



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	5/13/2025
<b>AGENDA SECTION:</b>	New Business
<b>SUBJECT:</b>	Resolution 11379 – A Resolution Authorizing the Public Works Department to Implement a Flashing Yellow Arrows Trial Project
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council pass and adopt Resolution 11379 – A Resolution Authorizing the Public Works Department to Implement a Flashing Yellow Arrows Trial Project.

### **BACKGROUND / ISSUE**

The City of Folsom currently uses protected-only left-turn phasing at all signalized intersections (with the exception of the intersection of Sutter Street and Riley Street). Flashing yellow arrows have been adopted in many jurisdictions across California and the United States as a method to improve traffic efficiency, reduce congestion, and enhance driver understanding of left-turn movements. The California Manual on Uniform Traffic Control Devices (CAMUTCD) includes FYAs as an approved left-turn phasing option, citing safety and operational benefits. The four-section signal head containing an 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.

Implementing FYAs offers several potential benefits. One major advantage is the improvement of traffic flow, as FYAs allow left turns to proceed during sufficient gaps in opposing traffic, thereby reducing unnecessary delays. This, in turn, leads to reduced vehicle idling time, lowering fuel consumption and emissions. Studies show that protected/permissive left turns (PPLTs) can reduce vehicle emissions by 9% to 12% and significantly decrease intersection

delays. Additionally, multiple reports indicate strong driver acceptance and a desire for expanded use of PPLTs. Another important benefit is standardization with other local agencies. Many jurisdictions, including neighboring cities, have already implemented FYAs, creating regional consistency for drivers. For example, the City of Roseville and the City of Elk Grove currently use FYA indications for PPLTs, and Sacramento County recently approved a pilot project to install such indications on Arden Way at the intersections of Professional Drive and Morse Avenue.

City of Folsom staff has developed evaluation criteria to identify locations that are candidates for PPLTs using FYAs. These criteria include factors such as accident history, opposing traffic speed, sight distance, traffic volumes, and intersection lane configuration. In considering implementation, staff recognizes that not all intersections are suitable for FYAs and will need to carefully assess traffic volumes, sight distance, crash history, and pedestrian activity. An engineering study would be conducted to evaluate the safety and feasibility of installing FYAs at selected locations. In addition, a public outreach campaign would be necessary to educate drivers about the new signal operations and ensure a smooth transition. A copy of the site selection criteria is attached as Attachment 3.

If approved by City Council, staff will perform extensive public outreach and education, including mailing out pamphlets to the surrounding neighborhoods and posting the pamphlet online, as well as including an educational video on the City's website. Additionally, staff will work with local news stations to inform the public prior to activation, which is anticipated in late 2025/early 2026. If the pilot program is successful, staff will propose installing more PPLTs with FYA indicators at other locations around the city. Staff will report their findings to City Council after the trial is complete for additional discussion.

### **RECOMMENDATION**

Staff requests direction from the City Council on whether to proceed with the implementation of an FYAs trial project in the City of Folsom. If directed to proceed, staff will conduct an engineering analysis, identify candidate intersections, develop refined cost estimates for implementation, and install FYA at the top intersections. Findings and recommendations from the trial will be presented to the Council at a future meeting for further discussion.

### **POLICY / RULE**

As part of the proposed FYA trial project, staff has developed a policy framework to guide the selection, implementation, and evaluation of candidate locations. The policy establishes intersection selection criteria based on traffic volumes, crash history, opposing traffic speeds, sight distance, and pedestrian activity. Prior to installation, an engineering study will be conducted at each proposed location to ensure that implementation of FYAs can be accomplished safely and in accordance with accepted traffic engineering practices. The policy also requires a public outreach and education campaign to inform residents and motorists about the meaning and operation of the FYA signal indications. Funding considerations are incorporated into the policy, with staff directed to pursue grant opportunities and available

funding sources to offset costs associated with signal modifications, hardware procurement, and public education efforts. The trial project will be monitored throughout its duration, with performance metrics such as traffic delay reductions, crash history evaluations, and public feedback used to assess effectiveness. Based on the evaluation results, staff will return to Council with recommendations regarding the broader adoption of FYAs within the City of Folsom.

### **FINANCIAL IMPACT**

The cost of this trial project implementation will be accommodated within the department's existing annual operating budget. No additional funding is required at this time, as the necessary expenditures will be managed through current resources and planned budget allocations. Future projects, if approved, will be evaluated on a case-by-case basis and funded through applicable capital improvement plan projects as appropriate.

### **ENVIRONMENTAL REVIEW**

The proposed FYA trial project is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to Section 15301, Existing Facilities. The project involves minor alterations to existing public facilities, specifically the modification of existing traffic signal operations, with no expansion of use beyond that currently existing. The installation of FYA indications will occur within existing roadway rights-of-way and will not result in any significant environmental impacts. As such, no additional environmental documentation is required for the implementation of the FYA trial project.

### **ATTACHMENTS**

1. Resolution 11379 – A Resolution Authorizing the Public Works Department to Implement a Flashing Yellow Arrows Trial Project
2. Traffic Safety Committee Meeting Minutes – March 27, 2025
3. Site Selection Form
4. Preliminary Flashing Yellow Arrow Potential Locations

Submitted,

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Mark Rackovan, Public Works Director