third reason is Mangini Pkwy is a major corridor and it already has three stops between E Bidwell St and Savannah Pkwy. I think it's best to put a single high visibility crosswalk to concentrate pedestrians to help vehicle traffic on Mangini Pkwy.

Please see the following map for my recommended pedestrian crosswalk with pedestrian-controlled crosswalk lights. A standard pedestrian crosswalk is also needed on Rock Hearth Dr.

Proposed pedestrian crosswalk at Mangini Pkwy and Rock Hearth Dr
(The red circles indicating pedestrian-controlled crosswalk lights)

Mangini Pkwy and Wildflower Way

This intersection serves as an entry to the park and the access to Mangini Ranch Elementary School. I expect the number of pedestrians using this intersection for the park to be lower, however, kids may use this intersection to walk to school. My recommendation is a standard crosswalk to indicate vehicles and pedestrians to know where the crosswalk is. I think it is best to install one crosswalk on the west side to concentrate pedestrians to a single crosswalk rather than two to create vehicles to stop multiple times here. Just west of this intersection, there is an existing school zone warning lights to warn vehicles during school hours.

Mangini Pkwy and Wildflower Way Intersection

The view of west from the eastbound Mangini Pkwy

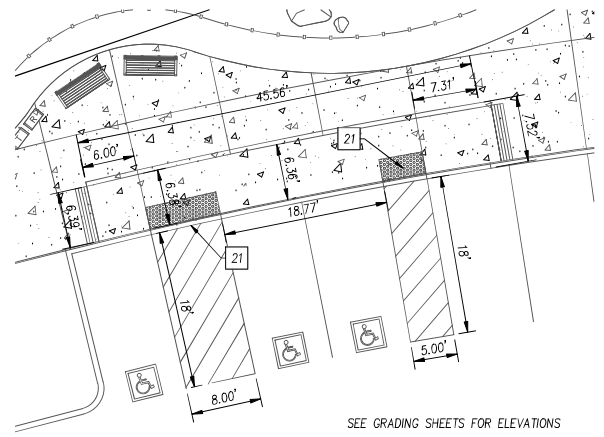
The view of east from the eastbound Mangini Pkwy

The existing school zone warning lights

For this intersection, I recommend a single standard crosswalk on Mangini Pkwy and Wildflower Way because of lower pedestrian traffic, existing school zone warning lights, and a clear line of sight for drivers.

Proposed pedestrian crosswalk at Mangini Pkwy and Wildflower Way
(The green circle indicating existing school zone warning lights)

Attachment B



SEE GRADING SHEETS FOR ELEVATIONS

1 ADA PARKING AND CURB RAMP
1"=10'

CONSTRUCTION NOTES:

1. BALL FIELD, SEE LANDSCAPE PLANS
2. MOW BAND, SEE LANDSCAPE PLANS
3. DECLARATION OF COVENANTS AND RESTRICTIONS AREA 7
4. CONNECT TO EX WATER SYSTEM; SEE UTILITY PLANS
5. CONNECT TO EX STORM DRAIN SYSTEM; SEE UTILITY PLANS
6. RESTROOM BUILDING; SEE LANDSCAPE PLANS
7. ELECTRICAL BUILDING (MASONRY ENCLOSURE); SEE LANDSCAPE AND ELECTRICAL PLANS
8. SPORTS/TENNIS COURTS; SEE LANDSCAPE PLANS
9. VOLLEYBALL COURTS; SEE LANDSCAPE PLANS
10. DOG PARK; SEE LANDSCAPE PLANS
11. FULL COURT BASKETBALL; SEE LANDSCAPE PLANS
12. CONSTRUCT 7.5" RISERS; SEE LANDSCAPE PLANS
13. PLAYGROUND, SEE LANDSCAPE PLANS
14. FUTURE BIKE PATH, NOT A PART OF THIS PROJECT
15. INSTALL ACCESSIBLE RAMP, SEE DTL 1 SHT C-13
16. INSTALL CURB CUT, SEE DTL 4, SHT C-13
17. CONNECT TO EX SANITARY SEWER SYSTEM; SEE UTILITY PLANS
18. DRAINAGE BASIN
19. INSTALL VEGETATED DRAINAGE SWALE PER DTL 5, SEE SHT C-13
20. INSTALL COMMERCIAL DRIVEWAY TYPE A-6 PER CITY OF FOLSOM'S STD DTL RD-02
21. INSTALL CURB RAMP PER CITY OF FOLSOM'S DTLS RD-04, RD-05 AND RD-06
22. INSTALL ACCESSIBLE PARKING PER CITY OF FOLSOM'S SPECIFICATIONS
23. INSTALL CALTRANS A1-6 CURB PER CALTRANS DTL A87A
24. INSTALL CURB WEDGE TRANSITION; SEE LANDSCAPE PLANS

LEGEND:

- CONCRETE (PCC); SEE LANDSCAPE PLANS FOR SECTION
- VEHICULAR CONCRETE; SEE LANDSCAPE PLANS FOR SECTION
- ASPHALT CONCRETE; SEE LANDSCAPE PLANS FOR SECTION
- COBBLE; SEE GRADING AND DRAINAGE PLANS

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SUBCONSULTANT:
BENEN
TRUSTED ENGINEERING ADVISORS

REVISIONS

SYMBOL	DATE	DESCRIPTION
1	5/26/2023	CONSTRUCTION SET

DESIGNED BY: BM
DRAWN BY: AH
CHECKED BY: CAO
DATE: 2/24/2023

PROSPECTOR PARK
4578 SPARROW DRIVE

CALCULATED SITE & PAVING PLAN

FOLSOM, CA

SHEET
C-3
OF
—

COMMITTEE ITEMS
Agenda Item No. 6c
TSC 24-023
08/22/24 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: August 22, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: LOCAL ROAD SAFETY PLAN NETWORK SCREENING RESULTS AND INTERSECTION PRIORITY LIST

BACKGROUND/ANALYSIS

1. Purpose:

The purpose of this report is to present the findings of the network screening process conducted as part of the Local Road Safety Plan (LRSP) and to recommend an intersection priority list for future safety improvements.

2. Background:

The development of the LRSP is a strategic initiative aimed at enhancing road safety across our local road network. As part of this plan, a comprehensive network screening process was conducted to identify high-risk intersections and road segments that would benefit from targeted safety interventions. The contract with the selected consultant has up to eight study locations. Based on discussions with the consultant, it is recommended that the Traffic Safety Committee develop a priority location list of more than eight locations since there are opportunities to "group" different locations that have similar countermeasures. City staff would recommend that no more than 12 locations be selected as priority locations and then city staff will work with the consultant to develop the final project list to be presented to the Traffic Safety Committee at a future meeting.

3. Network Screening Process:

The network screening process involved a data-driven analysis to identify locations with a higher-than-expected frequency and severity of crashes. The screening considered factors such as:

- Historical crash data (e.g., the number of crashes, crash severity, types of crashes)
- Traffic volumes
- Roadway characteristics (e.g., geometry, visibility, signage)
- Vulnerable road users (e.g., pedestrians, cyclists)
- Proximity to schools, hospitals, and other critical facilities

The objective was to prioritize locations that require immediate attention and develop an actionable list of intersections where safety improvements would have the most significant impact.

4. Results:

The network screening process identified several intersections and road segments with high crash frequencies and severity rates. The following criteria were used to rank these locations:

1. **Crash Frequency:** The total number of crashes reported over the last five years.
2. **Crash Severity:** The number of fatal and severe injury crashes.
3. **Equivalent Property Damage Only (EPDO):** A weighted measure considering both crash frequency and severity.

Based on these criteria, City Staff recommends the following eight intersections with the highest priority for safety improvements:

<u>Intersection Priority List (In no particular order):</u>

1. **Intersection 1** – Iron Point Road & Prairie City Road
    - **Crash Frequency:** 0.05
    - **Crash Severity:** 0 Fatal, 1 Serious Injury, 1 Visible Injury, 10 Complaint of Pain
    - **EPDO Score:** 236
2. **Intersection 2** – Folsom Auburn Road & Greenback Lane
    - **Crash Frequency:** 0.01
    - **Crash Severity:** 0 Fatal, 2 Serious Injury, 2 Visible Injury, 7 Complaint of Pain
    - **EPDO Score:** 393
3. **Intersection 3** - East Bidwell Street & Wales Drive
    - **Crash Frequency:** 0.09
    - **Crash Severity:** 0 Fatal, 1 Serious Injury, 1 Visible Injury, 7 Complaint of Pain
    - **EPDO Score:** 218
4. **Intersection 4** - Greenback Lane/Lake Natoma Drive & Madison Avenue
    - **Crash Frequency:** -0.01
    - **Crash Severity:** 0 Fatal, 1 Serious Injury, 1 Visible Injury, 5 Complaint of Pain
    - **EPDO Score:** 216

5. **Intersection 5** - Riley Street & Glenn Drive
    - **Crash Frequency:** 0.05
    - **Crash Severity:** 0 Fatal, 0 Serious Injury, 3 Visible Injury, 4 Complaint of Pain
    - **EPDO Score:** 56
6. **Intersection 6** - Oak Avenue Parkway & South Lexington Drive
    - **Crash Frequency:** 0.05
    - **Crash Severity:** 0 Fatal, 1 Serious Injury, 1 Visible Injury, 4 Complaint of Pain
    - **EPDO Score:** 200
7. **Intersection 7** - Willow Creek Road & Oak Ave Parkway
    - **Crash Frequency:** 0.10
    - **Crash Severity:** 1 Fatal, 2 Serious Injury, 0 Visible Injury, 0 Complaint of Pain
    - **EPDO Score:** 494
8. **Intersection 8** - Greenback Lane (Rainbow Bridge) from Riley Street to Folsom Boulevard
    - **Crash Frequency:** 0.01
    - **Crash Severity:** 0 Fatal, 0 Serious Injury, 2 Visible Injury, 3 Complaint of Pain
    - **EPDO Score:** 40

5. Recommendations:

Based on the network screening results and the priority list, it is recommended that the Traffic Safety Committee:

1. **Prioritize the Intersection Priority List** for targeted safety improvements.
2. **Authorize the development of specific safety improvement projects** for the top-ranked intersections, including detailed design, cost estimates, and potential funding sources.
3. **Direct staff to return to the Traffic Safety Committee with the final list of projects.**

6. Conclusion:

The network screening process has successfully identified the highest-risk intersections in our local road network. By prioritizing these locations for safety improvements, we can significantly reduce the number and severity of crashes, thereby enhancing the overall safety and quality of life for our residents. The priority list will advise staff and the consultant to develop its highest priority to seek funding for state and federal grant opportunities.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

City staff is recommending the Traffic Safety Committee develop list of priority locations for further development of site-specific plans and improvements.

Attachment A

Facility	Cross Street 1	Cross Street 2	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Severe Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Tier 1 Case Study Location	Tier 2 Case Study Location	KH Notes
Expressway																										
WHITE ROCK RD	OAK AVE PKWY	E BIDWELL ST	**3**	-0.01	18	0	0	0	3	0	0	0	0	2	1	0	0	0	2	0	1	0	1			2 crashes 2020 (before construction), 1 crash 2023 (after construction)
Major Arterial																										
PRAIRIE CITY RD	US 50 EB RAMPS	DWY N/O MANGINI PKWY	**5**	0.22	358	0	2	2	1	0	0	0	2	3	0	0	0	0	3	0	1	3	1	X		Potential project: Improvements along the curve to address hit object and head on crashes.
BLUE RAVINE RD	E BIDWELL ST	CROSSING WY	**4**	0.15	29	0	0	1	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0			Resurfaced. Above average CCR. Broadsides and Head Ons
MADISON AVE	WESTERN CITY LIMITS	GREENBACK LN	**4**	0.03	29	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0			All broadsides
FOLSOM LAKE CROSSING	FOLSOM AUBURN RD	GUN RANGE RD	**4**	-0.05	193	0	1	2	1	1	0	1	0	1	1	0	0	0	2	0	0	1	0		X	Potential project for speed management; median barrier project to be constructed 2025.
FOLSOM BLVD	US 50 EB RAMPS	US 50 WB RAMPS	**3**	0.05	11	0	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0			
BIDWELL ST	ORCHARD DR	WALES DR	**3**	0.36	23	0	0	1	2	1	0	0	1	0	0	0	1	0	0	0	0	1	0			Pedestrian crash
IRON POINT RD	PRAIRIE CITY RD	GROVER RD	**3**	-0.02	177	0	1	0	2	0	0	1	0	2	0	0	0	0	2	0	1	2	0	X		By a school, severe. All WB crashes, two aggressive driving related. Potential speed management corridor. Pedestrian median fencing project planned.
RILEY ST	LEMBI DR	GLENN DR	**3**	0.16	23	0	0	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0		X	Turning related crashes by Kohl's driveway
FOLSOM BLVD	GREENBACK LN	LEIDSDORFF ST	**3**	-0.06	28	0	0	2	1	0	0	2	0	1	0	0	0	0	2	1	0	1	0			
GREENBACK LN	WESTERN CITY LIMITS	RIVER ROCK DR	**3**	-0.03	182	0	1	1	1	2	0	0	0	1	0	0	0	0	1	1	0	0	0		X	Severe broadside crash; potential driveway access management project
NATOMA ST	CUMMINGS WY	BLUE RAVINE RD/GREEN VALLEY RD	**3**	0.02	23	0	0	1	2	1	0	0	0	0	0	0	0	2	0	0	0	0	0	X		Bike crashes; potential project
NATOMA ST	FOLSOM LAKE CROSSING	GIONATA WY	**3**	-0.01	18	0	0	0	3	0	0	1	1	1	0	0	0	0	2	0	0	1	3			Previous study identified improvements
FOLSOM LAKE CROSSING	FOLSOM DAM RD	GUN RANGE RD	**3**	-0.05	336	1	1	0	1	1	1	0	1	0	0	0	0	0	2	0	0	0	2			Previous study identified improvements
FOLSOM AUBURN RD	FOLSOM DAM RD	PINEBROOK DR	**3**	-0.03	177	0	1	0	2	0	0	1	0	1	1	0	0	0	2	0	1	1	1			Portion involved in HSIP Cycle 10 project
Minor Arterial																										
GREENBACK LN (RAINBOW BRIDGE)	RILEY ST/SCOTT ST	FOLSOM BLVD	**5**	0.01	40	0	0	2	3	1	1	2	0	1	0	0	0	0	4	0	0	2	0			Majority of crashes related to unsafe speed

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Legend

Fatal/Serious Injury Collisions	LCCR Differential	Probability of Collision Type Exceeding Threshold Proportion
>0 KSI Collisions	> 1.0	90-100%
	0.33 - 1.0	80-90%
	< 0.33	70-80%

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Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Not Stated	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Tier 1 Case Study Location	Tier 2 Case Study Location	KH Notes
Signalized Intersections																									
IRON POINT RD & PRAIRIE CITY RD	12	0.05	236	0	1	1	10	8	1	1	0	0	0	0	0	1	1	9	0	0	3	1	X		EPDO, aggressive, broadsides. Potential signal mod project
E BIDWELL ST & IRON POINT RD	12	0.04	82	0	0	2	10	5	0	6	0	0	1	0	0	0	0	9	0	1	2	1		X	Rear ends, broadsides, very busy intersection
FOLSOM BLVD & GREENBACK LN	11	0.01	393	0	2	2	7	4	1	3	0	1	0	1	0	0	1	6	0	1	5	0	X		EPDO, dark crashes
E BIDWELL ST & OAK AVENUE PKWY	10	0.02	65	0	0	1	9	5	0	3	0	1	0	0	0	0	1	7	0	1	3	3			HSIP Cycle 10 Project, broadsides, bike crash. Potential project to improve the WBR from W Bidwell St to Oak Ave Pkwy.
E BIDWELL ST & BROADSTONE PKWY	10	0.02	70	0	0	2	8	3	2	4	0	1	0	0	0	0	0	8	0	0	3	0			HSIP Cycle 10 Project
BLUE RAVINE RD & PRAIRIE CITY RD	9	0.02	59	0	0	1	8	5	2	1	0	0	0	0	0	0	1	5	0	0	3	0		X	Potential bike box/trail connection improvement project
E BIDWELL ST & WALES DR	9	0.09	218	0	1	1	7	5	1	2	1	0	0	0	0	0	0	4	0	0	1	1	X		EPDO, Crash Rate. Projects should be consistent with CBD Planning efforts.
E NATOMA ST & GREEN VALLEY RD	9	0.01	73	0	0	4	5	1	0	2	3	1	0	0	0	1	1	5	0	1	4	1			HSIP Cycle 10 Project, Bike/Ped
GREENBACK LN/LAKE NATOMA DR & MADISON AVE	8	-0.01	216	0	1	2	5	3	0	1	3	0	1	0	0	0	0	6	0	1	2	0		X	EPDO, Head Ons, Aggressive Driving. Shared ROW with County.
E BIDWELL ST & BLUE RAVINE RD	8	0.00	53	0	0	1	7	2	1	2	2	0	0	0	1	0	0	4	0	1	5	0			HSIP Cycle 10 Project
BLUE RAVINE RD & OAK AVENUE PKWY	8	0.02	67	0	0	4	4	5	1	1	0	0	0	0	0	0	1	6	2	0	0	0			
FOLSOM BLVD & BLUE RAVINE RD	7	-0.01	52	0	0	2	5	0	1	1	2	0	0	0	0	1	2	3	0	0	0	0	X		Bike/Ped crashes, consider bike lane/trail connectivity improvements. Signal mod improvements underway, including transit preemption.
RILEY ST & GLENN DR	7	0.05	56	0	0	3	4	1	0	3	0	0	0	0	0	0	3	3	1	0	0	1	X		Bike crashes, potential bike lane improvement project. RAB evaluation.
FOLSOM BLVD & NATOMA STATION DR	6	-0.02	36	0	0	0	6	0	0	6	0	0	0	0	0	0	0	5	1	1	0	0			HSIP Cycle 10 Project
FOLSOM AUBURN RD & FOLSOM LAKE CROSSING	6	-0.02	41	0	0	1	5	1	1	4	0	0	0	0	0	0	0	4	1	0	0	1			HSIP Cycle 10 Project
OAK AVENUE PKWY & S LEXINGTON DR	6	0.05	200	0	1	1	4	4	1	1	0	0	0	0	0	0	0	4	1	0	3	1	X		EPDO; broadsides involve NB and WB vehicles.
E BIDWELL ST & VIA FELICE	6	-0.02	41	0	0	1	5	2	0	4	0	0	0	0	0	0	0	4	2	0	1	1			
E BIDWELL ST & PLACERVILLE RD	6	-0.01	41	0	0	1	5	1	0	5	0	0	0	0	0	0	0	6	0	0	1	1			
FOLSOM BLVD & PARKSHORE DR	5	-0.02	35	0	0	1	4	1	0	3	0	0	0	0	0	0	1	4	1	0	0	0			
RILEY ST & SUTTER ST	5	0.01	194	0	1	1	3	1	0	0	2	1	0	1	0	0	0	1	0	2	3	1			ITS improvements. The severe crash was DUI, 1AM; otherwise crash rate is close to average
FOLSOM AUBURN RD & OAK AVENUE PKWY	5	-0.02	40	0	0	2	3	4	0	1	0	0	0	0	0	0	0	4	0	0	0	1			
IRON POINT RD & WILLARD DR	5	0.07	40	0	0	2	3	2	0	1	1	1	0	0	0	0	0	5	0	0	0	0			HSIP Cycle 10 Project
IRON POINT RD & MCADOO DR	5	0.00	30	0	0	0	5	2	1	0	0	1	0	0	0	0	1	0	0	1	3	0			
WHITE ROCK RD & PRAIRIE CITY RD	5	-0.08	198	0	1	2	2	1	0	1	1	1	1	0	0	0	0	1	0	0	2	0		X	EPDO; low crash rate. Potential project to control wrong-way driving.
GREENBACK LN & AMERICAN RIVER CANYON DR	4	-0.04	183	0	1	0	3	0	1	3	0	0	0	0	0	0	0	3	1	0	0	0	X		Potential project for signal visibility
OAK AVENUE PKWY & AMERICAN RIVER CANYON DR	4	0.01	29	0	0	1	3	2	1	1	0	0	0	0	0	0	0	3	0	0	0	0			
RILEY ST/GREENBACK LN & SCOTT ST	4	-0.03	188	1	0	1	2	0	0	2	0	1	0	0	0	0	1	3	1	1	1	0			DUI Severe Injury crash NB
FOLSOM AUBURN RD & FOLSOM DAM RD	4	-0.04	29	0	0	1	3	3	0	1	0	0	0	0	0	0	0	4	0	0	0	0			
E BIDWELL ST & GLENN DR	4	-0.02	29	0	0	1	3	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0			HSIP Cycle 10 Project
BLUE RAVINE RD & RILEY ST	4	-0.04	192	0	1	2	1	2	0	0	1	0	0	1	0	0	0	1	0	2	0	0			HSIP Cycle 10 Project
E BIDWELL ST & CREEKSIDE DR	4	-0.03	34	0	0	2	2	2	0	1	1	0	0	0	0	0	0	3	0	0	0	0			HSIP Cycle 10 Project

Intersection	Crashes	Local CCR Differential[1]	EPDO[2]	*Fatal*	*Serious Injury*	*Other Visible Injury*	*Complaint of Pain*	Broadside	Sideswipe	Rear End	Head On	Hit Object	Overturned	Other	Not Stated	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Tier 1 Case Study Location	Tier 2 Case Study Location	KH Notes
E BIDWELL ST & COLLEGE PKWY	4	-0.04	29	0	0	1	3	2	0	2	0	0	0	0	0	0	0	2	1	1	0	0			
E BIDWELL ST & POWER CENTER DR	4	-0.04	29	0	0	1	3	1	0	3	0	0	0	0	0	0	0	4	1	0	1	1			
IRON POINT RD & PALLADIO PKWY	4	0.00	24	0	0	0	4	0	1	3	0	0	0	0	0	0	0	3	1	0	0	0			
FOLSOM BLVD & IRON POINT RD	3	-0.06	18	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	1	0	0	1			HSIP Cycle 10 Project
FOLSOM BLVD & BIDWELL ST	3	-0.05	18	0	0	0	3	1	1	1	0	0	0	0	0	0	0	3	0	0	1	0			
FOLSOM AUBURN RD & PINEBROOK DR	3	-0.06	23	0	0	1	2	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0			HSIP Cycle 10 project, Bike/Ped
RILEY ST & E BIDWELL ST	3	-0.04	18	0	0	0	3	2	0	1	0	0	0	0	0	0	0	3	2	0	2	1			
FOLSOM AUBURN RD & FOLSOM DAM RD	3	-0.05	27	0	0	2	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3	0			HSIP Cycle 10 project
E BIDWELL ST & MONTROSE DR	3	-0.04	18	0	0	0	3	1	0	2	0	0	0	0	0	0	0	3	2	0	2	0			
IRON POINT RD & GROVER RD	3	-0.05	23	0	0	1	2	1	1	0	0	1	0	0	0	0	0	1	1	0	1	0			
E NATOMA ST & FOLSOM LAKE CROSSING	3	-0.06	23	0	0	1	2	0	2	1	0	0	0	0	0	0	0	2	0	0	1	0			HSIP Cycle 10 project
OAK AVENUE PKWY & CREEKSIDE DR	3	-0.04	23	0	0	1	2	0	0	1	0	0	0	0	0	0	2	1	0	0	0	1			2 Bike crashes. Trail ends here
E BIDWELL ST & CLARKSVILLE RD	3	-0.06	23	0	0	1	2	1	0	1	1	0	0	0	0	0	0	3	0	0	0	0			
E BIDWELL ST & WHITE ROCK RD	3	-0.02	181	0	1	1	1	0	0	1	2	0	0	0	0	0	0	2	0	0	1	0			(2 crashes in 2020, 1 crash in 2022. Road alignment changed in 2021/2022)
Unsignalized Intersections																									
NATOMA ST & SCOTT ST	5	0.13	35	0	0	1	4	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0		X	Majority of crashes involve vehicles making a SBT movement and being struck by vehicles making WBT movement. Potential for traffic calming improvements.
IRON POINT RD & PIQUE LOOP	5	0.21	189	0	1	0	4	2	0	2	1	0	0	0	0	0	0	0	0	1	3	0			
FOLSOM BLVD & WOODMERE RD	4	0.02	43	0	0	4	0	2	1	0	1	0	0	0	0	0	0	0	1	0	0	0			
GREENBACK LN & FOLSOM RANCH DR	4	0.02	38	0	0	3	1	0	0	1	0	1	1	0	0	0	1	1	0	1	1	1			
FOLSOM AUBURN RD & OAK ACE/VANCE LN	4	0.02	34	0	0	2	2	2	1	1	0	0	0	0	0	0	0	1	1	0	1	0			
E BIDWELL ST & ORCHARD DR	4	0.05	192	0	1	2	1	0	0	3	0	0	0	0	0	1	0	2	1	0	0	0	X		EPDO; potential for corridor improvements along E Bidwell in the CBD
E BIDWELL ST & HARRINGTON WAY	4	0.03	24	0	0	0	4	0	0	3	0	1	0	0	0	0	0	3	0	1	1	1			
FOLSOM AUBURN RD & BLUEBIRD LN	3	0.01	23	0	0	1	2	1	0	1	0	0	0	0	0	1	0	1	1	0	0	0			
E NATOMA ST & BRIGGS RANCH DR	3	0.04	23	0	0	1	2	2	0	0	0	1	0	0	0	0	0	2	0	0	0	1			
WILLOW CREEK DR & OAK AVE PKWY	3	0.10	494	1	2	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	2	0	X		EPDO. Above average crash rate. Trail Head.
VIA SOLE & IRON POINT RD	3	0.03	23	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WHITE ROCK RD & SAVANNAH PKWY/PAYEN RD	3	0.01	27	0	0	2	1	1	0	0	0	2	0	0	0	0	0	1	0	0	0	1			
IRON POINT RD & DRY CREEK RD	3	0.78	27	0	0	2	1	0	0	0	0	2	1	0	0	0	0	0	0	1	1	0			Stop signs installed on Iron Pt Rd in 2021/2022. 1 Crash 2020, 2 Crashes 2021

1. Local Critical Crash Rate Differential

2. Equivalent Property Damage Only Crashes

Legend

Fatal/Serious Injury Collisions	LCCR Differential	Probability of Collision Type Exceeding Threshold Proportion
>0 KSI Collisions	> 1.0	90-100%
	0.33 - 1.0	80-90%
	< 0.33	70-80%

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COMMITTEE ITEMS
Agenda Item No. 7a
TSC 24-024
08/22/24 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: August 22, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: CAMUTCD TRAIL SIGNAGE REGARDING MOTORIZED VEHICLES ON TRAILS

BACKGROUND/ANALYSIS

California state law has specific regulations governing the use of electric bicycles (ebikes). These laws categorize ebikes into three classes, each with different rules regarding where they can be ridden and who can ride them.

The difference between a motorized bike and an e-bike primarily lies in their design and legal classification:

1. **E-Bike (Electric Bicycle)**:
    - Has an electric motor that assists with pedaling.
    - The motor stops assisting when a certain speed (20 to28 mph) is reached, depending on the class (1, 2, or 3).
    - Typically, e-bikes do not require a license, registration, or insurance in most areas.
2. **Motorized Bike (Moped or Gas-Powered Bicycle)**:
    - Powered by a small gasoline engine or an electric motor but does not require pedaling.
    - Generally classified as a motor vehicle, requiring a license, registration, and insurance.

EBike Classification in California:

1. Class 1 EBike:
   Description: A low-speed pedal assisted electric bicycle. The motor only provides assistance when the rider is pedaling and stops assisting when the ebike reaches 20 mph.

2. Class 2 EBike:

Description: A low speed throttle assisted electric bicycle. The motor can propel the ebike without pedaling and stops assisting when the ebike reaches 20 mph.

3. Class 3 EBike:

Description: A highspeed pedal assisted electric bicycle. The motor only provides assistance when the rider is pedaling and stops assisting when the ebike reaches 28 mph. Riders must be at least 16 years old and wear a helmet.

General Rules for EBikes in California:

Helmet Requirements:

- Riders under 18 must wear a helmet when operating any class of ebike.
- Riders of Class 3 ebikes, regardless of age, are required to wear a helmet.

Age Restrictions:

- No minimum age requirement for Class 1 and Class 2 ebikes.
- Riders of Class 3 ebikes must be at least 16 years old.

Licensing and Registration:

- Ebikes are not subject to registration, licensing, or insurance requirements that apply to motor vehicles.

From the City's Municipal Code:

B. "Electric assist mobility device" means any electrically driven motor device which assists mobility for individuals to which one or more wheels are attached. This definition includes electric personal assistive mobility device (Segway and similar devices), electric bicycle, and electric scooter as defined herein.

C. "Electric personal assistive mobility device" has the same definition as set forth in California Vehicle Code Section 313.

D. "Electric bicycle" (E-bike) has the same definition as set forth in California Vehicle Code Section 406(b) as "motorized bicycle."

E. "Electric scooter" (E-scooter/motorized scooters) has the same definition as set forth in California Vehicle Code Section 407.5 as "motorized scooter" that is powered by an electric motor or human propulsion. For purpose of this title, "electric scooter" does not include a device powered by gasoline. (Ord. 1175 § 2 (part), 2013)

Enforcement and Penalties:
Violations of ebike regulations can result in fines or other penalties, depending on the nature of the offense. Local jurisdictions may impose additional rules or penalties specific to their area.

CAMTUCD Section 9B.08 NO MOTOR VEHICLES Sign (R5-3)

Option: 01 The NO MOTOR VEHICLES (R5-3) sign (see Figure 9B-2) may be installed at the entrance to a shared-use path.

02 The Bike Path Exclusion (R44A(CA)) sign may be used to identify a bike path and prohibit motor vehicles and motorized bicycles from entering the bike path. If motorized bicycles are permitted, the "Motorized Bicycles" portion may be replaced with "Motorized Bicycles Permitted".

Support:
03 The R44A(CA) sign is shown in Figure 9B-2(CA).

R44A (CA)

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

No action required. Information Only.

COMMITTEE ITEMS
Agenda Item No. 7b
TSC 24-025
08/22/24 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: August 22, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: TRAFFIC SAFETY COMMITTEE ACTION ITEM UPDATES

BACKGROUND/ANALYSIS

In an effort to provide transparency and accountability for items from the Traffic Safety Committee, the Public Works Department will provide an update on previously voted on action items.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Informational item only. No action required.

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC 22-031	10/27/2022	Randall Drive and Santana Way Stop Sign	The Traffic Safety Committee recommends that the Public Works Department install radar feedback signs and traffic striping. They recommend that the Public Works Department determine the most appropriate traffic striping at their discretion.	Completed.	N
TSC 22-034	12/8/2022	Natoma Station Drive/Ashchat - School Safety & Neighborhood Issues	The Traffic Safety Committee recommends looking at the location of existing speed limit signs and school zone signs on Turnpike. They recommend tree trimming to improve the visibility of signs. The Public Works Department will consider road striping “25 mph” on approaches and improve the striping in the crosswalks. The Committee recommends that this be a future agenda item for continued discussion.	Discuss temporary installation of NO PARKING barricades with School District	Y
TSC 23-05	1/26/2023	Speed Limit on White Rock Road between East Bidwell Street and Prairie City Road	Recommend 60 MPH speed limit to City Council for Adoption	Scheduled for July 23rd CC meeting (First Reading) and Aug 27 (Second Reading & Adoption)	N
TSC-23-017	5/25/2023	South Lexington Speeding Issue	The Traffic Safety Committee recommends that the City enact the modifications proposed in the staff report for this item to South Lexington Drive between Duxbury Way and Silberhorn Drive. These modifications include a “Residential Neighborhood Sign”, multiple 25 MPH legends on the pavement, and 2 radar feedback signs.	Radar Feedback signs delivery date Delivery 6/18/2024. Installing within next 2 weeks.	Y - 6 month Follow-up after installation
TSC 23-027	9/28/2023	Iron Point Road and Carpenter Hill Road	The Traffic Safety Committee recommends that the Public Works Department take the feedback from the discussion and come back to the committee with recommendations	Completed	N
TSC 23-029	9/28/2023	Pedestrian improvements at Willow Creek Trail and Prewett Drive	The Traffic Safety Committee approves the installation of the RRFBs at the Prewett Drive midblock crosswalk at Folsom Kids Play Park.	Completed	N

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC 23-031	10/26/2023	Flower Drive Speeding Issues and Pedestrian Safety	The Traffic Safety Committee approves the installation of the radar feedback signs, 25 MPH legends, trimming trees that may block signage, install in crosswalk pedestrian signs at the Flower Drive and Willow Creek Drive	Completed.	N
TSC24-001	2/22/2024	Willow Creek Drive and Thomas Court	The Traffic Safety Committee approves the installation of the pedestrian bollards, enchance crosswalk striping and outreach to school via School's newsletter and message boards in park.	Public Works to construct information for school to distribute, add striping to project list	N
TSC 24-007	4/4/2024	Median Fence on Iron Point Road	The Traffic Safety Committee recommends that the Public Works Department work to find funding to support the project to protect pedestrians.	Out to Bid for Fall construction.	N
TSC 24-008	4/4/2024	SPEED LIMIT ADOPTION: FOLSOM LAKE CROSSING & SAVANNAH PARKWAY	The Traffic Safety Committee recommends that the Public Works Department seek approval from City Council for 45 MPH on Folsom Lake Crossing and 35 MPH on Savannah Parkway	Scheduled for July 23rd CC meeting (First Reading) and Aug 27 (Second Reading & Adoption)	N
TSC 24-018	7/25/2024	REQUEST FOR EVALUATION OF EXISTING CROSSING AT ALDER CREEK PARKWAY AND PLACERVILLE ROAD TRAIL	The Traffic Safety Committee recommends Pruning of Trees, Relocation/Removal of Developer Sign, Installation of Rectangular Rapid Flashing Beacons, Installation of Advanced Pedestrian Warning Signs, installation of pedestrian warning bollard.	Procurement of RRFBs in process. City Staff installing advanced signs, and Pedestrian Warning Signs. Public Works in discussion with Developer to relocate sign.	N