



Folsom City Council Staff Report

MEETING DATE:	9/9/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Ordinance No. 1356 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway (Second Reading and Adoption)
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council conduct the second reading and adopt Ordinance No. 1356 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway.

BACKGROUND / ISSUE

California state law requires local agencies to establish speed limits on public streets based on an Engineering and Traffic Survey for Speed Zoning (ETS). Procedures are defined in both the California Vehicle Code (CVC) and the Manual on Uniform Traffic Control Devices (MUTCD). A new ETS must be conducted when a roadway is newly opened or when traffic conditions have significantly changed. If the ETS recommends a speed limit above the statutory minimum (25 MPH) and below the maximum (65 MPH), the limit must be adopted by ordinance after a public hearing. Ordinance No. 1356 was introduced at the 8/26/2025 City Council meeting and no changes have been made since the first reading.

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 who significantly exceed the posted limit are considered 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 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 center or senior housing facility with proper signage posted.
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 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.

In accordance with the CVC and the MUTCD, traffic engineers also retain the professional discretion to reduce the posted speed limit by an additional 5 MPH when specific roadway or

environmental conditions exist that are not readily apparent to the average motorist. Such conditions may include limited sight distance due to curves or hills, high pedestrian activity in areas without marked crosswalks, unexpected driveway or intersection density, or unique roadside development patterns. This provision intends to enhance safety where hazards may not be immediately visible, ensuring that the established speed limit reflects not just prevailing traffic speeds but also latent safety considerations. Justification for the applicable roadway segments is below.

1. *Westwood Drive (Alder Creek Parkway to Mangini Parkway)*

Justification: Surrounding land uses include residential neighborhoods on both sides of the roadway. Sidewalks and bike lanes run along the majority of the road in both directions, supporting year-round pedestrian and bicycle activity. The roadway consists of a single lane in each direction separated by a planted median. Multiple residential driveways and intersecting local streets increase the number of potential conflict points. Recommended speed limit is within the 10 MPH pace range.

2. *Alder Creek Parkway (Westwood Drive to Rustic Ridge Circle)*

Justification: Land uses are primarily residential on both sides of the roadway. Sidewalks and bike lanes run along the majority of the road in both directions, and the segment includes a planted median. High pedestrian activity occurs due to nearby park access, with crossing activity at uncontrolled locations. Recommended speed limit is within the 10 MPH pace range.

3. *Mangini Parkway (Savannah Parkway to Empire Ranch Road)*

Justification: The roadway is flanked by residential neighborhoods on both sides. Sidewalks and bike lanes are present in both directions. Multiple driveways and unsignalized intersections contribute to potential turning conflicts. The corridor's geometry, combined with residential access points, supports a lower posted limit while remaining within the 10 MPH pace range.

The Public Works Department conducts speed surveys on a road-by-road basis, establishing logical segments along each roadway based on geometry and adjacent land use. The item before the Council focuses on six specific segments where speed limits are proposed or updated based on the results of recent traffic engineering surveys. The first recommendation is to establish a 30 mph speed limit on Westwood Drive between Alder Creek Parkway and Mangini Parkway. The second is to establish a 35 mph limit on Alder Creek Parkway between Westwood Drive and Rustic Ridge Circle. The third proposes a 35 mph limit on Mangini Parkway between Savannah Parkway and Empire Ranch Road. A fourth recommends a 35 mph limit on Grand Prairie Road between Summit Street/Rustic Ridge Circle and Alder Creek Parkway. The fifth recommendation is for Mangini Parkway between East Bidwell Street and Oak Avenue Parkway. Finally, a 45 mph speed limit is proposed for East Bidwell Street between the US-50 eastbound off-ramp and White Rock Road. These recommended speed limits were developed through data analysis and thorough evaluation of traffic conditions, roadway characteristics, and adjacent land uses on each surveyed segment.

FINANCIAL IMPACT

There are no financial impacts.

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. 1356 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on East Bidwell Street, Westwood Drive, Alder Creek Parkway, Grand Prairie Road, and Mangini Parkway
2. Draft Action Summary of the June 26, 2025, Traffic Safety Committee meeting

Submitted,

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