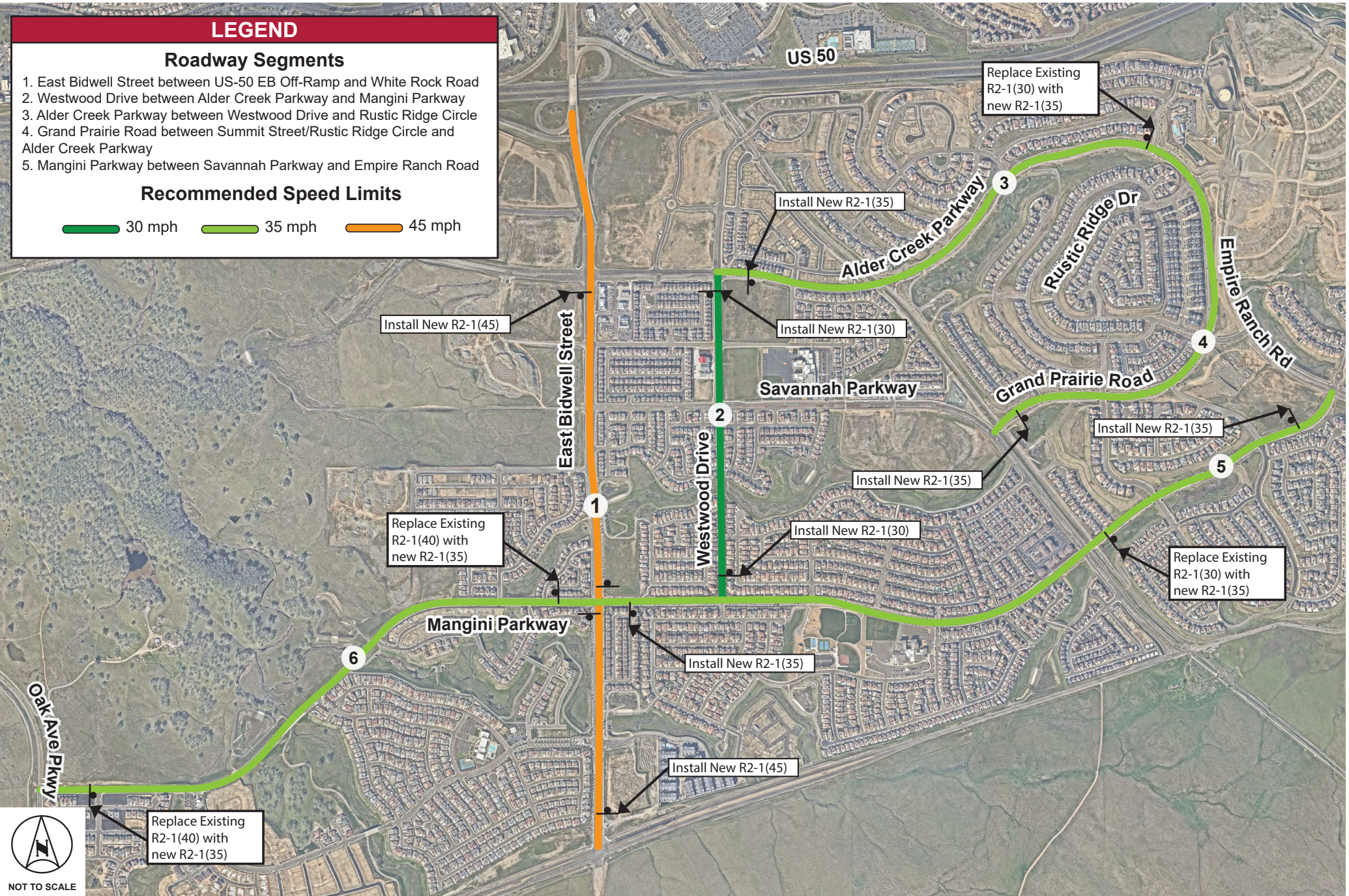


## Attachment 2

### Map of Street Segments and Recommended Speed Limits

2025 Folsom Plan Area Speed Surveys



## Attachment 3

### Traffic Safety Committee Draft Meeting Minutes from June 26, 2025



# DRAFT Traffic Safety Committee Meeting Minutes

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

June 26, 2025

4:00 PM

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

## 1. **CALL TO ORDER**

Chair Brausch called the meeting to order at 4:00 p.m.

## 2. **ROLL CALL:**

PRESENT: M. Austin (arrived at 4:03 p.m.), Z. Bosch, J. Brausch, R. Cogil, K. Goddard

ABSENT: M. McGee, M. Washburn

## 3. **MINUTES**

Approval of the Minutes of the April 24, 2025, Meeting.

Goddard motioned to accept the minutes.

Cogil seconded the motion.

Motion was carried with the following vote:

AYES: Austin, Bosch, Brausch, Cogil, Goddard

ABSTAIN: None

ABSENT: McGee, Washburn

## 4. **BUSINESS FROM THE FLOOR/GOOD OF THE ORDER**

No public comments were made.

## 5. **ACTION/DISCUSSION ITEMS**

- a. Pine Grove Way and Oakplace East/Oakplace West – Resident Request for All-Way Stop Sign Control

Public Comment made by David Hassin, Craig Burnett, Sharlotte Bennett, Alison Majer, Amanda Ross, Dale Alto, and Jann Jones.

The Traffic Safety Committee did not recommend placing an all-way stop sign at the intersection of 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.

Cogil proposed the motion.

Goddard seconded the motion.

Motion carried with the following vote:

AYES: Austin, Bosch, Brausch, Cogil, Goddard

ABSTAIN: None

ABSENT: McGee, Washburn

b. Westwood Drive and Needlegrass Drive – Resident Request for Traffic Calming/Intersection Control

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.

Brausch proposed the motion.

Cogil seconded the motion.

Motion carried with the following vote:

AYES: Austin, Bosch, Brausch, Cogil, Goddard

ABSTAIN: None

ABSENT: McGee, Washburn

c. Speed Limit Adoption: Various Arterial and Collector Streets in the Folsom Plan Area

The Traffic Safety Committee recommends the approval of the speed limit recommendations for various arterial and collector streets in the Folsom Plan Area. Specifically, US-50 eastbound off-ramp to White Rock Road, Alder Creek Parkway to Mangini Parkway, Westwood Drive to Rustic Ridge Circle, Rustic Ridge Circle to Alder Creek Parkway, Savannah Parkway to Empire Ranch Road, and East Bidwell Street to Oak Avenue Parkway. The committee approves City staff to bring the speed limit adjustments to the City Council for adoption by ordinance.

Goddard proposed the motion.

Cogil seconded the motion.

Motion carried with the following vote:

AYES: Austin, Bosch, Brausch, Cogil, Goddard

ABSTAIN: None  
ABSENT: McGee, Washburn

**5. INFORMATIONAL ITEMS**

a. Traffic Safety Committee Action Item Updates

Chair Brausch commented that Mangini Parkway RRFBs have been installed.

Chair Brausch requested to reconsider the yellow sanctions on North Lexington Drive on a future agenda due to residential complaints that they are not aiding in the traffic control. Bosch agreed to monitor the intersection after school resumes to get video on the situation before adding it to a future agenda.

Bosch will remove Natoma Station Drive and Ashcat Way from the tracker as RRFBs have been installed, the school district has confirmed RRFBs are working, and it has been two years since any outreach.

Bosch informed the committee that there has been no outreach from the public on the South Lexington Drive speeding issue, and there is no urgency to act.

Cogil brought to the committee's attention that the bollards at Willow Creek Drive and Randall Drive have been run over and are bent. Bosch agreed to send City staff to replace the broken bollards.

b. Upcoming Traffic Safety Committee items

- Riley Street and Teceira Way – All Way Stop Control Request
- East Natoma Street and Wesley Drive – All Way Stop Control Request
- Oak Avenue and Vista Oak Drive – All Way Stop Request
- Willow Creek Drive – Traffic Calming Request by Committee Member Cogil

Bosch received a request for a stop sign at American River Canyon Drive and Morning Dove Lane/Bobwhite Lane, which will be added to upcoming Traffic Safety Committee items.

Cogil requested that the Willow Creek Drive – Traffic Calming item be removed from upcoming agendas until the water project is completed. Bosch agreed and will be in contact with Cogil about when the item can be added back to the list.

**6. ADJOURNMENT**

Meeting adjourned at 5:22 p.m.

## Attachment 4

2025 Folsom Plan Area Speed Survey  
Memorandum Produced by Kimley-Horn and  
Associates, Inc.

# Memorandum

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

**From:** Robert Paderna, P.E., RSP<sub>1</sub>  
Curtis Yee, PE

**Re:** 2025 Folsom Plan Area Speed Surveys

**Date:** June 23, 2025

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The purpose of this memorandum is to document the results of the speed surveys conducted within the Folsom Plan Area. Additionally, this memorandum presents recommended speed limits based on the data collected and the evaluation completed.

## **Introduction and Background**

An Engineering and Traffic Survey (E&TS) was conducted to serve as the basis for the establishment and future enforcement of the speed limit along six project roadway segments within the Folsom Plan Area in the City of Folsom. The roadway segments include:

1. East Bidwell Street, from US-50 Eastbound Off-ramp to White Rock Road
2. Westwood Drive, from Alder Creek Parkway to Mangini Parkway
3. Alder Creek Parkway, from Westwood Drive to Eastern terminus of road (Summit Street/Rustic Ridge Drive)
4. Grand Prairie Road, from Summit Street/Rustic Ridge Drive to Alder Creek Parkway
5. Mangini Parkway, from Savannah Parkway to Empire Ranch Road
6. Mangini Parkway, from East Bidwell Street to Oak Avenue Parkway

Engineering and Traffic Surveys for establishment of speed limits are regularly conducted, at least once every five (5) years, by governing municipalities for the purpose of complying with Section 40802(a) of the California Vehicle Code (CVC) and the national Uniform Vehicle Code. E&TSs may be extended to every seven (7) years if criteria specified by CVC 40702(c)(1) are met, or every ten (14) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the CVC. In addition, an E&TS should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed, which is the case along the six study segments covered in this memorandum.

## ***Regulations and Guidelines***

Division 11, Chapter 7, of the 2018 CVC defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are 15 miles per hour (mph) at unprotected railroad grade crossings, highway intersections with site restrictions, and on any alley. In addition, the prima facie speed limit is 25 mph in residential and business districts, when approaching or passing a school building or grounds thereof or when passing a senior center or other facility primarily used by senior citizens. Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

“A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous

property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.”

“A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.”

Section 22357(a) permits the establishment of speed limits greater than 25 mph based on the following text:

“Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.”

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an E&TS. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or ten years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC:

“(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

- (A) Roadway width of not more than 40 feet.
- (B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
- (C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign."

Assembly Bill 43 added Section 22358.7 to the CVC to read:

"(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

- (1) The portion of highway has been designated as a *safety corridor*. A local authority shall not deem more than one-fifth of their streets as safety corridors.
- (2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway."

Since the addition of 22358.7 to the CVC, the CA MUTCD has been revised to include the "safety corridor" definition requirements in Table 2B-105(CA).

### *Requirements and Methodology of an Engineering and Traffic Study*

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe, and are not dependent on the judgment of one or a few individuals.

The E&TS, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related roadway and traffic variables was conducted which is considered in combination with the statistical data and collision history

of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an E&TS are outlined in the 2014 California MUTCD (CA MUTCD). The statistical factors used to analyze the collected speed survey data and additional factors as noted in the CA MUTCD to consider are defined in the following section.

### Speed Survey Evaluation

The six (6) study segments within the Folsom Plan Area were evaluated by Kimley-Horn and are included in this memorandum. These roadway sections and limits of the sections are listed in **Table 1** and presented in **Exhibit 1**.

#### *Field Review*

Speed data was collected using manual radar surveys performed by NDS, a subconsultant to Kimley-Horn. Each of the radar speed surveys were conducted from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and utilized in this evaluation. Chapter 2B of the CA MUTCD indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street, or a minimum observation time of two hours if the minimum sample size cannot be met due to low traffic volumes. This requirement is acknowledged to result in excessive survey periods for low volume roadways. In addition, average daily traffic (ADT) counts were collected at all study locations and are presented in **Table 1**.

**Table 1 – Survey Locations and Limits**

No	Street	Limits		ADT*
1	East Bidwell Street	US-50 Eastbound Off-Ramp	White Rock Road	14,120
2	Westwood Drive	Alder Creek Parkway	Mangini Parkway	2,890
3	Alder Creek Parkway	Westwood Drive	Rustic Ridge Circle	3,950
4	Grand Prairie Road	Summit Street/Rustic Ridge Drive	Alder Creek Parkway	1,730
5	Mangini Parkway	Savannah Parkway	Empire Ranch Road	1,870
6	Mangini Parkway	East Bidwell Street	Oak Avenue Parkway	1,280

\* Source: ADT data collected on May 6, 2025

Examples of the field data observed and collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below.

1. Segment length, width and alignment;
2. Level of pedestrian, bicycle, neighborhood electric vehicles (NEV), and truck activity;
3. Traffic flow characteristics;
4. Number of lanes and other channelization/stripping factors;
5. Frequency of intersections, driveways, uncontrolled crossings, on-street parking, bike/NEV lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Pavement condition;
8. Obstructions to driver/pedestrian visibility;
9. Land use and proximity of schools, parks/recreation areas, and senior centers;
10. Uniformity with existing speed zones in adjacent jurisdictions; and,
11. Any other unusual conditions or hazards not readily apparent to the driver.

## *Statistical Analysis Factors*

Significant factors used to analyze the collected survey data are summarized below:

1. **85th Percentile Speed.** The Critical Speed, or the 85th Percentile Speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.
2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.
3. **50th Percentile Speed.** The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.
4. **15th Percentile Speed.** The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.
5. **Percent of Vehicles in Pace Speed.** The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

Based on the 2014 CA MUTCD<sup>1</sup>, the guidance for establishing speed limits indicates that speed limits “shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic.” In matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a reduction of the posted speed limit by 5 mph due to specific factors such as road characteristics, adjacent land uses, presence of bike routes/lanes, the pace speed, roadside development and environment, parking practices and pedestrian activity, and collision history.

### *Collision History*

The speed survey worksheets summarize the available collision information for the study segments. The collision information for the segments was obtained from the Statewide Integrated Traffic Records System (SWITRS) from January 1, 2022 to December 31, 2024.

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<sup>1</sup> 2014 California MUTCD, Chapter 2B, 2025

### ***Results and Recommendations***

The speed limit recommendations contained in this memo are intended to establish the appropriate posted speed limits along the study segments. The recommended speed limits were developed based on data analysis results of a thorough evaluation of the study segments which were surveyed. A summary of the data analysis, along with recommended speed limit, is presented in **Table 2**. The supporting speed survey worksheets are provided in **Attachment 1**.

**Table 2 – Speed Survey Recommendations**

Street Segment	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace
<b>East Bidwell Street</b> between US-50 Eastbound Off-Ramp and White Rock Road	45	45*	47.8	42.6	39-48	70%
<b>Westwood Drive</b> between Alder Creek Parkway and Mangini Parkway	Not Posted	<b>30*</b>	35.9	30.7	27-36	76%
<b>Alder Creek Parkway</b> between Westwood Drive and Rustic Ridge Circle	30	<b>35**</b>	42.5	37.9	33-42	72%
<b>Grand Prairie Road</b> between Summit Street/Rustic Ridge Drive and Alder Creek Parkway	35	35*	38.0	32.8	29-38	77%
<b>Mangini Parkway</b> between Savannah Parkway and Empire Ranch Road	30	<b>35*</b>	38.0	34.6	29-38	81%
<b>Mangini Parkway</b> between East Bidwell Street and Oak Avenue Parkway	40	<b>35*</b>	41.6	35.4	32-41	62%

Notes:

\* 5 MPH reduction applied per CVC 22358.6 consistent with CA MUTCD Table 2B-103 (CA).

+ 5 MPH reduction applied per CVC 22358.7 for facilities that generate high concentrations of pedestrians and bicyclists consistent with CA MUTCD Table 2B-104 (CA).

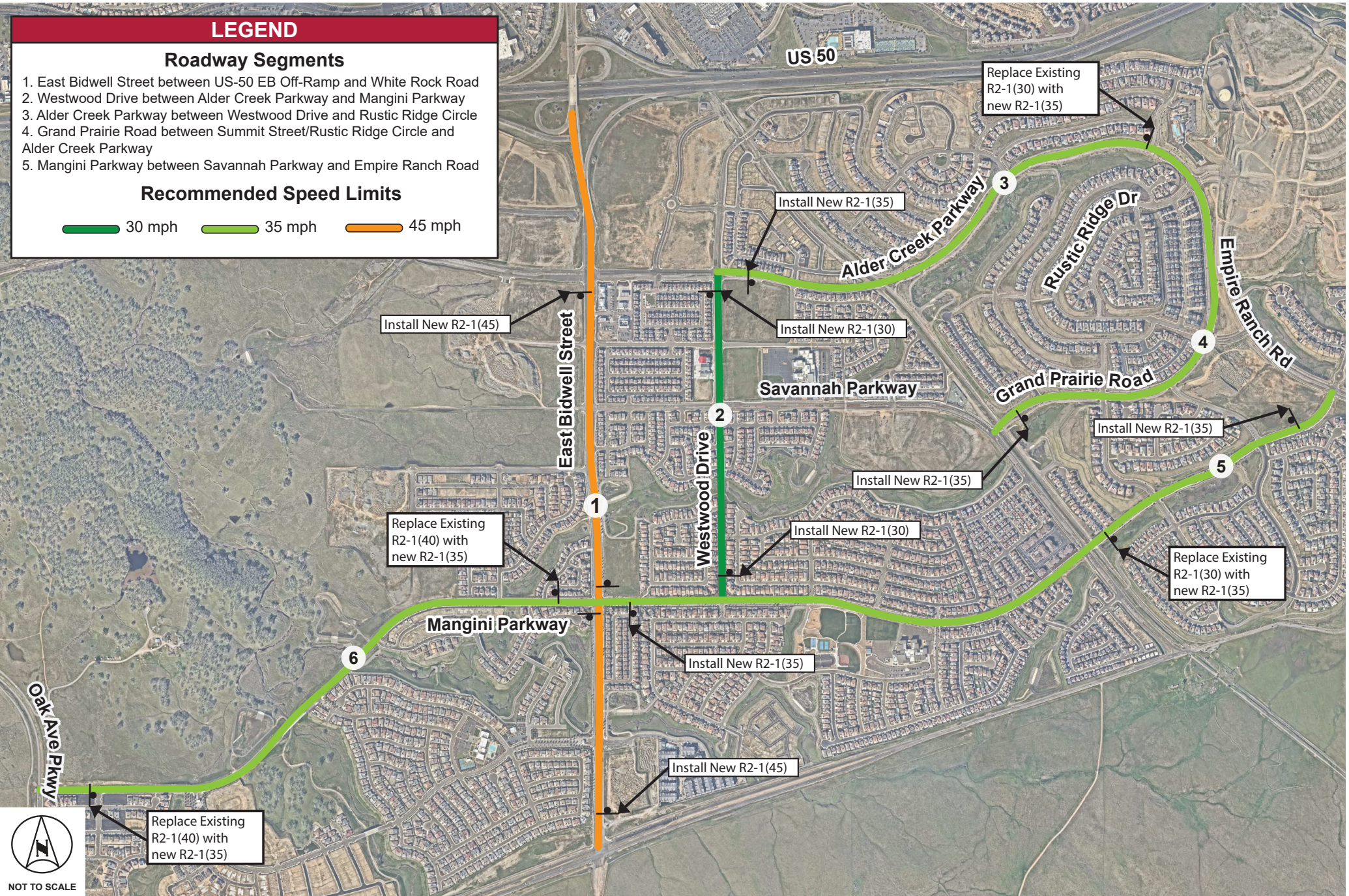
**Bold** denotes a change from the existing speed limit.

### **Attachments:**

**Exhibit 1 – Project Vicinity Map and Recommended Speed Limit**

**Attachment 1 – Speed Survey Worksheets**

2025 Folsom Plan Area Speed Surveys



**Attachment 1**

*Speed Survey Worksheets*

Street: E Bidwell St Location: 410ft South of Orion Wy

Segment: Between U.S. 50/El Dorado Fwy EB off-Ramp & White Rock Rd

Segment #: 01 Direction: Northbound & Southbound

## ***SPEED SURVEY***

Date: 5/7/2025 Day: Wednesday Time: 12:56 - 13:25

Weather: Clear/Dry Observer: \_\_\_\_\_

Speed (mph)	Number of Vehicles						Total Volume
	5	10	15	20	25	30	
65 or higher							0
							0
							0
							0
60							0
							0
							0
55							0
							0
							1
50							2
							5
							2
							4
							4
							6
							5
45							9
							9
							8
							9
							7
40							8
							5
							2
							1
							4
35							3
							3
							2
							1
							0
30							0
							0
							0
							0
25							0
							0
							0
							0
20							0
							0
							0
							0
15							0
							0
							0
							0
10 or lower							0
NB/EB shown in Red, SB/WB shown in Blue							Total Number of Vehicles: 100

### ***SPEED DATA***

Posted: 45 MPH  
85th %: 47.8 MPH  
50th %: 42.6 MPH  
Pace: 39-48 MPH  
% in Pace: 70% MPH  
% Below Pace: 16% MPH  
% Above Pace: 14% MPH

### ***COLLISION HISTORY***

YEAR	2022	2023	2024
PDO	0	0	0
INJURY	0	1	2
FATAL	0	0	0
TOTAL	0	1	2

### ***ROADWAY CONDITIONS***

Recommended Speed: 45 mph  
(applied 5 mph decrease from 50 mph)

Roadway Segment Conditions:  
Surrounding land uses consist of a mix of residential and commercial areas on both sides of the road. Continuous sidewalks and bike lanes supporting pedestrian and cyclist access on both sides for a majority of the road. Infrastructure project sites also present on both sides. Recommended speed limit is within 10 mph pace.

**DECLARED SPEED LIMIT: 45 MPH**

Zach Bosch, PE  
Senior Civil Engineer  
Resolution # \_\_\_\_\_ Adopted: \_\_\_\_\_

DATE

Street: Westwood Dr Location: 280ft North of Needlegrass Dr

Segment: Between Alder Creek Pkwy & Mangini Pkwy

Segment #: 02 Direction: Northbound & Southbound

## **SPEED SURVEY**

Date: 5/7/2025 Day: Wednesday Time: 10:15-11:15

Weather: Clear/Dry Observer: \_\_\_\_\_

Speed (mph)	Number of Vehicles						Total Volume
	5	10	15	20	25	30	
65 or higher							0
							0
							0
							0
							0
60							0
							0
							0
							0
							0
55							0
							0
							0
							0
50							0
							0
							0
							0
45							0
							0
							0
							0
							0
40							1
							1
							3
							3
							3
							5
35							7
							7
							7
							9
							12
30							14
							7
							5
							3
							3
							6
25							1
							1
							1
							1
20							0
							0
							0
							0
15							0
							0
							0
							0
10 or lower							0
NB/EB shown in Red, SB/WB shown in Blue							Total Number of Vehicles: 100

### **SPEED DATA**

Posted: Not Posted MPH  
85th %: 35.9 MPH  
50th %: 30.7 MPH  
Pace: 27-36 MPH  
% in Pace: 76% MPH  
% Below Pace: 13% MPH  
% Above Pace: 11% MPH

### **COLLISION HISTORY**

YEAR	2022	2023	2024
PDO	0	1	0
INJURY	0	0	1
FATAL	0	0	0
TOTAL	0	1	1

### **ROADWAY CONDITIONS**

Recommended Speed: 30 mph  
(applied 5 mph decrease from 35 mph)

Roadway Segment Conditions:  
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalks and bike lanes run along the majority of the road in both directions. Road consists of a single lane in each direction with a planted median. Recommended speed limit is within 10 mph pace.

**DECLARED SPEED LIMIT: 30 MPH**

Zach Bosch, PE DATE \_\_\_\_\_

Senior Civil Engineer

Resolution # \_\_\_\_\_ Adopted: \_\_\_\_\_

Street: Alder Creek Parkway Location: 780ft West of Pleasant Ravine Dr

Segment: Between Westwood Dr & Summit St/Rustic Ridge Cir

Segment #: 03 Direction: Eastbound & Westbound

## SPEED SURVEY

Date: 5/6/2025 Day: Tuesday Time: 9:00-9:40

Weather: Clear/Dry Observer:

Speed (mph)	Number of Vehicles												Total Volume
	5	10	15	20	25	30							
65 or higher													0
													0
													0
													0
													0
60													0
													0
													0
													0
55													0
													0
													0
50													1
													0
													0
													1
													2
													1
45													5
													3
													4
													9
													9
40													11
													3
													13
													3
													6
35													7
													7
													4
													7
													1
30													1
													1
													1
													0
													0
25													0
													0
													0
													0
20													0
													0
													0
													0
15													0
													0
													0
													0
													0
10 or lower													0
NB/EB shown in Red, SB/WB shown in Blue												Total Number of Vehicles:	100

### SPEED DATA

Posted: 30 MPH  
85th %: 42.5 MPH  
50th %: 37.9 MPH  
Pace: 33-42 MPH  
% in Pace: 72% MPH  
% Below Pace: 11% MPH  
% Above Pace: 17% MPH

### COLLISION HISTORY

YEAR	2022	2023	2024
PDO	1	1	0
INJURY	0	0	0
FATAL	0	0	0
TOTAL	1	1	0

### ROADWAY CONDITIONS

Recommended Speed: 35 mph  
(applied 5 mph decrease from 40 mph)

Roadway Segment Conditions:  
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalks and bike lanes run along the majority of the road in both directions. Road consists of a single lane in each direction with a planted median. Recommended speed limit is within 10 mph pace.

DECLARED SPEED LIMIT: 35 MPH

Zach Bosch, PE DATE

Senior Civil Engineer

Resolution # Adopted:

Street: Grand Prairie Road Location: 650ft North of Rustic Ridge Cir

Segment: Between Summit St/Rustic Ridge Cir & Alder Creek Pwky

Segment #: 04 Direction: Northbound & Southbound

## **SPEED SURVEY**

Date: 5/6/2025 Day: Tuesday Time: 10:00 - 12:00

Weather: Clear/Dry Observer: \_\_\_\_\_

Speed (mph)	Number of Vehicles						Total Volume
	5	10	15	20	25	30	
65 or higher							0
							0
							0
							0
							0
60							0
							0
							0
							0
							0
55							0
							0
							0
							0
50							0
							0
							0
							0
45							1
							0
							2
							4
							0
40							2
							3
							13
							4
							7
35							6
							12
							6
							10
30							9
							6
							3
							1
25							2
							2
							0
							1
							0
							0
20							0
							0
							0
							0
15							0
							0
							0
							0
10 or lower							0
NB/EB shown in Red, SB/WB shown in Blue							Total Number of Vehicles: 100

### **SPEED DATA**

Posted: 35 MPH  
85th %: 38.0 MPH  
50th %: 32.8 MPH  
Pace: 29-38 MPH  
% in Pace: 77% MPH  
% Below Pace: 9% MPH  
% Above Pace: 14% MPH

### **COLLISION HISTORY**

YEAR	2022	2023	2024
PDO	1	1	0
INJURY	0	0	0
FATAL	0	0	0
TOTAL	1	1	0

### **ROADWAY CONDITIONS**

Recommended Speed: 35 mph  
(applied 5 mph decrease from 40 mph)

Roadway Segment Conditions:  
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalk and bike lanes run along the north side of the road. A multi-use trail runs along the south side of the road. Road consists of a single lane in each direction with a planted median. Recommended speed limit is within 10 mph pace.

**DECLARED SPEED LIMIT: 35 MPH**

Zach Bosch, PE DATE \_\_\_\_\_

Senior Civil Engineer

Resolution # \_\_\_\_\_ Adopted: \_\_\_\_\_

Street: Mangini Parkway Location: 480ft West of Rock Springs Ranch Dr

Segment: Between Savannah Pkwy & Empire Ranch Rd

Segment #: 05 Direction: Eastbound & Westbound

## **SPEED SURVEY**

Date: 5/6/2025 Day: Tuesday Time: 12:15-13:30

Weather: Clear/Dry Observer: \_\_\_\_\_

Speed (mph)	Number of Vehicles						Total Volume
	5	10	15	20	25	30	
65 or higher							0
							0
							0
							0
							0
60							0
							0
							0
							0
							0
55							0
							0
							0
							0
50							0
							0
							0
							0
45							0
							0
							1
							2
							4
40							3
							5
							8
							14
							9
35							10
							8
							8
							6
							7
30							5
							6
							2
							1
25							0
							1
							0
							0
							0
20							0
							0
							0
							0
15							0
							0
							0
							0
10 or lower							0
NB/EB shown in Red, SB/WB shown in Blue							Total Number of Vehicles: 100

### **SPEED DATA**

Posted: 30 MPH  
85th %: 38.0 MPH  
50th %: 34.6 MPH  
Pace: 29-38 MPH  
% in Pace: 81% MPH  
% Below Pace: 4% MPH  
% Above Pace: 15% MPH

### **COLLISION HISTORY**

YEAR	2022	2023	2024
PDO	0	0	0
INJURY	0	0	2
FATAL	0	0	0
TOTAL	0	0	2

### **ROADWAY CONDITIONS**

Recommended Speed: 35 mph  
(applied 5 mph decrease from 40 mph)

Roadway Segment Conditions:  
Surrounding land uses include residential neighborhoods on both sides of the road.  
Sidewalks and bike lanes run along roadway in both directions. Road consists of a single lane in each direction with a planted median. Recommended speed limit is within 10 mph pace.

**DECLARED SPEED LIMIT: 35 MPH**

Zach Bosch, PE  
Senior Civil Engineer  
Resolution # \_\_\_\_\_ Adopted: \_\_\_\_\_

DATE

Street: Mangini Parkway Location: 380ft West of Timber Ln

Segment: Between E Bidwell St & Oak Ave Pkwy

Segment #: 06 Direction: Eastbound & Westbound

## **SPEED SURVEY**

Date: 5/7/2025 Day: Wednesday Time: 11:20 - 12:45

Weather: Clear/Dry Observer: \_\_\_\_\_

Speed (mph)	Number of Vehicles						Total Volume
	5	10	15	20	25	30	
65 or higher							0
							0
							0
							0
							0
60							0
							0
							0
							0
55							0
							0
							0
50							0
							1
							0
							1
							1
							3
45							3
							2
							2
							5
40							6
							5
							6
							3
							7
35							9
							7
							5
							7
							7
30							2
							7
							4
							2
							1
25							2
							1
							0
							1
							0
							0
20							0
							0
							0
							0
15							0
							0
							0
							0
							0
10 or lower							0
NB/EB shown in Red, SB/WB shown in Blue							Total Number of Vehicles: 100

### **SPEED DATA**

Posted: 40 MPH  
85th %: 41.6 MPH  
50th %: 35.4 MPH  
Pace: 32-41 MPH  
% in Pace: 62% MPH  
% Below Pace: 20% MPH  
% Above Pace: 18% MPH

### **COLLISION HISTORY**

YEAR	2022	2023	2024
PDO	0	0	0
INJURY	0	0	0
FATAL	0	0	0
TOTAL	0	0	0

### **ROADWAY CONDITIONS**

Recommended Speed: 35 mph  
(applied 5 mph decrease from 40 mph)

Roadway Segment Conditions:  
Surrounding land uses include residential neighborhoods on both sides of the road. Sidewalks and bike lanes run along the south side of the road. Road consists of a single lane in both directions with a planted median. Recommended speed limit is within 10 mph pace.

**DECLARED SPEED LIMIT: 35 MPH**

Zach Bosch, PE DATE \_\_\_\_\_

Senior Civil Engineer

Resolution # \_\_\_\_\_ Adopted: \_\_\_\_\_