



CITY OF
FOLSOM
DISTINGUISHED BY NATURE

Folsom City Council Staff Report

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|------------------------|---|
| MEETING DATE: | 2/11/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10388 - A Resolution to Maintain Existing Speed Limits on Greenback Lane, Prairie City Road and Riley Street |
| FROM: | Public Works Department |

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10388 – A Resolution to Maintain Existing Speed Limits on Greenback Lane, Prairie City Road and Riley Street.

BACKGROUND / ISSUE

California state law requires that local agencies establish speed limits on public streets based upon an Engineering and Traffic Study for Speed Zoning (ETS). The procedure for conducting such a study is defined in both the California Vehicle Code (CVC) and in the Manual of Uniform Traffic Control Devices (MUTCD). Whenever a new roadway is opened to traffic, or when traffic conditions have significantly changed on an existing roadway, then an ETS must be conducted by the local agency. If the ETS concludes that a speed limit higher than the state minimum of 25 miles per hour (MPH) but less than the state maximum of 65 MPH is recommended, the speed limit must be adopted by City Council by ordinance, following a public hearing. When an ETS concludes that an existing speed limit remain the same, the City Council may adopt the findings of the ETS by resolution.

POLICY / RULE

Section 10.08.030 of the Folsom Municipal Code states that speed limits shall be established by an Engineering and Traffic Study and adopted by ordinance of the City Council.

ANALYSIS

Speed limits are set to establish a uniform speed that allows traffic to safely traverse a given road segment. The underlying theory is that a proper speed limit will improve traffic flow by reducing conflicts between vehicles traveling at greatly differing speeds. Artificially low limits can create safety problems (i.e., rear-end collisions, tailgating); while artificially high limits can be unsafe under normal roadway and environmental conditions. If a proper speed limit is posted, those motorists that significantly exceed the posted limit are clearly unsafe compared to the general traffic flow and can be cited. Further, an ETS allows speed limits to be enforced with radar.

Speed surveys are necessary to determine speed limits in excess of the minimum speed limit of 25 MPH but less than the state maximum limit of either 55 MPH or 65 MPH, depending on the roadway's functional classification. Certain roadways or sections of roadways have "prima facie" limits associated with them. A "prima facie" speed is one that does not require a radar survey, as long as the road segment in question meets specific requirements. Some examples of "prima facie" limits are as follows:

1. 25 MPH on residential streets that are less than 40 feet wide, not more than one-half mile between traffic control devices, and only one lane of traffic per direction.
2. 25 MPH in business districts, as defined by the California Vehicle Code.
3. 25 MPH when passing a senior care facility.
4. 25 MPH when passing a children's play area during times when children are typically present (usually dawn to dusk).
5. 25 MPH when passing a school while children are present, when the school is not separated from the roadway by a fence. When the school is fenced, then the 25 MPH limit only applies when children are going to or coming from school, if the roadway is used by school age pedestrians to access the campus.
6. 15 MPH in alleys

On roadways that do not meet these criteria, an ETS must be performed to determine the proper prima facie speed. An ETS evaluates existing roadway geometric conditions, collision history, and the land uses adjacent to a given road segment. A radar survey is conducted to determine the 85th-percentile speed (the speed that is not exceeded by 85 percent of vehicles surveyed), the average speed, and the 10 MPH pace (a 10 MPH range of speeds in which the majority of vehicles were traveling). The nearest 5 MPH increment to the 85th-percentile speed is typically deemed the appropriate speed limit, unless other conditions are present that, in the opinion of the traffic engineer, justify further reduction; in which case the engineer may cite a one-time, downward zoning of an additional five miles per hour.

The Public Works Department conducts speed surveys on a road by road basis, conducting

several speed surveys along a given roadway wherever there are logical segments based on the road geometry and adjacent land use. In most cases where roadway and traffic conditions have not changed since the previous ETS, the speed limit also does not change. In those instances, the City can choose to maintain the currently posted speed limit through a City Council resolution, which accepts the findings of the updated ETS. For the current update, the City hired the consulting firm TJKM to collect the relevant data and make recommendations regarding speed limits.

The item under consideration is to adopt the consultant's recommendation to maintain the existing, posted speed limits on the following road segments:

1. Greenback Lane, City limit to Madison Avenue (45 MPH)
2. Greenback Lane, Folsom-Auburn Road to Rainbow Bridge (35 MPH)
3. Prairie City Road, Iron Point Road to Blue Ravine Road (45 MPH)
4. Riley Street, East Bidwell Street to Blue Ravine Road (35 MPH)

The Traffic Safety Committee reviewed this item at their October 24, 2019 meeting and voted unanimously to support the recommendation to maintain the existing speed limits on these segments.

FINANCIAL IMPACT

There is no financial impact.

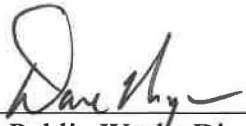
ENVIRONMENTAL REVIEW

This action is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301.

ATTACHMENTS

1. Resolution No. 10388 – A Resolution to Maintain Existing Speed Limits on Greenback Lane, Prairie City Road and Riley Street
2. Exhibit A - Recommended Speed Limits Summary
3. Action Summary of the October 24, 2019 Traffic Safety Committee Meeting

Submitted,



Dave Nugen, Public Works Director

Attachment 1

Resolution No. 10388

RESOLUTION NO. 10388

A RESOLUTION TO MAINTAIN EXISTING SPEED LIMITS ON GREENBACK LANE, PRAIRIE CITY ROAD AND RILEY STREET

WHEREAS, the City of Folsom is required to periodically update the Engineering and Traffic Studies for Speed Zoning (ETS) on major roadways; and

WHEREAS, the City retained TJKM Consultants to perform the updated ETS; and

WHEREAS, TJKM recommended that the existing speed limit be maintained on Greenback Lane, Prairie City Road and Riley Street; and

WHEREAS, the Traffic Safety Committee reviewed the proposed speed limits and agreed with the consultant's recommendation to maintain the existing speed limits;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom agrees to maintain existing speed limits on Greenback Lane, Prairie City Road and Riley Street and,

PASSED AND ADOPTED on this 11th day of February 2020, by the following roll-call vote:

AYES: Council Member(s):
NOES: Council Member(s):
ABSENT: Council Member(s):
ABSTAIN: Council Member(s):

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

Exhibit A – Recommended Speed Limits Summary

Exhibit A

| # | Street | Survey Limits | Speed (mph) | | | Changes to Existing Speed Limit |
|----|-------------------|------------------------------------|-------------|-----------------|-------------|---------------------------------|
| | | | Existing | 85th Percentile | Recommended | |
| 51 | Greenback Lane | City limits to Madison Ave | 45 | 44 | 45 | 0 |
| | | | | | | |
| 54 | Greenback Lane | Folsom-Auburn Rd to Rainbow Bridge | 35 | 32 | 35 | 0 |
| | | | | | | |
| 72 | Prairie City Road | Iron Point Road to Blue Ravine Rd | 45 | 47 | 45 | 0 |
| | | | | | | |
| 75 | Riley Street | East Bidwell St to Blue Ravine Rd | 35 | 39 | 35 | 0 |

Attachment 3

Action Summary of the October 24, 2019 Traffic Safety Committee Meeting

City of Folsom
TRAFFIC SAFETY COMMITTEE
ACTION SUMMARY

4:00 p.m., Thursday, October 24, 2019
Public Works Conference Room

1. MEETING CALLED TO ORDER at 4:02 p.m. by Chair Pew

2. ROLL CALL:

Present: Newman, Pew, Rackovan, Rodriguez, Baade, Soulsby

Absent: Washburn

3. APPROVE ACTION SUMMARY

Action Summary of the September 26, 2019 meeting were approved with no revisions.

4. BUSINESS FROM FLOOR/GOOD OF THE ORDER

Rebecca Bolin, inquired about a possible traffic data collection device mounted at the entrance to her neighborhood, and the process for obtaining information regarding calls for service received by Folsom PD.

5. ACTION/DISCUSSION ITEMS

Neighborhood Issues

- a. Willard/Chan Stop Sign Request: Moved by Baade, seconded by Rackovan to conduct a full study of the Willard corridor between Prairie City Road and Iron Point Road to evaluate three intersections for stop signs and/or crosswalks and to report back to the Committee; motion passed unanimously.

Other Business: None

- b. Speed Limit Adoption: East Natoma Street, Empire Ranch Road, Folsom-Auburn Road, Greenback Lane, Oak Avenue Parkway, Prairie City Road, Riley Street: Moved by Rackovan, seconded by Rodriguez to accept the speed limit recommendations of the consulting engineer and submit the surveys to City Council for final adoption; motion passed unanimously.

Project Review: None

6. INFORMATIONAL ITEMS None.

7. ADJOURNMENT at 4:29 p.m.

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