



# Folsom City Council Staff Report

<b>MEETING DATE:</b>	12/08/2020
<b>AGENDA SECTION:</b>	Public Hearing
<b>SUBJECT:</b>	Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading)
<b>FROM:</b>	Public Works Department

## **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council introduce and conduct the first reading of Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading).

## **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, 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 ten roadways:

1. Iron Point Road, Empire Ranch Road to the El Dorado County Line (Establishing 45 MPH speed limit)
2. Green Valley Road, East Natoma Street to the El Dorado County Line (Establishing 55 MPH speed limit)
3. Mangini Parkway, Placerville Road and East Bidwell Street (Establishing 40 MPH speed limit)
4. Alder Creek Parkway, East Bidwell Street to Placerville Road (Establishing 45 MPH speed limit)
5. Alder Creek Parkway, East Bidwell Street to Rustic Ridge Drive (Establishing 30 MPH speed limit)
6. Sibley Street, Blue Ravine Road to Glenn Drive (reduction from 45 MPH to 40 MPH)
7. Parkshore Drive, Plaza Drive to Folsom Boulevard (reduction from 40 MPH to 35 MPH)
8. Glenn Drive, Folsom Boulevard to Sibley Street (reduction from 45 MPH to 40 MPH)
9. Parkway Drive, Morganite Court/Thurman Way to Blue Ravine Road (increase from 25 MPH to 30 MPH)
10. Santa Juanita Drive, Oak Avenue to 2,000 feet North of Dowd Court (increase from 25 MPH to 40 MPH)

The results of the speed surveys conducted for these roadways are included as Exhibit A to Attachment 1. 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 remain unchanged.

The Traffic Safety Committee reviewed this item at their January 23, 2020 meeting and at the October 22, 2020 meeting and voted unanimously to support the recommended speed limits. A copy of the Action Summary from that meeting is attached.

This is the introduction and first reading 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. 1310 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading)
2. Action Summary of the January 23, 2020 Traffic Safety Committee Meeting
3. Action Summary of the October 22, 2020 Traffic Safety Committee Meeting
4. Exhibit A - Recommended Speed Limits Summary

Submitted,

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Dave Nugen, Public Works Director

Attachment 1

Ordinance No. 1310 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading)

## ORDINANCE NO. 1310

### AN UNCODIFIED ORDINANCE ADOPTING PRIMA FACIE SPEED LIMITS ON ALDER CREEK PARKWAY, BIDWELL STREET, GREEN VALLEY ROAD, GLENN DRIVE, IRON POINT ROAD, MANGINI PARKWAY, NATOMA STATION DRIVE, PARKSHORE DRIVE, PARKWAY DRIVE, SANTA JUANITA DRIVE, AND SIBLEY 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 Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street; and
- D. The proposed speed limits were reviewed and approved by the Traffic Safety Committee on January 23, 2020 and October 22, 2020; 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 Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley 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 December 8, 2020 and the second reading occurred at the regular meeting of the City Council on January 12, 2021.

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 12th day of January 2021, 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

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.

Attachment 3  
Action Summary of the October 22, 2020 Traffic Safety Committee  
Meeting

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**ACTION SUMMARY**

4:00 p.m., Thursday, October 22, 2020  
Public Works Conference Room

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

**2. ROLL CALL:**

Present: Baade, Bosch, Pew, Soulsby, Wilson

Absent: Washburn

**3. APPROVE ACTION SUMMARY**

Action Summary of the February 27, 2020 meeting was approved without revision.

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

None.

**5. ACTION/DISCUSSION ITEMS**

Neighborhood Issues

- a. E Natoma and Blue Ravine Safety Assessment
  - 1. Committee supported the recommendations by consultant identified in the final report.
- b. Dry Creek and Iron Point Road Stop Sign Request
  - 1. Committee supported the recommendation by to work with ERCA for removal of landscaping to improve line of sight at corner.

Other Business

- c. Speed Limit Adoption: Various Road Segments
  - 1. Committee supported the recommendation to establish the speed limit on Iron Point, Empire Ranch Road to City Limits at 45 MPH
  - 2. Committee supported the recommendation to establish the speed limit on Green Valley, East Natoma to City Limits (Establishing 55 MPH speed limit)
  - 3. Committee supported the recommendation to establish the speed limit on Mangini Parkway, Placerville Road and East Bidwell Street (Establishing 40 MPH speed limit)
  - 4. Committee supported the recommendation to establish the speed limit on Alder Creek Parkway, East Bidwell Street to Placerville Road (Establishing 45 MPH speed limit)
  - 5. Committee supported the recommendation to establish the speed limit on Alder Creek Parkway, East Bidwell Street to Rustic Ridge Drive (Establishing 30 MPH speed limit)

- d. Natoma Street between Folsom Blvd and Riley Street
  - 1. Committee supported the recommendation of no action at this time.

**6. INFORMATIONAL ITEMS** no action.

**7. ADJOURNMENT** at 5:14 p.m.

Attachment 4  
Exhibit A - Recommended Speed Limits Summary

## Exhibit A

#	Street	Survey Limits	Speed (mph)			Changes to Existing Speed Limit
			Existing	85th Percentile	Recommended	
1	Green Valley Road	E. Natoma St. to El Dorado County Line	55	60	55	0
2	Iron Point Road/Saratoga Road	Empire Ranch Rd. to El Dorado County Line	None	49	45	New
3	Mangini Parkway	Placerville Rd. to E. Bidwell St	None	43	40	New
4	Alder Creek Parkway	E. Bidwell St. to E. Bidwell St.	None	50	45	New
5	Alder Creek Parkway	Placerville Rd. to Rustic Ridge Dr.	None	32	30	New
6	Sibley Street	Blue Ravine Road to Glenn Drive	45	41	40	-5
7	Parkshore Drive	Plaza Drive to Folsom Blvd	40	40	35	-5
8	Glenn Drive	Folsom Blvd to Sibley Street	45	42	40	-5
9	Parkway Drive	Morganite/Thurman to Blue Ravine Road	25	35	30	+5
10	Santa Juanita Drive	Oak Ave. to 2,000 feet north of Down Court	25	47	40	+15