



Agenda

City Council Regular Meeting

Folsom City Hall | City Council Chambers, First Floor

50 Natoma Street, Folsom, CA 95630

February 11, 2025, 6:30 PM

Welcome to Your City Council Meeting

We welcome your interest and involvement in the city's legislative process. This agenda includes information about topics coming before the City Council and the action recommended by city staff. You can read about each topic in the staff reports, which are available on the city website and in the Office of the City Clerk. The City Clerk is also available to answer any questions you have about City Council meeting procedures.

Participation

If you would like to provide comments to the City Council, please:

- Fill out a blue speaker request form, located at the back table.
- Submit the form to the City Clerk before the item begins.
- When it's your turn, the City Clerk will call your name and invite you to the podium.
- Speakers generally have three minutes, unless the presiding officer (usually the mayor) changes that time.

Reasonable Accommodations

In compliance with the Americans with Disabilities Act, if you are a person with a disability and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (916) 461-6035, (916) 355-7328 (fax) or CityClerkDept@folsom.ca.us. Requests must be made as early as possible and at least two full business days before the start of the meeting.

How to Watch

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In Person



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Online



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www.folsom.ca.us

On TV



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City Council Regular Meeting
Folsom City Hall | City Council Chambers, First Floor
50 Natoma Street, Folsom, CA 95630
www.folsom.ca.us

Tuesday, February 11, 2025 6:30 PM

Sarah Aquino, Mayor

Mike Kozlowski, Councilmember
Justin Raithel, Vice Mayor

Barbara Leary, Councilmember
Anna Rohrbough, Councilmember

AGENDA

CALL TO ORDER

ROLL CALL:

Councilmembers: Raithel, Rohrbough, Kozlowski, Leary, Aquino

The City Council has adopted a policy that no new item will begin after 10:30 p.m. Therefore, if you are here for an item that has not been heard by 10:30 p.m., you may leave, as the item will be continued to a future Council meeting.

PLEDGE OF ALLEGIANCE

AGENDA UPDATE

BUSINESS FROM THE FLOOR:

Members of the public are entitled to address the City Council concerning any item within the Folsom City Council's subject matter jurisdiction. Public comments are generally limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda.

CONSENT CALENDAR:

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Councilmembers may pull an item for discussion.

- [1.](#) Approval of January 14, 2025 Special and Regular Meeting Minutes
- [2.](#) Approval of January 23, 2025 Special Meeting Minutes
- [3.](#) Approval of January 28, 2025 Special and Regular Meeting Minutes

4. Resolution No. 11326 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with Ghirardelli Associates for the East Bidwell and Iron Point / US50 Onramp Improvement Project (Project No. PW2203) and Appropriation of Funds

NEW BUSINESS:

5. Resolution No. 11327 – A Resolution Adopting the 2024 Local Road Safety Plan

CITY MANAGER REPORTS

COUNCIL COMMENTS

ADJOURNMENT

***NOTICE:** Members of the public are entitled to directly address the City Council concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address Council on an issue, which is on this agenda, please complete a blue speaker request card, and deliver it to a staff member at the table on the left side of the Council Chambers prior to discussion of the item. When your name is called, stand to be recognized by the Mayor and then proceed to the podium. If you wish to address the City Council on any other item of interest to the public, when the Mayor asks if there is any “Business from the Floor,” follow the same procedure described above. Please limit your comments to three minutes or less.*

***NOTICE REGARDING CHALLENGES TO DECISIONS:** Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.*

As presiding officer, the Mayor has the authority to preserve order at all City Council meetings, to remove or cause the removal of any person from any such meeting for disorderly conduct, or for making personal, impertinent, or slanderous remarks, using profanity, or becoming boisterous, threatening or personally abusive while addressing said Council, and to enforce the rules of the Council.

PERSONS INTERESTED IN PROPOSING AN ITEM FOR THE CITY COUNCIL AGENDA SHOULD CONTACT A MEMBER OF THE CITY COUNCIL.

This meeting of the City Council is recorded with closed captioning. The recording will be cablecast on Metro Cable Channel 14, the local government affairs channel on the Comcast and DirecTV U-Verse cable system, and will be shown in its entirety on the Friday and Saturday following the meeting, both at 9 a.m. The recording will also be video streamed at metro14live.saccounty.gov. The City does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14. The City of Folsom provides live and archived webcasts of regular City Council meetings. The webcasts can be found on the online services page of the City's website www.folsom.ca.us.

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Any documents produced by the City and distributed to the City Council regarding any item on this agenda will be made available at the City Clerk's Counter at City Hall located at 50 Natoma Street, Folsom,

California and at the Folsom Public Library located at 411 Stafford Street, Folsom, California during normal business hours.

City Council Special Meeting

MINUTES

Tuesday, January 14, 2025 5:45 PM

CALL TO ORDER

The special City Council meeting was called to order at 5:45 pm with Mayor Aquino presiding.

ROLL CALL:

Councilmembers Present: Barbara Leary, Councilmember
Justin Raithel, Vice Mayor
Sarah Aquino, Mayor

Councilmembers Absent: Michael Kozlowski, Councilmember (*arrived at 5:46 pm*)
Anna Rohrbough, Councilmember (*arrived at 5:46 pm*)

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Labor Negotiator - Pursuant to Government Code Section 54957.6. Agency Negotiator: Vance Piggott. Employee Organization: Folsom Police Officers' Association

**Motion by Vice Mayor Raithel, second by Councilmember Leary to adjourn to closed session.
Motion passed by the following roll-call vote:**

AYES: Kozlowski, Leary, Raithel, Rohrbough, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

RECONVENE

City Attorney Steven Wang announced that no final action was taken during closed session.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 6:35 pm.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Sarah Aquino, Mayor

City Council Regular Meeting

MINUTES

Tuesday, January 14, 2025 6:30 PM

CALL TO ORDER

The regular City Council meeting was called to order at 6:36 pm with Mayor Sarah Aquino presiding.

ROLL CALL:

Councilmembers Present: Michael Kozlowski, Councilmember
 Barbara Leary, Councilmember
 Justin Raithel, Vice Mayor
 Anna Rohrbough, Councilmember
 Sarah Aquino, Mayor

Councilmembers Absent: None

PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited.

AGENDA UPDATE

City Attorney Steven Wang advised that there was additional information for items 16 and 17.

BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council:

1. Larry Ladd
2. Branda and Dan McNeil

CONSENT CALENDAR:

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Councilmembers may pull an item for discussion.

1. Approval of December 9, 2024 Special Meeting Minutes
2. Approval of December 10, 2024 12PM City Council Special Meeting Minutes

3. Approval of December 10, 2024 Special, Regular and Joint Meeting Minutes
4. Approval of December 16, 2024 Special Meeting Minutes
5. Resolution No. 11312- A Resolution Authorizing the City Manager to Amend the 2024 Contract Between the City of Folsom and the Sacramento Society for the Prevention of Cruelty to Animals (SSPCA) for Shelter Services
6. Resolution No. 11313 - A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2024-25 to the Sacramento Area Council of Governments
7. Resolution No. 11314 - A Resolution Authorizing the City Manager to Execute an Amendment to the Agreement with Williams Scotsman, Inc. for the Lease of the Modular Building Occupied by the Waste and Recycling Division
8. Resolution No. 11315 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with Precision Emprise LLC, dba Precision Concrete Cutting for the District 4 Sidewalk Offset Repair Project
9. Resolution No. 11316 – A Resolution Authorizing the City Manager to Execute an Agreement with Schaefer Plastics North America, LLC. for the Purchase of Residential Solid Waste Containers
10. Resolution No. 11317 - A Resolution Approving a License Agreement Between the Sacramento-Placerville Transportation Corridor Joint Powers Authority and the Placerville and Sacramento Valley Railroad, Inc. for Excursion Rail Operations
11. Pulled for discussion

Motion by Councilmember Rohrbough, second by Vice Mayor Raithel, to approve items No. 1-10 of the Consent Calendar. Motion passed by the following roll-call vote:

AYES: Kozlowski, Leary, Raithel, Rohrbough, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

CONSENT CALENDAR ITEMS PULLED FOR DISCUSSION:

11. Resolution No. 11321- A Resolution Initiating Proceedings for the Formation of a Landscaping and Lighting Assessment District to be known as the Natoma Station Maintenance Assessment District No. 2025-1

Councilmember Leary stated that she would be recusing herself from this item since she lives within the subject district.

Lorraine Poggione requested this item be pulled to speak in support of the resolution.

Motion by Councilmember Rohrbough, second by Councilmember Kozlowski to approve Resolution No. 11321. Motion passed by the following roll-call vote:

AYES: Kozlowski, Raithel, Rohrbough, Aquino
NOES: None
ABSENT: Leary (*recused*)
ABSTAIN: None

PUBLIC HEARING:

12. Alder Creek West Large Lot Tentative Subdivision Map Project – Vicinity of White Rock Road and Oak Avenue Parkway in the Folsom Plan Area (SUBPM24-00233)

i. Resolution No. 11318 - A Resolution Determining that the Alder Creek West Large Lot Tentative Subdivision Map Project is Exempt from CEQA and Approving Said Large Lot Tentative Subdivision Map

Community Development Principal Planner Jessica Brandt made a presentation and responded to questions from the City Council. Community Development Director Pam Johns provided additional information.

The public hearing was opened at 6:56 pm.

The following speaker addressed the City Council under this item:
Patty Soulsby

The public hearing was closed at 6:57 pm.

Motion by Vice Mayor Raithel, second by Councilmember Leary, to approve Resolution No. 11318. Motion passed by the following roll-call vote:

AYES: Kozlowski, Leary, Raithel, Rohrbough, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

NEW BUSINESS:

13. Resolution No. 11320- A Resolution of the City Council Appointing Bryan Whitemyer as City Manager and Approving an Employment Agreement for Said Appointment

City Attorney Steven Wang made a presentation to the City Council.

Motion by Councilmember Leary, second by Councilmember Kozlowski to approve Resolution No. 11320. Motion passed by the following roll-call vote:

AYES: Kozlowski, Leary, Raithel, Rohrbough, Aquino

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NOES: None
ABSENT: None
ABSTAIN: None

14. Resolution No. 11319- A Resolution Receiving Report from the Community Development Department on the Approval of a Parcel Map Waiver for the Sendero Residential Condominium Project

Community Development Principal Planner Jessica Brandt made a presentation and responded to questions from the City Council.

Motion by Councilmember Leary, second by Councilmember Rohrbough to approve Resolution No. 11319. Motion passed by the following roll-call vote:

AYES: Kozlowski, Leary, Raithel, Rohrbough, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

15. At-Large Appointments to the Arts and Culture Commission, Historic District Commission, Landscaping and Lighting District Advisory Committee, Library Commission, Parks and Recreation Commission, Planning Commission, Traffic Safety Committee, and Utility Commission

Mayor Aquino thanked all the applicants for applying.

The following speakers addressed the City Council under this item:

1. Mark Menz

City Clerk Christa Freemantle made a presentation explaining the open ballot process for making commission appointments and distributed ballots to each councilmember.

Planning Commission (two at-large seats)

Councilmember Leary voted for Justin Hurst and Tanya Morales.
Councilmember Rohrbough voted for Jim Ortega and Rachel Williams.
Mayor Aquino voted for Justin Hurst and Jim Ortega.
Councilmember Kozlowski voted for Tanya Morales and Anthony Nicolai.
Vice Mayor Raithel voted for Justin Hurst and Tanya Morales.

Justin Hurst and Tanya Morales were appointed to the Planning Commission.

Bill Barcellona- Leary Direct Appointment
Dianna Laney- Raithel Direct Appointment

Parks and Recreation Commission (two at-large seats)

Councilmember Leary voted for Hla Elkhatab and Alayna Wagner.
Councilmember Rohrbough voted for Jim Ortega and Alayna Wagner.

Vice Mayor Raithel voted for Aaron Silva and Alayna Wagner.
Councilmember Kozlowski voted for Joanne Brausch and Kevin Goddard.
Mayor Aquino voted for Jeff Kern and Alayna Wagner.
Vice Mayor Raithel, Mayor Aquino and Councilmember Kozlowski switched their vote to Jim Ortega.

James Ortega and Alayna Wagner were appointed to the Parks and Recreation Commission.

Dean Williams- Leary Direct Appointment
Sandy Econome- Raithel Direct Appointment

Arts and Culture Commission (two at-large seats)

Councilmember Leary voted for Julian Sarafian and Lucinda Windward.
Councilmember Kozlowski voted for Mark Allaman and Lucinda Windward.
Vice Mayor Raithel voted for Mark Allaman and Robert Sumner.
Councilmember Rohrbough voted for Robert Sumner and Lucinda Windward.
Mayor Aquino voted for Mark Allaman and Lucinda Windward.

Marc Allaman and Lucinda Winward were appointed to the Arts and Culture Commission.

Alexis Goddard- Leary Direct Appointment

Historic District Commission

City Clerk Christa Freemantle confirmed with Mayor Aquino that they are voting for the Historic District Commission Architect and Business Representative (outside Sutter Street). City Clerk Christa Freemantle also explained that the Planning Commission has a meeting tomorrow night and they will nominate commissioners to serve on the Historic District Commission and those nominations will come back before the City Council at the January 28 meeting.

Councilmember Leary voted for Jennifer Cabrera and John Felts.
Councilmember Rohrbough voted for Jennifer Cabrera and John Felts.

Unanimous from everyone, Jennifer Cabrera and John Felts were appointed to the Historic District Commission.

Landscaping and Lighting District Advisory Committee

There was one applicant for each of the Landscaping and Lighting Districts and the following applicants were appointed:

Allen Brown was appointed to American River Canyon North.
Ian Cornell was appointed to Willow Creek Estates South (Lexington Hills).
David Doty was appointed to Cobble Ridge.
Mark Klovee was appointed to American River Canyon #2.
Benjamin Mattocks was appointed to Prospect Ridge.
Robert Milstrey was appointed to Willow Springs.
Patty Soulsby was appointed to Blue Ravine Oaks.
Joanna Stanfield was appointed to Sierra Estates.

Motion by Councilmember Rohrbough and second by Mayor Aquino to approve all applicants under the Landscaping and Lighting District Advisory Committee. Motion passed by the following roll-call vote:

AYES: Kozlowski, Leary, Raithel, Rohrbough, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

Library Commission (two at-large seats)

Councilmember Rohrbough voted for Robert Deutsche and Sarah Norberg.
 Councilmember Leary voted for Kathryn Allaman and Vijay Jonnalagadda.
 Councilmember Kozlowski voted for Kathryn Allaman and Benjamin Osipov.
 Vice Mayor Raithel voted for Kathryn Allaman and Vijay Jonnalagadda.
 Mayor Aquino voted for Kathryn Allaman and Vijay Jonnalagadda.

Kathryn Allaman and Vijay Jonnalagadda were appointed to the Library Commission.

Bonnie Landon- Leary Direct Appointment

Traffic Safety Committee

Mayor Aquino confirmed that they are voting for one Bicycle and Pedestrian Safety Representative and two Citizen Representatives. City Clerk Christa Freemantle further clarified.

Councilmember Leary voted for Joanne Brausch, Kevin Goddard, and Anthony Nicolai.
 Councilmember Rohrbough voted for Joanne Brausch, Rick Cogil and Kevin Goddard.
 Councilmember Kozlowski voted for Joanne Brausch, Raymond Garcia and Kevin Goddard.
 Vice Mayor Raithel voted for Joanne Brausch, Rick Cogil and Kevin Goddard.
 Mayor Aquino voted for Joanne Brausch, Rick Cogil and Kevin Goddard.

Joanne Brausch was appointed to the Traffic Safety Committee as the Bicycle/Pedestrian Safety Representative.

Rick Cogil and Kevin Goddard were appointed to the Traffic Safety Committee as Citizen Representatives.

Utility Commission (two at-large seats)

Mayor Aquino stated that Amy McBride was listed on the master spreadsheet but not listed on the ballots. City Clerk Christa Freemantle confirmed that her email went into the city's spam filter, but she did apply before the deadline. Mayor Kozlowski commented on the importance of attending the Utility Commission meetings.

Councilmember Leary voted for Mark Menz and Jag Nagendra.
 Councilmember Kozlowski voted for Mark Menz and Julian Sarafian.

Vice Mayor Raithel voted for Mark Menz and Aaron Silva.
Councilmember Rohrbough voted for Mark Menz and Jag Nagendra.
Mayor Aquino voted for Mark Menz and Amy McBride.

There was no quorum for the second seat, and Mayor Aquino explained why she was voting for Amy McBride. The Vice Mayor stated his direct appointment will be Aaron Silva, so he switched his vote to Amy McBride. Councilmember Kozlowski also changed his vote from Julian Sarafian to Amy McBride.

Amy McBride and Mark Menz were appointed to the Utility Commission.

Aaron Silva- Raithel Direct Appointment

Vice Mayor Raithel made the following as his direct appointments:

Robert Sumner - Arts and Cultural Commission
Solomon Chis-Library Commission

City Clerk Christa Freemantle thanked all the applicants and everyone for their patience.

Councilmember Rohrbough thanked the applicants, spoke about the number of applicants and asked them to reapply or apply again and to also meet with the councilmembers.

Councilmember Leary spoke about the number of applicants and thanked everyone for applying. She also encouraged everyone to get engaged in organizations.

16. Consideration of Draft City Council Travel Policy and Direction to Staff

Mayor Aquino presented the item for Council consideration.
Finance Director Stacey Tamagni provided additional information. The Council requested that this item be returned at a future meeting for approval, with the inclusion of language relating to per diem reimbursements.

17. Appointment of City Council Representatives to Regional Boards/Commissions

Mayor Aquino presented the item, and the Councilmembers agreed to the regional assignments. One change was made as follows regarding the Sacramento Transportation Authority:

Vice Mayor Raithel- Primary Representative
Mayor Aquino- Alternate Representative

CITY MANAGER REPORTS

Interim City Manager Dan Haverty recognized the Environmental Water Resources Department for working during the weekend to find a water leak; he spoke about the Water Vision Project meeting, and the Folsom Light Rail 15-minute service. Also, he recognized the Folsom Police Department and Communications Director Christine Brainerd and staff regarding the e-scooter, e-bike, and e-motorcycle public education in partnership with Folsom Unified School District and the meetings with businesses and faith-based groups in the community. He acknowledged those who obtained 20 years of service for the City in 2024, starting with the Police Department, including Warner Herndon Jr, Jeana Marendt, Roman Kehm, Andrew Bates, Lou Wright and Police Chief Rick Hillman, who celebrated 30 years of

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service. In the Environmental Water Resources Department, this included Chris Robinson, and Glen Caldwell. In the Public Works Department, this included Greg Bakken, Sandra Munoz, and Tim Jones. In the Fire Department, this included Bill Woody Woodward. He also spoke about the State of the City for 2025 that will be held at Lakeside, the CAPS and CERT volunteers that the city is seeking, and the Police Department Foundation's donation of \$3,000 to fund a new fireplace in the children's reading area at the library. He also mentioned that he will be reading a book to the children at the library in the upcoming week.

COUNCIL COMMENTS

Councilmember Kozlowski had no comments.

Vice Mayor Raithel attended the State of Public Safety held by the District Attorney's Office regarding the fentanyl program and thanked the Folsom Police Department and Sergeant Canepa for their work in that area. He also spoke about the homeless crisis and thanked the HOT team and Police Department for cleaning up the homeless camps. He thanked HART for the winter shelter, and spoke about the Folsom Athletic Association crab feed, and thanked those willing to serve on the Commissions.

Councilmember Rohrbough acknowledged former Councilmember Chalamcherla in the audience and congratulated him on the swearing-in with the school board. She also spoke about asking the Community Development Department Director Pam Johns regarding the building of condos; she thanked Interim City Manager Dan Haverty for his work, the homeless encampments on fish and wildlife property, and setting up another meeting in the future with Josh Hoover's office, an upcoming Economic Development meeting and revenue options for the city, and CAP 2 CAP in May.

Councilmember Leary thanked the Police Department regarding the youth on motorcycles and snatch and grab crimes, and she also thanked all departments for their work. She wants to hear from departments to see what kind of volunteers they can use. She spoke about HART and Jake's Journey Home; she also attended the State of Public Safety held by the District Attorney's Office regarding the fentanyl program and thanked the Folsom Police Department and Sergeant Canepa for their work in that area; she thanked Mayor Aquino and staff with issues in her district and the Interim City Manager for his guidance.

Mayor Aquino spoke about Milton Neshek, who passed away on January 5th at 94. Mick was the man who brought Kikkoman to Folsom and opened the Folsom factory with 29 employees in 1998. Mayor Aquino extended her condolences to Mick's wife Nancy and the entire Neshek family.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned in the memory of Milton "Mick" Neshek at 8:15 pm.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Sarah Aquino, Mayor

City Council Special Meeting

MINUTES

Thursday, January 23, 2025 12:15 PM

CALL TO ORDER

The special City Council meeting was called to order at 12:15 pm with Mayor Aquino presiding.

ROLL CALL:

Councilmembers Present: Barbara Leary, Councilmember
Justin Raithel, Vice Mayor
Anna Rohrbough, Councilmember
Sarah Aquino, Mayor

Councilmembers Absent: Michael Kozlowski, Councilmember

SPECIAL PRESENTATION:

1. Mayor's 2025 State of the City Address

Mayor Aquino presented the 2025 State of the City Address.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 12:35 pm.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Sarah Aquino, Mayor

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to facilitate double-sided printing
and minimize paper use.*



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City Council Special Meeting

MINUTES

Tuesday, January 28, 2025 5:30 PM

CALL TO ORDER

The special City Council meeting was called to order at 5:30 pm with Mayor Aquino presiding.

ROLL CALL:

Councilmembers Present: Barbara Leary, Councilmember
Justin Raithel, Vice Mayor
Anna Rohrbough, Councilmember
Sarah Aquino, Mayor

Councilmembers Absent: Michael Kozlowski, Councilmember (*arrived at 6:10 pm*)

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Labor Negotiator - Pursuant to Government Code Section 54957.6. Agency Negotiator: Vance Piggott. Employee Organization: Folsom Police Officers' Association

Motion by Vice Mayor Raithel, second by Councilmember Rohrbough to adjourn to closed session. Motion passed by the following roll-call vote:

AYES: Leary, Raithel, Rohrbough, Aquino
NOES: None
ABSENT: Kozlowski
ABSTAIN: None

RECONVENE

City Attorney Steven Wang announced that no final action was taken during closed session.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 6:31 pm.

SUBMITTED BY:

Jennifer Jimenez, Deputy City Clerk

ATTEST:

Sarah Aquino, Mayor

City Council Regular Meeting

MINUTES

Tuesday, January 28, 2025 6:30 PM

CALL TO ORDER

The regular City Council meeting was called to order at 6:31 pm with Mayor Sarah Aquino presiding.

ROLL CALL:

Councilmembers Present: Michael Kozlowski, Councilmember
Barbara Leary, Councilmember
Justin Raithel, Vice Mayor
Anna Rohrbough, Councilmember
Sarah Aquino, Mayor

Councilmembers Absent: None

PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited.

AGENDA UPDATE

City Attorney Steven Wang advised that there was additional and revised information for item 6.

BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council:

1. YK Chalamcherla
2. Naomi Machado
3. Lisa Ladd
4. Orrin Heatlie
5. Scott Machado
6. Sarah Norberg

Councilmember Kozlowski made a brief statement under this item.

SCHEDULED PRESENTATIONS:

1. Recognition of the 2024 Folsom Holiday Lights Contest Winners

Mayor Aquino introduced this item on behalf of the Communications Department.

Folsom Times Bill Sullivan thanked Communications Director Christine Brainerd, Communications Officer Chris Shepard, and the business community. Also, he thanked City of Folsom and the community for decorating for the holiday spirit.

Mayor Aquino announced the winners and thanked those who participated in the following categories:

Clark Griswold – Best use of Holiday Lights

Brian Moss at 1530 Freswick Drive

Selected by Mayor Aquino but he was not present to receive the award, so she took a picture with Folsom Times Bill Sullivan.

Hollywood Christmas – Best use of Theme and/or Fictional Characters

Jillian, Dale, and Bentley Gonzalez at 105 Ledgeмонт Court

Selected by Mike Kozlowski but they were not present to receive the award.

Illuminate the Block – Best Multi-House Display

The Escamillas and Roger and Diana Curtis at 1730 Darvel Court

Selected by Vice Mayor Raithel and he presented the award.

Holly Jolly Residence – Best Overall Residence

Ashley and Johnny Brown at 530 Flower Drive

Selected by Councilmember Leary and she presented the award.

Merry and Bright Business – Festive Commercial Business Display (Includes Window Painting)

Judy Collinsworth, Mike Dickenson, Joan and Kevin McGinnis, Roberta and Larry Lawmen, and Jim Snook at Sutter Street, Historic Folsom

Selected by Councilmember Rohrbough and she presented the award.

CONSENT CALENDAR:

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Councilmembers may pull an item for discussion.

2. Mayor's Appointment and Confirmation by the City Council of Planning Commissioners to Serve on the Historic District Commission
3. Resolution No. 11323 – A Resolution Approving the Preliminary Engineers Report, Declaring the Intention to Order the Formation of the Natoma Station Maintenance Assessment District No. 2025-1, to Levy and Collect Assessments, to Provide Notice of Public Hearing and Direct the Mailing of Assessment Ballots Within the Proposed District in the City of Folsom
4. Resolution No. 11324- A Resolution Authorizing the City Manager to Execute an Agreement with Barnum & Celillo Electric for the Replacement of the Existing Electrical Service Panels (2) at the Folsom Rodeo Grounds
5. Resolution No. 11325- A Resolution Authorizing the City Manager to Execute an Agreement with Capra Environmental Services Corp for Managed Grazing Services Within the City of Folsom

Motion by Councilmember Kozlowski, second by Vice Mayor Raithel, to approve items No. 2-5 of the Consent Calendar. Motion passed by the following roll-call vote:

AYES: Leary, Raithel, Rohrbough, Kozlowski, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

PUBLIC HEARING:

6. Folsom Town Center North LLTSM

- i. Resolution No. 11322- A Resolution Determining that the Folsom Town Center North LLTSM Project is Exempt from CEQA and Approving Said Large Lot Tentative Subdivision Map

Community Development Associate Planner Josh Kinkade made a presentation and responded to questions from the City Council. Community Development Director Pam Johns provided additional information.

The public hearing was opened and closed at 7:00 pm being no requests to speak under this item.

The following speaker addressed the City Council under this item after the public hearing was closed:

- 1. Greg Stozzer

Councilmember Leary thanked staff for answering questions and addressing the email regarding this item.

Motion by Councilmember Kozlowski, second by Vice Mayor Raithel, to approve Resolution No. 11322. Motion passed by the following roll-call vote:

AYES: Leary, Raithel, Rohrbough, Kozlowski, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

CITY MANAGER REPORTS

Interim City Manager Dan Haverty thanked and congratulated Mayor Aquino for the State of the City event and her speech; he also thanked the Communications group and the Police and Fire staff members who are developing an outreach program to raise awareness of wildfire risks; he spoke about the Fire Department's acquisition of two Braun ambulances, the Kids Play Park new play structures that should be completed in the second quarter of 2026, the Owl Be Your Valentine event at the Folsom City Zoo, and the Lego Building contest being held at the library.

COUNCIL COMMENTS

Councilmember Kozlowski congratulated Mayor Aquino for her State of the City speech.

Vice Mayor Raithel spoke about the Sac Sewer board meeting and the latest update on the capital project and thanked his mom from Goodyear, Arizona for coming to the council meeting.

Councilmember Leary spoke about attending an opening of a Kaiser and PACE facility.

Councilmember Rohrbough spoke about Mercy of Folsom celebrating 35 years, attending a SacRT meeting, and an upcoming meeting regarding issues on South Lexington.

Mayor Aquino thanked the Communications staff including Communications Director Christine Brainerd, Communications Officer Chris Shepard, and Social Media Coordinator Andrew Eggers, for helping her prepare the State of the City speech.

ADJOURNMENT

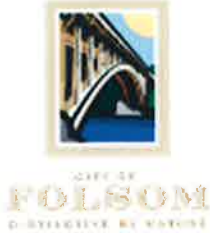
There being no further business to come before the City Council, the meeting was adjourned at 7:14 pm.

SUBMITTED BY:

Jennifer Jimenez, Deputy City Clerk

ATTEST:

Sarah Aquino, Mayor



Folsom City Council Staff Report

MEETING DATE:	2/11/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11326 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with Ghirardelli Associates for the East Bidwell and Iron Point / US50 Onramp Improvement Project (Project No. PW2203) and Appropriation of Funds
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11326 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with Ghirardelli Associates for the East Bidwell and Iron Point / US50 Onramp Improvement Project (Project No. PW2203) and Appropriation of Funds.

BACKGROUND / ISSUE

In January 2024, the City Council approved Resolution No. 11152 - A Resolution Authorizing the City Manager to Execute a Contract with Ghirardelli Associates for the East Bidwell and Iron Point / US50 Onramp Improvement Project (Project No. PW2203) and Appropriation of Funds. Subsequently, the City of Folsom entered into an agreement with Ghirardelli Associates to provide Construction Management Services for the East Bidwell and Iron Point / US50 Onramp Improvements Project.

As the project progressed, unforeseen delays occurred, primarily due to pole manufacturing lead times. Additionally, Caltrans Encroachment Permit and Oversight requirements necessitated an additional electrical inspector to ensure proper compliance with ramp metering installations. These factors resulted in a longer-than-anticipated construction period and an increased need for inspection services. Consequently, the originally allocated budget for construction management services has been fully utilized.

Currently, the project is in the close-out phase, with remaining tasks necessary to ensure final project completion. To cover the additional hours expended due to the prolonged construction period and the required inspections, an amendment to the original contract is requested in the amount of \$17,224.88. This amendment will cover the added services rendered as well as the original close-out activities required to bring the project to completion.

Approval of this amendment is necessary to finalize all project-related work and to ensure full compliance with Caltrans and City requirements.

POLICY / RULE

Section 2.36.080, Award of Contracts of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$75,049 or greater shall be awarded by City Council.

ANALYSIS

City staff has reviewed the Ghirardelli Associates scope and fee to provide additional services to cover the additional hours expended due to the prolonged construction period and the required inspections.

Staff will use the City's standard Construction Agreement in a form acceptable to the City Attorney.

FINANCIAL IMPACT

The original contract with Ghirardelli Associates was authorized for \$75,142.29. Staff is requesting an amendment to the contract for the amount of \$17,224.88 for an updated total not-to-exceed contract amount of \$92,367.17.

Staff is also requesting an appropriation of funds in the amount of \$17,224.88. Sufficient funds are available in the Transportation Improvement Fund (Fund 446) for the appropriation.

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENT

Resolution No. 11326 - A Resolution Authorizing the City Manager to Execute a Contract with Ghirardelli Associates for the East Bidwell and Iron Point / US50 Onramp Improvement Project (Project No. PW2203) and Appropriation of Funds

Submitted,

Mark Rackovan, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 11326

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A
CONTRACT AMENDMENT WITH GHIRARDELLI ASSOCIATES FOR THE EAST
BIDWELL AND IRON POINT / US50 ONRAMP IMPROVEMENT PROJECT
(PROJECT NO. PW2203) AND APPROPRIATION OF FUNDS**

WHEREAS, construction on the East Bidwell and Iron Point Road / US50 Onramp Improvement Project is completed and required full time construction inspection staff and materials testing; and

WHEREAS, staff previously selected Ghirardelli Associates, Inc. based on proposed project staff, project understanding, and experience with similar types of projects, for a not to exceed amount of \$75,142.29; and

WHEREAS, additional inspection services were required to finalize all project-related work and to ensure full compliance with Caltrans and City requirements due to unforeseen delays occurring, primarily in pole manufacturing lead times; and

WHEREAS, Caltrans Encroachment Permit and Oversight requirements necessitated additional electrical inspector to ensure proper compliance with ramp metering installations; and

WHEREAS, Sufficient funds are available in the Transportation Improvement Fund (Fund 446) in the amount of \$17,224.88 to be appropriated for an updated total not-to-exceed contract amount of \$92,367.17; and

WHEREAS, the agreement will be in a form acceptable to the City Attorney:

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a contract amendment with Ghirardelli Associates for the East Bidwell and Iron Point / US50 Onramp Improvement Project (Project No. PW2203) in the amount of \$17,224.88.

BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate \$17,224.88 in the Transportation Improvement Fund (Fund 446) for the East Bidwell and Iron Point / US50 Onramp Improvement Project (Project No. PW2203), for an updated total not-to-exceed contract amount of \$92,367.17.

PASSED AND ADOPTED this 11th day of February 2025, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

 Sarah Aquino, MAYOR

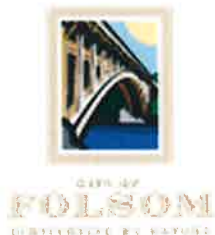
ATTEST:

Christa Freemantle, CITY CLERK

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to facilitate double-sided printing
and minimize paper use.*



CITY OF
FOLSOM
DISTINCTIVE BY NATURE



Folsom City Council Staff Report

MEETING DATE:	2/11/2025
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 11327 – A Resolution Adopting the 2024 Local Road Safety Plan
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11327- A Resolution Adopting the 2024 Local Road Safety Plan.

BACKGROUND / ISSUE

In 2019, the Public Works Department applied for and secured a \$72,000 grant from the California Department of Transportation (Caltrans) to develop the City's first Local Road Safety Plan (LRSP). The LRSP is a data-driven approach that identifies high-risk intersections and roadway segments with the highest incidence of fatal and severe injury collisions. It also analyzes the contributing factors to these collisions and recommends corrective measures to enhance roadway safety.

The City Council formally adopted the previous version of the LRSP in June of 2021, and the plan served as the foundation for submitting grant applications to Caltrans under the Highway Safety Improvement Program (HSIP) during Cycle 10. As a result, the City successfully obtained three HSIP grants totaling \$2.98 million. These grants funded critical safety improvements, including the Folsom Lake Crossing Median Barrier Project and the Traffic Signal Safety Project, furthering the City's commitment to enhancing traffic safety for all road users.

The City routinely updates the Local Road Safety Plan to reflect evolving traffic patterns, emerging safety concerns, and the latest best practices in roadway safety. These updates ensure that the City continues to identify and prioritize high-risk locations and proactively pursue funding opportunities for necessary safety improvements. By maintaining an up-to-date LRSP, the City

strengthens its ability to secure additional grant funding and implement effective measures to reduce collisions and enhance safety for motorists, cyclists, and pedestrians.

The City Council approved a consultant contract with Kimley-Horn and Associates, Inc. on March 26, 2024, as authorized by Resolution No. 11178, to develop the 2024 Local Road Safety Plan. The firm prepared the draft LRSP, solicited input from the public, and received a recommendation to approve the LRSP from the Traffic Safety Committee. Staff is seeking approval from the City Council to approve the final plan.

POLICY / RULE

Caltrans requirements for a Local Road Safety Plan include a requirement that the local governing body must adopt the plan before it can be considered final.

ANALYSIS

The LRSP is a data-driven, analytics-based tool for identifying the location, associated factors, and potential corrective measures of fatal and severe injury (F+SI) collisions. The LRSP relies on data contained in the traffic collision reports prepared by local law enforcement, which is then submitted to the California Highway Patrol for inclusion in the Statewide Integrated Traffic Records System (SWITRS). Using SWITRS, the consultant analyzed four years (2020-2023) of collision reports to determine collision trends and high-risk locations.

Some of the key trends that were identified in the analysis were:

- Of the 2,076 total collisions reported between January 1, 2020, and December 31, 2023, 13 were fatal and 54 were severe injury crashes (F+SI)
- Top causes of all crashes: Unsafe speed (27%), red-light running (14%), DUI (10%)
- Peak crash times: 4:00 pm – 6:00 pm
- Most crashes occur at intersections (80%) with the remaining 20% occurring along roadway segments
- 28% of total collisions involved fixed objects or parked cars
- 20% of the F+SI collisions involved bicyclists or pedestrians
- Aggressive driving was a contributing factor for 40% of all crashes in the study period (835 total), resulting in three (3) fatal crashes and twenty-three (23) severe injury crashes. Aggressive driving crashes include behaviors such as unsafe speed, following too closely, or disregarding traffic signals and signs. Aggressive driving crashes occurred most commonly at intersections.

The analysis of the City of Folsom's Fatal and Severe Injury (F+SI) crashes compared to statewide data has identified key areas where the City experiences higher or lower crash rates. This data-driven insight will help guide safety improvements, funding applications, and strategic interventions.

Areas Where Folsom Has Higher F+SI Crash Rates

The following crash types occur at a higher rate in Folsom than the statewide average, indicating areas that need targeted interventions:

1. Aggressive Driving: 53.5% in Folsom vs. 33.1% statewide (+20.4%)
2. Impaired Driving: 39.5% in Folsom vs. 25.3% statewide (+14.2%)
3. Lane Departure Crashes: 49.7% in Folsom vs. 43.3% statewide (+6.4%)
4. Young Driver Involvement: 17.2% in Folsom vs. 13.1% statewide (+4.1%)
5. Intersection Crashes: 26.8% in Folsom vs. 23.6% statewide (+3.1%)
6. Aging Driver Involvement: 13.4% in Folsom vs. 12.4% statewide (+1.0%)
7. Distracted Driving: 5.1% in Folsom vs. 5.0% statewide (+0.1%)

Implications & Recommendations:

- Focus on aggressive driving and impaired driving through enforcement strategies, public education campaigns, and roadway design improvements.
- Address lane departure crashes with countermeasures such as rumble strips, enhanced lane markings, and shoulder widening.
- Improve intersection safety through signal timing adjustments, enhanced crosswalks, and sight distance improvements.
- Implement educational programs targeting young and aging drivers to improve safety awareness.

Public Outreach Summary for the LRSP

Public engagement for the LRSP was conducted through a multi-faceted approach, ensuring broad community participation. Outreach efforts included discussions held during regularly scheduled Traffic Safety Committee Meetings, in-person engagement at the Folsom Farmers Market, and online surveys to collect input from residents and stakeholders.

The 2024 outreach effort resulted in 437 survey responses and 382 mapped public safety concerns, reflecting a substantial increase in public participation compared to the 2021 effort, which received 62 responses from 54 unique respondents.

The expanded public outreach has provided valuable insights into community priorities, ensuring that the LRSP remains data-driven and responsive to the transportation safety concerns of residents. The most frequently identified safety concerns from the responses include:

- Aggressive driving (speeding)
- Red-light running
- Distracted driving
- Pedestrian and bicycle safety
- East Bidwell Street traffic congestion

The City completed this Local Road Safety Plan (LRSP) to guide future transportation safety improvements for years to come. Through a data-driven analysis, the City has identified crash types, primary crash factors, and high-crash locations. Additionally, key emphasis areas have been established to inform further safety evaluations of the City's transportation network. These emphasis areas will help shape corridor improvements, education programs, and capital projects aimed at enhancing transportation safety.

With the insights gained from the LRSP, the City can:

- Pursue Grant Funding – Apply for future grants to support infrastructure improvements across the City.
- Secure Additional Funding – Actively seek alternative funding sources to enhance safety for all road users.
- Enhance Collaboration – Work with stakeholders, safety partners, and neighboring municipalities to create a cohesive and safer transportation network.
- Continuously Evaluate and Improve – Iteratively assess current and proposed safety programs and capital improvements to refine the City's transportation network.

Next Steps

- City Council Approval: Formal adoption by the City Council.
- Plan Updates: In accordance with Caltrans guidelines, the LRSP will be reviewed and updated within five years (by 2029 or earlier).
- Implementation of Safety Improvements.

The report identifies three categories of safety improvements: Near-Term Improvements (0-3 Years), Mid-Term Improvements (3-5 Years), and Long-Term Improvements (5+ Years). Near-term improvements consist of improvements that are relatively low cost and can be implemented most readily. Mid-Term improvements are higher cost improvements, while Long-Term improvements are the highest cost and may require engineering design and permitting to implement. Some examples of these improvements are

Near-Term Improvements

- Install retroreflective backplates and/or additional signal heads
- Install pedestrian countdown signal heads
- Implement Leading Pedestrian Intervals
- Implement All-Way-Stop Control at intersections
- Install dynamic speed warning signs

Mid-Term Improvements

- Install raised median
- Install Rectangular Rapid Flashing Beacon at pedestrian crossings
- Install rumble strips (edge line and centerline)

Long-Term Improvements

- Convert high-risk intersections into full roundabouts
- Construct pedestrian bridges or underpasses at critical crossings
- Implement road diet strategies to improve multimodal safety
- Install high-friction surface treatments (HFST) on curves
- Install separated bike lanes

This structured, multifaceted approach will ensure a safer, more efficient, and well-connected transportation network for all road users in the City.

The Traffic Safety Committee discussed the draft LRSP at their December 12, 2024 meeting and recommended that the LRSP be adopted with additional revisions included in the final draft before the City Council.

FINANCIAL IMPACT

There is no direct financial impact associated with adopting the LRSP.

ENVIRONMENTAL REVIEW

None required.

ATTACHMENTS

1. Resolution No. 11327- A Resolution Adopting the 2024 Local Road Safety Plan
2. Draft 2024 Local Road Safety Plan
3. Meeting Minutes – Traffic Safety Committee, December 12, 2024

Submitted,

Mark Rackovan, PUBLIC WORKS DIRECTOR

ATTACHMENT 1

RESOLUTION NO. 11327**A RESOLUTION ADOPTING THE 2024 LOCAL ROAD SAFETY PLAN**

WHEREAS, the City of Folsom has prepared a 2024 Local Road Safety Plan (LRSP); and

WHEREAS, the LRSP analyzes traffic collision data to determine the causes and solutions for fatal and severe injury collisions; and

WHEREAS, the LRSP has identified the highest priority intersections and road segments and the corrective measures that could reduce collision frequency at those locations; and

WHEREAS, the LRSP is integral to successfully applying for funding from the Highway Safety Improvement Program (HSIP) that is administered by the California Department of Transportation (Caltrans); and

WHEREAS, Caltrans requires that each public agency's LRSP be adopted by the agency's governing body.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby adopts the 2024 Local Road Safety Plan.

PASSED AND ADOPTED this 11th day of February, 2025, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

 Sarah Aquino, MAYOR

ATTEST:

 Christa Freemantle, CITY CLERK

ATTACHMENT 2



2024

City of Folsom

LOCAL ROAD SAFETY PLAN



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

2024

City of Folsom
LOCAL ROAD SAFETY PLAN



CITY OF FOLSOM

LOCAL ROADWAY SAFETY PLAN

January 2025

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LOCAL ROADWAY SAFETY PLAN

Prepared for:

City of Folsom
Folsom City Hall
50 Natoma Street
Folsom, CA 95630

Prepared by:

Kimley-Horn and Associates, Inc.
555 Capitol Mall
Suite 300
Sacramento, CA 95814
916-858-5800

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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ACKNOWLEDGEMENTS

The City of Folsom employees and partners were instrumental in the development, review, and refinement of this Technical Memorandum. The City of Folsom's Engineering Department and Kimley-Horn would like to express their appreciation to the supporting staff and partners for their participation and contributions.

City of Folsom

Zach Bosch (Senior Civil Engineer, Traffic)
Ryan Chance (Engineering Manager)
Matt Washburn (Traffic Safety Committee)
Scott Bailey (Traffic Safety Committee)
Kevin Goddard (Traffic Safety Committee)
Mathew McGee (Traffic Safety Committee)
Tim Galovich (Traffic Safety Committee)
Joanne Brausch (Traffic Safety Committee)
Brett Bolinger (Senior Trails Planner)

Consultant Team

Robert Paderna
Matt Weir
Luke Lazzarini
Zachary Ramalingam
Brandi Childress
Kristen Mei

STATUTORY NOTICE

23 U.S.C. § 409: US Code - Section 409: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



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LIST OF ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ADT	Average Daily Traffic
ARIDE	Advanced Roadside Impaired Driving Enforcement
Caltrans	California Department of Transportation
CCR	Critical Crash Rate
CHP	California Highway Patrol
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
DRE	Drug Recognition Expert
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
GIS	Geographic Information System



HFST	High Friction Surface Treatment
HSM	Highway Safety Manual
K+SI	Fatal and Severe Injury Crashes
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
RRFB	Rectangular Rapid Flashing Beacon
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System



1. INTRODUCTION

The City of Folsom Local Roadway Safety Plan has several notable purposes. The first is to identify traffic safety improvements based on a review of crash data and input from City staff, stakeholders, and the community. This project also provides the City with a foundation for a decision-making framework so that it can identify, prioritize, and implement proven safety countermeasures from the City's toolbox in the following years. This report can also serve as an ongoing resource as City staff identify and pursue funding through various programs to implement the identified safety improvements.

This Local Roadway Safety Plan summarizes the existing safety context for the City of Folsom based on crash records obtained from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) database. This data has been used to identify Citywide safety trends, high-crash locations, and locations with unusual crash patterns or high-crash severities. The analysis was conducted using a network screening process for the City-maintained roadway system using crash records spanning a four-year period from January 1, 2020 through December 31, 2023. Section 3 of the report describes the analysis techniques that were used and why these methods were chosen.

1.1. Background

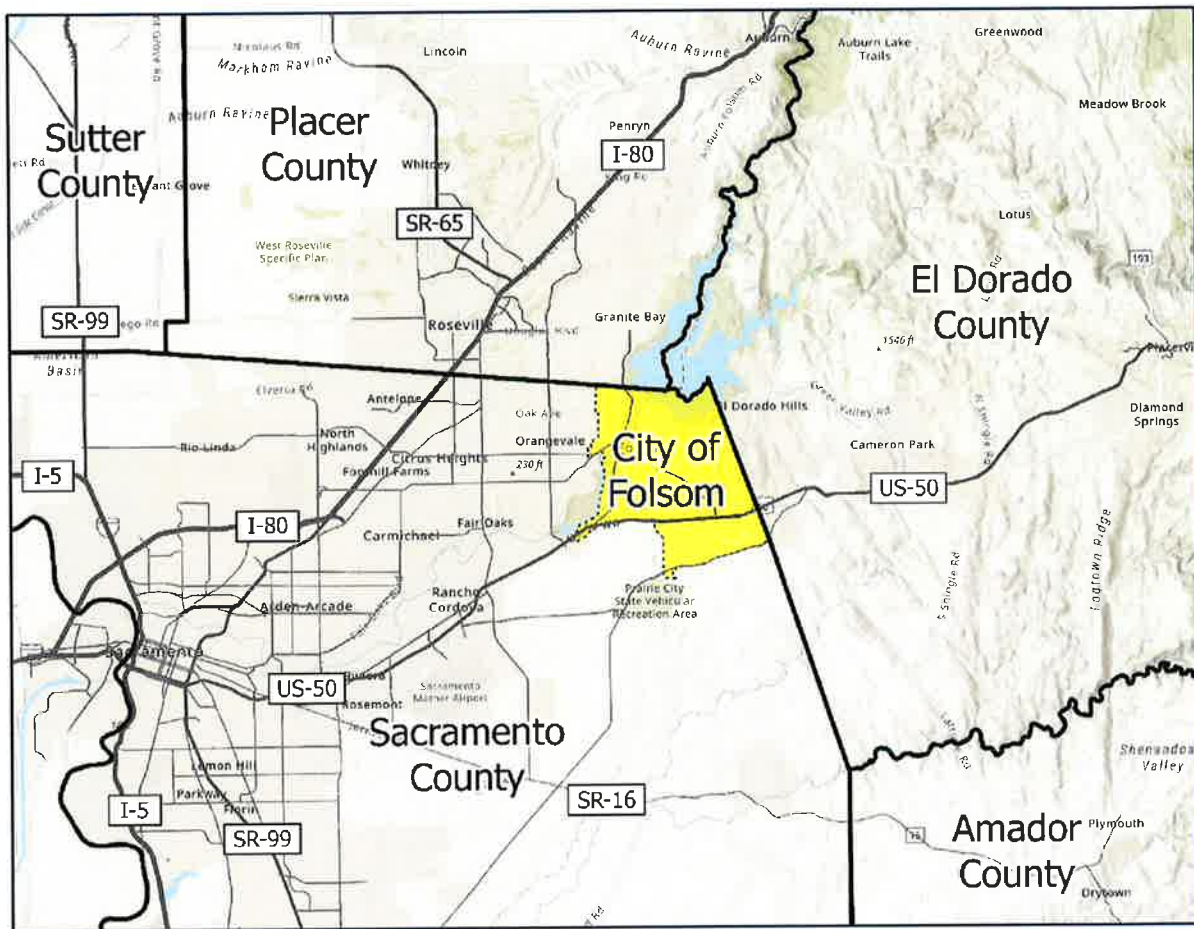
The City of Folsom is located in northern California and is in northeast Sacramento County (see **Figure 1**). Situated east of Sacramento, Folsom residents live within 25 miles of California's capitol. Folsom is home to over 84,000 residents (as of July 1, 2023). There are two high schools serving Folsom residents: Folsom High School and Vista del Lago High School. Major retail destinations within the City include the Palladio outdoor mall, Folsom Premium Outlets, the Folsom Central Business District, and the Folsom Historic District. Folsom is home to many jobs, with the largest employers being Intel, California ISO, and Micron.

Folsom has an extensive transportation network that ranges from local access via neighborhood streets and collectors, to regional access via highways through the City. U.S Highway 50 (US-50) runs east-west through the southern half of the City and connects Folsom to rest of Sacramento County to the west and El Dorado County to the east. East Bidwell Street is a major arterial that runs east-west through Folsom, connecting the Folsom Central Business District to the rest of Folsom, and continues to the new development on the south side of US-50. Due to its location and broad connectivity, East Bidwell Street corridor is often congested during peak periods of travel, resulting in vehicle queues and delay onto adjacent City streets. Other major arterial roadways in Folsom providing connectivity include Blue Ravine Road, Oak Avenue Parkway, Folsom Boulevard, and Iron Point Road. Additionally, major development on the south side of US-50 within Folsom is expected to increase multi-modal traffic. Major roadways in this area include East Bidwell Street, Alder Creek Parkway, Mangini Parkway, Prairie City Road, and White Rock Road.

For public transportation, Sacramento Regional Transit (SacRT) operates light rail service along Folsom Boulevard corridor from the Folsom Historic District to the Folsom Premium Outlets. The light rail line continues into downtown Sacramento. SacRT also operates local bus routes within Folsom.



Figure 1 – Location of Folsom





1.2. Commute Patterns

Based on the US Census Bureau American Community Survey (ACS) data from 2023, the City of Folsom has the following commute trends:

1.2.1. Commute Modes

Mode of Travel	%
Biking	0.4%
Taxicab, motorcycle, or Other	0.6%
Public Transit	1.3%
Walking	1.3%
Auto Passenger (carpool)	6.4%
Worked from home	25.8%
Private auto	64.1%

Source: US Census Bureau ACS 5-year 2018-2022

The majority of the working population in Folsom drive to work alone. An additional 25.8% of the working population work from home and 6.4% of the working population carpool. Therefore, less than 4% of the working population will use alternative modes of transportation to driving a car (both alone and carpool).

1.2.2. Commute Travel Time

Commute Time to Work	%
Less than 10 minutes	13.6%
10 to 14 minutes	14.8%
15 to 19 minutes	12.9%
20 to 24 minutes	15.4%
25 to 29 minutes	7.2%
30 to 34 minutes	12.4%
35 to 44 minutes	8.5%
45 to 59 minutes	7.8%
More than 60 minutes	7.3%

Source: US Census Bureau ACS 5-year 2018-2022

As shown above, the mean travel time to work for Folsom residents is 26.1 minutes, with over 63% of residents having a commute travel time of less than 30 minutes.



This report is organized into the following sections:

- **Section 1** presents an introduction to the technical memorandum.
- **Section 2** presents the data sources used in the analysis.
- **Section 3** describes the guiding materials and analysis techniques for the data analysis.
- **Section 4** provides a summary of safety trends.
- **Section 5** provides an overview of the public engagement process and community feedback
- **Section 6** includes potential engineering and non-infrastructure countermeasures.
- **Section 7** lists the project locations identified and the recommended countermeasures.
- **Section 8** describes how the safety plan can be implemented and monitored.
- **Section 9** describes next steps for the safety plan.
- **Appendices**



2. DATA SOURCES

The following data was obtained from the City for use in crash data analysis.

2.1. Roadway Network

The crash analysis, which is described in detail in **Section 3 (Data Analysis)**, used California Department of Transportation's (Caltrans') roadway classification system. The roadway network classification was assigned to each corridor roadway segment as either a major arterial, minor arterial, collector, or local road to develop crash rates specific to the functional design and capacity. Comparative statistics were stratified by roadway classification (i.e., only major arterials are compared to major arterials).

2.2. Intersections

Intersections throughout the City were grouped by control type as either signalized or non-signalized. The safety analysis is similarly stratified with similar control types (i.e., signalized intersections are only compared to signalized intersections). Note that intersection crashes include those which reportedly occurred within a 250-foot radius of the intersection; all other crashes are considered to be segment crashes in the safety data analysis.

2.3. Crashes

Crash data for the four-year period from January 1, 2020 through December 31, 2023 was used for the network screening analysis. Using data for the past four-year period is sufficient in identifying potential trends in crashes by location and type, while not being outdated as to have data that would include long-term technology and cultural/environmental changes. Crash data from two different datasets was used to provide a comprehensive analysis of the City's safety trends.

The City's crossroads crash database was used in this LRSP update. The City's crash database includes crashes of all severity including property damage only (PDO) crashes. In total, the City's crossroads database recorded 2,076 crashes on the City's transportation network from January 1, 2020 to December 31, 2023. The City's crash database was used to generate figures regarding crash types and contributing factors. However, due to limited geospatial information in the City's dataset, crash data from TIMS was used to generate crash maps and for geospatial analysis.

The Transportation Injury Mapping System (TIMS), maintained by the Safe Transportation Research and Education Center (SafeTREC) at UC Berkeley, maps all injury crashes in California using data obtained through SWITRS. This dataset includes injury crashes but does not include property damage only (PDO) crashes. The latest provisional data available from SWITRS was used in the geospatial analysis (ending in December 2023) as it typically takes CHP 12-18 months to upload and process the crash data. The crash data from TIMS was used for crash mapping, network screening, and location specific analysis. The TIMS crash dataset included 575 injury crashes.

2.4. Annual Average Daily Traffic

Traffic volume data was collected from multiple sources provided by the City. Primarily, ADT data was from an Engineering & Traffic Survey conducted by TJKM in 2019¹. Other sources of ADT data

¹ Engineering & Traffic Survey, TJKM, November 18, 2019



included the City's traffic camera system along East Bidwell Street. This data included average daily traffic (ADT) values for roadway segments throughout the City for use in development of crash rates.



3. DATA ANALYSIS

Using a network screening process, locations within the City that would most likely benefit from safety enhancements were identified. The outcome of this analysis helps inform the identification and prioritization of engineering and non-infrastructure safety countermeasures that are most likely to improve roadway safety in the City of Folsom. This method was selected because it is well established and conducive to large-scale safety analyses, such as citywide safety assessments. The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each location over the analysis period, and then identifies areas that had more of a given type of crashes than would be expected for that type of location. Analysis methods such as the critical crash rate and equivalent property damage only were also used to determine crash frequency and severity at each location. Using historic crash data, crash risk factors for the entire City were explored. The following sections describe the data analysis process.

3.1. Guiding Materials

3.1.1. Local Roadway Safety Manual

The *Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.6, April 2022) purpose is to encourage local agencies to pursue a proactive approach to identifying and analyzing safety issues, while preparing to compete for project funding opportunities. A proactive approach is defined as analyzing the safety of the entire roadway network by through either a one-time, network wide analysis, or by routine analyses of the roadway network.²

These methods are focused on identifying systemic issues that can be addressed through countermeasures that are applied more universally than just applying spot treatments every time there is a crash. This process aims to match the identified issues with potential countermeasures. Each countermeasure comes with a Crash Modification Factor (CMF), a multiplicative factor used to compute the number of expected crashes after the implementation of a given countermeasure. The CMFs are used to calculate benefit/cost ratios.

3.1.2. Highway Safety Manual

The first edition of the *Highway Safety Manual* (HSM) was published by the American Association of State Highway and Transportation Officials (AASHTO) in 2010. The HSM presents numerous methods for quantitatively estimating the frequency and severity of crashes at a variety of road and intersection types.³ This four-part manual is divided into Parts: A) Introduction, Human Factors, and Fundamentals, B) Roadway Safety Management Process, C) Predictive Method, D) Crash Modification Factors.

Chapter 4 of Part B of the HSM discusses the Network Screening process. The Network Screening Process is a tool for an agency to analyze their entire network and identify/rank locations that (based on the implementation of a countermeasure) are most likely to least likely to realize a reduction in the frequency of crashes.

The HSM identifies five steps in this process:⁴

² Local Roadway Safety Manual (Version 1.3) 2016. Page 5.

³ AASHTO, *Highway Safety Manual*, 2010, Washington D.C., <http://www.highwaysafetymanual.org/Pages/About.aspx>

⁴ AASHTO. *Highway Safety Manual*. 2010. Washington, DC. Page 4-2.



1. **Establish Focus:** Identify the purpose or intended outcome of the network screening analysis. This decision will influence data needs, the selection of performance measures and the screening method that can be applied.
2. **Identify Network and Establish Reference Populations:** Specify the types of sites or facilities being screened (i.e., segments, intersections, geometrics) and identify groupings of similar sites or facilities.
3. **Select Performance Measures:** There are a variety of performance measures available to evaluate the potential to reduce crash frequency at a site. In this step, the performance measure is selected as a function of the screening focus and the data and analytical tools available.
4. **Select Screening Method:** There are three principal screening methods described in this chapter (i.e., ranking, sliding window, peak searching). Each method has advantages and disadvantages; the most appropriate method for a given situation should be selected.
5. **Screen and Evaluate Results:** The final step in the process is to conduct the screening and analysis and evaluate the results.

The HSM provides several statistical methods for screening roadway networks to identify high risk locations based on overall crash histories. In addition to flat crash quantities, the method used in this study is referred to as Critical Crash Rate (CCR).

3.2. Analysis Techniques

3.2.1. Crash Analysis

The initial steps of the crash analysis involved establishing sub-populations of roadway segments and intersections that have similar characteristics. For this study, intersections were grouped by their control type (Signalized and Unsignalized) and segments by their roadway category (Major Arterial, Minor Arterial, Collector, Other). Individual crash rates were calculated for each sub-population. The population level crash rates were then used to assess whether a specific location has more or fewer crashes than expected. These sub-populations were also used to determine typical crash patterns to help identify locations where unusual numbers of specific crash types are identified.

3.2.2. Network Screening Analysis

The network screening process ranks intersections and roadway segments by the number of crashes that occurred at each location over the analysis period, and then identifies areas that had more of a given type of crashes than would be expected for that type of location. These crash type factors were 1) crash injury (fatal injuries, major injuries, other visible injuries, complaint of pain) 2) crash type (broadside, rear-end, sideswipe, head-on, hit object, overturned, bicycle, pedestrian, other), 3) environmental factors (lighting, wet roads), and 4) driver behavior (impaired and aggressive driving). With these additional factors, the locations were further analyzed and assigned a new rank.

From the results of the network screening analyses, a short-list of locations was chosen based on crash activity, crash severity, crash patterns, location type, and area of the City to provide a variety of locations covering a wide cross section of safety challenges and improvement opportunities. The intent is to populate the safety countermeasure toolbox with mitigation measures that will be



applicable to most of the crash activity in the City. Twenty-five locations have been selected for mitigation analysis and project sheets with site-specific improvements were developed. Section 8 presents the priority locations and the listed improvements, which are found in greater detail in Appendix E.

The results of the network screening analysis are shown in Appendix A and Appendix B. Appendix A presents all of the intersections with three or more crashes, and Appendix B presents the roadway segments with three or more crashes. The appendices are color-coded to highlight crash trends and emphasis areas for further study and countermeasure development.

3.3. Critical Crash Rate (CCR) Analysis

The Highway Safety Manual (HSM), developed by AASHTO, describes the CCR method, which provides a statistical review of locations to determine where risk is higher than that experienced by other similar locations. It is also the first step in analyzing for patterns that may suggest systemic issues that can be addressed at that location, and proactively at others to prevent new safety challenges from emerging.

The CCR analysis compares the observed crash rate to the expected crash rate at a particular location based on facility type and traffic volume using a locally calculated average crash rate for the specific type of intersection or roadway segment being analyzed. Based on traffic volumes and a weighted Citywide crash rate for each facility type, a critical crash rate threshold is established at the 95% confidence level to determine locations with higher crash rates that are unlikely to be random. The threshold is calculated for each location individually based on its traffic volume and the crash profile of similar facilities. A CCR differential value of greater than zero reflects a location that has a higher crash rate than facilities with similar volumes, while a negative CCR differential value signifies a below-average crash rate. It should be noted that the CCR does not reflect the severity of the crashes occurring at the location, but rather the number of crashes for the given volume.

Figure 2 presents the intersections and roadway segments according to their crash rate.

The top three roadway segments with the highest CCR differential values were:

- E Bidwell St, between Orchard Dr and Wales Dr, with a total of 3 crashes and a local critical crash rate differential of 0.35.
- E Natoma St, between Briggs Ranch Dr and Hancock Dr, with a total of 3 crashes and a local critical crash rate differential of 0.26.
- Prairie City Rd, between US 50 and the road 2800' North of White Rock Rd, which has a total of 5 crashes and a local critical crash rate differential of 0.21.

The top three intersections with the highest CCR differential values were:

- Iron Point Rd and Dry Creek Rd, with 3 crashes and a local critical crash rate differential of 0.78.
- Iron Point Rd and Pique Loop, with a total of 5 crashes and a local critical crash rate differential of 0.20.
- Natoma St and Scott St, with a total of 5 crashes and a local critical crash rate differential of 0.13

Critical Crash Rate Formula

$$R_{c,i} = R_a + \left[P \times \sqrt{\frac{R_a}{MEV_i}} \right] + \left[\frac{1}{(2 \times (MEV_i))} \right]$$

Where,

$R_{c,i}$ = Critical crash rate for intersection i

R_a = Weighted average crash rate for reference population

P = P-value for corresponding confidence level

MEV_i = Million entering vehicles for intersection i

Source: Highway Safety Manual

Data Needs

CCR is calculated using:

- Daily Entering Volume (DEV) for intersections, or Vehicle Miles Traveled (VMT) for roadway segments
- Intersection control types to separate them into like populations
- Roadway functional classification to separate them into like populations
- Crash records in Geographic Information Systems (GIS) or tabular form including coordinates or linear measures

Strengths

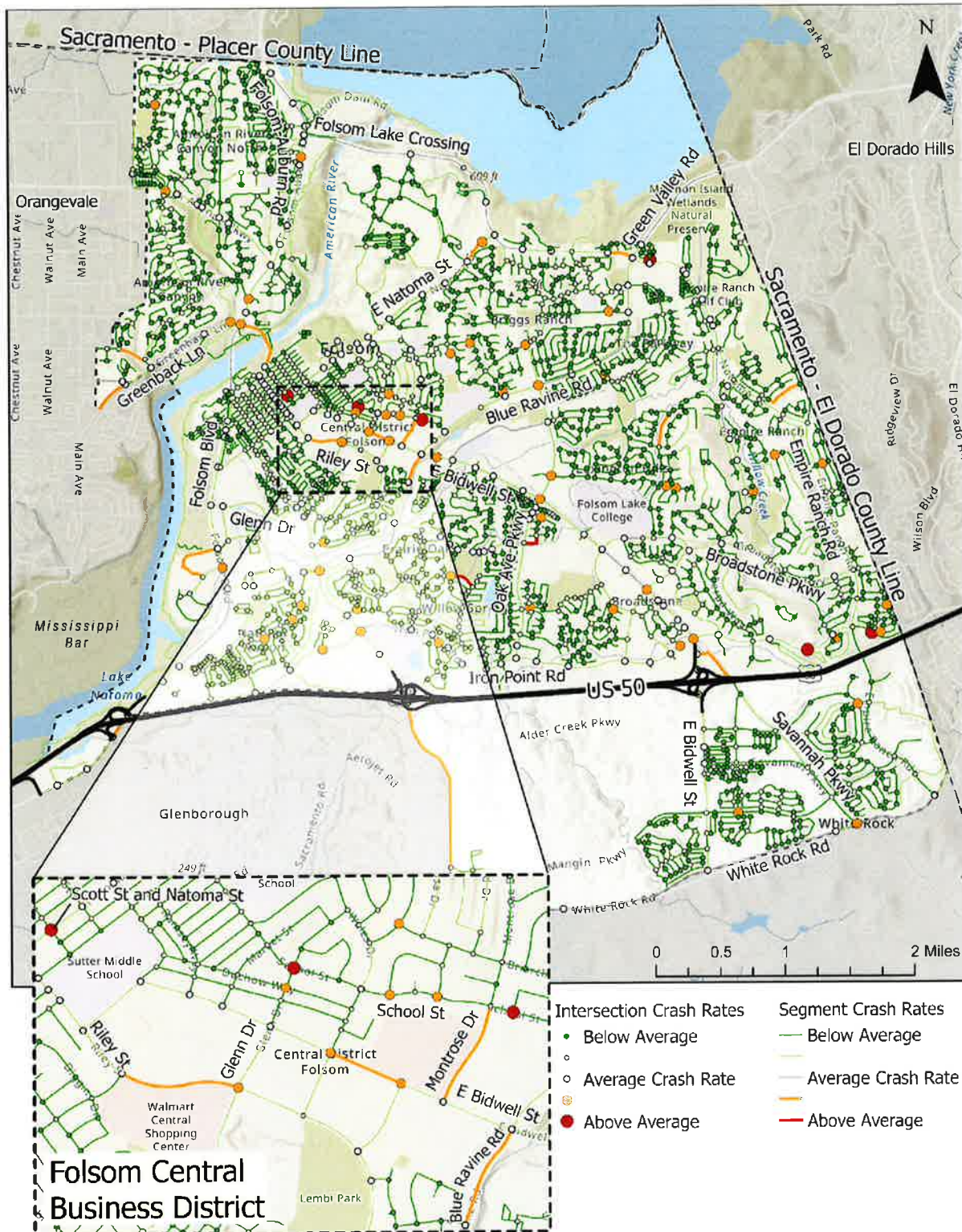
- Reduces low volume exaggeration
- Considers variance
- Establishes comparison threshold

Weaknesses

- Does not account for regression to the mean bias



Figure 2 – Citywide Critical Crash Rate Map (2020-2023)





3.4. Equivalent Property Damage Only (EPDO)

The Equivalent Property Damage Only (EPDO) method is described in the Highway Safety Manual (HSM). This method assigns weighting factors to crashes based on injury level (fatal, severe injury, other visible injury, complaint of pain) to develop a property damage only score. An EPDO score allows for a fair comparison of crash severity across years or study periods, as this normalized unit takes into account inflation and cost escalation. For example, the cost to society for all injury crashes increased by 12.7% between the 2020 edition of the Local Roadway Safety Manual and the 2022 edition. Using the EPDO methodology normalizes the data and accounts for the increase in cost from inflation. In this analysis, the injury crash costs were calculated for each location (based on the latest Caltrans injury costs). This value is then divided by the injury cost for a property damage only crash. The resulting number is the equivalent number of property damage only crashes at each site. This value allows all locations to be compared based on injury crash costs (HSM, Chapter 4).

EPDO Formula:

$$EPDO = \frac{(N_F + N_S) * 2,843,000 + (N_O * 159,900) + (N_C * 90,900)}{14,900}$$

Where,

EPDO = Equivalent Property Damage Only (in units of crashes)

N_F = Number of fatal crashes

N_S = Number of severe injury crashes

N_O = Number of other visible injury crashes

N_C = Number of complaint of pain crashes

The cost to society for each crash type along roadway segments is as follows:

- Fatal: \$2,843,000
- Severe: \$2,843,000
- Other Visible Injury: \$159,900
- Complaint of Pain: \$90,900
- Property Damage Only: \$14,900

Source: Highway Safety Manual

Locations with fatal and severe injury crashes will have a higher EPDO value compared to locations with less severe injury crashes.

Figure 3 presents the EPDO value of intersections and roadway segments in the City.



The top three intersections with the highest EPDO values are:

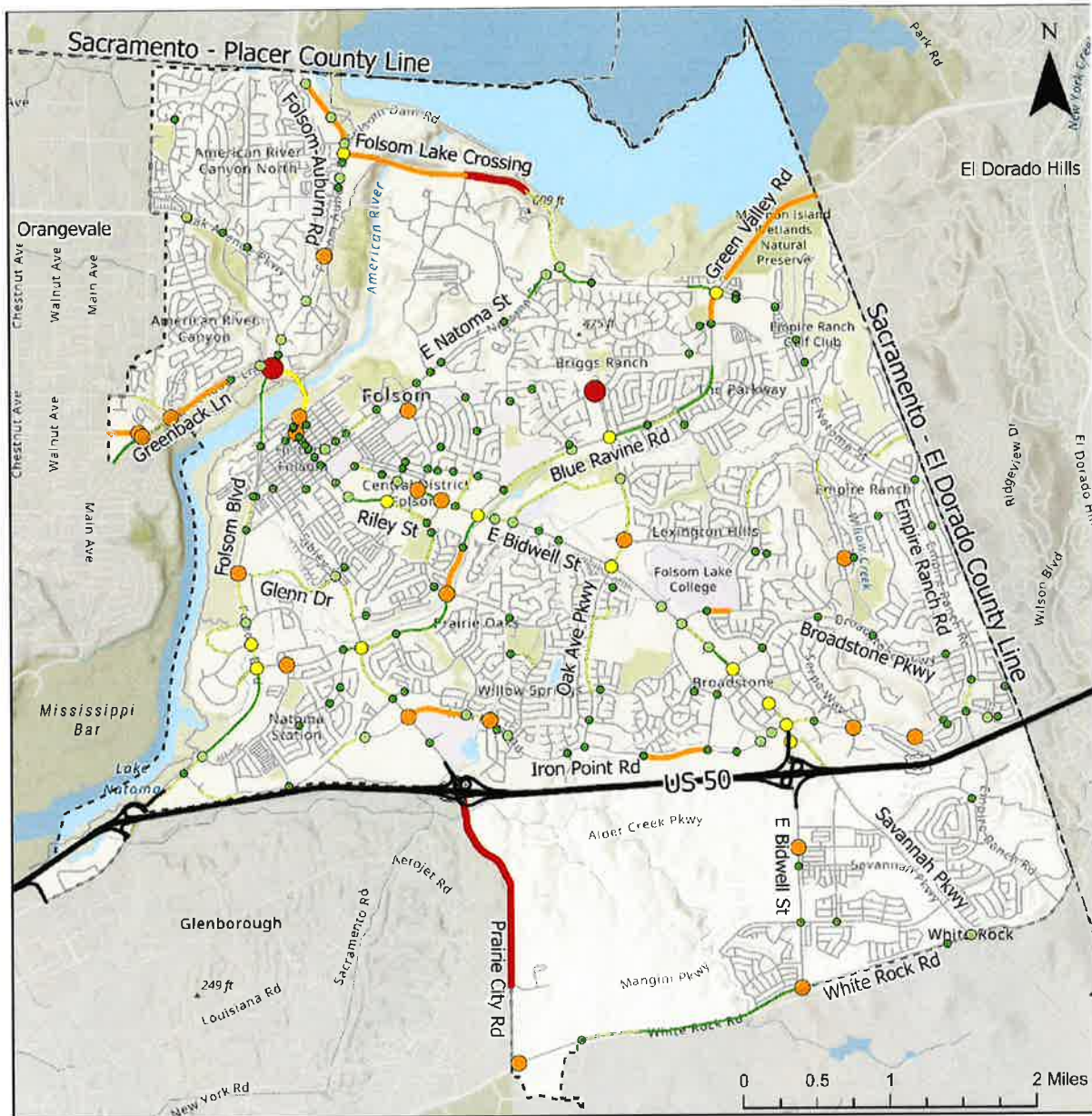
- The intersection with the highest EPDO value was Willow Creek Dr and Oak Avenue Pkwy, with an EPDO value of 573 (3 Crashes total: 1 Fatal Crash, 2 Severe Injury crashes).
- Greenback Ln and Folsom Blvd/Folsom Auburn Rd, with an EPDO value of 304 (11 Crashes total: 2 severe injury crashes, 2 other visible injury, 7 complaint of pain).
- E Bidwell St and Orchard Dr, with an EPDO value of 219 (4 Crashes total: 1 severe injury crash, 2 other visible injury, 1 complaint of pain).

The top three roadway segments with the highest EPDO values are:

- The roadway segment with the highest EPDO value was Prairie City Rd between US 50 and the road 2800' North of White Rock Rd, with an EPDO value of 358 (5 Crashes total: 1 severe injury crash, 2 other visible injury, 1 complaint of pain).
- Folsom Lake Crossing between Gun Range Rd and Folsom Dam Rd, with an EPDO value of 377 (3 Crashes total: 1 Fatal Crash, 1 severe injury crash, and 1 complaint of pain)
- Folsom Lake Crossing between Gun Range Rd and Folsom Auburn Rd, with an EPDO value of 193 (3 Crashes total: 1 severe injury crash, 1 other visible injury, and 1 complaint of pain)



Figure 3 – Citywide Intersection Roadway Segment EPDO Map



— US 50	Intersection EPDO	Segment EPDO
□ County Boundary	• 6 - 20	— 6 - 12
--- Folsom City Boundary	• 21 - 40	— 13 - 40
	• 41 - 100	— 41 - 100
	• 101 - 300	— 101 - 200
	• 301 - 575	— 201 - 360



4. SAFETY TRENDS

The following sections contain the results of the safety data analysis process which include evaluation of the City of Folsom's fatal and severe injury (K+SI) crashes compared against the statewide K+SI crashes. Other evaluations included are crashes by cause, pedestrian and bicycle crashes, and primary collision factor. This is a general comparison of the Citywide level to the statewide to gauge the general trends within the City.

4.1. Severity Level

Knowing the impacts of the crash (the injuries or type of damage which occurred) is a key part of assessing the environment and safety factors around the site of the crash. The National Safety Council developed the "KABCO" injury scale, which is frequently used by law enforcement for classifying injuries. The KABCO scale is referenced below:

- K – Fatal
- A – Severe injury
- B – Other Visible Injury
- C – Complaint of Pain
- O – No injury (property damage only)

Table 1 presents crash severity by facility type—intersections and roadway segments. Eighty percent (80%) of crashes occurred at intersections. The remaining 20% of crashes occurred along roadway segments. This trend is typical for urban areas with high traffic volumes and more densely spaced intersections.

Table 1 – Crashes by Severity (2020-2023)

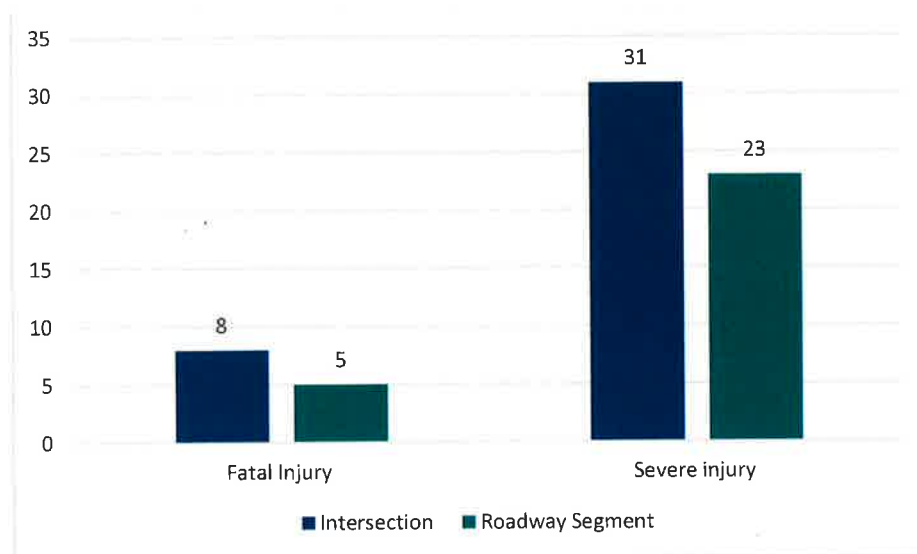
Severity	Intersection		Roadway Segment		Total	
	Crashes	%	Crashes	%	Crashes	%
Fatal	8	<1%	5	1%	13	1%
Severe Injury	31	2%	23	5%	54	3%
Other Visible Injury	172	10%	70	17%	242	12%
Complaint of Pain	408	25%	102	24%	551	25%
Property Damage Only	1,034	63%	223	53%	1,257	61%
Total	1,653	80%	423	20%	2,076	100%

Source: Statewide Integrated Traffic Records System (2020 – 2023).

One percent (1%) of crashes recorded in the study period were fatal, and 3% resulted in severe injuries. Crashes resulting in the various severity levels are presented in **Figure 4** and **Figure 5**.

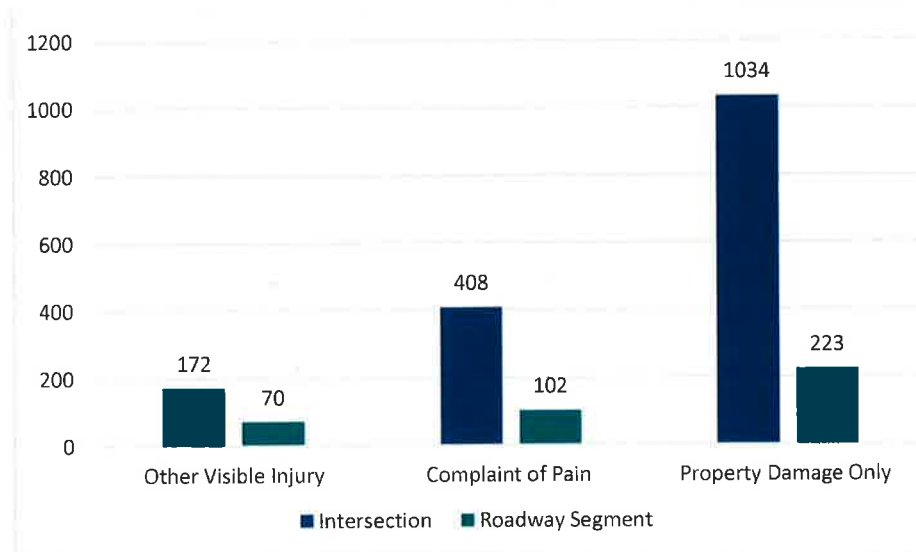


Figure 4 – Crashes by Severity (Fatal and Severe)



Source: Statewide Integrated Traffic Records System (2020 – 2023).

Figure 5 – Crashes by Severity (Other Injury, Complaint of Pain, & Property Damage Only)



Source: Statewide Integrated Traffic Records System (2020 – 2023).



Figure 6 on the following page illustrates the injury crashes throughout the City, and **Figure 7** presents the same crash data in a heat map format. **Figure 8** illustrates the fatal and severe injury crashes.

The top three roadway segments with the highest number of crashes are:

- Greenback Rd (Folsom Blvd to Scott St) – 5 Crashes
- Prairie City Rd (US 50 to the road 2800' North of White Rock Rd) – 9 Crashes
- Folsom Lake Crossing (Folsom-Auburn Rd to Gun Range Rd) – 4 crashes

The top three intersections with the highest number of crashes are:

- Iron Point Rd and E Bidwell St – 12 Crashes
- Iron Point Rd and Prairie City Rd – 12 Crashes
- Greenback Lane and Folsom Blvd/Folsom Auburn Rd– 11 Crashes



Figure 6 – Injury Crash Map (2020-2023)

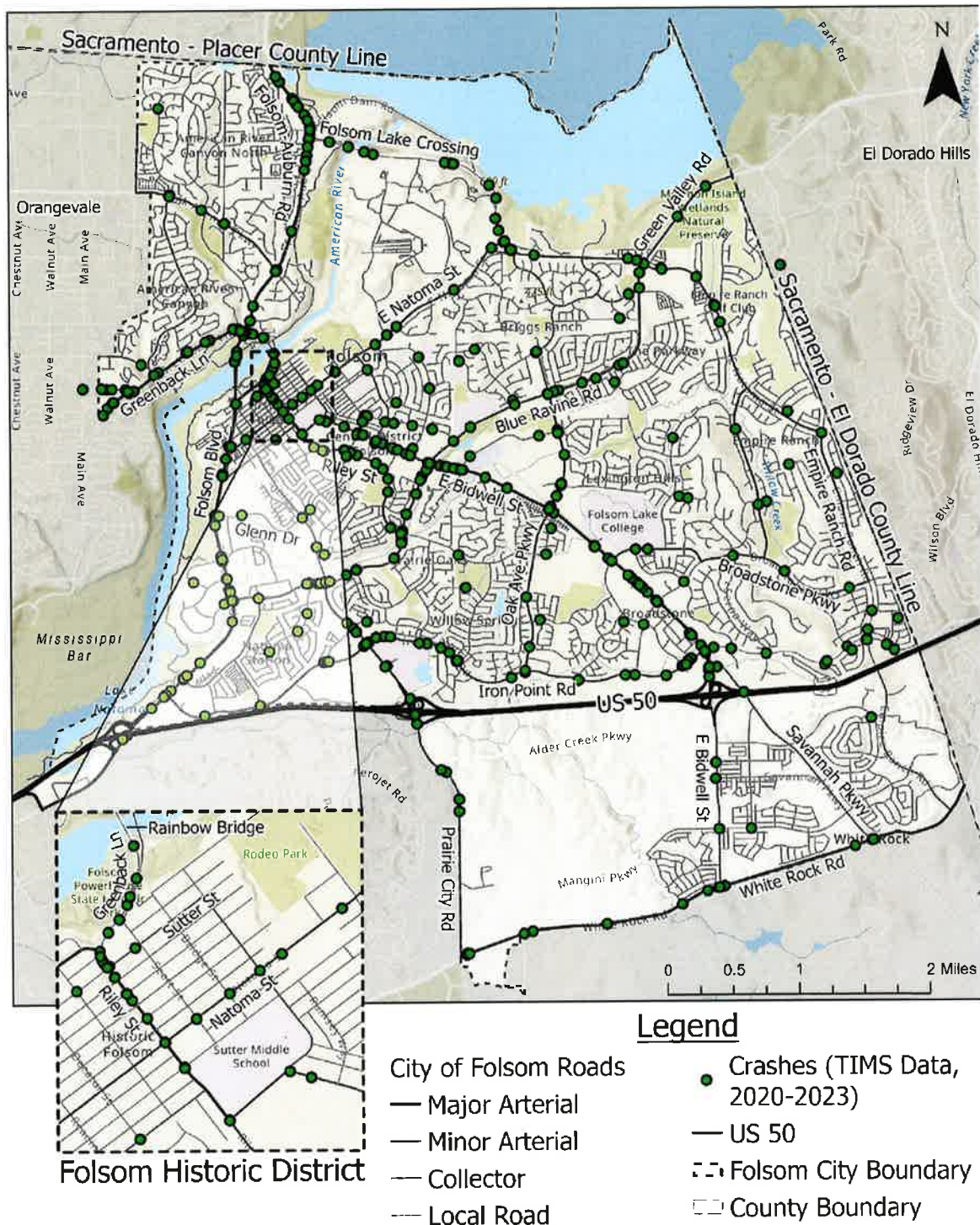




Figure 7 – Injury Crash Heat Map (2020-2023)

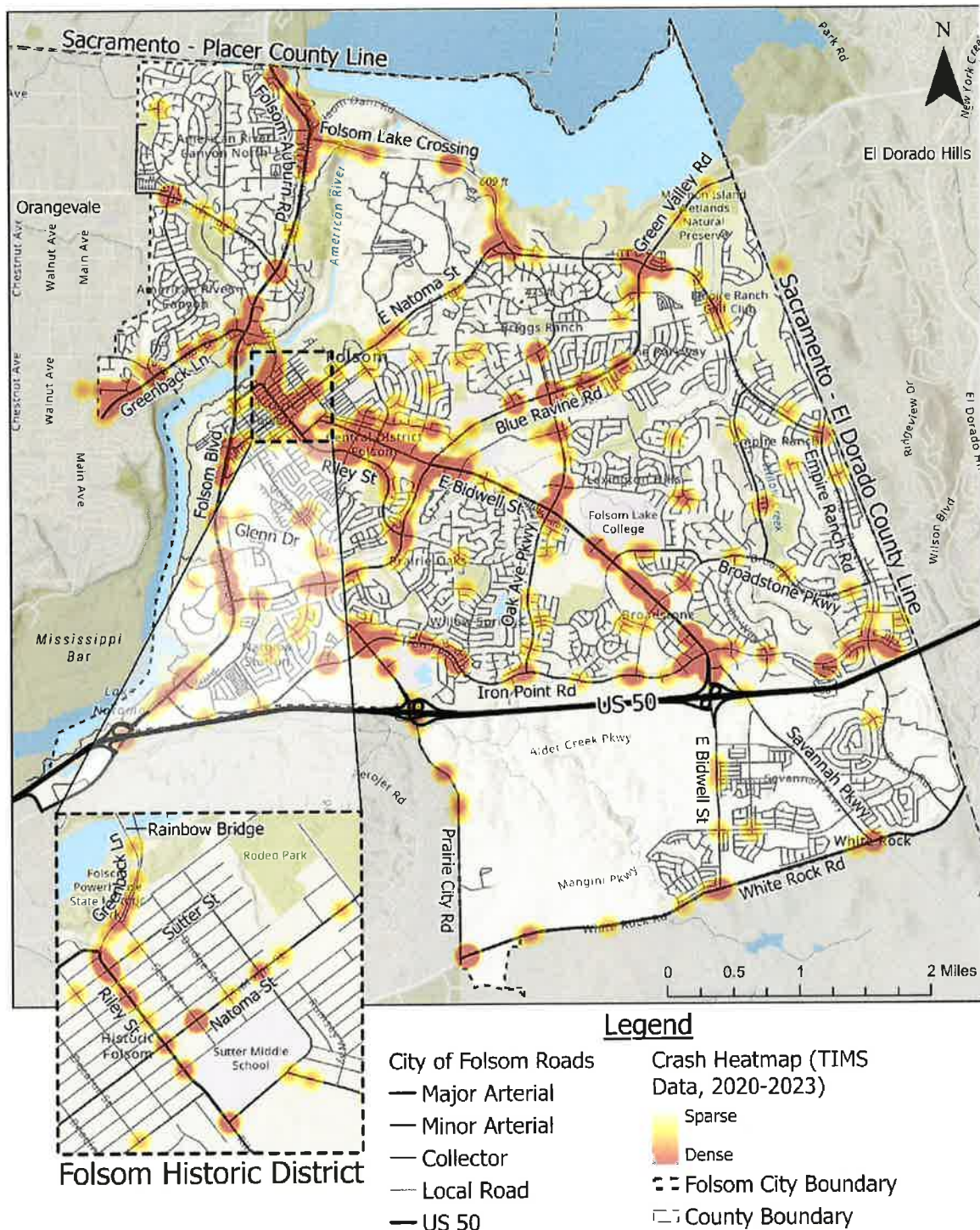
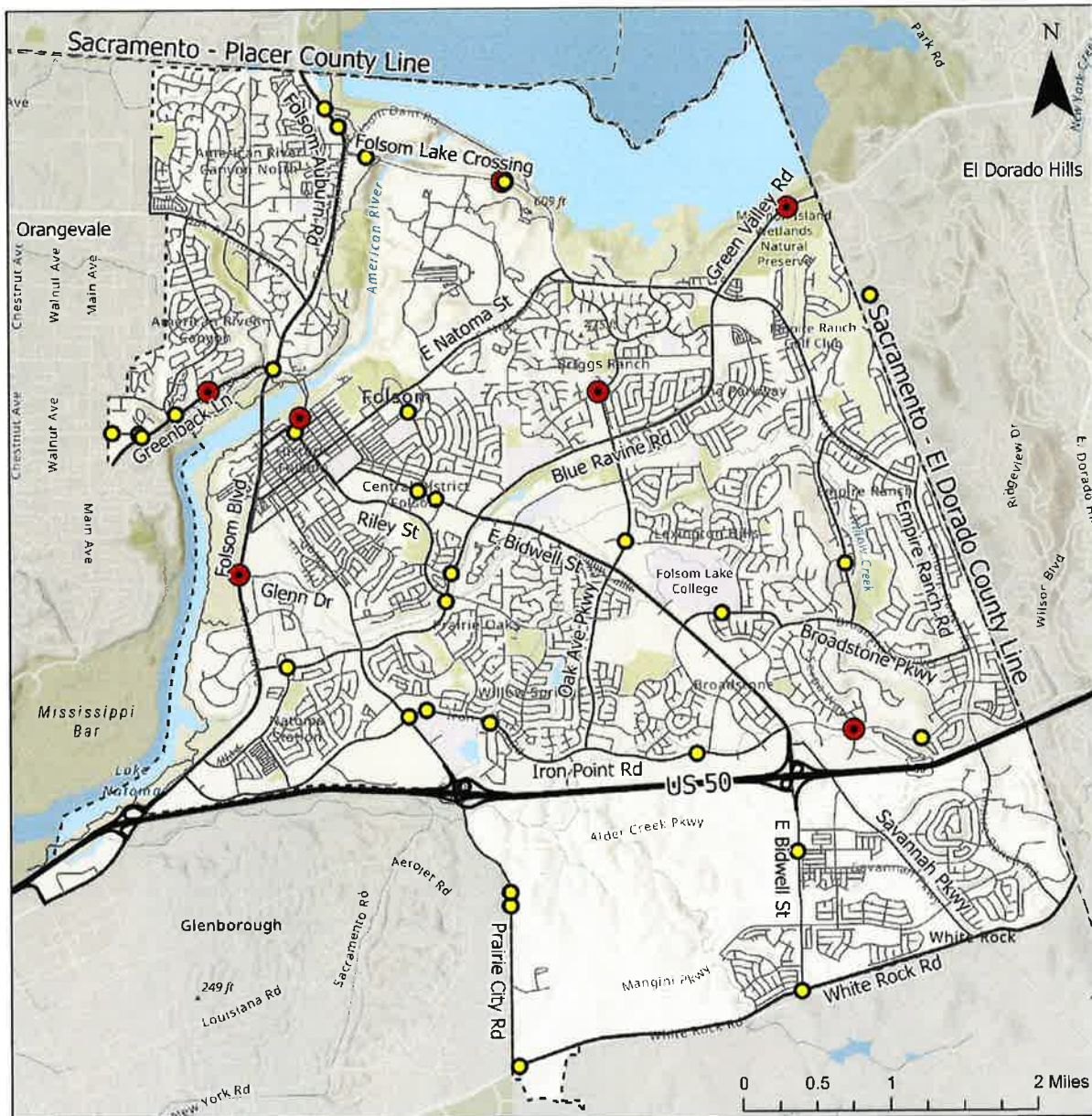




Figure 8 – Fatal and Severe Injury Crash Map (2020-2023)



City of Folsom Roads

— Major Arterial

— Minor Arterial

— Collector

— Local Road

— US 50

● Fatal Crash

● Severe Injury Crash

--- Folsom City Boundary

--- County Boundary



4.2. City of Folsom Historic K+SI Crashes Compared to Statewide

The California Strategic Highway Safety Plan (SHSP) focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California K+SI (fatal and severe injury) crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic stakeholders around the state. **Table 2** contains a comparison of the City of Folsom's K+SI crashes to the statewide K+SI crashes based on SWITRS data from the 2010-2019. **Table 2** presents that the City of Folsom has historically been higher than the statewide average in the following emphasis areas: aggressive driving, impaired driving, and lane departures. The City of Folsom has also been above the statewide average by a smaller margin for the following: young drivers, intersections, aging drivers, and distracted driving. **Table 2** also presents the summary of the challenge areas and percentages for the City and statewide averages.

Table 2 – City of Folsom K+SI Crashes Compared to Statewide K+SI Crashes

California SHSP Challenge Areas	Statewide Average Percentages	City of Folsom	Percentage Difference
Percentage of K+SI Crashes Higher in the City of Folsom			
Aggressive Driving	33.1	53.5	20.4
Impaired Driving	25.3	39.5	14.2
Lane Departure	43.3	49.7	6.4
Young Drivers	13.1	17.2	4.1
Intersections	23.6	26.8	3.1
Aging Drivers	12.4	13.4	1.0
Distracted Driving	5.0	5.1	0.1
Percentage of K+SI Crashes Lower in Folsom			
Bicyclists	8.3	8.3	0.0
Work Zones	1.4	1.3	-0.2
Motorcyclists	21.0	19.1	-1.9
Commercial Vehicles	6.4	2.5	-3.8
Occupant Protection	14.2	10.2	-4.0
Pedestrians	19.2	12.1	-7.1
Driver Licensing	24.7	9.3	-15.4

Source: Statewide Integrated Traffic Record (SWITRS, 2009 – 2018).

Notes:

1. Percentages will not add up to 100%, as a fatality or severe injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)
2. California SHSP does not have reported crash data for the following two challenge areas: Emergency Response and Emerging Technology

*Driver Licensing data available for fatal crashes only from the Fatality Analysis Reporting System (FARS)



4.3. Office of Traffic Safety (OTS) Rankings

The California Office of Traffic Safety (OTS) publishes annual reports ranking agencies of similar size by their crash profile. **Table 3** presents how the City of Folsom ranked in the 2022 OTS rankings⁵. The 2022 OTS rankings listed 104 cities in the state in order of number of crashes in each category. OTS notes that “Number 1 in the rankings is the highest, or ‘worst’” and that cities are only compared to other cities that are within the population group. Compared to other cities of similar size (50,0001 to 100,000 people) in 2022, Folsom ranked among the top half in crashes involving motorcycles, underage drinking, and speed related crashes.

Table 3 — Folsom OTS Ranking (2022)

Crash Category	Victims Killed & Injured	OTS Ranking
Total Fatal and Injury	273	73/104
Alcohol Involved	29	69/104
Had Been Drinking Driver < 21	4	26/104
Had Been Drinking Driver 21 – 34	14	62/104
Motorcycles	18	51/104
Pedestrians	5	100/104
Pedestrians < 15	1	77/104
Pedestrians 65+	2	76/104
Bicycle	11	88/104
Bicyclist < 15	0	101/104
Composite	135	66/104
Crash Category	Fatal & Injury Crashes	OTS Ranking
Speed Related	54	43/104
Nighttime (9:00pm – 2:59am)	23	78/104
Hit and Run	11	87/104
Type Of Arrests	Arrests	OTS Ranking
DUI Arrests	243	86/104

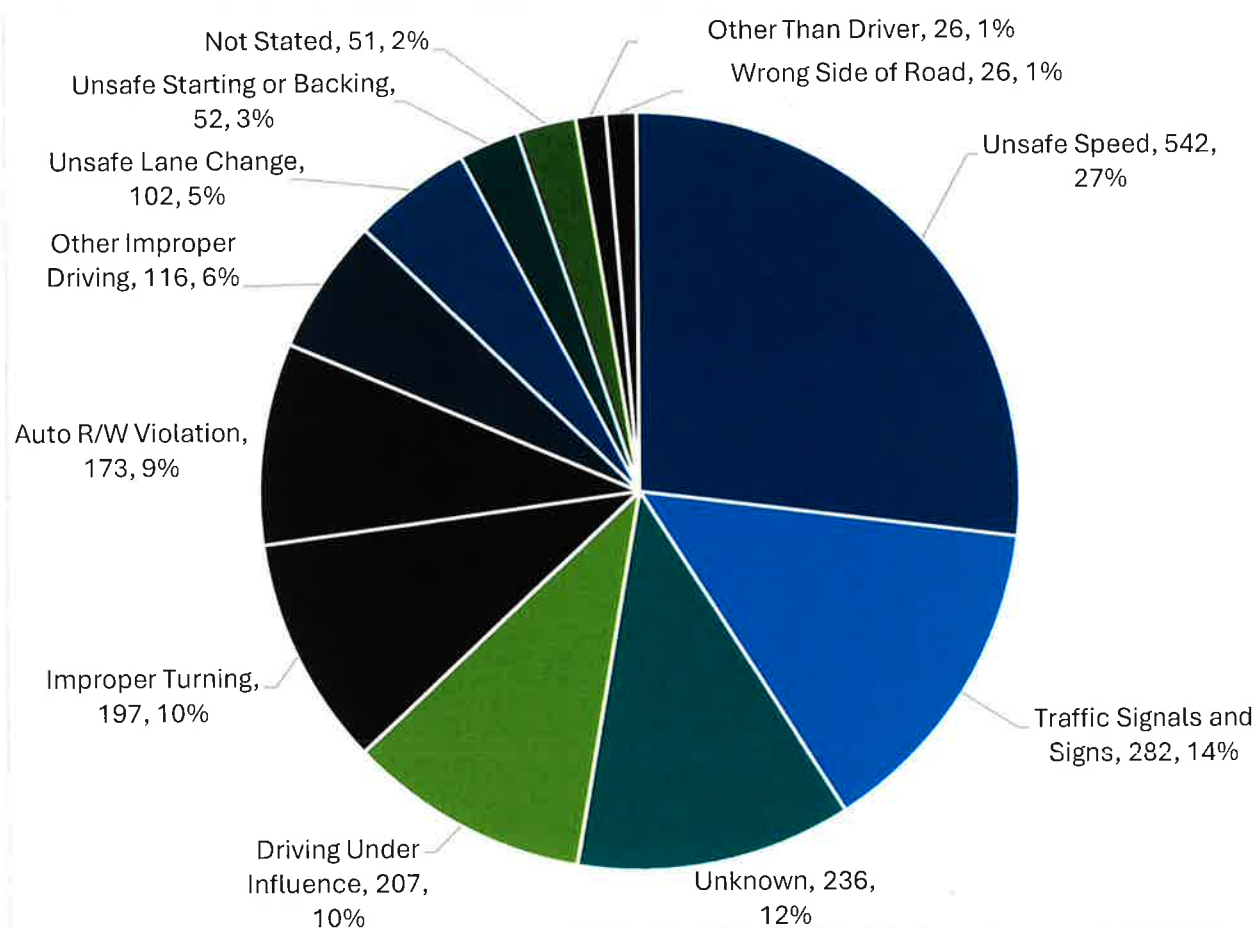
4.4. Primary Collision Factor

The leading crash causes during the study period were unsafe speed (542, 26%), traffic signals and signs violations (282, 13%), unknown (236, 11.4%), and driving under the influence (207, 10%). These trends are presented in **Figure 9** and are consistent with **Table 2**, which identified aggressive driving as the top emphasis area.

⁵ [City of Folsom 2022 OTS Rankings](#), California Office of Traffic Safety, Accessed January 2025



Figure 9 – Crashes by Primary Collision Factor



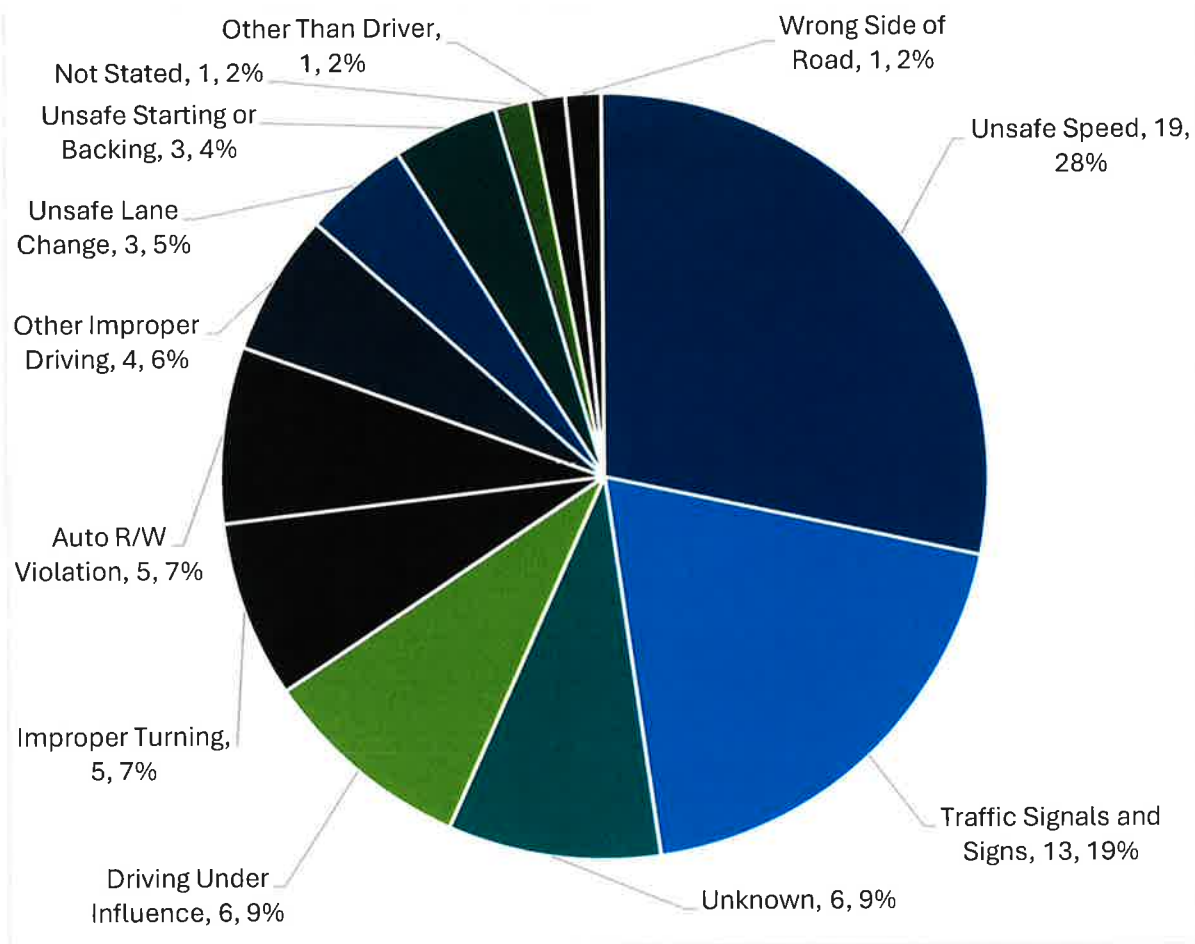
Source: Statewide Integrated Traffic Records System (2020 – 2023).

The following crash causes accounted for less than 1% of crashes individually and 3.2% in total: pedestrian violation, pedestrian ROW violation, other hazardous movement, following too closely, improper passing, other, and hazardous parking.

The primary collision factors which contributed to K+SI crashes are presented in **Figure 10** below. The most common PCFs are consistent with the PCFs observed in crashes of all severity: unsafe speed, traffic signals and signs, and unknown.



Figure 10 – K+SI Crashes by Primary Collision Factor

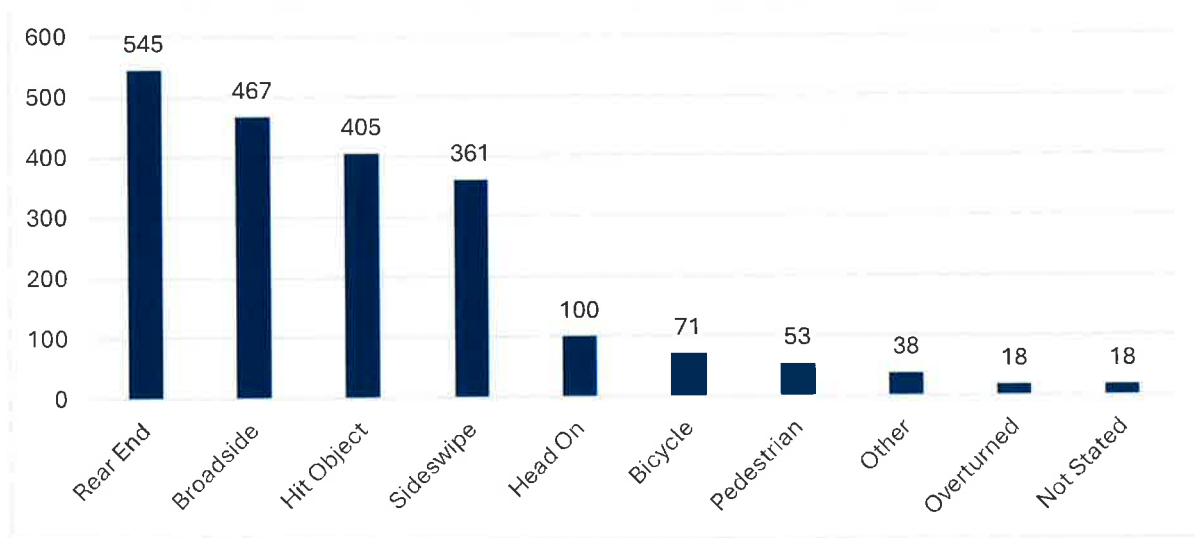




4.5. Highest Occurring Crash Types

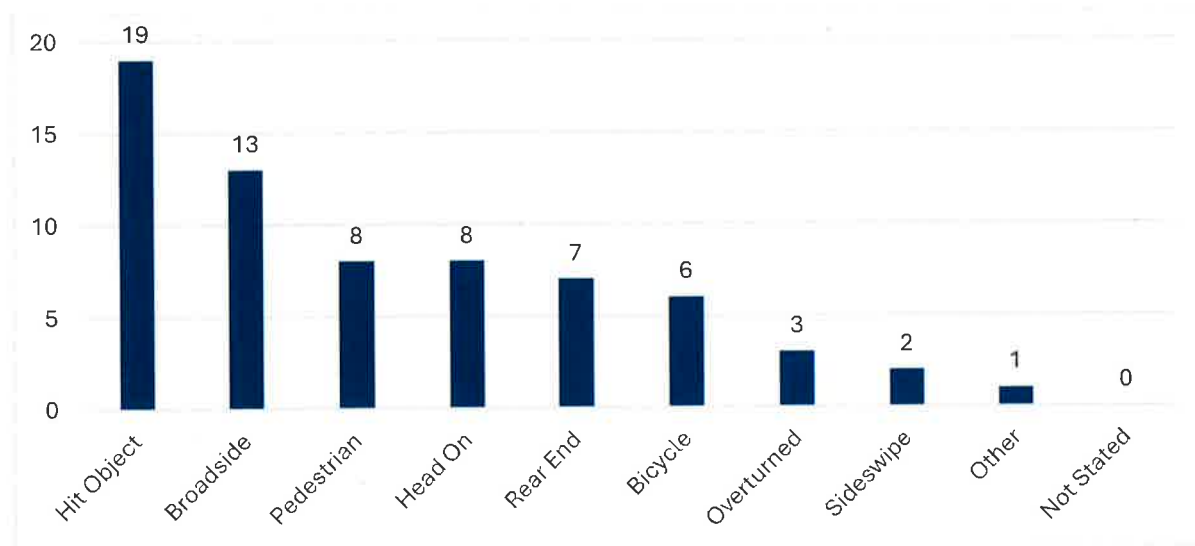
According to the City's crossroads database, approximately 2,076 crashes occurred within the City of Folsom during the four-year study period. As shown in **Figure 11**, the most common crash types were rear ends, followed closely by broadsides and hit object crashes. Approximately 1% of crashes did not have a reported crash type. The most common K+SI crash types, shown in **Figure 12**, were hit object crashes and broadsides. Vulnerable road users (pedestrian and bicycles) accounted for 20% of K+SI crashes.

Figure 11 – Crashes by Type (2020-2023)



Source: Statewide Integrated Traffic Records System (2020 – 2023).

Figure 12 – K+SI Crashes by Type (2020-2023)



Source: Statewide Integrated Traffic Records System (2020 – 2023).



4.6. Aggressive and Impaired Driving Crashes

Aggressive driving was a contributing factor for 40% of all crashes in the study period (835 total), resulting in three fatal crashes and twenty-three severe injury crashes. Aggressive driving crashes include behaviors such as unsafe speed, following too closely, or disregarding traffic signals and signs. Aggressive driving crashes occurred most commonly at intersections.

The three intersections with the most aggressive driving crashes are:

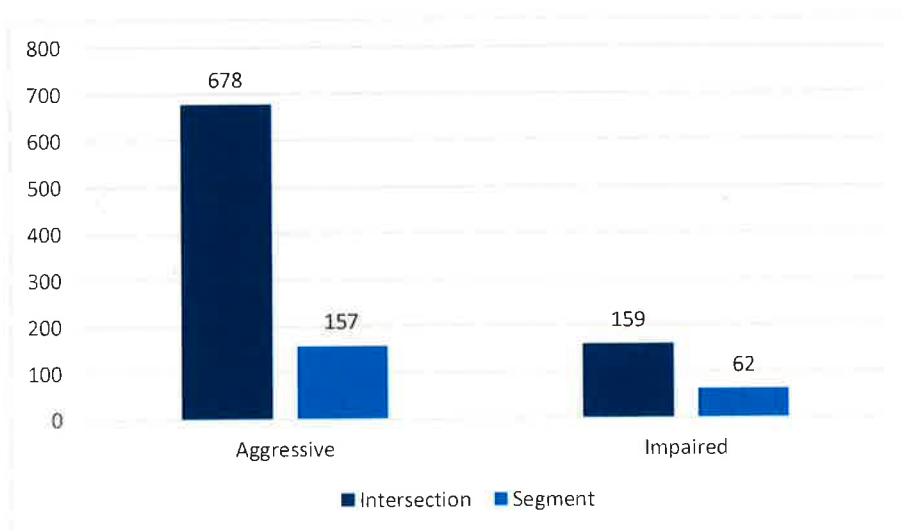
- E Bidwell St and Broadstone Pkwy (9)
- Iron Point Rd and Prairie City Rd (9)
- E Bidwell St and Broadstone Pkwy (8)

The three roadway segments with the most aggressive driving crashes are:

- White Rock Rd between Oak Ave Pkwy and E Bidwell St (4)
- Prairie City Rd between US 50 EV Ramps and Dwy N/O Mangini Pkwy (3)
- White Rock Rd between Oak Ave Pkwy and E Bidwell St (2)

Impaired driving crashes include all crashes where there was any evidence of drug or alcohol use by the driver. This is different from impaired driving statistics in that drivers do not need to exceed the legally defined threshold of intoxication to be considered. Caltrans considers any level of alcohol consumption to have the potential to impact driver responsiveness and decision making. There were 221 impaired driving crashes between 2020 and 2023, three of which were fatal and 12 of which resulted in severe injuries. **Figure 13** below shows the distribution of aggressive and impaired driving crashes across intersections and roadway segments.

Figure 13 – Aggressive and Impaired Driving Crashes



Source: Statewide Integrated Traffic Records System (2020 – 2023).

The three intersections with the most impaired driving crashes are:

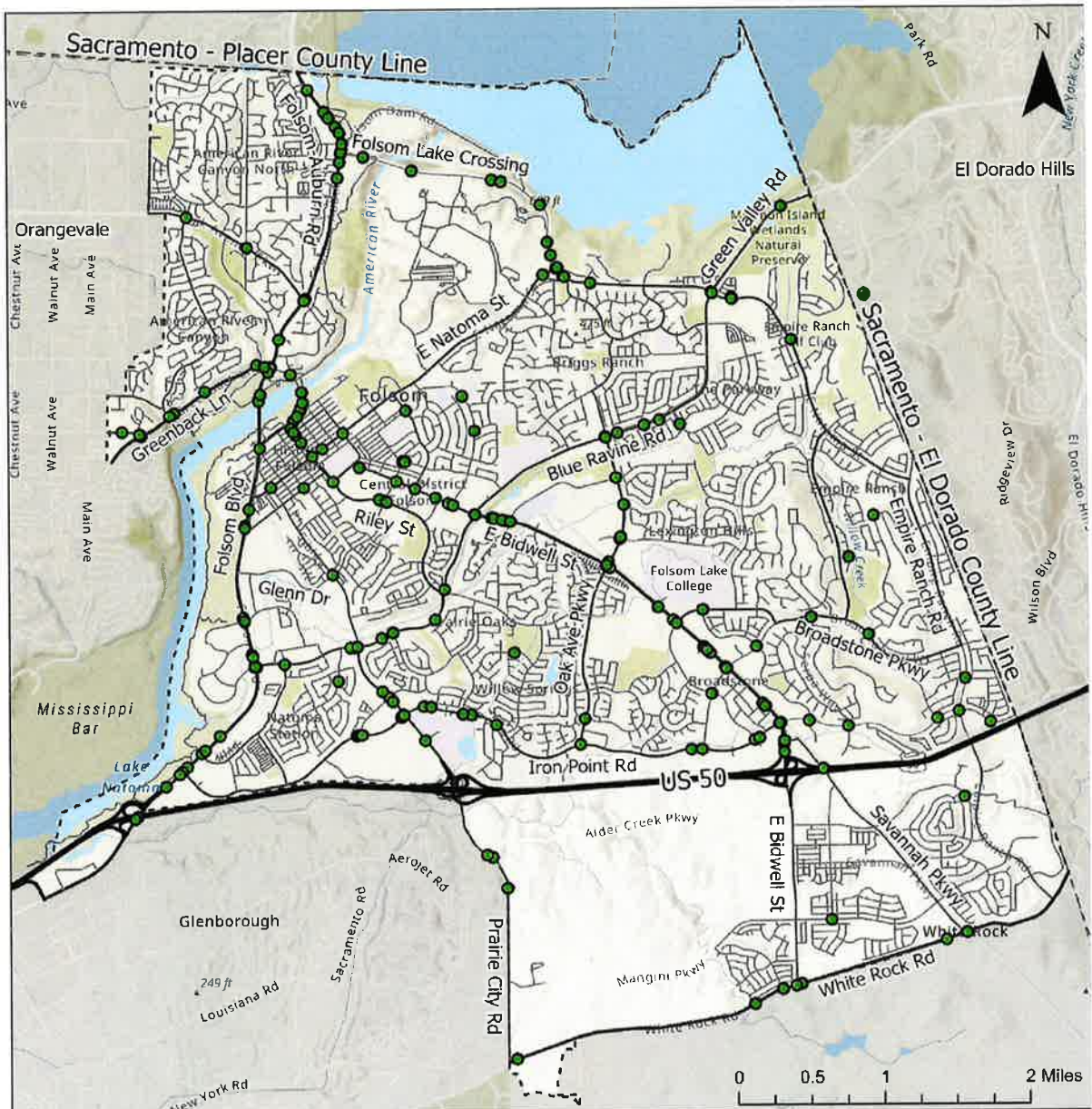
- Willow Creek Rd and Oak Ave Pkwy (3)
- Riley St and Sutter St (2)
- Blue Ravine Rd and Riley St (2)

There were fourteen roadway segments, each of which had one impaired driving crash.

Figure 14 presents a map of aggressive driving crashes throughout the City while **Figure 15** represents this data as a heat map. **Figure 16** presents a map of impaired driving crashes in Folsom while **Figure 17** represents this data as a heat map. Aggressive and impaired driving crashes can be seen occurring along the primary arterials including E Bidwell St, Iron Point Rd, and Folsom Blvd.



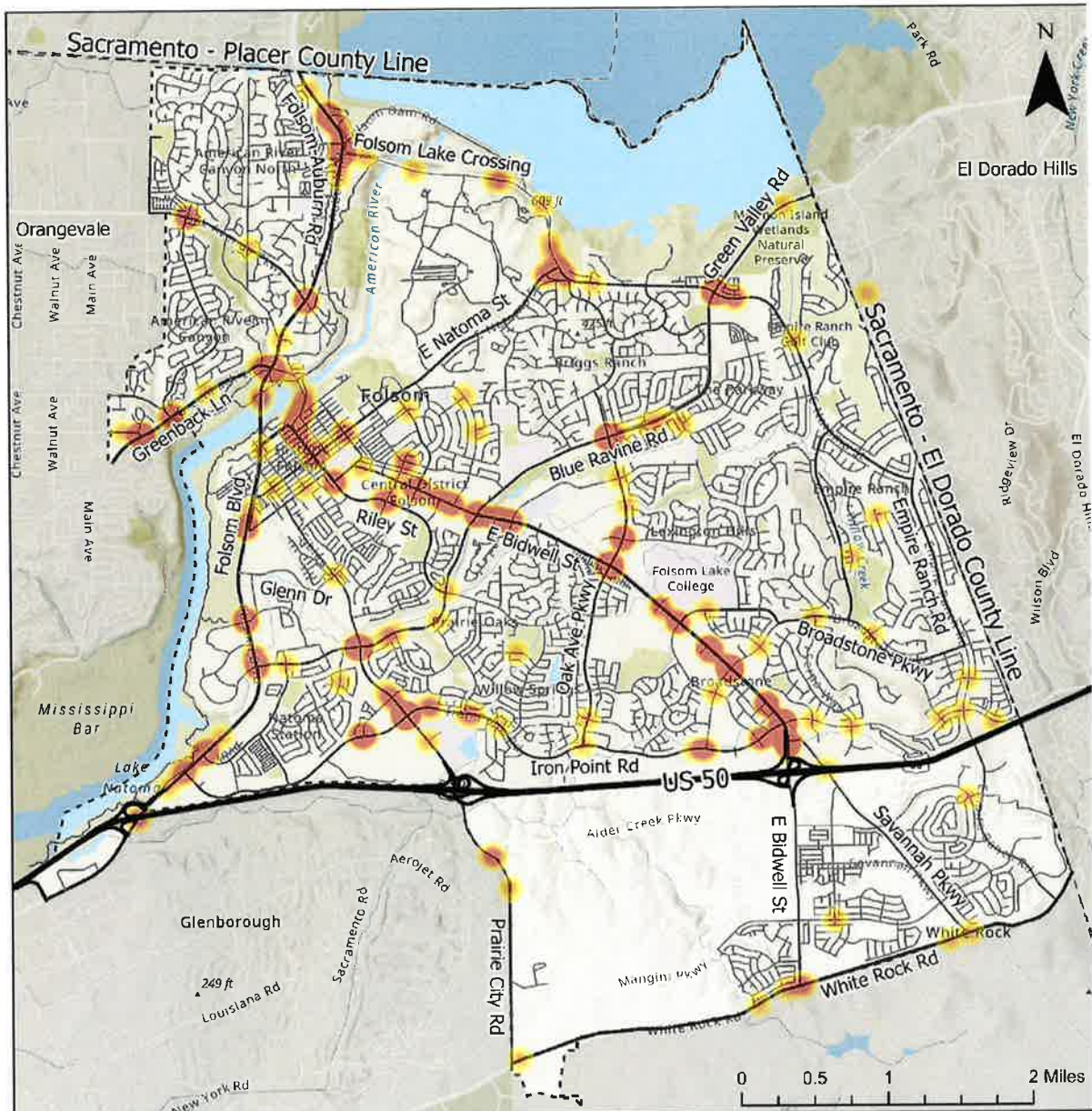
Figure 14 – Aggressive Driving Crash Map (2020-2023)



- City of Folsom Roads
 - Major Arterial
 - Minor Arterial
 - Collector
 - Local Road
 - US 50
- ▬ Folsom City Boundary
 - ▬ County Boundary
 - Aggressive Driving
 - Crashes (TIMS Data, 2020-2023)



Figure 15 – Aggressive Driving Crash Heat Map (2020-2023)



City of Folsom Roads

- Major Arterial
- Minor Arterial
- Collector
- Local Road
- US 50

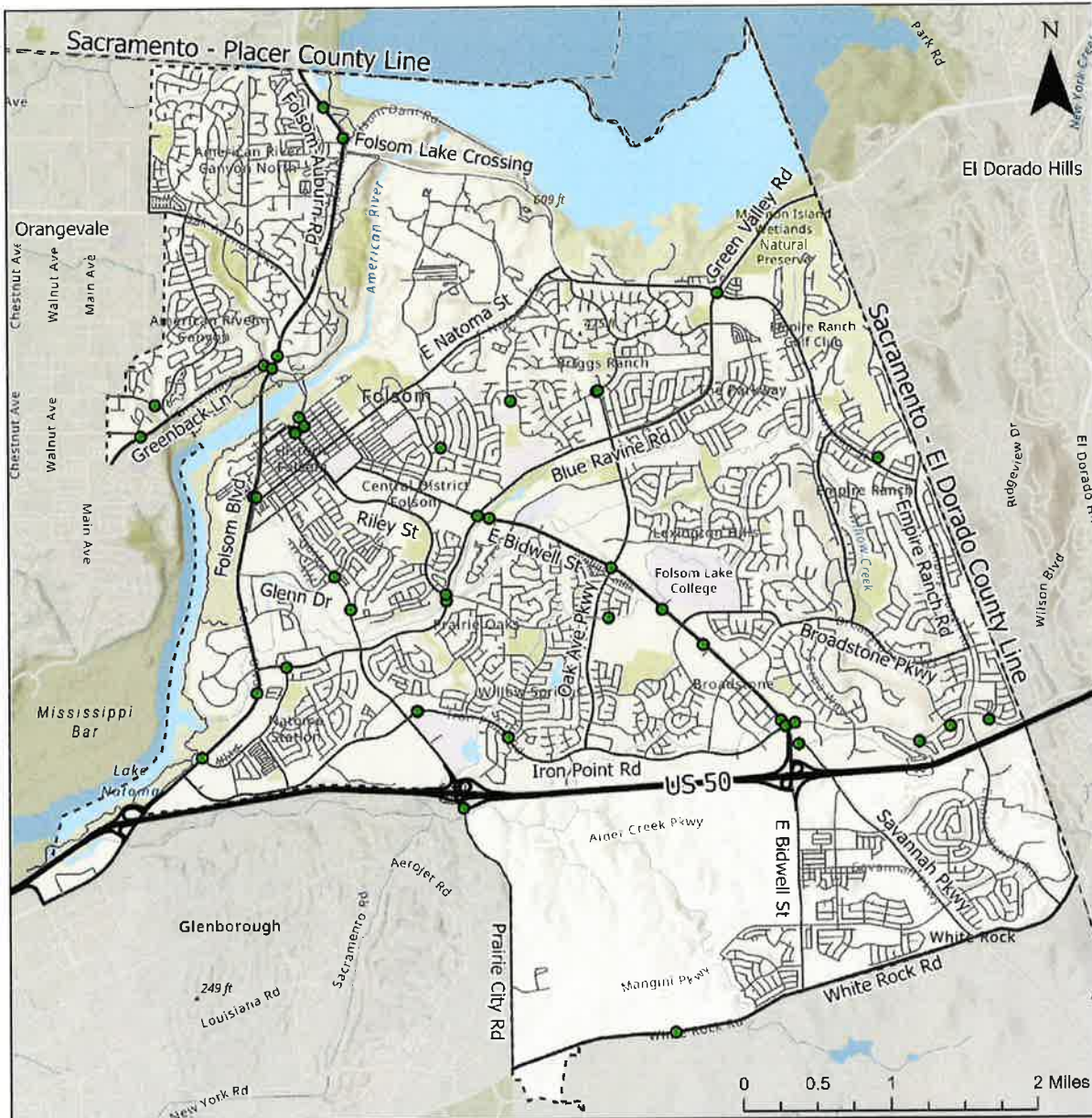
Aggressive Driving Crashes

- Sparse
- Dense

- Folsom City Boundary
- County Boundary



Figure 16 – Impaired Driving Crash Map (2020-2023)



City of Folsom Roads

— Major Arterial

— Minor Arterial

— Collector

— Local Road

— US 50

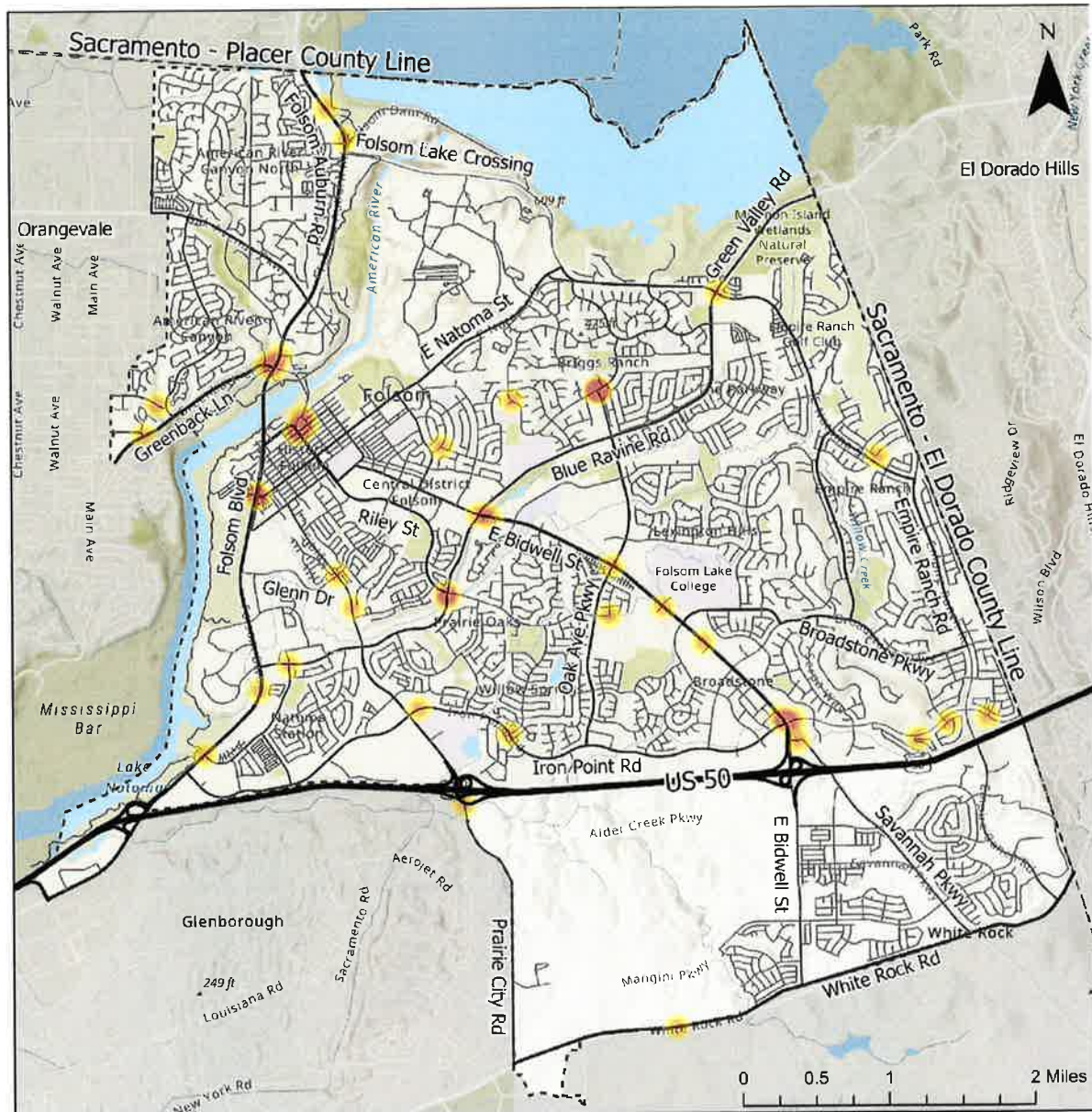
--- Folsom City Boundary

--- County Boundary

● Impaired Driving Crashes
(TIMS Data, 2020-2023)



Figure 17 – Impaired Driving Crash Heat Map (2020-2023)



City of Folsom Roads

- Major Arterial
- Minor Arterial
- Collector
- Local Road
- US 50

Impaired Driving Crashes

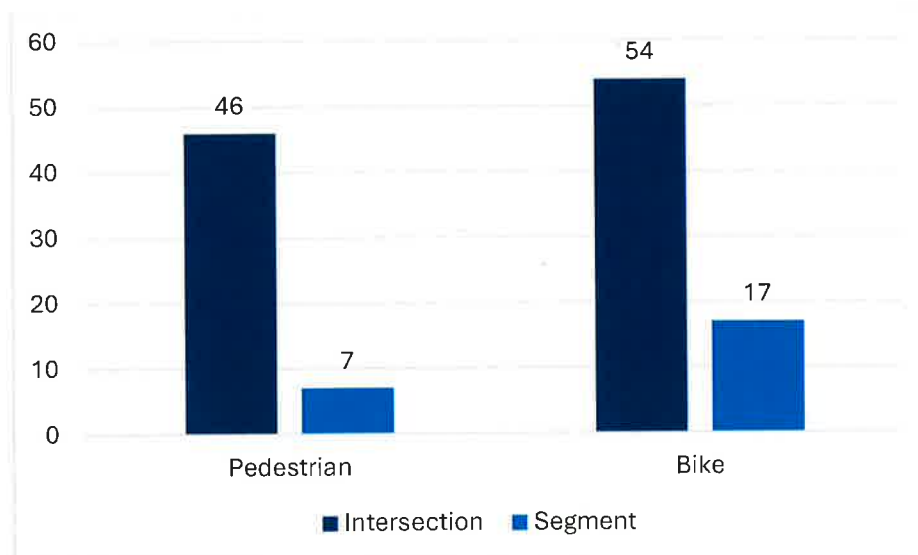
- Sparse
- Dense
- Folsom City Boundary
- County Boundary



4.7. Vulnerable Road User Crashes

Figure 18 presents a breakdown of vulnerable road user crashes. Pedestrian and bicycle crashes were most common at intersections, though bicycle crashes occurred on roadway segments more frequently than pedestrian crashes did.

Figure 18 – Vulnerable Road User Crashes (2020-2023)



Source: Statewide Integrated Traffic Records System (2020 – 2023).

Figure 19 illustrates the locations of vulnerable road user crashes within the City. Additional information on pedestrian and bicycle crashes is provided in the following sections. Bicycle and pedestrian crashes accounted for 20% of all K+SI crashes though they make up 6% of all crashes in the study period.

4.7.1. Pedestrian Crashes

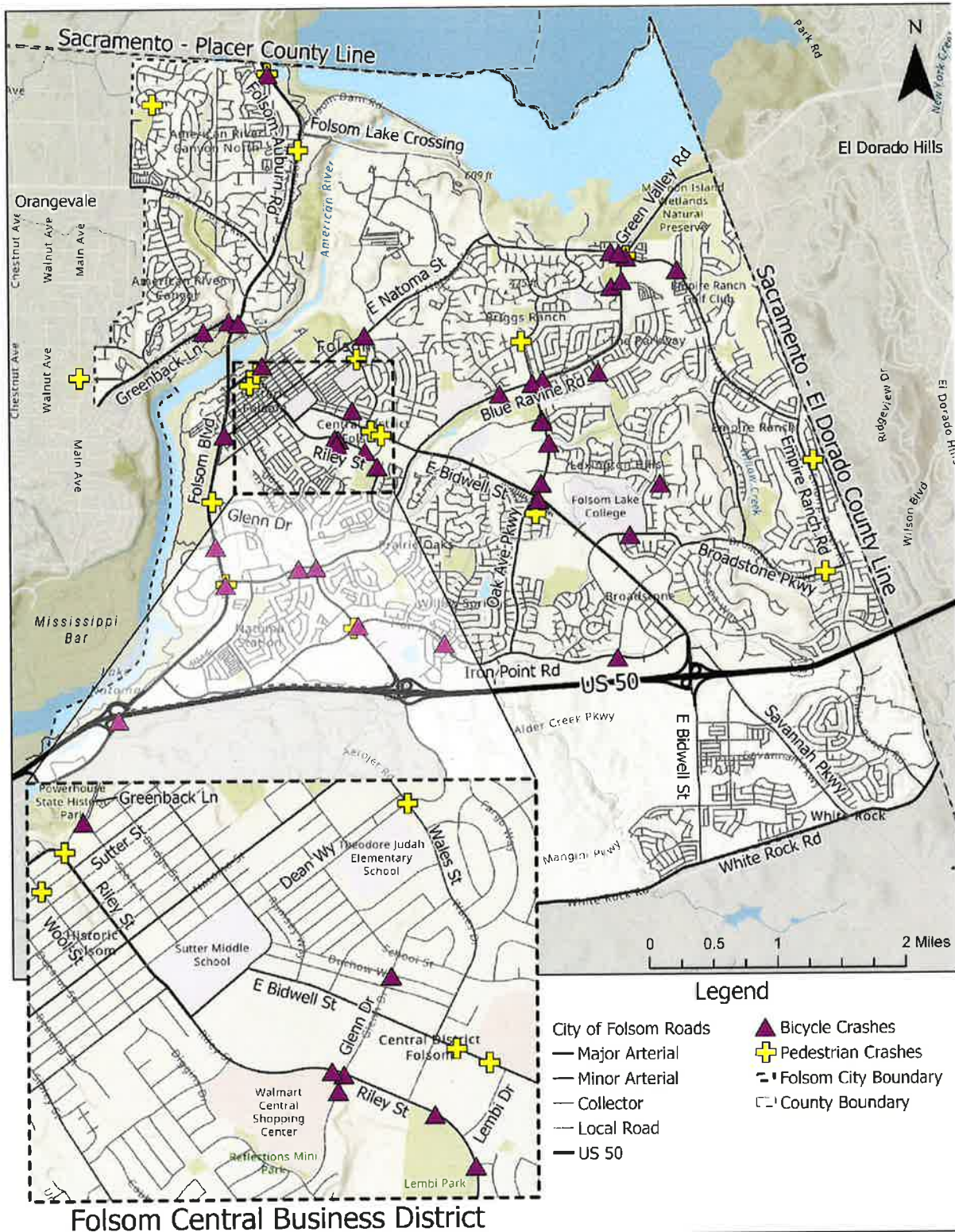
Over the span from 2020 to 2023, a total of 53 pedestrian-involved crashes occurred across the City. Of the pedestrian-involved injury crashes, 2 were fatal, 6 were reported with severe injuries, 21 with other visible injuries, 15 with complaints of pain, and 9 with property damage only.

4.7.2. Bicycle Crashes

There were 71 bicycle-involved crashes that occurred across the City over the study period. Of the bicycle-involved injury crashes, 2 were fatal, 4 were reported with severe injuries, 29 with other visible injuries, 26 with complaints of pain, and 10 with property damage only.



Figure 19 – Vulnerable Road User Crashes (2020-2023)

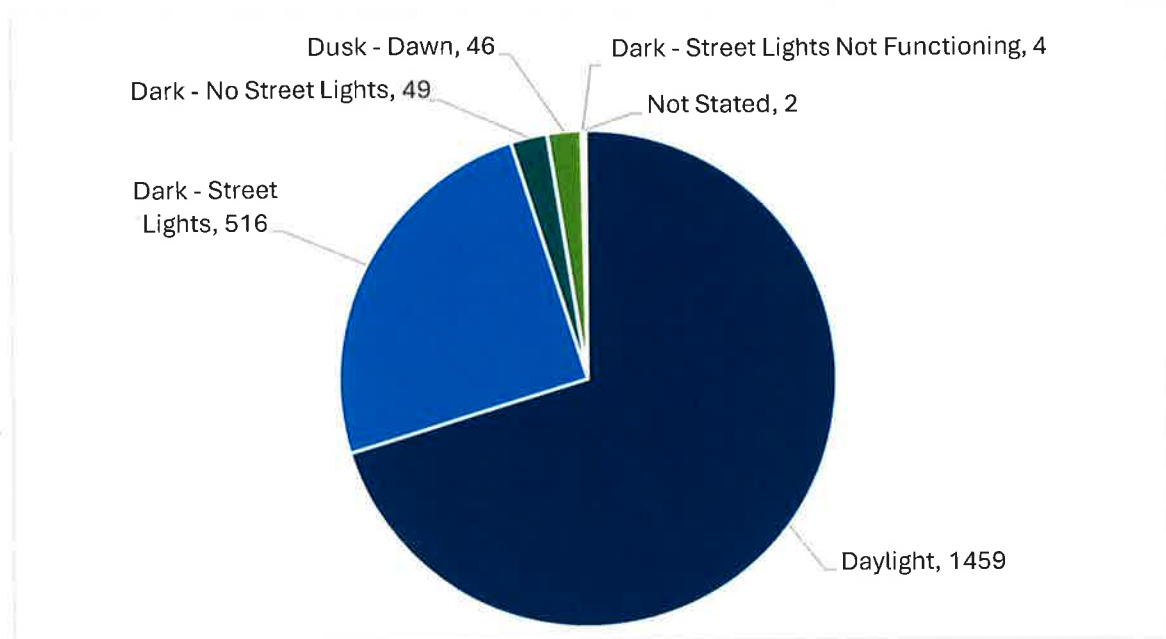




4.8. Crashes by Lighting Condition

The majority of crashes occurred during daylight (70%), followed by crashes occurring at night but with lighting present. A minority of crashes occurred during dark conditions with no lighting present. **Figure 20** presents a breakdown of crashes by lighting conditions.

Figure 20 – Crashes by Lighting Condition (2020-2023)



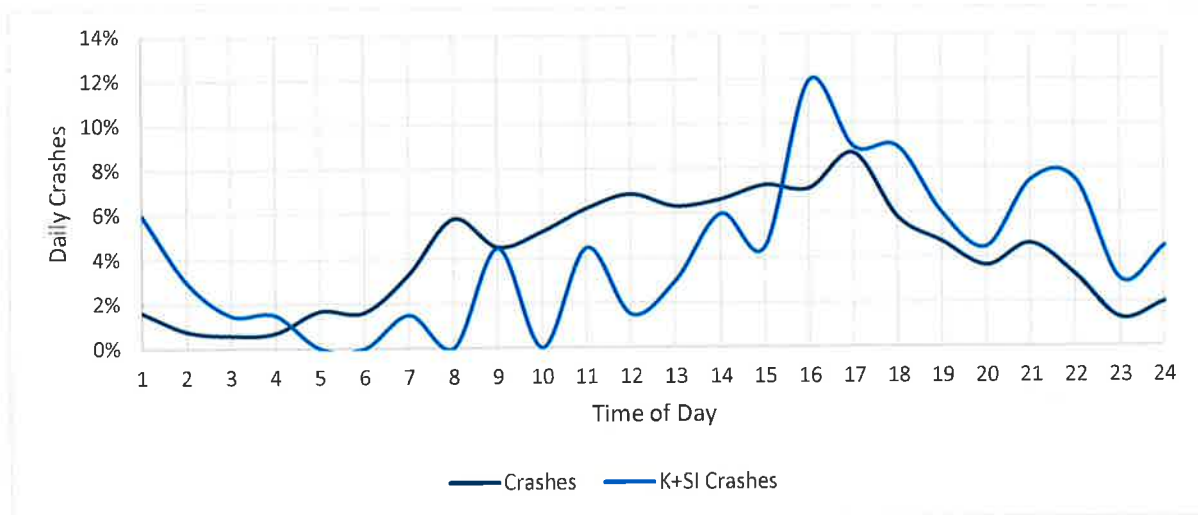
Source: Statewide Integrated Traffic Records System (2020 – 2023).

4.9. Crashes by Time of Day

Crashes were plotted based on the time of day. The frequency of crashes peaks in the afternoon hours between 4PM and 6PM. The number of fatal and severe injury crashes peaks between 3PM and 5PM. **Figure 21** presents the percentage of crashes occurring by time of day.



Figure 21 – Crashes by Time of Day (2020-2023)

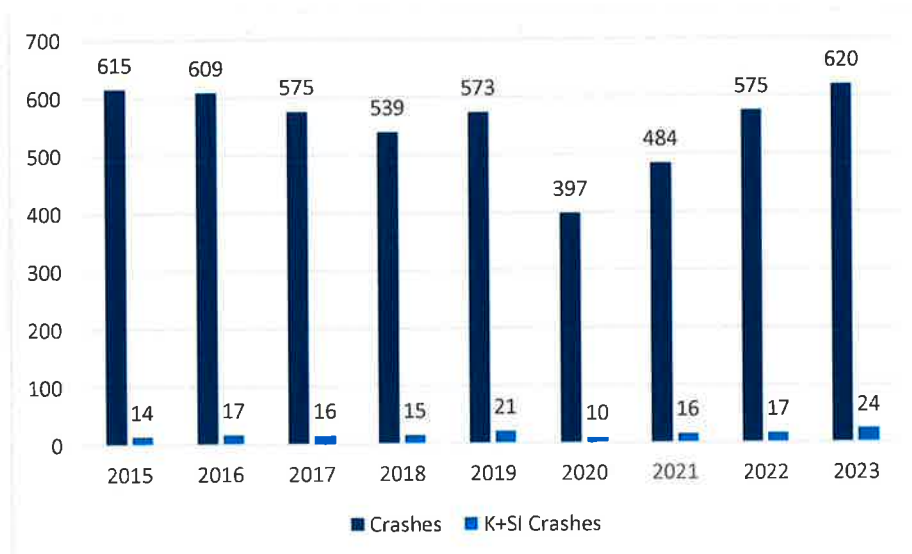


Source: Statewide Integrated Traffic Records System (2020 – 2023).

4.10. Crashes by Year

The number of annual crashes has increased during the study period. Year 2020 experienced the fewest crashes of any year within the study period, with crashes trending upwards between 2020 and 2023. The number of annual K+SI crashes also increased from 2020 to 2023, increasing from 10 in 2020 to 24 in 2023. It is possible that the return to pre-pandemic traffic patterns in 2021 influenced the number of crashes occurring. **Figure 22** presents crashes by year including crash totals from the previous LRSP study period (2015-2019).

Figure 22 – Crashes by Year (2015 - 2023)



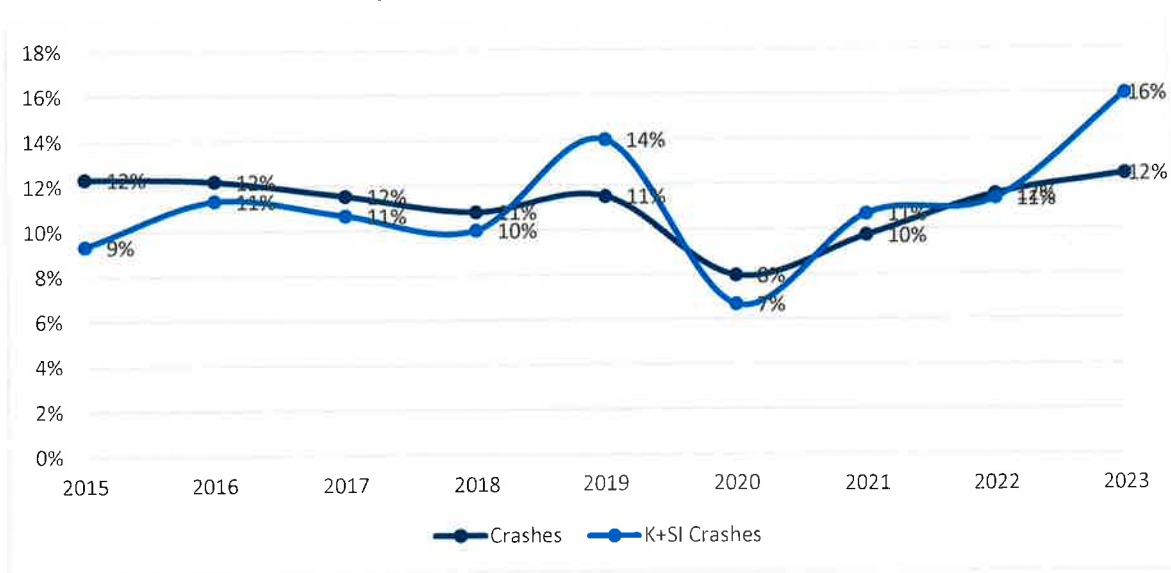
Source: City of Folsom's Crossroads Traffic Collision Database (2015-2023).



Annual crash data from the 2021 LRSP was reviewed to provide more perspective on the City's crash trends. Annual crashes were gradually declining from 2015 to 2018; there was a slight increase in 2019, followed by a nearly 3% reduction in 2020. The number of annual crashes has gradually increased back to 2015 levels since the 2020 COVID-19 pandemic and lockdowns.

The number of annual K+SI crashes varied from 2015 to 2018, peaking in 2019. K+SI crashes reached their minimum value in 2020 and increased annually until peaking again at a higher value in 2023. **Figure 23** represents the percent of total crashes that occurred in each year.

Figure 23 - Crashes by Year (2015 - 2023)





5. PUBLIC ENGAGEMENT

5.1. Introduction

Kimley-Horn's Public Engagement Plan for the City of Folsom's Local Roadway Safety Plan included strategies and activities to reach a broad cross-section of the community throughout the City. The plan included one round of engagement, focused on identifying intersection/corridor needs and opportunities which is further detailed in this report.

Prior to launching the public-facing effort, the City of Folsom and Kimley-Horn teams met to discuss and plan out key project deliverables and how public engagement would inform and support these efforts.

The outreach occurred between August and October 2024 and consisted of two main components:

1. In-person pop-up events (Historic Folsom Farmers Market)
2. Online public input (September 7, 2024 through November 5, 2024)
 - a. Folsom Traffic Safety Study – Survey & Interactive Map hosted on *Social Pinpoint*

Public engagement officially launched on September 7, 2024, with the first pop-up event held at the Folsom Historic District's Farmers Market. The in-person engagement activities consisted of two pop-ups during September and October at two occurrences of the farmers market event.

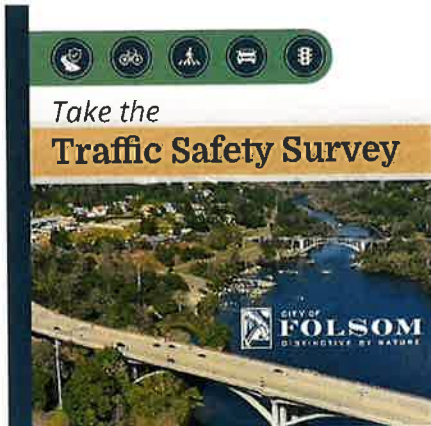
Kimley-Horn staff supported all the in-person events. Staff engaged with attendees of the farmers market to gather feedback and capture community concerns on comment cards and encouraged feedback through the online survey.

An interactive map poster board was stationed at in-person events, allowing participants to visualize the study area and place numbered dots where they experienced traffic related challenges or would benefit from safety improvements in those areas. An additional poster board was stationed at in-person events that presented various traffic related challenges for input. Attendees could place stickers on these challenges to signify that they experience those challenge(s) throughout the city.

The online survey, provided in multiple languages, and interactive mapping tool was also made public on September 7, 2024 and remained open for eight weeks, until November 5, 2024.

The online survey was promoted through the City's various communication channels, including a webpage, e-newsletters, and the palm cards/poster boards created for the pop-up events.





FOLSOM TRAFFIC SAFETY STUDY



The City of Folsom is developing a **Local Roadway Safety Plan** to eliminate fatalities and severe injuries.

Have Traffic Safety concerns?
Help inform the City of Folsom as the community develops a Safety Plan.

Share your feedback in less than 5 minutes at <https://engagekh.mysocialpinpoint.com/folsom/lrsp> or by scanning the QR code with a smartphone camera & click link.



Scan Here!



For more information about the City of Folsom, visit <https://www.folsom.ca.us/LRSP> or contact Zach Bosch at zbosch@folsom.ca.us



5.2. In-Person Event Summaries

The following is a detailed account of the two in-person pop-up events held throughout the service area.



Pop-up event at Folsom Farmer's Market 9/7/2024



Pop-up event at Folsom Farmer's Market 10/19/2024

5.2.1. Historic Folsom Farmers Market - September 7, 2024

8:00 am – 1:00 pm

Kimley-Horn kicked off the engagement pop-ups for the City of Folsom at the Historic Folsom Farmers Market. A large proportion of attendees at this event were Folsom residents. The two poster boards were up on display and had moderate engagement. Engagement yielded:

- Approximately 50 total people surveyed
- 32 poster board map interactions
- 33 poster board category interactions
- A handful of very passionate residents with multiple concerns and suggestions
- Distributed over 40 postcards with a QR code to the online survey

5.2.2. Historic Folsom Farmers Market - October 19, 2024

8:00 am – 1:00 pm

The second pop up event was similar in nature to the first, attracting primarily Folsom residents who were already in attendance of the farmer's market. Unmarked versions of the same two poster boards were on display at the event and received slightly lower engagement. This event turned out the following engagement:

- 35 total people surveyed
- 22 poster board map interactions
- 17 poster board category interactions
- Distributed roughly 15 postcards with a QR code to the online survey



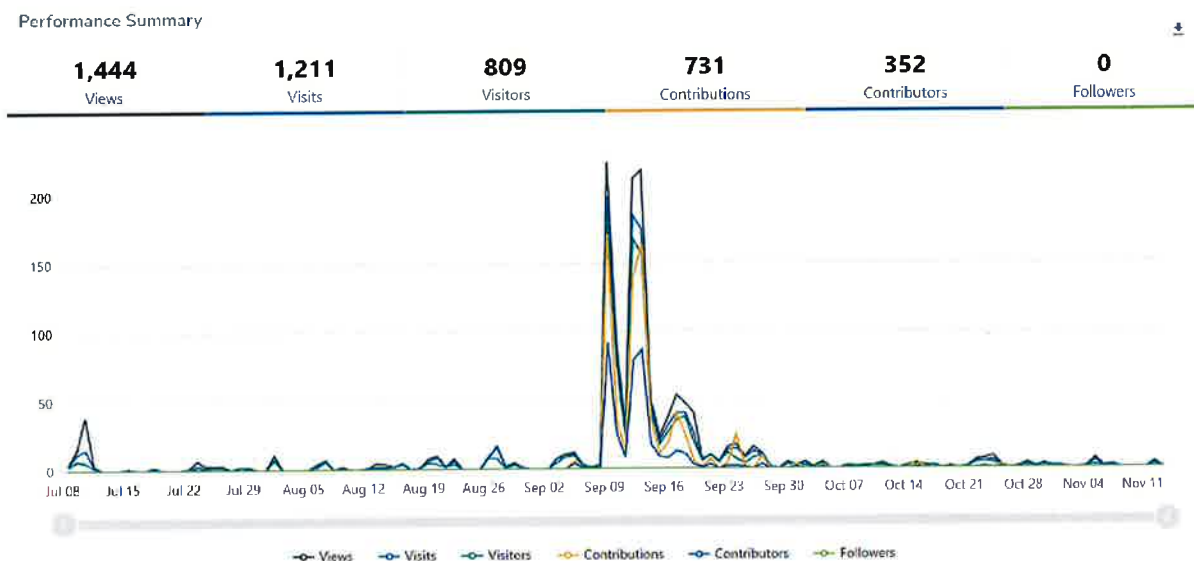
5.3. Online Community Survey Responses

The in-person and online engagement resulted in a total of 437 survey respondents. Pop-up events at the farmers market yielded mostly in-person responses, while the online survey received the most input after the email to Folsom residents was sent out with links to the website and survey. Over 800 unique users visited the interactive website, with an additional 349 on-line surveys taken and 382 site-specific comments recorded.

5.3.1. Online Map & Survey Engagement

- 1,211 Total site visits
- 809 Unique visitors
- 349 Total surveys completed
- 382 Community map contributions

Figure 24 - Social Pinpoint Website Statistics



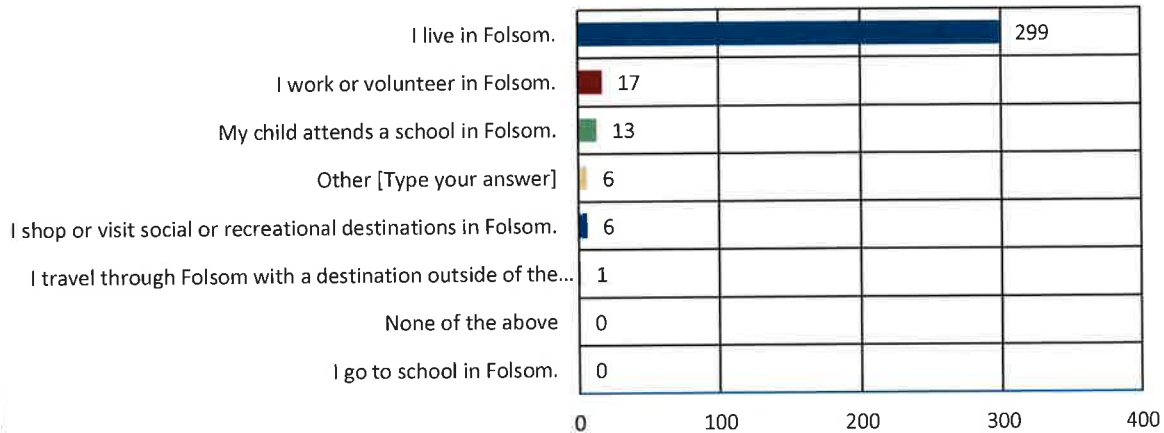
The online survey collected from various efforts revealed that most respondents (92%) indicated that they reside within the 95630 zip code.

Survey respondents were asked to choose the top three challenges they face while travelling through Folsom. The top three challenges experienced by survey respondents were: 1) aggressive driving (speeding), 2) stop sign or red-light violations, and 3) distracted driving. Many of the other challenges listed on the online survey received large numbers of votes.

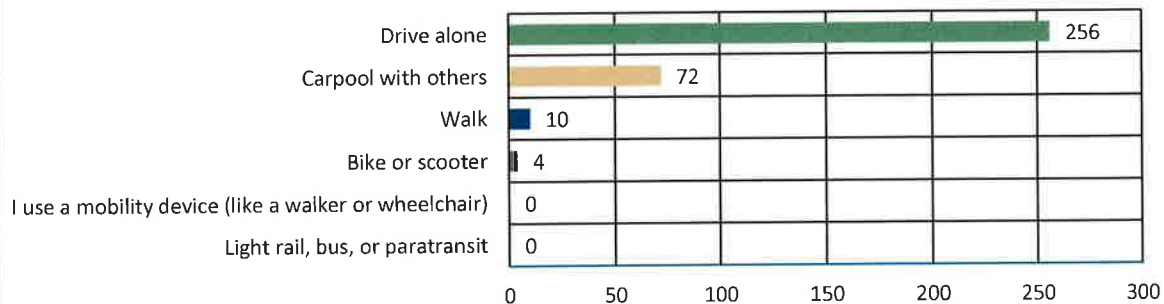
The following charts show the responses of the survey questions. It should be noted that question three allowed respondents to select three challenges they faced but did not ask respondents to rank them. Therefore, the total number of responses is shown and is more than the total number of completed surveys for the aforementioned reason.



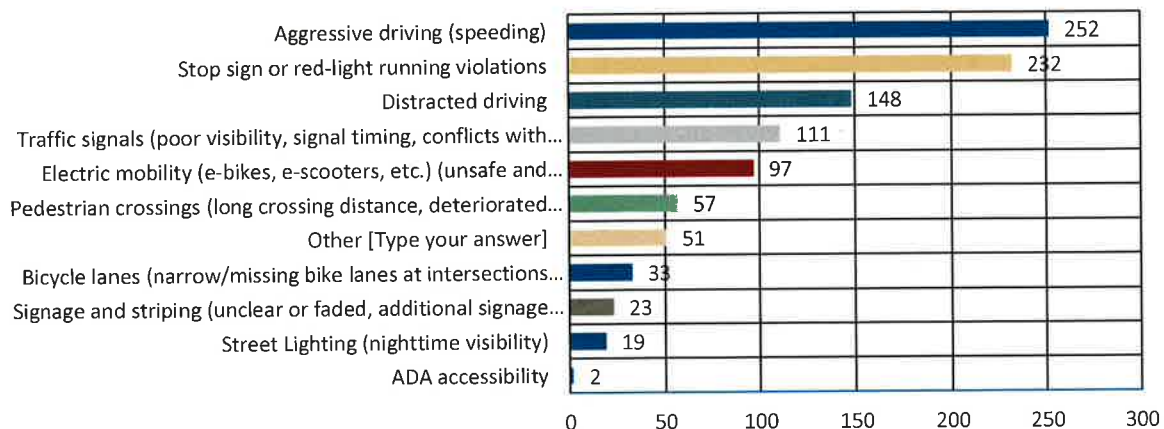
1. What is your connection to the City of Folsom?



2. How do you typically travel throughout the City of Folsom?

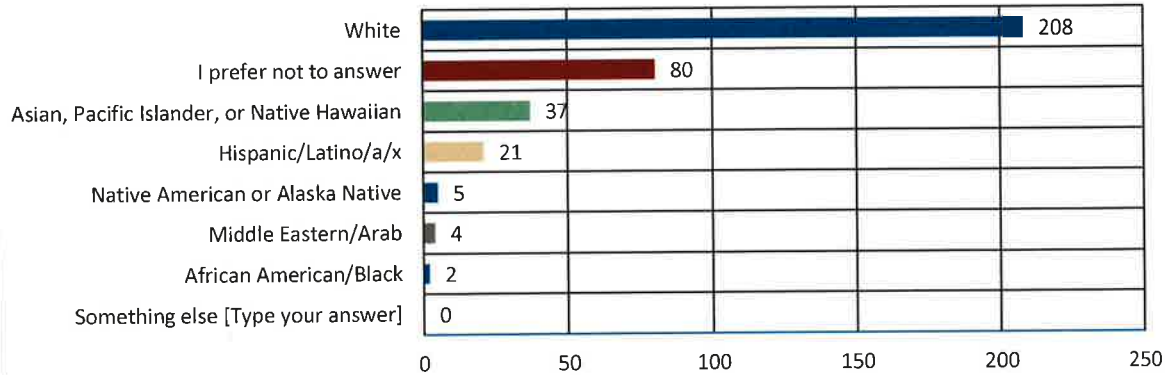


3. Please identify the top three challenges you face when traveling in the City of Folsom. (Respondents are presented with a drop-down of the following options).

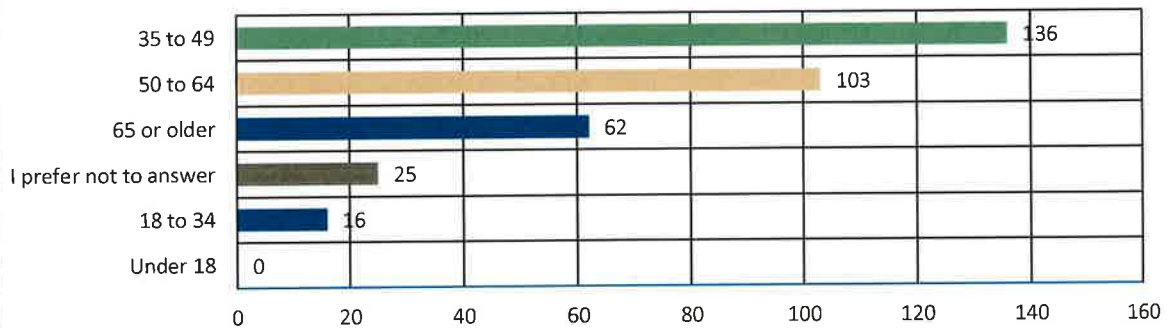




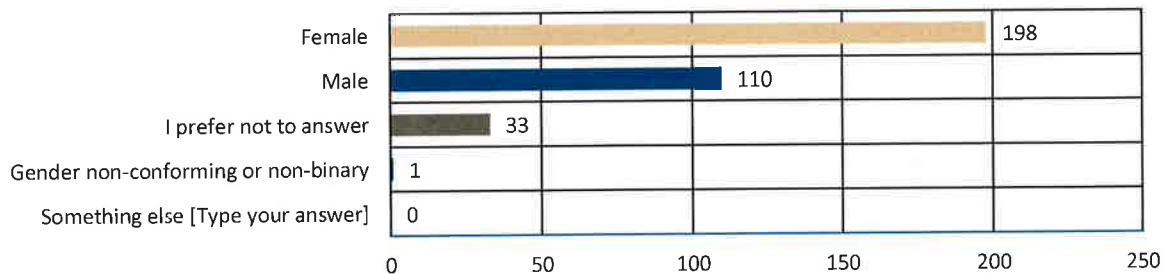
4. Choose all that describe you:



5. How old are you?



6. What is your gender?





5.3.1.1. Key Themes from the Survey Question

Online surveys collected from various efforts revealed that over ninety percent of the respondents live within the City of Folsom (ZIP Code: 95630). Most respondents noted that they mainly depend on vehicles as their primary mode of travel. When asked to identify their top three traffic safety challenge areas when it came to traveling throughout Folsom, most individuals noted concerns with aggressive driving, stop sign or red-light running violations, and distracted driving. Other key themes from the 349 completed surveys are as follows:

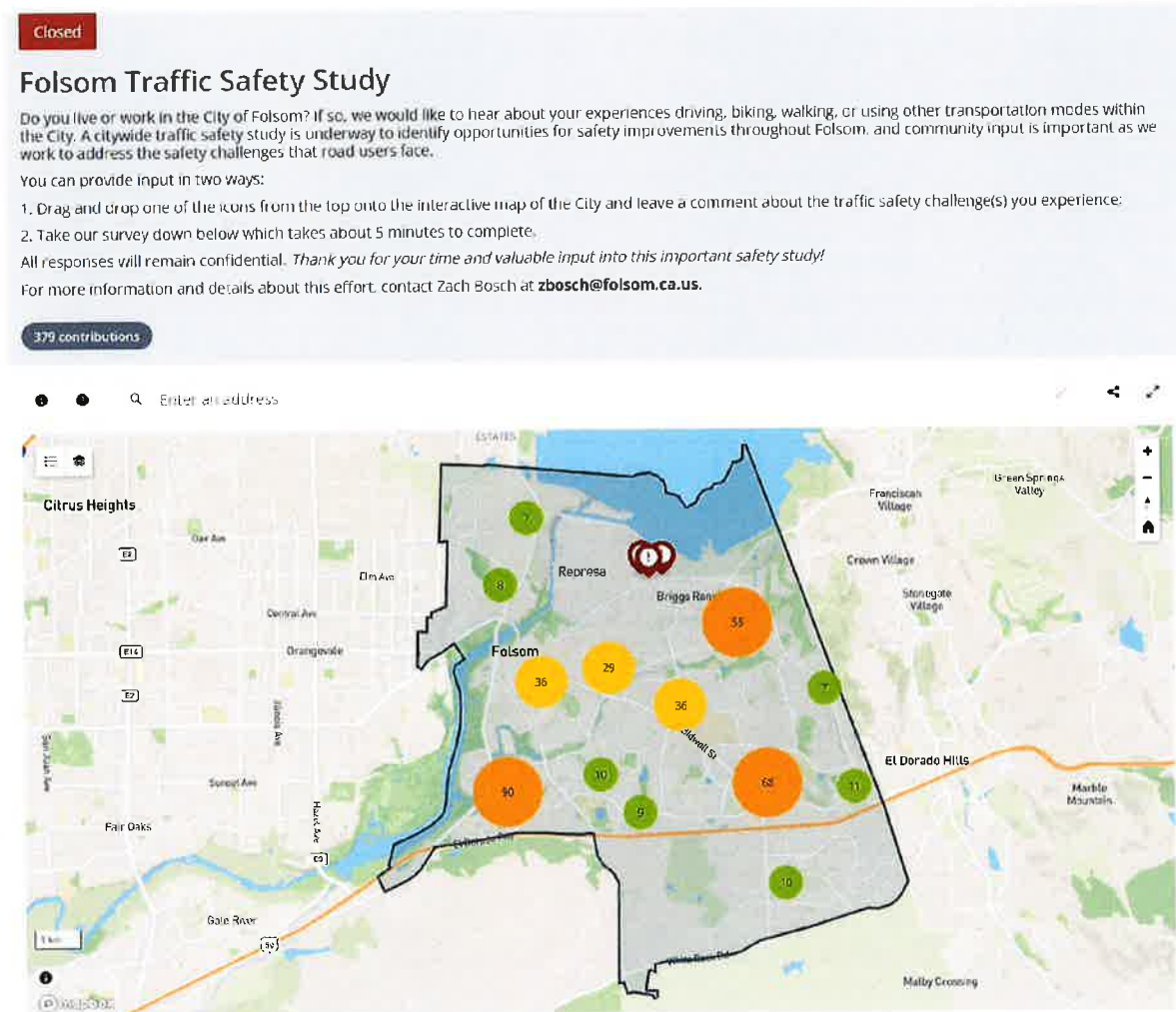
1. **Aggressive Driving and Speeding** - Concerns about speeding drivers, especially on main roads and near residential areas.
2. **Need for Improved Traffic Signal Management** - Issues with traffic light timing and the prevalence of red-light running.
3. **Safety in Neighborhoods and Near Schools** - Concerns about traffic near schools and neighborhoods, specifically near elementary schools.
4. **Bicycle and Pedestrian Safety** - Interest in improved bike lanes, pedestrian paths, and safe trails.
5. **East Bidwell Street Traffic** - A recurring mention of issues with traffic and speed on East Bidwell Street.
6. **Enforcement of Traffic Rules** - Suggestions for stricter enforcement, particularly around speeding and traffic light violations.
7. **Intersection and Signage Improvements** - Recommendations for clearer signage and better intersection control.
8. **Public Transit and Alternative Transportation** - Support for more public transit options and infrastructure for non-car travel.
9. **Dangerous Driving Behavior** - Specific concerns about reckless or distracted drivers on major roads.
10. **Road Maintenance and Infrastructure** - A need for better road quality and safe infrastructure for all road users, especially at high-traffic points.

5.3.1.2. Community Map

The online public engagement website also contained a community map where respondents selected locations within the City where they experienced traffic safety issues and select the specific issue(s) from a list of pre-populated challenges or type a more specific issue. The community map received 382 posts, from 145 unique contributors.



Figure 25 - Social Pinpoint Community Map Online Interface



The community map received a total of 382 contributions. A few areas within the city saw concentrated responses from residents. The following locations were among the areas with the highest density of map pins placed.

- Turn Pike Drive between Natoma Station Drive and Ashcat Way/Fantages Way
- East Bidwell Street between Iron Point Road and US-50
- East Bidwell Street and Oak Avenue Parkway
- Riley Street between Rainbow Bridge and Sutter Street

In addition to the pre-defined issues, the community map allowed contributors to select “Other” as an option when placing a marker at a specific location on the map. Below is the summary of responses to the question asked to contributors when placing a marker.



What traffic safety challenge(s) do you experience at this location? Select all that apply.



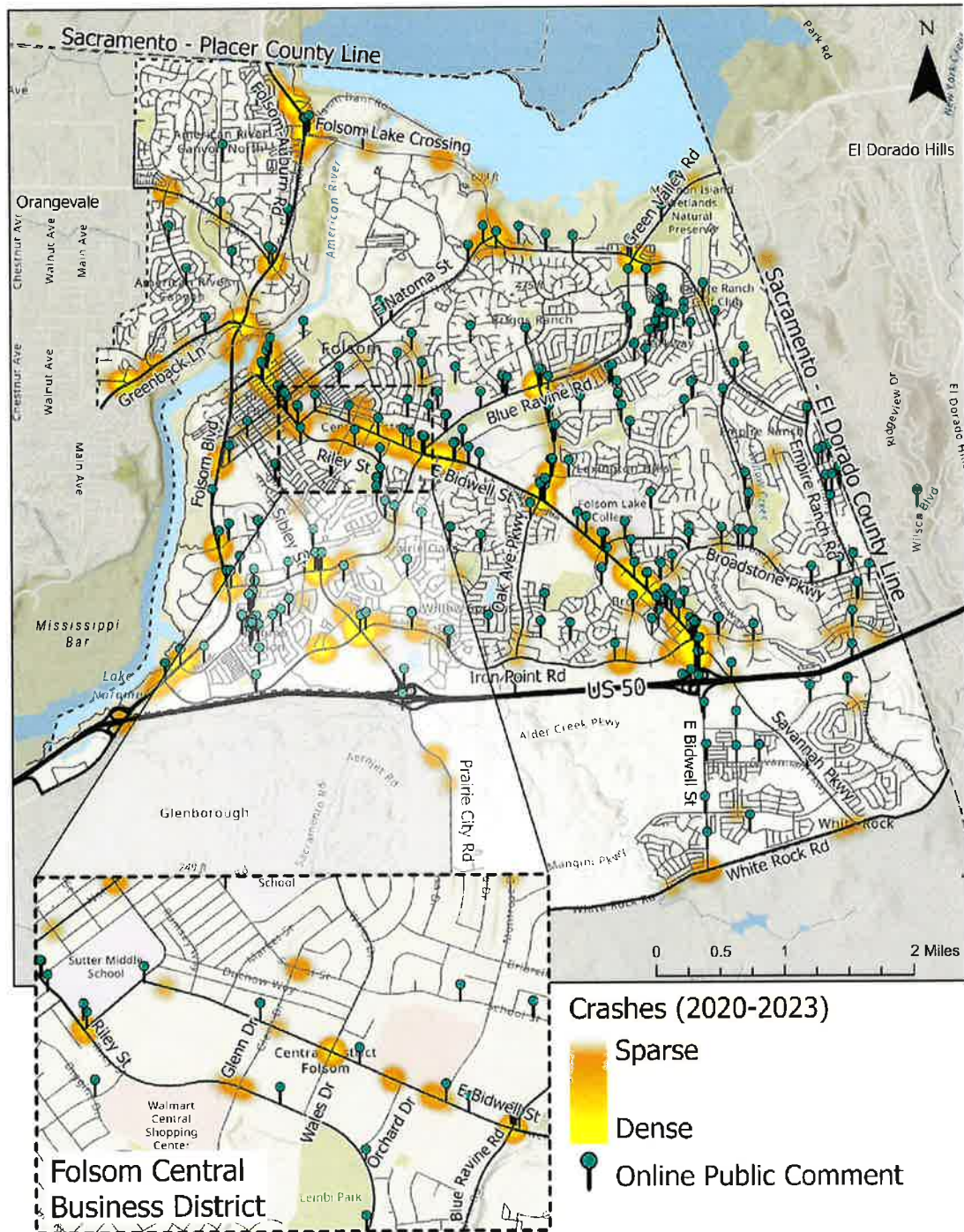
From the “Other” comments received from the on-line map, key areas of focus and themes were as follows:

1. *Speeding in Residential Areas: Many respondents are worried about vehicles exceeding speed limits, especially near homes and schools.*
2. *Unsafe Intersections: Certain intersections are frequently mentioned as hazardous due to poor signage, lack of traffic signals, or obstructed views.*
3. *Pedestrian Safety: Issues with crosswalks being ignored by drivers, insufficient crossing times at signals, and a lack of sidewalks in some areas.*
4. *Cyclist Safety: Concerns about inadequate bike lanes, drivers not sharing the road properly, and unsafe conditions for cyclists.*
5. *Distracted Driving: Reports of drivers using mobile devices or being otherwise inattentive, leading to unsafe driving conditions.*
6. *Aggressive Driving Behavior: Incidents involving tailgating, abrupt lane changes without signaling, and road rage.*
7. *Poor Road Conditions: Complaints about potholes, uneven surfaces, and inadequate street lighting affecting safety.*
8. *Traffic Signal Timing: Signals not synchronized properly, leading to congestion and risky behaviors like running red lights.*
9. *Heavy Traffic Near Schools: Congestion during drop-off and pick-up times creating unsafe situations for children and pedestrians.*
10. *Insufficient Traffic Law Enforcement: A perceived need for increased police presence to deter speeding and other violations.*



All feedback received from the online map was cross referenced with the crash locations for signalized intersections, non-signalized, and roadway segments and was used to inform recommended safety treatments presented in the following sections of the report.

Figure 26 - Public Comments Compiled with Crashes





6. COUNTERMEASURES

The following sections provide more information on potential engineering and non-infrastructure safety countermeasures that might address conditions that were observed to contribute to crash activity in the City.

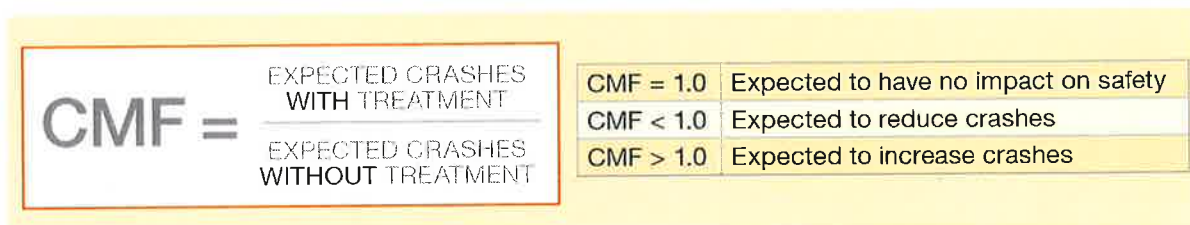
6.1. Engineering Countermeasures

While there are many safety countermeasures that could be used to systemically improve roadway safety, the following sections provide countermeasures for consideration by the City of Folsom. The following sections contain a description of Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs) associated with the engineering countermeasures toolbox.

6.1.1. Crash Modification Factors and Crash Reduction Factors

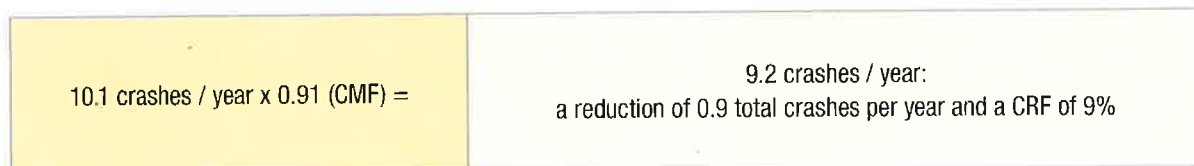
When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the HSM. CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 27** illustrates the definition of CMFs.

Figure 27 – CMF Calculation



The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three years of crash data for urban and suburban sites and five years of crash data for a rural site. **Figure 28** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

Figure 28 – CMF Method Sample Calculation





A CRF is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a specific site. **Figure 29** shows how a CRF is calculated in relationship to a CMF.

Figure 29 – CRF Calculation

$$CRF = (1 - CMF) \times 100$$

Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D, *The Local Roadway Safety Manual: A Manual for California's Local Road Owners* (Version 1.5, April 2020), or from the Federal Highway Administration's (FHWA) CMF Clearinghouse website (<http://www.cmfclearinghouse.org>).
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Only CMFs with a four-star rating or higher should be considered for use in analysis.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis. Some CMFs may only be applicable to a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction. Unless each CMF addresses independent crash types, multiple CMFs should not be used. It is suggested that no more than three independent CMFs be applied to a particular site.

The countermeasures proposed in this document were chosen because of their effectiveness in reducing crashes.

6.1.2. Engineering Countermeasures Toolbox

The systemic improvements identified as most likely effective for Folsom are listed in **Table 6**, and include a wide range of countermeasures that can be implemented in phases where appropriate. Many of these proposed countermeasures have already been implemented in the City, including but not limited to signal timing coordination, protected left-turn phasing, pedestrian countdown signal heads, conversion of stop-controlled intersections to roundabouts, installation of speed feedback signs, and enhanced visibility signing (i.e. LED enhanced signs) and striping treatments.

The CMF indicates how effective the countermeasure is at reducing crashes. CMFs and CRFs have been provided for reference to aid the City of Folsom in understanding potential reductions from crashes by different countermeasures. Caltrans funding levels for each countermeasure is also provided. If the CMF or CRF is listed as "Not Available", this means there is insufficient data, a study does not exist, the countermeasure is new or emerging, or the countermeasure was not evaluated for a safety impact.



Table 4 — Folsom Engineering Countermeasures Toolbox

Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Signalized Intersections									
Install intersection lighting			0.6	40%		X		90%	\$\$
Retroreflective backplates			0.85	15%	X			90%	\$
Improve signal timing (coordination)			0.85	15%	X			50%	\$\$
Install Left Turn Lane, Add Left Turn Phase			0.45	55%	X			90%	\$\$\$
Protected left turn phase			0.7	30%	X			90%	\$\$
Convert signal from pedestal-mounted to mast arm			0.7	30%	X			90%	\$\$\$
Convert intersection to roundabout (from signal)			Varies	Varies	X			90%	\$\$\$
Convert intersection to mini/compact roundabout (from signal)			Varies	Varies	X			90%	\$\$
Install raised pavement markers and striping			0.9	10%	X			90%	\$
Install signs with LED borders as advanced warning			0.7	30%	X			90%	\$\$
Install High Friction Surface Treatment (HFST)			0.45	55%	X			90%	\$\$\$
Install raised median on approaches			0.75	25%	X			90%	\$\$
Install pedestrian median fencing on approaches	X		0.65	35%			X	90%	\$\$
Pedestrian countdown signal heads	X		0.75	25%			X	90%	\$
Pedestrian scramble	X		0.6	40%			X	90%	\$\$
Advanced stop bar before crosswalk and bicycle box	X	X	0.85	15%			X	90%	\$
Modify signal to provide a Leading Pedestrian Interval (LPI)	X		0.4	60%			X	90%	\$
Flashing yellow arrow			0.94	6%	X			N/A	\$
Signal ahead warning signs			0.85	15%	X			N/A	\$
Curb extensions	X		0.63	37%			X	90%	\$\$
Install a raised intersection	X		Not Available	Not Available			X	N/A	\$\$
Unsignalized Intersections									
Add intersection lighting			0.6	40%		X		90%	\$\$
Install all-way STOP control			0.5	50%	X			90%	\$
Convert intersection to roundabout			Varies	Varies	X			90%	\$\$\$
Install/upgrade intersection warning/regulatory signs			0.85	15%	X			90%	\$
Upgrade pavement markings			0.75	25%	X			90%	\$

\$\$\$ Requires design and construction of extensive infrastructure improvements

\$\$ Requires procurement and/or minor construction activities

2024

City of Folsom
LOCAL ROAD SAFETY PLAN



Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install flashing beacons at stop-controlled intersections			0.85	15%	X			90%	\$\$
Install flashing beacons as advanced warning			0.7	30%	X			90% (if beacons)	\$\$
Clear sight triangles			0.8	20%	X			90%	\$
Install High Friction Surface Treatment (HFST)			0.55	55%	X			90%	\$\$\$
Install splitter-islands on minor road approaches			0.6	40%	X			90%	\$\$
Install raised median on approaches			0.75	25%	X			90%	\$\$
Directional median openings to restrict turning			0.5	50%	X			90%	\$\$
Reduced Left-Turn Conflict (R-CUT) intersections			0.5	50%	X			90%	\$\$\$
Install right-turn lane			0.8	20%	X			90%	\$\$
Install left-turn lane			0.65	35%	X			90%	\$\$
Pedestrian refuge island	X		0.55	45%			X	90%	\$\$
Install/upgrade pedestrian crossing with enhanced safety features	X		0.65	35%			X	90%	\$\$\$
Rectangular Rapid Flashing Beacon (RRFB)	X		0.65	35%			X	90%	\$\$
Pedestrian Signal or Pedestrian High Intensity Activated Crosswalk (HAWK)	X		0.45	55%			X	90%	\$\$\$
Retroreflective strips on sign posts			Not Available	Not Available	X			90%	\$
Crosswalk lighting	X		0.6	40%			X	90%	\$\$
Colored bicycle lanes		X	0.61	39%			X	90%	\$
Curb extensions	X		0.63	37%			X	90%	\$\$\$
Install a raised intersection	X		Not Available	Not Available	X			N/A	\$\$\$
Partial street closure or diagonal diverter			Not Available	Not Available	X			N/A	\$\$
Full street closure	X	X	Not Available	Not Available	X			N/A	\$\$
Roadway Segments									
Add segment lighting			0.65	35%		X		90%	\$\$
Remove or relocate fixed object outside of Clear Recovery Zone			0.65	35%	X			90%	\$\$\$
Install impact attenuators			0.75	25%	X			90%	\$\$
Install pedestrian median fencing	X	X	0.65	35%			X	90%	\$\$
Install bike lanes	X	X	0.65	35%			X	90%	\$

\$\$\$ Requires design and construction of extensive infrastructure improvements

\$\$ Requires procurement and/or minor construction activities

2024

City of Folsom
LOCAL ROAD SAFETY PLAN



Countermeasure	Also Addresses		Crash Modification Factor (CMF)	Crash Reduction Factor (CRF)	CRF Applies to			Caltrans Funding	Cost to Implement
	Pedestrian	Bicycle			All	Nighttime	Pedestrian and Bicycle		
Install/upgrade pedestrian crossing (with enhanced safety features)	X	X	0.65	35%			X	90%	\$\$
Install raised pedestrian crossing	X	X	0.65	35%			X	90%	\$\$
Install rectangular rapid flashing beacon	X	X	0.65	35%			X	90%	\$\$
Speed feedback signs (mobile or fixed)	X	X	Not Available	Not Available				Opportunity for OTS funding	\$\$
Install chevron signs on horizontal curves			0.60	40%	X			90%	\$
Install curve advance warning signs			0.75	25%	X			90%	\$
Install curve advance warning signs (flashing beacon)			0.70	30%	X			90%	\$\$
Install centerline rumble strips/strips			0.80	20%	X			90%	\$\$
Install edgeline rumble strips/strips			0.85	15%	X			90%	\$\$
Improve pavement friction (High Friction Surface Treatment)			0.45	55%	X			90%	\$\$\$
Install dynamic/variable speed warning signs			0.70	30%	X			90%	\$\$
Install/Upgrade signs with new fluorescent sheeting (regulatory/warning)			0.85	15%	X			90%	\$
Install delineators, reflectors and/or object markers			0.85	15%	X			90%	\$
Install lane narrowing treatments (extend curb inward/extend median)	X		Not Available	Not Available	X			N/A	\$\$
Install a chicane, deviation, or angled slow point			Not Available	Not Available	X			N/A	\$\$\$
Install speed hump			Not Available	Not Available	X			N/A	\$\$

\$\$\$ Requires design and construction of extensive infrastructure improvements

\$\$ Requires procurement and/or minor construction activities



6.2. Non-Infrastructure Countermeasures

The National Highway Traffic Safety Administration (NHTSA) *Countermeasures that Work, Ninth Edition*, is a reference to assist safety stakeholders in selecting effective, science-based non-infrastructure traffic safety countermeasures for major highway safety problem areas. While many of the countermeasures are more appropriate to apply at the state-level or require legislative modifications to implement, **Table 5** contains countermeasures that have demonstrated effectiveness and could be applied at the City level. Access to Drug Recognition Experts (DREs) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement is not included in the document but is something that could also be considered for the City.

Table 5 – City of Folsom Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Aggressive Driving				
Automated enforcement systems	*****	\$\$\$ [†]	Medium	Medium
Impaired Driving				
Publicized Sobriety Checkpoints	*****	\$\$\$	Medium	Short
High-Visibility Saturation Patrols	****	\$\$	High	Short
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	*****	\$\$\$	Medium	Medium
Integrated nighttime seat belt enforcement	****	\$\$\$	Unknown	Medium
Distracted Driving				
High visibility cellphone/text messaging enforcement	****	\$\$\$	Low	Medium

Effectiveness:

***** Demonstrated to be effective by several high-quality evaluations with consistent results

**** Demonstrated to be effective in certain situations

Cost to Implement:

\$\$\$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources

\$\$ Requires some additional staff time, equipment, facilities, and/or publicity

\$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity

[†] Can be covered by income from citations

Use:

High: More than two-thirds of States, or a substantial majority of communities

Medium: Between one-third and two-thirds of States or communities

Low: Less than one-third of States or communities

Unknown: Data not available

Time to Implement: Long: More than 1 year; Medium: More than 3 months but less than 1 year; Short: 3 months or less



7. PROJECT LOCATIONS

As a result of the Citywide network screening analysis, 13 project locations were selected for further analysis and development of site-specific safety improvement recommendations. Project sheets were developed to provide a menu of potential safety countermeasures that the City can choose from when applying for funding. These locations were identified through the analysis process based on their crash histories, the observed crash patterns, and their differing characteristics to provide the most insight into potential systemic safety countermeasures that the City can employ to achieve the most cost-effective safety benefits.

Each project sheet includes location maps with a crash data summary, notes, and list of recommended safety countermeasures with corresponding CMFs, number of crashes anticipated to be reduced, 10-year crash reduction estimate and benefit, and planning level construction cost estimates. The potential safety countermeasures identified reflect safety improvements that can be applied to reduce the likelihood of future crashes. Countermeasures were subjected to a benefit/cost assessment to determine their potential return on investment. These case studies can be used to select the most appropriate countermeasure(s), and to potentially phase improvements over the longer-term. The potential benefit of these countermeasures at locations with similar design characteristics can then be extrapolated regardless of crash history. These project sheets can also be used to position the City for future grant funding opportunities.

Table 6 presents a summary of the potential safety countermeasures identified for each of the project locations and corresponding benefit/cost. A project sheet was developed for each of the priority locations containing additional information and are included in **Appendix E**.

Figure 30 below shows the project locations identified and placed over citywide crashes. **Figure 31** shows the project locations identified and placed on a map with all the community map contributions submitted as part of the public engagement website.



Figure 30 – Case Study Locations

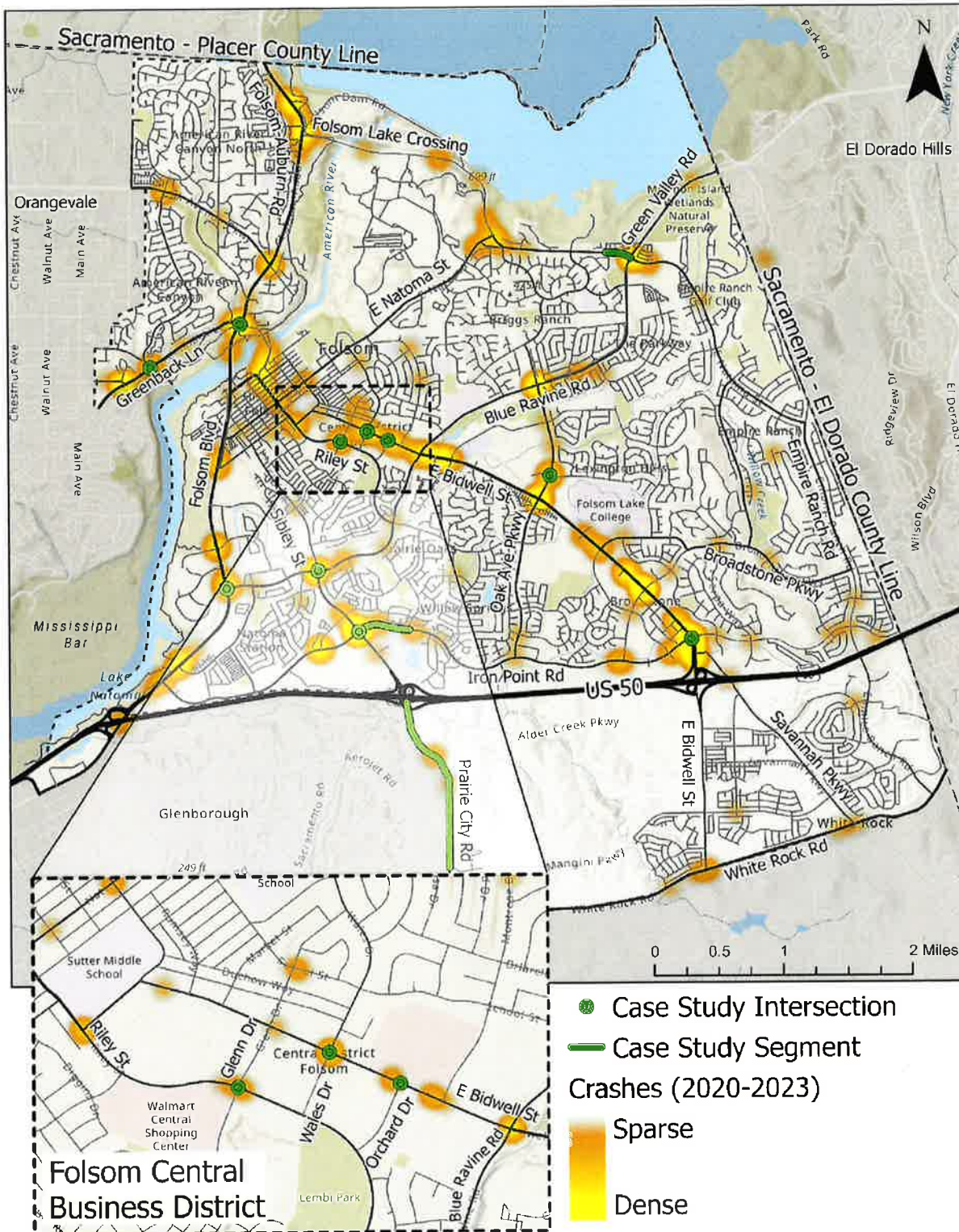




Figure 31 – Case Study Locations and Public Comments

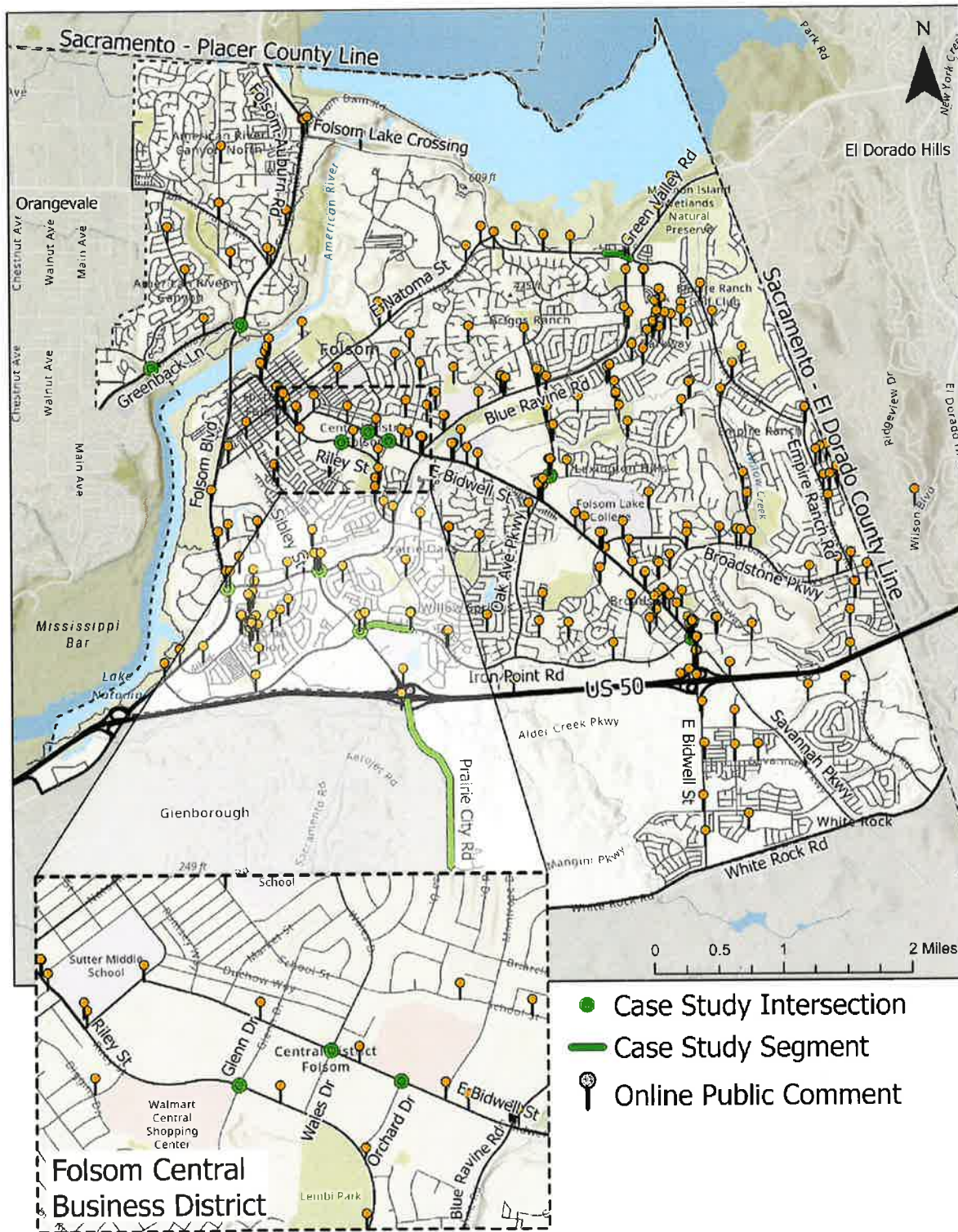


Table 6 – Project Locations

Project	Locations	Recommendation	Countermeasure	Total Cost	B/C*
1	1. Iron Point Rd & Prairie City Rd 2. Folsom-Auburn Rd & Greenback Ln	Install intersection lighting	Add intersection lighting	\$58,500	58.5
		Install retroreflective backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$55,000	45.0
2	1. Iron Point Rd & Prairie City Rd 2. Folsom-Auburn Rd & Greenback Ln 3. Folsom Blvd & Blue Ravine Rd 4. Blue Ravine Rd & Prairie City Rd 5. E Bidwell St & Iron Point Rd 6. Oak Ave Pkwy & S Lexington Dr 7. Riley St & Glenn Dr	Modify cycle to include a Leading Pedestrian Interval	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	\$35,000	112.5
		Install Bike Boxes at Blue Ravine Rd @ Prairie City Rd and Blue Ravine Rd @ Folsom Blvd	Install advance stop bar before crosswalk (Bicycle Box)	\$42,400	4.0
3	1. E Bidwell St & Orchard Dr	Convert intersection to roundabout control	Convert intersection to roundabout (from stop or yield control on minor road)	\$2,000,000	1.1
4	1. E Bidwell St & Wales Dr	Install new retroreflective backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$15,000	91.0
		Convert intersection to roundabout control	Convert intersection to roundabout (from signal)	\$2,000,000	2.7
		Install Bike Boxes	Install advance stop bar before crosswalk (Bicycle Box)	\$11,200	0.0
		Modify cycle to include a Leading Pedestrian Interval	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	\$5,000	0.0
5	1. Greenback Ln & American River Canyon Dr	Install new retroreflective backplates and additional signal heads	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$32,500	36.0

		Install flashing beacon on WB approach curve	Install flashing beacons as advance warning (S.I.)	\$46,000	29.9
6	1. Prairie City Rd from US-50 to DWY N/O Mangini Pkwy	Install high friction surface treatment on curves	Improve pavement friction (High Friction Surface Treatments)	\$77,000	108.9
		Upgrade existing signs and install new MUTCD compliant warning signs	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	\$4,000	332.4
		Install dynamic speed warning sign	Install dynamic/variable speed warning signs	\$12,000	221.6
		Install centerline rumble strips	Install centerline rumble strips/strips	\$8,760	202.4
		Install edgeline rumble strips	Install edgeline rumble strips/strips	\$9,000	147.7
7	1. Iron Point Rd from Prairie City Rd to Grover Rd	Install high friction surface treatment on curves	Improve pavement friction (High Friction Surface Treatments)	\$64,625	64.4
8	1. E Natoma St from Cummings Wy to Green Valley Rd/Blue Ravine Rd	Improve bike lanes and prevent risky merging behaviors by installing bike lane delineators on west leg after SBR	Install delineators, reflectors and/or object markers	\$4,200	30.5

* B/C is the benefit to cost ratio for each project, calculated by taking the crash reduction benefit and dividing by the estimated cost of the proposed project's implementation.



The countermeasures in **Appendix E** can be considered as near-term, mid-term and long-term improvements. Near-term improvements are lower cost and can be implemented most readily. Mid-term improvements are higher cost improvements, while long-term improvements are the highest cost and may require engineering design and permitting to implement.

Table 7 – Near-Term, Mid-Term, and Long-Term Improvements

Near-Term Improvements (0-3 Years)	Mid-Term Improvements (3-5 Years)	Long-Term Improvements (5+ Years)
• Install retroreflective backplates and/or additional signal heads • Install retroreflective strips • Install raised pavement markings and striping • Install pedestrian countdown signal heads • Advanced stop bars (bicycle box) • Improve signal timing • Implement Leading Pedestrian Interval • Implement All-Way-Stop-Control at intersection • Install/Upgrade intersection warning/regulatory signs • Clear sight triangles • Install/upgrade pedestrian crossing • Colored bicycle lanes • Install/upgrade signs with new fluorescent sheeting (regulatory or warning) • Install delineators, reflectors and/or object markers • Install dynamic speed warning signs	• Install rumble strips (edgeline and centerline) • Install intersection lighting • Install emergency vehicle preemption • Install protected left turn phase • Install raised median • Create directional median openings • Install flashing beacons in advanced warning or curve or intersection • Install pedestrian median fencing • Install splitter islands on minor road approaches • Install RRFB • Install bike lane	• Install left turn lane and add left turn phase • Convert signal from pedestal mounted to mast arm • Install high-friction surface treatment • Install signal • Curb extensions and bulb-outs • Remove/relocate fixed object out of clear recovery zone • Install separated bike lanes • Install acceleration/deceleration lanes • Add two-way left turn lane/Implement road diet • Install pedestrian refuge island or raised pedestrian crossing • Convert intersection to roundabout



8. IMPLEMENTATION GUIDE

8.1. Evaluation

The success of the LRSP will be evaluated using the preliminary process outlined below. This process will be useful to ensure proper implementation of goals and to determine when updates are needed.

- *Progress meetings are recommended to be conducted to track the implementation of the plan. In addition, the success of the plan will be evaluated on a reoccurring basis.*
- *An update to the plan should be considered after no more than five years.*
- *Continued monitoring and recording of traffic incidents on local roadways by law enforcement.*
- *Maintain a list of focus areas where there are transportation safety concerns, based on historical crash data.*

8.2. Implementation

Implementation of the LRSP can be accomplished through several avenues including development of improvement projects, the establishment of new policies and programs, and development/strengthening of relationships with stakeholders.

With regard to projects, the following identifies potential focus areas for the City in the near-to-mid-term.

8.2.1. Near- and Mid-Term Focus Areas

The opportunities identified in this LRSP provide more of the systemic countermeasures that can be applied within the City. Over the next three to five years, it is recommended that the City concentrate its efforts on the following emphasis areas:

- Aggressive Driving
- Hit Object Crashes
- Pedestrians and Bicycles

Analysis conducted at the citywide level indicated that these factors were some of the most frequent influences contributing to K+SI crashes within the City. The countermeasure opportunities previously discussed in this safety plan for both systemic and project-specific improvements can be used as a basis for developing projects at locations where addressing these focus areas would be of the most benefit. Projects that address these focus areas can be developed with a high benefit-to-cost ratio (by applying citywide crash rates), allowing competitive projects to be developed even at sites with little to no direct crash history, but with conditions that might contribute to future crashes.

8.3. Policy Update

The City has taken meaningful steps to prioritize road safety and has successfully integrated these approaches into numerous Citywide programs, policies, and practices. This LRSP includes an assessment of both the City's existing and the identified opportunities to enhance programs, policies, and practices to address road safety more comprehensively. **Appendix F** provides a



summary of the existing programs, policies, and practices, as well as the recommended enhancements. The City and stakeholders should collaborate to discuss these policy modifications and set tangible goals for implementation.

8.4. Updates to the Local Road Safety Plan

The following steps outline the process for updating the LRSP after no more than 5 years.

- 1) *Access necessary data*
 - *Roadway and intersection classification/configurations*
 - *Average Daily Traffic Volumes (Collected from counts where available)*
 - *Collision history*
- 2) *Network screening*
 - *Calculate the CCR for each roadway functional classification and intersection control type*
 - *Rank for each facility type*
 - i) *Roadway Segment*
 - (1) *Primary*
 - (2) *Secondary*
 - (3) *Local*
 - ii) *Intersection*
 - (1) *Signalized*
 - (2) *Unsignalized*
- 3) *Select locations*
 - *Identify the location with a higher CCR than what is typical of comparable facility types within City*
 - *Analyze the collision history and work with local officials to understand any significant exterior influences on the location*
- 4) *Countermeasures*
 - *Using the Engineering Countermeasures Toolbox (**Appendix D**) and Non-Infrastructure Toolbox (**Table 4**), identify potential countermeasures that can be applied to the local to enhance safety features*
- 5) *Calculate the benefit and the cost of each applicable countermeasure using Highway Safety Improvement Program (HSIP) tool and identified countermeasures. If those are not available, refer to other resources such as the CMF Clearinghouse and follow a similar calculation (using 20-year cost and benefit numbers).*

Additional items the City can do to keep the LRSP current are:

- 1) *When new or reconstruction projects arise, use the data processed to identify locations with similar characteristics and apply countermeasures which proved effective*
- 2) *Proactively update its roadway and transportation design standards to incorporate systemic safety improvements identified in the Citywide LRSP*



8.5. Funding

Competitive funding resources are available to assist in the development and implementation of safety projects in the City of Folsom. The City should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout Folsom. The following is a high-level introduction into some of the main funding programs and grants for which the City can apply.

8.5.1. Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a Federal program housed under Fixing America's Surface Transportation (FAST) Act. This program apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- *New or upgraded traffic signals*
- *Upgraded guardrails*
- *Marked pedestrian crosswalks*

California's local HSIP focuses on infrastructure projects with national recognized crash reduction factors. Normally HSIP call-for-projects is made at an interval of one to two years. The applicant must be a city, a county, or a tribal government federally recognized within the State of California.

Additional information regarding this program at the Federal level is available at: <https://safety.fhwa.dot.gov/hsip/>. California specific HSIP information – including dates for upcoming call for projects – is available at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>.

8.5.1.1. HSIP Analyzer

As of 2021, the preferred way to calculate the BCR for the HSIP program uses Caltrans HSIP Analyzer tool in the form of an active PDF. The PDF tool contains 4 sections which are used to calculate the Benefit Cost Ratio for the Highway Safety Improvement Program.

This tool can be accessed on the Caltrans website:

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

Projects appropriate for other state grant programs can be analyzed using the Life-Cycle Benefit Cost Analysis Model (CalB/C) which has a much more comprehensive benefit assessment tool set.

8.5.1.2. HSIP Eligibility

Per Chapter 9 of the Highway Safety Improvement Program, funds are eligible for projects that improve the safety of its users on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members.

HSIP looks for safety projects that can be designed and constructed expeditiously and do not require significant acquisition of rights-of-way. Proposed projects should not require extensive



environmental review and mitigation. Additional information on the HSIP project selection criteria can be accessed online:

- Benefit Cost Ratio Applications
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/hsipalyzerinstructions2020bcr.pdf>
- Funding Set-asides (Non-Benefit Cost Ratio Applications)
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/hsipalyzerinstructions2020sa.pdf>

HSIP project eligibility is subject to the California SHSP. The SHSP identifies statewide challenge areas that correspond to safety concerns at the statewide level and potential countermeasure to address them and determine HSIP project eligibility. SHSP's are developed in compliance with FHWA requirements. A list of eligible project types can be seen in the current HSIP Analyzer. More information can be accessed online at the Caltrans HSIP grant website:

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>

8.5.2. Caltrans Active Transportation Program (ATP)

Caltrans Active Transportation Program (ATP) is a statewide funding program, created in 2013, consolidating several federal and state programs. The ATP funds projects that encourage increased mode share for walking and bicycling, improve mobility and safety for non-motorized users, enhance public health, and decrease greenhouse gas emissions. Projects eligible for this funding include:

- *Bicycle and pedestrian infrastructure projects*
- *Bicycle and pedestrian planning projects (e.g. safe routes to school)*
- *Non-infrastructure programs (education and enforcement)*

This program funding is provided annually. The ATP call for projects typically comes out in the spring. Information on this program and cycles can be found online:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/>

8.5.3. State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) provides state and federal gas tax money for improvements both on and off the state highway system. STIP programming occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. The STIP is then adopted by the CTC.



8.5.4. California Senate Bill 1 (SB 1)

SB 1 is a transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.

California's state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- *Bike and Pedestrian Projects: \$100 million*
 - *This funding will go to cities, counties, and regional transportation agencies to build or convert more bike paths, crosswalks, and sidewalks. It is a significant increase in subsidy for these projects through the Active Transportation Program (ATP).*
- *Local Planning Grants: \$25 million*

8.5.5. California Office of Traffic Safety (OTS) Grants

This program has funding for projects related to traffic safety, including transportation safety education and encouragement activities. Grants applications must be supported by local crash data (such as the data analyzed in this plan) and must relate to the following priority program areas:

- *Alcohol Impaired Driving*
- *Distracted Driving*
- *Drug-Impaired Emergency Medical Services*
- *Motorcycle Safety*
- *Occupant Protection*
- *Pedestrian and Bicycle Safety*
- *Police Traffic Services*
- *Public Relations, Advertising, and Marketing Program*
- *Roadway Safety and Traffic Records*

8.5.6. Safe Streets and Roads for All (SS4A)

The SS4A Grant Program is a federal program established by the Bipartisan Infrastructure Law. A total of \$5 billion are available from 2022-2026 in the form of planning grants and implementation grants. Grant applications for projects that implement the Safe Systems Approach, such as those related to speed management, improvements in underserved communities, and vulnerable road users, are encouraged. Implementation grant projects must be identified in an applicant's qualifying Safety Action Plan. The SS4A Self-Certification Eligibility Worksheet describes the required elements of an Action Plan and can be accessed at:

<https://www.transportation.gov/sites/dot.gov/files/2024-02/SS4A-FY24-Self-Certification-Worksheet.pdf>

Additional information about implementation grants can be found at:

<https://www.transportation.gov/grants/ss4a/implementation-grants>



9. NEXT STEPS

The City has completed this LRSP to guide the process of future transportation safety improvements for years to come. The data-driven analysis process identified crash types, related primary crash factors, and locations of crashes. Also as part of this process, emphasis areas were identified to inform and guide further safety evaluation of the City's transportation network. These emphasis areas will guide corridor improvements, education programs, and capital improvements for the City.

Using the analyzed data and outputs from this LRSP, the City can:

- Apply for future grant funding to implement infrastructure improvements throughout the City
- Actively seek other funding opportunities to improve safety for all modal users
- Collaborate with established stakeholder, safety partners and neighboring municipalities as improvements are made to create a cohesive transportation network
- Iteratively evaluate existing and proposed transportation safety programs and capital improvements to design a safer transportation network in the City

The City also plans to have the City Council formally approve and adopt the Local Road Safety Plan (LRSP) in 2025. Based on current Caltrans guidelines, the City will plan to update the LRSP within five years (in 2029 or earlier).



APPENDIX A

INTERSECTION NETWORK SCREENING RESULTS

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	Overtaken	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			Bike/Ped crashes, consider bike lane/trail connectivity improvements. Signal mod improvements underway, including transit preemption.
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 crashes, potential bike lane improvement project. RAB evaluation.
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		HSIP Cycle 10 Project
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			ITS improvements. The severe crash was DUI, 1AM; otherwise crash rate is close to average
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			HSIP Cycle 10 Project
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			HSIP Cycle 10 Project
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			EPDO; low crash rate. Potential project to control wrong-way driving.
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			Potential project for signal visibility
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		DUI Severe Injury crash NB
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		HSIP Cycle 10 Project
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			HSIP Cycle 10 Project
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			HSIP Cycle 10 Project
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			HSIP Cycle 10 Project
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	Overtaken	Other	Not Stated	Pedestrian	Bicycle	Aggressive	Distracted	Impaired	Dark	Wet	Tier 1 Case Study Location	Tier 2 Case Study Location	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				
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%														

APPENDIX B

SEGMENT NETWORK SCREENING RESULTS

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 RAMP	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 RAMP	US 50 WB RAMP	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			Severe broadside crash; potential driveway access management project
GREENBACK LN	WESTERN CITY LIMITS	RIVER ROCK DR	3	-0.03	182	0	1	1	1	2	0	0	0	0	1	0	0	0	1	1	0	0	0	X		Bike crashes; potential 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			Previous study identified improvements
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			Portion involved in HSIP Cycle 10 project
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			
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%



APPENDIX C

ONLINE SURVEY COMMENTS



Community Map

What traffic safety challenge(s) do you experience at this location? (Other Answers)

1. None at my home except when exiting Pinebrook Village at the traffic signal. People run red lights. It's a chronic issue.
2. Periodic water drainage issues. Lack of street cleaning.
3. Safer and more convenient connection from park to school to bike path people just ride over grass
4. Aggressive merging traffic from E Bidwell St. onto Riley. Not yielding but aggressive behavior.,
5. Vist HS needs more on-site student parking. Too many cars on the street
6. There needs to be a way to turn left out of In N Out area. This is causing people to do illegal u-turns at Iron Pt
7. The street curves sharply and not all the cars are ready for that. This is a hazard
8. Visibility of curb in the street is difficult when turning left on Riley from Persifer
9. Needs traffic light
10. All of East Bidwell is a nightmare because of congestion
11. Sideshow activity.
12. Sideshow activity.
13. Sideshow activity.
14. Sideshow activity.
15. Sideshow activity.
16. Sideshow activity.
17. Curves in the road design and speed of drivers make the access to Lembi Park walkway dangerous
18. Too many cars ignore this crossing and approach at high speeds - especially heading towards Blue Ravine. Many young children use this crossing going to Oak Chan I see so many drivers not stopping when kids are waiting, and even some close calls with kids already in the crosswalk. It doesn't not help that drivers are coming around a curve and just crossed an additional crosswalk probably 100 feet prior.
19. This crosswalk is very dangerous as kids on e bikes do not stop for on coming traffic. For drivers it has a blind spot where you can't see what's coming down the trail. There are now stop signs on the trail but no one abides by it. There needs to be a stop sign on the street also.
20. Merge confusing for many drivers
21. Speeding to avoid roundabouts on parkway dr
22. Bridge falling apart
23. Bridge falling apart
24. Need ramp from bike path to road. Without it bikes ride on sidewalk to next ramp creating conflict
25. The change in signal timing at the intersection of Oak Avenue and Folsom-Auburn Road creates a very long backup on eastbound Oak Avenue. Very few cars approach the intersection from the other direction, and yet the signal is now timed to allow that side to go first, creating a huge backup on the eastbound side. Please consider changing the



timing on this signal to accomodate the heavier traffic coming from the eastbound direction. Thank you.

26. Needs exit ramp
27. Build the exit.
28. Finish the barrier.
29. This should have an over/underpass for the pedestrians. There is terrible visibility due to trees.
30. New apartments should exit on Cavitt. Congestion is already bad enough. Pedestrian crosswalks will frustrate drivers and be dangerous in this overly congested area.
31. Curbs need to be painted to reflect existing no parking zones on either side of cross walk. Many cars ignore the signs making it dangerous for pedestrians to cross due to lack of sight regarding oncoming traffic..
32. Electric bikes and scooters creating pedestrian safety issues
33. Roundabout is confusing as it has stop signs. Roundabouts should not have stop signs.
34. People use Meredith as speedway to bypass roundabouts on parkway dr
35. Excessive speed and stop sign running all along Baldwin Dam Road. Posted speed is 25mph, but major issues with speeding, and many close calls with almost getting rear-ended when stopping at stop signs because people are accustomed to blowing through the stop signs.
36. Drivers consistently run the stop sign at Oak Avenue and Baldwin Dam Road, making this intersection very dangerous for residents trying to turn on Oak Avenue from Baldwin Dam. Traffic enforcement at this intersection would be appreciated.
37. There needs to be a 4 way stop at this blind intersection
38. Intersection needs a roundabout. The traffic is generally very light and stop control is inefficient. There is more than enough right-of-way to install roundabout with dedicated right turns and single through lanes. If properly designed to account for eventual development on the SE corner it would be more than adequate.
39. Increase the merge lane distance on EB Iron Point from NB Prairie City
40. Was a poor choice to install stop controls. This intersection was begging for a roundabout.
41. Left turn from Knopfler to EB Haverhill is terrible. Bushes, vegetation on north side of Haverhill completely obstruct view. Driver WB on Haverhill speed creating unsafe conditions. Solutions, remove vegetation, posting signage of upcoming "T" intersection, or painting/stripping crosswalk from bike trail on southerly side of Haverhill to northerly side. Speed humps or other physical modifications would be dangerous.
42. traffic is unable to do a u-turn on bidwell. as a result some drivers will make the uturn regardless sometimes resulting in a near collisions with those making a right turn.
43. EB Iron Point to SB E. Bidwell needs a dedicated right turn lane to WB 50.
44. FMS students not using the crosswalk, cutting in front of cars to go down Stanton Court to access FMS.
45. Folsom Middle Schoolers cross from the corner of Blue Ravine & Flower and skip the crosswalk by shooting across Flower to Stanton Court to access the FMS thru the track field accessible at the end of the Stanton Court. So many close calls!
46. Drivers not paying attention to pedestrians or cyclists.



47. Majority of people try to go to north bound E Bidwell clogging up the highway exit. I wish there is dedicated right turn lane beginning earlier to help those drivers to make the right turn
48. Illegal u-turns!!!!
49. Three lane off ramp meeting Prairie city road. two left lanes turn right on to the north bound Prairie city road but drivers on right most lane often turning into the 2nd lane of Prairie city. The right most lane can only go to the right most lane, reminder is needed or the guide lane on the pavement
50. Early warning signs to indicate the 3rd lane will only turn right
51. This traffic light is a part of heavy traffic on E Bidwell during the rush hour. Please consider providing inlet/outlet from other street and/or disable the signal during the rush hour. Left turn into the business from south bound E Bidwell cause too much societal impact.
52. Early sign for the 3rd lane for north bound is only for people entering east bound 50
53. Poor pavement
54. This crosswalk lacks visibility and endangers the children.
55. The entire length of Oak Ave from Hinkle Creek Nature Center to McDonalds is extremely dangerous for pedestrians & bike riders - no sidewalks, bike lane is narrow and in some spots, one side of bike lane has a serious drop off. This is an extremely popular area for walkers & bike riders who want to access the nature trail and access the Am Rvr Parkway
56. Will the new proposed overcrossing connect to the Humbug Willow Creek Trail without a street crossing?
57. Really a clarification to "aggressive drive behavior": drivers turning right from Bidwell to northbound Oak commonly fail to yield to pedestrians - consider adding warning signs, flashing yellow crossing lights, or other protection.
58. Popular area for deer to cross. It would help if the Parkway HOA would prune the bushes low so that drivers can see the deer before they dart into the road.
59. Lack of Sidewalks and bike lane on Sibley
60. Lack of sidewalk makes it hard to get to bike trail safely.
61. Stop sign creates confusion and impedes traffic flow - consider converting to traffic circle
62. Sibley St. has become Folsom Blvd. Commuter traffic almost all day long or cars racing from stop sign at Bidwell to stop sign at Natoma. There are 10 houses on this block, in Historic Folsom. Needs residential and historic signs at both corners. Traffic won't let me out of my driveway or pass me illegally when I try to exit. Cars speed by even with orange cones. I have to warn all workers on the transformer telephone pole in front of my house to watch the road or get hit by cars. Cars need to be detoured to Glenn which is not residential. Sibley needs to be protected as residential. Commuter traffic and speeders need to use Folsom Blvd.
63. Another spot where speeding cars/trucks have no indication that there are pedestrians crossing over to trail on the other side.
64. Need proper signage & a pedestrian traffic for drivers speeding downhill or uphill to slow down. This is the crossing for residents to cross over to horseshoe trail.
65. Needs a crosswalk/stop sign
66. This is a high traffic crosswalk for kids who attend Natoma Station Elementary. Cars speed here and do not pay attention to those walking. Need to find a way to control



- speeders. Have witnessed multiple children nearly get hit. Light up walk sign? Speed bump on BOTH sides of the road? Something must be done!
67. Challenging to turn left onto Broadstone from Scholar because so many drivers don't follow right-of-way laws and take turns at the stop sign.
 68. Blind spot when trying to make a right turn.
 69. Speeding
 70. Speed, traffic on Riley at Timson intersection
 71. The flow of traffic/congestion with so many pedestrians and young children getting to school is extremely dangerous. Cars drive too fast, don't make complete stops, etc.
 72. A lot of people use this intersection for school drop off and pickup. Many cars run the stop signs putting children's lives in danger.
 73. Crosswalk needs flashing lights/signage to make it more visible to drivers.
 74. Asphalt needs complete resurfacing.
 75. Lack of stop signs is dangerous. Everyday I see children and adults trying to cross this street and cars fly through without slowing down or stopping.
 76. Drivers making right turn do not yield to pedestrians or cyclists. Drivers do no yield to cars making u turns
 77. This is a popular intersection for red light runners. I wish the city could install cameras and fine red light runners.
 78. Difficult to turn right because there is a blind spot in front of Jack in the Box, and cars are speeding down E Bidwell St.
 79. It's nearly impossible to turn into this shopping center, traveling West on E Natoma St because merging cars don't seem to be aware that people might be trying to turn right into the parking lot.
 80. All of the Palladio's intersections have the stop sign too far back. Drivers have difficulty figuring out whose turn it is to go.
 81. Twice I have seen a car in the right lane wait for a bike to cross in the cross walk, and then another car go left around the waiting car to make a right-hand turn and almost hit the bike rider. There should only be one right-hand turn lane.
 82. Ignoring stop sign and speeding
 83. There is a bike trail entrance on the south side of Folsom Auburn Road. Trying to cross over, either on foot or on bike, from the north side is a big challenge due to the amount and speed of traffic on Folsom Auburn. A traffic controlled crosswalk would be a huge benefit
 84. People speeding terribly and not stopping at stop signs
 85. Many of the decorative rocks in the center divide are loose. I had one hit my car and it did \$1500 in damage.
 86. Very hazardous for bikes/peds to cross Blue Ravine going NB at the trail heads. Cars approaching intersection with the intention of making a "right turn on red" often do not stop before turning or look for bicyclists/peds. Also, railroad equipment blocks the trail entrance on the NB side of Blue Ravine.
 87. Excessive speed by motorists. Constant red light running. Dangerous to cross on a bike.
 88. cross over free way traffic to reduce cross traffic and congestion. or, add roundabout
 89. add roundabout



90. make a roundabout
91. Daily trouble with aggressive drivers who "own" the road even though there is a designated bike lane along Riley towards Sutter Middle School
92. Natoma street from Riley to Riley street is 25 mph nobody is driving the post speed limit no police presence or tickets being given. Cross walk saftey big issue crossing natoma on foot very dangerous cars not yielding to pedestrians tickets need be written and laws enforced.
93. Class II bikeway has no buffer and is adjacent to road with cars often speeding in excess of 45mph speed limit. This bikeway is used as a primary and direct route to a number of businesses and preschools in the Natoma Station Shopping Center.
94. Needs improved visibility or crossing enhancements to direct drivers to the presence of pedestrians using the crosswalk. Drivers will continue through while kids are crossing.
95. Most drivers going toward Blue Ravine on Riley do not realize cars turn onto Cruickshank. They also hardly notice when pedestrians are trying to cross the street making it very dangerous to bike or walk across Riley onto Cruickshank.
96. Speed limit WAY TOO LOW
97. This pin is for the whole East Natoma/Folsom Lake Crossing corridor. Speeding is a huge issue.
98. We need a multiuse bridge or tunnel to get to Levy trail
99. No crosswalk where trail crosses the road. Cars often speed through there
100. Sign indicating that "During school drop off hours, all vehicles make a right turn when dropping off their students."
101. cars speed in the area right next to the school and park. Delivery drivers go so fast down greenlaw way. Residents drive like its not right next to a school and park
102. Need cops everyday mornings to catch speeders
103. People speed and never stop almost got hit many times
104. Merge lane into the entrance of the apartments
105. cars racing and burnouts at nighttime
106. cars blocking driveways during school pickup/dropoff
107. The speed here is much too high for a busy pedestrian/bike crossing. Additional pedestrian safety measures are need, especially since the outlets and rail station are nearby.
108. Red light runners
109. Red light runners
110. students aggressively crossing against red lights causing traffic to miss their green lights
111. More notice lane ends. Drivers aggressively merge at last possible second.
112. Illegal U-turns
113. Why has a dedicated turnlane still not been added coming from Broadstone Parkway from Vista HS to turn right onto Golf Links Dr. The road was built to accommodate it but yet it still has not been done.
114. Speeding
115. Bicycle/Pedestrian failures to stop, as required, before crossing - too many just dart across with no regard for safety



116. Student behavior in this intersection, and unsafe cutting across N. Lexington after they cross, as they disperse in all directions to reach home
117. Inappropriate use of merge lane - aggressive cut across Oak Avenue to get to gym
118. Pedestrians crossing uncontrolled here, to access a trail, where they should not be crossing
119. Unsafe pedestrian/bicycle crossing to trail access
120. Street Racing
121. Major traffic congestion during the High School release times
122. Can't make a U-turn from the E Bidwell northbound lanes to get onto the westbound Highway 50 on-ramp
123. Major traffic congestion during drop off and pick up times at the Middle School

Survey

Please identify the top three challenges you face when traveling in the City of Folsom (other responses)?

1. Drivers turning left across double yellow lines.
2. Vegetation and signs on corners blocking seeing oncoming traffic.
3. Traffic congestion on East Bidwell from Savannah Parkway through Iron Point Parkway. It severely backs up and is getting worse the more it fills in south of Hwy 50.
4. Traffic
5. The increasing/high number of vehicles with front windows (and some windshields!) blackout tinted. I can't tell if they can see me when pulling out in front of me. Isn't this tinting illegal??
6. Red light runners, and drivers not abiding by no U turn signs.
7. Too many cars and people in Folsom.
8. Too much traffic on 1-2 lane streets. Too much congestion at major intersections. Folsom Blvd under constant construction so traffic on Sibley St is all commuters speeding. Sibley St is residential, but utilized like a major Blvd.
9. Drivers do not make complete stops 1) right turn on red light 2) at stop signs
10. Just A LOT of Traffic in the city
11. Drivers not following traffic rules
12. Unsafe walking conditions for children near schools.
13. left turn signals should be on until lane is empty
14. No signs regarding park with children at play
15. Many kids going to school
16. Too much development
17. Poorly designed and dated intersections
18. Drivers turning right often fail to see/yield to pedestrians. Cyclists frequently fail to stop at intersections when required.
19. Pulling out from black diamond drive onto iron point road can be scary. Visibility is very limited and cars go zooming down iron point. I strongly recommend a stop light at that intersection.



20. Our roads, were not designed for the number of vehicles traveling on them.
21. No traffic issues
22. Takes longer to get on East Bidwell freeway
23. Blind spots when trying to turn right and merge into the lane
24. Slow drivers, cars parked in bike lanes, cars using bike lanes for right turns
25. Signal staying red when no one is coming.
26. CONGESTION
27. Too many stop signs and traffic lights too close together; Plants blocking visibility; too many cross walks going down Golf Links
28. bad timing of traffic lights. roundabout or other easy flow traffic to make it smoother going
29. Poor planning altogether
30. None
31. Pedestrian safety huge issue historic district natoma street to Sibley
32. Traffic congestion
33. People drive too slow, not the speed limit
34. Nothing else
35. I have lived here since 1987. The police don't write tickets! They think they are to special for that. No consequence for bad driving, why care?
36. East Bidwell and Iron Point intersection. Too many cars all the time because it is the primary access to Hwy 50 and South of 50.
37. Homeless in the street or their dogs in the street
38. Stop signs can be replaced with traffic lights on Broadstone parkway. Stop signs are confusing at peak hour and cause delays.
39. Too much traffic and small roads for the amount of growth seen in Folsom
40. Just getting around the town because of traffic and congestion. So much new building with little regard to the existing roads and the additional drivers. Unfortunately, it's getting easier to drive to Roseville. We've lived in Folsom almost 40 years and the charm is gone.
41. Completely unsafe to ride a bike or run on the street. My children must ride on the sidewalk! Cars don't yield to bikes or pedestrians in crosswalks!
42. The major intersections cross traffic is not visible when another car stops next to yours. Pedestrian traffic not visible Either . The pedestrian crossing stripes need to be diamond shape across the intersection versus as they are now , which is rectangular . Hard to explain in words but a drawing would explain much better . Example of bad intersections , blue ravine and east natoma, east natoma and golf links
43. Too much traffic for
44. Too many intersections in a short distance create backups. Poor planning
45. Too many stoplights
46. Areas in need of a traffic light, specifically, Lembi and Riley. Also another stop sign on Lembi at the first Gilded Rock circle or at Also not enough accessible parking spots.
47. Too many people for the streets. Why is this survey coming out now, it can't be fixed now. Horrible!
48. way too many intersections unable to handle the current flow of traffic - well beyond signal timing
49. People use parkway drive as a speedway. Put in street bumps to slow them down.



50. Cars merging into traffic from shopping areas, without concern for traffic. Unclear (or misused) lane requirements (turn only lanes, upcoming change). These are driver issues, not city issues, really.
51. multi-use paths (bike & pedestrian) not clearly marked to indicate where pedestrians should walk (on the left side).

Is there anything else you would like to share related to this survey?

1. I am most concerned about people driving aggressively and intentionally running red lights. I see it EVERYWHERE in Folsom (and CA). It is an extreme danger to drivers, pedestrians, bicyclists -- anyone using the roadways.
2. When I travel down Folsom the lights turn red when light rail comes through even though we are both traveling in the same direction. Additionally we should not have a cross walk at iron point let alone 2. Let them drive to the bike trail like the rest of.
3. The traffic on Bidwell from montrose to mangini is horrific. I drive it everyday twice a day to get to my babysitter. I lived in mt. View for a short while and it feels like I'm driving down el camino. The lights are not synchronized the flow is terrible
4. Would be nice if there was a way for the city to recoup money through all the traffic violations. Also would be nice if there was better planning to provide room on the roads for the amount of people expected to live in this city.
5. American River Canyon Drive has many speeding cars especially going North from the four way stop at Crow Canyon and Canyon Rim. It's a pretty straight shot from there to the crest of hill in front of the Canyon Terrace Apartments. And stop sign runners
6. Support public transit options
7. Very concerned about the congestion everywhere, especially E Bidwell. The intersection of School St and Blue Ravine is very dangerous.
8. Too much congestion. There isn't enough infrastructure to accommodate the number of vehicles in the city. It's infuriating to drive here.
9. South of 50 needs more access points to cross to the north. The proposed new over crossings need to be priority.
10. We need more police officers on motorcycles
11. Folsom has done a good job connecting trails for recreation, but has completely failed to connect housing to shopping/work destinations.
12. If you station traffic police at some of our busier intersections, you could easily hand out several red light running tickets with almost every light change to increase revenue.
13. During school hours in morning few cars don't stop in stop sign inspite of seeing the children crossing.
14. People are constantly speeding and being distracted drivers through neighborhoods
15. Golf carts, mini bikes and dirt bikes on trails
16. Thank you for the survey. Folsom is congested and lacking exits from the freeway. It would be nice to see Folsom expand it's roadways as quickly as the developments. It seems like the developments are taking president over the traffic safety and flow.
17. We do have issues with extended red lights while then enough street doesn't have a car in sight. Sensors may need to be recalibrated or if lights are on a timer they need to be adjusted away from peak hours.
18. The map wouldn't work for me - but the intersection of Glenn Dr and Oxborough Dr is a terribly blind corner that would greatly benefit from a simple stop sign @ Glenn



19. Remove the stop sign controls at Clarksville Road and Bundrick Drive and install a roundabout. Install a roundabout at Clarksville Drive and Broadstone Parkway. Both intersections has relatively light traffic flows and roundabouts would be more efficient.
20. n/a
21. Not enough FPD presence. People are too comfortable breaking the speed limit. On Blue Ravine folks are going 10-20 mph over! You rarely see anyone get pulled over.
22. One of the biggest problems I see is the timing/ sensors on traffic lights. Cars get frustrated catching every light and eventually get mad and run lights- speeding or blocking the intersection for those with the green light.
23. The traffic light to the business where in n out contributes large part of a traffic jam in rush hour. Please consider disabling that traffic light during rush hours or create a different inlet/outlet to the business not from east bidwell
24. Additional traffic enforcement officers are needed.
25. It is dangerous for my children to cross the sidewalk by Natoma station elementary
26. In general, I think Folsom traffic is not that bad. My main problem both as a pedestrian and a driver is turning right on red from Folsom Boulevard to Blue Ravine road. It is hard to see the pedestrians and even bicyclists on that crossing.
27. About 6 years ago I sent a letter to both the Folsom City Council and the Folsom Police department regarding the running of red lights at major intersections thruout the city. It was and still is a question of WHEN, not IF, a major tragedy occurs.
28. I love the bike trails and the beautiful scenery! Traffic is getting very crowded - both driving on the streets and bikes, walkers, and joggers on the bike paths.
29. Question 2 should allow multiple answers we drive with others and ourselves. We bike we walk. Traffic is very heavy on Carter st on weekends for games at Livermore park some guests block driveways thank you
30. Close Via Barlogio. No where else in Folsom is there a connecting street that enters the city into a neighborhood. This street only benefits EDH, and not the long time residents of Hildebrand Circle.
31. There have been many near misses and an actual pedestrian was hit by a car in my neighborhood. Drivers constantly roll through the stop signs in our neighborhood.
32. What does race or gender have to do with a traffic study? Asking for this information is incredibly ignorant and offensive. This is why people have little trust in govt.
33. Hate driving in Folsom and only take back roads to work. It's gotten worse over the years and the roads are not large enough to control all the traffic. We moved out of Folsom because of the congestion 13 years ago.
34. The intersection of Turn Pike Drive and Blue Ravine needs improvement. There have been several accidents due to drivers attempting to turn onto WB Blue Ravine from Turn Pike Drive. This is not safe, especially during morning and evening rush hours.
35. Speeding and red light violations are out of control citywide.
36. Riley Street cuts historic folsom neighborhood in half and only safe place to cross is at Natoma (uncomfortable due to narrow sidewalk tight to street) or Sutter Street
37. I walk my dog every morning and every morning, we are encountering either a distracted driver or someone who doesn't stop at stop sign. Couple of times, we almost got hit by a car which is not an outcome I want from my morning walks
38. Love living in Folsom, thanks for making a difference here



39. At every light at least 2 or 3 red light runners constantly easy money for the city and stop signs in neighborhoods nobody stops some people don't even slow down!!
40. Red light running every light stop signs in neighborhoods are always run!!!!
41. This has more personal questions than traffic questions. Seriously, who wrote this? It's missing about 20 questions regarding traffic. The results of this will inform you of nothing. Waste of my time and yours. Why does a traffic survey need to know rsee,
42. Is there anything that could be done to improve traffic flow on East Bidwell?
43. Signal asynchrony at light rail crossings, and on Bidwell. Many, many flagrant stop sign violations in the Natoma Station neighborhood.
44. Traffic signals should be synchronized to ease congestion near major arteries/freeways
45. We need more traffic enforcement. We have asked for traffic enforcement on "Turnpike Raceway" and have been met with inaction or no response to our request.
46. School traffic by Natoma Station Elementary school is dangerous
47. Who ever retimed the traffic signals recently has made the traffic 10 times worse than it was before. It takes more time to get out of Folsom to Highway 50 than it took me to drive all the way to downtown Sacramento for work. You now get stop a red light
48. Near Natoma Station Elementary, frequent stop sign runners at Ashcat and Turnpike, putting children and adults at risk.
49. Speed breaker
50. Fill pot holes, repave roads, Replace stop signs with signals, Stop people from thinking red light is just another color light, slow down signage in neighborhoods, clearly marked pedestrian crosswalks
51. Too many blatant violations - speeding, jumping red lights, stop signs. The speed limit on many of Folsom roads should be reduced by at least 5mph. Would be good to install red light cameras in vital intersections to enforce compliance.
52. Need more attention paid to streets and stop signs around Natoma Station Elementary - NSE
53. Enforce NO STOPPING on Grover north of Iron Point to pick up students. Someone is going to be injured. The city will be partially liable due to lack of enforcement
54. None
55. No
56. I didn't find this survey particularly helpful as to identify my concerns or echo others.
57. School safety zones need to be enforced
58. I think giving out very expensive tickets for people speeding would be a good start.
59. American River Canyon Drive and Bob White REALLY needs a stop sign for pedestrians! Drivers coming from Greenback cannot see if there is a person attempting to cross.there is a p
60. Rouge drivers and speeding young children on scooters and bikes without helmets or reflective gear have exponentially increased on the roads causing great difficulty. They are at risk and putting the drivers at risk too, especially south of 50.
61. Construction doesn't clean up after work. Often there is debris on the roads and flat tires have been my biggest concern.
62. Kids without helmets wearing dark colored clothing zoom down the streets on e-bikes. They do not stop at stop signs.



63. More and larger speed limit sign especially on Riley. I live in that area and almost daily will just about get rear ended by a speeder when I take a right onto Levy. Give more speeding tickets!
64. There needs to be a stop sign or lights for the crosswalk on Natoma Station at Coventry Circle. Too many drivers drive way too fast through that stretch and don't even see the people in the cross walk
65. Drivers think the stop sign is a "suggestion"
66. All around Natoma Station Elementary School needs help with drop off and pick up traffic
67. Stop sign runners amount is increasing, especially along Turn Pike at any stop sign.
68. Parents at multiple schools are unsafe and speed. More monitoring needed at schools
69. Please help school zones safe during student arrival and dismissal.
70. Poor survey...
71. Ironpoint at Broadstone (headed toward Bidwell) goes from 2 lanes to 5 lanes. Suggest painting a straight arrow in the #3 lane. Drivers think by moving left one lane they are in a left turn lane.
72. Pulling out from black diamond drive onto iron point road can be scary. Visibility is very limited and cars go zooming down iron point. I strongly recommend a stop light at that intersection.
73. Red light runners are off the charts. Time to put cameras in for red light violations. There are so many accidents due to this. It has to stop.
74. Unsafe driving around the school natoma station elementary prevents me from walking
75. Need digital speeding signs. Crosswalks. Speed humps on turn pike drive in Natoma station
76. A stop sign should be added where Coventry Circle meets Natoma Station. Children are constantly trying to cross the street and cars don't stop. Kids are stuck in the middle of the crosswalk because Natoma Station is used as a corridor to Folsom Blvd.
77. The roads are free of potholes, lights and signs work well, but no one is going to have a good driving experience if the city continues to add more and more residences. City planners need to take five and rethink. Especially around our schools.
78. Traffic cameras surrounding schools for everyone's safety!
79. Should have some police officers monitoring speeding before and after school on Natoma Station Drive
80. Our schools need funded and specific support at drop off and pick up!
81. Would appreciate improved safety near Natoma Station Elementary- particular the cross walk on Natoma Station near Ernie Sheldon park. Would also love a pedestrian crosswalk across Riley Street connecting Arbuckle Ave & the neighborhood across the street
82. I walk twice daily, I feel the fast scooters and bikes are often ridden in an unsafe manner. This is also true on the roadway. Double riders and cutting in and out
83. Speeding around Natoma Station Elementary- need flashing school zone signs please
84. Motorized bikes on the trails are a problem and drivers running red lights are out of control
85. Slow the traffic down
86. More aggressive code enforcement for residential tree, branches hanging over public roads
87. Please stop building apartments in this beautiful city.



88. I avoid East Bidwell if I can - it's just like Sunrise Blvd. Overall, I expect to be able to drive without stopping at stop lights if I'm going the speed limit. It is unclear what to do on right turns where it looks like a merge lane
89. Concern for safety - Folsom Middle School drop off and pickup.
90. I also Bike alot... the trails are wonderful but some of the streets like Bidwell are unbikable.
91. I think the speed limits in residential areas are too high, especially around schools.
92. Time the lights on East Bidwell. Vote for Justin Raithel, he will get it done!
93. It might help if the city installed cameras and fined cars that ran red lights.
94. Speeding e-bikes are a hazard.
95. Drivers not paying attention to pedestrians in the cross walk or when they have the protected walk signal. Nearly been hit way too many times.
96. Folsom really needs designated "safe routes to school" for students who walk and bike to school. See city of Davis for example.
97. Many residents are simply going too fast on streets like Iron Point, Prairie City and East Bidwell especially. Speed limits should be reduced and speeders ticketed.
98. Speed Limits are "all" set way too high!!
99. The City needs to have a traffic division and needs to enforce stop street violators (typical along Silberhorn Dr) and speeders. Also, the excessive number of multi-family buildings has caused egregious traffic jams along East Bidwell.
100. The red light running is out of control. You really have to hesitate and look to make sure you're not going to get hit before entering the roadway.
101. I walk alot - bicyclists often don't use the bike lanes but the sidewalk
102. Speeding and red light violations are out of control. Ignoring stop signs in neighborhoods is common.
103. We need blinking yellow turn arrows on low travelled streets and during off hours. It doesn't make any sense to stop and wait when zero cars are coming/or are around.
104. Construct alternate route besides Riley! It's HORRIBLE! Outlaw left turns from Riley, southland, onto Sutter St.!!!
105. It is dangerous to turn left (across traffic) from Black Diamond on to Iron Point Road. I have lived in the Natoma Station neighborhood for over 30 years and that intersection gets more dangerous every year. There needs to be a lane for merging traffic.
106. Yes, there was a man in a pickup truck who basically cut me off using the right lane of a turnlane on East ridgewell and blue ravine. There was a man in a Tesla who cut me off. Basically, by putting his Tesla super close to my passenger side of my truck. In
107. The traffic in Folsom makes me want to move out of Folsom. Folsom makes it very difficult to travel around with too many signals and stop signs so close together. There are too many people for the amount of roads. The problems cause driver frustration
108. Distracted while driving, specifically looking at a phone is the most egregious driving conduct that I encounter.
109. There is lots of traffic on Sibley and sometimes it's difficult to get out of the driveway
110. Problems with Type 2 and Type 3 e-bikes and electric scooters on bike/walking paths as well on streets. They appear from nowhere and do not follow rules of the road.
111. My main concern are the people on electric bikes and scooters. They have no regard for safety. More of them will be injured or killed, and I don't want to be the one to hit them because of their reckless behavior. It must stop!



112. East Bidwell and 50 is a nightmare and something needs to be done
113. Many drivers in Folsom make the roads unsafe. Red light runner at almost every light. Cars do not wait their turn at stop signs, if they stop at all. Adults texting driving in school zones. Kids aren't obeying traffic signals on bikes/ scooters.
114. The amount of aggressive drivers, red light and stop sign runners, illegal u-turns and people on their phones is staggering. The young people who drive speed around and are really rude. The traffic lights are poorly timed and short yellow lights.
115. In Folsom, it seems stop signs are merely a suggestion for many, many drivers.
116. A few times a month I am confronted by a driver that believes bicycles are not allowed "in the road". This usually occurs when I am riding in a designated bike lane. Lack of education about bikes/bike lanes is my greatest adversary on my commute.
117. Poor planning for all intersections from 50 down Bidwell! South of 50 is a traffic nightmare.. like southern california
118. Thank you
119. East Bidwell is a traffic NIGHTMARE! Especially between highway 50, Iron Point and Broadstone. And pretty much all of East Bidwell to Folsom Blvd. Red light runners is ridiculous. This is not the same Folsom that I moved to 25 years ago.
120. Folsom drivers continually run red lights. Does Folsom have red light cameras at the larger intersections?
121. The worse intersection in town is East Bidwell and Iron Pt. Instead of trying to alleviate the problem our city council let a developer change his property from commercial to residential and build a gigantic apartment complex right at that intersection.
122. There is a distinct lack of traffic circles in Folsom that would aid in travel flow. The rule of thumb is the opposite to the stop signs. Keep going and give way to traffic coming from the left,
123. Iron point/east bidwell, oak avenue/blue ravine, blue ravine/east bidwell are the signal intersections I frequent. Drivers speed to cross and one or multiple vehicles follow through on the red light.
124. The use of e-bikes on the trails and no speed limit signs posted for e-bikes or regular bikes on trails especially Willow Creek Trail
125. Why does it seem like there is no ticketing for traffic violations? I have never seen anyone stopped for speeding or other violations.
126. E scooters and bicycles on sidewalks, speeding, stop sign violations, on Riley St between Blue Ravine and Oak Ave Parkway. Parking/blocking bike lanes with "No Parking/Stopping" signs Grover Rd at ball field Amos Catlin Park wkends and Folsom High wkdays
127. Please start enforcement for speeding/ reckless and not yielding to pedestrians
128. Something really needs to be done about East Bidwell from Adler Creek north through Iron Point Drive. There are too many traffic lights in that area that cause massive back ups in both directions.
129. FPD needs to crack down on phone use while driving instead of ignoring it
130. East Natoma is like a freeway. Drivers drive way too fast.
131. Really appreciate the timing change for the light at Folsom Auburn Oak. I feel so much safer.
132. Need a bridge or tunnel to get multi use trail to Levine trail from the loop across from Mesquite.



133. Traffic congestion is horrible, yet housing density is increasing exponentially. Growth planning is terrible - what a terrible legacy to leave.
134. City of overpopulated stop building every and preserve the distinctive by nature. Also, get rid of light rail, we never needed it and damn sure didn't need an upgrade to it
135. NA
136. There needs to be consequences for bad actions. Write so tickets and you will see improvement!
137. Need to repair roads ... pot holes. repaired areas, uneven road ways. It is like driving on a roller coaster, not healthy for cars or people!
138. the roads are a mess and need repaving especially on e. bidwell
139. Timing of lights that stop dozens of drivers on main streets to let ONE car out off a side street, by Winco for example, just makes many drivers furious and aggressive, and people speed to make the next light before it might happen again. Dangerous!
140. I appreciate the interconnected trails throughout Folsom. I see lots of people walking, bike riding and scootering on the trails safely. It's the roads which present the greatest safety concerns, especially at corners where cars turn right
141. we need more police and laws against all the motorcycles - aka e-bike and scooters.
142. Stop the red light and stop sign runners! Looks like it's becoming a habit in Folsom
143. Bidwell/Iron Point intersection is horrible planning. This intersection needs to be updated to reflect the heavy flow of traffic as one of the main entrances/exits of the town
144. Speeding is a problem as well, but could only select three. 😊
145. The number of drivers who run red lights is unbelievable. Why are there never any police around watching these well known areas where people are known for running red lights? People know they can get away with it and Folsom Police will do nothing about it
146. Folsom population expanded fast in last 5yrs, but the infrastructure has remained the same. City needs to plan for better infrastructure development and maintenance. To minimize traffic congestion city needs to plan for better ways to manage it. Thanks
147. The City has done a horrific job with adding a ridiculous amount of apartments on one of the busiest streets in town without any fore thought to it's current residence and how it impacts this city.
148. Thank you for asking
149. Daily red light violations on East Bidwell St
150. Too much traffic especially on bidwell
151. Yes lightrail should stay at outlets less crime and homeless and why does it go to late times like 13
152. Wish people would just enjoy their drive and not drive reckless
153. Hopefully something will be done for speeding
154. Expand inner roads and make some as one way roads
155. The electric bikes and scooters on the trails pose a serious threat
156. Walkability in Folsom is abysmal; our roads are wide and too high of speed; our crosswalks are long, slow, and exposed; our "bike lanes" are basically shoulders with some paint; and there are far too many cars on our roads.
157. I would like to see more traffic enforcement in town.
158. Way too many housing complexes on E Bidwell to handle traffic!



159. Stop building until you figure out the infrastructure for getting around this now city. Seems that was never given any thought prior to allowing all the new apartments and home. Traffic around Sutter Middle School is insane!
160. Doesn't matter because nothing will be done about it anyways!!
161. Lost faith in the management of Folsom. I used to love living here, looking to move now. I hope it's not too late to save Folsom
162. I have been nearly hit accidentally or deliberately at least 10 times. Crossed Oak Ave at Riley is death defying! The cars never stop, yield, or even look for people in the crosswalk! And, they are typically going 50-60 mph coming from East Bidwell.
163. This survey should have been conducted years ago. The traffic in town is awful.
164. Please add sidewalks on all streets near schools for the safety of the children walking and biking to school.
165. more ticketing for infractions to violators
166. Flashing stop signs would help especially at night due to low visibility
167. So much traffic on E. Natoma, hard to get out of the neighborhood
168. traffic signals that allow side-street drivers to stop main-thoroughfare drivers (Blue Ravine has lots of this) frustrate drivers to such a degree that speeding and aggression come next.
169. students at FHS crosswalks taking up all lanes and walking against red lights causing vehicles to miss their green lights.
170. Widen Bidwell, limit access from so many side streets, force a better flow and time the street lights from Blue Ravin down past US50 so traffic can flow
171. Roads need to be expanded/widened to allow for more cars to pass through light so there will be less speeding and red light running.
172. There is too much traffic congestion throughout Folsom, but especially at the intersection of Iron Point and Bidwell. Too many people, way too many new apartment complexes and houses which will just continue to make the roads/traffic even worse.
173. Stop building more high density housing projects. That's the biggest reason for our congested traffic.
174. Drivers often speed through parking lots.
175. Lembi could also use a center line.
176. It is criminal what has happened to this city. Can you fit any more apartments into this town???
177. Traffic is backed up constantly on E. Bidwell and Hwy 50. Please connect Oak Avenue all the way or do something else to relieve the congestion. It is terrible!
178. There is a LOT of red light running in this town and to be honest, so much of it is due to horribly congested roads and lights. East Bidwell is an absolute disaster to drive down. The East bidwell onramp to 50 is a complete nightmare, from all ways!
179. There are too many long streets that run through Parkway- specifically parkway drive and humbug creek where there needs to be street bumps or else people will continue to use those streets as speedways. Many children ride their bikes to OC and FMS.
180. Population/use has increased and roads are more impacted. Some folks will find this inconvenient.
181. Bidwell & Iron Point - illegal U turns!!!



182. The traffic in Folsom has become unbearable! Especially in the area around East Bidwell and 50. Why were all of the houses south of 50 allowed to be constructed without updating the roads and amenities to accommodate. This once lovely town is ruined!
183. I think the City of Folsom is trying to be safe. Thank you for asking for citizen input. I appreciate it.
184. Build bridges over Bidwell for pedestrians and bikers!!! To dangerous crossing Bidwell
185. Traffic lights are not bike friendly. Don't respond to bike waiting to cross.
186. It's time to change your street standards. Pretty embarrassing that streets built in the last year need traffic calming (Folsom ranch) because they were designed to encourage speeding
187. Speeding on TurnPike dr
188. Traffic light tuning should be looked at and improved.
189. Lights should be timed and turn lane sensors updated!!! Left on yellow should be allowed.
190. North Lexington Dr is a speedway. There's an elementary school headed east and is a major thoroughfare for the middle school headed west. Cars fly up and down the street all day with no care of consequence. They say no speed bumps, maybe another stop.
191. Too many traffic lights with poor coordination
192. I'm a 37 year resident and I've seen some very poor planning by the city. Many streets are designed for speed. So many roadways with bends in road at unsafe speeds. So much congestion in areas due to this poor planning. The growth has affected traffic!
193. Concern about the frequency of the new light line trains at Glenn, Blue Ravine .

APPENDIX D

IN-PERSON TABLING MAP COMMENTS



September 7, 2024 – Farmers Market Tabling Map Comments

Marker ID	Location	What safety challenge(s) do you encounter at this location:
7	Everywhere	Red light running; stop sign running by their house; E bikes bad
10	White Rock Rd east of E Bidwell	What's the plan for building it out? Better location gas station
2	White Rock Rd	When will construction be done? By the RR tracks?
6	Madison & Greenback	Are scooters street legal? Students on electric bikes; on sidewalk, road, around schools; red light running
3	By Vista del Lago	Biking. To stay on bike have to go in the street. Fast cars. Ramp on both sides of the trail
4	Pkwy drive bridge	Peds on the bridge. When light rail construction done?
5	Folsom Blvd bike trail	Transition is weird. Folsom blvd no light, cars don't stop
6		Light slow to change SB
1		Parking @ Gardner & Stewart; can't see; school traffic
1	Prairie City	Needs improvements
NA	Folsom Blvd	Irritation about light rail construction. Get rid of it
30		Light violations & driving on the crosswalk (poor visibility of light); good that bike lane has sensor - would be good to have more
29	ald all over, by Palladio too	Merging lanes; these mini on-ramps; Oak Ave & Bidwell people want to stop; put up signs
27	Natoma Station neighborhood	Poorly done resurfacing, a dangerous left turn
28		When interchange?
26	Sibley; Lembi & Bidwell	Speeding; blow thru stop sign; lemby speeding; no sidewalk on sibley
24		Merge LT lane use as
23		Ped access to trail. No sidewalk. LT Folsom-Auburn to Berry Creek pocket too short; Got rear ended at 50 mph
21	Serpa	
22		
16	Trail access on Folsom-Auburn Rd	School, mobile home park; no SRTS from light; no sidewalk.
17		People cross by rainbow bridge
18		Bridge is falling apart
19		Bike trail drops, cross road walk to Crawdads dangerous
20		Install RABS on
15	Berry Creek Rd	Want a light; trail access; LT lane narrow; motorcyclist killed; terrible access to trail just North and South of there
13	Oak Ave & E Bidwell	Merge issues



9	Blue Ravine & Oak Ave	Bicycle school traffic, crossing ped intersection
8	CBD, E Bidwell St, Hana	Waiting @ Red light
12	Livermore Park	

October 19, 2024 – Farmers Market Tabling Map Comments

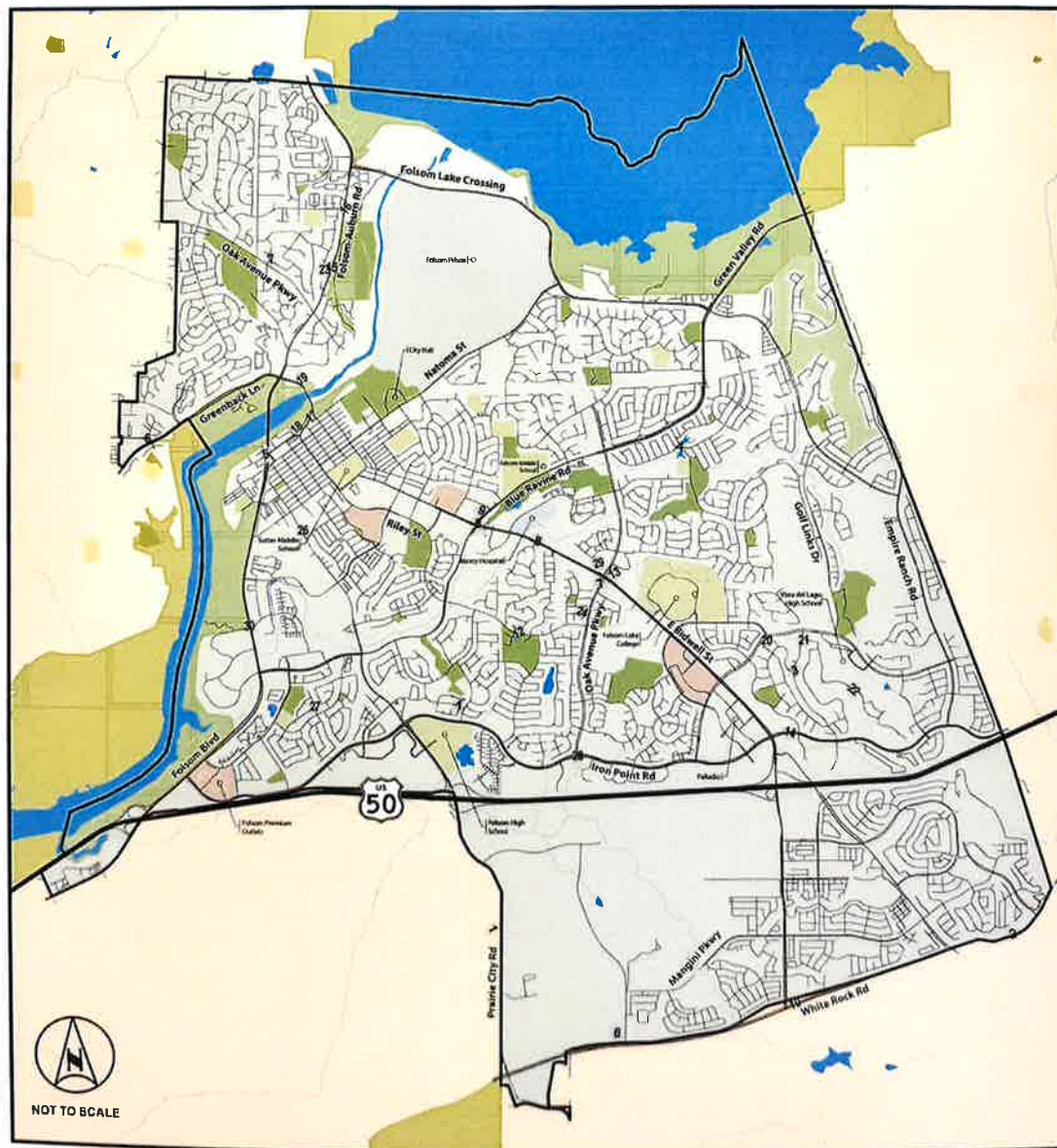
Marker ID	Location	What safety challenge(s) do you encounter at this location:
31	Riley & McAdoo	Lack of stopping/only one crosswalk to cross riley
33	Placerville Rd/Hwy-50	Lack of pedestrian facilities going under HWY 50
19	Riley & Sutter	No protected left off riley onto sutter
32	Iron Point & Carpenter Hill	Drivers using bike lane illegally
34	Oak Ave & Blue Ravine	Red light violations
4	Oak Ave & Creekside Trail Crossing	Aggressive driving/red light violations, for peds crossing
10	Folsom Blvd & Iron Point	People in cars not yielding to bikes/peds
11	Blue Ravine & Natoma Station	People in cars not yielding to bikes/peds
2	Folsom Auburn & Pinebrook	No ped crossing and poor trail along west side of auburn-folsom heading north
3	Folsom Auburn & Berry Creek	People NB making u-turns at berry creek to make entrance into development south w/ right-only in
5	E Bidwell	Congestion on East Bidwell
13	Placerville Rd/In'N'Out	Traffic backups into placerville Road
12	Prairie City Road	Merging on road that goes from 2 lanes to 1 lane
9	Auburn Folsom between Oak Ave and Greenback	Agression/speeding
16		Signs flashing beacons for visibility at the crossing, one fatality
15	Folsom-Auburn & Trailer Park	Hard to turn in off natoma WB because of concrete median
18	Riley St	Missing sidewalks between Sutter and Old Folsom
17	REDACTED	Resident is crazy! Please arrest!! Tweaker!!!



September 7, 2024 – Farmers Market Tabling Map Board

Folsom Local Road Safety Plan Safety Map

Add a pin on the map where you encounter safety challenges in the city...



To learn more about the Local Road Safety Plan project and to take the safety survey visit the link below or scan the QR code
<https://www.folsom.ca.us/LRSP>





September 7, 2024 – Farmers Market Tabling Safety Question Board

Folsom Local Road Safety Plan Safety Question

Identify the safety challenge you experience the most by placing a sticker on it...

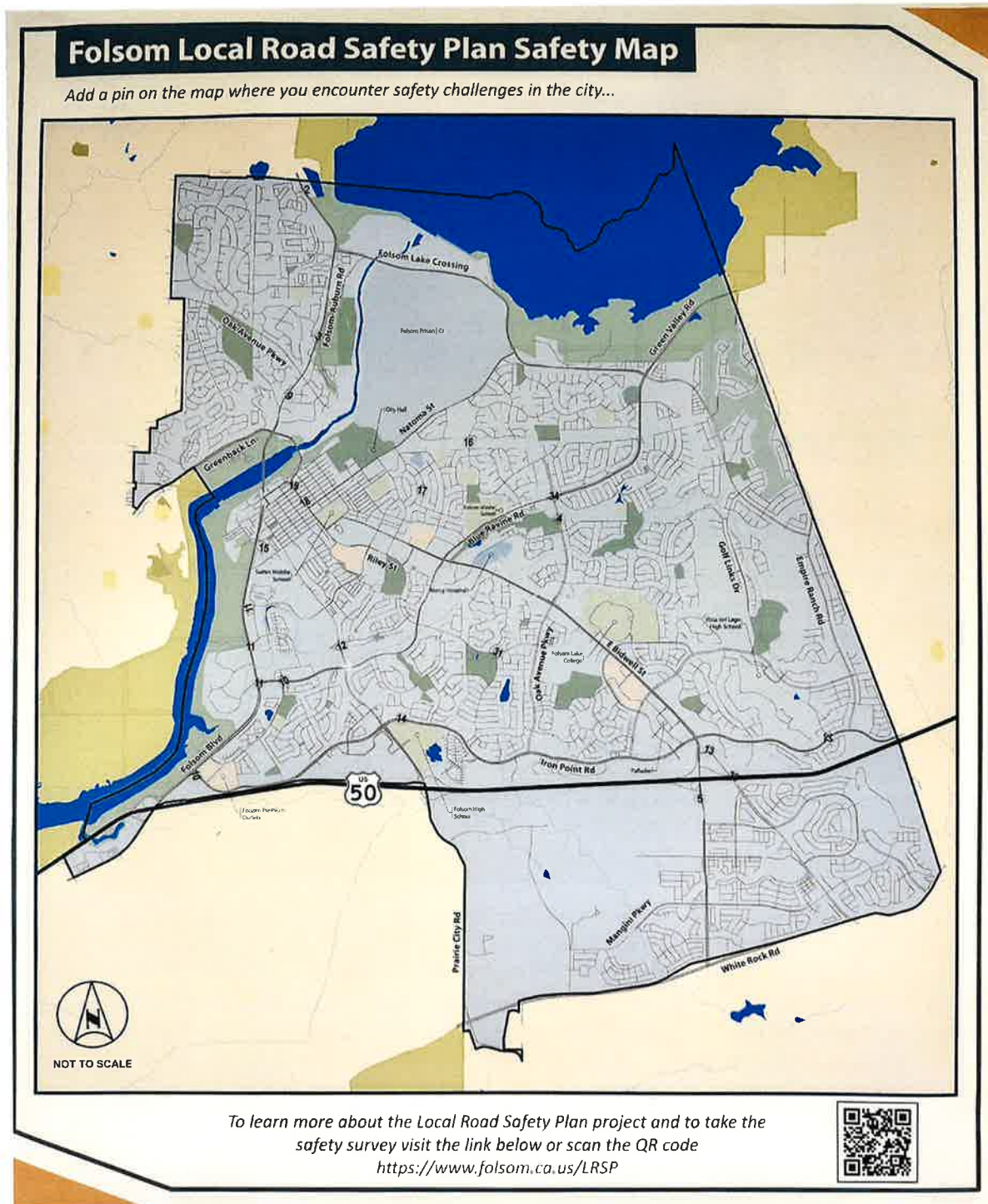
Traffic Signals/ Train Crossings  ★	Aggressive Driving  ★ ★ ★ ★ ★	Pedestrian Crossings  ★ ★ ★ ★ ★
Bicycle Lanes  ★ ★ ★ ★ ★	Signage & Striping  ★	Street Lighting  ★
Stop Sign/Red Light Violations  ★ ★ ★ ★ ★	ADA Accessibility  ★	Distracted Driving  ★ ★ ★ ★ ★
Electric Mobility (misuse)  ★ ★ ★ ★ ★	Road Closures/Work  ★	Impaired Driving  ★

To learn more about the Local Road Safety Plan project and to take the safety survey visit the link below or scan the QR code
<https://www.folsom.ca.us/LRSP>





October 19, 2024 – Farmers Market Tabling Map Board





October 19, 2024 – Farmers Market Tabling Safety Question Board

Folsom Local Road Safety Plan Safety Question

Identify the safety challenge you experience the most by placing a sticker on it...

Traffic Signals/ Train Crossings ★ 	Aggressive Driving ★★ ★★ ★★ ★★ ★★ ★★ 	Pedestrian Crossings 
Bicycle Lanes ★★ 	Signage & Striping 	Street Lighting 
★ Stop Sign/Red Light Violations 	ADA Accessibility ★ 	Distracted Driving ★★ ★★ 
★ Electric Mobility (misuse) ★ 	Road Closures/Work 	Impaired Driving 

To learn more about the Local Road Safety Plan project and to take the safety survey visit the link below or scan the QR code
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APPENDIX E

PROJECT SHEETS

City of Folsom LRSP

Signalized Intersections

Location: Prairie City Rd/Iron Point Rd & Folsom Blvd/Greenback Ln
 Agency Name: City of Folsom
 Contact Name: Zach Bosch
 E-mail: zbosch@folsom.ca.us

Total Benefit \$ 8,004,625
 Total Cost \$ 113,500
 Combined BCR 70.53



Total Crashes	23
Local OOR Differential	
Equivalent Property Damage Only	629
Fatal	0
Severe Injury	3
Other Visible Injury	3
Complaint of Pain	17
PDO	0
Crash Type	
Broadside	12
Sidewipe	2
Rear End	4
Head On	0
Hit Object	1
Overturned	0
Other	1
Non-Motorist Crashes	
Pedestrian	1
Bicycle	2
Contributing Factors	
Aggressive	15
Impaired	1
Crash Conditions	
Dark	8
Wet	1

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2023)	NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
	Dark	Add intersection lighting	Add intersection lighting	SI01NT	20	0.60	90%	FATAL 0	0	0.00	\$ 2,162,000	\$ -	\$ 4,654,000	3 Luminares	\$ 19,500	\$ 58,500	79.6
								SEVERE 2	0.8	2.00	\$ 2,162,000	\$ 4,324,000					
								OTHER VISIBLE 0	0	0.00	\$ 193,000	\$ -					
								COMPLAINT OF PAIN 3	1.2	3.00	\$ 110,000	\$ 330,000					
								PDO 0	0	0.00	\$ 18,000	\$ -					
	All	Install retroreflective backplates and new signal heads	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL 0	0	0.00	\$ 2,162,000	\$ -	\$ 3,350,625	40 Backplates & 10 Signal Heads	\$ 750/\$2500	\$ 55,000	61
								SEVERE 3	0.45	1.13	\$ 2,162,000	\$ 2,432,250					
								OTHER VISIBLE 3	0.45	1.13	\$ 193,000	\$ 217,125					
								COMPLAINT OF PAIN 17	2.55	6.38	\$ 110,000	\$ 701,250					
								PDO 0	0	0.00	\$ 18,000	\$ -					
	All	Improve signal timing	Improve signal timing (coordination, phases, red, yellow, or operation)	SI03	10	0.85	50%	FATAL 0	0	0.00	\$ 2,162,000	\$ -	\$ 2,680,500	2 Controller Signal Timing Mods	\$ 20,000	\$ 10,000	268.1
								SEVERE 3	0.45	0.90	\$ 2,162,000	\$ 1,945,800					
								OTHER VISIBLE 3	0.45	0.90	\$ 193,000	\$ 173,700					
								COMPLAINT OF PAIN 17	2.55	5.10	\$ 110,000	\$ 561,000					
								PDO 0	0	0.00	\$ 18,000	\$ -					

City of Folsom LRSP

Signalized Intersections

Location: Multiple (see map/aerials)
 Agency Name: City of Folsom
 Contact Name: Zach Bosch
 E-mail: zbosch@folsom.ca.us

Total Benefit \$ 5,763,750
 Total Cost \$ 77,400
 Combined BCR 74.47



Total Crashes	64
Local CCR Differential	
Equivalent Property Damage Only	1078
Fatal	0
Severe Injury	4
Other Visible Injury	12
Complaint of Pain	48
PDO	0
Crash Type	
Broadside	27
Sideswipe	6
Rear End	16
Head On	2
Hit Object	1
Overturned	1
Other	1
Non-Motorist Crashes	
Pedestrian	2
Bicycle	8
Contributing Factors	
Aggressive	39
Impaired	2
Crash Conditions	
Dark	16
Wet	4

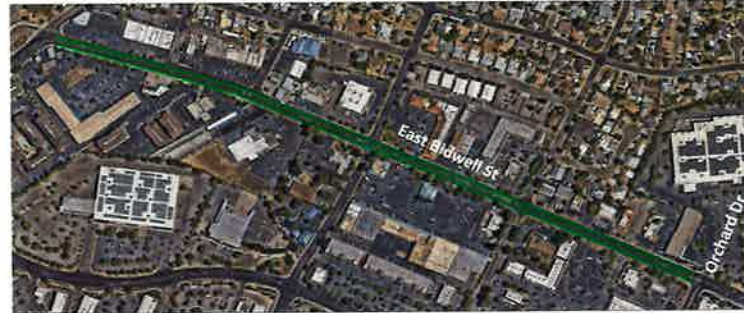
NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2023)	NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
	Bike+Ped	Modify cycle to include a Leading Pedestrian Interval	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.40	90%	FATAL 0	0	0.00	\$ 2,162,000	\$ -	\$ 5,350,500	7 LPI Controller Upgrades	\$ 5,000	\$ 35,000	152.9
								SEVERE 1	0.6	1.50	\$ 2,162,000	\$ 3,243,000					
								OTHER VISIBLE 5	3	7.50	\$ 193,000	\$ 1,447,500					
								COMPLAINT OF PAIN 4	2.4	6.00	\$ 110,000	\$ 660,000					
								PDO 0	0	0.00	\$ 18,000	\$ -					
	Bike+Ped	Install Advanced Stop Bar and Bike Boxes at Blue Ravine Rd @ Prairie City Rd, Blue Ravine Rd @ Folsom Blvd, and Riley St @ Glenn Dr per site aerials	Install advance stop bar before crosswalk (Bicycle Box)	SI21PB	10	0.85	90%	FATAL 0	0	0.00	\$ 2,162,000	\$ -	\$ 413,250	5300 Square Feet	\$ 8	\$ 42,400	10
								SEVERE 0	0	0.00	\$ 2,162,000	\$ -					
								OTHER VISIBLE 4	0.6	1.50	\$ 193,000	\$ 289,500					
								COMPLAINT OF PAIN 3	0.45	1.13	\$ 110,000	\$ 123,750					
								PDO 0	0	0.00	\$ 18,000	\$ -					

City of Folsom LRSP

Unsignalized Intersection/Roadway Segment

Location: E Bidwell Street and Orchard Drive & E Bidwell St from Orchard Drive to Coloma Street
 Agency Name: City of Folsom
 Contact Name: Zach Bosch
 E-mail: zbosch@folsom.ca.us

Total Benefit \$ 2,130,794
 Total Cost \$ 2,000,000
 Combined BCR 1.1



	Intersection	Segment
Total Crashes	4	23
Local CCA Differential	0.05	-
Equivalent Property Damage Only	192	-
Fatal	0	0
Severe Injury	1	2
Other Visible Injury	2	8
Complaint of Pain	1	13
PDO	0	0
Crash Type		
Broadside	0	6
Sideswipe	0	4
Rear End	3	9
Head On	0	2
Hit Object	0	0
Overturned	0	0
Other	0	0
Non-Motorist Crashes		
Pedestrian	1	2
Bicycle	0	0
Contributing Factors		
Aggressive	3	8
Impaired	1	0
Crash Conditions		
Dark	0	4
Wet	0	2

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2023)	NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	QUANTITY/NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
	All	Convert E Bidwell St @ Orchard Drive intersection to roundabout control	Convert intersection to roundabout (from stop or yield control on minor road)	NS05RA	20	Varies	90%	FATAL 0 SEVERE 1 OTHER VISIBLE 2 COMPLAINT OF PAIN 1 PDO 0	0 0 0 0 0	0.00	\$ 3,440,000 \$ 3,440,000 \$ 193,000 \$ 110,000 \$ 18,000	\$ - \$ - \$ - \$ - \$ -	\$ 2,130,794	1 Roundabout	\$ 2,000,000	\$ 2,000,000	1.1
	All	Install quick build (restriping, flexible bollards) road diet. Remove #2 lane in each direction and replace with buffered bike lane from	Install Separated Bike Lanes	R34PB	20	0.55	90%	FATAL 0 SEVERE 2 OTHER VISIBLE 8 COMPLAINT OF PAIN 13 PDO 0	0 0.9 3.6 5.85 0	0.00 1.80 7.20 11.70 0.00	\$ 2,978,000 \$ 2,978,000 \$ 193,000 \$ 110,000 \$ 18,000	\$ - \$ 5,360,400 \$ 1,389,600 \$ 1,287,000 \$ -	\$ 8,037,000	3300 FT Segment (road diet)	\$36 per FT Segment (road diet)	\$ 118,800	67.7

City of Folsom LRSP

Signalized Intersection

Location: East Bidwell Street and Wales Drive
 Agency Name: City of Folsom
 Contact Name: Zach Bosch
 E-mail: zbosch@folsom.ca.us

Total Benefit \$ 2,343,750
 Total Cost \$ 36,200
 Combined BCR 64.7



Total Crashes	9
Local CCR Differential	0.09
Equivalent Property Damage Only	218
Fatal	0
Severe Injury	1
Other Visible Injury	1
Complaint of Pain	7
PDO	0
Crash Type	
Broadside	5
Sideswipe	1
Rear End	2
Head On	1
Hit Object	0
Overturned	0
Other	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	4
Impaired	0
Crash Conditions	
Dark	1
Wet	1

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2023)	NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST	
	All	Install new retroreflective backplates	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	0	0.00	\$ 2,162,000	\$ -	\$ 1,171,875	20 Retroreflective Backplates	\$ 750	\$ 15,000	78.1	
								SEVERE	1	0.15	0.38	\$ 2,162,000						\$ 810,750
								OTHER VISIBLE	1	0.15	0.38	\$ 193,000						\$ 72,375
								COMPLAINT OF PAIN	7	1.05	2.63	\$ 110,000						\$ 288,750
								PDO	0	0	0.00	\$ 18,000						\$ -
	Bike+Ped	Install Bike Boxes	Install advance stop bar before crosswalk (Bicycle Box)	SI21PB	10	0.85	90%	FATAL	0	0.00	\$ 2,162,000	\$ -	\$ -	1400 Square Feet	\$ -	\$ 11,200	0.0	
								SEVERE	0	0	0.00	\$ 2,162,000						\$ -
								OTHER VISIBLE	0	0	0.00	\$ 193,000						\$ -
								COMPLAINT OF PAIN	0	0	0.00	\$ 110,000						\$ -
								PDO	0	0	0.00	\$ 18,000						\$ -
	Bike+Ped	Modify cycle to include a Leading Pedestrian Interval	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	SI22PB	10	0.40	90%	FATAL	0	0.00	\$ 2,162,000	\$ -	\$ -	1 LPI Controller Mod	\$ 5,000	\$ 5,000	0.0	
								SEVERE	0	0	0.00	\$ 2,162,000						\$ -
								OTHER VISIBLE	0	0	0.00	\$ 193,000						\$ -
								COMPLAINT OF PAIN	0	0	0.00	\$ 110,000						\$ -
								PDO	0	0	0.00	\$ 18,000						\$ -
	All	Improve signal timing	Improve signal timing (coordination, phases, red, yellow, or operation)	SI03	10	0.85	50%	FATAL	0	0.00	\$ 2,162,000	\$ -	\$ 1,171,875	1 Controller Signal Timing Mod	\$ 20,000	\$ 5,000	234.4	
								SEVERE	1	0.15	0.38	\$ 2,162,000						\$ 810,750
								OTHER VISIBLE	1	0.15	0.38	\$ 193,000						\$ 72,375
								COMPLAINT OF PAIN	7	1.05	2.63	\$ 110,000						\$ 288,750
								PDO	0	0	0.00	\$ 18,000						\$ -

City of Folsom LRSP

Signalized Intersection

Location: Greenback Lane and American River Canyon Drive
 Agency Name: City of Folsom
 Contact Name: Zach Bosch
 E-mail: zbosch@folsom.ca.us

Total Benefit \$ 2,803,500
 Total Cost \$ 78,500
 Combined BCR 35.7



Total Crashes	4
Local CCR Differential	-0.04
Equivalent Property Damage Only	183
Fatal	0
Severe Injury	1
Other Visible Injury	0
Complaint of Pain	3
PDO	0
Crash Type	
Broadside	0
Sideswipe	1
Rear End	3
Head On	0
Hit Object	0
Overturned	0
Other	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	3
Impaired	0
Crash Conditions	
Dark	0
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2023)		NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
May need new mast arm for additional case loads	All	Install new retroreflective backplates and additional signal heads	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	SI02	10	0.85	90%	FATAL	0	0	0.00	\$ 2,162,000	\$ -	\$ 934,500	20 Retroreflective Backplates & 7 Signal Heads	\$ 750/ \$2500	\$ 32,500	28.8
								SEVERE	1	0.15	0.38	\$ 2,162,000	\$ 810,750					
								OTHER VISIBLE	0	0	0.00	\$ 193,000	\$ -					
								COMPLAINT OF PAIN	3	0.45	1.13	\$ 110,000	\$ 123,750					
								PDO	0	0	0.00	\$ 18,000	\$ -					
	All	Install flashing beacon on WB approach curve	Install flashing beacons as advance warning (S.I.)	SI09	10	0.70	90%	FATAL	0	0	0.00	\$ 2,162,000	\$ -	\$ 1,869,000	1 Flashing Beacon	\$ 46,000	\$ 46,000	40.6
								SEVERE	1	0.3	0.75	\$ 2,162,000	\$ 1,621,500					
								OTHER VISIBLE	0	0	0.00	\$ 193,000	\$ -					
								COMPLAINT OF PAIN	3	0.9	2.25	\$ 110,000	\$ 247,500					
								PDO	0	0	0.00	\$ 18,000	\$ -					
	All	Install new W3-3 warning signs on SB and EB approach	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	R22	10	0.85	90%	FATAL	0	0	0.00	\$ 2,978,000	\$ -	\$ 1,240,500	2 Post Mounted Signs	\$ 500	\$ 1,000	1,240.5
								SEVERE	1	0.15	0.38	\$ 2,978,000	\$ 1,116,750					
								OTHER VISIBLE	0	0	0.00	\$ 193,000	\$ -					
								COMPLAINT OF PAIN	3	0.45	1.13	\$ 110,000	\$ 123,750					
								PDO	0	0	0.00	\$ 18,000	\$ -					

City of Folsom LRSP

Roadway Segment

Location: Prairie City Road from US-50 to DWY N/O Mangini Pkwy
 Agency Name: City of Folsom
 Contact Name: Zach Bosch
 E-mail: zbosch@folsom.ca.us

Total Benefit \$ 21,775,500
 Total Cost \$ 110,760
 Combined BCR 196.6



Total Crashes	5
Local CCR Differential	0.22
Equivalent Property Damage Only	358
Fatal	0
Severe Injury	2
Other Visible Injury	2
Complaint of Pain	1
PDO	0
Crash Type	
Broadside	0
Sideswipe	0
Rear End	0
Head On	2
Hit Object	3
Overturned	0
Other	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	3
Impaired	1
Crash Conditions	
Dark	3
Wet	1

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2023)	NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
	All	Install high friction surface treatment on curves	Improve pavement friction (High Friction Surface Treatments)	R21	10	0.45	90%	FATAL 0 0 0.00 \$ 2,978,000 \$ -									
								SEVERE 2 1.1 2.75 \$ 2,978,000 \$ 8,189,500									
								OTHER VISIBLE 2 1.1 2.75 \$ 193,000 \$ 530,750									
								COMPLAINT OF PAIN 1 0.55 1.38 \$ 110,000 \$ 151,250									
								PDO 0 0 0.00 \$ 18,000 \$ -									
								FATAL 0 0 0.00 \$ 2,978,000 \$ -									
								SEVERE 2 0.3 0.75 \$ 2,978,000 \$ 2,233,500									
								OTHER VISIBLE 2 0.3 0.75 \$ 193,000 \$ 144,750									
								COMPLAINT OF PAIN 1 0.15 0.38 \$ 110,000 \$ 41,250									
								PDO 0 0 0.00 \$ 18,000 \$ -									
								FATAL 0 0 0.00 \$ 2,978,000 \$ -									
								SEVERE 2 0.6 1.50 \$ 2,978,000 \$ 4,467,000									
								OTHER VISIBLE 2 0.6 1.50 \$ 193,000 \$ 289,500									
								COMPLAINT OF PAIN 1 0.3 0.75 \$ 110,000 \$ 82,500									
								PDO 0 0 0.00 \$ 18,000 \$ -									
								FATAL 0 0 0.00 \$ 2,978,000 \$ -									
								SEVERE 2 0.4 1.00 \$ 2,978,000 \$ 2,978,000									
								OTHER VISIBLE 2 0.4 1.00 \$ 193,000 \$ 193,000									
								COMPLAINT OF PAIN 1 0.2 0.50 \$ 110,000 \$ 55,000									
								PDO 0 0 0.00 \$ 18,000 \$ -									
								FATAL 0 0 0.00 \$ 2,978,000 \$ -									
								SEVERE 2 0.3 0.75 \$ 2,978,000 \$ 2,233,500									
								OTHER VISIBLE 2 0.3 0.75 \$ 193,000 \$ 144,750									
								COMPLAINT OF PAIN 1 0.15 0.38 \$ 110,000 \$ 41,250									
								PDO 0 0 0.00 \$ 18,000 \$ -									

City of Folsom LRSP

Roadway Segment

Location: Iron Point Road from Prairie City Road to Grover Road
 Agency Name: City of Folsom
 Contact Name: Zach Bosch
 E-mail: zbosch@folsom.ca.us

Total Benefit \$ 4,397,250
 Total Cost \$ 64,625
 Combined BCR 68.0



Total Crashes	3
Local CCR Differential	-0.02
Equivalent Property Damage Only	177
Fatal	0
Severe Injury	1
Other Visible Injury	0
Complaint of Pain	2
PDO	0
Crash Type	
Broadside	0
Sideswipe	0
Rear End	1
Head On	0
Hit Object	2
Overturned	0
Other	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	0
Contributing Factors	
Aggressive	2
Impaired	1
Crash Conditions	
Dark	2
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2023)	NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
	All	Install high friction surface treatment on curves	Improve pavement friction (High Friction Surface Treatments)	R21	10	0.45	90%	FATAL 0 0 0.00 \$ 2,978,000 \$ -	0	0.00	\$ 2,978,000	\$ -	\$ 4,397,250	23500 SF of HFST	\$ 2.75	\$ 64,625	68.0
								SEVERE 1 0.55 1.38 \$ 2,978,000 \$ 4,094,750	1	0.55	\$ 2,978,000	\$ 4,094,750					
								OTHER VISIBLE 0 0 0.00 \$ 193,000 \$ -	0	0.00	\$ 193,000	\$ -					
								COMPLAINT OF PAIN 2 1.1 2.75 \$ 110,000 \$ 302,500	2	1.1	\$ 110,000	\$ 302,500					
								PDO 0 0 0.00 \$ 18,000 \$ -	0	0.00	\$ 18,000	\$ -					
	All	Install new MUTCD compliant curve warning signs	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	R22	10	0.85	90%	FATAL 0 0 0.00 \$ 2,978,000 \$ -	0	0.00	\$ 2,978,000	\$ -	\$ 1,199,250	2 Post-Mounted Signs	\$ 500	\$ 1,000	1,199.3
								SEVERE 1 0.15 0.38 \$ 2,978,000 \$ 1,116,750	1	0.15	\$ 2,978,000	\$ 1,116,750					
								OTHER VISIBLE 0 0 0.00 \$ 193,000 \$ -	0	0.00	\$ 193,000	\$ -					
								COMPLAINT OF PAIN 2 0.3 0.75 \$ 110,000 \$ 82,500	2	0.3	\$ 110,000	\$ 82,500					
								PDO 0 0 0.00 \$ 18,000 \$ -	0	0.00	\$ 18,000	\$ -					
	Bike + Ped	Install buffered bike lane by restriping lanes (reduce lane widths by 1 foot each)	Install Separated Bike Lanes	R34PB	20	0.55	90%	FATAL 0 0 0.00 \$ 2,978,000 \$ -	0	0.00	\$ 2,978,000	\$ -	\$ -	2000 FT Segment (buffered bike lane)	\$32 per LF buffered bike lane	\$ 64,000	0.0
								SEVERE 0 0 0.00 \$ 2,978,000 \$ -	0	0.00	\$ 2,978,000	\$ -					
								OTHER VISIBLE 0 0 0.00 \$ 193,000 \$ -	0	0.00	\$ 193,000	\$ -					
								COMPLAINT OF PAIN 0 0 0.00 \$ 110,000 \$ -	0	0.00	\$ 110,000	\$ -					
								PDO 0 0 0.00 \$ 18,000 \$ -	0	0.00	\$ 18,000	\$ -					

City of Folsom LRSP

Roadway Segment

Location: East Natoma Street from Cummings Way to Green Valley Road/Blue Ravine Road
 Agency Name: City of Folsom
 Contact Name: Zach Bosch
 E-mail: zbosch@folsom.ca.us

Total Benefit \$ 154,875
 Total Cost \$ 4,200
 Combined BCR 36.9



Total Crashes	3
Local CCR Differential	0.02
Equivalent Property Damage Only	23
Fatal	0
Severe Injury	0
Other Visible Injury	1
Complaint of Pain	2
PDO	0
Crash Type	
Broadside	1
Sideswipe	0
Rear End	0
Head On	0
Hit Object	0
Overturned	0
Other	0
Non-Motorist Crashes	
Pedestrian	0
Bicycle	2
Contributing Factors	
Aggressive	0
Impaired	0
Crash Conditions	
Dark	0
Wet	0

NOTES	COLLISION TYPE	RECOMMENDATION	LRSM/CMF COUNTERMEASURE	LRSM #	Expected Life (Years)	CMF	CALTRANS FUNDING	NUMBER OF CRASHES (2020-2023)	NUMBER OF HISTORIC CRASHES REDUCED	10-YEAR CRASH REDUCTION ESTIMATE	CRASH SEVERITY COST	10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	TOTAL 10-YEAR CRASH REDUCTION BENEFIT (2022 \$)	QUANTITY/ NUMBER OF UNITS	UNIT COST	COST ESTIMATE	BENEFIT/COST
	All	Improve bike lanes and prevent risky merging behaviors by installing bike lane delineators on west leg after SBR	Install delineators, reflectors and/or object markers	R27	10	0.85	90%	FATAL 0	0	0.00	\$ 2,978,000	\$ -	\$ 154,875	60 Flexible Surface Mount Delineators	\$ 70.00	\$ 4,200	36.9
								SEVERE 0	0	0.00	\$ 2,978,000	\$ -					
								OTHER VISIBLE 1	0.15	0.38	\$ 193,000	\$ 72,375					
								COMPLAINT OF PAIN 2	0.3	0.75	\$ 110,000	\$ 82,500					
								PDO 0	0	0.00	\$ 18,000	\$ -					
	Bike + Ped	Install green bike lane treatment in conflict zones	Install bike lanes	R33PB	20	0.65	90%	FATAL 0	0	0.00	\$ 2,978,000	\$ -	\$ 265,125	2000 SF Green Thermoplastic	\$ 8	\$ 16,000	16.6
								SEVERE 0	0	0.00	\$ 2,978,000	\$ -					
								OTHER VISIBLE 1	0.35	0.88	\$ 193,000	\$ 168,875					
								COMPLAINT OF PAIN 1	0.35	0.88	\$ 110,000	\$ 96,250					
								PDO 0	0	0.00	\$ 18,000	\$ -					

APPENDIX F

POLICY UPDATE

Table 1: Summary of Programs, Policies, and Practices for the City of Folsom

Topic	Current Status	Implement or Enhance
Complete Streets Policy	Goal M1.1.1 in the City's General Plan states that the City will develop streets in a manner consistent with complete streets principles.	It is recommended that the City of Folsom continue to enforce the complete street goal, especially in new developments south of US 50.
Traffic Impact Fees	City charges city impact fees according to the General Plan Policy 11.6. See report for details.	Consider safety impacts and potential projects that enhance safety for future fee updates.
Safe Routes to School Funding	Goal M 2.1.16 in the City's General Plan states that the city is seeking public participation and funding to construct SRTS.	Engage with the community and seek grant funding opportunities to create a SRTS plan.
Traffic Safety Education	Folsom PD conducts traffic safety education. The City conducts traffic safety education on a project basis.	Work with education and PD to develop traffic safety education programs in public areas and schools (including bicycle and pedestrian components).
Program for Reviewing Crash Activity	The Folsom Traffic Safety Committee provides City Council with traffic safety recommendations as stated in Section 10.02.010 in City's Municipal Code.	Set up formal program for reviewing crash activity at a fixed time interval (1 or 2 years); Update database for future LRSP analyses & updates.
Crossroads Database Updates	City of Folsom uses Crossroads Database.	Collect GPS coordinates for crashes so that the crash database can be used for analysis in GIS.
City Enforcement on Bicycle Rules	Anyone under 18 is required to wear a bike helmet C.V.C. 21212.	City transportation division should engage with PD in enforcement and education at strategic locations based on collision patterns, community events, and safety priorities.
Sobriety / Seatbelt Checks	Conducted by City Police Department.	City transportation division should engage with PD in planning and implementing sobriety and & seatbelt checks based on collision patterns, community events, and safety priorities.
City Law Enforcement Coordinate with Adjacent Jurisdictions	As stated in Comm-Link , coordinate with adjacent jurisdictions.	City Law Enforcement should continue to work with adjacent jurisdictions.

Topic	Current Status	Implement or Enhance
Speed Surveys	Speed surveys are conducted at regular intervals (speeds were lowered on three arterials in 2024).	Continue to implement regular speed surveying as required by California Vehicle Code; Review new guidance from Assembly Bill 43.
Speed Limits	Speed Limit Regulation can be found in Folsom Municipal Code 10.08 .	Continue to update as required by California Vehicle Code; Exercise context-based flexibility offered under Assembly Bill 43.
Traffic Calming Policies	The City's Traffic Safety Committee reviews traffic calming requests , consistent with M4.1.10 of the General Plan. The 2021 LRSP identified a traffic calming toolkit.	Continue to implement traffic calming strategies as appropriate.
Transit Vehicles Accommodation of Bicycles	Bikes are permitted on SacRT's buses and CAF light rail .	Continue to accommodate bicycles on transit to promote multi-modal trips.
Coordination of Transit Providers and City Staff	The City coordinates closely with SacRT on light rail service.	Continue coordination; Work to identify areas for improvements particularly with first and last mile connections.
Bicycle and Pedestrian Master Plans	2013 Bikeway Master Plan .	Update the Bikeway master plan to reflect current conditions. Continue tracking bike and pedestrian crashes, and implementing identified projects with high need and high feasibility.
General Plan Addresses Multimodal Traffic Safety	Policies in Section 3 of General Plan are a result of a multi-modal system.	Continue to implement recommendations under General Plan; Regularly assess progress and areas for improvement; Promote projects that prioritize multimodal safety while also providing operational improvements.
Inventory of Bicycle, Pedestrian, Parking, and other facilities	Yes, as stated in the Bikeway Master Plan .	Continue to maintain and grow bicycle, pedestrian, parking and other facilities.
Road Safety Audit (RSA) Guidelines	No formal RSA guidelines adopted.	Adopt the FHWA RSA guidelines to ensure consistency in field reviews and safety assessments.
Coordination between Emergency Response and City Transportation Planning	The Traffic Safety Committee includes representatives from PD and FD. The city coordinates with Emergency Responders as stated in the Active Transportation Plan	Continue engaging emergency response in transportation planning processes; Include membership in additional project-specific technical advisory committees where appropriate.

Topic	Current Status	Implement or Enhance
Coordination between Local Health Agencies and City Transportation Planning	Not posted online.	Continue engaging local health agencies in transportation planning processes; Include membership in project technical advisory committees where appropriate.
Resident Feedback	Yes, comment form available on City website .	Continue to seek out resident feedback; Review comments for trends and patterns that may suggest opportunities for systemic safety improvement.
Maintenance of Roadway Surfaces	City identifies CIP projects for roadway surfacing.	Continue regular maintenance of roadway surfaces; integrate safety improvements such as bike lanes and advanced stop bars.
Transportation Demand Management Policies/Programs	Folsom is included in the SACOG SACSIM model.	Coordinate with city planning, transportation agencies and community member to create a TDM program
Use of overlays, specific plans, redevelopment areas to encourage infill development to reduce VMT	City follows direction in SB 743 to reduce VMT.	Identify areas where infill development will require safety improvements; Coordinate with County to ensure connectivity and continuation of safety amenities with other municipalities.
Regular Collection of Traffic / Bicycle / Pedestrian Volumes	On a case-by-case basis.	Require bicycle and pedestrian counts as part of routine traffic counting policies for the City when traffic impact studies or environmental documents are being developed.
Program for Installing Wayfinding Signage	Goal LU 9.1.7 in the general plan suggests the use of wayfinding signage and site-specific historic themes to promote district identities.	Ensure that preferred routes to key destinations signed to avoid cut-through traffic in residential areas.
Warrants for Traffic Control Devices	Uses CA MUTCD.	Continue to use CA MUTCD warrants; Where frequent citizen requests are not covered by existing warrants, consider developing local warrants to facilitate decision making.
School Zone Safety	City recently installed pedestrian median fencing by Folsom High School. Enforcement is conducted by PD .	Continue enforcement of road safety in school zones; Seek grant funding opportunities for additional personnel in school zones, or funding for schools to make safety improvements.

Topic	Current Status	Implement or Enhance
Crosswalk Safety	The City does not oversee a crossing guard program.	Formalizing a crossing guard program for the Folsom Cordova School District. Increase enforcement of safe driving and active transportation behaviors near busy crosswalk locations; Update pedestrian crossing design standards in accordance with latest best practices Seek grant funding for additional enforcement near high pedestrian activity locations.

ATTACHMENT 3



Traffic Safety Committee Meeting

Meeting Minutes

City Council Chambers | 50 Natoma Street, Folsom CA 95630
 December 12, 2024
 4:00 PM

1. CALL TO ORDER

Chair Bailey called the meeting to order at 4:01 pm.

2. ROLL CALL:

PRESENT: S. Bailey, Z. Bosch, J. Brausch, T. Galovich (arrived at 4:24), K. Goddard, M. McGee, M. Washburn

ABSENT: None

3. MINUTES

Approval of the Minutes of the October 24, 2024, meeting. Goddard proposed two edits to the Meeting Minutes. The first was to correct the page numbers at the bottom of each page. The second was to add the word “signage” to the end of the motion for item 5c.

Brausch motioned to accept the minutes with the two edits.

Goddard seconded the motion.

Motion carried with the following vote:

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

4. BUSINESS FROM THE FLOOR/GOOD OF THE ORDER

Public comment made by Adi Sharma, Raghul Madra, and YK Chalamcherla regarding a stop sign request at Golf Links Drive and Woodglen Drive. Bosch provided information regarding next steps.

5. ACTION/DISCUSSION ITEMS

The order of these items was changed by Chair Bailey to: 5b, 5c, 5a.

b. Evaluation of improvements on South Lexington Drive to reduce speeding

Public comment made by Konnor Delong and Kathleen Kinsey.

The Traffic Safety Committee recommends the Public Works Department install flashing stop signs on South Lexington Drive. Further that the city begin the process of engaging the community in the potential trial of “phase 1 horizontal deflection measures” as shown in the City’s Neighborhood Traffic Calming Manual. They recommend that the Folsom Police Department increase enforcement to once per month in the corridor.

Brusch proposed the motion.

Goddard seconded the motion.

Motion carried with the following vote:

AYES: Bailey, Bosch, Brusch, Galovich, Goddard, McGee, Washburn

ABSTAIN: None

ABSENT: None

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

YK Chalamcherla from the Folsom Cordova School Board was in attendance for this item. Traffic Safety Committee member Matt Washburn began by explaining the process of how school transportation is developed when a new school is opened. Two Folsom Cordova Unified School District Employees spoke, Cathlean Jones, Director of Transportation and Ron Prasad, Dispatcher/Scheduler (Special Education). They explained how transportation works in this corridor and how students are assigned to the North or South side of the road. Brusch asked that the Public Works Department keep this area near Mangini Ranch Elementary on their radar and monitor traffic flow and collisions. No motion was made.

- a. Draft Final 2024 Local Roads Safety Plan

The Committee suggested the following edits to the draft 2024 Local Roads Safety Plan (LRSP):

- Regarding how often the LRSP is done, edit pages 57 & 58, so the time period is expressed the same way on both pages.
- Page 42 at the bottom there is a misspelling. There should only be one “t” on Riley Street.
- Page 22. Consider changing to make it clear that Folsom does not have an office of Traffic Safety. Explain the 105 number on the chart. Consider adding a link or addendum showing the other cities that the 105 number references.
- Edit section 4.4 and Table 9 to match each other by including the number or percentage, or number and percentage on each. The committee recommends number and percentage.
- Page 48, Provide some kind of explanation as to why it says “not available” and an explanation as to why not.
- Table 6 on page 54, explain what b/c means. Create an easy to find answer *
- Figure 21, page 34, it should say 2015 not 2025 in the title.

Approval of the 2024 Draft Local Roads Safety Plan. The Committee proposed the above edits to the draft document.

Brusch motioned to accept the Draft Local Roads Safety Plan with the proposed edits.

Washburn seconded the motion.

Motion carried with the following vote:

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

6. **INFORMATIONAL ITEMS**

a. Traffic Safety Committee action item updates

Bosch provided a progress report on the projects identified on the chart provided in the staff report. Chair Bailey asked that the Folsom Lake Crossing Phase 2 Barrier Project be added to the action item updates chart.

b. Upcoming Traffic Safety Committee items

- Request for a stop sign at Dehone Circle and Pleasant Ravine Drive
- Speed studies on Mangini Parkway, Grand Prairie Road, Alder Creek Parkway, and East Bidwell Street
- All way stop sign request at Stewart Street and Grover Road
- Crosswalk request at Blacktail Way/Quail Meadow Way and Alder Creek Parkway
- Request for evaluation of line of sight at Willow Bridge Drive and Iron Point Road

Bosch confirmed that the above items are possible future agenda items.

7. **ADJOURNMENT**

Meeting Adjourned at 6:12 pm.