Agenda

Traffic Safety Committee

December 4, 2025, 4:00 pm

Folsom City Hall | City Council Chambers | 50 Natoma Street, Folsom CA 95630

1. CALL TO ORDER

2. ROLL CALL

M. Austin, Z. Bosch, J. Brausch, R. Cogil, K. Goddard, M. McGee, C. Rouse

3. MINUTES

Approval of the Minutes of the September 28, 2025, Meeting.

4. BUSINESS FROM THE FLOOR

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. Resident Petition for All-Way Stop Sign at Alder Creek Parkway and Blacktail Way/Quail Meadow Way

b. Resident Request for Evaluation of Crosswalk near Twin Lakes Food Bank on Montrose Drive

6. INFORMATIONAL ITEMS

a. Traffic Safety Committee Action Item Updates

b. Upcoming Traffic Safety Committee Items

- Rumble Strip Educational Item
- Willow Creek Safety Assessment

7. ADJOURNMENT

Copies of the written documentation relating to each item of business described above are on file in the Public Works Department, Folsom City Hall, 50 Natoma St., Folsom, California and are available *for public inspection during regular office hours which are 8:00 a.m. to 5:00 p.m., Monday through Friday. We request advance notification to facilitate your requests. Copies of documents may be purchased for $0.10 per page.*

Pursuant to State law, this agenda was posted at least 72 hours prior to the meeting at the Folsom City offices, and City website. The City Hall phone number is 916-461-6000. To contact City Hall using a telecommunication device for the deaf (TDD), please call (800) 735-2929 and an operator will assist you.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Works Department at 916-461-6702. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Please mute or turn off cellular phones, tablets, and other electronic devices during the meeting.

Traffic Safety Committee Meeting Minutes

City Council Chambers | 50 Natoma Street, Folsom CA 95630
September 25, 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 3:58 p.m.

2. ROLL CALL:

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

ABSENT: M. Austin, C. Rouse

3. MINUTES

Approval of the Minutes of the August 26, 2025, Meeting.

Goddard motioned to accept the minutes.

McGee seconded the motion.

Motion was carried with the following vote:

AYES:	Bosch, Brausch, Cogil, Goddard, McGee
ABSTAIN:	None
ABSENT:	Austin, Rouse

4. BUSINESS FROM THE FLOOR/GOOD OF THE ORDER

Public Comment made by Julie Englhart regarding Dean Way and traffic concerns around Sutter Middle School. A second public comment was made by Mark Myers regarding speeding on Creekside Drive and Ainsworth Way. He reported the new paving on Oak Avenue Parkway is bumpy, and trucks going over it are very loud. He said there has been unsafe pedestrian activity at the intersection of Creekside Drive and North Lexington.

5. ACTION/DISCUSSION ITEMS

a. Median Bollards at North Lexington Drive and Oak Avenue-Discussion regarding Possible Removal

Public Comment made by Connie Freise, Paul Freise, Mark Myers, Jim Kirstein, Veronica Urban, Jeff Morre, Robin Valentine, Kristi Coffman, Debbie Martinex, Christine Carlson, Leigh Turpin, Debbie Turpin, Bernard Wozny, Mark Duewel, and Nancy Conger.

The Traffic Safety Committee recommended the removal of the median bollards at North Lexington Drive and Oak Avenue. They encouraged continued exploration of ways to educate and inform the community regarding bike and pedestrian safety at this intersection.

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

AYES:	Bosch, Brausch, Cogil, Goddard, McGee
ABSTAIN:	None
ABSENT:	Austin, Washburn

6 INFORMATIONAL ITEMS

a. Traffic Safety Committee Action Item Updates

Bosch updated the committee on the items on the Action Item Updates spreadsheet. He gave a more extensive update on the Folsom Lake Crossing Barrier Rail Project.

b. Upcoming Traffic Safety Committee items

These items are proposed for a future meeting agenda. Each item was briefly highlighted by Chair Brausch:

- Rumble Strip Educational Item
- Willow Creek Safety Assessment
- Twin Lakes Food Bank Crosswalk Assessment

7 ADJOURNMENT

Meeting adjourned at 5:25 p.m.

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: November 21, 2025

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: ALDER CREEK PARKWAY AND BLACKTAIL WAY/QUAIL MEADOW WAY – REQUEST FOR ALL-WAY STOP SIGN CONTROL

BACKGROUND/ANALYSIS

1. Introduction/Background

Public Works received a request from multiple residents expressing concerns about crossings at the intersection of Alder Creek Parkway and Blacktail Way/Quail Meadow Way, particularly during school-related travel periods. Concerns included driver yielding behavior, pedestrian comfort, and general traffic safety related to school-age pedestrians traveling to Alder Creek Elementary, located approximately 600 feet south of the intersection.

Traffic Safety Committee discussed this intersection in January of 2025, as part of a request to evaluate a crosswalk, a copy of that staff report is attached.

Traffic Safety Committee voted unanimously “to take no action at this time, and that this intersection be evaluated in the future once the other improvements are completed to evaluate if a crosswalk would be beneficial at that time.”. While numerous single-family homes have been built off Blacktail Way in the KB homes development, the two multifamily high-density parcels between Westwood Drive and Quail Meadow and Alder Creek Parkway and Old Ranch Way remain undeveloped. Those developments would be conditioned to construct sidewalks adjacent to their property prior to approval. No timeline for those developments is available at this time.

2. Policy

The City of Folsom uses the California Manual on Uniform Traffic Control Devices (CAMUTCD) as the primary guidance document for determining whether all-way stop control is appropriate at an intersection. While the City's neighborhood-petition process allows for resident-initiated all-way stop requests on lower-volume residential local streets, this flexibility does not extend to higher-classification roadways such as Alder Creek Parkway.

For collectors and minor arterials, the City follows CAMUTCD warrants and engineering principles more strictly due to the broader operational implications on network circulation, speed profiles, and driver expectancy. CAMUTCD Section 2B.07 establishes that multi-way stop control should only be installed when specific, measurable criteria are met—such as qualifying traffic volumes on both major and minor approaches, documented collision patterns correctable by stop control, or demonstrated operational deficiencies such as limited sight distance or excessive minor-street delay.

Because higher-classification streets serve wider mobility functions, all-way stop installations are not used as a general traffic-calming or speed-control measure. Instead, the City relies on the CAMUTCD's warrant system to ensure consistent, data-driven application of traffic controls and to avoid creating unintended safety or operational issues along major corridors.

3. Analysis

Resident Petition

City Staff reviewed the submitted petition for consideration and found that 17 residents signed the petition from the surrounding area. The signatures show consistent and overwhelming support to address the concern stated on the petition of "Pedestrian safety concern at the intersection of Alder Creek Parkway & Blacktail Way/Quail Meadow Way. Vehicles speed down creating unsafe crossing point for pedestrians + children walking to school and off the bus." A redacted version of the petition is attached to this report.

Traffic Engineering Evaluation

City staff collected turning-movement counts, pedestrian counts, and speed data at the intersection and evaluated the location using the criteria in Section 2B.07 of the CAMUTCD. Alder Creek Parkway is the major street and currently operates without stop control; Blacktail Way is the minor street and is currently stop-controlled.

Collision History

A review of the past three years of reported collision data found no collisions at the intersection, no calls for service from the Police Dept, and none of the issues reported by residents reflected a pattern of right-of-way confusion or correctable crash types.

Sight Distance and Operations

Field review confirmed that all approaches meet required sight-distance standards, minor-street drivers can find acceptable gaps, and no queuing or operational delays were observed on Blacktail Way or Quail Meadow Way. There are young trees lining the northeast corner of Alder Creek Parkway which do have canopies the currently encroach in the City's guidelines of not having vegetation 30" above ground level and not below 84" above ground level. This makes seeing oncoming cars from the east a bit more difficult, but achievable, both for vehicles and pedestrians.

When City staff performed their site visits, we drove in both approaches on Alder Creek Parkway at normal operating speeds, we had no issues traveling eastbound, alternately, traveling westbound - we were able to see a pedestrian approximately 235' from the intersection, traveling at 44 MPH (the 85th percentile speed captured in our data collection) that calculates to about 3.6 seconds of time before a vehicle reaches the intersection. AASHTO stopping sight distance recommends approximately 350' for 45 MPH, 350' for 40 MPH, and 250' for 35 MPH.

It could be assumed that once these trees reach a more mature state that the stopping sight distance would increase due to their canopies rising above the sight envelope and proving more visibility. Although there is a slight curve in the roadway that would then become the limiting factor.

Approach Speeds
Speed data was collected on Alder Creek Parkway, the major street at this intersection, to evaluate whether approach speeds contribute to conditions warranting all-way stop control under CAMUTCD guidance. The measured 85th-percentile speed on Alder Creek Parkway was 44 miles per hour, which is consistent with its function as a collector roadway and reflects typical operating speeds for its roadway geometry, lane configuration, and surrounding land uses but higher than the posted speed limit of 35 MPH.

CAMUTCD allows the use of reduced volume thresholds when the 85th-percentile speed on the major street exceeds 40 mph; however, high approach speeds alone do not justify all-way stop installation and must be accompanied by qualifying minor-street volume, operational delay, crash patterns, or sight-distance limitations. In this case, even with the reduced thresholds applied, the minor-street volumes and pedestrian crossing activity at Blacktail Way/Quail Meadow Way remain well below the levels necessary to meet the multi-way stop warrant.

It is also important to note that stop signs are not an appropriate tool for speed control on higher-classification streets. Installing unwarranted stop control at locations where drivers do not expect to stop can introduce new safety concerns, including increased rear-end collisions and reduced compliance over time.

Volume Warrant (CAMUTCD 2B.07)
Staff performed an eight-hour volume analysis consistent with the CAMUTCD.

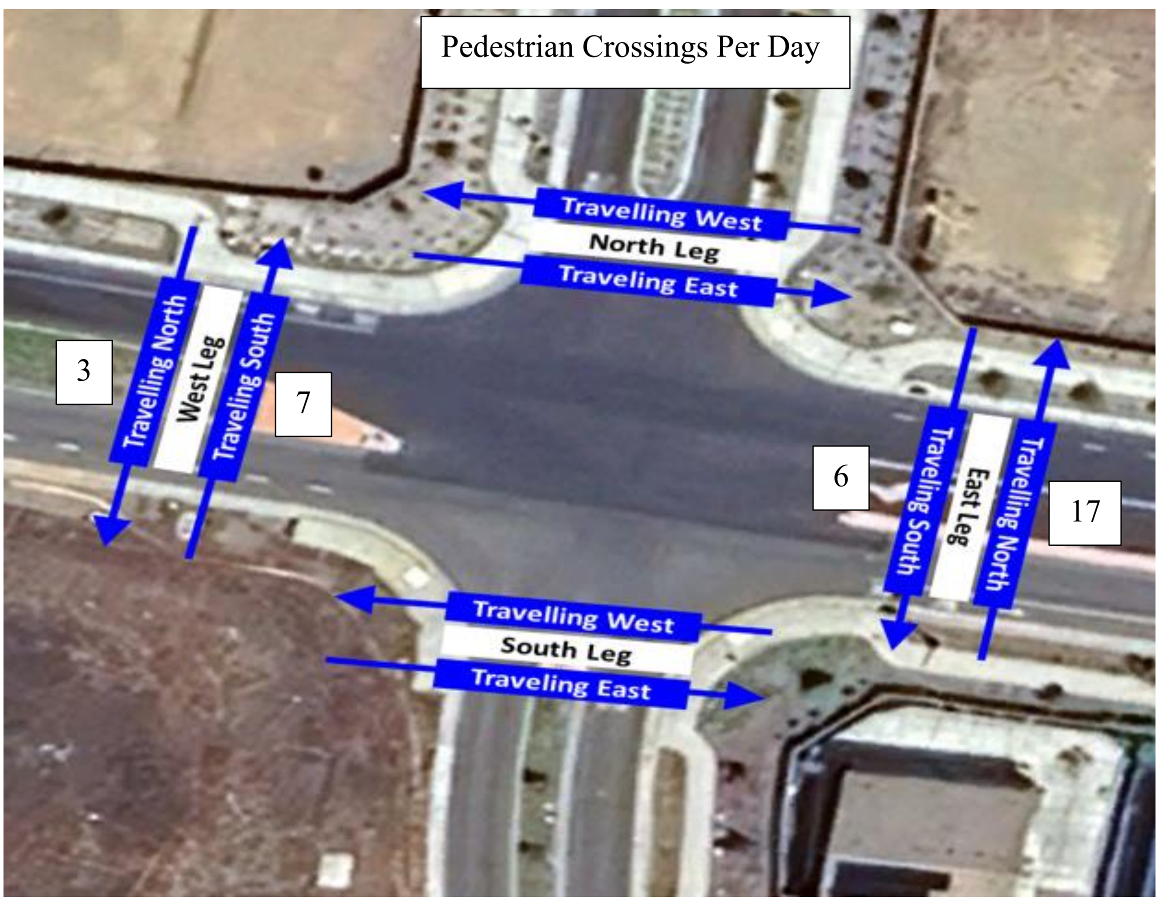
• Alder Creek Parkway carried a combined 1,963 vehicles over the eight-hour period between 7:00 a.m. and 3:00 p.m., consisting of 1,115 eastbound vehicles and 848 westbound vehicles. This results in a major-street average of 245 vehicles per hour. Because the measured 85th-percentile speed on Alder Creek Parkway is 44 miles per hour, CAMUTCD allows a reduced warrant threshold of 210 vehicles per hour (70% of the standard 300 vph threshold). With an hourly average of 245 vph, the major street meets the Warrant C major-approach requirement.

• Blacktail Way / Quail Meadow Way (minor street), including all pedestrians crossing Alder Creek Parkway, averages 50 units/hour, below the required 140 units/hour reduced threshold. As a result, the Volume Warrant is not met.

Pedestrian Considerations
Pedestrian counts show some activity on the east and west legs of Alder Creek Parkway during school travel times; however, the total major-street crossing volume is not sufficient to meet CAMUTCD thresholds.

Average pedestrian volumes crossing Alder Creek Parkway per day were 17 on the east side of intersection traveling northbound, 6 traveling southbound, 3 on the west side traveling northbound, and 7 traveling southbound, for a total of 33 pedestrians per day. The data does not indicate unsafe gap conditions or a warrantable pedestrian-related operational deficiency.

Peak usage of the crosswalks occurred for the east leg traveling south at 9PM-9:15PM with 2, traveling north at 2:30PM on one day with 5, and another day at 4PM with 5, for the west leg traveling north never had more than 1 ped in any given hour, and 3 traveling south at 10AM.



4. Recommendations

Based on the data collected, engineering analysis, and CAMUTCD guidance, Public Works does not recommend installation of all-way stop control at Alder Creek Parkway and Blacktail Way/Quail Meadow Way.

5. Cost Estimate

The estimated cost to implement all-way stop control at a four-legged intersection is approximately $8,000, based on comparable work previously completed by the City. Due to the need for thermoplastic striping, installation must be performed by a licensed contractor, as City staff are not equipped to carry out this portion of the work. City staff would handle the fabrication and installation of the stop signs, and those associated costs would be covered under the existing Public Works maintenance budget.

6. Conclusion

The intersection does not meet CAMUTCD warrants for all-way stop control, and field observations do not indicate operational or safety issues that would justify a variance. Public Works recommends maintaining the existing stop control on Blacktail Way/Quail Meadow Way and pursuing targeted pedestrian improvements if desired.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Committee deny the request for all-way stop control at Alder Creek Parkway and Blacktail Way/Quail Meadow Way, and continue to monitor this location in the future for potential to reconsider if/when traffic new developments nearby are proposed. Staff also recommends that the Committee review the findings and discuss whether to modify its recommendation from the January Traffic Safety Committee meeting to add additional pedestrian-focused safety enhancements at this location based on proximity to Alder Creek Elementary and volume of crossings of pedestrians.

Attachment A

ACTION/DISCUSSION ITEMS
Agenda Item No. 9a
TSC 25-08
01/23/25 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: January 23, 2025

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: REQUEST FOR CROSSWALKS AT ALDER CREEK PARKWAY AND BLACKTAIL WAY/QUAIL MEADOW WAY

BACKGROUND/ANALYSIS

1. Introduction

The purpose of this report is to evaluate the feasibility and necessity of installing crosswalks at Alder Creek Parkway and Blacktail Way/Quail Meadow Way. The request has been made by a number of residents who seek to have a striped crosswalk for pedestrian path of travel to Alder Creek Elementary.

2. Background

In November of 2024, City Staff received requests from a couple of residents in area to evaluate an all-way stop and/or a crosswalk at the intersection of Alder Creek Parkway and Blacktail Way/Quail Meadow Way. Alder Creek Parkway is a two-lane collector street with a speed limit of 45 mph. Alder Creek Parkway west of Westwood Drive is in an interim condition with future development conditioned to widen the road to its ultimate buildout scenario of four lanes. East of Westwood Drive is in its ultimate condition two lanes with a landscaped median. Two parcels south of Alder Creek Parkway are zoned for Mulit-Family Housing. Limited parcels to the east of Westwood Drive are undeveloped. Traffic volumes are anticipated to remain consistent until the eventual opening of Empire Ranch Road interchange where traffic volumes would increase.

3. Site Analysis

Alder Creek Parkway and Blacktail Way/Quail Meadow Way

- Traffic Volume: Traffic counts indicate that Alder Creek Parkway carries less than 8,500 vehicles per day.
- Pedestrian Activity: Observations show low pedestrian movement across Alder Creek Parkway at this intersection.
- Visibility: The visibility at the intersection is generally good; however, there are concerns regarding vehicle speeds and the lack of a designated pedestrian crossing, which could lead to potential conflicts between pedestrians and vehicles. During Staff's site visits, there were adequate gaps in traffic to cross the street, although during AM and PM peak hours, it may require pedestrians to be patient or potentially assert their right of way by entering into the crosswalk. Some users may not be comfortable doing so and may lead to frustration with motorists.
- Existing infrastructure: Curb ramps at this location have already been installed, allowing for the possibility of adding crosswalk quickly and cost effectively. The midblock crosswalk will be located on the eastern side of the intersection, where the ADA detectable warning surfaces are located.

4. Accident History

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

5. Recommendations

Based on the analysis, it is recommended that crosswalks be installed at Alder Creek Parkway and Blacktail Way/Quail Meadow Way. The following measures are proposed:

Alder Creek Parkway and Blacktail Way/Quail Meadow Way

- Install a high-visibility crosswalk with pedestrian warning signs at the intersection and advanced warning signs prior to the intersection in both directions.

- Procure a pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB) to alert drivers of pedestrian crossings.

6. Cost Estimate

The estimated cost for the installation of high-visibility crosswalks at both intersections, including signage, is approximately $8,000 - $12,000. The inclusion of RRFBs at Alder Creek Parkway and Blacktail Way/Quail Meadow Way would increase the cost by an additional $15,000-$20,000.

7. Conclusion

The installation of crosswalk at Alder Creek Parkway and Blacktail Way/Quail Meadow Way is a beneficial safety improvement for pedestrians looking to cross the street. These measures will provide safer access to Alder Creek Elementary and the future park for pedestrians and are in line with the city's commitment to enhancing pedestrian infrastructure.

Approval of this recommendation is requested, with the understanding that the Public Works Department will try to schedule the installation as soon as possible.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

City staff is recommending the installation of a midblock crosswalk at Alder Creek Parkway and Blacktail Way/Quail Meadow Way and procurement and installation of RRFBs.

Attachment B

City of Folsom
NTMP Petition Form

Name of Person Submitting Request form. Vanessa Ramrez
Date 11/8/2025
Phone Number [redacted]
Address [redacted] Fallon Dr. Folsom CA 95630

1. Please indicate the type(s) of traffic-related concerns that are present in your neighborhood.

Speeding ____ Collisions ___ Non-compliance with stop signs ___
Excessive traffic volumes ___ Pedestrian/Bicycle safety X Other X

If you selected other, please describe the concern below.
Pedestrian safety concerns @ the intersection of Alder Creek Parkway / Quail Meadow. Vehicles speed down creating unsafe crossing point for pedestrians + children walking to school and off the bus.

2. Please describe the boundaries of your neighborhood and location(s) on the given street(s) in which these traffic-related concerns occur
KB Esquire Neighborhood. The intersection of Alder Creek Parkway + Blacktail Way / Quail Meadow Way.

3. Please list the time of day and whether the traffic-related concern primarily occurs during the week or weekend
These concerns occur throughout the day especially during morning and after school. and again in the evening when families are walking.

4. Please provide the names, signatures, and contact information for at least 10 residents and/or property owners 18 years and older (from separate households) who are requesting that this neighborhood be considered for selection in the next NTMP cycle.

	Printed Name	Signature	Address	Phone No
1.	ANDREW CAMPBELL		[redacted] FALLON DR	[redacted]
2	JOHN ABELLERA		[redacted] ARBOR VW DR	[redacted]
3.	Rajaa Saker		[redacted] blacktail way	[redacted]
4	Mohammad Sobhieh		[redacted] blacktail way	[redacted]
5.	Amanda Latorre	Amanda Latorre	[redacted] Blacktail Way	[redacted]
6.	Saritha Kothapalli	K Saritha	[redacted] Arbor View Dr	[redacted]
7.	Sharfunisa Kazi (Afroze)		[redacted] Black Tail W	[redacted]
8	Bhavarang Katragadda	B K	[redacted] Arbor View Dr	[redacted]
9	Kumar Anand		[redacted] Fallon Dr	[redacted]
10	Bhanu		[redacted] Arbor View	[redacted]
	Debasish		[redacted] Arbor Vie	[redacted]
	Tiffany Lou		[redacted] Fallon Dr.	[redacted]

over

Christina Roseli	CRoseli	[redacted]	Blacktail Way	[redacted]
Tracie Douglas	T.D.	[redacted]	Arbor View Dr.	[redacted]
Brielle White		[redacted]	Arbor View Dr	[redacted]
Sridevi Gopalakrishnan		[redacted]	Deerpoint Ct	[redacted]
KISHORE SREERANGAM		[redacted]	Arbor View Dr.	[redacted]
Kirstie Blanchard	K.Blanchard	[redacted]	Arbor View Ct	[redacted]

ATTACHMENT C

PUBLIC WORKS DEPARTMENT
MULTIWAY STOP WARRANT
TRAFFIC DIVISION

The purpose of a STOP sign is to assign right-of-way and regulate traffic. A “multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist” and is often most effective when “used where the volume of traffic on the intersecting roads is approximately equal.”[1] When used appropriately, STOP signs can increase safety and standardize expectations of all road users at the intersection. When used incorrectly, such as solely to address speeding, these signs can breed disrespect for the sign and generate compliance issues, generally decreasing safety.

Accordingly, installations should only be made at locations where it is safe and appropriate to do so. Engineering studies, such as a Multi-way Stop Warrant (Warrant), are used to evaluate criteria to determine whether one of more STOP signs are warranted for installation. This warrant will consider, among other things:

1. An interim installation pending the installation of a traffic signal that has met a qualified traffic signal warrant; and
2. Five or more crashes in 12-months subject to correction by a multi-way stop; and
3. Volume of all traffic (cars, bicycles, pedestrians) within an eight-hour peak period (not necessarily consecutive hours); and
4. The speed of approaching traffic; and
5. Additional, site specific criteria as permitted.[2]

This process shall involve the collection and analysis of data with consideration made for the items identified previously. Intersections must me one or more of the minimum qualifying areas to be considered. A recommendation will be provided to the Public Works Director who will use professional engineering judgment to determine whether or not to direct for the installation of one or more STOP signs.

[1] *2014 California Manual on Uniform Traffic Control Devices, Section 2B.04.05*
[2] *2014 California Manual on Uniform Traffic Control Devices, Section 2B.07*

MULTI-WAY STOP WARRANT WORKSHEET

Date: 11/12/2025

Major Approach: Alder Creek Parkway

Minor Approach: Blacktail Way/ Quail Meadow

A. Interim Traffic Control Measure

Would a multi-way stop serve as an interim traffic control measure for an intersection that has met a traffic signal warrant and scheduled for a traffic signal installation at a later time?

Criteria met? Yes: _______ No: X

B. Accidents

Has there been five or more reported collisions within a 12-month period that would be susceptible to correction by a multi-way stop?

Criteria met? Yes: _____ No: X

If yes, list dates: ___________________

C. Volume

Entering volume of all traffic (vehicles, pedestrians, and bicycles) shall be analyzed during the peak eight hours of an average day. These hours do not have to be consecutive.

Date/Hours: 10/28/2025- 10/30/2025

85th percentile speed of major approach:
44 MPH Eastbound / 42 MPH Westbound

If ≥40 MPH, then the minimum volume thresholds used shall be 70% of their current value, shown as values in parenthesis.

Certain minimum volume thresholds must be met for consideration:

1. Vehicle volume on major approaches must average ≥300 (210) vehicles per hour, currently measured at **245**; and

2. All traffic volume on the minor approaches must average ≥200 (140) units per hour, for the same period, currently measured at **49** (vehicles), 0 (bikes), and 1 (pedestrians) for a total of 50 (traffic units).

Criteria met? Yes: ________ No: X

D. Multiple Criteria at Lesser Levels

When no single criterion has been satisfied, but where Criteria B, C.1 and C.2 are satisfied to 80% of the original (non-reduced) values.

Criteria met? Yes: ___ No: X

E. Other Conditions

Circle one or more other conditions/concerns:

1. There is a need to control left-turn conflicts by a road user; or

2. There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; or

3. Locations where a road user, when stopped, cannot see conflicting traffic and is not able to negotiate the intersection unless cross traffic is also required to stop; or

4. Location where two residential, collector (through) streets of similar design and characteristics intersect and where a multi-way stop would improve traffic operational characteristics of the intersection.

Criteria met? Yes: _____ No: X

□ **YES**, the findings above do support a recommendation for the installation of a multi-way stop; or
X **NO**, the findings above do not support a recommendation for the installation of a multi-way stop.

Reviewed by: Zach Bosch

Date: 11/12/2025

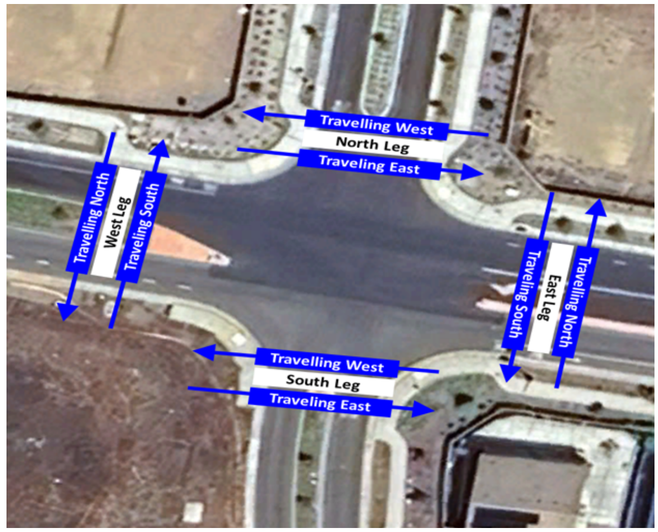
Comments: Total Pedestrian crossings across Alder Creek Parkway on the East side and West side was 30 per day with the highest hour being 5.

Prepared by National Data & Surveying Services

Pedestrian Study

Location: Blacktail Wy/Quail Mdw Wy & Alder Creek Pkwy
City: Folsom
Date: 10/28/2025, (Tue)

TIME	Pedestrian								TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 AM	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0
5:30 AM	0	2	0	0	0	0	0	0	2
5:45 AM	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	1
8:15 AM	1	0	0	1	0	2	0	0	4
8:30 AM	0	0	0	0	2	0	0	0	2
8:45 AM	0	3	0	0	0	0	0	0	3
9:00 AM	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	0	0	1
9:45 AM	0	0	1	1	0	0	0	1	3
10:00 AM	0	0	3	0	0	0	0	3	6
10:15 AM	1	3	0	0	3	0	0	0	7
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	1	0	0	0	1	3
12:00 PM	3	0	0	1	0	0	0	0	4
12:15 PM	1	0	0	1	0	0	0	0	2
12:30 PM	1	1	0	1	0	0	0	0	3
12:45 PM	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	1	1	0	0	0	0	0	0	2
1:30 PM	0	1	0	0	1	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	1	0	0	0	2
2:45 PM	0	2	0	0	2	0	0	0	4
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	3	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	3	0	0	0	0	1	4
5:30 PM	0	2	0	0	0	0	0	0	2
5:45 PM	0	1	1	1	1	0	1	0	5
6:00 PM	0	1	1	0	1	0	0	1	4
6:15 PM	1	1	0	0	2	0	0	0	4
6:30 PM	0	0	1	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	1	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0
7:45 PM	0	2	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	2	0	0	2
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0
Totals	9	28	11	8	17	5	2	7	87



Prepared by National Data & Surveying Services

Pedestrian Study

Location: Blacktail Wy/Quail Mdw Wy & Alder Creek Pkwy
City: Folsom
Date: 10/29/2025, (Wed)

TIME	Pedestrian								TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 AM	0	0	0	0	0	0	0	0	*0*
12:15 AM	0	0	0	0	0	0	0	0	*0*
12:30 AM	0	0	0	0	0	0	0	0	*0*
12:45 AM	0	0	0	0	0	0	0	0	*0*
1:00 AM	0	0	0	0	0	0	0	0	*0*
1:15 AM	0	0	0	0	0	0	0	0	*0*
1:30 AM	0	0	0	0	0	0	0	0	*0*
1:45 AM	0	0	0	0	0	0	0	0	*0*
2:00 AM	0	0	0	0	0	0	0	0	*0*
2:15 AM	0	0	0	0	0	0	0	0	*0*
2:30 AM	0	0	0	0	0	0	0	0	*0*
2:45 AM	0	0	0	0	0	0	0	0	*0*
3:00 AM	0	0	0	0	0	0	0	0	*0*
3:15 AM	0	0	0	0	0	0	0	0	*0*
3:30 AM	0	0	0	0	0	0	0	0	*0*
3:45 AM	0	0	0	0	0	0	0	0	*0*
4:00 AM	0	0	0	0	0	0	0	0	*0*
4:15 AM	0	0	0	0	0	0	0	0	*0*
4:30 AM	0	0	0	0	0	0	0	0	*0*
4:45 AM	0	0	0	0	0	0	0	0	*0*
5:00 AM	0	0	0	0	0	0	0	0	*0*
5:15 AM	0	0	0	0	0	0	0	0	*0*
5:30 AM	0	0	0	0	0	0	0	0	*0*
5:45 AM	0	0	0	0	0	0	0	0	*0*
6:00 AM	0	0	0	0	0	0	0	0	*0*
6:15 AM	0	1	0	0	0	0	0	0	*1*
6:30 AM	0	0	0	0	0	0	0	0	*0*
6:45 AM	0	0	0	0	0	0	0	0	*0*
7:00 AM	0	0	0	0	0	0	0	0	*0*
7:15 AM	0	0	0	0	0	0	0	0	*0*
7:30 AM	0	0	0	0	0	1	0	0	*1*
7:45 AM	0	0	3	0	0	0	0	2	*5*
8:00 AM	0	0	0	1	1	0	1	0	*3*
8:15 AM	0	1	0	0	0	0	0	0	*1*
8:30 AM	0	0	0	0	0	0	0	0	*0*
8:45 AM	0	0	0	0	0	0	0	0	*0*
9:00 AM	0	0	0	0	0	0	0	0	*0*
9:15 AM	0	1	0	0	0	0	0	0	*1*
9:30 AM	0	0	0	1	0	0	0	0	*1*
9:45 AM	0	0	0	1	0	0	0	0	*1*
10:00 AM	1	1	0	0	1	0	0	0	*3*
10:15 AM	0	0	0	0	1	0	0	0	*1*
10:30 AM	0	1	0	0	0	0	0	0	*1*
10:45 AM	1	1	0	1	1	1	0	0	*5*
11:00 AM	0	0	0	0	0	0	0	0	*0*
11:15 AM	0	0	0	0	0	0	0	0	*0*
11:30 AM	0	0	0	0	0	0	0	1	*1*
11:45 AM	0	0	0	1	0	0	0	0	*1*
12:00 PM	0	0	0	0	0	0	0	0	*0*
12:15 PM	0	0	0	0	0	0	0	0	*0*
12:30 PM	1	2	0	0	0	0	0	0	*3*
12:45 PM	2	2	0	0	0	0	0	0	*4*
1:00 PM	0	0	0	0	0	0	0	0	*0*
1:15 PM	0	0	0	0	0	0	0	0	*0*
1:30 PM	0	0	1	1	0	0	0	1	*3*
1:45 PM	0	0	0	0	1	0	0	0	*1*
2:00 PM	0	0	1	0	0	0	0	0	*1*
2:15 PM	0	0	0	0	0	0	0	0	*0*
2:30 PM	0	0	1	0	0	0	0	1	*2*
2:45 PM	0	0	0	0	2	0	0	0	*2*
3:00 PM	0	0	0	0	1	0	0	0	*1*
3:15 PM	0	0	0	0	0	0	0	0	*0*
3:30 PM	0	0	0	0	0	0	0	0	*0*
3:45 PM	0	0	1	0	0	0	0	0	*1*
4:00 PM	0	5	0	0	5	1	0	1	*12*
4:15 PM	0	0	0	0	1	0	0	0	*1*
4:30 PM	0	1	0	0	0	0	0	0	*1*
4:45 PM	0	2	0	1	0	0	0	0	*3*
5:00 PM	0	0	4	0	0	0	0	0	*4*
5:15 PM	0	0	0	0	0	0	0	0	*0*
5:30 PM	0	1	0	0	1	0	0	0	*2*
5:45 PM	0	0	0	0	0	0	0	1	*1*
6:00 PM	0	0	0	1	0	0	1	0	*2*
6:15 PM	0	0	1	0	1	0	0	0	*2*
6:30 PM	0	0	0	0	0	0	0	0	*0*
6:45 PM	3	0	1	0	0	1	0	0	*5*
7:00 PM	0	0	0	0	0	0	0	0	*0*
7:15 PM	0	0	0	0	0	0	0	0	*0*
7:30 PM	0	0	0	0	0	0	0	0	*0*
7:45 PM	0	0	0	0	0	0	0	0	*0*
8:00 PM	0	0	0	1	0	0	0	0	*1*
8:15 PM	0	0	0	0	0	0	0	0	*0*
8:30 PM	0	0	0	0	0	0	0	0	*0*
8:45 PM	0	0	0	0	0	0	0	0	*0*
9:00 PM	0	0	0	0	0	0	0	0	*0*
9:15 PM	0	0	0	0	0	2	0	0	*2*
9:30 PM	0	0	0	0	0	0	0	0	*0*
9:45 PM	1	0	0	0	0	0	0	0	*1*
10:00 PM	0	0	0	0	0	0	0	0	*0*
10:15 PM	0	0	0	0	0	0	0	0	*0*
10:30 PM	0	0	0	0	0	0	0	0	*0*
10:45 PM	0	0	0	0	0	0	0	0	*0*
11:00 PM	0	0	0	0	0	0	0	0	*0*
11:15 PM	0	0	0	0	0	0	0	0	*0*
11:30 PM	0	0	0	0	0	0	0	0	*0*
11:45 PM	0	0	0	0	0	0	0	0	*0*
Totals	*9*	*19*	*13*	*9*	*16*	*6*	*2*	*7*	*81*

Prepared by National Data & Surveying Services

Pedestrian Study

Location: Blacktail Wy/Quail Mdw Wy & Alder Creek Pkwy
City: Folsom
Date: 10/30/2025, (Thu)

TIME	Pedestrian								TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
12:00 AM	0	0	0	0	0	0	0	0	*0*
12:15 AM	0	0	0	0	0	0	0	0	*0*
12:30 AM	0	0	0	0	0	0	0	0	*0*
12:45 AM	0	0	0	0	0	0	0	0	*0*
1:00 AM	0	0	0	0	0	0	0	0	*0*
1:15 AM	0	0	0	0	0	0	0	0	*0*
1:30 AM	0	0	0	0	0	0	0	0	*0*
1:45 AM	0	0	0	0	0	0	0	0	*0*
2:00 AM	0	0	0	0	0	0	0	0	*0*
2:15 AM	0	0	0	0	0	0	0	0	*0*
2:30 AM	0	0	0	0	0	0	0	0	*0*
2:45 AM	0	0	0	0	0	0	0	0	*0*
3:00 AM	0	0	0	0	0	0	0	0	*0*
3:15 AM	0	0	0	0	0	0	0	0	*0*
3:30 AM	0	0	0	0	0	0	0	0	*0*
3:45 AM	0	0	0	0	0	0	0	0	*0*
4:00 AM	0	0	0	0	0	0	0	0	*0*
4:15 AM	0	0	0	0	0	0	0	0	*0*
4:30 AM	0	0	0	0	0	0	0	0	*0*
4:45 AM	0	0	0	0	0	0	0	0	*0*
5:00 AM	0	0	0	0	0	0	0	0	*0*
5:15 AM	0	0	0	0	0	0	0	0	*0*
5:30 AM	0	1	0	0	0	0	0	0	*1*
5:45 AM	0	0	0	0	0	0	0	0	*0*
6:00 AM	1	0	0	0	0	0	0	0	*1*
6:15 AM	0	0	0	0	1	0	0	0	*1*
6:30 AM	0	0	0	0	0	0	0	0	*0*
6:45 AM	0	0	0	0	0	0	0	0	*0*
7:00 AM	0	1	0	0	0	0	1	0	*2*
7:15 AM	1	0	0	0	0	1	0	0	*2*
7:30 AM	0	0	2	0	0	0	0	2	*4*
7:45 AM	0	0	0	1	0	1	1	0	*3*
8:00 AM	0	0	0	0	1	0	0	0	*1*
8:15 AM	0	1	0	0	1	0	0	0	*2*
8:30 AM	0	0	1	0	0	0	0	1	*2*
8:45 AM	0	0	0	0	1	0	0	0	*1*
9:00 AM	0	1	1	0	0	0	0	0	*2*
9:15 AM	0	0	0	0	0	0	0	0	*0*
9:30 AM	0	0	0	0	0	0	0	0	*0*
9:45 AM	0	0	2	0	0	0	0	2	*4*
10:00 AM	0	1	1	0	0	0	0	0	*2*
10:15 AM	1	0	0	0	0	0	0	0	*1*
10:30 AM	0	0	0	0	0	0	0	0	*0*
10:45 AM	0	0	0	0	0	0	0	0	*0*
11:00 AM	0	0	0	0	0	0	0	0	*0*
11:15 AM	0	0	0	0	0	0	0	0	*0*
11:30 AM	0	0	0	0	0	0	0	0	*0*
11:45 AM	0	0	0	0	0	0	0	0	*0*
12:00 PM	0	0	1	0	0	0	0	0	*1*
12:15 PM	0	0	0	0	0	0	0	0	*0*
12:30 PM	0	0	0	1	0	0	0	0	*1*
12:45 PM	0	1	0	0	0	0	0	0	*1*
1:00 PM	0	0	1	0	0	0	0	1	*2*
1:15 PM	0	0	0	0	3	0	0	0	*3*
1:30 PM	0	0	0	0	0	0	0	0	*0*
1:45 PM	0	0	0	0	0	0	0	0	*0*
2:00 PM	0	0	0	0	0	0	0	0	*0*
2:15 PM	0	0	0	0	0	0	0	0	*0*
2:30 PM	0	3	0	0	5	0	0	0	*8*
2:45 PM	0	0	0	0	0	0	0	0	*0*
3:00 PM	0	0	0	0	0	0	0	0	*0*
3:15 PM	0	0	0	0	0	0	0	0	*0*
3:30 PM	0	0	0	0	0	0	0	0	*0*
3:45 PM	0	0	0	0	0	0	0	0	*0*
4:00 PM	0	0	0	0	0	0	0	0	*0*
4:15 PM	0	0	0	0	0	0	0	0	*0*
4:30 PM	0	0	0	0	0	0	1	1	*2*
4:45 PM	1	0	1	0	0	0	0	0	*2*
5:00 PM	0	0	1	0	0	0	1	1	*3*
5:15 PM	1	1	0	1	1	1	0	0	*5*
5:30 PM	0	0	0	0	0	0	0	0	*0*
5:45 PM	0	1	0	0	0	0	0	0	*1*
6:00 PM	0	0	0	0	0	0	0	0	*0*
6:15 PM	0	1	0	0	0	0	0	0	*1*
6:30 PM	0	0	0	0	0	0	0	0	*0*
6:45 PM	0	0	0	0	0	0	0	0	*0*
7:00 PM	0	0	0	0	0	0	0	0	*0*
7:15 PM	2	0	0	0	0	0	0	0	*2*
7:30 PM	0	0	0	0	0	0	0	0	*0*
7:45 PM	0	0	0	0	0	0	0	0	*0*
8:00 PM	0	0	0	0	0	0	0	0	*0*
8:15 PM	0	0	0	0	0	0	0	0	*0*
8:30 PM	0	0	0	0	0	0	0	0	*0*
8:45 PM	0	0	0	0	0	0	0	0	*0*
9:00 PM	0	0	0	0	0	2	0	0	*2*
9:15 PM	0	0	0	0	0	0	0	0	*0*
9:30 PM	0	0	0	0	0	0	0	0	*0*
9:45 PM	0	0	0	0	0	0	0	0	*0*
10:00 PM	0	1	0	0	0	0	0	0	*1*
10:15 PM	0	0	0	0	0	0	0	0	*0*
10:30 PM	0	0	0	0	0	0	0	0	*0*
10:45 PM	0	0	0	0	0	0	0	0	*0*
11:00 PM	0	0	0	0	0	0	0	0	*0*
11:15 PM	0	0	0	0	0	0	0	0	*0*
11:30 PM	0	0	0	0	0	0	0	0	*0*
11:45 PM	0	0	0	0	0	0	0	0	*0*
Totals	*7*	*13*	*11*	*3*	*13*	*5*	*4*	*8*	*64*

Prepared by National Data & Surveying Services

VOLUME

Blacktail Wy/Quail Mdw Wy & Alder Creek Pkwy

Day: Tuesday
Date: 10/28/2025

City: Folsom
Project #: CA25_070234_001 & 002

DAILY TOTALS	NB	SB	EB	WB	Total
	423	142	0	0	565

15-Minutes Interval

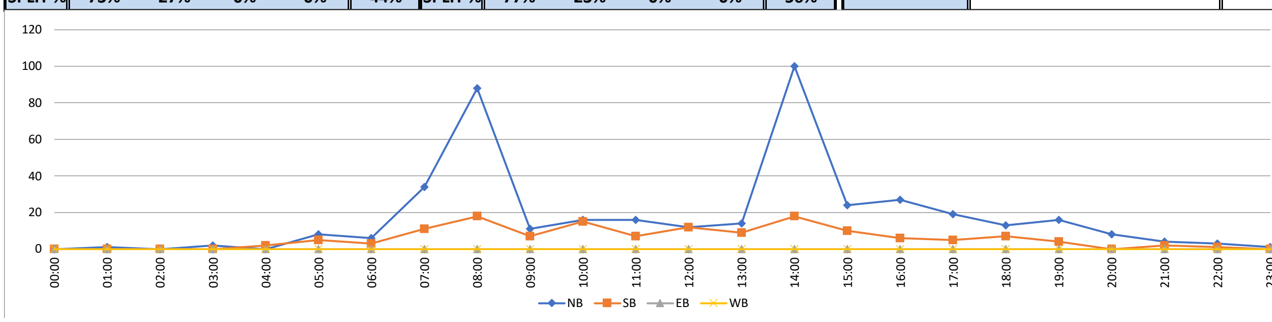
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	3	0			3
0:15	0	0			0	12:15	2	4			6
0:30	0	0			0	12:30	3	1			4
0:45	0	0			0	12:45	4	7			11
1:00	0	0			0	13:00	4	3			7
1:15	0	0			0	13:15	4	1			5
1:30	0	0			0	13:30	1	3			4
1:45	1	0			1	13:45	5	2			7
2:00	0	0			0	14:00	1	2			3
2:15	0	0			0	14:15	2	2			4
2:30	0	0			0	14:30	4	8			12
2:45	0	0			0	14:45	93	6			99
3:00	2	0			2	15:00	5	3			8
3:15	0	0			0	15:15	6	3			9
3:30	0	0			0	15:30	7	2			9
3:45	0	0			0	15:45	6	2			8
4:00	0	0			0	16:00	12	0			12
4:15	0	0			0	16:15	5	1			6
4:30	0	1			1	16:30	6	2			8
4:45	0	1			1	16:45	4	3			7
5:00	0	2			2	17:00	4	2			6
5:15	1	2			3	17:15	7	2			9
5:30	1	0			1	17:30	4	1			5
5:45	6	1			7	17:45	4	0			4
6:00	2	0			2	18:00	4	1			5
6:15	0	0			0	18:15	4	2			6
6:30	1	1			2	18:30	3	1			4
6:45	3	2			5	18:45	2	3			5
7:00	7	2			9	19:00	7	1			8
7:15	7	0			7	19:15	3	3			6
7:30	7	5			12	19:30	3	0			3
7:45	13	4			17	19:45	3	0			3
8:00	32	6			38	20:00	4	0			4
8:15	53	6			59	20:15	1	0			1
8:30	3	3			6	20:30	2	0			2
8:45	0	3			3	20:45	1	0			1
9:00	1	1			2	21:00	1	0			1
9:15	1	4			5	21:15	2	0			2
9:30	4	2			6	21:30	0	0			0
9:45	5	0			5	21:45	1	2			3
10:00	4	0			4	22:00	1	1			2
10:15	7	6			13	22:15	1	0			1
10:30	1	6			7	22:30	1	0			1
10:45	4	3			7	22:45	0	0			0
11:00	3	3			6	23:00	1	0			1
11:15	7	1			8	23:15	0	0			0
11:30	3	3			6	23:30	0	0			0
11:45	3	0			3	23:45	0	0			0
TOTALS	182	68	0	0	250	TOTALS	241	74	0	0	315
SPLIT %	73%	27%	0%	0%	44%	SPLIT %	77%	23%	0%	0%	56%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	0			0
01:00	02:00	1	0			1
02:00	03:00	0	0			0
03:00	04:00	2	0			2
04:00	05:00	0	2			2
05:00	06:00	8	5			13
06:00	07:00	6	3			9
07:00	08:00	34	11			45
08:00	09:00	88	18			106
09:00	10:00	11	7			18
10:00	11:00	16	15			31
11:00	12:00	16	7			23
12:00	13:00	12	12			24
13:00	14:00	14	9			23
14:00	15:00	100	18			118
15:00	16:00	24	10			34
16:00	17:00	27	6			33
17:00	18:00	19	5			24
18:00	19:00	13	7			20
19:00	20:00	16	4			20
20:00	21:00	8	0			8
21:00	22:00	4	2			6
22:00	23:00	3	1			4
23:00	00:00	1	0			1

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	182	68			250
Peak Hour	7:30	7:30			7:30
Peak Volume	105	21			126
Peak Hour Factor	0.495	0.875			0.534
Peak Period	12:00	to	00:00		
Volume	241	74			315
Peak Hour	14:45	14:30			14:30
Peak Volume	111	20			128
Peak Hour Factor	0.298	0.625			0.323
Peak Period	07:00	to	09:00		
Volume	122	29			151
Peak Hour	7:30	7:30			7:30
Peak Volume	105	21			126
Peak Hour Factor	0.495	0.875			0.534
Peak Period	16:00	to	18:00		
Volume	46	11			57
Peak Hour	16:00	16:30			16:00
Peak Volume	27	9			33
Peak Hour Factor	0.563	0.750			0.688



Prepared by National Data & Surveying Services

VOLUME

Blacktail Wy/Quail Mdw Wy & Alder Creek Pkwy

Day: Wednesday
Date: 10/29/2025

City: Folsom
Project #: CA25_070234_001 & 002

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	427	145	0	0	572	

15-Minutes Interval

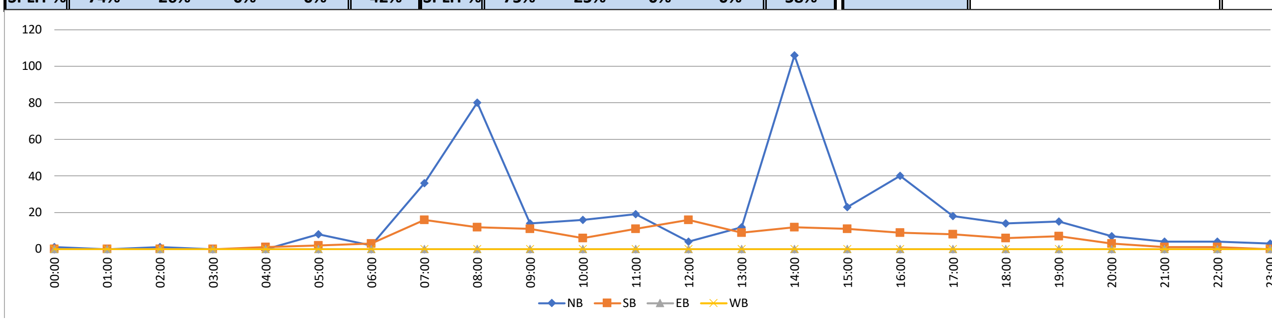
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	0			1	12:00	1	3			4
0:15	0	0			0	12:15	0	2			2
0:30	0	0			0	12:30	1	5			6
0:45	0	0			0	12:45	2	6			8
1:00	0	0			0	13:00	4	4			8
1:15	0	0			0	13:15	2	1			3
1:30	0	0			0	13:30	4	3			7
1:45	0	0			0	13:45	2	1			3
2:00	0	0			0	14:00	8	2			10
2:15	1	0			1	14:15	3	5			8
2:30	0	0			0	14:30	9	2			11
2:45	0	0			0	14:45	86	3			89
3:00	0	0			0	15:00	9	2			11
3:15	0	0			0	15:15	4	2			6
3:30	0	0			0	15:30	7	4			11
3:45	0	0			0	15:45	3	3			6
4:00	0	0			0	16:00	22	0			22
4:15	0	1			1	16:15	10	3			13
4:30	0	0			0	16:30	6	4			10
4:45	0	0			0	16:45	2	2			4
5:00	1	0			1	17:00	4	3			7
5:15	0	1			1	17:15	8	2			10
5:30	2	0			2	17:30	4	2			6
5:45	5	1			6	17:45	2	1			3
6:00	0	1			1	18:00	1	2			3
6:15	2	1			3	18:15	5	1			6
6:30	0	0			0	18:30	4	2			6
6:45	0	1			1	18:45	4	1			5
7:00	3	4			7	19:00	6	3			9
7:15	10	2			12	19:15	2	2			4
7:30	9	1			10	19:30	2	2			4
7:45	14	9			23	19:45	5	0			5
8:00	29	4			33	20:00	1	0			1
8:15	43	3			46	20:15	2	2			4
8:30	5	5			10	20:30	3	1			4
8:45	3	0			3	20:45	1	0			1
9:00	3	2			5	21:00	1	0			1
9:15	4	5			9	21:15	1	0			1
9:30	2	2			4	21:30	0	1			1
9:45	5	2			7	21:45	2	0			2
10:00	6	1			7	22:00	1	1			2
10:15	4	2			6	22:15	2	0			2
10:30	3	1			4	22:30	1	0			1
10:45	3	2			5	22:45	0	0			0
11:00	4	3			7	23:00	1	0			1
11:15	9	4			13	23:15	0	0			0
11:30	5	3			8	23:30	1	0			1
11:45	1	1			2	23:45	1	0			1
TOTALS	177	62	0	0	239	TOTALS	250	83	0	0	333
SPLIT %	74%	26%	0%	0%	42%	SPLIT %	75%	25%	0%	0%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	1	0			1
01:00	02:00	0	0			0
02:00	03:00	1	0			1
03:00	04:00	0	0			0
04:00	05:00	0	1			1
05:00	06:00	8	2			10
06:00	07:00	2	3			5
07:00	08:00	36	16			52
08:00	09:00	80	12			92
09:00	10:00	14	11			25
10:00	11:00	16	6			22
11:00	12:00	19	11			30
12:00	13:00	4	16			20
13:00	14:00	12	9			21
14:00	15:00	106	12			118
15:00	16:00	23	11			34
16:00	17:00	40	9			49
17:00	18:00	18	8			26
18:00	19:00	14	6			20
19:00	20:00	15	7			22
20:00	21:00	7	3			10
21:00	22:00	4	1			5
22:00	23:00	4	1			5
23:00	00:00	3	0			3

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	177	62			239
Peak Hour	7:30	7:45			7:30
Peak Volume	95	21			112
Peak Hour Factor	0.552	0.583			0.609
Peak Period	12:00	to	00:00		
Volume	250	83			333
Peak Hour	14:30	12:15			14:15
Peak Volume	108	17			119
Peak Hour Factor	0.314	0.708			0.334
Peak Period	07:00	to	09:00		
Volume	116	28			144
Peak Hour	7:30	7:45			7:30
Peak Volume	95	21			112
Peak Hour Factor	0.552	0.583			0.609
Peak Period	16:00	to	18:00		
Volume	58	17			75
Peak Hour	16:00	16:15			16:00
Peak Volume	40	12			49
Peak Hour Factor	0.455	0.750			0.557



Prepared by National Data & Surveying Services

VOLUME

Blacktail Wy/Quail Mdw Wy & Alder Creek Pkwy

Day: Thursday
Date: 10/30/2025

City: Folsom
Project #: CA25_070234_001 & 002

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	442	165	0	0	607	

15-Minutes Interval

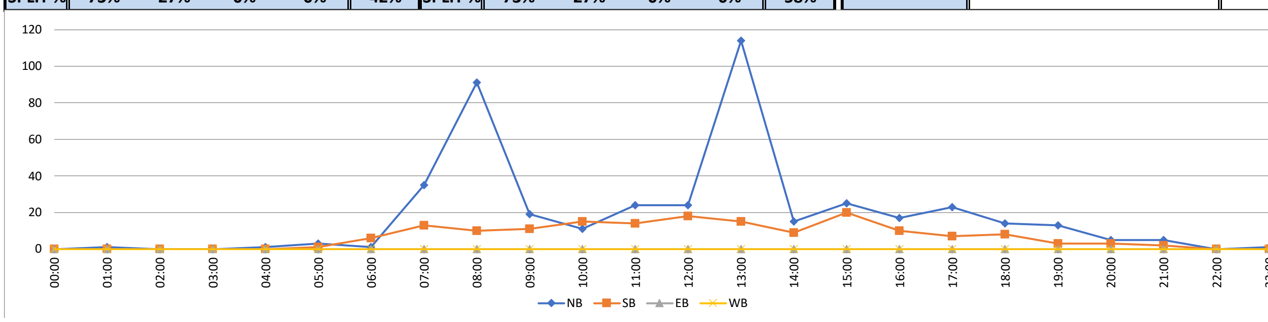
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	9	2			11
0:15	0	0			0	12:15	8	3			11
0:30	0	0			0	12:30	3	5			8
0:45	0	0			0	12:45	4	8			12
1:00	1	0			1	13:00	6	2			8
1:15	0	0			0	13:15	91	4			95
1:30	0	0			0	13:30	12	6			18
1:45	0	0			0	13:45	5	3			8
2:00	0	0			0	14:00	3	0			3
2:15	0	0			0	14:15	3	5			8
2:30	0	0			0	14:30	5	4			9
2:45	0	0			0	14:45	4	0			4
3:00	0	0			0	15:00	7	2			9
3:15	0	0			0	15:15	8	10			18
3:30	0	0			0	15:30	5	6			11
3:45	0	0			0	15:45	5	2			7
4:00	0	0			0	16:00	3	3			6
4:15	0	0			0	16:15	4	2			6
4:30	0	0			0	16:30	7	2			9
4:45	1	0			1	16:45	3	3			6
5:00	0	1			1	17:00	6	0			6
5:15	1	0			1	17:15	11	5			16
5:30	0	0			0	17:30	3	0			3
5:45	2	0			2	17:45	3	2			5
6:00	1	1			2	18:00	3	3			6
6:15	0	1			1	18:15	6	2			8
6:30	0	0			0	18:30	1	1			2
6:45	0	4			4	18:45	4	2			6
7:00	2	0			2	19:00	5	0			5
7:15	8	6			14	19:15	2	1			3
7:30	9	4			13	19:30	3	1			4
7:45	16	3			19	19:45	3	1			4
8:00	36	5			41	20:00	1	1			2
8:15	48	3			51	20:15	1	1			2
8:30	2	2			4	20:30	2	1			3
8:45	5	0			5	20:45	1	0			1
9:00	1	3			4	21:00	1	0			1
9:15	5	2			7	21:15	1	0			1
9:30	4	3			7	21:30	1	1			2
9:45	9	3			12	21:45	2	1			3
10:00	3	4			7	22:00	0	0			0
10:15	3	5			8	22:15	0	0			0
10:30	4	4			8	22:30	0	0			0
10:45	1	2			3	22:45	0	0			0
11:00	4	0			4	23:00	0	0			0
11:15	10	5			15	23:15	0	0			0
11:30	6	5			11	23:30	0	0			0
11:45	4	4			8	23:45	1	0			1
TOTALS	186	70	0	0	256	TOTALS	256	95	0	0	351
SPLIT %	73%	27%	0%	0%	42%	SPLIT %	73%	27%	0%	0%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	0	0			0
01:00	02:00	1	0			1
02:00	03:00	0	0			0
03:00	04:00	0	0			0
04:00	05:00	1	0			1
05:00	06:00	3	1			4
06:00	07:00	1	6			7
07:00	08:00	35	13			48
08:00	09:00	91	10			101
09:00	10:00	19	11			30
10:00	11:00	11	15			26
11:00	12:00	24	14			38
12:00	13:00	24	18			42
13:00	14:00	114	15			129
14:00	15:00	15	9			24
15:00	16:00	25	20			45
16:00	17:00	17	10			27
17:00	18:00	23	7			30
18:00	19:00	14	8			22
19:00	20:00	13	3			16
20:00	21:00	5	3			8
21:00	22:00	5	2			7
22:00	23:00	0	0			0
23:00	00:00	1	0			1

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	186	70			256
Peak Hour	7:30	7:15			7:30
Peak Volume	109	18			124
Peak Hour Factor	0.568	0.750			0.608
Peak Period	12:00	to	00:00		
Volume	256	95			351
Peak Hour	13:00	15:15			12:45
Peak Volume	114	21			133
Peak Hour Factor	0.313	0.525			0.350
Peak Period	07:00	to	09:00		
Volume	126	23			149
Peak Hour	7:30	7:15			7:30
Peak Volume	109	18			124
Peak Hour Factor	0.568	0.750			0.608
Peak Period	16:00	to	18:00		
Volume	40	17			57
Peak Hour	16:30	16:00			16:30
Peak Volume	27	10			37
Peak Hour Factor	0.614	0.833			0.578



Prepared by National Data & Surveying Services

SPEED

Alder Creek Pkwy E/O Blacktail Wy/Quail Mdw Wy

Day: Tuesday

Date: 10/28/2025

City: Folsom

Project #: CA25_070234_003

HOURLY BREAKDOWN

EASTBOUND

Time	5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
% of Totals														

WESTBOUND

Time	5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total
0:00	0	0	0	0	0	1	0	0	1	0	0	0	0	**2**
1:00	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	2	0	1	3	0	0	0	0	0	0	0	**6**
4:00	0	0	0	0	0	6	5	0	0	2	0	0	0	**13**
5:00	0	0	0	1	4	10	7	6	0	1	0	0	0	**29**
6:00	0	0	0	6	14	15	20	2	1	0	0	0	0	**58**
7:00	0	1	6	20	39	97	27	13	5	0	0	0	0	**208**
8:00	1	5	19	50	87	71	30	14	4	0	0	0	0	**281**
9:00	0	1	4	9	24	37	15	6	4	0	0	0	0	**100**
10:00	0	1	5	13	32	26	12	3	1	0	0	0	0	**93**
11:00	0	0	0	11	31	27	15	2	1	0	0	0	0	**87**
12:00	0	0	1	7	24	19	8	3	1	0	0	0	0	**63**
13:00	0	0	1	6	24	27	14	4	1	0	0	0	0	**77**
14:00	0	0	6	28	61	71	31	5	4	0	0	0	0	**206**
15:00	0	3	6	6	37	47	20	10	2	0	0	0	0	**131**
16:00	0	0	4	10	43	40	27	9	4	0	0	0	0	**137**
17:00	0	0	0	13	54	55	20	7	3	0	0	0	0	**152**
18:00	0	0	3	21	27	33	10	1	0	0	0	0	0	**95**
19:00	0	0	3	7	28	28	14	1	2	0	0	0	0	**83**
20:00	0	0	2	2	12	12	8	4	0	0	0	0	0	**40**
21:00	0	0	0	2	7	7	0	2	0	0	0	0	0	**18**
22:00	0	0	0	0	2	2	0	0	0	0	0	0	0	**4**
23:00	0	0	0	1	0	3	0	0	0	0	0	0	0	**4**
Totals	**1**	**11**	**62**	**213**	**551**	**639**	**283**	**92**	**34**	**3**	**0**	**0**	**0**	**1,889**
% of Totals	0%	1%	3%	11%	29%	34%	15%	5%	2%	0%				100%

TOTALS

Time	5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total
0:00	0	0	0	0	0	1	0	0	1	0	0	0	0	**2**
1:00	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00	0	0	2	0	1	3	0	0	0	0	0	0	0	**6**
4:00	0	0	0	0	0	6	5	0	0	2	0	0	0	**13**
5:00	0	0	0	1	4	10	7	6	0	1	0	0	0	**29**
6:00	0	0	0	6	14	15	20	2	1	0	0	0	0	**58**
7:00	0	1	6	20	39	97	27	13	5	0	0	0	0	**208**
8:00	1	5	19	50	87	71	30	14	4	0	0	0	0	**281**
9:00	0	1	4	9	24	37	15	6	4	0	0	0	0	**100**
10:00	0	1	5	13	32	26	12	3	1	0	0	0	0	**93**
11:00	0	0	0	11	31	27	15	2	1	0	0	0	0	**87**
12:00	0	0	1	7	24	19	8	3	1	0	0	0	0	**63**
13:00	0	0	1	6	24	27	14	4	1	0	0	0	0	**77**
14:00	0	0	6	28	61	71	31	5	4	0	0	0	0	**206**
15:00	0	3	6	6	37	47	20	10	2	0	0	0	0	**131**
16:00	0	0	4	10	43	40	27	9	4	0	0	0	0	**137**
17:00	0	0	0	13	54	55	20	7	3	0	0	0	0	**152**
18:00	0	0	3	21	27	33	10	1	0	0	0	0	0	**95**
19:00	0	0	3	7	28	28	14	1	2	0	0	0	0	**83**
20:00	0	0	2	2	12	12	8	4	0	0	0	0	0	**40**
21:00	0	0	0	2	7	7	0	2	0	0	0	0	0	**18**
22:00	0	0	0	0	2	2	0	0	0	0	0	0	0	**4**
23:00	0	0	0	1	0	3	0	0	0	0	0	0	0	**4**
Totals	**1**	**11**	**62**	**213**	**551**	**639**	**283**	**92**	**34**	**3**	**0**	**0**	**0**	**1,889**
% of Totals	0%	1%	3%	11%	29%	34%	15%	5%	2%	0%				100%

STATISTICS

EASTBOUND

	5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total
00:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%														
Peak Hour	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%														
Peak Hour	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%														
Peak Hour	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%														
Peak Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0

WESTBOUND

	5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total
00:00 - 12:00	1	8	36	110	232	295	131	46	17	3	0	0	0	879
%														
Peak Hour	7:15	7:15	7:15	7:15	7:45	7:15	7:45	7:30	8:45	3:45	0:00	0:00	0:00	7:30
Peak Volume	1	5	22	63	109	124	37	18	6	2	0	0	0	372
12:00 - 24:00	0	3	26	103	319	344	152	46	17	0	0	0	0	1010
%														
Peak Hour	12:00	14:45	14:15	14:00	13:45	14:15	14:15	15:30	16:30	12:00	12:00	12:00	12:00	14:00
Peak Volume	0	3	7	28	63	72	37	12	7	0	0	0	0	206
07:00 - 09:00	1	6	25	70	126	168	57	27	9	0	0	0	0	489
%														
Peak Hour	7:15	7:15	7:15	7:15	7:45	7:15	7:45	7:30	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	5	22	63	109	124	37	18	5	0	0	0	0	372
16:00 - 18:00	0	0	4	23	97	95	47	16	7	0	0	0	0	289
%														
Peak Hour	16:00	16:00	16:00	17:00	17:00	16:45	16:00	16:15	16:30	16:00	16:00	16:00	16:00	16:30
Peak Volume	0	0	4	13	54	58	27	10	7	0	0	0	0	158

TOTALS

	5-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-99	Total
00:00 - 12:00	1	8	36	110	232	295	131	46	17	3	0	0	0	879
%														
Peak Hour	7:15	7:15	7:15	7:15	7:45	7:15	7:45	7:30	8:45	3:45	0:00	0:00	0:00	7:30
Peak Volume	1	5	22	63	109	124	37	18	6	2	0	0	0	372
12:00 - 24:00	0	3	26	103	319	344	152	46	17	0	0	0	0	1010
%														
Peak Hour	12:00	14:45	14:15	14:00	13:45	14:15	14:15	15:30	16:30	12:00	12:00	12:00	12:00	14:00
Peak Volume	0	3	7	28	63	72	37	12	7	0	0	0	0	206
07:00 - 09:00	1	6	25	70	126	168	57	27	9	0	0	0	0	489
%														
Peak Hour	7:15	7:15	7:15	7:15	7:45	7:15	7:45	7:30	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	5	22	63	109	124	37	18	5	0	0	0	0	372
16:00 - 18:00	0	0	4	23	97	95	47	16	7	0	0	0	0	289
%														
Peak Hour	16:00	16:00	16:00	17:00	17:00	16:45	16:00	16:15	16:30	16:00	16:00	16:00	16:00	16:30
Peak Volume	0	0	4	13	54	58	27	10	7	0	0	0	0	158

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND						0
WESTBOUND	30	36	36	42	47	1889
TOTALS	30	36	36	42	47	1889

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND					
WESTBOUND	32–41 mph	1199	63%	5	0%
TOTALS	32–41 mph	1199	63%	5	0%

Prepared by National Data & Surveying Services

SPEED

Alder Creek Pkwy W/O Blacktail Wy/Quail Mdw Wy

Day: Tuesday
Date: 10/28/2025

City: Folsom
Project #: CA25_070234_004

HOURLY BREAKDOWN

EASTBOUND

Time	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	1	1	0	1	2	3	2	1	1	0	0	0	0	12
1:00	0	0	1	1	0	0	3	0	0	0	0	0	0	5
2:00	0	0	1	0	0	0	1	0	0	0	0	0	0	2
3:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	0	0	0	2	1	1	3	0	0	0	0	0	0	7
6:00	0	2	4	8	4	25	10	1	0	0	0	0	0	54
7:00	1	3	19	16	15	20	15	2	1	0	0	0	0	92
8:00	7	10	18	32	32	54	32	8	2	0	0	0	0	195
9:00	1	2	8	3	3	23	25	8	0	0	0	0	0	73
10:00	0	3	7	5	8	16	14	5	2	0	0	0	0	60
11:00	0	1	7	7	16	29	12	17	2	0	0	0	0	91
12:00	0	5	14	16	22	38	23	6	1	0	0	0	0	125
13:00	0	4	3	11	12	21	14	9	3	1	0	0	0	78
14:00	1	5	25	20	23	33	13	13	1	0	0	0	0	134
15:00	1	3	12	19	15	38	42	22	1	0	0	0	0	153
16:00	5	3	14	20	23	45	49	26	6	4	0	0	0	195
17:00	0	3	9	14	28	61	48	17	8	0	0	0	0	188
18:00	1	4	7	24	44	64	43	16	3	1	0	0	0	207
19:00	0	2	18	13	22	50	37	8	2	0	0	0	0	152
20:00	0	1	12	10	22	26	27	10	7	0	0	0	0	115
21:00	0	2	2	4	5	13	16	2	1	1	0	0	0	46
22:00	0	0	1	0	4	7	7	0	1	0	0	0	0	20
23:00	0	0	3	1	4	3	2	0	0	1	0	0	0	14
Totals	18	54	185	228	307	570	438	171	42	8	0	0	0	2,021
% of Totals	1%	3%	9%	11%	15%	28%	22%	8%	2%	0%				100%

WESTBOUND

Time	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% of Totals														

TOTALS

Time	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
0:00	1	1	0	1	2	3	2	1	1	0	0	0	0	12
1:00	0	0	1	1	0	0	3	0	0	0	0	0	0	5
2:00	0	0	1	0	0	0	1	0	0	0	0	0	0	2
3:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	0	0	0	2	1	1	3	0	0	0	0	0	0	7
6:00	0	2	4	8	4	25	10	1	0	0	0	0	0	54
7:00	1	3	19	16	15	20	15	2	1	0	0	0	0	92
8:00	7	10	18	32	32	54	32	8	2	0	0	0	0	195
9:00	1	2	8	3	3	23	25	8	0	0	0	0	0	73
10:00	0	3	7	5	8	16	14	5	2	0	0	0	0	60
11:00	0	1	7	7	16	29	12	17	2	0	0	0	0	91
12:00	0	5	14	16	22	38	23	6	1	0	0	0	0	125
13:00	0	4	3	11	12	21	14	9	3	1	0	0	0	78
14:00	1	5	25	20	23	33	13	13	1	0	0	0	0	134
15:00	1	3	12	19	15	38	42	22	1	0	0	0	0	153
16:00	5	3	14	20	23	45	49	26	6	4	0	0	0	195
17:00	0	3	9	14	28	61	48	17	8	0	0	0	0	188
18:00	1	4	7	24	44	64	43	16	3	1	0	0	0	207
19:00	0	2	18	13	22	50	37	8	2	0	0	0	0	152
20:00	0	1	12	10	22	26	27	10	7	0	0	0	0	115
21:00	0	2	2	4	5	13	16	2	1	1	0	0	0	46
22:00	0	0	1	0	4	7	7	0	1	0	0	0	0	20
23:00	0	0	3	1	4	3	2	0	0	1	0	0	0	14
Totals	18	54	185	228	307	570	438	171	42	8	0	0	0	2,021
% of Totals	1%	3%	9%	11%	15%	28%	22%	8%	2%	0%				100%

STATISTICS

EASTBOUND

	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
00:00 - 12:00	10	22	65	76	83	171	117	42	8	0	0	0	0	594
%	0%	1%	3%	4%	4%	8%	6%	2%	0%	0%	0%	0%	0%	29%
Peak Hour	7:30	7:30	7:30	7:45	8:00	8:15	8:15	11:00	7:30	0:00	0:00	0:00	0:00	8:00
Peak Volume	8	11	28	35	32	56	37	17	3	0	0	0	0	195
12:00 - 24:00	8	32	120	152	224	399	321	129	34	8	0	0	0	1427
%	0%	2%	6%	8%	11%	20%	16%	6%	2%	0%	0%	0%	0%	71%
Peak Hour	15:15	12:15	14:00	15:30	18:00	17:15	16:15	15:45	17:00	16:00	12:00	12:00	12:00	15:45
Peak Volume	5	7	25	30	44	67	59	27	8	4	0	0	0	209
07:00 - 09:00	8	13	37	48	47	74	47	10	3	0	0	0	0	287
%	0%	1%	2%	2%	2%	4%	2%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:30	7:30	7:30	7:45	8:00	8:00	8:00	8:00	7:30	7:00	7:00	7:00	7:00	8:00
Peak Volume	8	11	28	35	32	54	32	8	3	0	0	0	0	195
16:00 - 18:00	5	6	23	34	51	106	97	43	14	4	0	0	0	383
%	0%	0%	1%	2%	3%	5%	5%	2%	1%	0%	0%	0%	0%	19%
Peak Hour	16:00	16:30	16:00	16:00	17:00	17:00	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	5	4	14	20	28	61	59	26	8	4	0	0	0	195

WESTBOUND

	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
00:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTALS

	5 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 99	Total
00:00 - 12:00	10	22	65	76	83	171	117	42	8	0	0	0	0	594
%	0%	1%	3%	4%	4%	8%	6%	2%	0%	0%	0%	0%	0%	29%
Peak Hour	7:30	7:30	7:30	7:45	8:00	8:15	8:15	11:00	7:30	0:00	0:00	0:00	0:00	8:00
Peak Volume	8	11	28	35	32	56	37	17	3	0	0	0	0	195
12:00 - 24:00	8	32	120	152	224	399	321	129	34	8	0	0	0	1427
%	0%	2%	6%	8%	11%	20%	16%	6%	2%	0%	0%	0%	0%	71%
Peak Hour	15:15	12:15	14:00	15:30	18:00	17:15	16:15	15:45	17:00	16:00	12:00	12:00	12:00	15:45
Peak Volume	5	7	25	30	44	67	59	27	8	4	0	0	0	209
07:00 - 09:00	8	13	37	48	47	74	47	10	3	0	0	0	0	287
%	0%	1%	2%	2%	2%	4%	2%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:30	7:30	7:30	7:45	8:00	8:00	8:00	8:00	7:30	7:00	7:00	7:00	7:00	8:00
Peak Volume	8	11	28	35	32	54	32	8	3	0	0	0	0	195
16:00 - 18:00	5	6	23	34	51	106	97	43	14	4	0	0	0	383
%	0%	0%	1%	2%	3%	5%	5%	2%	1%	0%	0%	0%	0%	19%
Peak Hour	16:00	16:30	16:00	16:00	17:00	17:00	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	5	4	14	20	28	61	59	26	8	4	0	0	0	195

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	26	38	36	44	48	2021
WESTBOUND						0
TOTALS	26	38	36	44	48	2021

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
EASTBOUND	35-44 mph	1030	51%	15	1%
WESTBOUND					
TOTALS	35-44 mph	1030	51%	15	1%

Prepared by National Data & Surveying Services

VOLUME

Alder Creek Pkwy E/O Blacktail Wy/Quail Mdw Wy

Day: Tuesday
Date: 10/28/2025

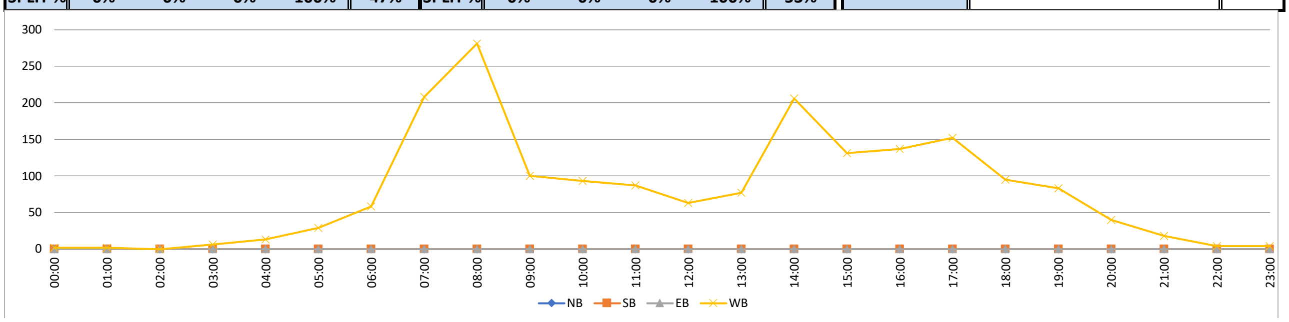
City: Folsom
Project #: CA25_070234_003

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	0	0	0	1,889	1,889	

15-Minutes Interval											
TIME	**NB**	**SB**	**EB**	**WB**	**TOTAL**	**TIME**	**NB**	**SB**	**EB**	**WB**	**TOTAL**
0:00			0	1	1	12:00			0	17	17
0:15			0	1	1	12:15			0	13	13
0:30			0	0	0	12:30			0	16	16
0:45			0	0	0	12:45			0	17	17
1:00			0	0	0	13:00			0	23	23
1:15			0	1	1	13:15			0	23	23
1:30			0	1	1	13:30			0	12	12
1:45			0	0	0	13:45			0	19	19
2:00			0	0	0	14:00			0	28	28
2:15			0	0	0	14:15			0	53	53
2:30			0	0	0	14:30			0	85	85
2:45			0	0	0	14:45			0	40	40
3:00			0	2	2	15:00			0	23	23
3:15			0	1	1	15:15			0	32	32
3:30			0	2	2	15:30			0	40	40
3:45			0	1	1	15:45			0	36	36
4:00			0	2	2	16:00			0	28	28
4:15			0	2	2	16:15			0	32	32
4:30			0	5	5	16:30			0	38	38
4:45			0	4	4	16:45			0	39	39
5:00			0	4	4	17:00			0	41	41
5:15			0	7	7	17:15			0	40	40
5:30			0	8	8	17:30			0	33	33
5:45			0	10	10	17:45			0	38	38
6:00			0	7	7	18:00			0	22	22
6:15			0	10	10	18:15			0	25	25
6:30			0	17	17	18:30			0	27	27
6:45			0	24	24	18:45			0	21	21
7:00			0	20	20	19:00			0	27	27
7:15			0	34	34	19:15			0	33	33
7:30			0	46	46	19:30			0	13	13
7:45			0	108	108	19:45			0	10	10
8:00			0	173	173	20:00			0	11	11
8:15			0	45	45	20:15			0	12	12
8:30			0	36	36	20:30			0	11	11
8:45			0	27	27	20:45			0	6	6
9:00			0	21	21	21:00			0	6	6
9:15			0	23	23	21:15			0	2	2
9:30			0	35	35	21:30			0	7	7
9:45			0	21	21	21:45			0	3	3
10:00			0	24	24	22:00			0	0	0
10:15			0	26	26	22:15			0	3	3
10:30			0	23	23	22:30			0	0	0
10:45			0	20	20	22:45			0	1	1
11:00			0	26	26	23:00			0	1	1
11:15			0	16	16	23:15			0	0	0
11:30			0	24	24	23:30			0	3	3
11:45			0	21	21	23:45			0	0	0
TOTALS	**0**	**0**	**0**	**879**	**879**	**TOTALS**	**0**	**0**	**0**	**1010**	**1010**
SPLIT %	**0%**	**0%**	**0%**	**100%**	**47%**	**SPLIT %**	**0%**	**0%**	**0%**	**100%**	**53%**

Hourly Intervals						
TIME		**NB**	**SB**	**EB**	**WB**	**TOTAL**
00:00	01:00			0	2	2
01:00	02:00			0	2	2
02:00	03:00			0	0	0
03:00	04:00			0	6	6
04:00	05:00			0	13	13
05:00	06:00			0	29	29
06:00	07:00			0	58	58
07:00	08:00			0	208	208
08:00	09:00			0	281	281
09:00	10:00			0	100	100
10:00	11:00			0	93	93
11:00	12:00			0	87	87
12:00	13:00			0	63	63
13:00	14:00			0	77	77
14:00	15:00			0	206	206
15:00	16:00			0	131	131
16:00	17:00			0	137	137
17:00	18:00			0	152	152
18:00	19:00			0	95	95
19:00	20:00			0	83	83
20:00	21:00			0	40	40
21:00	22:00			0	18	18
22:00	23:00			0	4	4
23:00	00:00			0	4	4

STATISTICS					
	NB	**SB**	**EB**	**WB**	**TOTAL**
Peak Period	00:00	to	12:00		
Volume				879	879
Peak Hour				7:30	7:30
Peak Volume				372	372
Peak Hour Factor				0.538	0.538
Peak Period	12:00	to	00:00		
Volume				1010	1010
Peak Hour				14:00	14:00
Peak Volume				206	206
Peak Hour Factor				0.606	0.606
Peak Period	07:00	to	09:00		
Volume				489	489
Peak Hour				7:30	7:30
Peak Volume				372	372
Peak Hour Factor				0.538	0.538
Peak Period	16:00	to	18:00		
Volume				289	289
Peak Hour				16:30	16:30
Peak Volume				158	158
Peak Hour Factor				0.963	0.963



Prepared by National Data & Surveying Services

VOLUME

Alder Creek Pkwy W/O Blacktail Wy/Quail Mdw Wy

Day: Tuesday
Date: 10/28/2025

City: Folsom
Project #: CA25_070234_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,021	0	2,021

15-Minutes Interval

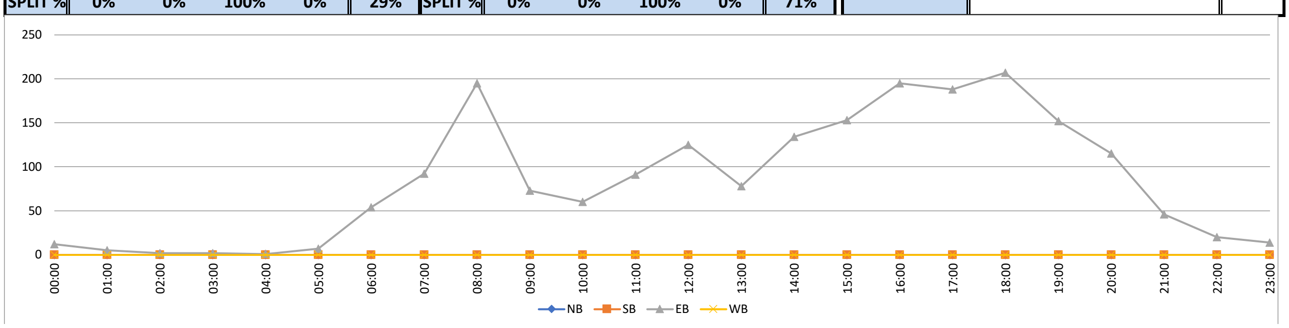
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	0	3	12:00			30	0	30
0:15			4	0	4	12:15			33	0	33
0:30			4	0	4	12:30			28	0	28
0:45			1	0	1	12:45			34	0	34
1:00			0	0	0	13:00			17	0	17
1:15			3	0	3	13:15			22	0	22
1:30			0	0	0	13:30			21	0	21
1:45			2	0	2	13:45			18	0	18
2:00			1	0	1	14:00			27	0	27
2:15			0	0	0	14:15			30	0	30
2:30			1	0	1	14:30			34	0	34
2:45			0	0	0	14:45			43	0	43
3:00			1	0	1	15:00			40	0	40
3:15			0	0	0	15:15			22	0	22
3:30			0	0	0	15:30			29	0	29
3:45			1	0	1	15:45			62	0	62
4:00			0	0	0	16:00			61	0	61
4:15			0	0	0	16:15			43	0	43
4:30			0	0	0	16:30			43	0	43
4:45			1	0	1	16:45			48	0	48
5:00			1	0	1	17:00			46	0	46
5:15			1	0	1	17:15			43	0	43
5:30			2	0	2	17:30			45	0	45
5:45			3	0	3	17:45			54	0	54
6:00			7	0	7	18:00			55	0	55
6:15			14	0	14	18:15			53	0	53
6:30			15	0	15	18:30			46	0	46
6:45			18	0	18	18:45			53	0	53
7:00			18	0	18	19:00			31	0	31
7:15			23	0	23	19:15			44	0	44
7:30			18	0	18	19:30			43	0	43
7:45			33	0	33	19:45			34	0	34
8:00			49	0	49	20:00			29	0	29
8:15			52	0	52	20:15			29	0	29
8:30			39	0	39	20:30			31	0	31
8:45			55	0	55	20:45			26	0	26
9:00			26	0	26	21:00			15	0	15
9:15			12	0	12	21:15			8	0	8
9:30			20	0	20	21:30			14	0	14
9:45			15	0	15	21:45			9	0	9
10:00			14	0	14	22:00			7	0	7
10:15			15	0	15	22:15			3	0	3
10:30			12	0	12	22:30			5	0	5
10:45			19	0	19	22:45			5	0	5
11:00			25	0	25	23:00			4	0	4
11:15			19	0	19	23:15			2	0	2
11:30			22	0	22	23:30			5	0	5
11:45			25	0	25	23:45			3	0	3
TOTALS	0	0	594	0	594	TOTALS	0	0	1427	0	1427
SPLIT %	0%	0%	100%	0%	29%	SPLIT %	0%	0%	100%	0%	71%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			12	0	12
01:00	02:00			5	0	5
02:00	03:00			2	0	2
03:00	04:00			2	0	2
04:00	05:00			1	0	1
05:00	06:00			7	0	7
06:00	07:00			54	0	54
07:00	08:00			92	0	92
08:00	09:00			195	0	195
09:00	10:00			73	0	73
10:00	11:00			60	0	60
11:00	12:00			91	0	91
12:00	13:00			125	0	125
13:00	14:00			78	0	78
14:00	15:00			134	0	134
15:00	16:00			153	0	153
16:00	17:00			195	0	195
17:00	18:00			188	0	188
18:00	19:00			207	0	207
19:00	20:00			152	0	152
20:00	21:00			115	0	115
21:00	22:00			46	0	46
22:00	23:00			20	0	20
23:00	00:00			14	0	14

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			594		594
Peak Hour			8:00		8:00
Peak Volume			195		195
Peak Hour Factor			0.886		0.886
Peak Period	12:00	to	00:00		
Volume			1427		1427
Peak Hour			15:45		15:45
Peak Volume			209		209
Peak Hour Factor			0.843		0.843
Peak Period	07:00	to	09:00		
Volume			287		287
Peak Hour			8:00		8:00
Peak Volume			195		195
Peak Hour Factor			0.886		0.886
Peak Period	16:00	to	18:00		
Volume			383		383
Peak Hour			16:00		16:00
Peak Volume			195		195
Peak Hour Factor			0.799		0.799



TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: November 21, 2025

TO: Traffic Safety Committee

FROM: Public Works Department

SUBJECT: REQUEST FOR EVALUATION OF CROSSWALK NEAR TWIN LAKES FOOD BANK ON MONTROSE DRIVE

BACKGROUND/ANALYSIS

1. Introduction/Background

During the August Traffic Safety Committee (TSC) meeting, Resident Scott Bailey requested that the TSC analyze the area around the current location of the Twin Lakes Food Bank, located at 327 Montrose Drive. Due to the location of the food bank, most patrons park across the street in the Mount Olive Lutheran Church parking lot, located at 320 Montrose Dr and walk across the street.

2. Policy

The City of Folsom uses the California Manual on Uniform Traffic Control Devices (CAMUTCD) as the primary guidance document for determining whether a pedestrian crosswalk should be placed. Section 3B.18 Crosswalk Markings states the following

In general, crosswalks should not be marked at intersections unless they are intended to channelize pedestrians. Emphasis is placed on the use of marked crosswalks as a channelization device.

The following factors may be considered in determining whether a marked crosswalk should be used:

A. Vehicular approach speeds from both directions.
B. Vehicular volume and density.
C. Vehicular turning movements.
D. Pedestrian volumes.

E. Roadway width.
F. Day and night visibility by both pedestrians and road users.
G. Channelization is desirable to clarify pedestrian routes for sighted or sight-impaired pedestrians.
H. Discouragement of pedestrian use of undesirable routes.
I. Consistency with markings at adjacent intersections or within the same intersection.

City policy and federal guidelines require crosswalks to be American with Disability Act (ADA) Accessible include tactile crossing feedback and all necessary signage.

3. Analysis

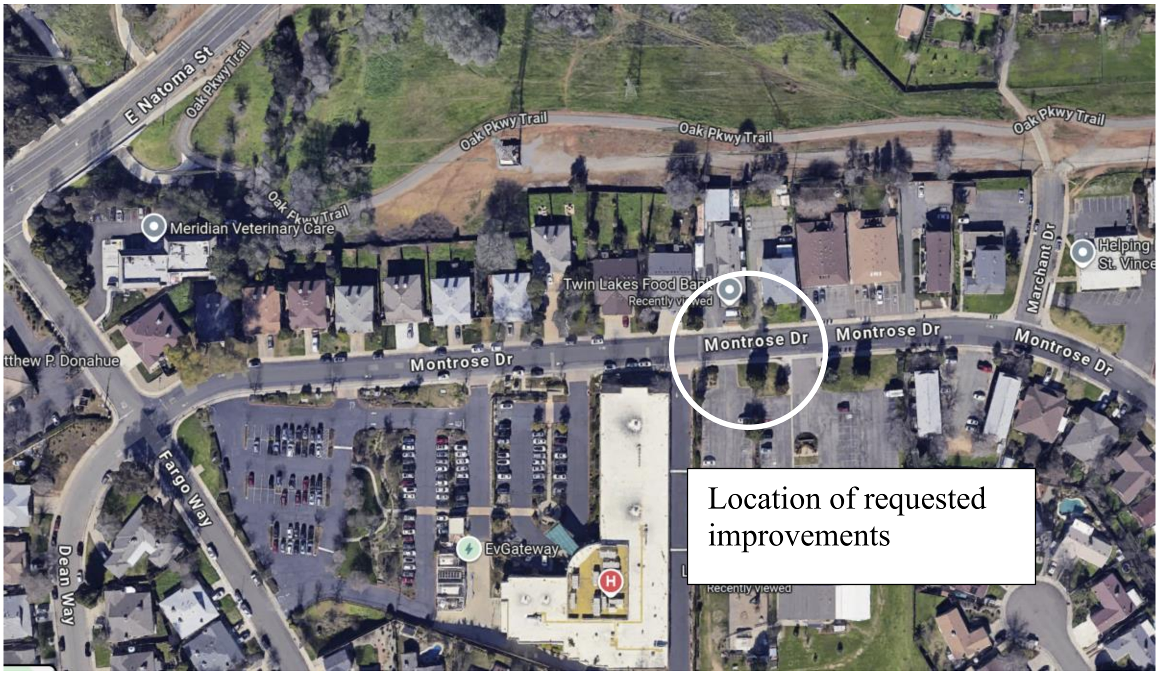
Collision History
A review of the past three years of reported collision data found no collisions at the intersection.

Site Conditions

Montrose Drive is a 38' wide roadway with multiple land uses between Fargo Way and Talisman Drive. Parking is allowed on both sides of the roadway in approach to the site location but is restricted on the southern side of the road between the two driveways for Mount Olive Lutheran Church and extending approximately 50' on the eastern side of the easternmost driveway. Parking is restricted Tuesday through Thursday from 9:00 a.m. to 1:00 p.m. and has a high compliance rate.

In both directions of Montrose Drive, there are advanced Pedestrian Warning signs approximately 300' from the primary crossing location.

Both sides of Montrose Drive do not have ADA ramps that would be required if a striped crosswalk were to be installed. There is a possible location between 327 Montrose and 325 Montrose and between the two Mount Olive Lutheran Church driveways that could accommodate the necessary improvements, approximately 25'to the east of the driveway into Twin Lakes Food Bank.



Sight Distance and Operations
Field review confirmed that both approaches meet required sight-distance standards.

Approach Speeds
While no formal speed survey was completed, City staff did performed various site visits to see general behavior of vehicles on Montrose Drive, and it was observed that the vast majority of vehicles are driving at reasonable and prudent speeds for this street.

Pedestrian Considerations

During the site visits performed by City staff, pedestrians were generally observant before walking into the street, and approaching vehicles yielded 100% of the time when a pedestrian entered the roadway, and some even yielded prior to them exiting the site to walk across the street. During the site visit on Thursday, November 13 from 9:00 a.m. to 9:30 a.m., 39 vehicles passed in both directions, and of the 39 vehicles, 1 was driving approximately 10 MPH over the posted speed limit. 49 pedestrians crossed Montrose Drive, and there were 6 observed conflicts (where pedestrians and vehicles were attempting to continue through at the same time) and every time approaching vehicles yielded to those pedestrians.

Food Bank Operations

Food Service Hours are listed on the Twin Lakes Food Bank website as Tuesday, Wednesday, Thursday 9:00 a.m. – 12:30 p.m., second Monday of the month 5:30 p.m. – 7:00 p.m., and Friday 10:00 a.m. – 11:30 a.m. During these times there is a steady stream of patron crossing between the parking lot and the food bank.

City Staff reached out to the operations manager of the food bank to understand future considerations for the current operations and any future plans. It was indicated to staff that they plan on moving their operations within the next two years to another location.

4. Recommendations

Based on the volume of pedestrians crossing the street to access the Twin Lakes Food Bank, it would be beneficial to both pedestrians and the motoring public to have a marked location where to expect people attempting to cross delimitation with markings. Due to location of most crossings with the driveway access points, Public Works believes that marking this area with cross hatched markings would properly represent a crossing location without the formal need to install ADA ramps and new sidewalk, reducing the overall costs but maintaining a delineated crossing location. Attached is a representation of what it would look like.

5. Cost Estimate

The estimated cost to implement the hatched-out area would be approximately $6,000, based on comparable work previously completed by the City. Due to the need for thermoplastic striping, installation must be performed by a licensed contractor, as City staff is not equipped to carry out this portion of the work. City staff would handle the fabrication and installation of any necessary signs, and those associated costs would be covered under the existing Public Works maintenance budget.

6. Conclusion

Based on the number of pedestrians crossing at this location, emphasizing this area would be of public benefit and a cost-effective way to improve this intersection.

STAFF RECOMMENDATION/TRAFFIC SAFETY COMMITTEE ACTION

Staff recommends that the Committee approve this location for enhanced pavement markings between the two driveways between 320 Montrose Drive and 327 Montrose Drive.

COMMITTEE ITEMS
Agenda Item No. 6a
TSC 25-037
09/25/25 Meeting

TRAFFIC SAFETY COMMITTEE
STAFF REPORT

DATE: December 4, 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 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 installed. Work Completed	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		90% Plans submitted	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.	Installation Complete - 6 Month Reevalution in Feb 2026	Y
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 met with residents to place bollards. Crosswalk and Ramps programmed into annual project.	Y
TSC 25-017	3/27/2025	City staff request for Traffic Safety Committee recommendation to establish Flashing Yellow Arrow Pilot Program	Proceed with recommendation to CIty Council for Trial Project	Procurement process started for nessecary equipment.	Y - 6 month Follow-up after installation
TSC25-24	6/26/2025	Pine Grove Way and Oakplace East/Oakplace West	The Traffic Safety Committee recommends speed limit signs on Pine Grove Way in both directions, pavement paint with speed limit in both directions, pedestrian warning signage, intersection pedestrian warning signage, and installation of radar feedback signs on Pine Grove Way on approach. There will be a three-month evaluation of the effectiveness of the preventative measures, based on residential feedback and results from the radar feedback signs.	Installation of instersection warning signage with speeds complete.	Y - 3 months ending in November.

Agenda Item Number	Meeting Date	Agenda Item	Action Item	Project Update/Next Steps	Needs to be on an upcoming TSC agenda? Y/N
TSC25-25	6/26/2025	Westwood Drive and Needlegrass Drive	The Traffic Safety Committee recommends radar feedback signs on north and south bound Needlegrass Drive, committee standard measures for speed reduction, dotted line paint markers for bike lanes across street entrances, encourage the residential speed watch program, and encourage the Folsom Police Department to increase enforcement of speed limits where possible. Six months after the future trail and crosswalk are completed, Rectangular Rapid Flashing Beacons (RRFB) installed, and school resumes, the committee will evaluate the effectiveness, unless the speed watch program brings additional information sooner that needs to be addressed.	Improvements to be installed with Parks and Rec Trail Project. Radar Feedback signs ordered	N
TSC25-029	8/21/2025	Oak Avenue Parkway and Blue Lake Drive/Foxridge Drive	The committee recommended reevaluation of tree overgrowth at Oak Avenue Parkway and Foxridge Drive, and “Keep Clear” striping at the same intersection.	Work ordered issued for landscaping, striping included in upcoming striping project	N
TSC25-030	8/21/2025	American River Canyon Drive and Morning Dove Lane/Bobwhite Lane – All-Way Stop Control Request	The Traffic Safety Committee recommended evaluation by the Public Works Department of the following possible traffic calming measures: Radar feedback signs along American River Canyon Drive in approach of Morning Dove Lane and Bobwhite Lane. Installation of a midblock uncontrolled crosswalk that would include RRFBs advance signage, and all other striping and signage that would be necessary. In the future, after other measures are trialed, consideration of a potential pedestrian activation signal.	No Update	N
TSC25-028	8/21/2025	East Natoma Street and Wesley Drive	The Traffic Safety Committee recommended significantly trimming back or removing vegetation at the intersection, and increased enforcement especially during school drop off and pick up.	Work ordered completed	N