



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

# Traffic Safety Committee Meeting

## Agenda

City Council Chambers | 50 Natoma Street, Folsom CA 95630  
October 24, 2024  
4:00 PM

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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 August 22, 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. **ACTION/DISCUSSION ITEMS**

- a. Bus routes on Mangini Parkway, Rock Creek, and Sycamore Creek Way and how they relate to crosswalks and students walking to school safety
- b. Request to improve bicycle and pedestrian safety at Oak Avenue Parkway and N. Lexington Drive
- c. Speeding concern on N. Lexington Avenue
- d. Crosswalk request near Creekside Manor Folsom on Creekside Drive
- e. Blind turns at Garden Terrace Drive and Brooks Circle
- f. Crosswalk request on Silent Grove Drive
- g. Discussion of Traffic Safety Committee's potential desire to be more actively involved in project and/or plan review

6. **INFORMATIONAL ITEMS**

- a. Traffic Safety Committee action item updates
- b. Upcoming Traffic Safety Committee items
  - o Request for a stop sign at Dehone Circle and Pleasant Ravine Drive
  - o Speed studies on Mangini Parkway, Grand Prairie Road, Alder Creek Parkway, and East Bidwell Street
  - o All w stop sign request at Stewart Street and Grover Road
  - o Crosswalk request at Blacktail Way/Quail Meadow Way and Alder Creek Parkway
  - o Request for evaluation of line of sight at Willow Bridge Drive and Iron Point Road

- Evaluation of effectiveness of radar feedback signs on South Lexington Drive

7. **ADJOURNMENT**



# Traffic Safety Committee Meeting

## Meeting Minutes

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

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### 1. **CALL TO ORDER**

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

### 2. **ROLL CALL:**

PRESENT: S. Bailey, Z. Bosch, J. Brausch, T. Galovich, K. Goddard, C. Wilson

ABSENT: M. Washburn

### 3. **MINUTES**

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

The committee asked that the meeting minutes be edited to reflect that Committee Member Goddard called the meeting to order and that Chair Bailey was absent.

Goddard motioned to accept the minutes.

Bailey seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Galovich, Goddard, Wilson

ABSTAIN: Bailey

ABSENT: Washburn

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

None

### 5. **PRESENTATIONS**

a. Urban SDK

Microsoft Teams presentation by vendor Urban SDK.

The Traffic Safety Committee recommends that the Public Works Department in collaboration with the Police Department continue to pursue utilization of this tool pursuant to available funds.

Brausch proposed the motion.

Bailey seconded the motion.

Motion carried with the following vote:

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

**6. ACTION/DISCUSSION ITEMS**

- a. Request for improvements at White Rock Road and Savannah Parkway.

Public Comment made by Richard Hom.

The Traffic Safety Committee recommends the implementation of all the recommendations proposed by the Public Works Department in the Staff Report. These include clearing out all overgrown weeds along the roadside. Also, evaluating the removal of material between rolled curb, gutter, and retaining wall. Finally, working with Sacramento County to install an intersection warning sign for eastbound traffic.

Goddard proposed the motion.

Bailey seconded the motion.

Motion carried with the following vote:

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

- b. Prospector Park - Crosswalk Request at Mangini Parkway and Rock Hearth Way, and Mangini Parkway and Wildflower Drive.

Public comments were made by Kelly Free, Sung Park, and Richard Hom.

The Traffic Safety Committee recommends that the Public Works Department install “No Stopping Anytime” signs on Mangini Ranch. They recommend installation of crosswalks at Mangini Parkway and Rock Hearth Way, and Mangini Parkway and Wildflower Drive as recommended by the Public Works Department in the staff report. Finally, they recommend that the intersection of Mangini Parkway and Wildflower Drive, and possibly the intersection of Mangini Parkway and Rock Hearth Way be evaluated for Rectangular Rapid Flashing Beacons (RRFB) installation three months after Prospector Park opens.

Brasuch proposed the motion.

Bosch seconded the motion.

Motion carried with the following vote:

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

- c. Local Road Safety Plan (LRSP) Network Screening Results and Intersection Priority List.

The Traffic Safety Committee recommends supporting the eight segments recommended and identified in the staff report and ask that they continue to look at the additional five additional tier one locations noted on the chart.

Brausch proposed the motion.

Bailey seconded the motion.

Motion carried with the following vote:

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

## 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
  - o Request for a stop sign at Dehone Circle and Pleasant Ravine Drive

This item is pending the resident's submission of a petition.

- o Request for the addition of a crosswalk at an intersection near Creekside Manor Folsom

Public Works will be evaluating this location and putting this item on a future agenda.

- o Speed studies on Mangini Parkway, Grand Prairie Road, and Alder Creek Parkway

This item will likely be on the October meeting agenda.

- o Bus routes on Mangini Parkway, Rock Creek, and Sycamore Way and how they relate to crosswalks and students walking to school safely

Zach gave an update on crosswalks being installed in this area and this area was discussed by the committee.

Galovich proposed improvements for Savannah Parkway. Bosch said he will work with city staff on the signage recommendations suggested and the Parks and Recreation Department on improving the landscaping in the median for improving safety.

Folsom Boulevard's completion of construction date is October.

Brausch suggested that the school district improve handbook wording on scooter use.

## 8. **ADJOURNMENT**

Meeting adjourned at 6:10 p.m.

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 24, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

**SUBJECT: BUS ROUTES ON MANGINI PARKWAY, ROCK CREEK, AND SYCAMORE CREEK WAY AND HOW THEY RELATE TO CROSSWALKS AND STUDENTS WALKING TO SCHOOL SAFETY**

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**BACKGROUND/ANALYSIS**

1. Purpose:

The purpose of this discussion is to analyze the relationship between bus routes on Mangini Parkway, Rock Creek, and Sycamore Creek Way and their impact on student safety, particularly in relation to crosswalks and pedestrian traffic during school hours.

2. Background:

Mangini Parkway, Rock Creek, and Sycamore Creek Way serve as primary access routes for several school bus routes within the Folsom Plan Area. These streets are also commonly used by students walking to nearby schools, raising safety concerns, especially where crosswalks intersect bus routes. Recent community feedback has highlighted concerns about traffic volume, speed, and the visibility of crosswalks along these routes.

3. Recommendations:

To enhance safety for students, the following measures could be considered:

**1. Install Enhanced Crosswalks:**

- Install high-visibility crosswalks and add advance yield markings at high-traffic intersections on Mangini Parkway, Rock Creek, and Sycamore Creek Way.
- Consider installing pedestrian-activated flashing beacons at key crosswalks that align with bus stops or heavy pedestrian traffic areas.

**2. Relocate and Consolidate Bus Stops:**

- Assess current bus stop placements and adjust to ensure they are in close proximity to safe crossing points.
- Consolidate bus stops where appropriate to reduce pedestrian exposure to vehicle traffic when crossing the street.

**3. Increase Signage and Traffic Calming Measures:**

- Install additional signage to alert drivers of pedestrian traffic near schools and bus stops.

**4. Community and School Coordination:**

- Coordinate with local schools to educate students and parents on safe pedestrian behaviors.
- Explore the possibility of a volunteer crossing guard program at key intersections during school commute times.

**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Staff recommends discussion of this request by the Traffic Safety Committee for further action, if necessary.

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 24, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

**SUBJECT: REQUEST TO IMPROVE BICYCLE AND PEDESTRIAN SAFETY  
AT OAK AVENUE PARKWAY AND N. LEXINGTON DRIVE**

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**BACKGROUND/ANALYSIS**

1. Purpose:

The purpose of this report is to discuss the conditions of bicycle and pedestrian safety and behavior at Oak Avenue Parkway and N. Lexington Drive, particularly in relation to crosswalks and pedestrian traffic during afternoon school hours.

2. Background:

On September 25, 2024, Public Works staff received an email from a concerned resident which stated that, *"I live in the Lexington Hills neighborhood and have a child who attends Oak Chan Elementary. I'm an avid cyclist and active member of our PTO. One of the events I've brought to the school is a Bike Safety Night where students and families learn the rules of the road, practice safe riding skills, get help fitting their helmets, and so on. It's been a very successful program with over 80 families attending last year. The Parkway and Lexington Hills neighborhoods have high ridership among students given the convenience of the trails. In fact, we regularly have 80-100 bikes on campus a day.*

*When students move from elementary to middle school, the expectation is that ridership would increase further because students are older and can ride on their own. However, the intersection of Oak Ave and N. Lexington Dr is the primary connector for kids riding to Folsom Middle School from these two neighborhoods. Because we have so many students riding to school each day (yay!), this intersection is often congested and dangerous. There are too many kids crowded on a single corner to fit, often resulting in pedestrians and bicycles spilling off into the roadway. Further, instead of waiting for two light rotations to*



*complete a diagonal crossing, the kids often ride on the incorrect side of the road and then cross farther down the block, darting out into traffic. If you've never driven west on N. Lexington Dr around 3:45PM on a weekday, it's a real white-knuckle experience at times.*

*I realize that budgets are tight and progress is slow, however, I have a suggestion that does not require building new infrastructure and could be done relatively easily. I propose implementing a "pedestrian scramble" at that intersection. That is, when the pedestrian signal is green, car traffic in all directions is held (including free right turns) allowing pedestrians and bicycles to cross in all directions at the same time. While this change would impact flow of car traffic temporarily, it could have a huge impact on increasing safety for our students. Specifically, a pedestrian scramble would:*

- 1. Allow students to cross diagonally to ensure they are riding on the right side of the road.*
- 2. Reduce risk of kids getting hit by cars turning right.*
- 3. Give bikes and pedestrians more space when crossing, thus reducing collisions into each other as well as oncoming traffic.*
- 4. Improve safety overall as research shows that pedestrian scrambles can reduce pedestrian casualties by 38%.*
- 5. Allows cars to make right turns without having to wait on pedestrians to get through the intersection.*
- 6. Reduce car traffic at pickup/drop off at Folsom Middle School because more families would feel comfortable letting their students ride through this intersection.*

*I would like the opportunity to discuss this intersection further to better understand safety considerations and how we can make it better for our students traveling from the Parkway and Lexington Hills to Folsom Middle School. I'd appreciate if you can forward me to the appropriate channel if you are not the right person. I look forward to hearing from you."*

City Staff was able to observe conditions described by the resident over multiple occasions and witnessed appropriately 4-6 large groups of young students each afternoon crossing on the north side of the intersection and dispersing wildly near the monument sign, even crossing in front of oncoming vehicles who had the right of way.

This intersection is identified in the City's Active Transportation Plan as a Medium Priority Spot Improvement (Attachment A). While no specific design elements are identified in this planning document, there are certain potential improvements that could be implemented to address the concern.

### 3. Recommendations:

To enhance safety for students, the following measures could be considered, in order of estimated costs:

#### 1. **Education/Outreach and Enforcement:**

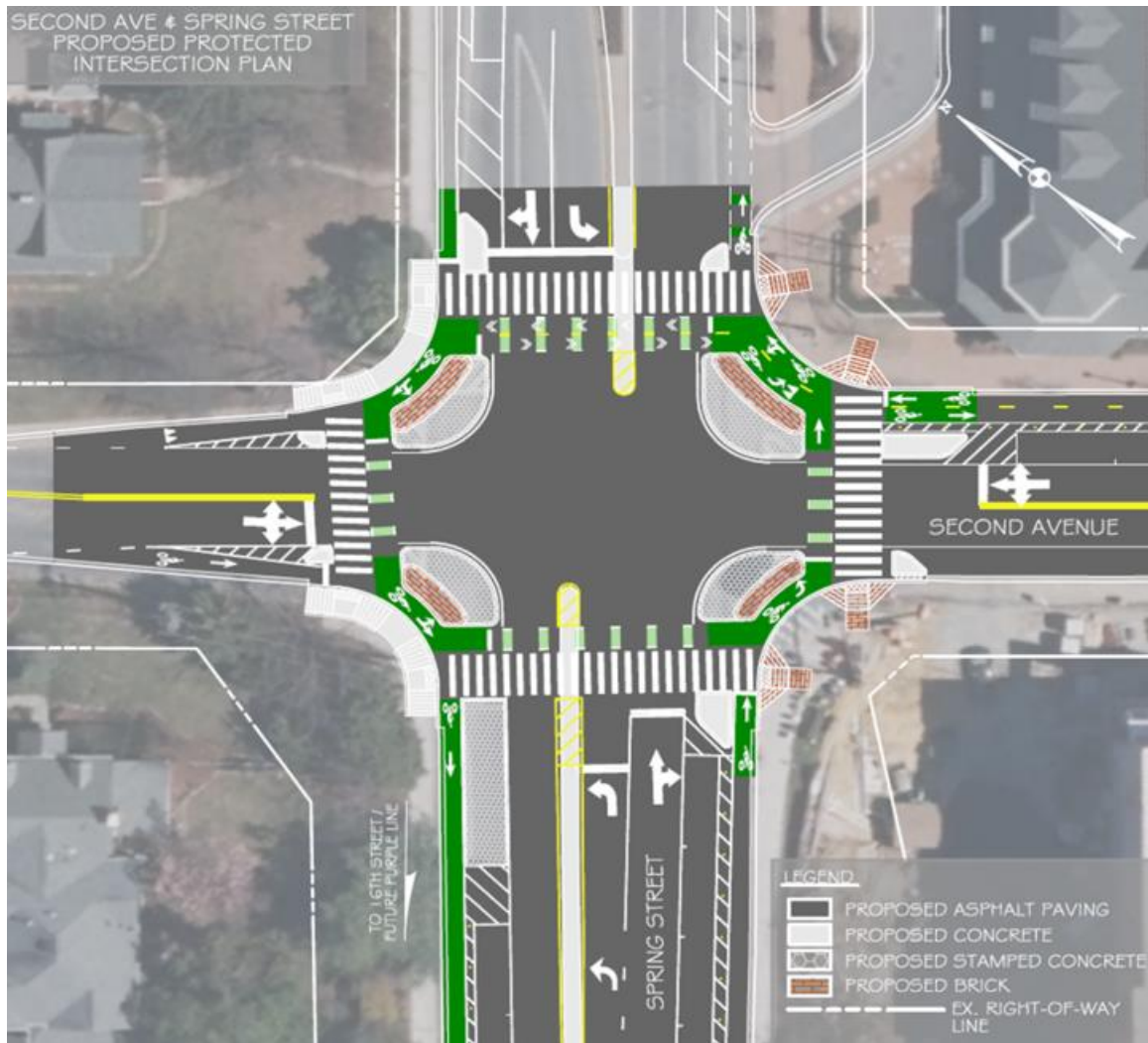
- Install educational signage at intersection.

- Consider focused enforcement at and around time where students are crossing.
- Engage with City of Folsom Parks and Recreation Department to host education at Folsom Middle School

## **2. Install Pedestrian Scramble:**

- This would require installation of “NO RIGHT TURN ON RED” signs at each corner.
- This change would impact traffic signal operations and impact ability for motorists to make right turns on red light. Pedestrian clearance times would be approximately 40 seconds. With the standard 7 second walk time plus yellow and all-red clearance, the pedestrian exclusive phase would be approximately 52 seconds.
- The current traffic signal equipment would need to be upgraded to accommodate the changes. Those costs would be approximately \$40,000 to \$50,000 to update the traffic signal cabinet and associated wiring and signal head modifications.

## **3. Design and Construct a Protected Intersection:**



*Figure 1 - Example of Protected Intersection*

- In a protected intersection design, bicyclists do not have to merge with car traffic at any point.
- The curb extensions narrow the roadway so that both bicyclists and pedestrians have a shorter crossing distance and are more visible by the time the driver pulls around the corner island.
- Design and construction costs would be approximately \$350,000 to \$400,000.

### **STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Staff recommends a phased approach to issue, starting with education and enforcement. If that is unsuccessful, more costly improvements could be considered.

# Attachment A

**Figure 20** Medium Priority Spot Improvements

**Medium Priority Spot Improvements**

FOLSOM ATP

**Spot Improvements**

- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

**Existing Bikeways**

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

**Destinations + Boundaries**

- Ⓜ City Hall
- ★ Community Center
- 🎓 School
- 🚊 Light Rail Station
- ⋯ City Boundary
- 🌳 Park



Data provided by the City of Folsom, SACOG

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 24, 2024  
TO: Traffic Safety Committee  
FROM: Public Works Department  
**SUBJECT: SPEEDING CONCERN ON N. LEXINGTON AVENUE**

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**BACKGROUND/ANALYSIS**

1. Purpose:

The purpose of this report is to discuss the conditions of bicycle and pedestrian safety and behavior at Oak Avenue Parkway and N. Lexington Drive, particularly in relation to crosswalks and pedestrian traffic during afternoon school hours.

2. Summary of Traffic Surveys:

The traffic surveys conducted on eastbound and westbound directions at 359 N. Lexington Drive between September 13 and September 18, 2024, provide the following insights:

1. Eastbound Direction:

- Total vehicles: 8,923
- Average speed: 26.65 mph (posted limit: 25 mph)
- Vehicles over the speed limit: 5,621 (approximately 63% exceed the limit)
- 85<sup>th</sup> percentile speed: 33 mph, indicating a significant portion of vehicles traveling above the speed limit
- Pace speed: The 10-mph pace range (25-34 mph) encompasses 58.94% of vehicles

2. Westbound Direction:

- Total vehicles: 9,334
- Average speed: 25.44 mph (posted limit: 25 mph)
- Vehicles over the speed limit: 5,208 (approximately 56% exceed the limit)

- 85<sup>th</sup> percentile speed: 33 mph, with a similar tendency to exceed the speed limit as seen in the eastbound direction
- Pace speed: 52.52% of vehicles fall within the 25-34 mph range

### 3. Recommended Traffic Safety Improvements:

#### 1. Enhanced Speed Enforcement:

- Given the high percentage of vehicles exceeding the speed limit in both directions, increased speed enforcement should be considered, especially during peak hours.

#### 2. Speed Reduction Measures:

- Implement traffic-calming devices, such as radar speed signs, to reduce the average and 85<sup>th</sup> percentile speeds closer to the posted limit.
- Consider lowering the speed limit further in this residential area within the School Zone to “15 mph when Children are Present” to enhance safety.
- Pavement markings and/or optical speed bars. Adding pavement markings, such as optical speed bars or pavement legends (lines that get closer together as drivers approach high-risk areas), can give drivers the impression that they are traveling faster than they are, prompting them to slow down.

#### 3. Community Engagement and Education:

- Increase awareness through community outreach about the importance of adhering to speed limits, particularly in residential areas with school traffic.
- Collaborate with local schools to educate students on safe crossing behaviors and to ensure parents are aware of the need for careful driving near school zones.
- Deploy changeable message boards for education effort.

### **STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Staff recommends discussion of this request by the Traffic Safety Committee for further action, if necessary.

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 24, 2024  
TO: Traffic Safety Committee  
FROM: Public Works Department  
**SUBJECT: CROSSWALK REQUEST NEAR CREEKSIDE MANOR FOLSOM  
ON CREEKSIDE DRIVE**

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**BACKGROUND/ANALYSIS**

1. Purpose:

The purpose of this report is to discuss the availability of pedestrian crosswalks on Creekside Drive and address the representative from Agency on Aging Area 4's request for a new crosswalk.

2. Background

Public Works Staff received an email from a representative from Agency on Aging Area 4, a community-based organization who serve and advocate for seniors in the Northern California region. The correspondence requested about the addition of a crosswalk and/or cross stop at an intersection near Creekside Manor Folsom, a low-income senior community. The email stated that *“Walking to the closest bus stop across the street is not possible for these residents, as there is no nearby crosswalk to use.”*

3. Summary of Findings and Recommendations:

Attachment A contains a detailed report of findings.

**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Staff recommends the addition of a striped pedestrian crossing 140 feet east of the Creekside Manor driveway. This location provides the greatest available stopping sight distance when approaching from both directions on Creekside Drive. Advanced pedestrian



crossing signs W11-2 and W16-9P are recommended on Creekside Drive when approaching from both directions to improve driver awareness about the crossing. Although adequate site distance was noted, the roadway geometry, observed higher than posted prevailing speed, and demographic information of individuals most likely to use the crossing would potentially warrant additional features such as RRFBs to increase visibility and driver awareness.

# Attachment A

# Memorandum

**To:** Zach Bosch, P.E.  
City of Folsom

**From:** Luke Lazzarini, EIT

**Re:** Creekside Drive Pedestrian Crossing Improvements

**Date:** October 14, 2024

The purpose of this memorandum is to document the results of the field evaluation conducted along Creekside Drive in Folsom, CA near the driveway for the Creekview Manor community (“the site”), to determine the appropriate action(s) to increase pedestrian safety along Creekside Drive.

## Introduction and Background

Creekside Drive is a local road that connects East Bidwell Street and Oak Avenue Parkway. The land uses present along Creekside Drive include hospitals, medical offices, senior living facilities, apartments, and parks. A request to increase pedestrian safety on Creekside Drive and accessibility to public transportation facilities was submitted on behalf of the residents of the Creekview Manor senior apartments. Specifically, the request noted that senior citizens in the Creekview Manor complex are unable to access the Sacramento Regional Transit District’s bus stop 11137.

## Field Review

A field review of the site was conducted on September 23, 2024. Existing site conditions including sidewalks, ADA curb ramps, signage, striping, visibility, and pedestrian activity were observed and documented. **Figure 1** shows an aerial of the site with the recommended crosswalk location and available site distance as observed in the field. **Figure 2** through **Figure 4** show some of the existing conditions and infrastructure located at the site.



**Figure 1** - Site Location (Creekside Drive)



**Figure 2** – Creekside Drive (~150 ft west of Creekview Manor driveway)



38.671729, -121.140271

**Figure 3** – Creekside Drive (~80 ft east of The Falls at Willow Creek west driveway)



38.671910, -121.140100

**Figure 4** – Creekside Drive (~95 ft east of medical office west driveway)

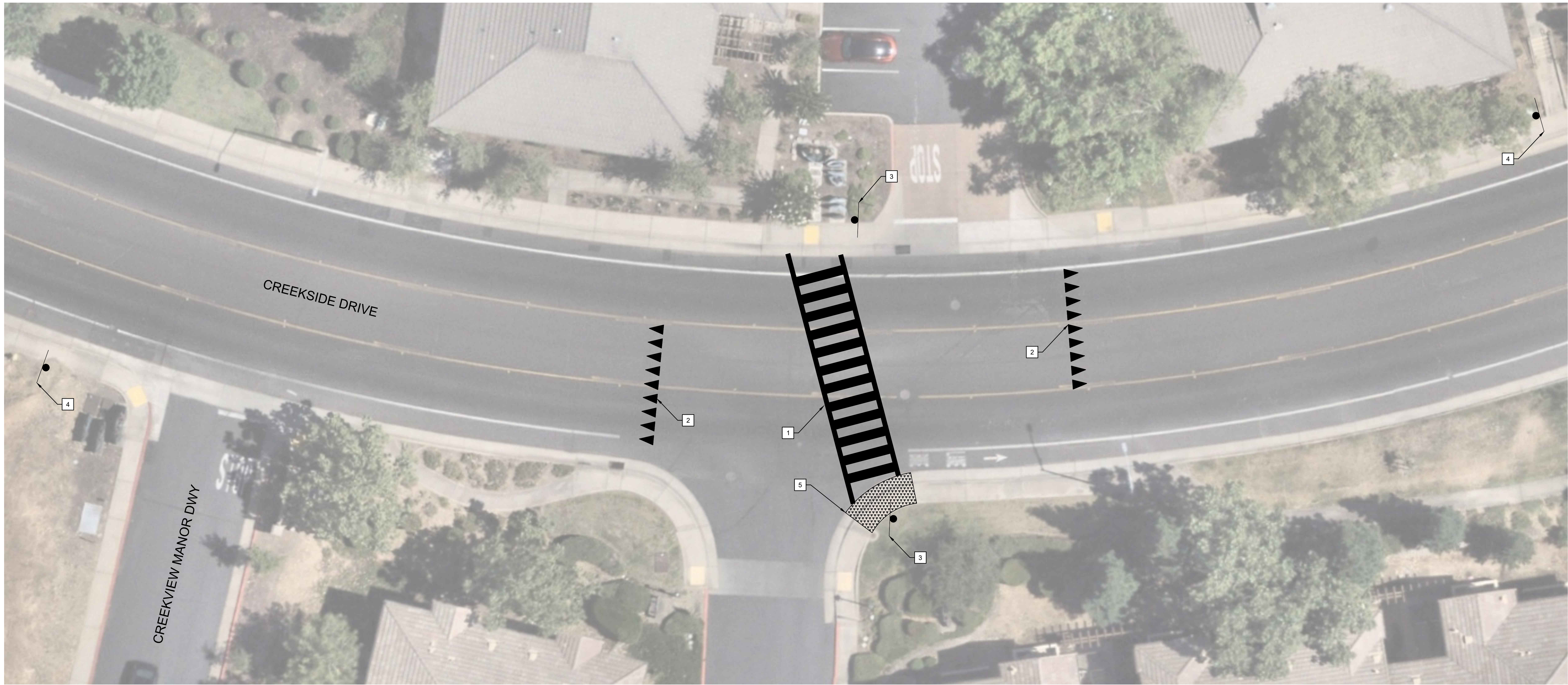
Existing ADA curb ramps are present at each of the driveways along Creekside Drive at the site, however none of these ramps align with ramps on the opposite side of the road. A minimum of one additional ADA curb ramp would be necessary to create a crossing. The posted speed limit along Creekside Drive is 35 MPH. Multiple locations within two hundred feet of the Creekview Manor driveway were evaluated for available sight distance. It was assumed that the prevailing speed of vehicles on the roadway exceed 35 MPH. The observed available site distance is sufficient for speeds up to 45 MPH. The nearest crosswalk to the site is located 750 feet east of the Creekview Manor Driveway.

### **Results and Recommendations**

The infrastructure improvement recommendations contained in this memo are intended to inform the Department of Public Works on a plan to improve the pedestrian safety at the site. To address this, the addition of a striped pedestrian crossing 140 feet east of the Creekview Manor driveway is recommended. This location provides the greatest available stopping sight distance when approaching from both directions on Creekside Drive. One ADA curb ramp is available at this location on the north side of Creekside Drive at the driveway used for 1735 Creekside Drive. Advanced pedestrian crossing signs W11-2 and W16-9P are recommended on Creekside Drive when approaching from both directions to improve driver awareness about the crossing. Although adequate site distance was noted, the roadway geometry, observed higher than posted prevailing speed, and demographic information of individuals most likely to use the crossing would potentially warrant additional features such as RRFBs to increase visibility and driver awareness.

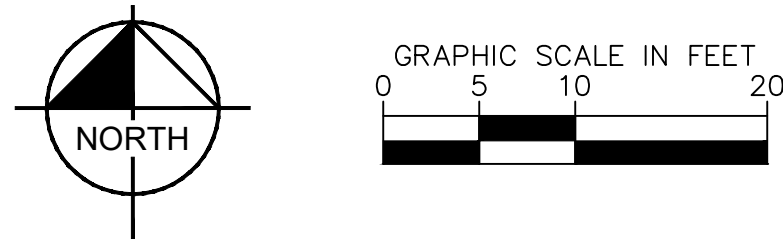
### **Attachments**

**Attachment 1** – Signing & Striping Improvement Plan



**CONSTRUCTION NOTES**

- 1 INSTALL LADDER STYLE CROSSWALK PER CALTRANS STANDARD PLAN A24F (2023). LADDER BARS SHALL BE 24" WIDE. SPACING BETWEEN LADDER BARS SHALL BE 24" WIDE. TRANSVERSE LINES SHALL BE 12" WIDE. TOTAL CROSSWALK WIDTH SHALL BE 10'. ALL STRIPING SHALL BE WHITE RETROREFLECTIVE THERMOPLASTIC.
- 2 INSTALL YIELD LINE PER CALTRANS STANDARD PLAN A24G (2023). ALL STRIPING SHALL BE WHITE RETROREFLECTIVE THERMOPLASTIC.
- 3 FURNISH AND INSTALL NEW POST-MOUNTED W11-2 (30"x30") AND W16-7P (24"x12") SIGNS.
- 4 FURNISH AND INSTALL NEW POST-MOUNTED W11-2 (30"x30") AND W16-9P (24"x12") SIGNS.



CITY OF FOLSOM

APPROVED BY CITY \_\_\_\_\_ DATE \_\_\_\_\_



REVISIONS			
NO.	DESCRIPTION	DATE	BY

BENCH MARK	ELEV.

FIELD BOOK

**CITY OF FOLSOM**

DRAWN BY: LL DATE: OCTOBER 2024	DESIGN BY: ZB DATE: OCTOBER 2024	CHECKED BY: ZB DATE: OCTOBER 2024
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**IMPROVEMENT EXHIBIT FOR**

CREEKSIDE DRIVE AT CREEKVIEW MANOR  
PEDESTRIAN CROSSING IMPROVEMENTS

K:\SAC\_TPTO\Folsom Staff Augmentation\99 Projects\Creekside Drive Ped Crossing\CADD\Plansheets\_SS-01.dwg Oct 14, 2024 luke.azzarini XREFS: xAE XIB xBM

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 24, 2024

TO: Traffic Safety Committee

FROM: Public Works Department

**SUBJECT: BLIND TURNS AT GARDEN TERRACE DRIVE AND BROOKS  
CIRCLE**

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**BACKGROUND/ANALYSIS**

1. Purpose:

The purpose of this report is to discuss the conditions in the area of Garden Terrace Drive and Brooks Circle, a newer development located off of Silent Grove Drive in the Folsom Plan Area. Residents contacted Public Works staff with a complaint that three specific curves on the roadway were difficult to navigate when vehicles were parked within the curves. This report will document the existing conditions and allow for public comment, which staff feels is essential when discussing parking restrictions within residential areas.

2. Background

Public Works staff received an email from a resident of the neighborhood. The email stated that *“Homeowners who live in the area just south of the new HOA park have concerns specifically at Garden Terrace Drive and Brooks Circle. There are two blind turns that present a significant hazard to drivers and cyclists in this area. There is limited visibility at these two turns that has resulted in some near misses. There are double lines on this curve as well as no parking signs in the area. Some homeowners have raised the suggestion of the city adding convex safety mirrors to enhance visibility. I expect your team is better equipped to decide what safety features would make sense. It must be noted that these two roads are the only entry and exit points in this area.”*

3. Summary of Findings and Recommendations

Attachment A contains a detailed report of findings.



**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Staff recommends the installation of additional “no parking” signs on the inside radii of the corners and the addition of red curb striping on both the inside and outside radii to address the limited right of way and visibility.

# Attachment A

# Memorandum

**To:** Zach Bosch, P.E.  
City of Folsom

**From:** Luke Lazzarini, EIT

**Re:** Garden Terrace Drive and Brooks Loop Parking Evaluation

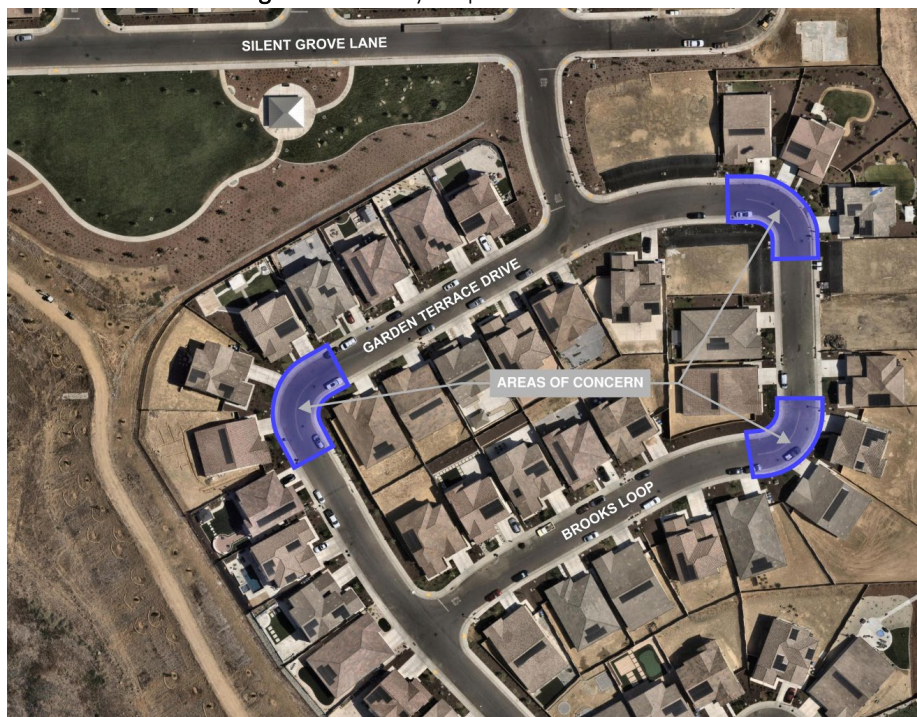
**Date:** October 14, 2024

The purpose of this memorandum is to document the results of the evaluation conducted in the Silent Grove HOA neighborhood regarding roadway geometry and parking restrictions.

## Introduction and Background

Residents of the Silent Grove neighborhood have notified the City of concerns regarding the roadway geometry and parking restrictions along two roads within the neighborhood. The specific concern relates to the limited right of way along Garden Terrace Drive and Brooks Loop where the road curves. **Figure 1** shows the neighborhood and areas of concern.

**Figure 1** - Vicinity Map & Areas of Concern



## Field Review

A field review of the site was conducted on September 23, 2024. Existing right of way conditions and signage were observed and documented. Currently there are “no parking” signs at the beginning and end of each of the larger curb radii on each corner shown in **Figure 1**.

During the site visit, each of the areas of concern were driven and observations of accessibility and visibility were noted. At each of the locations shown in **Figure 1**, vehicles were parked along the curb radii. The presence of vehicles in these locations decreased the visibility and available right of way. It was observed



that when a vehicle was parked on the inside radius of the corners, yielding to oncoming vehicles was required.

### **Results and Recommendations**

The infrastructure improvement recommendations contained in this memo are intended to inform the Department of Public Works on a plan to improve safety and accessibility at the site. To address the limited right of way and visibility, additional “no parking” signs on the inside radii of the corners and red curb striping on both the inside and outside radii should be added. The recommended improvements signage and striping improvements are shown in **Attachment 1**.

### **Attachments**

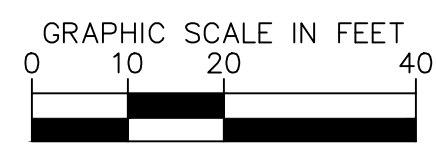
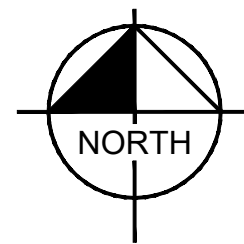
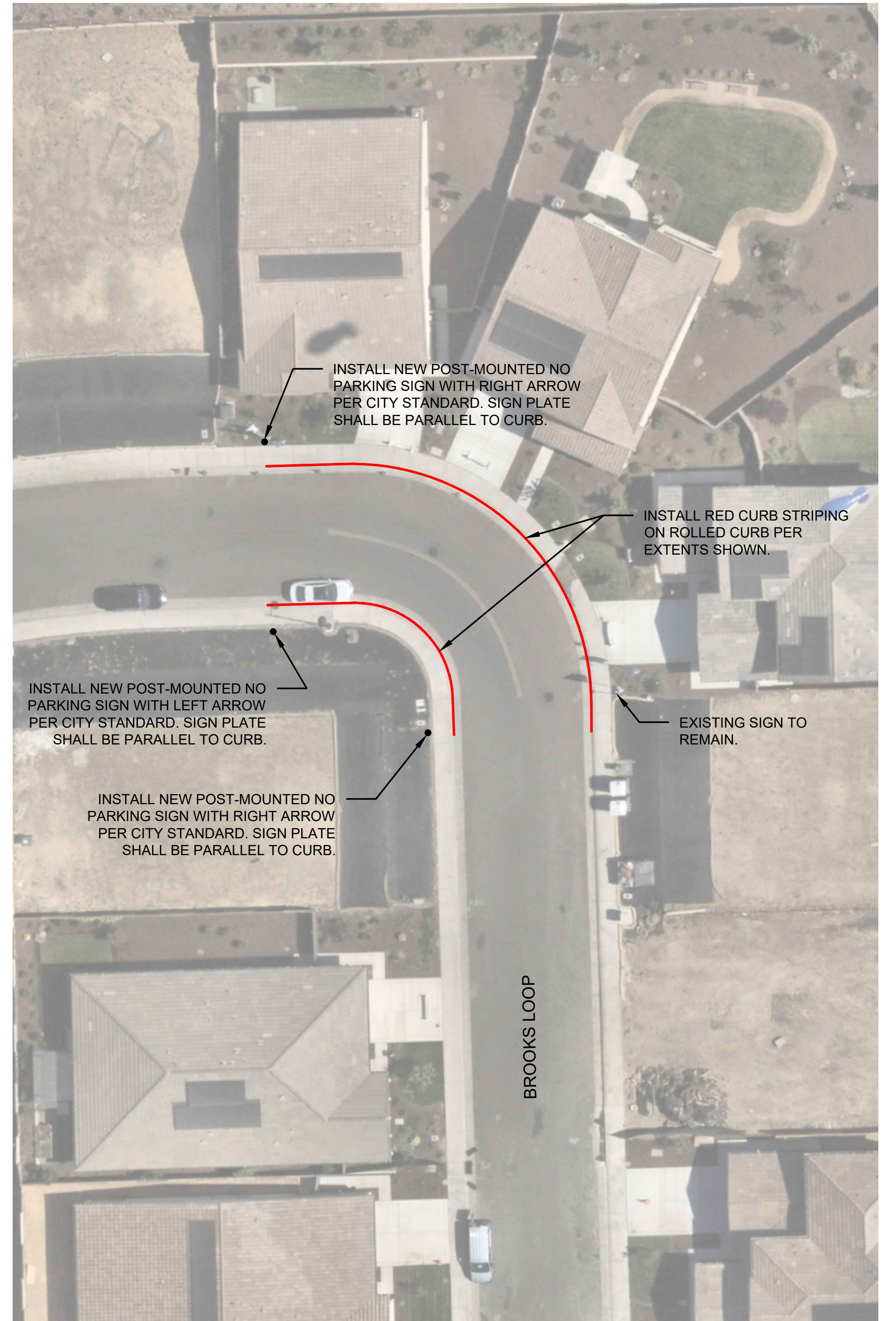
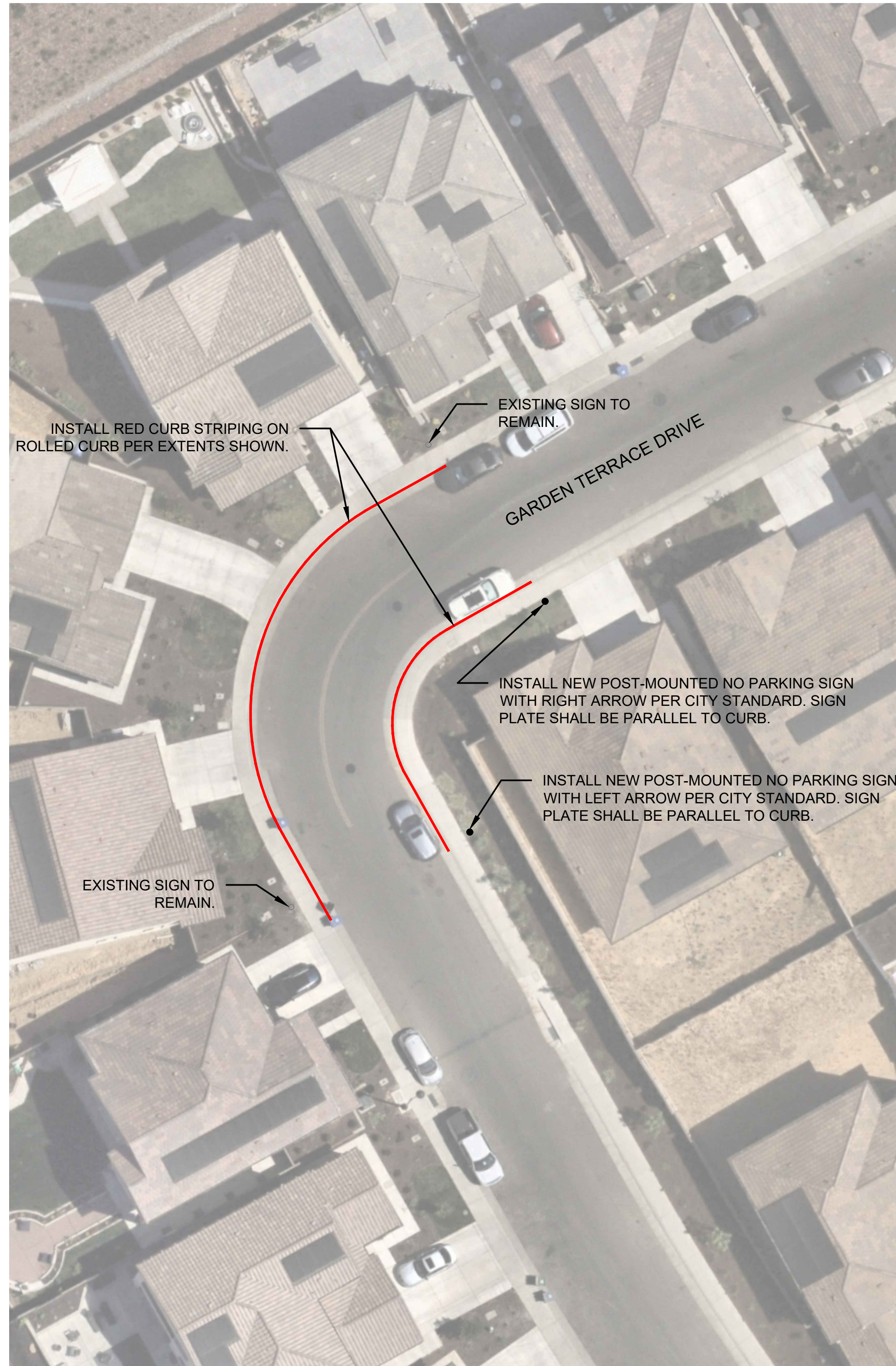
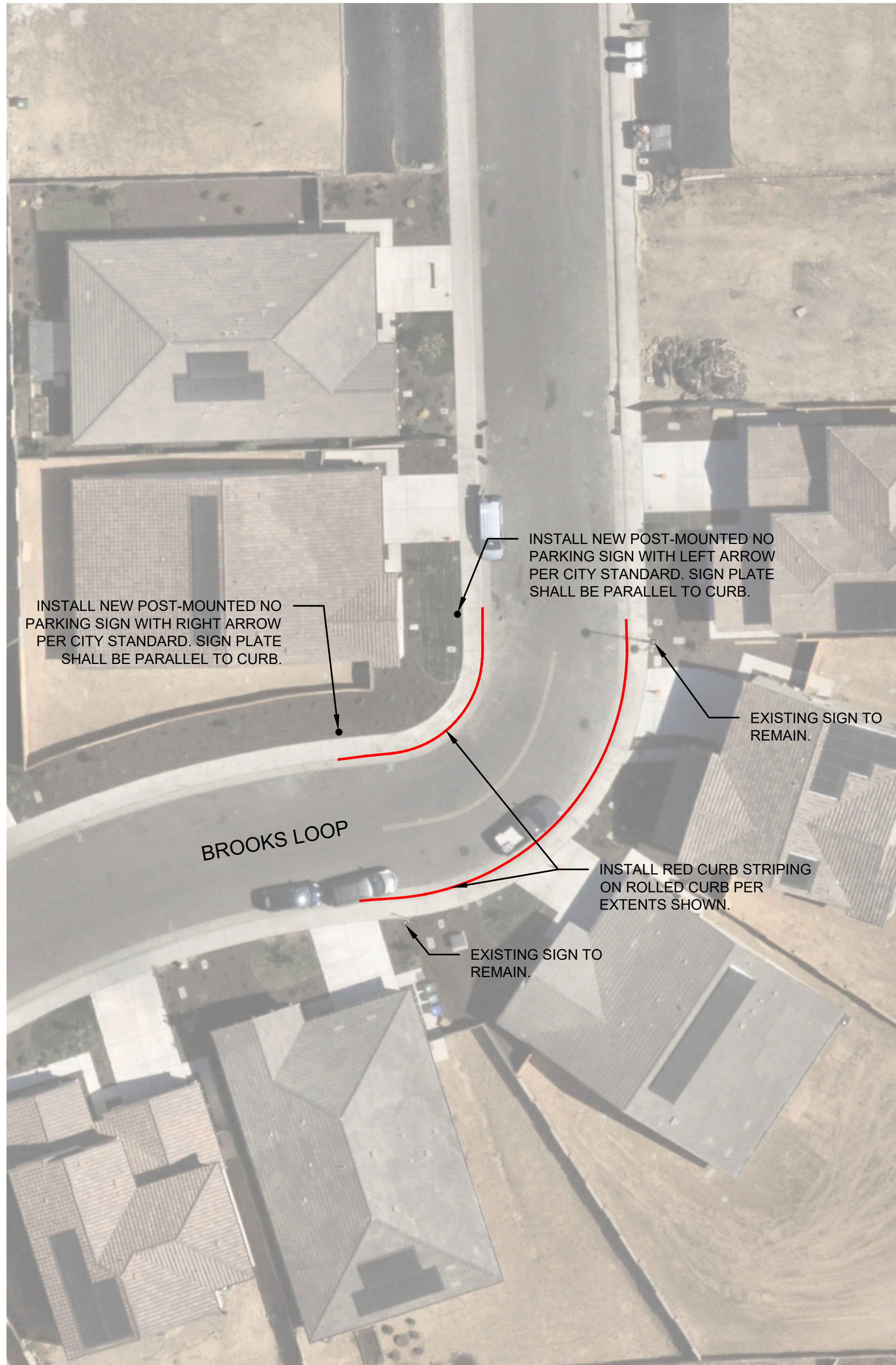
**Attachment 1** – Signing & Striping Improvement Plan



## Attachment 1

*Signing & Striping Improvement Plan*

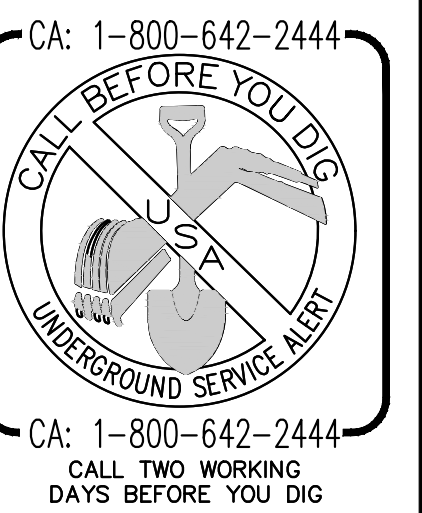
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CITY OF FOLSOM

APPROVED BY CITY \_\_\_\_\_

DATE \_\_\_\_\_



CA: 1-800-642-2444  
CALL TWO WORKING DAYS BEFORE YOU DIG

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**CITY OF FOLSOM**

DRAWN BY: LL  
DATE: OCTOBER 2024

DESIGN BY: ZB  
DATE: OCTOBER 2024

CHECKED BY: ZB  
DATE: OCTOBER 2024

**IMPROVEMENT EXHIBIT FOR**

SILENT GROVE HOA  
BROOKS LOOP & GARDEN TERRACE DRIVE PARKING RESTRICTIONS

SHEET  
SS-01

1  
OF 1

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 24, 2024  
TO: Traffic Safety Committee  
FROM: Public Works Department  
**SUBJECT: CROSSWALK REQUEST ON SILENT GROVE DRIVE**

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**BACKGROUND/ANALYSIS**

1. Purpose:

The purpose of this report is to discuss the conditions in the area of Silent Grove Drive, a newer development located off of Empire Ranch Road in the Folsom Plan Area. Residents contacted Public Works staff with a complaint of a lack of pedestrian crosswalks when accessing the park. This report will document the existing conditions and allow for public comment, which staff feels is essential when discussing parking restrictions within residential areas.

2. Background

Public Works staff received an email from a resident of the neighborhood. The email stated that *“How to allow homeowners and families to safely walk to the new HOA park located along side Silent Grove Drive? There are currently no cross walks, signs, flashing lights, speed bumps, etc.”*

3. Summary of Findings and Recommendations

Attachment A contains a detailed report of findings.

**STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION**

Staff recommends that high-visibility thermoplastic crosswalk markings and appropriate pedestrian warning signs be installed at two crossings along the frontage of the park. Advanced pedestrian crossing signs W11-2 (or W15-1) and W16-9P are recommended on

Silent Grove Drive when approaching the park from Empire Ranch Road to improve driver awareness of the crossings.



# Attachment A

# Memorandum

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**To:** Zach Bosch, P.E.  
City of Folsom

**From:** Luke Lazzarini, EIT

**Re:** Silent Grove HOA Park Pedestrian Crossing Improvements

**Date:** October 14, 2024

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The purpose of this memorandum is to document the results of the field evaluation conducted at the neighborhood park along Silent Grove Drive in Folsom, CA (“Silent Grove Park” or “the park”) to determine the appropriate action(s) to increase pedestrian safety along Silent Grove Drive.

## Introduction and Background

The park is located approximately 800 feet east of the Empire Ranch Road intersection with Silent Grove Drive/Mangini Pkwy. The park is comprised of landscaped area, a lawn area, and a permanent gazebo structure.

Residents of the neighborhood adjacent to the park have notified the City of Folsom Public Works Department about a pedestrian safety concern at the park and have requested that an evaluation of a potential pedestrian crossing be conducted. Currently, there are no signed/striped pedestrian crossings along the park’s frontage with Silent Grove Drive.

## Field Review

A field review of the site was conducted on September 23, 2024. Existing site conditions including sidewalks, ADA curb ramps, signage, striping, visibility, and pedestrian activity were observed and documented. **Figure 1** through **Figure 4** show some of the existing conditions and infrastructure located at the park.

Existing ADA curb ramps are present at four locations along the park’s frontage with Silent Grove Drive. There is sufficient sight distance of the western-most ADA ramp when approaching from Empire Ranch Rd.

## Results and Recommendations

The infrastructure improvement recommendations contained in this memo are intended to inform the Department of Public Works on a plan to improve the pedestrian safety at the park. The neighborhood park has ADA-compliant curb ramps but lacks crosswalk signing and striping. To address this, it is recommended that high-visibility thermoplastic crosswalk markings and appropriate pedestrian warning signs should be installed at two crossings along the frontage of the park. Advanced pedestrian crossing signs W11-2 (or W15-1) and W16-9P are recommended on Silent Grove Drive when approaching from Empire Ranch Road to improve driver awareness about the crossings. These installations will enhance safety by meeting standard traffic engineering practices for pedestrian control near high-activity areas like parks. **Attachment 1** shows the recommended improvements.

## Attachments

**Attachment 1** – Signing & Striping Improvement Plan



Figure 1 - Existing Conditions (Sky Garden Ln)



Figure 2 - Existing Conditions (Harvest Gate Wy)



Figure 3 - Existing Conditions (Via Rancho Wy)



Figure 4 - Existing Conditions (Pleasant Hill Ln)



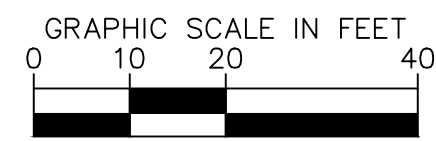
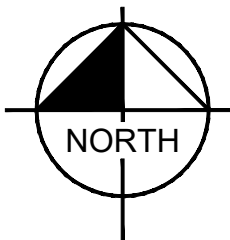
## Attachment 1

*Signing & Striping Improvement Plan*



**CONSTRUCTION NOTES**

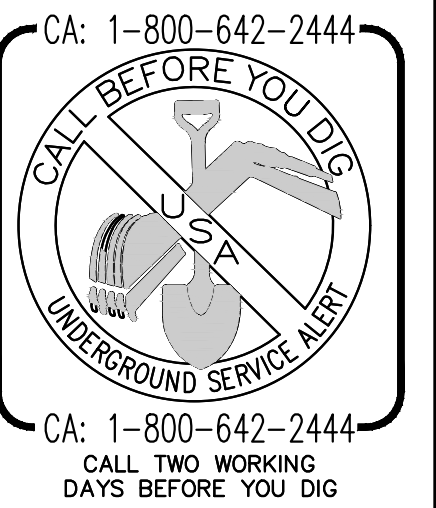
- 1 INSTALL LADDER STYLE CROSSWALK PER CALTRANS STANDARD PLAN A24F (2023). LADDER BARS SHALL BE 24" WIDE. SPACING BETWEEN LADDER BARS SHALL BE 24" WIDE. TRANSVERSE LINES SHALL BE 12" WIDE. TOTAL CROSSWALK WIDTH SHALL BE 10'. ALL STRIPING SHALL BE WHITE RETROREFLECTIVE THERMOPLASTIC.
- 2 FURNISH AND INSTALL NEW POST-MOUNTED W11-2 (30"x30") AND W16-7P (24"x12") SIGNS.
- 3 FURNISH AND INSTALL NEW POST-MOUNTED R26(CA) (12"x18") SIGN.
- 4 FURNISH AND INSTALL NEW R26(CA) (12"x18") SIGN ON EXISTING LIGHT POLE.
- 5 FURNISH AND INSTALL NEW POST-MOUNTED W11-2 (30"x30") AND W16-9P (24"x12") SIGNS.



CITY OF FOLSOM

APPROVED BY CITY \_\_\_\_\_

DATE \_\_\_\_\_



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NO.	DESCRIPTION	DATE	BY

BENCH MARK	ELEV. _____
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**CITY OF FOLSOM**

DRAWN BY: LL  
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**IMPROVEMENT EXHIBIT FOR**

SILENT GROVE HOA  
NEIGHBORHOOD PARK PEDESTRIAN IMPROVEMENTS

SHEET

OF 1

**TRAFFIC SAFETY COMMITTEE  
STAFF REPORT**

DATE: October 24, 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 22-034	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	Completed October 2024	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 installed. Data collected and reported back to PW on 10/16. Will be agendized for discussion next meeting	Y - 6 month Follow-up after installation
TSC24-001	2/22/2024	Willow Creek Drive and Thomas Court	The Traffic Safety Committee approves the installation of the pedestrian bollards, enhance crosswalk striping and outreach to school via School's newsletter and message boards in park.	Completed.	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.	Awarded at City Council. Construction starting in Oct 2024	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	Completed October 2024	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 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 installed advanced signs, radar feedback signs, and Pedestrian Warning Signs. Developer sign removed.	N
TSC 24-021	8/22/2024	REQUEST FOR IMPROVEMENTS AT WHITE ROCK ROAD AND SAVANNAH PARKWAY	The Traffic Safety Committee recommends clearing of overgrown weeds along the roadside. Removal of material between curb and retaining wall. Install intersection warning sign Eastbound.	Completed	N
TSC 24-022	8/22/2024	REQUEST FOR CROSSWALKS AT MANGINI PARKWAY AND ROCK HEARTH WAY AND MANGINI PARKWAY AND WILDFLOWER DRIVE	The Traffic Safety Committee approves the installation of the pedestrian crosswalks as recommended by Public Works Dept.	Striping Contract Executed - Scheduling of work to be completed prior to park opening	N