



Agenda

City Council Regular Meeting

Folsom City Hall | City Council Chambers, First Floor

50 Natoma Street, Folsom, CA 95630

February 25, 2025, 6:30 PM

Welcome to Your City Council Meeting

We welcome your interest and involvement in the city's legislative process. This agenda includes information about topics coming before the City Council and the action recommended by city staff. You can read about each topic in the staff reports, which are available on the city website and in the Office of the City Clerk. The City Clerk is also available to answer any questions you have about City Council meeting procedures.

Participation

If you would like to provide comments to the City Council, please:

- Fill out a blue speaker request form, located at the back table.
- Submit the form to the City Clerk before the item begins.
- When it's your turn, the City Clerk will call your name and invite you to the podium.
- Speakers generally have three minutes, unless the presiding officer (usually the mayor) changes that time.

Reasonable Accommodations

In compliance with the Americans with Disabilities Act, if you are a person with a disability and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (916) 461-6035, (916) 355-7328 (fax) or CityClerkDept@folsom.ca.us. Requests must be made as early as possible and at least two full business days before the start of the meeting.

How to Watch

The City of Folsom provides three ways to watch a City Council meeting:

In Person



City Council meetings take place at City Hall, 50 Natoma Street

Online



Watch the livestream and replay past meetings on the city website,
www.folsom.ca.us

On TV



Watch live and replays of meetings on Sac Metro Cable TV, Channel 14

More information about City Council meetings is available at the end of this agenda



City Council Regular Meeting
Folsom City Hall | City Council Chambers, First Floor
50 Natoma Street, Folsom, CA 95630
www.folsom.ca.us

Tuesday, February 25, 2025 6:30 PM

Sarah Aquino, Mayor

Mike Kozlowski, Councilmember
Justin Raithel, Vice Mayor

Barbara Leary, Councilmember
Anna Rohrbough, Councilmember

AGENDA

CALL TO ORDER

ROLL CALL:

Councilmembers: Rohrbough, Kozlowski, Leary, Raithel, Aquino

The City Council has adopted a policy that no new item will begin after 10:30 p.m. Therefore, if you are here for an item that has not been heard by 10:30 p.m., you may leave, as the item will be continued to a future Council meeting.

PLEDGE OF ALLEGIANCE

AGENDA UPDATE

BUSINESS FROM THE FLOOR:

Members of the public are entitled to address the City Council concerning any item within the Folsom City Council's subject matter jurisdiction. Public comments are generally limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda.

SCHEDULED PRESENTATIONS:

- [1.](#) A Resolution of Commendation Honoring the Folsom Lake College Women's Soccer Team for Their Back-To-Back 3C2A Championships and Outstanding Achievements in 2023 and 2024
- [2.](#) A Resolution of Commendation Honoring the Folsom Jr. Bulldogs for Earning the 2024 Excellence in Academics and Athletics Award
- [3.](#) Presentation from SACOG Regarding the "2025 Blueprint Project" (formerly known as the Metropolitan Transportation Plan/Sustainable Communities Strategy)

CONSENT CALENDAR:

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Councilmembers may pull an item for discussion.

- [4.](#) Approval of February 11, 2025 Special and Regular Meeting Minutes
- [5.](#) Resolution No. 11328 - A Resolution Approving a City Council Travel Policy
- [6.](#) Resolution No. 11330 – A Resolution Directing the Preparation of Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2025-2026 American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs
- [7.](#) Resolution No. 11332 – A Resolution Authorizing the City Manager to Execute an Agreement with Mobile Modular Management Corporation for a Two-Year Lease of a Modular Trailer Occupied by the Public Works Street Maintenance Division

PUBLIC HEARING:

- [8.](#) Resolution No. 11329 – A Resolution of the City Council of the City Of Folsom Approving the Issuance of the California Municipal Finance Authority Exempt Facility Bonds in an Aggregate Principal Amount not to Exceed \$25,000,000 for the Purpose of Financing or Refinancing the Acquisition, Construction, Improvement and Equipping of Harrington Grove Apartments and Certain Other Matters Relating Thereto

NEW BUSINESS:

- [9.](#) Presentation of Findings from the Roundabout Feasibility Study and Direction to Staff
 - i. Resolution No. 11331 - A Resolution Adopting New Planning and Design Standards Pertaining to the Use of Roundabouts as Traffic Control

CITY MANAGER REPORTS

COUNCIL COMMENTS

ADJOURNMENT

NOTICE: *Members of the public are entitled to directly address the City Council concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address Council on an issue, which is on this agenda, please complete a blue speaker request card, and deliver it to a staff member at the table on the left side of the Council Chambers prior to discussion of the item. When your name is called, stand to be recognized by the Mayor and then proceed to the podium. If you wish to address the City Council on any other item of interest to the public, when the Mayor asks if there is any “Business from the Floor,” follow the same procedure described above. Please limit your comments to three minutes or less.*

NOTICE REGARDING CHALLENGES TO DECISIONS: *Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding*

planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

As presiding officer, the Mayor has the authority to preserve order at all City Council meetings, to remove or cause the removal of any person from any such meeting for disorderly conduct, or for making personal, impertinent, or slanderous remarks, using profanity, or becoming boisterous, threatening or personally abusive while addressing said Council, and to enforce the rules of the Council.

PERSONS INTERESTED IN PROPOSING AN ITEM FOR THE CITY COUNCIL AGENDA SHOULD CONTACT A MEMBER OF THE CITY COUNCIL.

This meeting of the City Council is recorded with closed captioning. The recording will be cablecast on Metro Cable Channel 14, the local government affairs channel on the Comcast and DirecTV U-Verse cable system, and will be shown in its entirety on the Friday and Saturday following the meeting, both at 9 a.m. The recording will also be video streamed at metro14live.saccounty.gov. The City does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14. The City of Folsom provides live and archived webcasts of regular City Council meetings. The webcasts can be found on the online services page of the City's website www.folsom.ca.us.

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Any documents produced by the City and distributed to the City Council regarding any item on this agenda will be made available at the City Clerk's Counter at City Hall located at 50 Natoma Street, Folsom, California and at the Folsom Public Library located at 411 Stafford Street, Folsom, California during normal business hours.

City of Folsom
Resolution of Commendation
Honoring
Folsom Lake College Women's Soccer Team for
Back-to-Back 3C2A Championships and
Outstanding Achievements in 2023 and 2024

WHEREAS, the Folsom Lake College Women's Soccer Team has demonstrated excellence, determination, and sportsmanship, winning back-to-back California Community College Athletic Association (3C2A) State Championships in 2023 and 2024, marking an historic achievement as they became the first Northern California college to accomplish this feat since 1996; and

WHEREAS, the 2023 championship marked an historic milestone as the first-ever 3C2A State Championship for Folsom Lake College Women's Soccer; and

WHEREAS, in 2024, the Falcons claimed the 3C2A Championship with a remarkable season record of 21 wins, 1 loss, and 2 draws, securing the title with a victory at American River College in Sacramento, California; and

WHEREAS, in addition to their state championship, the Falcons dominated the 2024 Big 8 Conference, winning the conference championship and solidifying their place as one of the top collegiate soccer programs in California:

NOW, THEREFORE, I Sarah Aquino, Mayor of the City of Folsom, on behalf of the Folsom City Council and the Folsom community, do hereby extend commendations in the highest regard to the Folsom Lake College Women's Soccer Team, coaching staff, and their supporters for their exceptional achievements in 2023 and 2024. The City looks forward to celebrating their continued success in the years to come.

COMMENDED this 25th day of February 2025.

Sarah Aquino, MAYOR

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and minimize paper use.*



CITY OF
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City of Folsom
Resolution of Commendation
Honoring
The Folsom Jr. Bulldogs For Earning the
2024 Excellence in Academics and Athletics Award

WHEREAS, the Folsom Jr. Bulldogs is an official youth football and cheer association in Folsom; and

WHEREAS, the Folsom Jr. Bulldogs organization is committed to both academic and athletic excellence; and

WHEREAS, members of the Folsom Jr. Bulldog football and cheer teams maintained a grade point average of 3.0 or better during the football and cheer season; and

WHEREAS, this level of academic achievement merits recognition from the Board of Directors of Folsom Youth Football and Cheer and the City of Folsom.

NOW, THEREFORE, I, Sarah Aquino, Mayor of the City of Folsom, on behalf of the Folsom City Council and the Folsom community, do hereby extend commendations in the highest regard to the Members of the Folsom Jr. Bulldogs who earned the Excellence in Academics and Athletics Award 2024 and encourage their continued scholastic excellence in the future.

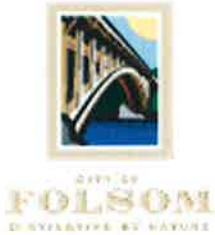
COMMENDED this 25th day of February 2025.

Sarah Aquino, MAYOR

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CITY OF
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Folsom City Council Staff Report

MEETING DATE:	2/25/2025
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Presentation from SACOG Regarding the "2025 Blueprint Project" (formerly known as the Metropolitan Transportation Plan/Sustainable Communities Strategy)
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council receive a presentation from SACOG regarding the 2025 Blueprint Project. No formal action is requested.

BACKGROUND / ISSUE

Mr. James Corless from SACOG will provide a short presentation regarding the 2025 Blueprint which will outline the findings from the region-wide transportation and land use analysis. In addition, Mr. Corless will provide a summary of the various SACOG programs designed to assist public agencies in implementing the Blueprint locally.

ATTACHMENT

Summary sheet from SACOG

Submitted,

Christa Freemantle, CMC
City Clerk

ATTACHMENT 1

Summary Sheet from SACOG



1415 L Street,
Suite 300
Sacramento, CA
95814

916.321.9000
sacog.org

SACOG

The Sacramento Area Council of Governments is where local government leaders across the region come together to advance the goals of economic prosperity, connected communities, and vibrant places. SACOG works in collaboration with the 6 counties and 22 cities in the region to solve challenges that are too big for any one jurisdiction to solve on its own. SACOG plays a central role in transportation infrastructure planning and funding assistance for cities, counties, transit operators, and other entities responsible for providing for the mobility needs of the region's residents. One of SACOG's main roles as the state and federally recognized Metropolitan Planning Organization for the region, is to maintain the region's long-range, fiscally constrained, transportation plan and accompanying land use strategy. This plan must be updated every four years in coordination with local government agencies and demonstrate how the region is working to advance local, regional, state, and federal policy priorities. SACOG is currently undergoing an update of this plan, titled the 2025 Blueprint, and anticipates adoption of the plan in 2025.

2025 Blueprint

The 2025 Blueprint is rooted in local planning. Both the land use assumptions and transportation investments included in the plan draw from and remain consistent with city and county general and specific plans as well transit agency planning documents. The 2025 Blueprint differs from many local plans in that it must be constrained by time and funding. Not all planned transportation investments or land use plans will come to fruition within the next 30 years. The 2025 Blueprint in many ways outlines a phasing strategy to help guide public policy decisions throughout the region. This plan will lay out a set of strategies for an integrated, multimodal transportation system and a regional land use development pattern that can create a more thriving region that works for all residents. The plan aims to connect housing to jobs, education, goods and services, and recreational opportunities while protecting and enhancing our region's natural and working landscapes.

Aside from this plan being a federal and state requirement, SACOG will use the 2025 Blueprint update to help local agencies coordinate and prioritize efforts to attract greater investment in the region through grants, private investment, and economic growth while protecting our region's natural environment, existing economies, and improving quality of life for all residents.

At the Folsom City Council meeting, James Corless, from SACOG will provide a short presentation and answer any questions on the 2025 Blueprint. The presentation will outline the findings from the region wide transportation and land use analysis. Additionally, the presentation will provide a summary of the various programs SACOG has available or is developing to assist public agencies in implementing the Blueprint locally.

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

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CITY OF
FOLSOM
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City Council Special Meeting

MINUTES

Tuesday, February 11, 2025 5:00 PM

CALL TO ORDER

The special City Council meeting was called to order at 5:00 pm with Mayor Aquino presiding.

ROLL CALL:

Councilmembers Present: Justin Raithel, Vice Mayor
Barbara Leary, Councilmember
Sarah Aquino, Mayor

Councilmembers Absent: Michael Kozlowski, Councilmember (*arrived at 6:10 pm*)
Anna Rohrbough, Councilmember (*arrived at 5:05 pm*)

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Labor Negotiator - Pursuant to Government Code Section 54957.6. Agency Negotiator: Vance Piggott. Employee Organization: Folsom Police Officers' Association

Motion by Mayor Aquino second by Vice Mayor Raithel to adjourn to closed session. Motion passed by the following roll-call vote:

AYES: Raithel, Leary, Aquino
NOES: None
ABSENT: Kozlowski, Rohrbough
ABSTAIN: None

RECONVENE

City Attorney Steven Wang announced that no final action was taken during closed session.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 6:30 pm.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Sarah Aquino, Mayor

City Council Regular Meeting

MINUTES

Tuesday, February 11, 2025 6:30 PM

CALL TO ORDER

The regular City Council meeting was called to order at 6:30 pm with Mayor Sarah Aquino presiding.

ROLL CALL:

Councilmembers Present: Justin Raithel, Vice Mayor
Anna Rohrbough, Councilmember
Michael Kozlowski, Councilmember
Barbara Leary, Councilmember
Sarah Aquino, Mayor

Councilmembers Absent: None

PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited.

AGENDA UPDATE

City Attorney Steven Wang advised that there were no agenda updates.

BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council:

1. Ronald Carter
2. Monica Merrill

CONSENT CALENDAR:

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Councilmembers may pull an item for discussion.

1. Approval of January 14, 2025 Special and Regular Meeting Minutes
2. Approval of January 23, 2025 Special Meeting Minutes

3. Approval of January 28, 2025 Special and Regular Meeting Minutes
4. Resolution No. 11326 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with Ghirardelli Associates for the East Bidwell and Iron Point / US50 Onramp Improvement Project (Project No. PW2203) and Appropriation of Funds

Motion by Councilmember Kozlowski, second by Councilmember Leary to approve items No. 1-4 of the Consent Calendar. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

NEW BUSINESS:

5. Resolution No. 11327 – A Resolution Adopting the 2024 Local Road Safety Plan

Public Works Department Senior Civil Engineer Zach Bosch made a presentation and responded to questions from the City Council. Kimley Horn consultant Zach Ramalingam also made a presentation. Public Works Director Mark Rackovan provided additional information.

The following speakers spoke under this item:

1. Monica Merrill
2. Ronald Carter

Motion by Vice Mayor Raithel, second by Councilmember Kozlowski to approve Resolution No. 11327. Motion passed by the following roll-call vote:

AYES: Raithel, Rohrbough, Kozlowski, Leary, Aquino
NOES: None
ABSENT: None
ABSTAIN: None

CITY MANAGER REPORTS

Interim City Manager Dan Haverty spoke about the Communications unit and the Police and Fire staff members who are developing a community outreach program to raise awareness of wildfire risks that will be coordinated with the OES and CalFire outreach in May; he spoke about the 988 service for mental health crisis support 24/7, free self-serve sand and sandbag locations, Folsom non-profits can now apply to sell state approved fireworks, and the open house of the Fun Factory and Kindergarten readiness programs. He welcomed four new employees to the City of Folsom: Parks and Recreation Departments' Hanna Perez and Mathew Trefry, Solid Waste Department Brandon Wetklow, and Police Department police officer pre-service Drew Romo; he also spoke about the milestone anniversaries of Parks and Recreation Department Amy Van der Molen who obtained 30 years of service and Police Department Kimberly Lim-Watson, Parks and Recreation Department Cody Bateson, and Public Works Department Billy Hilton who obtained 20 years of service and thanked them all for their service. He also congratulated five Folsom firefighters on their new roles: Assistant Chief Mat Blake, Captain Stephen Anderson, Captain Matt McCarthy, Engineer Tyler Smith, and Engineer Scott Vasquez. Lastly,

he congratulated Finance Department Liz Hanna, who was promoted to Finance Manager. He thanked all the individuals for their service and dedication to the community.

COUNCIL COMMENTS

Councilmember Kozlowski had no comments.

Vice Mayor Raithel spoke about the chickens that were mentioned tonight.

Councilmember Rohrbough spoke about a SacRT meeting and thanked Councilmember Kozlowski for his service on that regional board. She also discussed responding to the residents who use SacRT and their feedback.

Councilmember Leary spoke about cleaning up trash with Mayor Aquino along the light rail, appreciated the information regarding the chickens, and wished everyone a great Valentine's Day.

Mayor Aquino had no comments.

ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 7:04 pm.

SUBMITTED BY:

Christa Freemantle, City Clerk

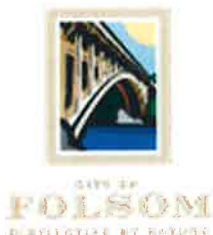
ATTEST:

Sarah Aquino, Mayor

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CITY OF
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Folsom City Council Staff Report

MEETING DATE:	2/25/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11328 – A Resolution Approving a City Council Travel Policy
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council approve Resolution No. 11328 – A Resolution Approving a City Council Travel Policy.

BACKGROUND / ISSUE

Each year, the City Council approves an annual budget. During the FY 24/25 budget discussions, the City Council approved an allocation of \$6,600 for each Councilmembers' travel purposes for the fiscal year.

Currently, the City Council does not have a policy governing travel undertaken by Councilmembers on official City business. Thus, travel and related expenditures are evaluated on a case-by-case basis without established guidelines that would otherwise ensure uniformity. Upon reflection, staff believes that a structured policy guiding the use of travel funds could be beneficial in creating consistent standards. Implementing such a policy would provide clarity, promote the responsible use of taxpayer funds, and ensure that travel activities support the best interests of the City of Folsom and its residents.

Travel undertaken by Councilmembers serves several important purposes, including education, staying informed about current trends, and fostering collaboration. Participation in conferences, workshops, and meetings with other public agencies provides learning opportunities that are essential for effective governance. Such travel can lead to the introduction of new ideas, best practices, and innovative solutions gleaned from the shared experiences of other elected officials.

These experiences can result in benefits for the City of Folsom by helping to identify opportunities for cost savings, improved service delivery, and strategic growth.

POLICY / RULE

Folsom Municipal Code section 2.06.070(C) provides that the City Council may adopt rules governing its meetings, proceedings, and business.

ANALYSIS

The proposed City Council Travel Policy provides a framework that guides official travel undertaken by City Councilmembers. This policy aims to standardize the practices associated with council-related travel, establishing clear guidelines that align with the City's commitment to accountability and transparency. By formalizing these practices, the City of Folsom seeks to ensure that City Council travel funded by taxpayer dollars is conducted with the utmost fiscal responsibility and serves the City's interests effectively. This policy is essential for reinforcing public trust and demonstrating the City's dedication to ethical governance.

A core intent of the policy is the promotion of responsible stewardship of public resources. Travel expenditures, when managed properly, can yield significant benefits such as facilitating knowledge exchange, strengthening intergovernmental relationships, and fostering the professional development of councilmembers. These activities ultimately contribute to informed decision-making and strategic planning that benefit the residents of Folsom. By encouraging the prudent use of funds, the policy supports only those travel activities that deliver tangible value and align with the City's strategic goals.

The policy also underscores the importance of structure and continuity in the administration of public funds related to travel. Establishing uniform procedures helps prevent inconsistencies and reduces the risk of misunderstandings or misuse of resources. This structure provides councilmembers and staff with a clear understanding of what constitutes an acceptable use of public funds. By creating a transparent, well-defined process, the policy aligns with best practices in public administration and promotes fairness in the allocation of City resources.

Overall, the proposed policy is a step toward fortifying trust between the City and its residents by maintaining high standards of financial oversight. By prioritizing transparency, consistency, and accountability, the City Council Travel Policy will facilitate responsible governance and enhance the effectiveness of councilmembers in their official duties. The policy reflects a commitment to ensuring that public expenditures yield a positive return, ultimately reinforcing the City's mission to serve the community's best interests.

At the January 14, 2025 meeting, the City Council considered a draft travel policy. The City Council discussed how conferences are identified for attendance, clarified how funds are allocated annually, and discussed what expenses are covered within the travel budget, such as transportation, lodging, and per diem amount for meals and incidentals.

Following discussion, the City Council indicated conceptual support of the policy and proposed a modification to include per diem reimbursement in alignment with similar per diem reimbursement policy for City staff. Accordingly, the below language has been added to the proposed policy:

6. Meal and Incidental Expenses:

- a. Travelers may request to be reimbursed for meal and incidental expenses (M&IE) for overnight travel at rates established by the U.S. General Services Administration (USGSA) This will be based upon the city/county where the lodging is located. If not listed as a key city, the current standard rate shall be used. When the USGSA per diem is claimed, a meal receipt is not required. In instances where meal expenses are in excess of the per diem rate, the City requires an original receipt along with specific details regarding the name(s) of the guest(s) entertained, cost date, place, business purpose, and the business relationship of the individuals entertained.
- b. Pro ration of the per diem rate: The USGSA website (<https://www.gsa.gov/travel/plan-book/per-diem-rates>) has a per diem tool that will calculate 75% for the first and last day of travel as well as the breakdown for meals and incidentals provided for the other days
- c. Meals included in conference registration fee: Applicable pro ration of the per diem amount for the specific meal included in the registration will be deducted from the daily per diem claimed.
- d. Paid receipts are required for all expenditures not included in the daily per diem.

FINANCIAL IMPACT

The adoption of the proposed City Council Travel Policy is not expected to have an immediate or direct financial impact. However, the financial impacts associated with councilmember travel will be considered as part of the City's annual budget process. Each fiscal year's budget discussions will include a review and allocation of funds for travel, ensuring that expenditures align with available funding and the City's financial priorities. This approach allows for transparency and fiscal oversight, ensuring that travel costs are planned and aligned with the City's strategic objectives.

ATTACHMENT

Resolution No. 11328 - A Resolution Approving a City Council Travel Policy

Submitted,

Christa Freemantle, CMC
City Clerk

ATTACHMENT 1

Resolution No. 11328 - A Resolution Approving a City Council Travel Policy

RESOLUTION NO. 11328**A RESOLUTION APPROVING A CITY COUNCIL TRAVEL POLICY**

WHEREAS, travel undertaken by Councilmembers serves several important purposes, including education, staying informed about current trends, and fostering collaboration; and

WHEREAS, participation in conferences, workshops, and meetings with other public agencies provides learning opportunities that are essential for effective governance and can lead to the introduction of new ideas, best practices, and innovative solutions gleaned from the shared experiences of other elected officials; and

WHEREAS, a City Council Travel Policy standardizes the practices associated with council-related travel, establishing clear guidelines that align with the City's commitment to accountability and transparency; and

WHEREAS, the City Council Travel Policy provides councilmembers and staff with a clear understanding of what constitutes an acceptable use of public funds; and

WHEREAS, Folsom Municipal Code section 2.06.070(C) provides that the City Council may adopt rules governing its meetings, proceedings, and business:

NOW, THEREFORE, BE IT RESOLVED that the City Council approves the attached City Council Travel Policy which reflects a commitment to ensuring that public expenditures yield a positive return, ultimately reinforcing the City's mission to serve the community's best interests.

PASSED AND ADOPTED this 25th day of February, 2025, by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Folsom City Council Travel Policy

Purpose:

The purpose of this policy is to establish guidelines for travel undertaken by Folsom City Councilmembers on official city business. The policy aims to ensure the responsible stewardship of taxpayer funds, promote transparency, and ensure that all travel expenditures result in benefits for the City of Folsom and its residents.

1. Annual Travel Budget

The annual travel budget for City Councilmembers shall be established each year as part of the city's budget process. This budget will provide the financial framework for all official travel undertaken by Councilmembers during the fiscal year.

2. Allocation of Travel Funds for Outgoing Councilmembers

Councilmembers whose terms are ending shall be allocated only half of the budgeted travel amount for that fiscal year. This limitation reflects the reduced time frame in which these members can effectively utilize travel funds in the city's best interest and ensures that newly elected Councilmembers (or re-elected Councilmembers) will receive their fair share and benefit of travel funds for the remainder of the fiscal year.

3. Restrictions on Travel for Outgoing Councilmembers

Councilmembers whose terms are ending are prohibited from traveling on city funds within the last two months of their term. This measure ensures that travel funds are utilized for ongoing or long-term city benefits and avoids expenditures that may not provide sufficient return on investment for the community.

4. Compliance with California's AB 1234

In accordance with AB 1234, Councilmembers must provide a report to the City Council after returning from any city-funded travel. The report shall include a summary of the activities undertaken, the relevance of the travel to the city's interests, and any tangible benefits or knowledge gained that can be applied to the City of Folsom. This report ensures compliance with State law as well as accountability and transparency in the use of public funds.

5. Stewardship of Taxpayer Funds

All travel by City Councilmembers must be conducted with the utmost care and consideration for the responsible use of taxpayer funds. Councilmembers are expected to seek cost-effective travel options and avoid unnecessary expenditures. The purpose of

travel should align with the city's strategic goals, and any expenditure should be justifiable in terms of the direct or indirect benefits to the City of Folsom and its residents.

6. Meal and Incidental Expenses:

- a. Travelers may request to be reimbursed for meal and incidental expenses (M&IE) for overnight travel at rates established by the U.S. General Services Administration (USGSA) This will be based upon the city/county where the lodging is located. If not listed as a key city, the current standard rate shall be used. When the USGSA per diem is claimed, a meal receipt is not required. In instances where meal expenses are in excess of the per diem rate, the City requires an original receipt along with specific details regarding the name(s) of the guest(s) entertained, cost date, place, business purpose, and the business relationship of the individuals entertained.
- b. Pro ration of the per diem rate: The USGSA website (<https://www.gsa.gov/travel/plan-book/per-diem-rates>) has a per diem tool that will calculate 75% for the first and last day of travel as well as the breakdown for meals and incidentals provided for the other days
- c. Meals included in conference registration fee: Applicable pro ration of the per diem amount for the specific meal included in the registration will be deducted from the daily per diem claimed.
- d. Paid receipts are required for all expenditures not included in the daily per diem.

7. Demonstrable Benefits Requirement

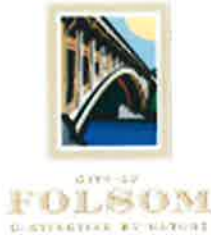
All travel expenditures should have benefit to the City of Folsom. Whether through the acquisition of new knowledge, the establishment of valuable connections, or the advancement of city projects, every trip should have clear objectives that align with the city's priorities.

8. Conclusion

This travel policy reflects the City of Folsom's commitment to prudent financial management and transparency. By adhering to these guidelines, City Councilmembers can ensure that their travel is conducted in the city's best interests and that taxpayer funds are used effectively to promote the well-being of the community.

This policy shall be reviewed and updated as necessary to reflect changes in state law, city priorities, or budgetary considerations.

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Folsom City Council Staff Report

MEETING DATE:	2/25/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11330 – A Resolution Directing the Preparation of Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2025-2026 American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council adopt Resolution No. 11330 – A Resolution Directing the Preparation of Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2025-2026 American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs.

BACKGROUND / ISSUE

The City of Folsom has thirty existing Landscaping and Lighting Districts. Each year, as part of the annual assessment process, an Engineer's Report must be prepared in accordance with the requirement of Article 4 of Chapter 1 of Part 2 of Division 15 of the *Streets and Highways Code* and the *Landscaping and Lighting Act of 1972*.

The Engineer's Report for Fiscal Year 2025-2026 will address all thirty districts in one report and will be submitted for final approval to the City Council.

POLICY / RULE

Section 22622 of the *Streets and Highways Code* requires the City Council to adopt a resolution directing the preparation of the Engineer's Report as part of the annual assessment process for landscaping and lighting districts.

ANALYSIS

The Engineer's Report for the thirty Landscaping and Lighting Districts for Fiscal Year 2025-2026 will be prepared by NBS Government Financing Group (NBS). The Preliminary Engineer's Report is expected to be submitted for City Council review and approval on June 10, 2025, and the final Engineer's Report and public hearing is scheduled for July 22, 2025.

Included within the report for each district will be the following:

- A. Plans and specifications for the maintenance of the improvements (on file in the Parks and Recreation Department)
- B. Estimate of the cost of maintaining the improvements
- C. Diagrams of the assessment districts
- D. Assessment of the estimated costs for maintaining the improvements

FINANCIAL IMPACT

Each Landscaping and Lighting District levies and collects funds to cover operating and maintenance costs. The Fiscal Year 2025-2026 budget for the Landscaping and Lighting Districts includes funding for the preparation of the Engineer's Report. There is no fiscal impact to the City of Folsom General Fund.

ENVIRONMENTAL REVIEW

N/A (This does not apply as there is no environmental review aspect to the engineer's report.)

ATTACHMENTS

1. Resolution No. 11330 – A Resolution Directing the Preparation of Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2025-2026
American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs

Submitted,

Kelly Gonzalez, Parks & Recreation Director

RESOLUTION NO. 11330

A RESOLUTION DIRECTING THE PREPARATION OF ENGINEER'S REPORT FOR THE FOLLOWING LANDSCAPING AND LIGHTING DISTRICTS FOR FISCAL YEAR 2025-2026 AMERICAN RIVER CANYON NORTH, AMERICAN RIVER CANYON NORTH NO. 2, AMERICAN RIVER CANYON NORTH NO. 3, BLUE RAVINE OAKS, BLUE RAVINE OAKS NO. 2, BRIGGS RANCH, BROADSTONE, BROADSTONE NO. 4, BROADSTONE UNIT NO. 3, COBBLE RIDGE, COBBLE HILLS RIDGE II/REFLECTIONS II, FOLSOM HEIGHTS, FOLSOM HEIGHTS NO. 2, HANNAFORD CROSS, LAKE NATOMA SHORES, LOS CERROS, NATOMA STATION, NATOMA VALLEY, PRAIRIE OAKS RANCH, PRAIRIE OAKS RANCH NO. 2, PROSPECT RIDGE, SIERRA ESTATES, SILVERBROOK, STEEPLECHASE, THE RESIDENCES AT AMERICAN RIVER CANYON, THE RESIDENCES AT AMERICAN RIVER CANYON II, WILLOW CREEK ESTATES EAST, WILLOW CREEK ESTATES EAST NO. 2, WILLOW CREEK ESTATES SOUTH, AND WILLOW SPRINGS

WHEREAS, the City Council of the City of Folsom, has established thirty Landscaping and Lighting Assessment Districts described as follows:

American River Canyon North
 American River Canyon North No.2
 American River Canyon North No.3
 Blue Ravine Oaks
 Blue Ravine Oaks No. 2
 Briggs Ranch
 Broadstone
 Broadstone No. 4
 Broadstone Unit No.3
 Cobble Ridge
 Cobble Hills Ridge II/Reflections II
 Folsom Heights
 Folsom Heights No. 2
 Hannaford Cross
 Lake Natoma Shores
 Los Cerros
 ; and

Natoma Station
 Natoma Valley
 Prairie Oaks Ranch
 Prairie Oaks Ranch No. 2
 Prospect Ridge
 Sierra Estates
 Silverbrook
 Steeplechase
 The Residences at American River Canyon
 The Residences at American River Canyon II
 Willow Creek Estates East
 Willow Creek Estates East No. 2
 Willow Creek Estates South
 Willow Springs

WHEREAS, pursuant to the Landscape and Lighting Act of 1972 ("Act"), Division 15, Part 2 of the *Streets and Highway Code*, the assessment is for the maintenance of public areas including, but not limited to, landscaped areas, street corridors, project entryways, certain parks, parkways, medians, statuary, residential village entryways, sound walls, fences, project signage, streetscapes, landscape, lighting maintenance and lighting, water and utility bills; and

WHEREAS, the City Council of the City of Folsom has determined that said territories will be specifically benefited by the maintenance and servicing of said landscape and appurtenant

improvements; and

WHEREAS, Sections 22620 through 22631 of the Act provide for annual assessments after the formation of said districts; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to have the City's engineer prepare the Engineer's Report and file the same with the Clerk for submission to the City Council, and that NBS Government Financing Group is hereby designated as Engineer of Work for purposes of these proceedings and is hereby ordered to prepare an Engineer's Report in accordance with Article 4 of Chapter 1 of the Act and Article XIID of the California Constitution. Upon completion, the Engineer shall file the Engineer's Report with the Clerk of the Council for submission to the Council; and

PASSED AND ADOPTED this 25th day of February 2025, by the following roll-call vote:

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

Sarah Aquino, MAYOR

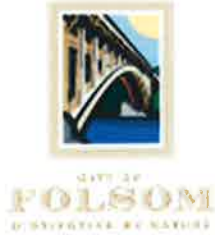
ATTEST:

Christa Freemantle, CITY CLERK

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and minimize paper use.*



CITY OF
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Folsom City Council Staff Report

MEETING DATE:	2/25/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11332 – A Resolution Authorizing the City Manager to Execute an Agreement with Mobile Modular Management Corporation for a Two-Year Lease of a Modular Trailer Occupied by the Public Works Street Maintenance Division
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11332 – A Resolution Authorizing the City Manager to Execute an Agreement with Mobile Modular Management Corporation for a Two-Year Lease of a Modular Trailer Occupied by the Public Works Street Maintenance Division.

BACKGROUND / ISSUE

The Street Maintenance Division of the Public Works Department is located in the City of Folsom Corporation Yard. Street Maintenance staff work out of a modular trailer originally leased from Performance Modular in 2015. A five-year lease extension was approved by City Council in 2019. Performance Modular was sold to Vesta Modular in 2022. In 2023, Vesta Modular was sold to Mobile Modular Management Corporation (Mobile Modular), who currently owns the building. Following the five-year period of the lease extension, which expired at the end of 2024, the agreement transitioned to a month-to-month rental, which does not guarantee the monthly rate or continued use of the building.

Both parties are interested in entering into an agreement to maintain the current rental rate and secure the building for an additional two years. The short-term lease allows for an easier transition when the Street Maintenance Division is moved to the future location of the Corporation Yard.

This resolution with authorize the City Manager to execute an agreement with Mobile Modular for a two-year lease.

POLICY / RULE

In accordance with Section 2.36.080 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$75,049 or greater shall be approved by City Council.

ANALYSIS

In consideration of the future transition to a new Corporation Yard, the Department recommends a two-year lease on the building the Street Maintenance Division has occupied since 2015. A lease fixes monthly costs and establishes the party responsible for building maintenance and repairs. If the current Corporation Yard were going to be used long-term, a longer-term office solution would be evaluated through a bid process; however, taking into consideration the cost and operational disruption of removing the current building and installing a new building, entering into a new lease to seamlessly continue operations is the most practical course of action.

The monthly rental rate is \$2,378.60 per month, or \$28,543.20 per year (\$57,086.40 for the term of the lease agreement). The city also remains responsible for the final return charges at the end of the lease, which have been estimated at \$6,919.

FINANCIAL IMPACT

The agreement is for two years of rent which equates to \$57,086.40. The lease of the Street Maintenance Division trailer is included in the adopted Fiscal Year 2024-25 Operating Budget and funded through the Public Works Operating Fund (Fund 023). The remaining cost to the Public Works Operating Fund (Fund 023) in Fiscal Year 2024-25 to continue utilizing the building is \$1,046.60, including taxes. Sufficient funds for the additional amount are available in the current fiscal year Public Works Operating fund (Fund 023) and will be made available through the budget process for the remainder of the period of the agreement.

ENVIRONMENTAL REVIEW

This action is exempt from environmental review under the California Environmental Quality Act (CEQA).

ATTACHMENT

Resolution No. 11332 – A Resolution Authorizing the City Manager to Execute an Agreement with Mobile Modular Management Corporation for a Two-Year Lease of a Modular Trailer Occupied by the Public Works Street Maintenance Division

Submitted,

Mark Rackovan, Public Works Director

RESOLUTION NO. 11332

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN
AGREEMENT WITH MOBILE MODULAR MANAGEMENT CORPORATION FOR A
TWO-YEAR LEASE OF A MODULAR TRAILER OCCUPIED BY THE PUBLIC
WORKS STREET MAINTENANCE DIVISION**

WHEREAS, the Street Maintenance Division of the Public Works Department currently utilizes a rented modular trailer located at the City of Folsom Corporation Yard; and

WHEREAS, the current modular trailer is meeting the operational needs of the Street Maintenance Division; and

WHEREAS, the lease for the existing modular trailer has expired; and

WHEREAS, the city and Mobile Modular Management Corporation have continued to operate under the terms of the lease; and

WHEREAS, staff has considered the limited term use of the current Corporation Yard in the recommendation to continue leasing the existing modular trailer rather than solicit bids for a replacement modular trailer; and

WHEREAS, a lease agreement secures the modular trailer for use by the Street Maintenance Division over the next two (2) years; and

WHEREAS, staff recommends the agreement with Mobile Modular Management Corporation to continue leasing the modular trailer for two additional years which equates to \$57,086.40; and

WHEREAS, sufficient funds are budgeted and available in the Public Works Operating Fund (Fund 023) in the current fiscal year and will be made available for the remainder of the agreement through the budget process; and

WHEREAS, the agreement will be in a form acceptable to the City Attorney;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with Mobile Modular Management Corporation for the lease of the modular trailer occupied by the Street Maintenance Division.

PASSED AND ADOPTED this 25th day of February, 2025, by the following roll-call vote:

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

Sarah Aquino, MAYOR

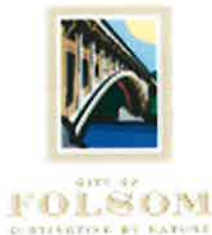
ATTEST:

Christa Freemantle, CITY CLERK

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CITY OF
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Folsom City Council Staff Report

MEETING DATE:	2/25/2025
AGENDA SECTION:	Public Hearing
SUBJECT:	Resolution No. 11329 - A Resolution of the City Council of the City of Folsom Approving the Issuance of the California Municipal Finance Authority Exempt Facility Bonds in an Aggregate Principal Amount not to Exceed \$25,000,000 for the Purpose of Financing or Refinancing the Acquisition, Construction, Improvement and Equipping Harrington Grove Apartments and Certain Other Matters Relating Thereto
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

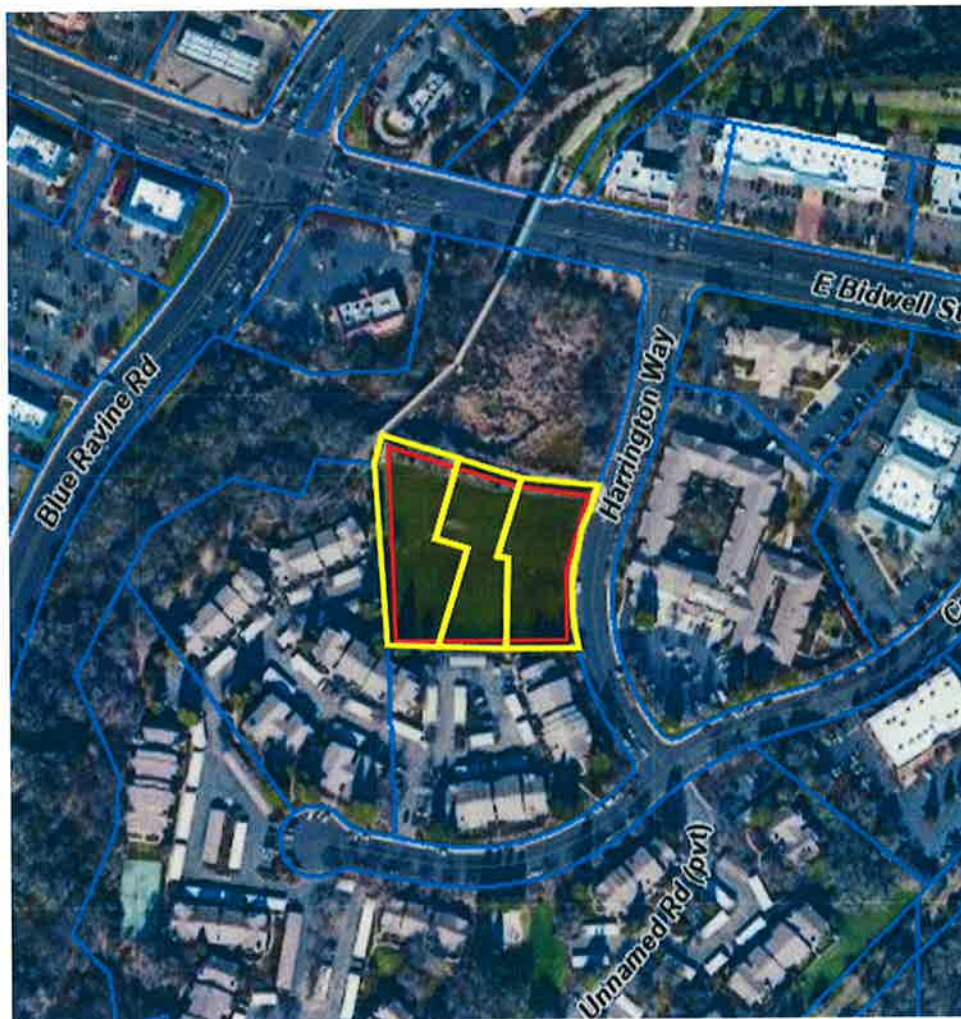
1. Conduct a public hearing under the Tax and Equity Fiscal Responsibility Act ("TEFRA") on February 25, 2025 in connection with the proposed issuance of revenue bonds by the California Municipal Finance Authority (the "CMFA"), a joint exercise of powers authority and public entity of the State of California, in an amount not to exceed \$25,000,000, (the "Bonds"), to finance or refinance the acquisition, construction, improvement and equipping of a multifamily rental housing project located at 791 Harrington Way (the "Project") within the City of Folsom, California (the "City").
2. Move to adopt Resolution No.11329 - A Resolution of the City Council of the City of Folsom Approving the Issuance of the California Municipal Finance Authority Exempt Facility Bonds in an Aggregate Principal Amount not to Exceed \$25,000,000 for the Purpose of Financing or Refinancing the Acquisition, Improvement and Equipping Harrington Grove Apartments and Certain Other Matters Relating Thereto.

BACKGROUND / ISSUE

On November 20, 2024, the Planning Commission approved a Design Review and Density Bonus application for the Harrington Grove Apartments Project (the "Project").

The Harrington Grove Apartments multifamily project is a new construction, 100 percent affordable multifamily rental development. It will be constructed on a 1.74-acre site located on the west side of Harrington Way, approximately 330 feet south of the intersection of Harrington Way and East Bidwell Street at the address 791 Harrington Way. The approved project consists of 52 one-, two- and three-bedroom units affordable to low-, very-low, and extremely-low-income households. On July 23, 2024, the City Council adopted Resolution No. 11234, conditionally approving an affordable housing loan, in the amount up to \$2,700,000, to construct the Harrington Grove Apartments project.

FIGURE 1: HARRINGTON GROVE PROJECT SITE AERIAL PHOTOGRAPH



Folsom Pacific Associates II, LP, (the “Borrower”) has requested that the California Municipal Finance Authority (CMFA) serve as the municipal issuer of the Bonds in an aggregate principal amount not to exceed \$25,000,000 (the “Bonds”) of tax-exempt revenue bonds. The proceeds of the Bonds will be used to finance or refinance the acquisition, construction, improvement and equipping of a multifamily rental housing project located at 791 Harrington Way (the “Project”) within the City.

In order for the Bonds to qualify as tax-exempt bonds, the City of Folsom must conduct a public hearing (the “TEFRA Hearing”) providing for the members of the community an opportunity to speak in favor of or against the use of tax-exempt bonds for the financing of the Project. Prior to such TEFRA Hearing, reasonable notice must be provided to the members of the community. Following the close of the TEFRA Hearing, an “applicable elected representative” of the governmental unit hosting the Project must provide its approval of the issuance of the Bonds for the financing of the Project.

On December 11, 2024 the project received an award of private activity bond allocation from the California Debt Limit Allocation Committee.

The City Council is being asked to adopt a resolution that would approve the issuance of tax-exempt Bonds by the CMFA.

POLICY / RULE

Section 147(f) of the Internal Revenue Code of 1986 (the "Code") requires that prior to their issuance, the Bonds are required to be approved by the "applicable elected representative" of the governmental units on whose behalf such bonds are expected to be issued and by a governmental unit having jurisdiction over the entire area in which any facility financed by such bonds is to be located, after a public hearing held following reasonable public notice.

ANALYSIS

In order for the Bonds to qualify as tax-exempt bonds, the City of Folsom must conduct a public hearing (the “TEFRA Hearing”) providing for the members of the community an opportunity to speak in favor of or against the use of tax-exempt bonds for the financing of the Project. Prior to such TEFRA Hearing, reasonable notice must be provided to the members of the community. Following the close of the TEFRA Hearing, an “applicable elected representative” of the governmental unit hosting the Project must provide its approval of the issuance of the Bonds for the financing of the Project.

A public notice was published in the Folsom Telegraph on February 14, 2025.

The CMFA was created on January 1, 2004 pursuant to a joint exercise of powers agreement to promote economic, cultural and community development, through the financing of economic development and charitable activities throughout California. To date, over 350 municipalities have become members of CMFA.

The CMFA was formed to assist local governments, non-profit organizations and businesses with the issuance of taxable and tax-exempt bonds aimed at improving the standard of living in California. The CMFA’s representatives and its Board of Directors have considerable experience in bond financings.

FINANCIAL IMPACT

There is no fiscal impact to the City. The Bonds to be issued by the CMFA for the Project will be the sole responsibility of the Borrower, and the City will have no financial, legal, moral obligation, liability or responsibility for the Project or the repayment of the Bonds for the financing of the Project. All financing documents with respect to the issuance of the Bonds will contain clear disclaimers that the Bonds are not obligations of the City or the State of California but are to be paid for solely from funds provided by the Borrower.

The Board of Directors of the California Foundation for Stronger Communities, a California non-profit public benefit corporation (the "Foundation"), acts as the Board of Directors for the CMFA. Through its conduit issuance activities, the CMFA shares a portion of the issuance fees it receives with its member communities and donates a portion of these issuance fees to the Foundation for the support of local charities. With respect to the City of Folsom, it is expected that a portion of the issuance fee attributable to the City will be granted by the CMFA to the general fund of the City. Such grant may be used for any lawful purpose of the City.

ENVIRONMENTAL REVIEW

This action to approve the issuance of these bonds by the City Council is exempt from environmental review pursuant to Section 15061(b)(3) (Review for Exemption) of the California Environmental Quality Act. The Project which was deemed as consistent with applicable Community Plans and Zoning is exempt from environmental review under the California Environmental Quality Act (CEQA) by Section 15183 (Projects Consistent With a Community Plan or Zoning) of the CEQA Guidelines.

ATTACHMENT

1. Resolution No. 11329 - A Resolution of the City Council of the City of Folsom Approving the Issuance of the California Municipal Finance Authority Exempt Facility Bonds in an Aggregate Principal Amount not to Exceed \$25,000,000 for the Purpose of Financing or Refinancing the Acquisition, Construction, Improvement and Equipping Harrington Grove Apartments and Certain Other Matters Relating Thereto

Submitted,



Pam Johns, Community Development Director

ATTACHMENT 1

A Resolution of the City Council of the City of Folsom Approving the Issuance of the California Municipal Finance Authority Exempt Facility Bonds in an Aggregate Principal Amount not to Exceed \$25,000,000 for the Purpose of Financing or Refinancing the Acquisition, Construction, Improvement and Equipping Harrington Grove Apartments and Certain Other Matters Relating Thereto

RESOLUTION NO. 11329

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM APPROVING
THE ISSUANCE OF THE CALIFORNIA MUNICIPAL FINANCE AUTHORITY
EXEMPT FACILITY BONDS IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO
EXCEED \$25,000,000 FOR THE PURPOSE OF FINANCING OR REFINANCING THE
ACQUISITION, CONSTRUCTION, IMPROVEMENT AND EQUIPPING OF
HARRINGTON GROVE APARTMENTS AND CERTAIN OTHER MATTERS
RELATING THERETO**

WHEREAS, Folsom Pacific Associates II, a California Limited Partnership (the “Borrower”) a partnership of which Pacific West Communities, Inc. (the “Developer”) or a related person to the Developer is the general partner, has requested that the California Municipal Finance Authority (the “Authority”) adopt a plan of financing providing for the issuance of exempt facility bonds for a qualified residential rental project pursuant to Section 142(a)(7) of the Internal Revenue Code of 1986 (the “Code”) in one or more series issued from time to time, including bonds issued to refund such exempt facility bonds in one or more series from time to time, and at no time to exceed \$25,000,000 in aggregate principal amount (the “Bonds”), to finance or refinance the acquisition, construction, improvement and equipping of a multifamily rental housing project located at 791 Harrington Way, Folsom, California (the “Project”); and

WHEREAS, pursuant to Section 147(f) of the Code, the issuance of the Bonds by the Authority must be approved by the City of Folsom (the “City”) because the Project is located within the territorial limits of the City; and

WHEREAS, the City Council of the City (the “City Council”) is the elected legislative body of the City and is one of the “applicable elected representatives” required to approve the issuance of the Bonds under Section 147(f) of the Code; and

WHEREAS, the Authority has requested that the City Council approve the issuance of the Bonds by the Authority in order to satisfy the public approval requirement of Section 147(f) of the Code and the requirements of Section 4 of the Joint Exercise of Powers Agreement Relating to the California Municipal Finance Authority, dated as of January 1, 2004 (the “Agreement”), among certain local agencies, including the City; and

WHEREAS, pursuant to Section 147(f) of the Code, the City Council has, following notice duly given, held a public hearing regarding the issuance of the Bonds, and now desires to approve the issuance of the Bonds by the Authority;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Folsom as follows:

Section 1. The foregoing resolutions are true and correct.

Section 2. The City Council hereby approves the issuance of the Bonds by the Authority. It is the purpose and intent of the City Council that this resolution constitute approval of the issuance of the Bonds by the Authority, for the purposes of (a) Section 147(f) of the Code by the applicable elected representative of the governmental unit having jurisdiction over the area in

which the Project is located, in accordance with said Section 147(f) and (b) Section 4 of the Agreement.

Section 3. The issuance of the Bonds shall be subject to the approval of the Authority of all financing documents relating thereto to which the Authority is a party. The City shall have no responsibility or liability whatsoever with respect to the Bonds.

Section 4. The adoption of this Resolution shall not obligate the City or any department thereof to (i) provide any financing to acquire or construct the Project or any refinancing of the Project; (ii) approve any application or request for or take any other action in connection with any planning approval, permit or other action necessary for the acquisition, construction, rehabilitation, installation or operation of the Project; (iii) make any contribution or advance any funds whatsoever to the Authority; or (iv) take any further action with respect to the Authority or its membership therein.

Section 5. The officers of the City are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they deem necessary or advisable in order to carry out, give effect to and comply with the terms and intent of this resolution and the financing transaction approved hereby.

PASSED AND ADOPTED this 25th day of February, 2025, by the following roll-call vote:

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

 Sarah Aquino, MAYOR

ATTEST:

 Christa Freemantle, CITY CLERK

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and minimize paper use.*



CITY OF
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DISTINCTIVE BY NATURE



Folsom City Council Staff Report

MEETING DATE:	2/25/2025
AGENDA SECTION:	New Business
SUBJECT:	Presentation of Findings from the Roundabout Feasibility Study and Direction to Staff i. Resolution No. 11331 - A Resolution Adopting New Planning and Design Standards Pertaining to the Use of Roundabouts as Traffic Control
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11331 - A Resolution Adopting New Planning and Design Standards Pertaining to the Use of Roundabouts as Traffic Control.

BACKGROUND / ISSUE

During the December 13, 2022, City Council meeting, Public Works staff made a presentation titled "Report on Traffic Roundabout Fact-Finding Mission and Direction to Staff Regarding Future Consideration of a Traffic Roundabout Policy." Information was presented regarding their experiences visiting Carmel and Whitestown, Indiana, and Stapleton, Golden, and Loveland, Colorado. Additionally, staff presented the benefits of vehicle and driver safety, traffic operations and capacity, right of way requirements, and maintenance needs versus traditional traffic signal control at intersections. After the presentation, City Council unanimously directed staff to develop a Roundabout First policy.

At the same meeting, City Council adopted Resolution No. 10961 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2022-23 Funding Round. One of the projects submitted to receive funding through the non-competitive Community Design category was the Roundabout Policy and Feasibility Study Project. In May 2023, the city was awarded a \$400,000 SACOG grant to perform the study.

Subsequently, City Council adopted Resolution No. 11171 – A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley-Horn and Associates, Inc. for the Roundabout Policy and Feasibility Study, Project No. PW2403, Federal Project No. 5288(054).

On August 27, 2024, the City adopted an update to the General Plan, Folsom General Plan M 4.1.10, which included language explicitly supporting the “Roundabout First” policy. This policy mandates that roundabouts be considered as the preferred traffic control method at intersections where feasible, aligning with the city’s commitment to sustainable and efficient traffic management.

Design Standards

City Staff, with the assistance of Kimley-Horn, has developed new guidelines to make roundabouts a more common and effective part of the city’s road network. These guidelines support the "Roundabout First" policy adopted in the August 27, 2024, General Plan M 4.1.10 update and provide a clear approach to designing and building roundabouts across Folsom.

The Roundabout Planning and Design Standards set guidelines for how roundabouts should be designed to fit safely and efficiently within Folsom’s streets. The city shall follow national best practices but adapt them to local needs. Whenever possible, roundabouts will be designed to minimize the need for extra land while ensuring smooth traffic movement. Specialized designs, such as peanut- or oval-shaped roundabouts, may be used if space is limited. Proper curbs and traffic islands will help slow vehicles down, making roundabouts safer for both drivers and pedestrians. When traffic is expected to increase, design guidelines will allow for future expansion.

Roundabouts will be prioritized for all new intersections and when existing intersections are being redesigned, particularly when they contribute to improved traffic flow and safety. Before approving a roundabout, the city and/or the developer will conduct a detailed study based on the proposed Planning and Design Standards to determine whether it is the most effective solution. This evaluation will include an analysis of traffic patterns and future growth projections to ensure the roundabout remains functional and efficient over time.

Bicyclists and pedestrians are important considerations in roundabout design. Multi-lane roundabout designs will include dedicated bike lanes and safe crossing points. Pedestrian crosswalks will be positioned to maximize visibility and safety, and additional safety measures like flashing beacons may be used where needed.

To ensure roundabouts are designed properly, each project will go through a three-step review process. This includes an initial concept review, a detailed engineering evaluation, and final construction plans. Developers and city staff will be required to follow a clear checklist to confirm all necessary steps are completed.

These guidelines will create a consistent, efficient, and safe approach to roundabout development in Folsom. By prioritizing roundabouts where appropriate, the city will aim to improve traffic flow, reduce long-term maintenance costs, and enhance overall roadway safety. The Public Works and Community Development Departments will collaborate to implement these standards in future projects, reinforcing Folsom's commitment to modern, sustainable traffic management.

Feasibility Study

Utilizing the SACOG grant funding, city staff retained Kimley-Horn & Associates to assess twelve existing and one future intersection to determine if a roundabout would provide adequate traffic control, the general size and shape of each roundabout would be, and any potential impacts would need to be considered if the city decide to pursue a roundabout at one of the study locations. The following intersections were evaluated as part of this study:

- Riley Street at East Bidwell Street
- Riley Street at Walmart/Kohls
- Riley Street at Glenn Drive
- Glenn Drive at East Bidwell Street
- East Bidwell at Coloma Street
- Folsom Lake Crossing at East Natoma Street
- Folsom Lake Crossing at Folsom-Auburn Road
- Folsom-Auburn Road at Oak Avenue Parkway
- Folsom-Auburn Road at Greenback Lane
- Blue Ravine Road at Prairie City Road/Sibley Street
- Blue Ravine Road at Oak Avenue Parkway
- East Bidwell Street at Iron Point Road
- Prairie City Road at Alder Creek Parkway (planned intersection)

Kimley-Horn's analysis concluded that eleven of the thirteen intersections are viable roundabout candidates, with only Folsom-Auburn Road/Greenback Lane and East Bidwell Street/Iron Point Road being deemed infeasible.

City staff and Kimley-Horn staff will present a summary of the study findings, including conceptual exhibits and preliminary costs -benefit analyses. Staff will seek Council guidance as to which study locations should be further considered for project development and grant funding.

POLICY / RULE

The adoption of new planning and design standards for roundabouts aligns with the city's commitment to improving roadway safety, traffic efficiency, and sustainable infrastructure development. These standards are intended to supplement existing engineering guidelines and integrate with the City's General Plan transportation policy M 4.1.10.

FINANCIAL IMPACT

There are no direct financial obligations associated with the adoption of these planning and design standards. Future roundabout projects will be evaluated on a case-by-case basis and funded through applicable capital improvement programs, grant opportunities, or developer contributions as appropriate.

ENVIRONMENTAL REVIEW

The adoption of these planning and design standards is exempt from environmental review under the California Environmental Quality Act (CEQA) as it pertains to policy development rather than a specific construction project.

ATTACHMENTS

1. Resolution No. 11331 – A Resolution Adopting New Planning and Design Standards Pertaining to the Use of Roundabouts as Traffic Control
2. Kimley-Horn Draft of Folsom Roundabout Guidelines
3. Kimley-Horn Folsom Roundabout Drawings

Submitted,

Mark Rackovan, Public Works Director

Attachment 1

Resolution No. 11331

RESOLUTION NO. 11331**A RESOLUTION ADOPTING NEW PLANNING AND DESIGN STANDARDS
PERTAINING THE USE OF ROUNDABOUTS AS TRAFFIC CONTROL**

WHEREAS, the City of Folsom is committed to improving roadway safety, traffic efficiency, and sustainable infrastructure development; and

WHEREAS, on August 27, 2024, the city adopted an update to the General Plan (Policy M 4.1.10), reinforcing the commitment to the Roundabout First policy; and

WHEREAS, city staff, with assistance from Kimley-Horn, has developed comprehensive Roundabout Planning and Design Standards to guide the implementation of roundabouts in Folsom; and

WHEREAS, these standards provide a clear approach to designing roundabouts that optimize traffic flow, enhance safety, accommodate all road users, and minimize right-of-way impacts; and

WHEREAS, the standards establish a structured process for evaluating, designing, and implementing roundabouts, including multi-step review procedures and considerations for future traffic demand; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom adopts the Roundabout Planning and Design Standards as the guiding document for implementing roundabouts in Folsom.

PASSED AND ADOPTED this 25th day of February, 2025, by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

Kimley-Horn Draft of Folsom Roundabout Guidelines

Section XX: ROUNABOUTS

(Rev 02/18/25):

XX.1 GENERAL

This Section describes typical roundabout design practices for implementation within the City of Folsom. Contact the City of Folsom Engineering Division in the Community Development Department for unfamiliar definitions.

Roundabouts have been found to reduce vehicle emissions and fuel consumption by 30% or more. This is due to the reduction in idle time by vehicles waiting for the light to change. Although they may not be appropriate in all circumstances, they should be considered as an alternative for all proposed new intersections, particularly those with major road volumes with less than 90 percent of the total entering volume. The safety benefits of crash reduction and crash severity reduction translate into lower life-cycle costs of roundabouts.

XX.2 Roundabout Policy

The City of Folsom has adopted a policy that prioritizes roundabouts as the primary form of intersection control. See Folsom General Plan M 4.1.10, amended August 27, 2024.

An engineering study to determine the feasibility of a roundabout is required for the following:

- A. New intersection planning and design
- B. Retrofit of an existing intersection
- C. Traffic calming

The engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director and City Engineer.

XX.3 Operational Analysis

Operational analysis considerations are documented in Section 13, Traffic Impact Studies.

A. Recommended Roundabout Capacity Software

The City of Folsom will accept the following roundabout capacity software:

- a. SIDRA INTERSECTION (or approved equal by the City of Folsom)
 - i. Roundabout capacity analysis results shall be based on parameters published within the latest version of the Highway Capacity Manual (HCM) using the HCM Capacity Model.
 - ii. Roundabout capacity analysis resulting in three or more lanes must be evaluated using the Sidra Standard Capacity Model or approved equal.
 - iii. Standard environmental factor setting of 1.2 should be used. City may consider lower environmental factors if justification is provided.
 - iv. v/c factors between 0.85 and 1.00 may be considered if justification is provided.

- b. VISSIM (or approved equal)
 - i. Complex intersections and intersection systems and/or channelization as determined by the City Engineer shall require the use of specialized roundabout software and capacity models.
 - ii. Performance settings such as follow-up headway, gap acceptance, etc. used to calibrate the VISSIM model (or approved equal) shall be provided to the City for review. Vehicle speeds navigating the roundabout shall be based on calculated in-lane operational speeds.
- B. The operational analysis for a proposed roundabout shall include the following scenarios:
 - 1) Existing and/or Construction Year (CY)/Opening
 - 2) Interim Year (CY+10)
 - 3) Horizon Year (CY+20)
- C. Peak hour turning movements shall be analyzed to determine the appropriate roundabout lane channelization for Section A. above.
- D. Projected traffic calculations and assumptions:
 - 1) Where feasible, a historic traffic growth shall be established along the corridor using average daily traffic (ADT) data.
 - 2) If feasible, a linear regression calculation shall be conducted to determine the anticipated rate of traffic growth for the subject intersection.
 - 3) Determine if a Regional Travel Demand Model is available and reasonable. Additional coordination with the Regional Agency and/or the City of Folsom Traffic Department may be required.
 - 4) A traffic study may be required using trip generation calculations similar to a traffic impact analysis process.
- E. Based on Section A. through Section C. above, the proper lane channelization shall be determined according to a city-approved roundabout capacity model.
- F. Expandable Design:
 - 1) If a varying lane configuration is determined from the Interim vs. Horizon year capacity analysis, both an interim and ultimate roundabout layout shall be developed.
 - 2) Consideration shall be given to future widenings or expansions of adjacent corridors that may impact the proposed roundabout lane configuration.

XX.4 Geometric Design Considerations for All Roundabouts

The City of Folsom has adopted the NCHRP Report 1043, Guide for Roundabouts, as the City's roundabout design guide. However, design criteria in this guide and expressed preferences takes precedence over NCHRP Report 1043 guidance.

In addition to the geometric design diagrams provided in the following sections, the City expresses the following general design considerations for all roundabouts.

- Noncircular (oval, peanut, etc.) roundabouts should only be used when justified by right-of-way constraints and/or intersection skew angle. The reason for non-circular shape should be documented at the concept design stage.
- Curb and/ or Curb and Gutter shall be provided on the outside of the circulatory roadway and on all approaches a minimum distance equal to the length of the splitter island to help approaching drivers recognize the need to reduce their speed, prevent corner-cutting, and to confine vehicles to the intended design path. Curb and/or curb and gutter shall be provided for a minimum distance of 50-ft. past the edge of the circulatory roadway on the exit leg.
- Splitter islands shall extend a minimum of 50-ft. from the edge of the inscribed circle. The desirable length of a splitter island is 100-ft. for urban design (30mph to 35mph) and 150-ft. to 200-ft. for rural or suburban conditions (>45mph)
- The exit curb radii are usually larger than the entry radii in order to minimize the likelihood of congestion and crashes at the exits. This, however, is balanced by the need to maintain slow speeds through the pedestrian crossing on exit. The exit design is also influenced by the design environment (urban vs. rural), pedestrian demand, the design vehicle, and physical constraints. Roundabout exits in areas with pedestrian accommodations should be designed to provide adequate sight distance and control speeds.
- For challenging topographic conditions when retrofitting an existing intersection, tipping circles may be considered. Typical cross-sections for grading conditions of single lane and multilane layouts involve tipping the plane of the circle. This can improve the 'fit' of the grading design and reduce drainage and/or right-of-way constraints, which reduces construction impacts and costs. Figure 1 illustrates the City's preferences for tipping circles on a plane. Mini roundabout can also have a tipped circle, but the central island is still fully traversable.

For constructability and grade control, setting up additional alignments and profiles of the edge of pavement produces optimal grade control for retrofit designs. Developing a grading surface that closely follows existing topography or the natural grade of the intersection often results in tipping the circle. Tipping the circle, as Figure 1 shows, requires gradual transition from sloping in on the high side to sloping out on the low side. The preferred maximum cross-slope of the low side should be 2-percent to prevent truck roll-overs.

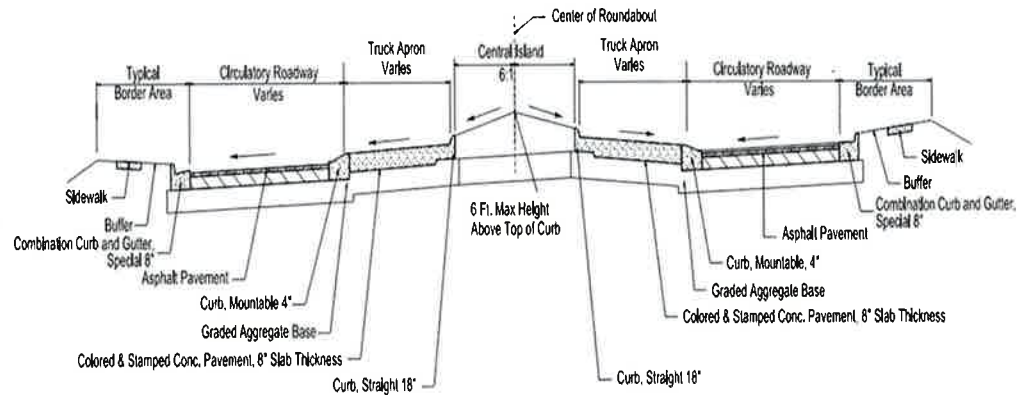


Figure 1 – Circulatory Roadway Typical Section (Tipped Circle)

- Additional considerations for the proper accommodation of oversize/overweight vehicles (OSOWs) may be needed for vertical clearance checks of lowboys and other vehicles that have a reduced vertical envelope. In rare cases, the height of the center island truck apron and the circulatory grade may need to factor into the check vehicle vertical clearance. For additional guidance, see NCHRP Report 1043 Chapter 11.
- In areas of new construction, consideration must be given to OSOW vehicles during construction activities in nearby areas, including entrances. Single lane and smaller roundabouts may restrict the size and movement of construction vehicles accessing construction sites. An evaluation and consideration of alternative and / or temporary construction access may be needed for phased implementation of roundabout construction.
- External Truck Aprons may be used where it can be shown that entry or exit widths become excessive, e.g., greater than 18 feet for a single lane roundabout, to accommodate the City design vehicle (CA-Truck). When a raised outside truck apron is designed for roundabouts, it must not overlap the pedestrian crossing ramp. The crossing may be shifted outside the overlapping swept path or the alignment of entry and exit travel way may be reconfigured to increase the angle between legs.
- Bicycle and pedestrian accommodations are required at all roundabouts with consideration of lane configurations. For bicyclists, safety and usability of roundabouts depends upon provision of crossing and approach or departure ramp design with the roundabout design (See Section 10.4, NCHRP 1043). Since typical on-road bicyclists travel is between 12 and 20 mph, roundabouts that are designed to constrain vehicle speeds to similar values will minimize the relative speeds between bicyclists and motorists, and thereby improve the safety and usability for bicyclists.
- At multilane roundabouts, bike diversion and re-entry ramps are required per Section 10.4.5 Design for Bicyclists and Pedestrians Using Shared-Use Paths, NCHRP 1043. Bike Diversion and re-entry ramps are preferred at single lane roundabouts on an existing bike route. If there is no existing bike route, bicyclists can be assumed to share the circulatory roadway with vehicles in single lane roundabouts.

- Exhibit 10.29, NCHRP 1043 illustrates staggered crosswalks at multilane roundabout exits. The separation distance from the exit bullnose should be based on the type of crossing treatment and coordination with the City Engineer. A splitter island must be wide enough to contain the staggered refuge area with sufficient lateral clearance of 2ft. to curb face.
- The City of Folsom follows the U.S. Access Board Public Right-of-Way Accessibility Guidelines (PROWAG), (September 2023) which permits the use of raised crosswalks, rectangular rapid flashing beacons (RRFB) in lieu of pedestrian hybrid beacons (PHB) at the discretion of the City Engineer. If there are no existing pedestrian facilities at an intersection, the crosswalks should be built to allow for future connection as area sidewalks are added.

A. Categories of Roundabouts and Design Parameters

Categories of roundabouts include mini-roundabouts, single lane and multilane configurations. The differences are mainly in circle size, with minis being the most compact while the largest circles, multilane designs, have at least two circulating lanes and multilane approaches or exits. Mini roundabouts have traversable central islands while multilane roundabouts have large central island areas suitable for landscaping and place-making. This section presents each category of roundabout and the associated geometric design parameters. Refer to Section XX.6 for additional information on design parameters and design criteria.

1) Mini Roundabouts

Mini-Roundabouts, with traversable central islands are applicable in urban environments with speeds less than or equal to 30 mph. Placement of mini roundabouts in higher speed environments is feasible, but approach splitter islands must provide the compensating speed reduction that the circle size cannot afford. Longer raised splitter islands (>100-ft.) with reverse curvature, curbs, and other features (e.g., advance signing, pavement markings, reflecting delineators, or illumination) are applicable in locations with approach speeds 35 mph and greater.

Mini-roundabouts have a raised fully traversable central island. A mini-roundabout can be a low-cost alternative to all-way stop control for improving intersection capacity and safety without the need for acquiring additional right of way. The suitability of a mini roundabout depends on:

- 1) Traffic Volumes < 15,000 ADT (summation of ADT for each roadway or total ADT entering the intersection)
- 2) Truck Volumes < 5%

Mini-roundabouts are typically defined by an inscribed circle diameter (ICD) of between 60 to 100 feet. The fully traversable central island and splitter islands allow larger vehicles to pass over the central island making left turns. Details of a mini-roundabout can be seen in PlateRB-01. This standard for mini-roundabouts is intended to be used where circulatory roadway paving is asphalt or concrete and approach speeds are 35 mph or less.

Due to the smaller circle size, geometric entry path deflection at mini-roundabouts is more challenging, therefore, approach curvature typically governs entry speed, along with left offset of alignment for improved entry path deflection. This can be achieved through approach curvature (chicanes) and/or longer splitter islands. These features also contribute to recognition of the roundabout ahead so that drivers may decelerate in advance of the entry point. The majority of traffic should be able to pass through the mini-roundabout while staying within the circulatory roadway.

2) Single-Lane Roundabouts

Single-Lane Roundabouts have single-lane entry at all legs and one circulating lane. Single-lane roundabouts can include right-turn bypass lanes. Although they may be compact with a very small raised central island, they are distinguished from mini roundabouts by their non-traversable central island and larger inscribed circle diameter, typically within the range of 90 to 140 feet. The geometric design features include raised, curbed splitter islands with appropriate entry path deflection, a raised non-traversable central island, crosswalks, and a truck apron vertically separated from the circulatory roadway by a mountable curb. Figure XX illustrates the City's specifications and preferences regarding geometric design for a single-lane roundabout. Additionally, single lane roundabouts require traffic control devices that can be found on Figure RB-04.

The design of a single lane roundabout should have enough entry path deflection (geometric speed control) to create balanced speeds through the roundabout. The use of left offset of the approach alignment contributes to reduced speeds in advance of the entry line; this is especially important for compact roundabouts. Intersection capacity will be considered in the determination of a single or multi-lane roundabout. For additional information related to Multi-Lane Roundabouts, please reference the following section. For projects, an Intersection Control Evaluation (ICE) or roundabout feasibility analysis may be required as determined by the City Engineer.

Signs shall be mounted outside any areas traversable by vehicles. Figure XX displays signage for one approach of a typical single lane roundabout. Other approaches should be treated similarly.

3) Multi-Lane Roundabouts

Multi-Lane Roundabouts have at least one entry with two or more lanes and two or more corresponding circulating lanes. In some cases, the roundabout may have a different number of lanes on one or more approaches (e.g., two-lane entries on the major street and one-lane entries on the minor street). Multilane roundabouts may have single lane approaches that flare from one to two or more lanes. Figure 2 illustrates alternative lane configurations for two-lane entries. The choice of lane configuration depends on the proportion of turning movements and their directions. The optimal two-lane configuration

will have the least number of conflict points between entering and circulating traffic. Therefore, the lane configuration consisting of Left-Thru, Right-Only is optimal for safety while the other lane configuration versions may provide improved capacity but with measurable safety trade-off.

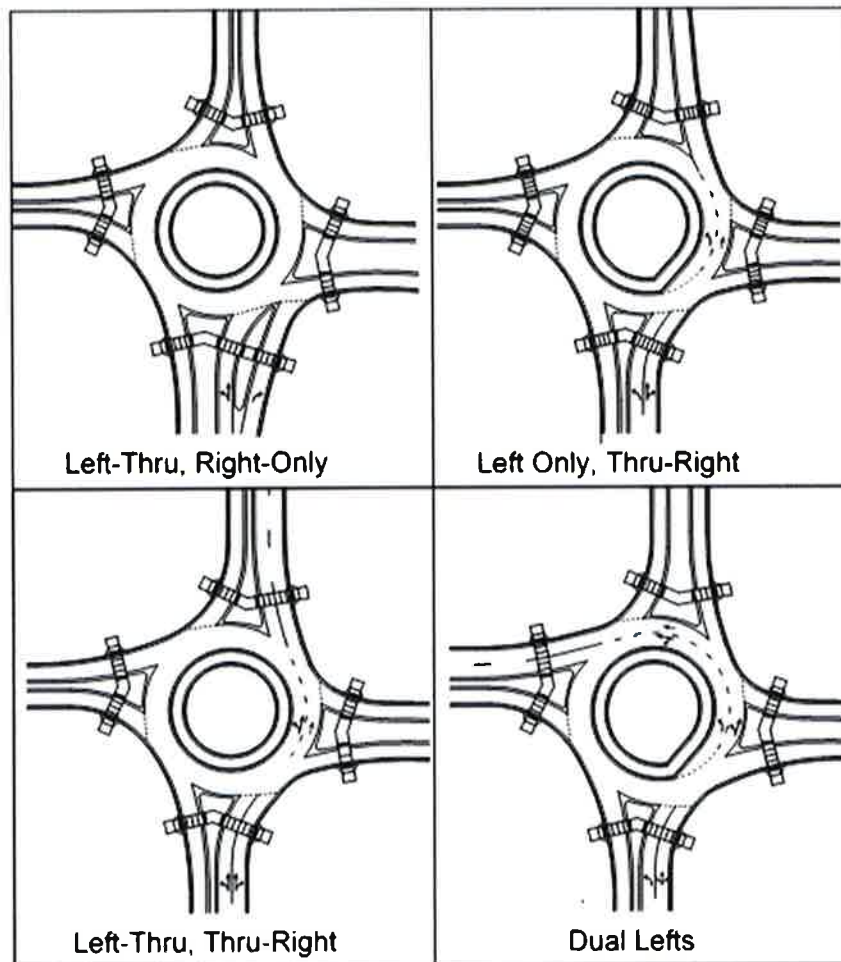


Figure 2 - Lane Configuration Options for Two lane Entry

If a multilane roundabout design is warranted at build year plus ten (10) years, then a single lane roundabout or expandable roundabout may be used for the initial ten years. Alternatively, although not recommended, it can be designed as a multi-lane roundabout, but striped and signed as a single-lane roundabout when initially opened to traffic. Interim and ultimate lane configuration roundabout analysis may result in a preferred method of using future expandable design. The City's preference is for use of curbing, rather than striping the expandable design. If a multi-lane roundabout is required for future build out, securing the right of way for the use of space is necessary for appropriate project planning.

Multilane roundabouts also accommodate passenger cars and buses traveling side by side. The circulatory roadway lane widths are usually 12-ft. to 14-ft. wide to accommodate school and transit buses staying in lane. Large trucks do not need to travel in-lane in multilane roundabouts; moreover, when designs are enlarged for large trucks in lane, this has been shown to decrease safety for all users. The geometric design features are illustrated on

Figure RB-07. When possible, restrict the use of full multilane designs by use of exclusive left-turn lanes and single lane exits. In such cases, raised truck apron curbs are required for spiral designs. Additionally, multi-lane roundabouts require traffic control devices that can be found on Figure RB-08.

Signs shall be mounted outside any areas traversable by vehicles. Other approaches should be treated similarly.

XX.5 Roundabout Submittals and Approval

There are three distinct phases of roundabout geometric design that require approval by the City of Folsom.

- 1) Concept Layouts with Intersection Capacity and/or potential interim conditions
- 2) Geometric Approval Drawings for all interim, if any, and ultimate conditions.
- 3) Final Design Improvement Plans

The Roundabout Submittal Checklist at the end of this document (Section XX Roundabouts) shall be included with each submittal.

A. Conceptual Layouts

Roundabout conceptual layouts shall depict critical roundabout features and geometric design elements based on the initial roundabout operations and conformance requirements. Concept layouts may be prepared using readily available aerial imagery. The layouts shall include colored pavement markings consistent with the City of Folsom standard roundabout details. In addition, the layouts shall identify landscape opportunities and potential sight line constraints based on estimated sight lines. Project constraints and right-of-way impacts shall be identified.

Conceptual layout submittals shall include the following elements:

- A. Size and location of roundabout relative to right-of-way and geometric constraints.
- B. Roadway realignments.
- C. Approach and departure alignment.
- D. Design speed, design vehicle, and sight line considerations.
 - 1) Draft calculations are recommended to be conducted at this phase of concept refinement.
 - 2) Final design check calculations shall be revised, as needed, with Geometric Approval Drawings and submitted with the request for geometric approval of the roundabout.
- E. Local access impacts and circulation.
- F. Travel paths for bicyclists and pedestrians.
- G. Continuity for pedestrian travel and access to transit facilities.
- H. Estimated functional area of intersection based on roundabout geometric features and roundabout design influence areas.
- I. Number of approach, departure, and circulatory lanes.

- J. Channelization and striping strategies for circulating lanes and design vehicle accommodation.

Concepts shall demonstrate the engineer's consideration of roundabout placement and ability to achieve target safety performance measures required for geometric approval, pedestrian and vehicular site circulation, right-of-way, utilities, storm water treatment, environmental avoidance/mitigation areas, walls, monuments, topography, etc.

B. Geometric Approval

The Engineer shall prepare for approval Geometric Approval Drawings (GAD) and Performance Check calculations prior to establishing final roadway geometrics and right of way. Final design plans, specifications, right of way, etc. are considered at risk to change until GAD and accompanying Performance Checks are approved by the City. At a minimum, GAD plans shall extend to where improvements conform with existing street infrastructure or proposed street typical, whichever is less, but not be less than the functional area of the intersection based on roundabout geometric features and roundabout design influence areas defined by the Performance Checks.

Geometric approval drawing (GAD) submittals shall include the following elements:

- A. Completed Roundabout Submittal Checklist
- B. GAD Roll Plot

The format of the GAD deliverable shall be a single-sheet roll plot of the project area. All improvements shall be based on surveyed right of way boundary and topography. This roll plot shall include at a minimum the following:

1) Horizontal Layout

- i. Horizontal control and project stationing with general, informational callouts and dimensions of the improvements.
- ii. Identify the horizontal design limits of curb geometry, lane widths, channelization, lane transitions, pavement markings, sightlines, and right-of-way.
- iii. Typical sections of each leg, the roundabout circulatory roadway, and central island.
- iv. Linework for the existing utilities and preliminary drainage improvements

2) Vertical Layout

Coordination with the City may be necessary to determine the need for preliminary roadway profiles and grading of the roundabout based on existing site conditions and topography to geometric approval of the roundabout. If vertical design information is deemed necessary, the following vertical elements are to be included:

- i. Centerline and curb profiles.
- ii. Preliminary contour plan of the finished surface.
- iii. Identify drainage patterns, right-of-way, sight line, and driver comfort issues.

C. Design Performance Checks

Design Performance checks specific to vehicles navigating roundabout intersections shall be calculated and documented in a technical memorandum. Roundabout curb geometry and lane markings shall be documented with supporting calculations, in a manner that demonstrates the roundabout achieves target design values for estimated speeds, vehicle paths of travel, and sight lines. If site conditions or other constraints require a deviation from guidance described in NCHRP Report 1043 Chapter 9, NCHRP Report 1043 Appendix A, and Section XX.6 Design Criteria, the deviation shall be identified in the technical memorandum along with a description as to why the engineer is requesting a deviation. The following design checks shall be calculated and documented:

1) Inscribed Circle Diameter (ICD).

See Section XX.6 for design recommendations.

2) Design Vehicles.

- a. The geometry of the roundabout shall be verified using AutoTURN, AutoTrack, or similar truck-turning template software that utilizes AASHTO 2018 vehicle turn templates or approved equal.
- b. Design designation of vehicles
 - i. Design
 - ii. Accommodate
- c. Swept path and tire tracking for design vehicles.
- d. Turning movements for each approach (left turn, through movement, and right turn) shall be presented as part of the conceptual and/or preliminary engineering design.
- e. Speed of vehicle simulation. Specify if a set speed was used or identify the minimum speed and location if a simulation was used.
- f. U-turns may also be required by the City on a case-by-case basis. Coordinate with the City Engineer for review and approval of the selected design vehicle and accommodation vehicle for each intersection.
- g. If oversized-overweight (OSOW) vehicles are anticipated, turning movement checks for OSOWs shall be included.
 - i. Consideration shall be given to OSOW for temporary construction traffic of future development phases after construction of the roundabout.
 - ii. Assumptions for future construction traffic demand and alternative access for vehicles larger than the capacity of the roundabout shall be documented.

- iii. Coordination with City staff is required.
- 3) Fastest path speed performance checks (R1 – R5).
 - a. The spline technique for path and arc measurements shall be according to the NCHRP Research Report 1043, Appendix A.
 - b. The node placement of the spline creation shall be checked to avoid an improper spline path.
- 4) Intersection Sight Distance.
 - a. Intersection sight distance shall be drawn according to the NCHRP Research Report 1043, Chapter 9.5.
 - i. Design headway, t_c shall be assumed as 5.0 seconds.
 - b. NCHRP Research Report 1043, Appendix A.2 shall be referenced for supplemental guidance related to roundabout intersection sight distance.
- 5) Stopping Sight Distance.
 - a. Entry and Exit Path Overlap for multilane roundabouts. (Refer to Appendix A.3)
 - b. Wisconsin DOT Facilities Development Manual, Section 30.5.18 shall be referenced for guidance on checking for path overlap within multi-lane roundabouts.
 - c. Tangent checks shall be performed, which requires pavement markings.
- 6) Visibility-to-left (View Angle). (See Figure XX - Entering Vehicle Sight Angle)
 - a. Angles greater than 105-degrees will not be accepted.

D. PLANS, SPECIFICATIONS, AND ESTIMATE

In addition to the plans content identified in Section 14.2.1, for roundabout intersections the additional plans content and sheets shall include but not be limited to the following:

- Main alignment and sub-alignments to place splitter islands and the central island
- Grading design plans consisting of pavement elevations called-out along edge of pavement and toe of truck apron (central island) at 10ft. intervals or at grade breaks and transitions.
- The maximum rate of change between cross-slopes should not exceed 0.5% measured in any 25 ft interval
- Cross slopes between 1.5% and 2.5% are preferred
- Vertical profiles for each sub-alignment or splitter islands, outside edge of pavement and toe of truck apron (central island)
- Pedestrian crossing and bicycle path/facility plans details and grading detail in accordance with NCHRP 1043
- Pavement marking layout, fully dimensioned for use in annual maintenance
- Composite sight line exhibit with proposed landscape and hardscape features.
 - Mature Plant Heights
 - Low Impact Development (LID) features
 - Stormwater Treatment

- Artwork
- Monument Signs
- Walls
- Fences
- Signs and Poles within Intersection Sight Lines

XX.6 Design Criteria

Roundabout design uses a performance-based decision-making approach. Clear definitions and intended project outcomes are determined prior to design to establish performance measures used to evaluate the designs. Roundabout design is an iterative process aimed at optimizing the geometry to be in accordance with performance targets. Performance targets consist of speed control, sight distance, path alignment, design vehicle consideration, and multimodal accommodations. Deviations from typical parameters in roundabout designs are anticipated such that the performance checks used to evaluate the design are met.

TABLE XX.1
Geometric Design Criteria

GEOMETRY	DESIGN RECOMMENDATION
ICD Size	Mini Roundabout 60ft. to 100ft. Single lane roundabout 90ft. to 140ft. Multilane roundabout 150-220 ft
Design Vehicle	Design Vehicle: STAA, California Trucks Check Vehicle: OSOW based on single trip permit records Travel Way Stay-in-Lane: BUS-45.
Circulatory Roadway Width	Single-lane: 16-20 ft Two-lane: 28-32 ft Three-lane: 42-48 ft
Entry Radius	65ft. to 110ft. depending on truck space requirement and geometric speed control
Exit Radius	200 to 500ft. depending on design variables and project objectives
Entry Width	Based on design vehicles and geometric speed control requirements
Exit Width	Based on design vehicles and geometric speed control requirements
Landscaped Buffer Width	2 ft minimum 5 ft preferred Buffer not required adjacent to right-turn bypass lanes
Multi-Use Path Widths	8 ft minimum 10-12 ft preferred
Center Island Treatment	3.5-6 ft mound. Slope not to exceed 6:1 (H:V) Landscaped
Side-by-Side Vehicle Accommodations	Straddle Lanes: STAA, California Trucks, and OSOW. Stay-in-Lane: BUS-45. Refer to Design Vehicles section for more information
Entry and Exit Tangents (multilane path overlap tangents)	Entry: 80 ft. minimum Exit: 40-60 ft (see NCHRP 1043, Exhibit A.18)

TABLE XX.2
Fastest Path Equations

EQUATION	DESIGN RECOMMENDATION
Speed Estimation Equation	Calculated using Equation 3-8 in AASHTO Greenbook. Superelevation assumed to be 2%/-2%. Side-friction factor interpolated from Table 3-7 in AASHTO Greenbook.
Deceleration Equation	$V_1 = \min \left\{ \frac{1}{1.47} \frac{V_{1pbase}}{\sqrt{(1.47V_2)^2 + 2a_{12}d_{12}}} \right\}$ V_1 = Entry Speed V_2 = Circulatory Speed A_{12} = deceleration, -4.2ft/s² d_{12} = dist. between V_1 and V_2
Acceleration Equation	$V_3 = \min \left\{ \frac{1}{1.47} \frac{V_{3p}}{\sqrt{(1.47V_2)^2 + 2a_{23}d_{23}}} \right\}$ V_3 = Exit Speed V_2 = Circulatory Speed A_{23} = acceleration, 6.9ft/s² d_{23} = dist. between V_2 and V_3

TABLE XX.3
Fastest Path Assumptions and Methodologies

DETAIL	DESIGN RECOMMENDATION
Maximum Fastest Path Entry Speeds	Single-lane entry: 23 mph preferred, 25 mph max Multi-lane entry: 28 mph preferred, 30 mph max Bypass Lane (free right turn lane) 25 mph max/ 20 mph operating speed
Speed Consistency	10-15 mph between consecutive geometric elements
Fastest Path Offset Distances	5 ft from a raised curb face 5 ft from roadway centerline of opposing lanes 3 ft from painted edge line
Length of Radii to Measure Best-Fit Curve	65-80 ft
Fastest Path Spline Construction Technique	NCHRP 1043 Exhibits 9.7 and 9.8

TABLE XX.4
Stopping Sight Distance Equations

DETAIL	DESIGN RECOMMENDATION
Stopping Sight Distance Equation	d = SSD, ft t = perception-reaction time, 2.5 s V = design speed, mph a = deceleration, 11.2 ft/s² $d = 1.47Vt + 1.075 \frac{V^2}{a}$

TABLE XX.5

Stopping Sight Distance (SSD) Assumptions and Methodologies

DETAIL	DESIGN RECOMMENDATION
Driver-Eye and Object Heights	Driver-eye height = 3.5 ft Object height = 2 ft
Approach SSD	V assumed to be based on posted speed limit or approach geometry
Circulating SSD	SSD for V4 speed
Exit SSD	SSD for V5 speed

TABLE XX.6

Intersection Sight Distance (ISD) Equations

DETAIL	DESIGN RECOMMENDATION
Circulating Leg Length	$V_{circ} = V_4$ conflicting speed $t_g =$ critical headway, 5.0s $b_2 = 1.47V_{circ} t_g$

TABLE XX.7

Intersection Sight Distance (ISD) Assumptions and Methodologies

DETAIL	DESIGN RECOMMENDATION
ISD at Yield Line	Length of approach leg assumed to be 14.5 ft from yield line for b_1 and b_2 distances
ISD in Advance of Yield Line	Length of approach leg set at 50 feet maximum and length conflicting leg limited to 50 feet

TABLE XX.8

Angle of Visibility Assumptions and Methodologies

DETAIL	DESIGN RECOMMENDATION
View Angle (See Figure XX - Entering Vehicle Sight Angle)	75-degrees minimum. The view angle of the entering vehicle is checked to ensure that a driver at the yield line, turning their head no more than 105 degrees, can see any oncoming entering or circulating vehicles.
Intersection Angle	Preferable for approaches to intersect at perpendicular or near-perpendicular intersection angles to improve entry speeds and design vehicle paths
Design Check Assumption	View Angle between the trajectory of the vehicle and line of sight for a driver (14.5 ft behind the entrance line) to see an oncoming vehicle

TABLE XX.9
Pedestrian Sight Lines

DETAIL	DESIGN RECOMMENDATION
Pedestrian Sight Line	Provide sight distance for a pedestrian to see a driver entering the roundabout, making a through movement and driving a fastest-path (or operating speed) alignment through the roundabout. Providing the minimum sight distance allows the pedestrian to cross at normal walking speeds with adequate time to clear the crosswalk before the advancing vehicle arrives.

Roundabout Submittal Checklist

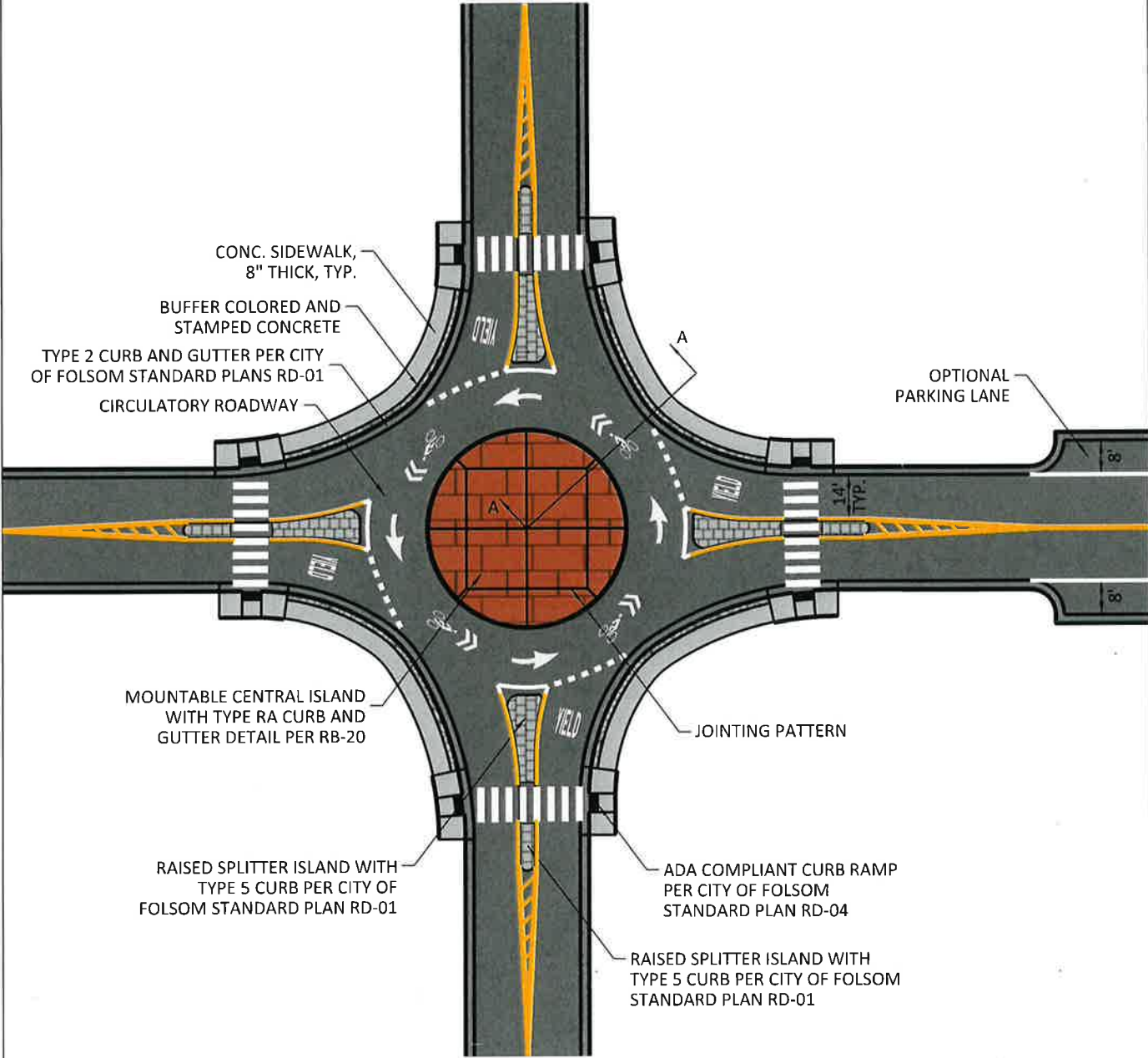
Project Name:		Date:	
Intersection:		Submittal:	
Concept Development and Refinement		Designer Initials	City Reviewer Initials
<i>Design Concepts will be prepared based on conformance requirements with the existing roadways. Concept layouts will be developed that depict various intersection traffic control options and combinations to visualize the impacts to existing access, planned operations, safety elements, and to generate quantities to support a concept level opinion of probable construction costs.</i>			
Size and location of intersection relative to right-of-way and geometric constraints			
Roadway realignments			
Approach and departure alignment			
Design speed, design vehicle, and sight line considerations			
Local access impacts and circulation			
Truck turning evaluation using AutoTURN			
Travel paths for bicyclists and pedestrians			
Continuity for pedestrian travel and access to transit facilities			
Estimated functional area of intersection based on geometric features and design influence areas			
Identify the number of approach, departure, and circulatory lanes			
Channelization and striping strategies for circulating lanes and design vehicle accommodation			
Approved by:		Date:	
Geometric Approval Drawings			
<i>Develop preliminary engineering drawings and design check calculations to obtain geometric approval of the preferred concept. Preliminary engineering plans are assumed to extend to the point where the improvements conform with existing street infrastructure or proposed street typical section, whichever is less.</i>			
Horizontal Layout & Design Check Calculations			
Identify the horizontal design limits of curb geometry, lane widths, channelization, lane transitions, pavement markings, and sightlines			
Create typical sections of each leg, the roundabout circulatory roadway, and central island			
Calculate and document:			
Fastest path estimation for R1 through R5			
Swept path and tire tracking for design vehicles (Various design vehicles)			
Intersection angle of visibility			
Intersection Sight Distance (Assume tc=5.0 seconds)			
Stopping Sight Distance			
Path overlap estimation for multi-lane entries and departures			
Preliminary Vertical Design			
Centerline and curb profiles			
Preliminary contour plan of the finished surface			
Identify drainage patterns, right-of-way, sight line, and driver comfort issues			
Approved by:		Date:	
Final Design			
Final Horizontal and Vertical Designs			
Composite sight line exhibit with proposed landscape and hardscape features (mature plant heights, artwork, monument signs, walls, fences, signs and poles within intersection sight lines)			
Illumination map / Photometric plan			
Final design check calculations			
Approved by:		Date:	

DRAFT

02/25/2025 Item No.9.

Attachment 3

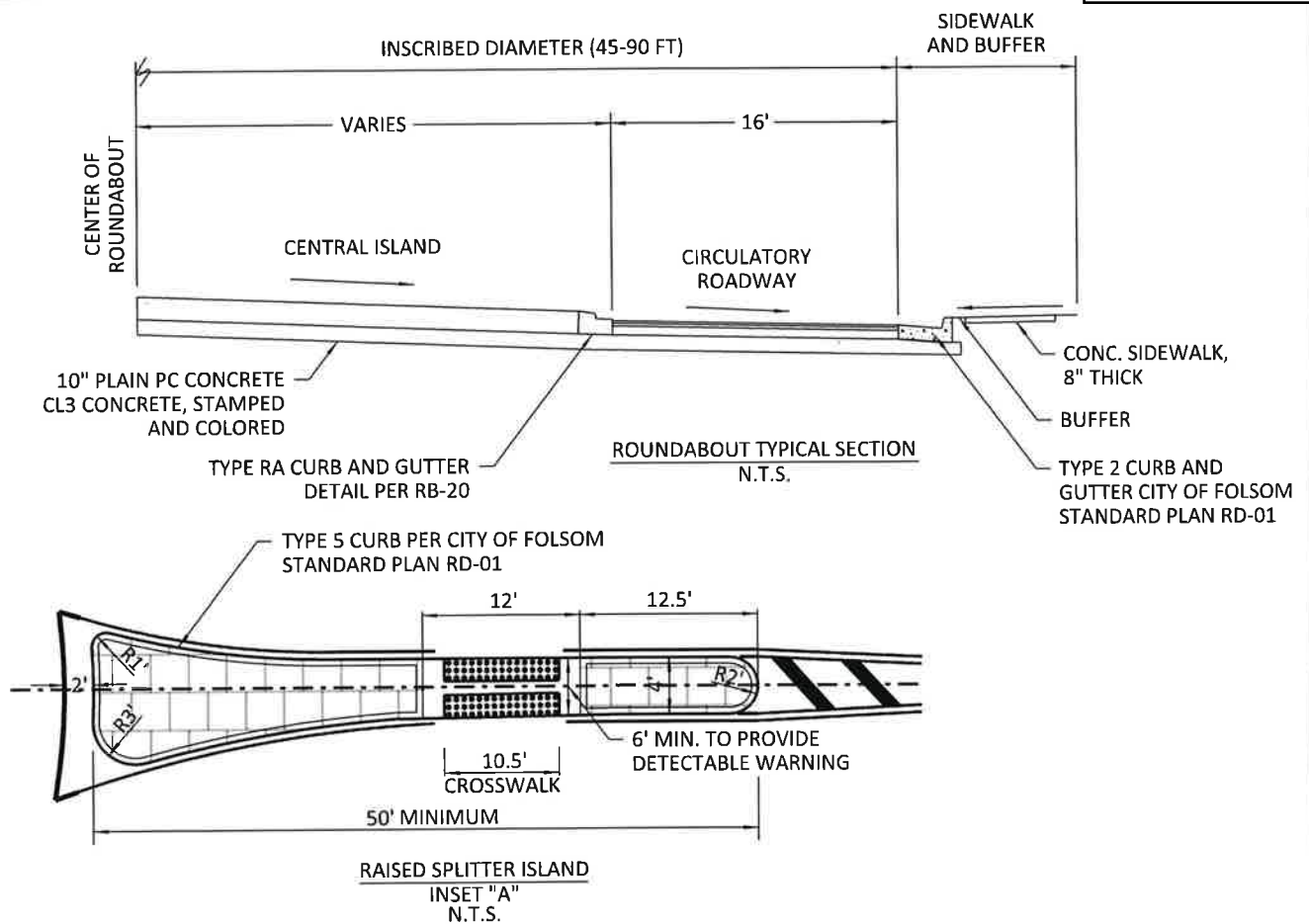
Kimley-Horn Folsom Roundabout Drawings



NOTES:
THIS DETAIL REPRESENTS THE BASE
OPTIONS AVAILABLE IN DESIGN AS
PROPOSED BY THE ENGINEER ON
RECORD. THIS IS NOT MEANT TO BE
AN EXHAUSTIVE OR COMPREHENSIVE
LIST OF FEATURES, BUT RATHER A
BASE REQUIREMENT.

DRAFT

CITY OF FOLSOM	
MINI ROUNDABOUT: PHYSICAL CHARACTERISTICS	
SCALE: DATE:	RB-01



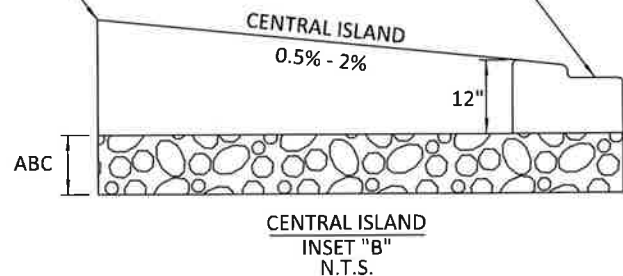
SUBMISSION REQUIREMENTS:

IN ACCORDANCE WITH THE
GUIDANCE AND PROVISIONS
OF THESE DISPLAYS, THE CITY
REQUIRES THE SUBMISSION
OF A SET OF DESIGN CHECKS
THAT INCLUDES:

1. DESIGN VEHICLE SWEEP PATHS
2. GEOMETRIC SPEED CHECKS
3. SIGHT DISTANCE CHECKS

AT CENTER OF
CENTRAL ISLAND

TYPE RA CURB AND GUTTER
DETAIL PER RB-20



GENERAL NOTES

1. MINI-ROUNDABOUTS - DUE TO THE SMALLER CIRCLE SIZE, GEOMETRIC ENTRY PATH DEFLECTION AT MINI-ROUNDABOUTS IS MORE CHALLENGING, THEREFORE, APPROACH CURVATURE TYPICALLY GOVERNS ENTRY SPEED. ALONG WITH LEFT OFFSET, DEFLECTION CAN BE ACHIEVED THROUGH APPROACH CURVATURE (CHICANES) AND/OR LONGER SPLITTER ISLANDS. THESE FEATURES ALSO CONTRIBUTE TO RECOGNITION OF THE ROUNDABOUT AHEAD SO THAT DRIVERS MAY DECELERATE IN ADVANCE OF THE ENTRY POINT.
2. USE THIS STANDARD FOR MINI ROUNDABOUTS WHERE CIRCULATORY ROADWAY PAVING IS ASPHALT OR CONCRETE AND APPROACH SPEEDS ARE <35 MPH.
3. SEE INSET "A" FOR SPLITTER ISLAND DIMENSIONS

DRAFT

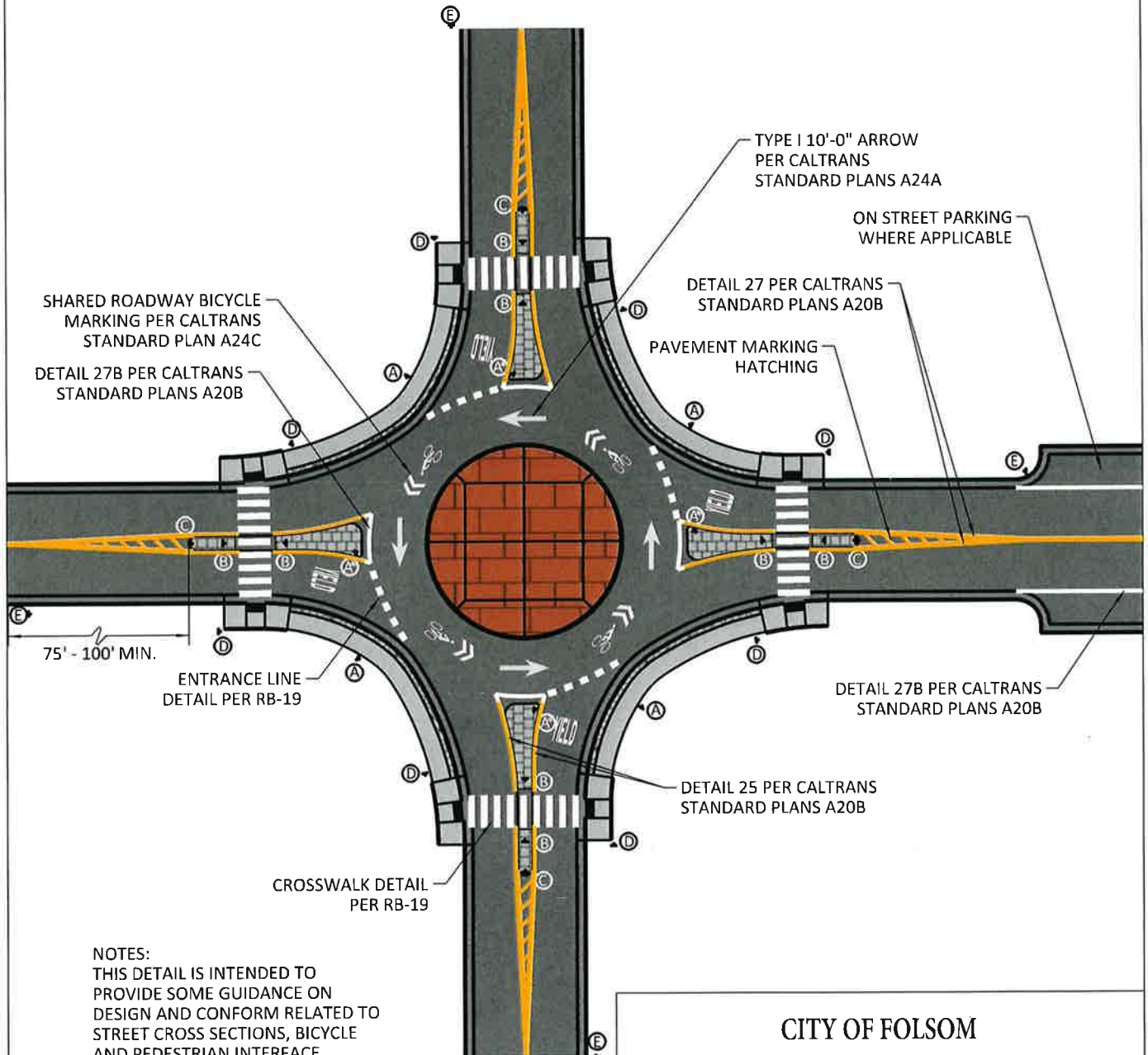
CITY OF FOLSOM

MINI ROUNDABOUT: DETAILS

SCALE:
DATE:

RB-02

(A)	(B)	(C)	(D)	(E)
				
R1-2 36" x 36" x 36" *OPTIONAL LOCATION	R1-6 12" x 36" FLUORESCENT YELLOW-GREEN	R4-7 24" x 30"	W11-2, W16-7p 30" x 30", 24" x 12"	W2-6 30" x 30"



NOTES:
THIS DETAIL IS INTENDED TO
PROVIDE SOME GUIDANCE ON
DESIGN AND CONFORM RELATED TO
STREET CROSS SECTIONS, BICYCLE
AND PEDESTRIAN INTERFACE,
ON-STREET PARKING, AND STRIPING.
IT IS THE RESPONSIBILITY OF THE
DESIGN ENGINEER TO ADEQUATELY
DESIGN THOSE COMPONENTS TO
ADDRESS SITE SPECIFIC CONDITIONS.

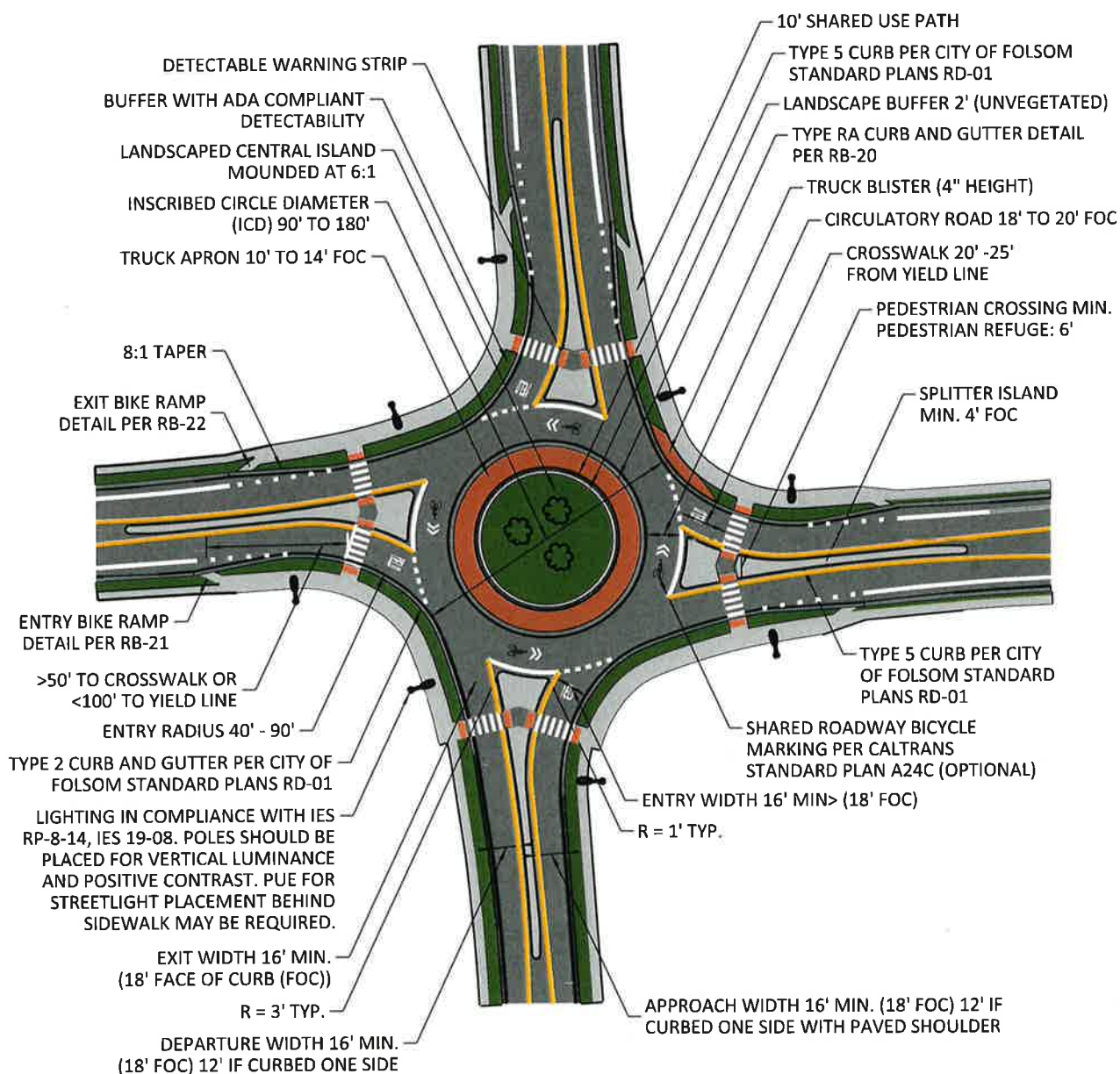
DRAFT

CITY OF FOLSOM

MINI ROUNDABOUT: SIGNING AND MARKING

SCALE:
DATE:

RB-03



NOTES:
THIS DETAIL REPRESENTS THE BASE OPTIONS AVAILABLE IN DESIGN AS PROPOSED BY THE ENGINEER ON RECORD. THIS IS NOT MEANT TO BE AN EXHAUSTIVE OR COMPREHENSIVE LIST OF FEATURES, BUT RATHER A BASE REQUIREMENT.

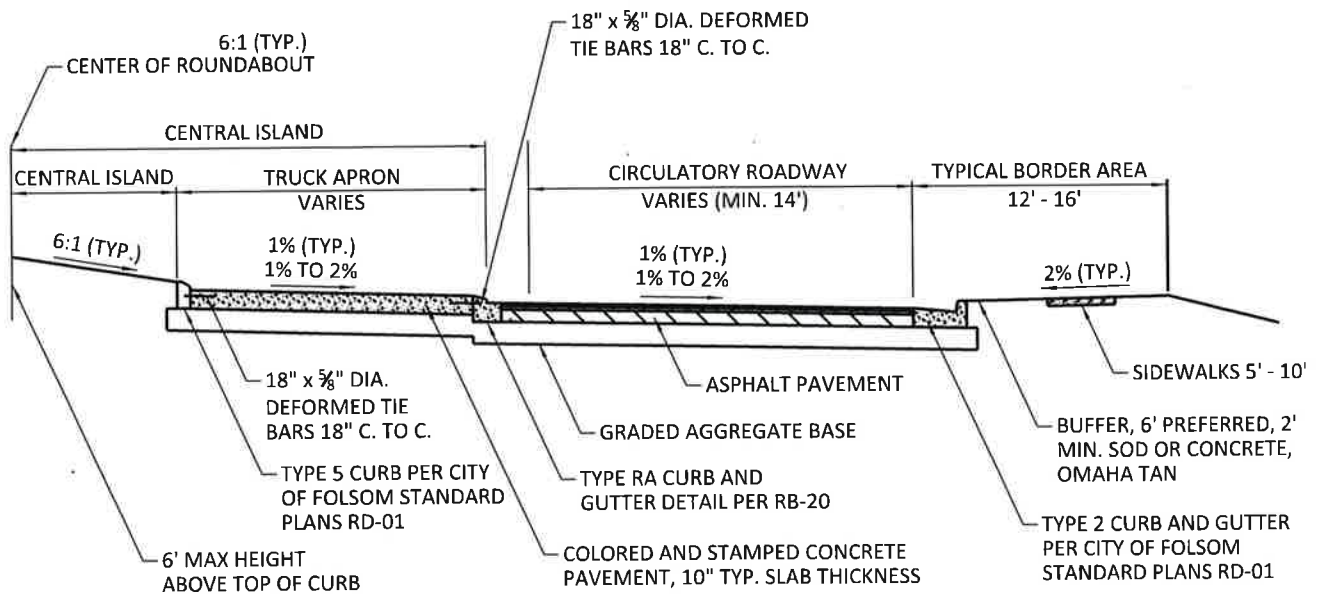
DRAFT

CITY OF FOLSOM

SINGLE-LANE ROUNDABOUT: PHYSICAL CHARACTERISTICS

SCALE:
DATE:

RB-04



GEOMETRY DEFINITIONS:

1. **INSCRIBED CIRCLE DIAMETER:** MEASURE OF THE SIZE OF A ROUNDABOUT. GOVERNED BY NUMBER OF ENTRY AND EXIT LANES, SIZE OF DESIGN VEHICLE, AND PROPERTY CONSTRAINTS.
2. **CIRCULATORY ROAD:** THE MINIMUM WIDTH IS GENERALLY EQUAL TO THE WIDEST ENTRY.
3. **LANDSCAPED CENTRAL ISLAND:** A CENTRAL NON-OVERRUN AREA. SIGHTLINES SHALL BE MAINTAINED AROUND THE OUTSIDE, BUT BLOCKED THROUGH THE MIDDLE USING MOUNDING AND LANDSCAPING.
4. **TRUCK APRON:** A TRAVERSABLE AREA FOR TRUCKS NECESSARY FOR SINGLE-LANE ROUNDABOUTS TO AVOID A VERY WIDE CIRCULATORY ROAD OR SMALL CENTRAL ISLAND. COLOR SHOULD BE SUNSET ROSE.
5. **ENTRY RADIUS:** THE SMALLEST CURB RADIUS BEFORE OR AT THE YIELD LINE. NOT THE SAME AS ENTRY PATH RADIUS OR DEFLECTION.
6. **ENTRY WIDTH:** WIDTH AT THE ROUNDABOUT ENTRANCE, MEASURED TO CURB FACE. MUST BE SIZED TO ACCOMMODATE DESIGN VEHICLE, YET NOT BE OVERLY WIDE AT SINGLE-LANE ROUNDABOUTS. THE DISTANCE OVER WHICH THE APPROACH WIDENS TO THE ENTRY IS THE FLARE LENGTH.
7. **EXIT WIDTH:** WIDTH AT THE ROUNDABOUT EXIT, MEASURED TO CURB FACE. EXIT WIDTH SHOULD BE AS WIDE AS THE CIRCULATORY ROADWAY THEN TAPERED DOWNSTREAM.
8. **SPLITTER ISLAND:** DIRECTS DRIVERS TO CIRCULATE COUNTER-CLOCKWISE, AND PROVIDES REFUGE AREA FOR PEDESTRIANS.
9. **PEDESTRIAN CROSSING:** TWO-STAGE CROSSING LOCATED ONE TO TWO CAR LENGTHS (25'-40' ON EXITS IF STAGGERED) BEHIND THE YIELD LINE.
10. **DETECTABLE WARNING STRIP:** PLACED PERPENDICULAR TO THE TRAVEL WAY.
11. **TRUCK BLISTER:** MAY BE NECESSARY AT OUTSIDE CURB RADII TO ACCOMMODATE LARGER DESIGN VEHICLES. STEPPED CURB HEIGHT SHALL BE 4". CONCRETE SURFACE TO BE THE SAME AS THE TRUCK APRON IN DEPTH AND COLOR. TRUCK BLISTER SHOULD NOT PASS THOROUGH CROSSWALKS.

SUBMISSION REQUIREMENTS:

IN ACCORDANCE WITH THE GUIDANCE AND PROVISIONS OF THESE DISPLAYS, THE CITY REQUIRES THE SUBMISSION OF A SET OF DESIGN CHECKS THAT INCLUDES:

1. DESIGN VEHICLE SWEEP PATHS
2. GEOMETRIC SPEED CHECKS
3. SIGHT DISTANCE CHECKS

PRINCIPLES:

SINGLE LANE AND COMPACT ROUNDABOUTS - THE DESIGN OF A SINGLE LANE ROUNDABOUT SHOULD HAVE ENOUGH ENTRY PATH DEFLECTION TO CREATE BALANCED SPEEDS THROUGH THE ROUNDABOUT. THE USE OF LEFT OFFSET HELPS IN REDUCING SPEEDS IN ADVANCE OF THE ENTRY LINE; THIS IS ESPECIALLY IMPORTANT FOR COMPACT ROUNDABOUTS.

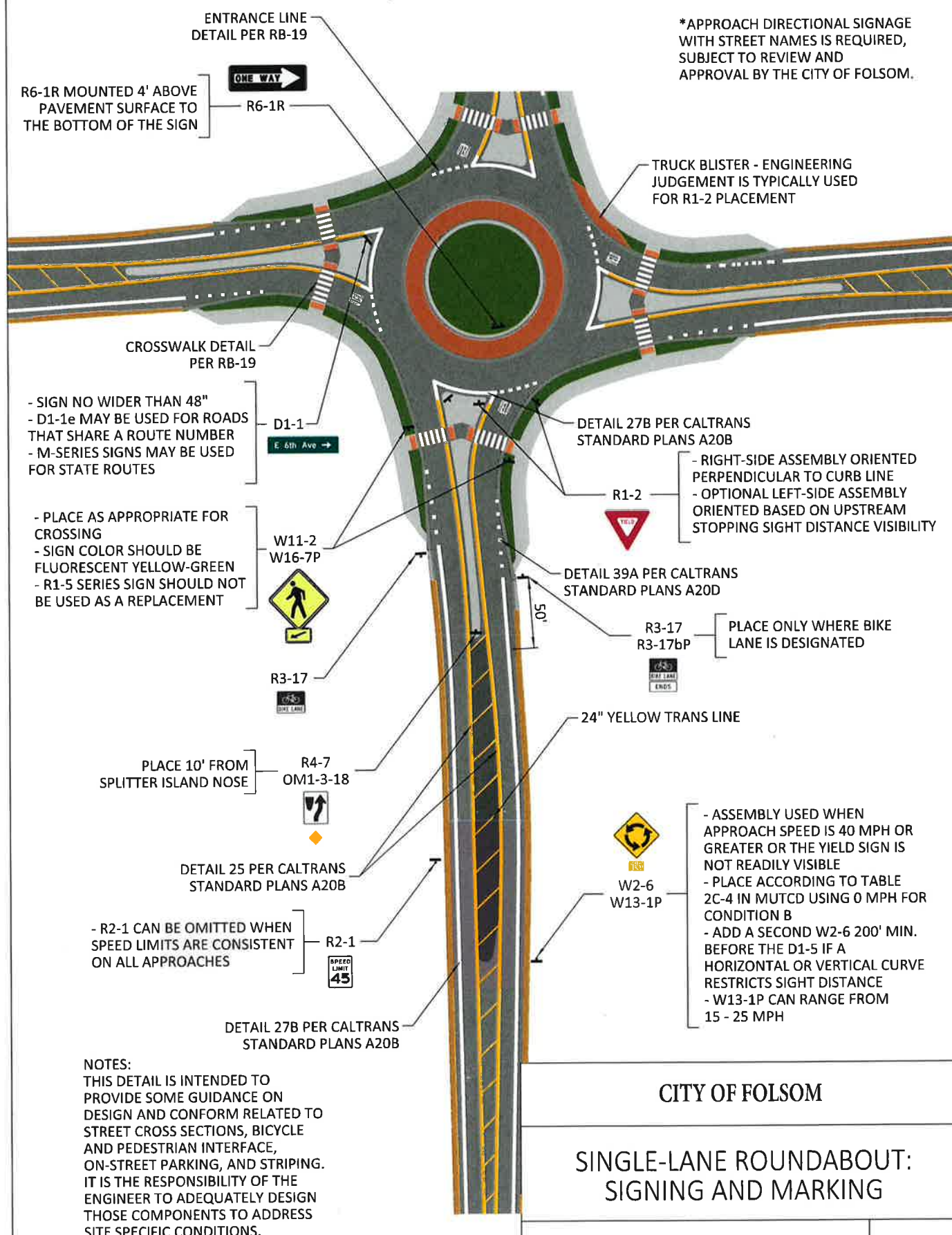
DRAFT

CITY OF FOLSOM

SINGLE-LANE ROUNDABOUT: DETAILS

SCALE:
DATE:

RB-05



*APPROACH DIRECTIONAL SIGNAGE WITH STREET NAMES IS REQUIRED, SUBJECT TO REVIEW AND APPROVAL BY THE CITY OF FOLSOM.

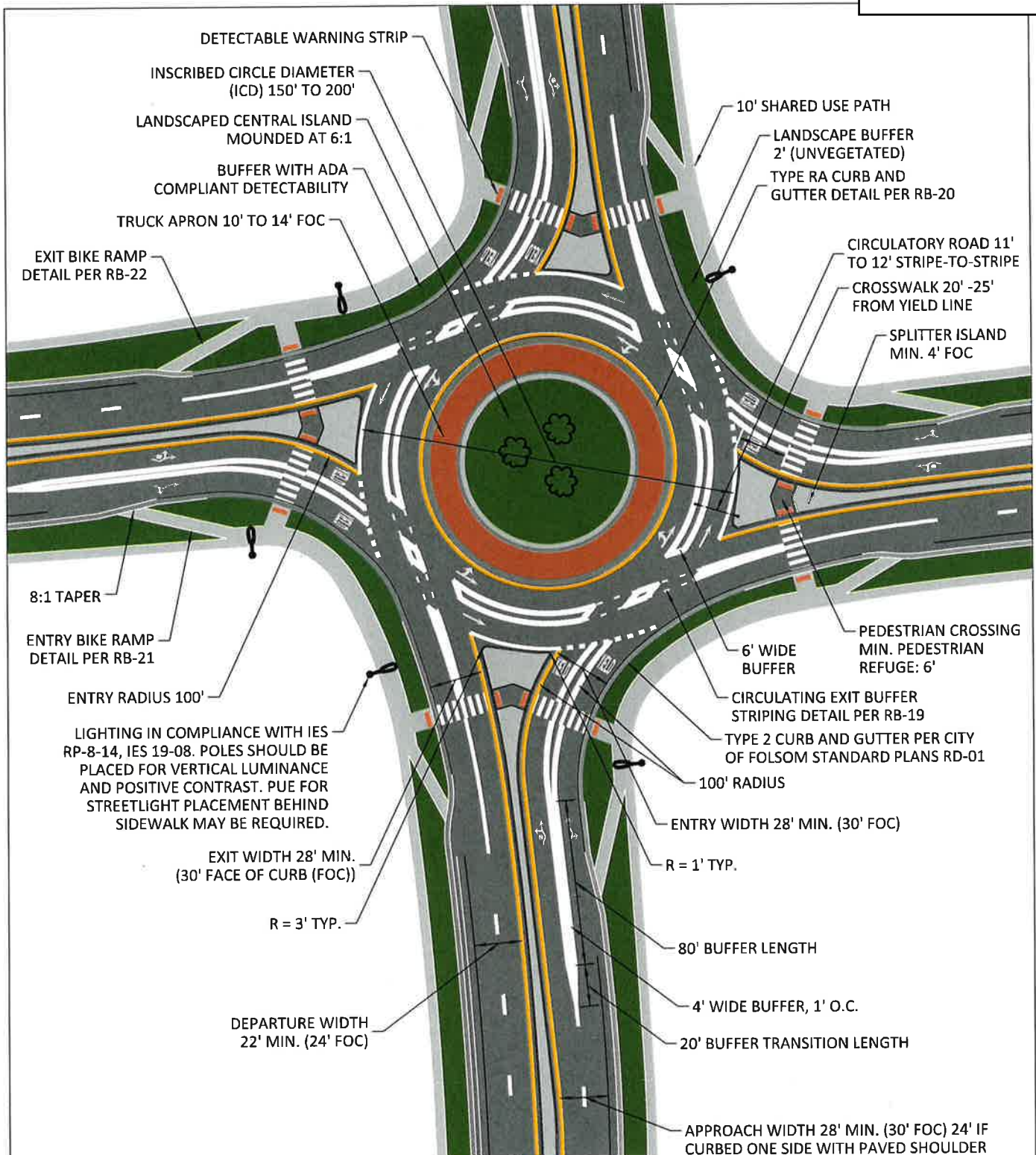
CITY OF FOLSOM

SINGLE-LANE ROUNDABOUT: SIGNING AND MARKING

SCALE:
DATE:

RB-06

DRAFT



NOTES:
THIS DETAIL REPRESENTS THE BASE OPTIONS AVAILABLE IN DESIGN AS PROPOSED BY THE ENGINEER ON RECORD. THIS IS NOT MEANT TO BE AN EXHAUSTIVE OR COMPREHENSIVE LIST OF FEATURES, BUT RATHER A BASE REQUIREMENT.

DRAFT

CITY OF FOLSOM

MULTI-LANE ROUNDABOUT: PHYSICAL CHARACTERISTICS

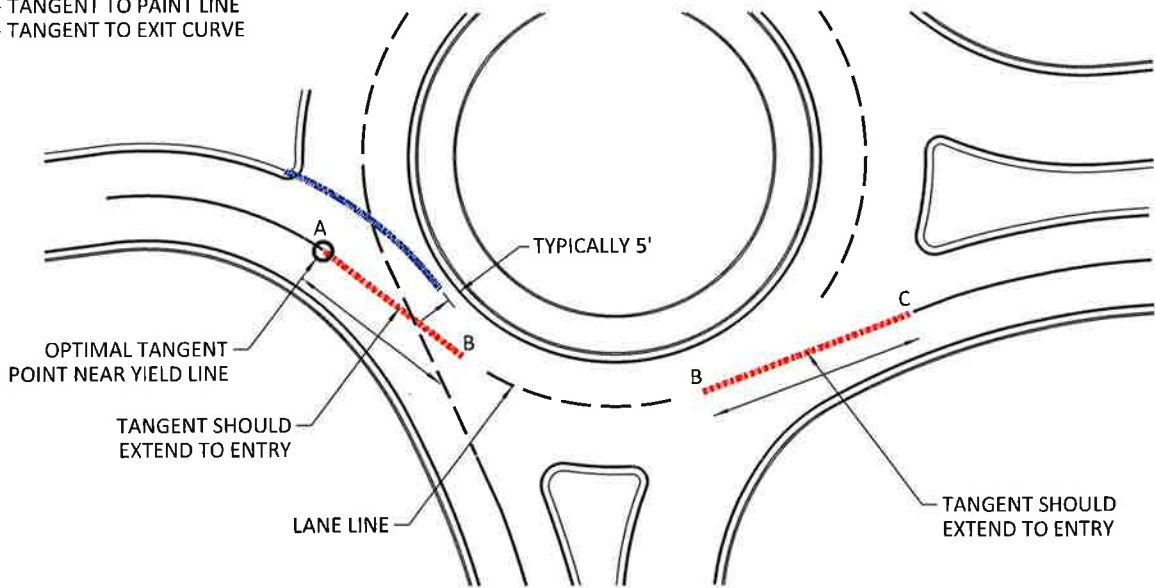
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DATE:

RB-07

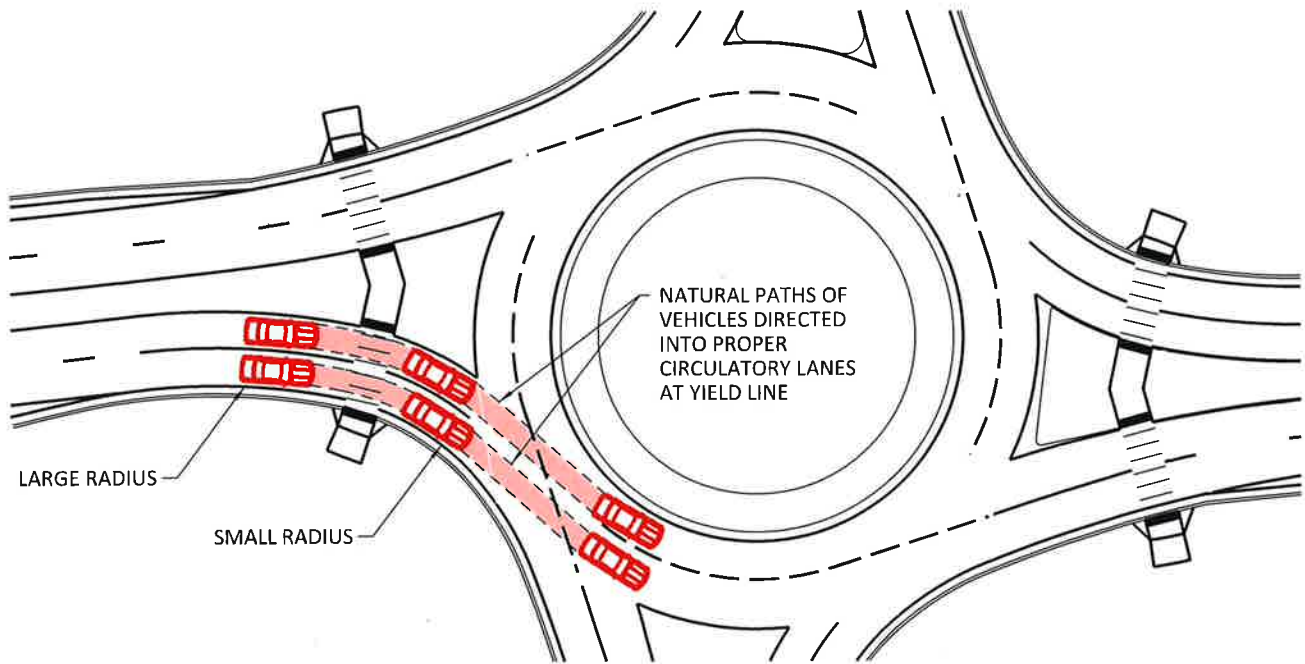


METHOD FOR CHECKING PATH OVERLAY

- A - TANGENT TO ENTRY CURVE
- B - TANGENT TO PAINT LINE
- C - TANGENT TO EXIT CURVE



ENTRY DESIGN TO MINIMIZE PATH OVERLAP

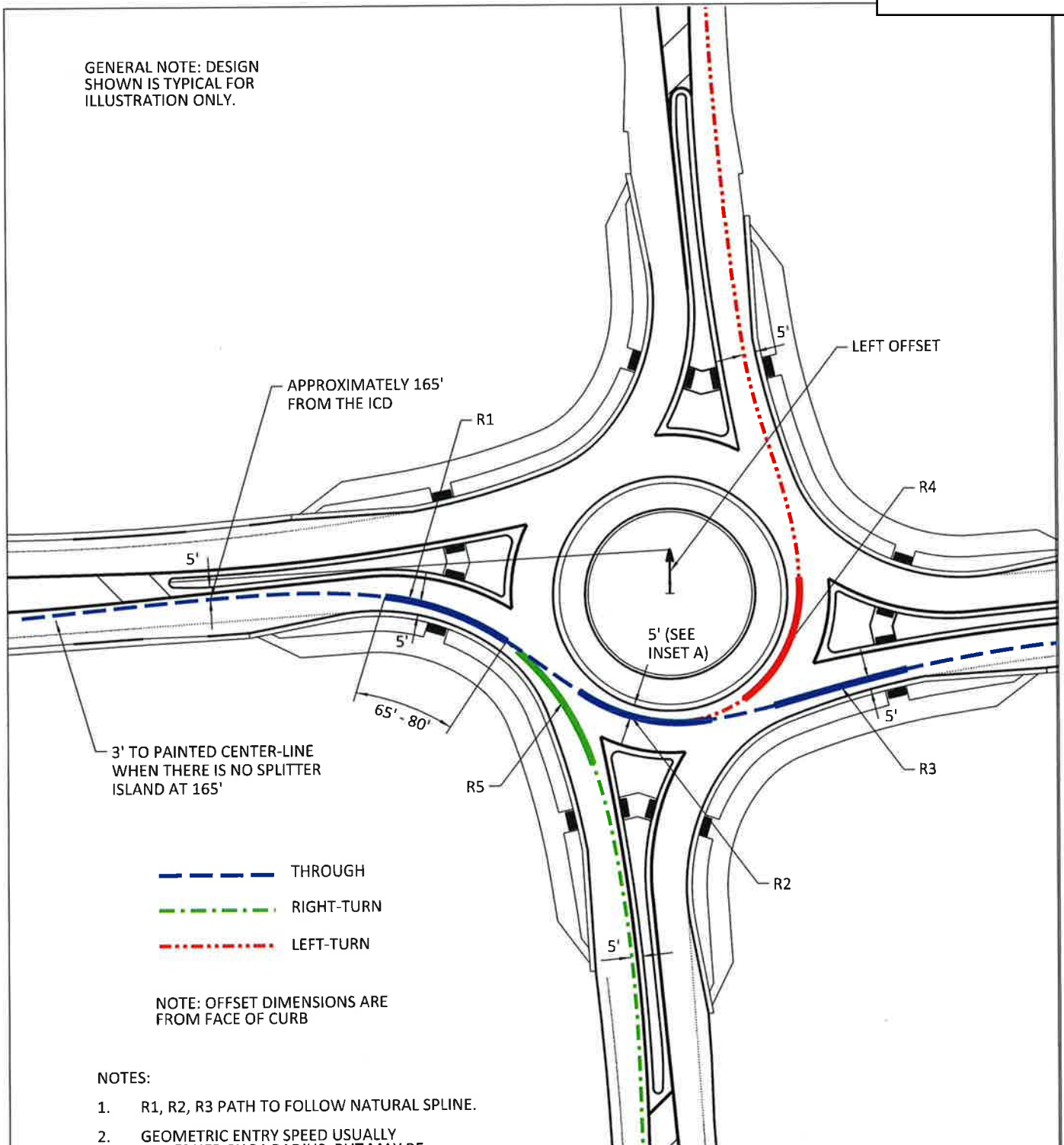


TO BE UPDATED BASED ON
MULTI-LANE BUFFER DESIGN

DRAFT

CITY OF FOLSOM	
MULTI-LANE ROUNDABOUT: ENTRY DESIGN	
SCALE: DATE:	RB-09

GENERAL NOTE: DESIGN SHOWN IS TYPICAL FOR ILLUSTRATION ONLY.



NOTES:

1. R1, R2, R3 PATH TO FOLLOW NATURAL SPLINE.
2. GEOMETRIC ENTRY SPEED USUALLY GOVERNED BY R1 RADIUS, BUT MAY BE GOVERNED BY R5 RADIUS.
3. ON DESIGNS THAT CANNOT ACHIEVE DEFLECTION USING CENTRAL ISLAND AND APPROACH ALIGNMENT OFFSET TO THE LEFT OF CENTER-LINE, ADD REVERSE CURVES ON THE APPROACH SPLITTER ISLAND, SEPARATED BY A SHORT TANGENT 50FT TO 100FT. APPROACH CURVE RADII TO BE SIZED USING AASHTO TABLE 3-13, LOW SPEED URBAN DESIGN TO AVOID NEEDING SUPERELEVATION.

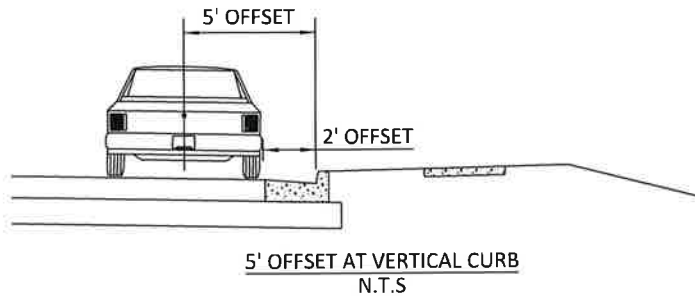
DRAFT

CITY OF FOLSOM

SINGLE-LANE ROUNDABOUT:
FAST PATHS

SCALE:
DATE:

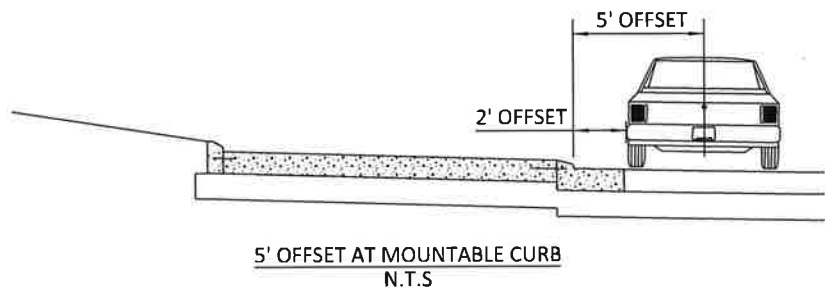
RB-10



SUBMISSION REQUIREMENTS:

IN ACCORDANCE WITH THE GUIDANCE AND PROVISIONS OF THESE DISPLAYS, THE CITY REQUIRES THE SUBMISSION OF A SET OF DESIGN CHECKS THAT INCLUDES:

1. DESIGN VEHICLE SWEEP PATHS
2. GEOMETRIC SPEED CHECKS
3. SIGHT DISTANCE CHECKS



SPLINED FAST-PATH RADIUS	RECOMMENDED RADIUS FOR SINGLE-LANE ROUNDABOUT (FT)	RECOMMENDED RADIUS FOR MINI-ROUNDABOUT (FT)	RECOMMENDED SPEED (FT)
R1 ENTRY	120FT TO 165FT	100FT TO 165FT	22MPH TO 24MPH
R2 CIRCULATING	70FT TO 120FT	70FT TO 100FT	WITHIN 10MPH TO 15MPH DIFFERENTIAL BETWEEN SUCCESSIVE CURVES**
R3 EXIT	120FT TO 300FT*	90FT TO 150FT	
R4 LEFT-TURN	TRUCK APRON R. + 5FT	CENTRAL ISLAND R. + 5FT	
R5 RIGHT-TURN	70FT TO 100FT	50FT TO 90FT	-

* WHERE PEDESTRIAN USE OF AN EXIT CROSSWALK IS FREQUENT (GREATER THAN 25 PEDESTRIANS PER HOUR), ADJUST EXIT RADII TO REDUCE THE R3 TO <200FT.

** EXIT SPEED SHOULD NOT BE TOO SLOW.

GEOMETRIC ENTRY PATH DEFLECTION IS BEST REPRESENTED BY A CONTINUOUS SPLINE (A CURVE WITH CONSTANTLY CHANGING RADII) BECAUSE THIS MOST CLOSELY APPROXIMATES HOW A VEHICLE TRACES ITS FASTEST PATH THROUGH A ROUNDABOUT. A SPLINE ALSO ALLOWS ANALYSTS TO DRAW THE SMOOTHEST, MOST NATURAL VEHICULAR PATH. IT IS DRAWN FROM A STARTING POINT APPROXIMATELY 165 FT IN ADVANCE OF THE ENTRY LINE, WITH AN OFFSET OF 5 FT FROM CURBS, 5 FT FROM A CENTERLINE, AND 3 FT FROM OTHER PAVEMENT MARKINGS (SUCH AS A PAINTED MEDIAN OR TWO-WAY LEFT-TURN LANE). THE CRITICAL ENTRY PATH RADIUS, REFERRED TO AS R1, OCCURS OVER THE SPLINE FOR 65 FT TO 80 FT, NEAR THE YIELD POINT, WHERE THE TIGHTEST RADIUS EXISTS.

IN MOST CASES, SPEED CONTROL ON ENTRY IS THE MOST IMPORTANT FASTEST PATH CRITERIA FOR ALL ROUNDABOUT CONFIGURATIONS. IN ADDITION, IF A LOCATION HAS A SIGNIFICANT PEDESTRIAN COUNT (GREATER THAN 25 PEDESTRIANS PER HOUR), STEPS SHOULD BE TAKEN TO FACILITATE LOWER VEHICLE SPEEDS AT ALL PEDESTRIAN CONFLICT AREAS (INCLUDING EXIT SPEEDS FROM THE ROUNDABOUT). WHEN CHECKING EXIT SPEEDS, BOTH THE PREDICTIVE METHOD (BASED ON THE R3 EXIT PATH RADIUS) AND NCHRP 1043 EQUATION 9.7 (WHICH ACCOUNTS FOR ACCELERATION FROM R2 TO R3) SHOULD BE CHECKED.

DRAFT

CITY OF FOLSOM

SINGLE-LANE ROUNDABOUT:
FAST PATH DETAILS

SCALE:
DATE:

RB-11

NOTES:

1. R1, R2, R3 PATH TO FOLLOW NATURAL SPLINE.
2. GEOMETRIC ENTRY SPEED USUALLY GOVERNED BY R1 RADIUS, BUT MAY BE GOVERNED BY R5 RADIUS.
3. ON DESIGNS THAT CANNOT ACHIEVE DEFLECTION USING CENTRAL ISLAND AND APPROACH ALIGNMENT OFFSET TO THE LEFT OF CENTER-LINE, ADD REVERSE CURVES ON THE APPROACH SPLITTER ISLAND, SEPARATED BY A SHORT TANGENT 50FT TO 100FT. APPROACH CURVE RADII TO BE SIZED USING AASHTO TABLE 3-13, LOW SPEED URBAN DESIGN TO AVOID NEEDING SUPERELEVATION.

APPROXIMATELY
165' FROM THE ICD

65' - 80' TYP.

— — — — — THROUGH
- - - - - RIGHT-TURN
- - - - - LEFT-TURN

NOTE: OFFSET DIMENSIONS ARE
FROM FACE OF CURB

DRAFT

CITY OF FOLSOM

MULTI-LANE ROUNDABOUT:
FAST PATHS

SCALE:
DATE:

RB-12

SPLINED FAST-PATH RADIUS	RECOMMENDED RADIUS FOR MULTI-LANE ROUNDAABOUT (FT)	RECOMMENDED SPEED (MPH)
R1 ENTRY	175FT TO 240FT	22MPH TO 24MPH
R2 CIRCULATING	70FT TO 170FT	WITHIN 10MPH TO 15MPH DIFFERENTIAL BETWEEN SUCCESSIVE CURVES**
R3 EXIT	120FT TO 300FT*	
R4 LEFT-TURN	TRUCK APRON R. + 5FT	
R5 RIGHT-TURN	70FT TO 170FT	-

* WHERE PEDESTRIAN USE OF AN EXIT CROSSWALK IS FREQUENT (GREATER THAN 25 PEDESTRIANS PER HOUR), ADJUST EXIT RADII TO REDUCE THE R3 TO <200FT.

** EXIT SPEED SHOULD NOT BE TOO SLOW.

SUBMISSION REQUIREMENTS:

IN ACCORDANCE WITH THE GUIDANCE AND PROVISIONS OF THESE DISPLAYS, THE CITY REQUIRES THE SUBMISSION OF A SET OF DESIGN CHECKS THAT INCLUDES:

1. DESIGN VEHICLE SWEEP PATHS
2. GEOMETRIC SPEED CHECKS
3. SIGHT DISTANCE CHECKS

GEOMETRIC ENTRY PATH DEFLECTION IS BEST REPRESENTED BY A CONTINUOUS SPLINE (A CURVE WITH CONSTANTLY CHANGING RADII) BECAUSE THIS MOST CLOSELY APPROXIMATES HOW A VEHICLE TRACES ITS FASTEST PATH THROUGH A ROUNDAABOUT. A SPLINE ALSO ALLOWS ANALYSTS TO DRAW THE SMOOTHEST, MOST NATURAL VEHICULAR PATH. IT IS DRAWN FROM A STARTING POINT APPROXIMATELY 165 FT IN ADVANCE OF THE ENTRY LINE, WITH AN OFFSET OF 5 FT FROM CURBS, 5 FT FROM A CENTERLINE, AND 3 FT FROM OTHER PAVEMENT MARKINGS (SUCH AS A PAINTED MEDIAN OR TWO-WAY LEFT-TURN LANE). THE CRITICAL ENTRY PATH RADIUS, REFERRED TO AS R1, OCCURS OVER THE SPLINE FOR 65 FT TO 80 FT, NEAR THE YIELD POINT, WHERE THE TIGHTEST RADIUS EXISTS.

IN MOST CASES, SPEED CONTROL ON ENTRY IS THE MOST IMPORTANT FASTEST PATH CRITERIA FOR ALL ROUNDAABOUT CONFIGURATIONS. IN ADDITION, IF A LOCATION HAS A SIGNIFICANT PEDESTRIAN COUNT (GREATER THAN 25 PEDESTRIANS PER HOUR), STEPS SHOULD BE TAKEN TO FACILITATE LOWER VEHICLE SPEEDS AT ALL PEDESTRIAN CONFLICT AREAS (INCLUDING EXIT SPEEDS FROM THE ROUNDAABOUT). WHEN CHECKING EXIT SPEEDS, BOTH THE PREDICTIVE METHOD (BASED ON THE R3 EXIT PATH RADIUS) AND NCHRP 1043 EQUATION 9.7 (WHICH ACCOUNTS FOR ACCELERATION FROM R2 TO R3) SHOULD BE CHECKED.

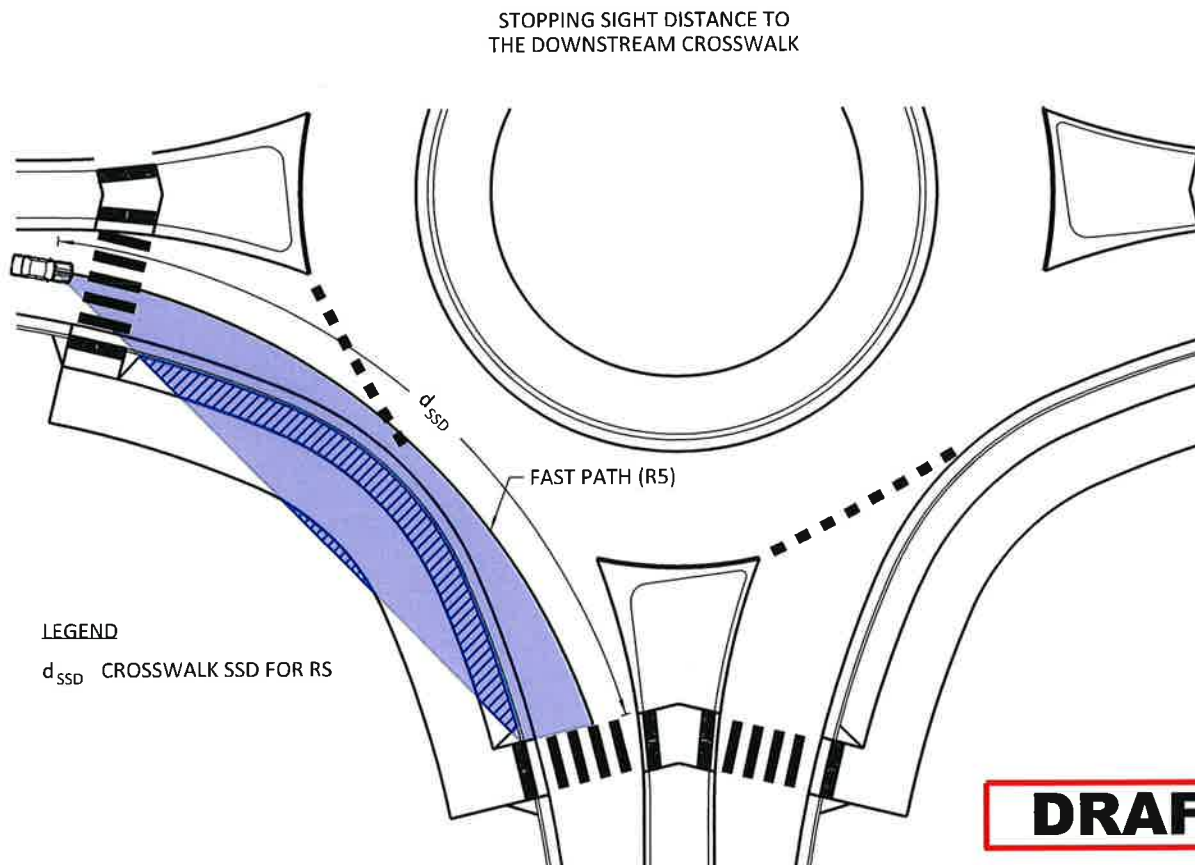
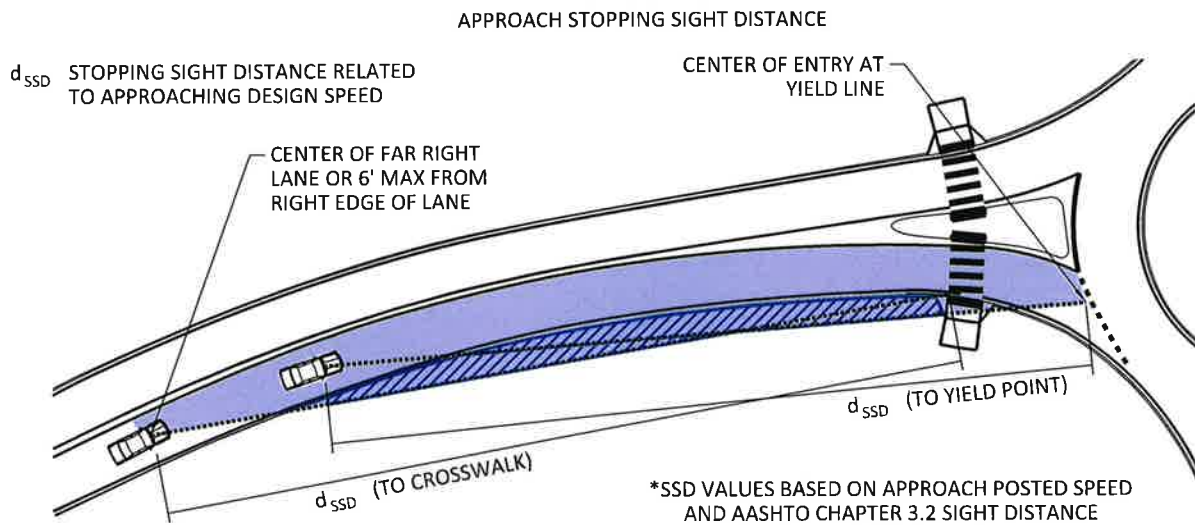
DRAFT

CITY OF FOLSOM

MULTI-LANE ROUNDAABOUT:
FAST PATH DETAILS

SCALE:
DATE:

RB-13



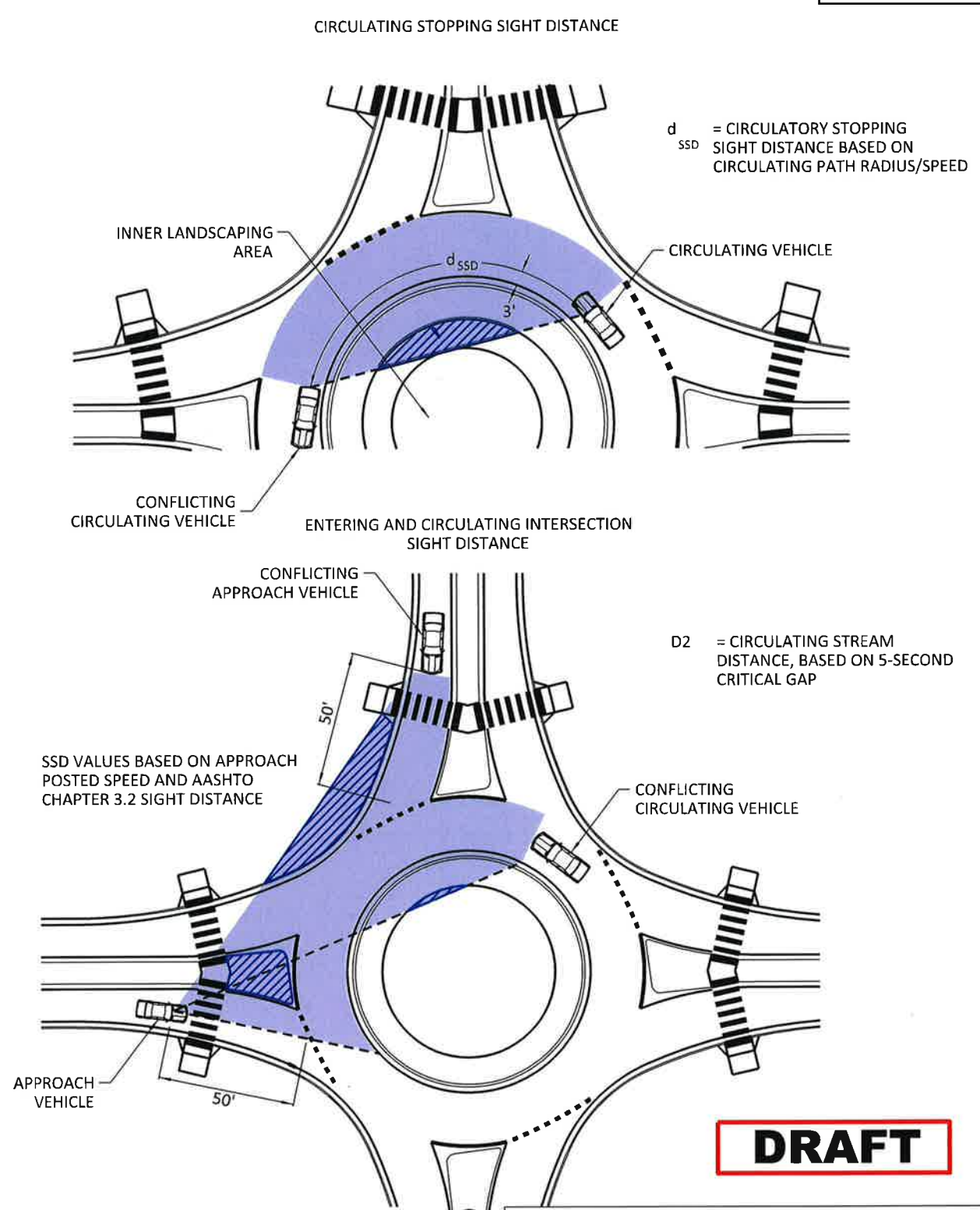
- LEGEND
- SIGHT ENVELOPE
 - LIMITED PLANTING HEIGHT AREA

CITY OF FOLSOM

SIGHT DISTANCE GUIDANCE:
APPROACH AND STOPPING

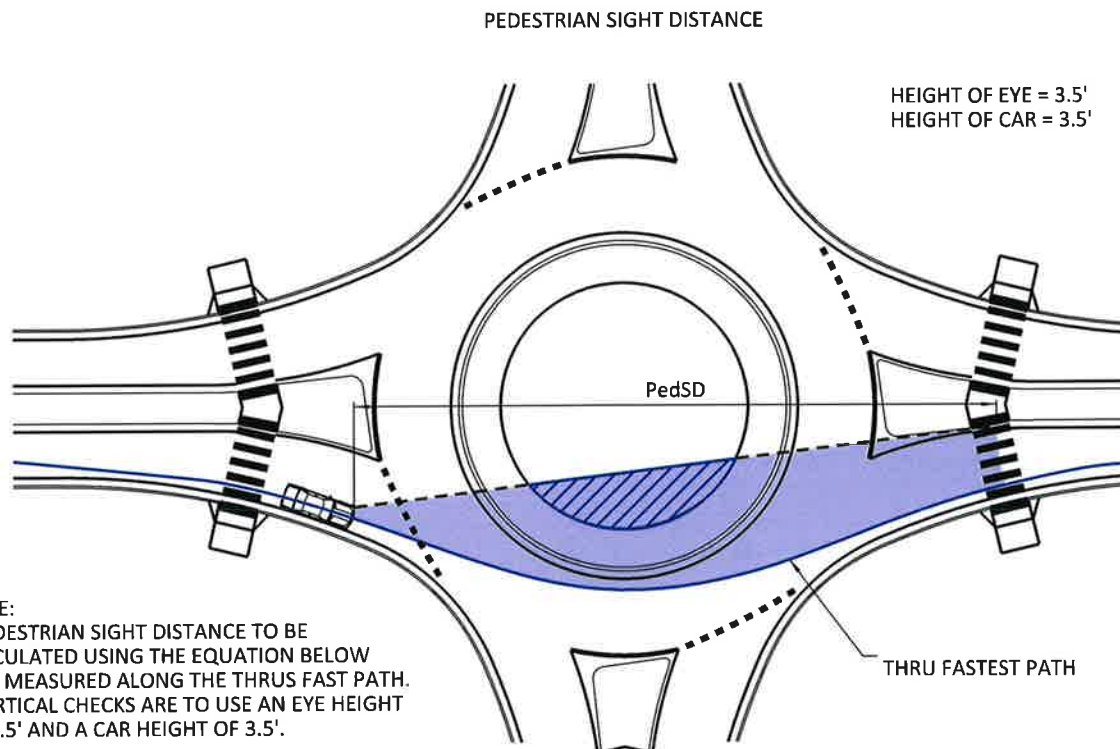
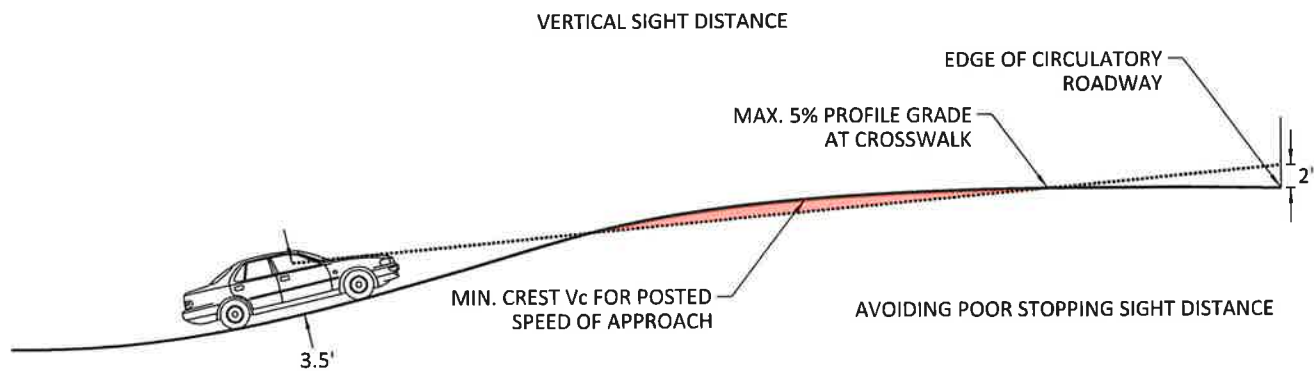
SCALE:
DATE:

RB-14



- LEGEND
- SIGHT ENVELOPE
 - LIMITED PLANTING HEIGHT AREA

CITY OF FOLSOM	
SIGHT DISTANCE GUIDANCE: CIRCULATING AND INTERSECTION	
SCALE: DATE:	RB-15



NOTE:

- PEDESTRIAN SIGHT DISTANCE TO BE CALCULATED USING THE EQUATION BELOW AND MEASURED ALONG THE THRU FAST PATH.
- VERTICAL CHECKS ARE TO USE AN EYE HEIGHT OF 3.5' AND A CAR HEIGHT OF 3.5'.

$$PedSD = 1.47S \left(\frac{L}{S_p} + t_s \right)$$

Where:

PedSD = Pedestrian Crossing Sight Distance (ft)

S = Design Speed (mph)

L = Crossing Distance (ft)

S_p = Average Pedestrian Walking Speed (ft/s), default = 3.5 ft/s

t_s = Pedestrian Start-Up and End Clearance Time (s), default = 3.0s

DRAFT

LEGEND



SIGHT ENVELOPE



LIMITED PLANTING HEIGHT AREA

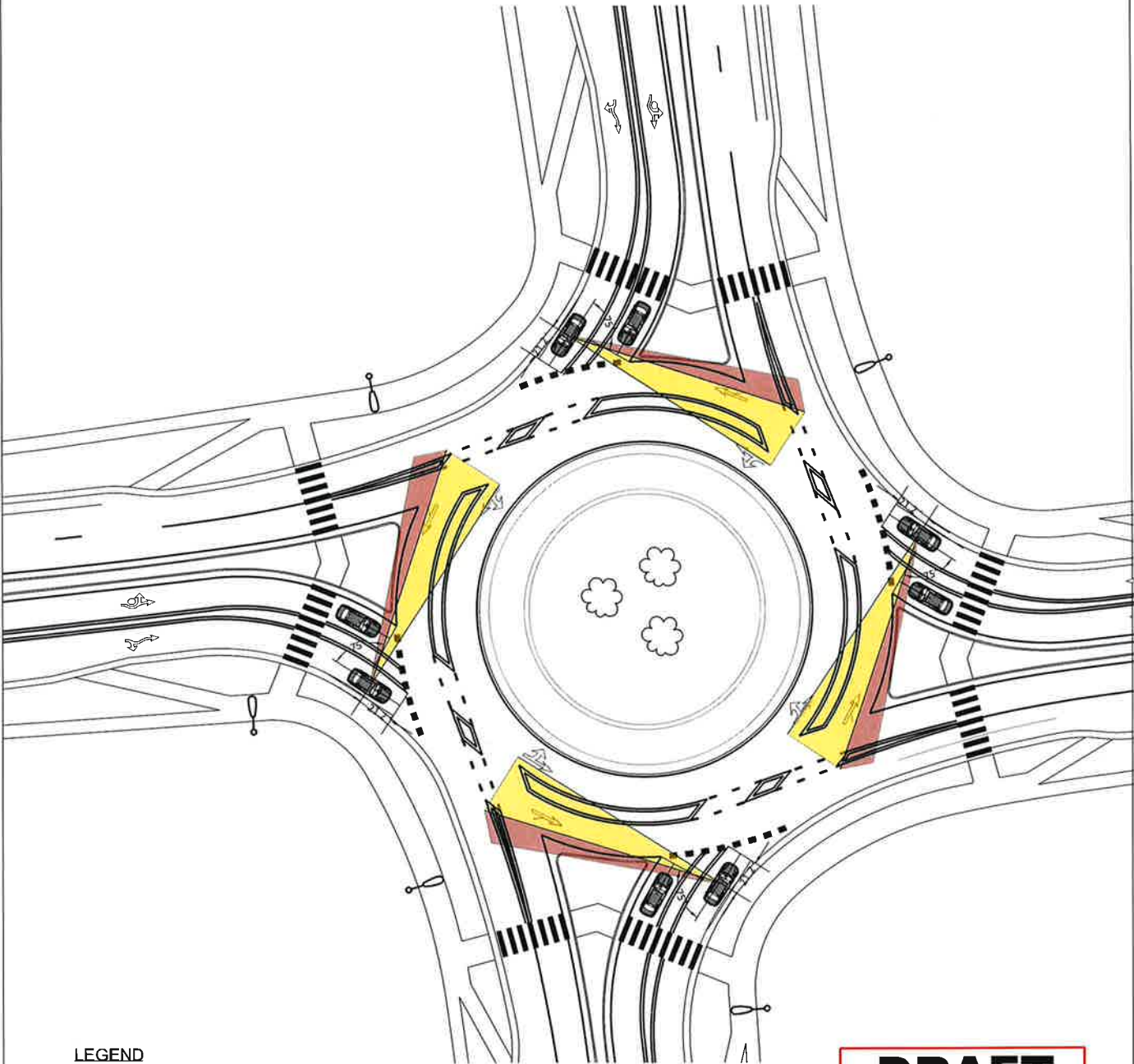
CITY OF FOLSOM

SIGHT DISTANCE GUIDANCE:
VERTICAL AND PEDESTRIAN

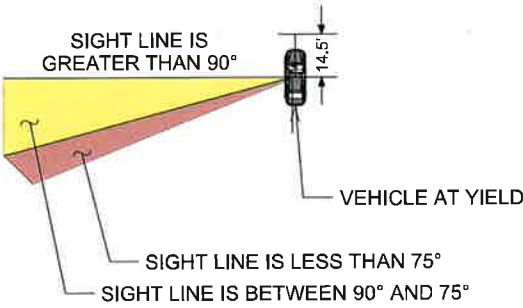
SCALE:
DATE:

RB-16

ENTERING VEHICLE SIGHT ANGLE



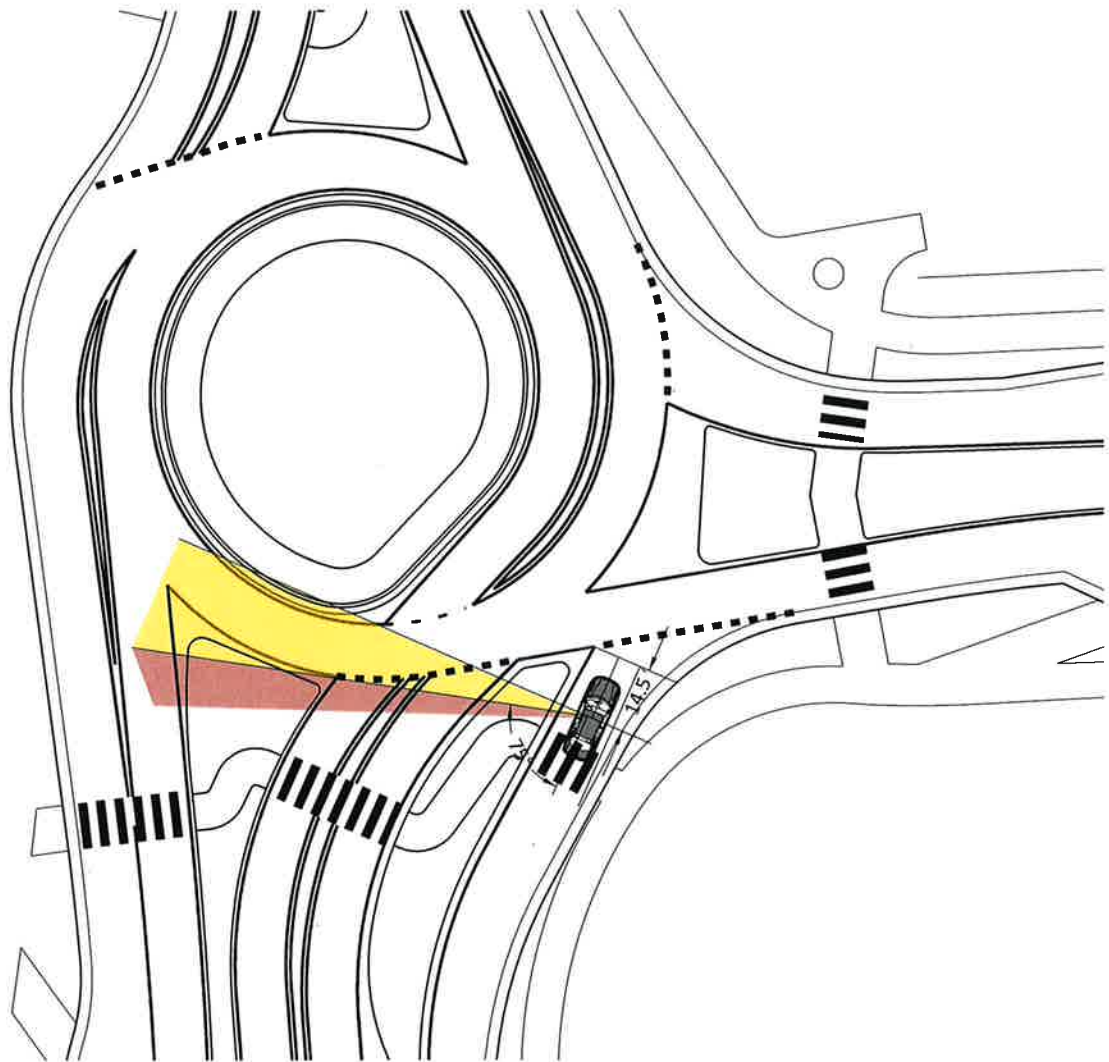
LEGEND



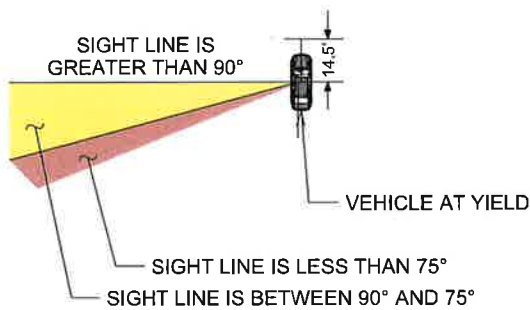
NOTE: VIEW ANGLE SHOWN FROM OUTSIDE LANE, AS IT HAS THE MOST RESTRICTED LINE OF SIGHT.

DRAFT

CITY OF FOLSOM	
SIGHT TO THE LEFT GUIDANCE	
SCALE: DATE:	RB-17



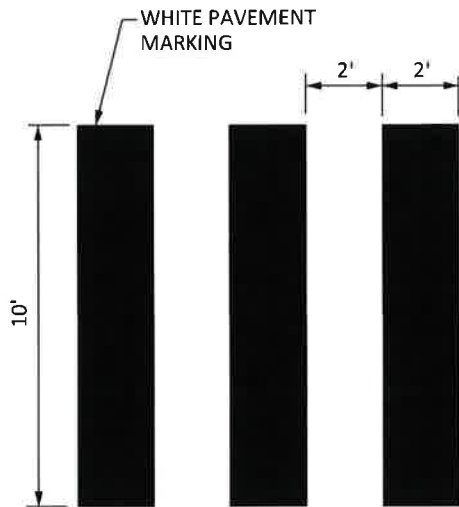
LEGEND



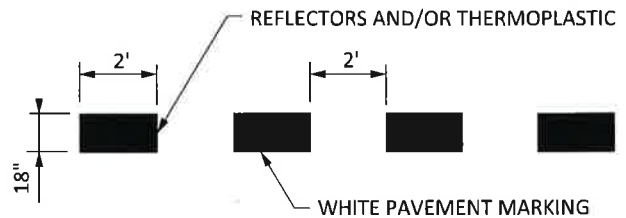
NOTE: VIEW ANGLE SHOWN FROM OUTSIDE LANE, AS IT HAS THE MOST RESTRICTED LINE OF SIGHT.

DRAFT

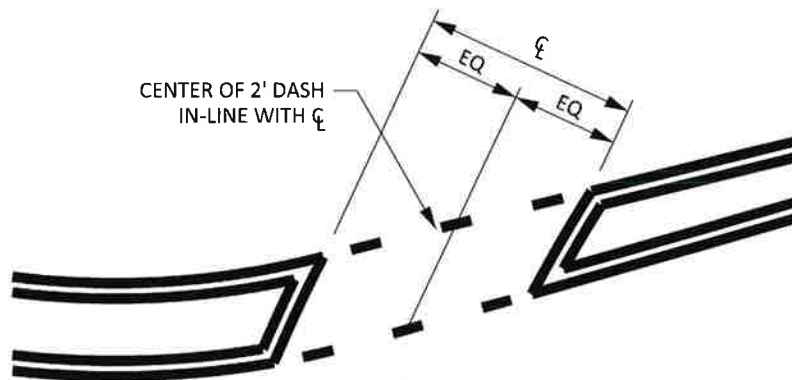
CITY OF FOLSOM	
SIGHT TO THE LEFT GUIDANCE: BYPASS LANE	
SCALE: DATE:	RB-18



CROSSWALK DETAIL
N.T.S.



ENTRANCE LINE DETAIL
N.T.S.



CIRCULATING EXIT BUFFER STRIPING DETAIL
N.T.S.



ENTRY BUFFER STRIPING DETAIL
N.T.S.

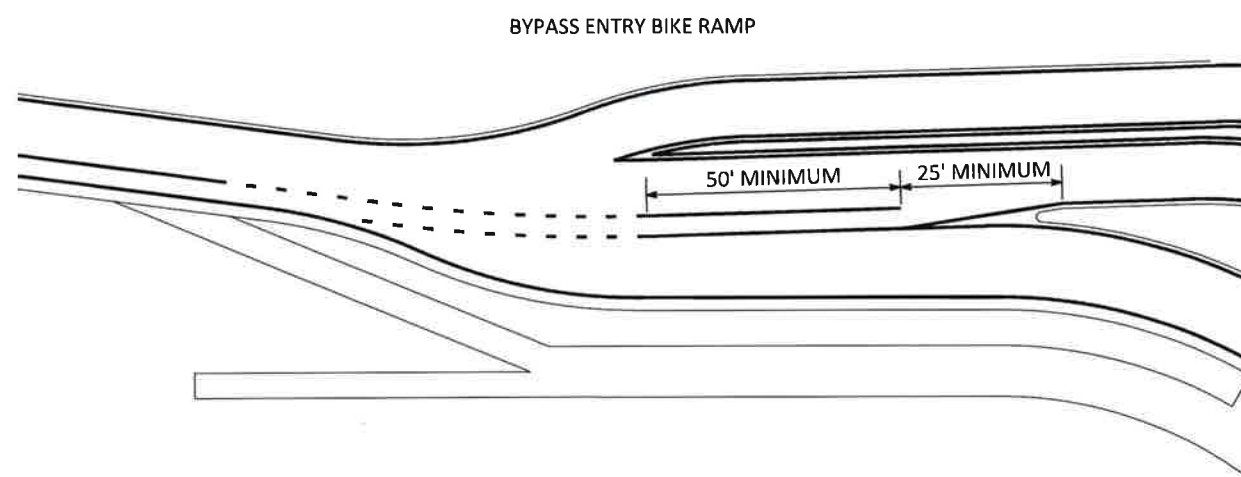
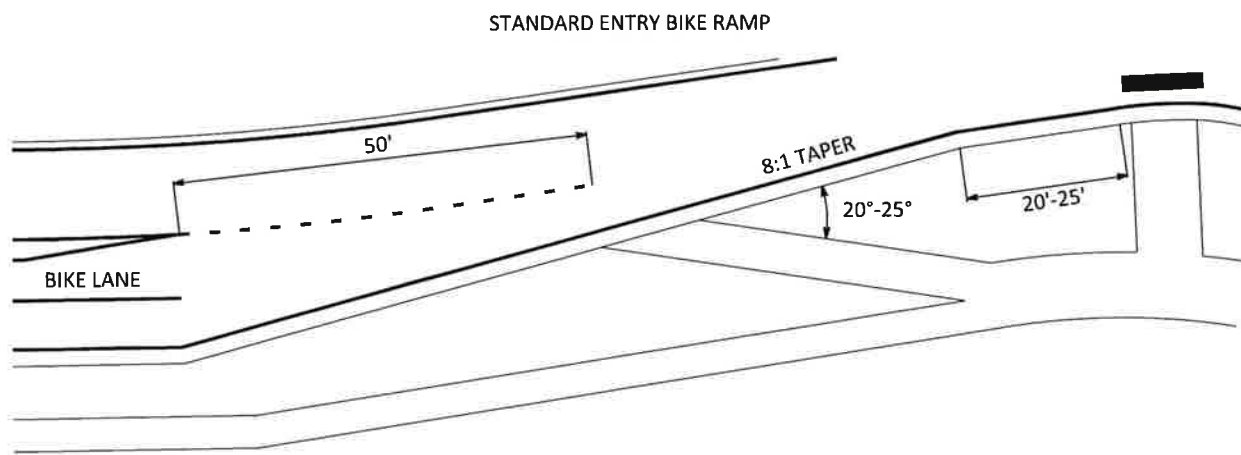
DRAFT

CITY OF FOLSOM

STRIPING DETAILS

SCALE:
DATE:

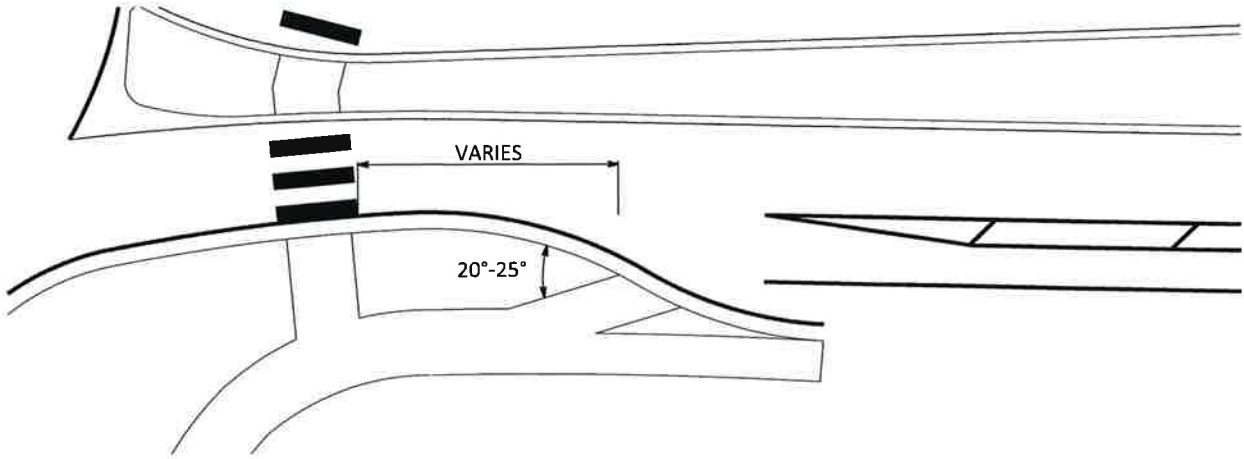
RB-19



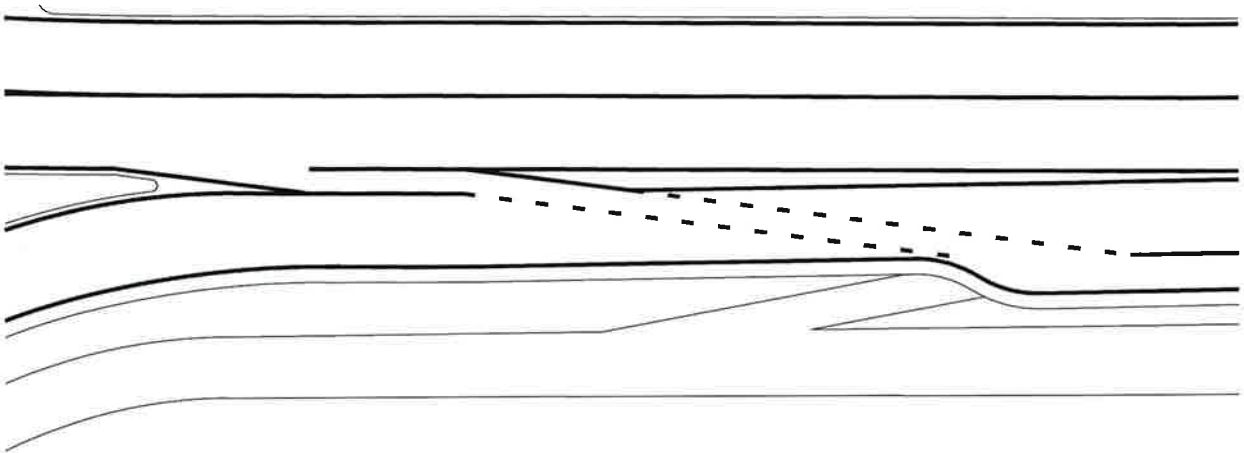
DRAFT

CITY OF FOLSOM	
ENTRY BIKE RAMP DETAILS	
SCALE: DATE:	RB-21

STANDARD EXIT BIKE RAMP



BYPASS EXIT BIKE RAMP



DRAFT

CITY OF FOLSOM

EXIT BIKE RAMP DETAILS

SCALE:
DATE:

RB-22