Traffic Safety Committee Meeting Agenda

City Council Chambers | 50 Natoma Street, Folsom CA 95630
March 27, 2025
4:00 PM

1. CALL TO ORDER

2. ROLL CALL:

Z. Bosch, J. Brausch, R. Cogil, T. Galovich, K. Goddard, M. McGee, M. Washburn

3. MINUTES

Approval of the Minutes of the February 27, 2025, Meeting.

4. BUSINESS FROM THE FLOOR/GOOD OF THE ORDER

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

5. ACTION/DISCUSSION ITEMS

a. Pedestrian Scramble at Oak Avenue and North Lexington Drive/Creekside Drive
b. Analysis of midblock crosswalk near the intersection of East Bidwell Street and Market Street
c. City staff request for Traffic Safety Committee recommendation to establish Flashing Yellow Arrow Pilot Program

6. INFORMATIONAL ITEMS

a. Traffic Safety Committee Action Item Updates
b. Upcoming Traffic Safety Committee items
    - Westwood and Needlegrass – Resident Request
    - Mangini & Wildflower and Mangini & Rock Hearth – Resident Request for All-Way Stop Sign Control
    - Darrington Drive - Resident Request for Traffic Calming

7. ADJOURNMENT

Traffic Safety Committee Meeting Minutes

City Council Chambers | 50 Natoma Street, Folsom CA 95630
February 27, 2025
4:00 PM

Meeting minutes contain an action summary. A video recording of the meeting in its entirety can be found on the City of Folsom website on the Traffic Safety Committee webpage.

1. CALL TO ORDER

Chair Brausch called the meeting to order at 4:01 p.m.

2. ROLL CALL:

PRESENT: Z. Bosch, J. Brausch, R. Cogil, T. Galovich, K. Goddard, M. McGee, M. Washburn

3. MINUTES

Approval of the Minutes of the January 23, 2025, Meeting.
Goddard requested the link to the video recordings be presented in a way that can be accessed from printed meeting minutes

Goddard motioned to accept the minutes with the one edit.
Cogil seconded the motion.

Motion carried with the following vote:

AYES:	Bosch, Brausch, Cogil, Galovich, McGee, Washburn
ABSTAIN:	None
ABSENT:	None

4. BUSINESS FROM THE FLOOR/GOOD OF THE ORDER

Public comment made by Ryan Peterson. He explained that on Randall Drive, there is landscaping blocking sight lines on East Natoma Street. Also, the crosswalks are not respected by drivers on East Natoma Street, specifically on Randall Drive with increased speed. He would like the consideration of Ofria Drive and Randall Drive to have a four-way stop.

5. ACTION/DISCUSSION ITEMS

The order of the items was changed by Chair Brausch to: 5c, 5d, 5a, 5b, and then 5e.

c. Speeding and cut through traffic concerns on Foxridge Drive and Simmons Way

Public Comment: Email from Ben & Desirae Watson (read by Lindsey Margetich), Jon Lazaro, Sharon Kindel, Vickie Darcy, Adam Stephenson, Lisa Wright, John Messner,

Lisbet Liepart, Natalie Liepart, George Liepart, David Gunter, Sara McGowan, Richard Gray, and Michael Mideiros.

The Traffic Safety Committee recommends radar feedback signs, increased police speeding enforcement (once monthly effective immediately), increased traffic signage, residential neighborhood signage, pavement painting, and additional research developing lighting and stop signs.

Cogil proposed the motion.
Goddard seconded the motion.

Motion carried with the following vote:

AYES:	Bosch, Brausch, Cogil, Galovich, McGee, Washburn
ABSTAIN:	None
ABSENT:	None

Second motion proposed by Committee Member McGee.

The Traffic Safety Committee recommends further evaluation of the intersection of Oak Avenue and Folsom-Auburn Boulevard for improvements on traffic light timing to decrease traffic backup on Oak Avenue. The Committee asked Zach to explore pedestrian protective barriers on Oak Avenue.

McGee proposed the motion.
Bosch seconded the motion.

Motion carried with the following vote:

AYES:	Bosch, Brausch, Cogil, Galovich, McGee, Washburn
ABSTAIN:	None
ABSENT:	None

d. Request for improvements at Willow Creek Drive and Randall Drive to improve stop sign compliance

Public Comment: Tim Jacobs, Ryan Peterson, Dawn Jackson, Liza Seipel-Bueb, Barbara Huber, Kathy Johnson, and Terry Jackson.

The Traffic Safety Committee recommends making improvements to the intersection of Willow Creek Drive and Randall Drive to include the recommendations from the staff report of high-visibility crosswalks, installation of compliant ADA curb ramps at the three corners identified in the exhibit, including the two enhanced crosswalks, installing plastic bollards and parking restrictions between 212 Randall Drive and Willow Creek Drive to discourage rolling right turns and re-evaluate their effectiveness in six months for a potential permanent solution. Additionally, to include a cantilever stop sign on the westbound side of 212 Randall Drive, radar feedback signs, evaluate the appropriateness of pavement markings for stop ahead, and evaluate middle of the street crosswalk bollards.

McGee proposed the motion.
Cogil seconded the motion.

Motion carried with the following vote:

AYES:	Bosch, Brausch, Cogil, Galovich, McGee, Washburn
ABSTAIN:	None
ABSENT:	None

a. All Way Stop Sign request at Stewart Street and Grover Road

Public Comment: Mireille Duclos

The Traffic Safety Committee does not recommend an additional crosswalk and an all-way stop sign is not warranted and therefore not recommended at this time.

Goddard proposed the motion.
Cogil seconded the motion.
Motion carried with the following vote:

AYES:	Bosch, Brausch, Cogil, Galovich, McGee, Washburn
ABSTAIN:	None
ABSENT:	None

b. Request for evaluation of line of sight at Oxburough Drive and Glenn Drive

Public Comment: Email from Michael Buehrle (read by Lindsey Margetich), Joan Nunn, Jean Shuman, and Frank Hadley Grow.

The Traffic Safety Committee recommends a tiered approach to the removal of the landscaping along Glenn Drive, starting with ground cover. On a future meeting agenda the Public Works Department will make its recommendations for a mid-block crosswalk, the high pruning of the trees or total removal of the trees, and the potential evaluation of a no left turn sign at Oxburough Drive and Glenn Drive.

Bosch proposed the motion.
McGee seconded the motion.
Motion carried with the following vote:

AYES:	Bosch, Brausch, Cogil, Galovich, McGee, Washburn
ABSTAIN:	None
ABSENT:	None

e. Request for evaluation of line of sight at Willow Bridge Drive and Iron Point Road

Public Comment: Eric Barkey and Gul Khan.

The Traffic Safety Committee recommends the pruning of existing trees to help with line of sight along Iron Point Road and evaluating the ground cover.

McGee proposed the motion.
Goddard seconded the motion.
Motion carried with the following vote:

AYES:	Bosch, Brausch, Cogil, Galovich, McGee, Washburn
ABSTAIN:	None
ABSENT:	None

6. INFORMATIONAL ITEMS

a. Traffic Safety Committee action item updates

Chair Brausch recommended committee members look at the action item spreadsheet on their own and did not have Bosch read each item update. She recognized the only item that was taken off was the LRSP adoption by City Council. City Council adopted the LSRP on February 11, 2025.

Committee Member Goddard complimented the links recently added to the website of the individual agenda items. He also requested to potentially have individual links to a map of the location for the specific agenda items on the website that the public could use to see exact location of the issue being considered. Bosch agreed to work with the Secretary of the Committee to see if that would be a viable addition.

b. Upcoming Traffic Safety Committee items

- Westwood Drive and Needlegrass Drive, evaluation of line of sight and stop control
- Darrington Drive, speeding and cut through traffic concerns
- Oak Avenue and N. Lexington Drive pedestrian scrabble coming back for review
- E. Bidwell Street, crosswalk evaluation at the Bank of America building
- Flashing Yellow Arrow trail

7. ADJOURNMENT

Meeting adjourned at 7:49 p.m.

ACTION/DISCUSSION ITEMS
Agenda Item No. 5a
TSC 25-017
03/27/25 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: March 27, 2025

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: PEDESTRIAN SCRAMBLE AT OAK AVENUE AND NORTH LEXINGTON DRIVE/CREEKSIDE DRIVE

BACKGROUND/ANALYSIS

During the Traffic Safety Committee (TSC) meeting on October 24, 2024, concerns were raised regarding pedestrian and bicycle safety at the intersection of Oak Avenue and North Lexington Drive/Creekside Drive. The primary concerns centered around high pedestrian and bicycle volumes following the dismissal of Folsom Middle School, near-miss incidents involving pedestrians, bicycles and vehicles, and potential conflicts between pedestrians and turning vehicles, particularly during peak afternoon periods.

To address these safety concerns, the implementation of a Pedestrian Scramble, also known as an exclusive pedestrian phase, was identified as a potential solution. A Pedestrian Scramble would allow pedestrians to cross the intersection safely in all directions, including diagonally, while all vehicle traffic is stopped. Further analysis has also presented another potential solution called a Leading Pedestrian Interval (LPI). This report provides an overview of the findings related to operational impacts, necessary infrastructure improvements, and recommendations, and is a follow up to the October TSC meeting.

City staff, augmented by a consultant contract, performed a thorough traffic analysis of the subject intersection including traffic counts, intersection analysis, operations analysis, and cost analysis. A copy of the report is attached.

ANALYSIS AND FINDINGS

Pedestrian Scramble:

City staff, in collaboration with a contracted consultant, conducted an extensive traffic analysis to evaluate the feasibility and operational implications of introducing a pedestrian scramble phase. The evaluation process included traffic counts to document vehicle and pedestrian volumes during peak periods, an intersection operations analysis to assess current and projected conditions with the addition of a scramble phase, and a cost analysis to estimate expenses related to equipment, installation, and traffic management.

The analysis revealed that the intersection experiences a significant increase in pedestrian and cyclist activity immediately after school dismissal. The introduction of a pedestrian scramble phase would eliminate vehicle-pedestrian conflicts during crossing periods. While the operational analysis indicated a slight increase in queueing during the scramble phase, overall intersection performance would remain within acceptable levels, consistent with a Level of Service (LOS) D or better. The estimated cost for installing the required signal equipment and infrastructure improvements is $25,000.

Concerns about using a time-of-day Pedestrian Scramble were also found. The primary concern being that it could create confusion for both pedestrians and drivers. Changing the way the intersection works at different times of the day might make it harder for people to know when they can cross safely. This is especially true for middle school students and others who may not be familiar with traffic patterns. They might not realize when the Pedestrian Scramble is active and when they need to cross normally, which could lead to unsafe crossings. Visitors or people who don't use the intersection regularly might also struggle with the change, either missing their chance to cross safely or attempting to cross at the wrong time. Drivers could also be caught off guard by the sudden change in pedestrian movement, leading to more potential conflicts between vehicles and pedestrians. Because of these challenges, the department is cautious about limiting the Pedestrian Scramble to certain times of the day unless there is clear signage and public education to help everyone understand how it works.

Leading Pedestrian Interval:

An alternative to a Pedestrian Scramble is a Leading Pedestrian Interval, which is a traffic signal timing change that gives pedestrians a head start before vehicles get a green light. With an LPI, the walk signal turns on a few seconds before drivers make turns get their green light. This small timing adjustment makes pedestrians more visible to drivers, reducing the chances of accidents, especially at busy intersections. LPIs are especially useful for intersections with a lot of turning vehicles, where pedestrians and cars often cross paths. By allowing pedestrians to step into the crosswalk first, they become more noticeable, and drivers are more likely to yield. This improves safety without requiring major changes to the intersection. LPIs are already used in Folsom and have been proven to reduce pedestrian-vehicle crashes. Unlike a Pedestrian Scramble, which completely stops all vehicle movement while people cross, an LPI still allows traffic to flow efficiently while giving pedestrians a safer crossing opportunity. The head start times can vary depending on the conditions. Typically, we recommend a 5-7 second LPI.

Leading Pedestrian Interval with No Right Turn Blank-Out Sign:

Similar to the above approach with the Leading Pedestrian Interval, this option would supplement the LPI with a NO RIGHT TURN blank out sign that would only be illuminated when the WALK sign is on for pedestrians, in this case, 7 seconds. During the pedestrian clearance phase, the sign would be unlit, and vehicles would be able to yield their right turns to any remaining pedestrian in the crosswalk. Below is an image from the City of Santa Rosa who has installed this option.

COST ESTIMATE

The estimated cost for the implementation of a Pedestrian Scramble is identified as between $20,000 and $25,000. The cost of a Leading Pedestrian Interval would be nominal and absorbed by the City's operating budget and would only require staff time to implement and monitor. Cost of the NO RIGHT TURN blank out sign is approximately $4,000.

CONCLUSIONS

Based on the findings, it is not recommended that a pedestrian scramble phase be implemented. We are concerned that the limited duration of the pedestrian scramble phase may give pedestrians a false sense of security, potentially leading them to misjudge their safety when crossing. Rather, Public Works recommends installation of a Leading

Pedestrian Interval with No Right Turn Blank-Out Sign with a leading time of 7 seconds to facilitate the crossing of pedestrians and bicyclists. Implementing an LPI provides a safer and more efficient solution while minimizing disruption to traffic flow and restricting right turn movements while the pedestrian walk phase is on would allow most, if not all, the users of the crosswalk to safely establish themselves in the crosswalk or fully cross, depending on the mode of transportation they are using. The pedestrian interval offers an added layer of safety for both pedestrians and cyclists, enhancing visibility and reducing potential conflicts without introducing confusion.

Following implementation, it is advised to monitor traffic and pedestrian activity to confirm that the LPI phase is functioning effectively. Adjustments to timing or operations should be made if necessary to optimize safety and traffic flow. Additionally, community engagement is essential to inform local residents, schools, and drivers about the operational changes, ensuring awareness and compliance.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

City staff recommends that a Leading Pedestrian Interval with a supplemental No Right Turn Blank-Out Sign with a 7-second head start be installed, and that staff monitor the effectiveness of this low cost improvement to determine if additional steps are needed.

Attachment A

Memorandum

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

From: Stephen Dillon, P.E.

Re: Oak Avenue Parkway at Creekside Drive/N Lexington Drive - Pedestrian Scramble

Date: March 19, 2025

The purpose of this memorandum is to document the results of a traffic analysis conducted for the intersection of Oak Avenue Parkway at Creekside Drive/N Lexington Drive (the "intersection") in Folsom, CA (the "City"), to assess the operational feasibility of introducing a dedicated pedestrian (or "pedestrian scramble") traffic signal phase (the "Project") to the intersection.

Introduction and Background

The intersection is understood to be a popular route for pedestrians and cyclists, particularly in the early afternoon after students are released from local schools. Cyclists are observed to be the primary crossing users during the afternoon peak-period. Observed cyclist behavior during the afternoon peak-period is to freely disperse across N Lexington Drive after crossing over Oak Avenue Parkway. As such, a request was made to evaluate the feasibility of adding a dedicated pedestrian phase to the existing signalized intersection in order to safely facilitate afternoon peak-period pedestrian and cyclist crossings by allowing users to directly access their desired side of N Lexington Drive while protected from background traffic by signal control.

It is understood that the pedestrian phase is proposed to be implemented during a limited period of the day to better facilitate peak pedestrian demand. This analysis documents the anticipated operational effects of introducing a dedicated pedestrian phase to the intersection during periods of peak pedestrian activity.

Data Collection

Traffic data was collected on February 25, 2025 using the City's CCTV camera system. Traffic data collected included vehicle turning movement counts and directional pedestrian crossings. Traffic data was collected between 3:00 and 5:00 PM when local schools were in session during good weather conditions to capture peak pedestrian demand at the intersection. The data collected is determined to be representative of a typical weekday.

Current traffic signal timing parameters for the intersection were obtained from the City database and were used to establish the baseline analysis condition.

Intersection Analysis

The Level of Service (LOS) of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A, which represents minimal delay, to F, which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual, 7th Edition (HCM)* and *Highway Capacity Manual, 2000 (HCM2000).*

The Highway Capacity Manual includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for the worst (most delay) minor street approach or movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection overall. Table 1 presents intersection LOS definitions as defined in the HCM.

Table 1 – Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay* (sec/veh)	Average Control Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: Highway Capacity Manual, 7th Edition

* Applied to the worst lane/lane group(s) for SSSC and AWSC

LOS for the study intersections was determined using the Synchro® traffic analysis software. Synchro 12 uses HCM 7th Edition and HCM 2000 methodology to analyze intersection delay and LOS.

Including a dedicated pedestrian phase at the signal enables pedestrians and cyclists to cross the intersection diagonally. When evaluating these conditions, signal timing for the phase must be developed based on the time it would take for the "slowest" user to cross and clear the intersection. This timing is developed in part based on the diagonal distance across the intersection (approximately 144-feet) and an assumed pedestrian walking speed (3.5-feet/second). As such, the resultant "flashing don't walk" time equates to 42 seconds. The FHWA standard "walk" time duration is 7 seconds. Adding these values together results in a total pedestrian phase of 49 seconds to be added on top of the existing signalized intersection phase length.

As the HCM 7th Edition methodology is not able to analyze dedicated pedestrian phases, the HCM 2000 methodology was used to analyze intersection operations with a pedestrian scramble.

Intersection Operations Results

Table 3 presents the intersection queueing summary for movements with storage constrained by existing turn pocket lengths or proximate driveways/street intersections. As indicated in Table 3, the introduction of a dedicated pedestrian phase results in an increase in queueing relative to the baseline operating scenario. Queueing analysis information for the Existing (2025) baseline scenario and Existing (2025) plus Project scenario is included in Attachment A

Table 2 presents the intersection LOS operating conditions with and without the proposed dedicated pedestrian phase. As indicated in

Table 3 presents the intersection queueing summary for movements with storage constrained by existing turn pocket lengths or proximate driveways/street intersections. As indicated in Table 3, the introduction

of a dedicated pedestrian phase results in an increase in queueing relative to the baseline operating scenario. Queueing analysis information for the Existing (2025) baseline scenario and Existing (2025) plus Project scenario is included in Attachment A

Table 2, the study intersection operations are between LOS C to LOS D. Traffic analysis sheets for the Existing (2025) baseline scenario and Existing (2025) plus Project scenario are included in Attachment A. The "plus Project" scenario includes the introduction of the dedicated pedestrian phase.

Table 3 presents the intersection queueing summary for movements with storage constrained by existing turn pocket lengths or proximate driveways/street intersections. As indicated in Table 3, the introduction of a dedicated pedestrian phase results in an increase in queueing relative to the baseline operating scenario. Queueing analysis information for the Existing (2025) baseline scenario and Existing (2025) plus Project scenario is included in Attachment A

Table 2 –Intersection Level of Service Summary

ID	Intersection	Peak Hour	Control	Existing (2025) (HCM 7th)		Existing (2025) (HCM 2000)		Existing (2025) plus Project (HCM 2000)	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Oak Avenue Pkwy at Creekside Dr/N Lexington Dr	Weekday PM	Signal	31.2	C	31.2	C	46.6	D

Table 3 – Intersection Queueing Summary

Intersection / Analysis Scenario	Movement	Available Storage (ft)	Weekday PM 95th % Queue (ft)
#1, Oak Avenue Pkwy at Creekside Dr/N Lexington Dr	SBL		
Existing (2025) (HCM 7th)		185	175
Existing (2025) (HCM 2000)			175
Existing (2025) plus Project (HCM 2000)			230
NBL			
Existing (2025) (HCM 7th)		190	115
Existing (2025) (HCM 2000)			115
Existing (2025) plus Project (HCM 2000)			150
WBTL			
Existing (2025) (HCM 7th)		140	110
Existing (2025) (HCM 2000)			110
Existing (2025) plus Project (HCM 2000)			165
EBTL			
Existing (2025) (HCM 7th)		175	220
Existing (2025) (HCM 2000)			220
Existing (2025) plus Project (HCM 2000)			300

Notes: For approaches with dual left-turn lanes, the longest queue length is reported.
Shaded cell indicates queue exceeds storage by > 25' (one vehicle length)

Constructability and Costs

The following traffic signal equipment would be required to implement a pedestrian phase at the Oak Avenue Parkway and Creekside Drive/N Lexington Drive intersection:

- Pedestrian signal heads (each corner) $1500/each X 4 = $6,000
- Right-turn blank out signs (each corner) $3000/each X 4 = $12,000
- Signal cabling with Traffic Control = $5,000

Conclusions

The addition of a pedestrian signal phase to the intersection is deemed to be operationally feasible. Adding a pedestrian signal phase does not result in intersection operations deteriorating beyond the acceptable LOS D standard outlined in the City's General Plan. The additional dedicated pedestrian phase is shown to increase queueing for the southbound left and westbound left movements beyond the existing storage length for the respective movements.

The additional traffic signal equipment and associated installation is anticipated to cost $25,000.

Attachments

Exhibit 1 – Additional Traffic Signal Equipment

ACTION/DISCUSSION ITEMS
Agenda Item No. 5b
TSC 25-018
03/27/25 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: March 27, 2025

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: ANALYSIS OF MIDBLOCK CROSSWALK NEAR THE INTERSECTION OF EAST BIDWELL STREET AND MARKET STREET

BACKGROUND/ANALYSIS

1. Introduction

The purpose of this report is to analyze the feasibility and safety considerations of installing a midblock crosswalk near the intersection of East Bidwell Street and Market Street and to provide recommendations based on traffic engineering principles, City planning documents, and community needs.

2. Background

The area near East Bidwell Street and Market Street has seen increased recent pedestrian activity due to new residential developments, particularly the Bidwell Place Residential at 425 East Bidwell Street near the Bank of America building. Currently, there is no formal crosswalk at this location, leading to concerns about pedestrian safety as individuals choose to cross midblock. The city has received community feedback requesting the evaluation of installation of a designated midblock crosswalk to enhance safety and accessibility.

3. Existing Conditions

Within the subject area, East Bidwell Street has four travel lanes and a center turn lane, along with curb/gutter/sidewalk improvements along one side of its 70 foot-wide right-of-way. It carries approximately 18,500 vehicles daily with a posted speed limit of 35 miles per hour (MPH) and 85th percentile speeds of 38 mph.

Pedestrian Activity: Observations indicate minimal pedestrian activity attempting to cross the street.

Visibility at the proposed crosswalk location is excellent, as sightlines are not obstructed by landscaping features or roadside parking. This ensures that both pedestrians and drivers have a clear and unobstructed view of the crossing area, enhancing overall safety. The stopping sight distance, which is the distance a driver needs to perceive a hazard and come to a complete stop, is also well within safe limits. Sight distance exceeds 800 feet to the west and 700 feet to the east, providing ample visibility for approaching vehicles.

The nearest marked crosswalks to the location are situated at the intersection of East Bidwell Street and Glenn Drive, which is approximately 590 feet away. At an average walking speed, this distance equates to roughly a 3-minute walk. The availability and proximity of these crosswalks are important considerations for pedestrian accessibility and safety. Having crosswalks located at a reasonable distance encourages pedestrians to use designated crossing points, reducing the likelihood of unsafe mid-block crossings.

The crossing distance for pedestrians is measured at 70 feet. To determine the amount of time it would take for an average pedestrian to safely cross this distance, we consider a standard walking speed of 3.5 feet per second. By dividing the total distance (70 feet) by the walking speed (3.5 feet per second), we find that it would take approximately 20 seconds for a pedestrian to cross the entire span. This calculation is essential for setting appropriate pedestrian signal timing to ensure safety and allow sufficient time for all individuals, including those who may walk at a slower pace, to cross the intersection safely.

East Bidwell Street is equipped with street lighting installed on both sides of the roadway.

4. Analysis

Warrant Analysis:

Midblock uncontrolled crosswalks are not subject to specific warrants under the California Manual on Uniform Traffic Control Devices (CAMUTCD). However, city staff conducted a preliminary assessment using the Federal Highway Administration (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. This evaluation considered factors such as pedestrian volumes, traffic speeds, and roadway design. The assessment determined that installing an uncontrolled crosswalk at this location, even with Rectangular Rapid Flashing Beacons (RRFBs), is not feasible. Concerns include high vehicle speeds and volumes, insufficient gaps in traffic for safe crossings, the absence of continuous sidewalks, and multiple nearby driveway access points. Therefore, installation of an uncontrolled crosswalk at this location is not recommended.

The CAMUTCD has guidance for pedestrian hybrid beacons is located within Section 4F.01 - Application of Pedestrian Hybrid Beacons and is contained below with emphasis added by City Staff for relevant subsections.

If an engineering study confirms that one of the signal warrants outlined in Chapter 4C is met and justifies the installation of a traffic control signal, the signal should be installed according to the standards and guidelines provided in Chapters 4D and 4E. ***(Not Applicable)***

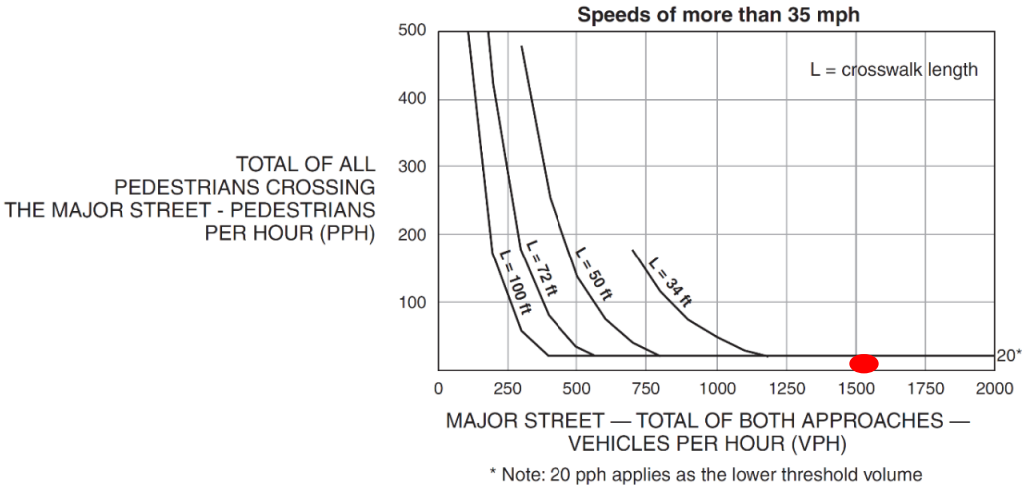
If a traffic control signal is not warranted under Chapter 4C but conditions such as insufficient traffic gaps, high vehicle speeds, or excessive pedestrian delays exist, the need for a pedestrian hybrid beacon (PHB) should be evaluated. This evaluation must be based on an engineering study that considers factors such as major street traffic volumes, speeds, road width, pedestrian volumes, walking speeds, and delay. ***Applicable.***

For streets with a posted, statutory, or 85th-percentile speed limit of 35 mph or less, the need for a PHB should be considered. This determination is based on whether the plotted point—representing the vehicles per hour on the major street (combined for both approaches) and the total pedestrian crossings during one hour (any four consecutive 15-minute periods) of an average day—falls above the applicable curve in Figure 4F-1, corresponding to the crosswalk length. ***(Not Applicable)***

For streets with a posted, statutory, or 85th-percentile speed limit exceeding 35 mph, the need for a PHB should be assessed similarly. The plotted point must fall above the applicable curve in Figure 4F-2 for the crosswalk length, based on the same criteria of vehicle and pedestrian volumes. **For the purposes of this report, the plotted point falls outside of the recommended area by failing to meet the 20 Pedestrians per Hour (PPH) threshold.**

If the crosswalk length does not match the four specific lengths shown in Figures 4F-1 and 4F-2, values should be interpolated between the curves to determine the applicable thresholds. ***(Not Applicable)***

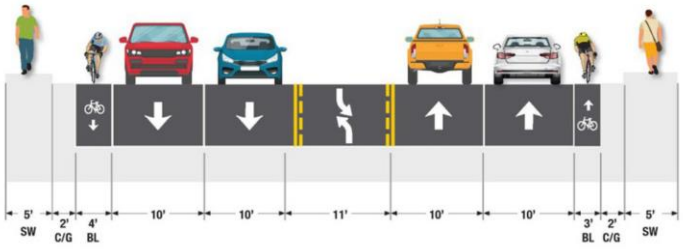
Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



Central Business District Vision Plan

The City of Folsom Central Business District (CBD) Vision Plan was developed to revitalize and enhance the area. It includes recommendations for improvements throughout the district, with a focus on mobility enhancements outlined in Section 5. These aim to create a safer, more efficient, and pedestrian-friendly transportation network while preserving the district's historic character. Below are the relevant recommendations from that Vision Plan

East Bidwell Street: Improvement Concept



5.4.4 Enhance District Walkability by closing sidewalk gaps, reducing curb cuts and enhancing roadside landscaping. All of the District streets include sidewalk facilities with the exception of East Bidwell Street between Market Street and Coloma Street, where there are two notable gaps on the east side of the street. As the properties along these

frontages undergo future redevelopment, these sidewalk gaps should be closed to create a safe, continuous pedestrian path. The City should also pursue opportunities to close the gaps with capital projects and/or grant funding.

5.4.6 Address documented traffic safety hazards through the City's Local Roads Safety Plan (LRSP). Using the outcomes of the latest LRSP, continue to seek safety grant funding to address district locations with above average crash rates, and those with a propensity for bicycle/pedestrian-involved collisions.

5.4.7 Create a safe and inviting atmosphere that promotes and encourages walking and cycling. Utilize decorative street light poles with street lighting intensity that is consistent with City safety standards but creates a comfortable atmosphere. Incorporate landscape strips between sidewalks and travel lanes where feasible, including street trees, benches, shade structures, planters and community art.

5.4.9 Evaluate middle school pedestrian safety and access. Evaluate pedestrian crossing safety at controlled intersections, and the feasibility of mid-block pedestrian crossings. It should be noted that City staff does not advise the use of uncontrolled mid-block crossings on multi-lane, high-speed roads (30 MPH and above), but they can be considered on roadways with only one travel lane per direction, particularly if there is an opportunity for a center refuge area.

Local Road Safety Plan

Both the 2021 and the newly approved 2024 Local Roadway Safety Plan (LRSP) indicate that there is no recorded history of severe or fatal collisions at this location. This suggests that, historically, the area has not been identified as a high-risk zone for serious traffic incidents. The absence of such collisions may reflect existing safety measures, roadway design, or traffic patterns that contribute to overall safety. However, while historical data is an important consideration, it is also essential to evaluate current conditions and potential future risks to ensure the continued safety of all roadway users.

Active Transportation Plan

East Bidwell Street has been identified in the planning documents as a location for the installation of a Class IIB Buffered Bicycle Lane and the construction of sidewalks on the side of the street where they are currently missing. This project has been categorized as a low-priority initiative, as indicated in Figure 18 of the plan, with an estimated planning-level cost ranging from $145,255 to $176,380. The project scope specifically covers the segment of East Bidwell from Coloma Street to Market Street, aiming to enhance pedestrian and cyclist safety while improving multimodal connectivity along this corridor.

Despite being designated as a low-priority project in the overall plan, East Bidwell is also identified as a "Phase One Project" in Figure 23. This designation suggests that while the project may be lower in priority compared to other initiatives, it is still considered an early action item for future improvements. This could be due to the potential for leveraging

funding opportunities, addressing emerging safety concerns, or improving overall connectivity in the area.

However, East Bidwell has not been identified as a location for spot improvements, such as the installation of a Pedestrian Hybrid Beacon (PHB), as shown in Figure 11. This indicates that, based on current data and safety assessments, the location does not meet the criteria for immediate pedestrian crossing enhancements. While not prioritized for spot improvements, the broader scope of enhancements, including buffered bike lanes and sidewalk installations, will contribute to the long-term safety and accessibility of the corridor.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 6 8 ❾	① ❸ 5 6 7 8 9	① ❸ 5 6 ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 6 ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 6 8 ❾

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1. High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2. Raised crosswalk
3. Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4. In-Street Pedestrian Crossing sign
5. Curb extension
6. Pedestrian refuge island
7. Rectangular Rapid-Flashing Beacon (RRFB)**
8. Road Diet
9. Pedestrian Hybrid Beacon (PHB)**

Table 2. Safety issues addressed per countermeasure.

Pedestrian Crash Countermeasure for Uncontrolled Crossings	Safety Issue Addressed				
	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/ visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic
Crosswalk visibility enhancement	✓	✓	✓	✓	✓
High-visibility crosswalk markings*	✓		✓	✓	
Parking restriction on crosswalk approach*	✓		✓	✓	
Improved nighttime lighting*	✓		✓		
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*	✓		✓	✓	✓
In-Street Pedestrian Crossing sign*	✓	✓	✓	✓	
Curb extension*	✓	✓	✓		✓
Raised crosswalk	✓	✓	✓	✓	
Pedestrian refuge island	✓	✓	✓		✓
Pedestrian Hybrid Beacon	✓	✓	✓	✓	
Road Diet	✓	✓	✓		✓
Rectangular Rapid-Flashing Beacon	✓		✓	✓	✓

5. Costs

The City of Folsom does not have recent prices regarding Pedestrian Hybrid Beacons. Recent Caltrans contract data indicates costs from 2024-2025 ranging from $174,470 to $560,000 per PHB installation. Design costs are typically 20% of construction costs.

RRFBs have been installed in many places over the City of Folsom, and we estimate a cost of $40,000 for this location with a scope of 2 pole foundations, four RRFBs, pedestrian refuge area, and crosswalk striping.

6. Conclusion

Although current analysis does not support adding an uncontrolled midblock crosswalk or a Pedestrian Hybrid Beacon at this location, the city should keep this area in mind for future improvements. If future updates to plans like the Active Transportation Plan (ATP), the Local Roadway Safety Plan (LRSP) or development of the CBD Vision Plan identify this location as a priority, it can be considered for future projects. Staff will continue to monitor pedestrian activity, traffic, and safety concerns, and if conditions change, this location could be added to the city's project list and considered for grant funding to support long-term safety and transportation goals.

7. Recommendations

Based on the analysis, proposed location, vehicle speeds and volumes and nearby signal-controlled intersection, Public Works does not support or recommend an uncontrolled, midblock crosswalk. Future consideration for a pedestrian activated traffic signal could be considered with additional roadway improvements including sidewalks, median refuge island, or other improvements, but would need to be identified in future planning level documents to be eligible for competitive grant funding.

Staff recommends that the city consider including a future project at the identified location along East Bidwell Street if or when it is recognized as a priority through future planning documents, such as the Active Transportation Plan (ATP) and/or the Local Roadway Safety Plan (LRSP).

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the city consider including a future project at the identified location along East Bidwell Street if or when it is recognized as a priority through future planning documents, such as the Active Transportation Plan (ATP) and/or the Local Roadway Safety Plan (LRSP) or in conjunction with future development of the Central Business District.

ACTION/DISCUSSION ITEMS
Agenda Item No. 5c
TSC 25-019
03/27/25 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: March 27, 2025

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: CITY STAFF REQUEST FOR TRAFFIC SAFETY COMMITTEE RECOMMENDATION TO ESTABLISH FLASHING YELLOW ARROW PILOT PROGRAM

BACKGROUND/ANALYSIS

1. Introduction/Background

The purpose of this report is to present the proposal for establishing a Flashing Yellow Arrow (FYA) Pilot Program in the City of Folsom and to seek the Traffic Safety Committee's recommendation for its consideration by City Council.

Flashing Yellow Arrow signals are an effective tool for managing permissive left-turn movements at signalized intersections. Studies have shown that FYAs can reduce left-turn crashes by enhancing driver comprehension and encouraging safer gap selection. The implementation of an FYA pilot program will allow the City to evaluate the effectiveness of this signal type in improving intersection safety and efficiency.

The use of a protected/permitted left turn operation with a four-section signal head containing a flashing yellow arrow (FYA) is being increasingly utilized throughout the United States, including in California. The four-section signal head containing a FYA is an approved Federal Highway Administration (FHWA) traffic control device and is identified in the California Department of Motor Vehicles (CA DMV) Drivers Handbook Section 7: Laws and Rules of the Road, Subsection Traffic. The National Cooperative Highway Research Program (NCHRP) Report 493, Evaluation of Traffic Signal Displays for Protected/Permissive Left-turn (PPLT) Control, found that the four section FYA head is easier for drivers to understand than the older five-section heads with green arrow and green ball indications.

Protected/permissive left turns (PPLTs) reduce vehicle emissions by 9%-12% and reduce intersection delays. There are also multiple reports of driver acceptance and desire to see more use of the PPLTs.

City of Folsom staff has developed preliminary criteria based on nearby jurisdictions FYA programs to determine which locations are initial candidates for PPLTs using FYA, including location accident history, opposing traffic speed, sight distance, traffic volumes, and intersection lane configuration.

- Opposing Speed Limit Less Than 45 MPH
- Three Or Less Opposing Lanes (Through + Right)
- One Left Turn Lane
- Meets Minimum Sight Distance
- Vehicle Peak Hour Cross Product (Left Turns multiplied by Through)
    - Low Cross Product (< 50,000): A permissive left-turn phase (FYA) is generally acceptable as there are sufficient gaps in traffic.
    - Moderate Cross Product (50,000 - 100,000): An FYA may be suitable, but careful consideration of crash history, sight distance, and pedestrian activity is also necessary.
    - High Cross Product (> 100,000): Consideration should be given to protected-only left-turn phases, especially if there is a history of left-turn crashes or limited gaps.
- Five Or Less Left-Turn Collisions Per Year
- Traffic Signal Cabinet Compatibility

2. Analysis

Safety Benefits:

FYAs have been shown to reduce left-turn crashes by improving driver awareness and decision-making. Flashing Yellow Arrows enhances intersection safety by providing a clear and intuitive signal indication for permissive left-turn movements. Unlike traditional circular green signals, the FYA explicitly conveys that left-turn drivers must yield to oncoming traffic and pedestrians, reducing confusion and improving decision-making. National studies have demonstrated that intersections with FYAs experience lower left-turn crash rates compared to those using traditional permissive signals. This is attributed to better driver comprehension and increased awareness of the need to yield. Additionally, FYAs help reduce red-light running incidents and discourage aggressive driving behavior by encouraging more cautious left-turn maneuvers. Implementing FYAs also contributes to safer pedestrian crossings, as drivers are more alert to pedestrian presence during the permissive phase. Overall, the FYA provides a cost-effective and proven method for enhancing safety without requiring complex intersection redesigns.

It should be noted that the City of Folsom does not have many traditional circular green signals currently operating. The Flashing Yellow Arrow Pilot Project would implement

FYA operations at selected intersections where conditions support their use, allowing the City to evaluate their effectiveness in improving safety and traffic flow. By replacing or upgrading existing signal operations with FYAs, the City aims to enhance driver comprehension of left-turn yielding requirements, reduce conflict points, and improve overall intersection efficiency. The pilot program will provide valuable data on driver behavior, crash reduction, and operational benefits, helping to determine whether broader implementation of FYAs would be beneficial across the city.

Operational Considerations:

Implementing FYAs involves several operational factors that need to be addressed to ensure the program's success. First, signal head modifications will be required to accommodate the FYA indications, including the installation of new signal hardware and ensuring compatibility with existing signal controllers. Signal timing plans must also be updated to appropriately manage the transition between permissive and protected phases, ensuring optimal traffic flow while maintaining safety.

Driver comprehension is critical, so a public outreach and education campaign will be necessary to inform motorists about the meaning of the FYA and correct yielding behavior. This may involve informational signage, social media campaigns, and community workshops. Additionally, Public Works engineers will need to evaluate each pilot intersection for factors like approach speeds, sight distance, and pedestrian activity to ensure that the FYA is appropriately applied.

Regular monitoring and maintenance of the FYA signals will be essential to address any technical issues promptly and ensure signal visibility. Lastly, enforcement coordination with the City’s Police Department may be beneficial to ensure compliance during the initial implementation period. These operational considerations are critical for ensuring the safety and effectiveness of the FYA pilot program.

Additionally, FYA enhances traffic flow by allowing permissive left turns during gaps in oncoming traffic reducing overall delay. Pedestrian crossings are still prioritized. Flashing Yellow operations will not commence if pedestrian walk, or clearance phases is on.

Time of Day operations can be programmed to only run certain criteria are met (i.e. only allow outside of peak times, not during school pick up or drop-off times, for example).

Cost Implications:

Preliminary cost estimates include hardware installation, and signal timing adjustments. The replacement of signal head, signage, additional signal wiring is estimated to be approximately $7,000 per left turn lane. Operational Changes would be handled by City staff.

Monitoring and Evaluation:

Staff will collect pre- and post-installation data on left-turn crashes, delays, and driver behavior to assess effectiveness.

3. Recommendations

Staff recommends that the Traffic Safety Committee (TSC) support the implementation of the Flashing Yellow Arrow (FYA) Pilot Program and provide a recommendation for City Council consideration. The pilot program will allow the city to evaluate the effectiveness of FYAs in improving intersection safety and traffic flow while maintaining pedestrian and vehicle safety.

Upon approval, staff will develop a priority list of suitable intersections that meet the engineering criteria for FYA implementation, coordinate the installation of updated signal heads, and adjust signal timing to accommodate protected/permissive left-turn operations. A public outreach and education campaign will be conducted to ensure driver awareness and understanding of FYA operations. Additionally, staff will monitor and analyze pre- and post-installation data, including crash rates, intersection efficiency, and driver compliance, to assess the program's success.

Following the pilot program evaluation, staff will provide a report summarizing findings and recommendations to the TSC and City Council. If the results demonstrate safety and operational benefits, staff may propose an expansion of FYA signals to additional intersections where conditions are appropriate through a Capital Improvement Project subject to City Council approval.

4. Cost Estimate

The estimated cost per intersection is between $7,000 and $28,000 depending on the number of left turns to be converted.

5. Conclusion

The implementation of a Flashing Yellow Arrow (FYA) Pilot Program in the City of Folsom presents a valuable opportunity to enhance intersection safety and improve traffic efficiency. FYAs have been demonstrated to reduce left-turn crashes by improving driver awareness, increasing compliance with yielding requirements, and providing a clearer, more intuitive signal indication for permissive left-turn movements. In addition to safety benefits, FYAs also help reduce intersection delays, vehicle emissions, and driver frustration by allowing left turns during available gaps in opposing traffic.

The proposed pilot program will allow the city to evaluate the effectiveness of FYAs in a controlled manner, ensuring that intersections selected for implementation meet established safety and operational criteria. Through careful monitoring of traffic flow, crash data, and driver behavior, staff will assess the impact of FYA installations and

determine whether a broader citywide implementation is warranted. Public education and outreach will be essential to the program's success, ensuring that drivers understand the FYA indication and respond appropriately.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Traffic Safety Committee (TSC) approve the implementation of the Flashing Yellow Arrow (FYA) Pilot Program and provide a recommendation for City Council consideration.

COMMITTEE ITEMS
Agenda Item No. 6a
TSC 25-018
03/27/25 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: March 27, 2025

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: TRAFFIC SAFETY COMMITTEE ACTION ITEM UPDATES

BACKGROUND/ANALYSIS

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

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Informational item only. No action required.

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC 22-034	12/8/2022	Natoma Station Drive/Ashchat - School Safety & Neighborhood Issues	The Traffic Safety Committee recommends looking at the location of existing speed limit signs and school zone signs on Turnpike. They recommend tree trimming to improve the visibility of signs. The Public Works Department will consider road striping “25 mph” on approaches and improve the striping in the crosswalks. The Committee recommends that this be a future agenda item for continued discussion.	Discuss temporary installation of NO PARKING barricades with School District.	Y
TSC-23-017	5/25/2023	South Lexington Speeding Issue	The Traffic Safety Committee recommends that the City enact the modifications proposed in the staff report for this item to South Lexington Drive between Duxbury Way and Silberhorn Drive. These modifications include a “Residential Neighborhood Sign”, multiple 25 MPH legends on the pavement, and 2 radar feedback signs.	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 De-partment increase enforcement to once per month in the corridor.	Y - 6 month Follow-up after installation
TSC 24-027	10/24/2024	Request to improve bicycle and pedestrian safety at Oak Avenue Parkway and North Lexington Drive.	The Traffic Safety Committee recommends that the Public Works Department further evaluate the intersection of Oak Avenue Parkway and North Lexington Drive for a potential pedestrian scramble and that this be a future agenda item.	Preliminary Design and Cost Estimate being work on by Public Works Staff	Y

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC 24-028	10/24/2024	Speeding concern on N. Lexington Drive.	The Traffic Safety Committee recommends that the Public Works Department begin with the implementation of the items outlined in the staff report. Including education, additional enforcement, pavement striping, radar feedback signs, enhanced school zone signs, and beginning and ending school zone notifications. They recommend that the intersection of Prewett Drive and North Lexington Drive be evaluated for a stop sign head.	Enhanced School Zone Signs Installed. Pavement Treatment deferred until weather is warm enough. Speed Feedback Signs ordered.	N
TSC 24-029	10/24/2024	Crosswalk request near Creekside Manor Folsom on Creekside Drive.	The Traffic Safety Committee recommends that the Public Works Department install a crosswalk as explained in the recommendations portion of the staff report including the Rectangular Rapid Flashing Beacons.	Location added to future striping project, RRFBs procurement process started.	N
TSC 24-031	10/24/2024	Crosswalk request on Silent Grove Drive	The Traffic Safety Committee recommends approval of the three crosswalks identified in the staff report and the addition of a fourth crosswalk at the intersection of Sky Garden Way. They recommend bollards at the two crosswalks on Silent Grove Drive. They recommend future consideration for Rectangular Rapid Flashing Beacons after speed data is received.	Location added to future striping project	N
N/A	10/24/2024	Folsom Lake Crossing Median Barrier Phase 2		RFP issued, selection of consultant/Award in April 2025, Design Start contract May 2025	Y

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC 25-009	1/23/2025	Request for RRFBs at Mangini and Wildflower and Mangini and Rock Hearth	The Traffic Safety Committee recommends that the Public Works Department install Rectangular Rapid Flashing Beacons.	Procurement process started.	Y
TSC 25-012	2/27/2025	REQUEST FOR EVALUATION OF LINE OF SIGHT AT OXBUROUGH DRIVE AND GLENN DRIVE	The Traffic Safety Committee recommends a tiered approach to the removal of the landscaping along Glenn Dr., starting with ground; a future meeting agenda the Public Works Department will make its recommendations for a mid-walk cross walk, the high pruning of the trees or total removal of the trees, and the potential evaluation of a no left turn sign at Oxburough and Glenn Dr.	Work order issued to City Staff to remove the low height shrubs.	Y
TSC 25-013	2/27/2025	SPEEDING AND CUT THROUGH TRAFFIC CONCERNS ON FOXRIDGE DRIVE AND SIMMONS WAY AND OAK AVENUE	The Traffic Safety Committee recommends radar feedback signs, increased police speeding enforcement (once monthly effective immediately), increased traffic signage, residential neighborhood signage, pavement painting, and additional research developing lighting and stop signs.	Procurement process started for Radar Feedback signs. Pavement markings scheduled. City Staff has requested quote for street lighting plan. Stop Sign petition provided to residents.	Y

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC 25-014	2/27/2025	REQUEST FOR IMPROVEMENTS AT WILLOW CREEK DRIVE AND RANDALL DRIVE TO IMPROVE STOP SIGN COMPLIANCE	The Traffic Safety Committee recommends making improvements to the intersection of Willow Creek Dr. and Randall Dr. to include the recommendations from the Staff Report of high-visibility crosswalks, installation of compliant ADA curb ramps at the three corners identified in the exhibit, including the two enhanced crosswalks, installing plastic bollards and parking restrictions between 212 Randall Dr. and Willow Creek Dr. to discourage rolling right turns and re-evaluate their effectiveness in six months for a potential permanent solution. Additionally, to include a cantilever stop sign on the west bound side of 212 Randall Dr., radar feedback signs, evaluate the appropriateness of pavement markings for stop ahead, and evaluate middle of the street crosswalk bollards.	City Staff working with resident to place flexible bollards. Crosswalk and Ramps programmed into annual project.	Y
TSC 25-015	2/27/2025	REQUEST FOR EVALUATION OF LINE OF SIGHT AT WILLOW BRIDGE DRIVE AND IRON POINT ROAD	The Traffic Safety Committee recommends the pruning of existing trees to help with line of sight along Iron Point Road and evaluating the ground cover.	Work order issued to City Staff to prune the trees.	N