



Folsom City Council Staff Report

MEETING DATE:	12/8/2020
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10566 - A Resolution to Maintain Existing Speed Limits on Various Streets Throughout Folsom
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10566 – A Resolution to Maintain Existing Speed Limits on Various Streets Throughout Folsom.

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, 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, 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:

- a. Various Streets Throughout Folsom, See Attachment A

The Traffic Safety Committee reviewed this item at their January 23, 2020 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. 10566 – A Resolution to Maintain Existing Speed Limits on Various Streets Throughout Folsom
2. Action Summary of the January 23, 2020 Traffic Safety Committee Meeting

Submitted,

Dave Nugen, Public Works Director

Attachment 1

Resolution No. 10566 – A Resolution to Maintain Existing Speed Limits
on Various Streets Throughout Folsom

RESOLUTION NO. 10566

**A RESOLUTION TO MAINTAIN EXISTING SPEED LIMITS ON
VARIOUS STREET THROUGHOUT FOLSOM**

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 various streets as shown in the attachment Exhibit A; 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 various streets as shown in the attachment Exhibit A.

PASSED AND ADOPTED on this 8th day of December 2020, by the following roll-call vote:

AYES: Council Member(s):

NOES: Council Member(s):

ABSENT: Council Member(s):

ABSTAIN: Council Member(s):

MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

Engineering & Traffic Surveys (E&TS)

#	Street	Survey Limits	Width (feet)	Speed (mph)			Changes to Existing Speed Limit
				Existing	85th Percentile	Recommended	
13a	American River Canyon Drive	Greenback Ln. to Oak Ave. Pkwy.	60	40	33	40	0
14	Black Diamond Drive	Iron Point Rd. to Natoma Station Dr.	50	35	41	35	0
15	Broadstone Parkway	Iron Point Rd. to East Bidwell St.	10	45	50	45	0
16	Broadstone Parkway	East Bidwell St. to Golf Links Dr.	100	45	46	45	0
17	Broadstone Parkway	Golf Links Dr. to Empire Ranch Rd.	80	45	44	45	0
18	Bundrick Drive	Clarksville Rd. to Halidon Way	36	30	31	30	0
19	Carter Street	Grover Rd. to McAdoo Dr.	38	25	35	25	0
20	Cavitt Drive	Scholar Way to Broadstone Pkwy.	52	35	42	35	0
21	Cavitt Drive	Broadstone Pkwy. to Iron Point Rd.	52	35	39	35	0
22	Clarksville Road	East Bidwell St. to Broadstone Pkwy.	78	40	40	40	0
23	Coloma Street	Sutter St. to East Bidwell St.	25-45	25	31	25	0
24	Coolidge Drive	Parkshore Dr. to Glenn Dr.	40	30	34	30	0
25	Creekside Drive	East Bidwell St. to Oak Ave. Pkwy.	48	35	37	35	0
26	Duchow Way	Wales Dr. to Glenn Dr.	48	25	31	25	0
45	Folsom Lake Crossing	East Natoma St. to Folsom-Auburn Rd.	50	55	64	55	0
47	Glenn Drive	Sibley St. to Riley St.	60-65	35	36	35	0
48	Glenn Drive	Riley St. to East Bidwell St.	45-50	35	34	35	0
49	Golf Links Drive	East Natoma St. to Broadstone Pkwy.	35-50	45	51	45	0
55	Grover Road	Iron Point Rd. to Russi Rd.	50	35	38	35	0

#	Street	Survey Limits	Width (feet)	Speed (mph)			Changes to Existing Speed Limit
				Existing	85th Percentile	Recommended	
56	Ingersol Way	Iron Point Rd. to Natoma Station Dr.	60	35	37	35	0
57	Leidesdorff Street	Riley St. to Folsom Blvd.	30-45	25	27	25	0
58	Levy Rd.	Sibley St. to Riley St.	40	35	31	35	0
59	McAdoo Dr.	Iron Point Rd. to Riley St.	35	35	41	35	0
60	Natoma Station Drive	Blue Ravine Rd. to Turn Pike Dr	65	35	36	35	0
61	Natoma Station Drive	Turn Pike Dr. to Folsom Blvd.	65	35	37	35	0
62	Natoma Street	Riley St. to Cimmaron Cir.	45-60	35	40	35	0
68	Orangevale Avenue	American River Canyon Dr. to City Limits	25-35	35	41	35	0
69a	Orchard Drive	East Bidwell St. to Riley St.	50	30	32	30	0
70b	Parkway Drive	Morganite Ct./Thurman Way to Scheidigger Cir.	40-45	25	36	25	0
70c	Parkway Drive	Scheidigger Cir. to Blue Ravine Rd.	40	30	41	30	0
76	Riley Street	Blue Ravine Rd. to Oak Avenue Pkwy.	60	40	46	40	0
77a	Russi Road	Blue Ravine Rd. to Riley St.	50	35	36	35	0
78	Scholar Road	East Bidwell St. to Broadstone Pkwy.	65	40	38	40	0
80	Sibley Street	Glenn Dr. to Bidwell St.	35-45	30	36	30	0
81	Sutter Street	Riley St. to Coloma St.	24	25	29	25	0
82	Wales Drive	Riley St. to Natoma St.	32	25	30	25	0
83	Willard Drive	Iron Point Rd. to Prairie City Rd.	50	35	37	35	0

Attachment 2
Action Summary of the January 23, 2020 Traffic Safety Committee
Meeting

City of Folsom
TRAFFIC SAFETY COMMITTEE
ACTION SUMMARY
4:00 p.m., Thursday, January 23, 2020
Public Works Conference Room

1. MEETING CALLED TO ORDER at 4:00 p.m. by Chair Pew

2. ROLL CALL:

Present: Pew, Rackovan, Soulsby, Washburn, Rodriguez (for Wilson)

Absent: Baade, Newman

3. APPROVE ACTION SUMMARY

Action Summary of the October 24, 2019 meeting was approved without revision.

4. BUSINESS FROM FLOOR/GOOD OF THE ORDER

None.

5. ACTION/DISCUSSION ITEMS

Other Business

- a. Speed Limit Adoption: Various minor arterial and collector streets. Moved by Rackovan, seconded by Pew to support the recommendations of the consultant to maintain existing speed limits on the roadways under consideration, with the following exceptions:
1. Committee supported the recommendation to reduce the speed limit on Glenn Drive (Folsom to Sibley) from 45 to 40;
 2. Committee recommended maintaining current 35 MPH limit on Natoma Station Drive (Blue Ravine to Turnpike);
 3. Committee supported the recommendation to reduce the speed limit on Parkshore Drive (Folsom to Plaza) from 40 to 35;
 4. Committee supported the recommendation to increase the speed limit on Parkway Drive (Blue Ravine to Morganite/Thurman) from 25 to 30;
 5. Committee supported the recommendation to increase the speed limit on Santa Juanita Avenue from 25 to 45 MPH, but only between Oak Avenue Parkway and 2,000 feet north of Dowd Court;
 6. Committee supported the recommendation to reduce the speed limit on Sibley Street (Blue Ravine to Glenn) from 45 to 40.

6. INFORMATIONAL ITEMS no action.

7. ADJOURNMENT at 4:48 p.m.

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