



Folsom City Council Staff Report

MEETING DATE:	10/12/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10723 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Iron Point Road and Dry Creek Road
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10723 - A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Iron Point Road and Dry Creek Road.

BACKGROUND / ISSUE

The Public Works Department received a request to evaluate the safety of the intersection of Iron Point Road and Dry Creek Road. Iron Point Road is classified as an arterial roadway and serves as an east-west connection between Folsom Boulevard and the El Dorado County via Saratoga Way. Since Iron Point Road/Saratoga Road opened in late April 2020, City staff has received various requests from residents regarding the intersection of Dry Creek Road and Iron Point Road. Most of the concerns are related to vehicle speeds of approaching traffic inbound from El Dorado County and a concern about the line of sight of approaching vehicles when turning out from Dry Creek Road.

Shortly after the roadway opened, a radar feedback sign and intersection warning sign were installed prior to the westbound curve in the roadway to attempt to slow down approaching vehicles.

In October 2020, the Traffic Safety Committee recommended removal of landscaping along Iron Point Road. City of Folsom staff assessed the landscaping, which is maintained by Empire Ranch Community Association (ERCA) and the City requested that ERCA remove

landscaping that impacted the line of sight looking east from Dry Creek Road. Per the request, a large amount of bushes and shrubs were removed and some of the tree canopy was raised to increase the sight distance looking towards the east.

Staff determined that the combination of radar feedback signs and landscape removal did not adequately address the safety concerns associated with limited sight distance at the intersection and decided to evaluate additional traffic control measures.

Below is the traffic collision diagram for incidents between 2020 and the current date. The data shows that there have been two collisions involving eastbound lefts.

Iron Point Road at Dry Creek Road Collision Diagram (2020-2021)



POLICY / RULE

Chapter 10.12 of the Folsom Municipal Code grants the City Council final authority with respect to the placement of new stop signs.

ANALYSIS

The item was considered by the Traffic Safety Committee at its August 26, 2021 meeting and the Committee voted unanimously to recommend all-way stop control; a draft copy of the Action Summary from that meeting is attached to this report.

A Multi-Way Stop Sign Analysis was performed on this intersection and a copy of that warrant analysis is attached to this report.

FINANCIAL IMPACT

Installation of new signs and markings should not exceed \$4,000 and will be paid out of the Traffic Safety Project, Project No. 8023, which is funded through Measure A, Ongoing Traffic Control/Safety (Fund 276).

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENTS

1. Resolution No. 10723 - A Resolution Authorizing the Public Works Department to Install All-way Stop Sign Control at the Intersection of Iron Point Road and Dry Creek Road
2. Draft Action Summary – Traffic Safety Committee, August 26, 2021
3. CAMUTCD Multi-Way Stop Sign Warrant Analysis
4. Map of Intersection

Submitted,

Marcus Yasutake, ACTING PUBLIC WORKS DIRECTOR

Attachment 1

Resolution No. 10723

RESOLUTION NO. 10723

**A RESOLUTION AUTHORIZING THE PUBLIC WORKS DEPARTMENT TO
INSTALL ALL-WAY STOP SIGN CONTROL AT THE INTERSECTION OF IRON
POINT ROAD AND DRY CREEK ROAD**

WHEREAS, the Public Works Department received a request evaluate traffic safety at the intersection of Iron Point Road and Dry Creek Road; and

WHEREAS, initial safety improvements in the form of radar speed feedback signs and landscape removal did not adequately improve traffic safety; and

WHEREAS, staff evaluated additional traffic control measures, including all-way stop sign control; and

WHEREAS, the intersection is currently side street stop controlled; and

WHEREAS, the Public Works Department assessed the intersection and determined that all-way stop control is not warranted on a traffic volume, safety or right-of-way basis; and

WHEREAS, the Traffic Safety Committee reviewed the request and supported the staff recommendation in support of the request for all-way stop control; and

WHEREAS, sufficient funding is budgeted and available in the Traffic Safety Project, Project No. 8023; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the Public Works Department to install all-way stop sign control at the intersection of Iron Point Road and Dry Creek Road.

PASSED AND ADOPTED this 12th day of October, 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

Draft Action Summary – Traffic Safety
Committee, August 26, 2021

City of Folsom
TRAFFIC SAFETY COMMITTEE
DRAFT
MINUTES

4:00 p.m., Thursday, August 26th, 2021

A Regular Teleconference Meeting of the Traffic Safety Committee will be held exclusively via teleconference in light of COVID-19 restrictions on public gatherings. The meeting will be conducted in accordance with the Ralph M. Brown Act, California Government Code 54950, et seq. and Executive Order N-29-20.

[Microsoft Teams Meeting Link](#)

Or call in (audio only)

[+1559-512-2217,,543426166#](#) United States, Fresno

Phone Conference ID: 543 426 166#

1. MEETING CALLED TO ORDER

Meeting called to order 4:02 pm.

2. ROLL CALL:

Baade, Bailey, Bosch, Delp, McGee, Soulsby, Washburn

Wilson is subbing for McGee. All other members present. Washburn had to leave meeting early.

3. APPROVE ACTION SUMMARY

Action Summary of the May 21st, 2021 meeting will stand approved unless any Committee member requests a revision.

Action Summary/Minutes approved unanimously.

4. BUSINESS FROM 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 Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

Becky, a member of the public had some follow up question regarding a previous TSC meeting item. Zach Bosch let her know that the project she was inquiring about is planned for the next fiscal year. She asked for Zach to email her the list of intersections studied and considered for traffic signals and he agreed to do so.

5. ACTION/DISCUSSION ITEMS

None

Neighborhood Business

a. Intersection of Dry Creek Road and Iron Point Road

Wilson moved to recommend instillation of a 3-way stop sign at Dry Creek Rd. and Iron Point Rd., Delp 2nd, and the rest of the committee voted unanimously.

b. Santa Juanita Road

Wilson made a motion to communicate to the City Council concern and need for action. They recommend appointing a council member to reach out to appropriate agencies and reach definitive action. They encourage the City of Folsom Traffic Department to provide the appointed City Council Member with the history and

engineering information that we have regarding this issue. Soulsby 2nd, the rest of the committee was unanimous.

c. Parkshore Dr and Plaza Dr

Delp moved to remove line of sight landscaping and increase patrol in the area. Patrols would target the violation of red zone parking. Agreement to revisit this area in the future if necessary. Baily 2nd, rest of committee unanimous (Washburn had left the meeting and was not able to vote).

d. Willard Drive at Prairie City Drive (Folsom Prep/Phoenix Elementary)

Bailey moved to create keep clear striping area at the entrance and exit on Willard Dr. at the Folsom Preparatory School/Cadance Academy Preschool. Delp 2nd, and committee unanimous (Washburn had left the meeting and was not able to vote).

6. COMMITTEE ITEMS

None

7. ADJOURNMENT

Meeting was adjourned at 6:11 pm

Attachment 3

CAMUTCD Multi-way Stop Sign Warrant Analysis

City of Folsom
Department of Public Works
MULTI-WAY STOP WARRANT ANALYSIS
 (California Manual of Uniform Traffic Control Devices)

Line	1 Enter Major Street Name	Iron Point Road
	2 Enter Minor Street Name	Dry Creek Road
	3 Enter Critical Approach Speed (85th Percentile) for Iron Point Road	53 MPH
	4 Enter Critical Approach Speed (85th Percentile) for Dry Creek Road	25 MPH

Warrant No. 1: Traffic Signal Warrant

Enter an "X" in the appropriate box

5 In the Engineer's judgement, is this a justifiable location for a traffic signal? Yes No

6 Has a signal warrant analysis been conducted for this intersection? Yes No

7 If the Answer to Line 6 was Yes, did the intersection warrant a traffic signal? Yes No

8 Were any two of Lines 5 through 7 answered "Yes"? Yes No

Warrant No. 1 satisfied if two or more conditions met. Was Warrant No. 1 satisfied? No

Warrant No. 2: Traffic Collision Warrant

9 Enter number of collisions, of a type correctable by a multiway stop, reported at this location in the past 12 months Collisions

Warrant No. 2 satisfied if 5 or more collisions were reported in the past 12 months. Was Warrant No. 2 satisfied? No

Warrant No. 3: Traffic Volume Warrant

10 The Critical Approach Speed for the Major Street, **Iron Point Road**, was measured as MPH

11 If the value in Line 10 is greater than 40, use Condition A for this analysis; otherwise use Condition B

Condition A: Major Street Critical Approach Speed greater than 40 MPH

	Minimum Required Hourly Vol.	Hour							
		08:00-09:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00			
Total traffic volume entering intersection	300	901	940	904	971	963			
Highest minor street traffic volume	200	188	160	60	83	57			

Note: traffic volume includes all vehicles, pedestrians and bicyclists

12 Were BOTH of the Minimum Required Hourly Volumes exceeded for 8 or more hours? Yes No

Condition B: Major Street Critical Approach Speed less than 40 MPH

	Minimum Required Hourly Vol.	Hour							
		08:00-09:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00			
Total traffic volume entering intersection	210								
Highest minor street traffic volume	140								

Note: traffic volume includes all vehicles, pedestrians and bicyclists

13 Were BOTH of the Minimum Required Hourly Volumes exceeded for 8 or more hours? Yes No

Was either Condition A or Condition B met or exceeded for 8 or more hours? Yes No

Warrant No. 3 satisfied if either Condition A or Condition B were met or exceeded; Was Warrant No. 3 satisfied? No

Warrant No. 4: Cumulative Condition Warrant (80 percent warrant)

14 Total number of Warrants 1 through 3 that were satisfied was:

If the value in Line 14 was zero, continue to Line 15.

15 Collisions reported in past 12 months was: Did this value exceed 4 collisions? Enter an "X" in the appropriate box
Yes No

	Minimum Required Hourly Vol.	Hour								
		08:00-09:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00				
Total traffic volume entering intersection	240	901	940	904	971	963				
Highest minor street traffic volume	160	188	160	60	83	57				

16 Were BOTH of the Minimum Required Hourly Volumes exceeded for 8 or more hours? Enter an "X" in the appropriate box
Yes No

17 Were the answers to BOTH Line 15 and Line 16 Yes? Yes No

Warrant No. 4 satisfied if both Warrants 2 and 3 were 80 percent satisfied. Was Warrant No. 4 satisfied?

Warrant No. 5: Other Relevant Factors

18 Is there a need to control left turn conflicts? Enter an "X" in the appropriate box
Yes No

19 Is there a need to control vehicle/pedestrian conflicts near locations that generate high ped volumes? Yes No

20 Is there a location at this intersection where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop? Yes No

21 Is this an intersection of two residential collector streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection? Yes No

Were any of the answers for Lines 18 through 21 yes? Yes No

Warrant No. 5 satisfied if any of the above factors exist. Was Warrant No. 5 satisfied?

Conclusions/Recommendations

Note: The decision to install a multi-way stop should not be based solely upon these warrants, since the installation of traffic control devices may increase certain types of collisions. Delay, congestion, approach conditions, driver confusion, future land use or other evidence of need for right-of-way assignment should be demonstrated.

Total number warrants satisfied: Is a multiway stop justified based solely on warrants?

Based on the roadway dynamics of having a blind corner looking East, relatively high 85th percentile speeds and volumes near the criteria a three-way stop sign is recommended at this location.

Attachment 4

Map of Intersection



Google Earth

Iron Point Road

Empire Ranch Road

Dry Creek Road

Intersection Location

Saratoga Way



Saratoga Estates Manzanita Collection
CRESCENT R

This page is intentionally left blank.