

MOBILITY

Mobility Objectives

- More consistent street character – roadway width/stripping and sidewalk width/zones
- More walkable, including wider sidewalks and safer street crossings
- More bike-able with defined on-street lanes
- Slow down traffic on Folsom Boulevard, make those driving through take notice of existing businesses

Pedestrian District

There are a number of configurations that the existing roadway can adopt. The Pedestrian Master Plan identifies Folsom Boulevard as a Pedestrian District.

The main purpose of a Pedestrian District is to emphasize pedestrian needs along sections of road where pedestrian demand is or could be high, based on adjacent land uses and transit activity. Some of the treatments that could be used within Pedestrian Districts include:

- Bicycle lanes
- Sidewalk enhancements and curb extensions
- Longer pedestrian intervals at signalized intersections
- Midblock crossings (new and improved)
- Pedestrian-scaled lighting
- Street trees
- Bus Shelters

An analysis of land uses and transit activity in unincorporated Sacramento County encouraged the identification of several road segments for which Pedestrian District treatments may be appropriate. In addition, Sacramento County's Planning and Community Development Department is in the process of updating its General Plan. Within this plan, a number of Targeted Commercial Corridors – areas having the greatest potential for reuse and infill – were identified as suitable for Pedestrian District treatments. All recommended Pedestrian Districts are noted on both *Capital Improvement Project* and *Pedestrian Master Plan* maps.

Proposed Mobility Improvements

Primary Improvements to Achieve Objectives

1. 8 foot sidewalks on all streets to accommodate pedestrians increased access to businesses and transit.
2. Roadway trees
3. Transit supportive design and details
4. Bicycle lanes
5. Crosswalks at all intersections
6. Landscaped medians at gateways
7. Increase connectivity to Sacramento Regional Transit Light Rail Corridor

Other Best Practices Where Appropriate

1. Corner/bus stop curb extensions
2. Directional corner ramps
3. Crosswalk median refuges
4. Raised crosswalks
5. Safety measures at unsignalized crosswalks
6. Bike parking
7. Bike sharing program
8. Eliminate or narrow curb cuts and consolidate driveways



Proposed/Optional



Existing



Increase Pedestrian Access



Improve Bike Lane Connectivity



Light Rail/RT Corridor

