

# Folsom City Council Staff Report

<b>MEETING DATE:</b>	7/23/2024
<b>AGENDA SECTION:</b>	Public Hearing
<b>SUBJECT:</b>	Ordinance No. 1347 – An Uncodified Ordinance of the City of Folsom Adopting Prima Facie Speed Limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway (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. 1347 – An Uncodified Ordinance of the City of Folsom Adopting Prima Facie Speed Limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway.

## **BACKGROUND / ISSUE**

State law requires local agencies to establish speed limits on public streets based on an Engineering and Traffic Study for Speed Zoning (ETS). The procedure for conducting such a study is defined in the California Vehicle Code (CVC) and 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 typical roadway and environmental conditions. If a proper speed limit is posted, motorists who 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 currently focuses on three roadways:

One newly created roadway, Savannah Parkway from East Bidwell Street to White Rock Road and two existing roadways that have recently undergone improvements which require it to be re-surveyed to establish a new 85<sup>th</sup> percentile speed; White Rock Road and Folsom Lake Crossing. White Rock Road was redesigned in 2022 to expand the roadway from a two-lane undivided roadway to a four-lane divided roadway as part of the Capital SouthEast Connector Project. A median barrier was recently installed on Folsom Lake Crossing between East Natoma Street and Folsom Dam Road, which changed the conditions of the roadway enough to warrant a new ETS. The recommended speed limit of 45 MPH on Folsom Lake Crossing between East Natoma Street and Folsom Dam Road would create a continuous speed limit of 45 MPH beginning at Empire Ranch Road and East Natoma Street to Folsom Lake Crossing and Dam Road. Folsom Lake Crossing from Dam Road to Folsom Auburn Road would continue to have its existing 55 MPH speed limit posted. In the future, the second phase of the Folsom Lake Crossing Median Barrier project would trigger the need to re-survey that section of roadway.

The results of the speed surveys conducted for these roadways are attached for your information.

The Traffic Safety Committee reviewed the recommended speed limits for Folsom Lake Crossing and Savannah Parkway at the May 23, 2024 meeting and voted 6-0 to support the recommendation to establish the 45 MPH speed limit on Folsom Lake Crossing between East Natoma Street and Folsom Dam Road, and establish the 35 MPH speed limit on Savannah Parkway from East Bidwell Street to White Rock Road. The Traffic Safety Committee reviewed the recommended 60 MPH speed limit for White Rock Road between East Bidwell Street and Prairie City Road at the January 26, 2023 meeting and approved the recommendation unanimously 5-0. A copy of each Action Summary from that meeting is attached.

This is the introduction and first reading of the ordinance

### **FINANCIAL IMPACT**

This item has no impact on the City's General Fund.

### **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. 1347 – An Uncodified Ordinance of the City of Folsom Adopting Prima Facie Speed Limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway
2. Action Summaries of the January 26, 2023 and the May 23, 2024 Traffic Safety Committee Meetings

Submitted,

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Mark Rackovan, PUBLIC WORKS DIRECTOR

Attachment 1

Ordinance No. 1347

## ORDINANCE NO. 1347

### AN UNCODIFIED ORDINANCE OF THE CITY OF FOLSOM ADOPTING PRIMA FACIE SPEED LIMITS ON FOLSOM LAKE CROSSING, WHITE ROCK ROAD, AND SAVANNAH PARKWAY

The City Council of the City of Folsom hereby does 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. No previous adoption of speed limits on Savannah Parkway exists in the City of Folsom; and
- C. White Rock Road and Folsom Lake Crossing have had significant roadway improvements completed since their last valid Engineering and Traffic Study performed; and,
- D. The Public Works Department has conducted valid Engineering and Traffic Studies for speed zoning to determine prima facie speeds on Folsom Lake Crossing, White Rock Road, and Savannah Parkway; and
- E. The proposed speed limits were reviewed and approved by the Traffic Safety Committee on January 26, 2023 for White Rock Road and May 23, 2024 for Folsom Lake Crossing and Savannah Parkway; and
- F. 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 Folsom Lake Crossing, White Rock Road, and Savannah Parkway are summarized as set forth on Exhibit A.

#### SECTION 3. SEVERABILITY

If any section, subsection, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

#### 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 July 23, 2024 and the second reading occurred at the regular meeting of the City Council on August 27, 2024.

On a motion by Councilmember \_\_\_\_\_, seconded by Councilmember \_\_\_\_\_, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 27<sup>th</sup> day of August 2024 by the following roll-call vote:

**AYES:** Councilmember(s):  
**NOES:** Councilmember(s):  
**ABSENT:** Councilmember(s):  
**ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

# **Exhibit A**

## CHART OF RECOMMENDED SPEED LIMITS



**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>Folsom Lake Crossing</b> between East Natoma St and Folsom Dam Rd	55	45*	51.6	47.6	44-53	86%
<b>Savannah Parkway</b> between East Bidwell St and White Rock Rd	Not Posted	35*	39.3	35.6	31-40	76%
<b>White Rock Road</b> between Prairie City Road and East Bidwell Street	Not Posted	60*	66.3	61.6	55-64	57%

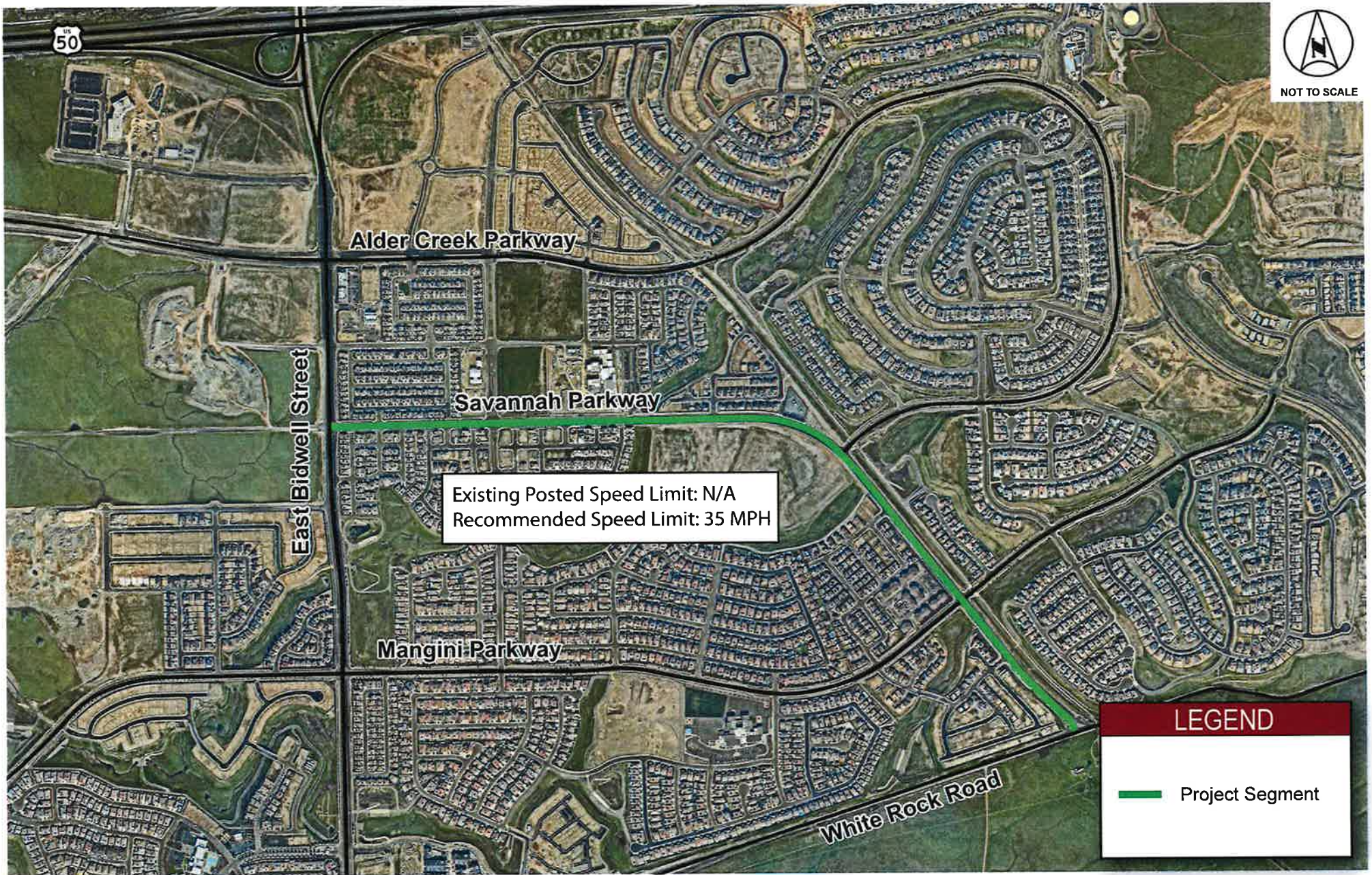
Note:

\* 5 MPH reduction applied. Refer to Speed Survey Worksheet for summary of roadway conditions in support of reduction.

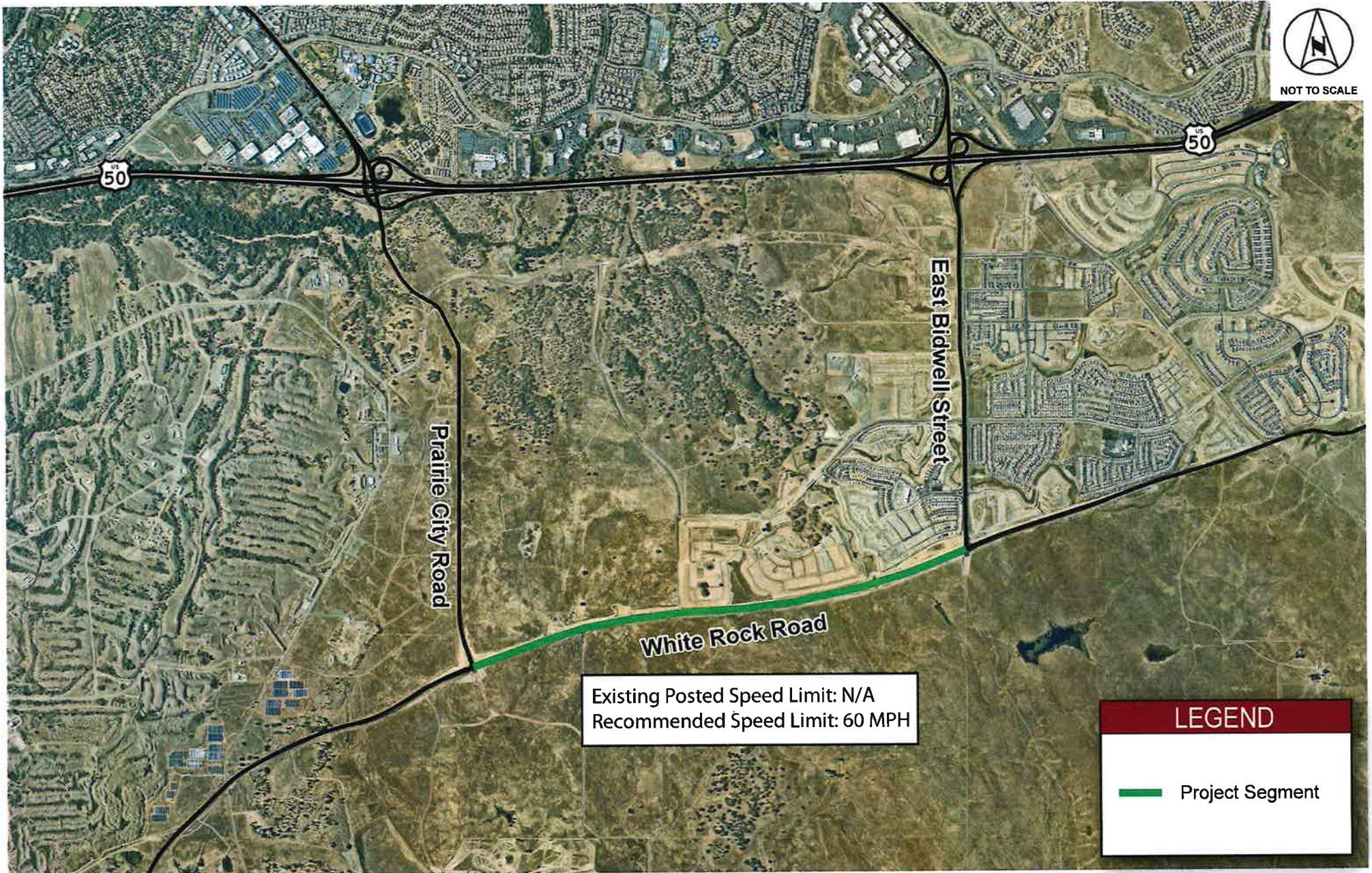














# Attachment 2

Action Summaries

Traffic Safety Committee Meetings

January 26, 2023, and May 23, 2024

City of Folsom  
**TRAFFIC SAFETY COMMITTEE**  
**MEETING MINUTES**  
4:00 p.m., Thursday, January 26, 2023

**1. MEETING CALLED TO ORDER**

Meeting called to order at 4:05 pm

**2. ROLL CALL:**

Bailey, Bosch, Brausch, Galovich, Goddard, McGee, Washburn

Present: Bailey, Bosch, Brausch, Galovich, Goddard Absent: McGee, Washburn

**3. APPROVE ACTION SUMMARY**

Action Summary of the October 27<sup>th</sup>, 2022, and Dec 8th, 2022 meeting will stand approved unless any Committee member requests a revision.

Bailey moved and Bosch seconded, committee unanimous that both stand approved.

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

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

Daren Sandusky, a Folsom Ranch resident, requested that in the future a 3 way stop sign be considered at the intersection of East Bidwell and Old Ranch Way.

**5. ACTION/DISCUSSION ITEMS**

Administrative Business

a. Oath of Office for At-Large Representatives

Zach Bosch administered the Oath to all At-Large representatives and the documents were properly signed.

b. Selection of Chair/Vice Chair

Brausch moved and Goddard seconded, committee unanimous that Scott Bailey be selected as Chair. Brausch moved and Bosch seconded, committee unanimous that Kevin Goddard be selected as Vice Chair.

c. Meeting Schedule for 2023 and 2024

Bailey moved and Goddard seconded, committee unanimous. Committee voted to maintain a monthly schedule (on an as-needed basis) on the fourth Thursday of those months, at 4:00 pm.

Neighborhood Issues

d. Parkshore Drive RRFB request

Goddard moved and Bausch seconded, committee unanimous. Committee approves Rectangular Rapid Flashing Beacons at both crosswalks on Parkshore Drive.

### Action Items

e. Speed Limit on White Rock Road between East Bidwell and Prairie City Road  
Brusch moved and Goddard seconded, committee unanimous. The Committee recommends a posted speed limit of 60 MPH on White Rock Road between East Bidwell and Prairie City Road.

## **6. INFORMATIONAL ITEMS**

### a. Retention of Traffic Safety Committee Records

- Bosch presented the City's newly approved retention schedule that requires the retention of Committee audio recordings of meetings for 2 years.
- Committee informally discussed Folsom Lake Crossing and East Natoma barriers. Bailey asked Bosch for cost estimate information for this project to be provided at the February TSC meeting if possible.

## **7. ADJOURNMENT**

Meeting adjourned at 5:30 pm



**FOLSOM**  
DISTINCTIVE BY NATURE

## Traffic Safety Committee Meeting

### Meeting Minutes

City Council Chambers | 50 Natoma Street, Folsom CA 95630

May 23, 2024

4:00 PM

**1. CALL TO ORDER**

Committee Member Goddard called the meeting to order at 4:01 p.m.

**2. ROLL CALL**

PRESENT: S. Bailey, Z. Bosch, J. Brausch, T. Galovich, K. Goddard, C. Wilson, M. Washburn

ABSENT: M. McGee

**3. MINUTES**

Approval of the Minutes of the April 4, 2024, Regular Meeting.

Goddard motioned to accept the minutes.

Brausch seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Galovich, Goddard

ABSTAIN: Bailey, Washburn

ABSENT: McGee

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

None

**5. ACTION/DISCUSSION ITEMS**

NOTE: 4:26 p.m.; Sargent Galovich asked to be excused as he was called to an accident scene. Five Committee Members remained.

Neighborhood Issues

a. Speed Limit Adoptions for Folsom Lake Crossing & Savannah Parkway

Member Bosch presented the Kimley Horn speed study data and recommendations for these segments. The Traffic Safety Committee recommends the adoption of these speed limits: 45 MPH on the Folsom Lake Crossing segment between East Natoma Street and Folsom Dam Road and 35 MPH the entire length of Savannah Parkway (East Bidwell Street to White Rock Road).



Brausch proposed the motion.

Goddard seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Bailey, Goddard, Washburn

ABSTAIN: None

ABSENT: McGee, Galovich

b. Folsom Boulevard Bike Ped Overcrossing Preferred Alternative Grant Application

Brett Bollinger, Senior Trails Planner with the Parks and Recreation Department, presented information on this topic and concluded with a request that we give direction that it be submitted for grant consideration.

The Traffic Safety Committee recommends that the Folsom Boulevard Bike Pedestrian Overcrossing Project be submitted for consideration in the Active Transportation Cycle 7 round for both the statewide and regional programs.

Brausch proposed the motion.

Washburn seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Goddard, Bailey, Washburn

ABSTAIN: None

ABSENT: McGee, Galovich

6. **INFORMATIONAL ITEMS**

a. FAQ's for City/Traffic Safety Committee Website

Member Brausch created the discussed and proposed FAQs.

During the discussion, Chairman Bailey suggested some additions relative to school areas (buses, hug and go, etc.). Member Brausch will discuss these further with Member Washburn and develop that section further.

Member Brausch recognized a need to add scooters/e-bike section and she will further develop this section.

Generally, this document seems valuable and the Traffic Safety Committee recommends it be put into use as soon as it is updated/revised to include the above suggested additional information.

Bailey proposed the motion.

Bosch seconded the motion.

Motion carried with the following vote:

AYES: Bosch, Brausch, Bailey, Goddard, Washburn

ABSTAIN: None

ABSENT: McGee, Galovich

NOTE: At 4:44 p.m.; Matt Washburn asked to be excused as he needed to attend Folsom High School graduation ceremonies.

b. Project Update for Folsom Lake Crossing Median Barrier Phase 2

Member Bosch informed the committee that Caltrans is awaiting Federal release of the appropriations. Once released, they will flow quickly to the City of Folsom, and the project will get underway. Member Bosch anticipates it will be a one-year project.

Member Brausch asked that, during the official design phase of the project, a conversation take place regarding the collision activity in the Gun Range Road area, with consideration being given to potentially closing off the turn lanes in the middle of this segment so the barrier can be continuous/solid all the way through.

c. Traffic Safety Committee Action Item Updates

Member Bosch reported that most of the back-ordered items are in or due in and that many of our outstanding items will be cleared very soon.

Member Brausch asked for a quick Local Roadway Safety Plan (LRSP) update. Member Bosch informed the committee that Kimley-Horn is in the process of developing the data for the update of this document. Member Brausch requested a discussion regarding the status/completion of the 2019 priorities as the 2024/25 priorities are developed. Member Bosch stated that staff has identified Folsom Boulevard, City limit Folsom/Auburn Road through to Highway 50 as a priority for improvements. Others suggested Blue Ravine Road and East Bidwell Steet. All will be discussed in the creation of the updated LRSP, which is needed before Highway Safety Improvement Program (HSIP) applications are due in September.

d. Upcoming Traffic Safety Committee Items

No right turn on red at Scott Street and Riley Street is still to be a future agenda item.

The next meeting is on June 27, 2024.

7. **ADJOURNMENT**

Meeting adjourned at 5:09 p.m.