



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

# Folsom City Council Staff Report

<b>MEETING DATE:</b>	2/25/2020
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Ordinance No. 1300 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Greenback Lane, Prairie City Road and Riley Street (Second Reading and Adoption)
<b>FROM:</b>	Public Works Department

## **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council adopt Ordinance No. 1300, an Uncodified Ordinance Adopting Prima Facie Speed Limits on Greenback Lane, Prairie City Road and Riley Street (Second Reading and Adoption). Ordinance No. 1300 was introduced to City Council for first reading on February 11, 2020.

## **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.

## **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 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 85<sup>th</sup>-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 85<sup>th</sup>-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. The item before the Council at this time focuses on portions of three major roadways:

1. Greenback Lane, Madison Ave. to Folsom-Auburn Rd. (reduction from 50 MPH to 45 MPH)
2. Prairie City Road, Highway 50 to Iron Point Road (reduction from 50 MPH to 45 MPH)
3. Riley Street, Rainbow Bridge to East Bidwell Street (reduction from 35 MPH to 30 MPH)

The results of the speed surveys conducted for these roadways are attached for your information. All other speed limits along the subject roadways are not affected by this ordinance and are addressed by another item on this agenda in which staff recommends all other speed limits along the three roadways remain unchanged.

The Traffic Safety Committee reviewed this item at their October 24, 2019 meeting and voted unanimously to support the recommended speed limits. A copy of the Action Summary from that meeting is attached.

This is the second reading and adoption of the ordinance.

#### **FINANCIAL IMPACT**

There is no financial impact.

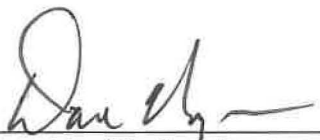
#### **ENVIRONMENTAL REVIEW**

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

#### **ATTACHMENTS**

1. Ordinance No. 1300 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on Greenback Lane, Prairie City Road and Riley Street (Second Reading and Adoption)
2. Action Summary of the October 24, 2019 Traffic Safety Committee Meeting

Submitted,



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Dave Nugen, Public Works Director

Attachment 1

Ordinance No. 1300

## ORDINANCE NO. 1300

### AN UNCODIFIED ORDINANCE ADOPTING PRIMA FACIE SPEED LIMITS ON GREENBACK LANE, PRAIRIE CITY ROAD AND RILEY STREET

The City Council of the City of Folsom does hereby ordain as follows:

#### **SECTION 1 PURPOSE**

- A. State law requires that local agencies establish speed limits on public streets within their jurisdictions using criteria defined in the California Vehicle Code; and
- B. The previous adoption of speed limits on roadways in the City of Folsom occurred in 2010; and
- C. The Public Works Department has conducted valid Engineering and Traffic Studies for speed zoning to determine prima facie speeds on Greenback Lane, Prairie City Road and Riley Street; and
- D. The proposed speed limits were reviewed and approved by the Traffic Safety Committee on October 24, 2019; and
- E. Notice of hearing has been given in the form and in the manner required by State law and the Folsom Municipal Code.

#### **SECTION 2 DESIGNATION OF PRIMA FACIE SPEED LIMITS**

The Prima Facie speed limits on Greenback Lane, Prairie City Road and Riley Street, as shown under the “Recommended” column in Exhibit A attached to this Ordinance, are hereby adopted by the City Council.

#### **SECTION 3 SEVERABILITY**

If any section, subsection, sentence, clause, or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid, or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council declares that it would have passed each section irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared unconstitutional, invalid, or ineffective.

#### **SECTION 4 EFFECTIVE DATE**

This ordinance shall become effective thirty (30) days from and after its passage and adoption, provided it is published in full or in summary within twenty (20) days after its adoption in a newspaper of general circulation in the City.

This ordinance was introduced, and the title thereof read at the regular meeting of the City Council on February 11, 2020 and the second reading occurred at the regular meeting of the City Council on February 25, 2020.

On a motion by Council Member \_\_\_\_\_ seconded by Council Member \_\_\_\_\_, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 25th 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

# Exhibit A

#	Street	Survey Limits	Speed (mph)			Changes to Existing Speed Limit
			Existing	85th Percentile	Recommended	
52	Greenback Lane	Madison Ave to American River Canyon Dr	50	46	45	-5
53	Greenback Lane	American River Canyon Dr to Folsom-Auburn Rd	50	44	45	-5
71	Prairie City Road	Highway 50 to Iron Point Rd	50	45	45	-5
73	Riley Street	Rainbow Bridge to Leidesdorff St	35	23	30	-5
74	Riley Street	Leidesdorff St to East Bidwell St	35	36	30	-5

## Attachment 2

### 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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