

# Appendix 2

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## PUBLIC OUTREACH MINUTES

- Folsom Boulevard Complete Street Community Workshop
  - Sacramento City/County Bicycle Advisory Committee
  - Cordova Community Planning Advisory Council
  - Rosemont Community Association
  - Butterfield-Riviera East Community Association
  - County Planning Commission
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## BOARD OF SUPERVISORS ITEMS

# FOLSOM BOULEVARD COMPLETE STREET MASTER PLAN

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## Folsom Boulevard Complete Street Community Workshop

Date: December 16, 2015

Location: Rancho Cordova Library  
9845 Folsom Boulevard  
Sacramento, CA 95827

Time: 6:30 – 8:00PM

Attendees: See Attachment #1

### Introduction

The Folsom Boulevard Complete Street Master Plan will inform and advance the construction of Folsom Boulevard as a Complete Street from Watt Avenue to Bradshaw Road and from Hazel Avenue to the City of Folsom. The project will provide a planning foundation to increase mobility, safety and accessibility by advancing the community's vision to revitalize Folsom Blvd as a compact, mixed use, transit rail corridor that blends residential development with employment and retail opportunities in a place where all transportation modes are safe, available, and connected for use. On December 16, 2015, Sacramento County held a community workshops to validate information collected from previous planning efforts and to solicit feedback from the community on their specific needs along the corridor within the project's limits.

### Open House Format

The open house provided the community an opportunity to learn about the project and provide specific feedback on proposed project elements. There were six visioning boards (attachment #2), a strip map showing the project geometrics, and a PowerPoint presentation (attachment #3) highlighting the key elements of the project. Community members were encouraged to review the visioning boards and geometrics, listen to the PowerPoint presentation, and provide their thoughts on comment cards. County staff and consultants were in attendance and available to answer questions.



Figure 1- Adrian Engel giving a PowerPoint Presentation

### *Visioning Board #1 – Why Re-design Streets?*

The first visioning board outlined the role streets play in everyday life and the importance of balancing automotive needs with those of pedestrians, bicyclists, and transit users. The board discussed the

## COMMUNITY WORKSHOP SUMMARY

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components of complete streets, and how a well-designed complete street can support businesses and residents.

### *Visioning Board #2 – Analysis & Process*

This visioning board identified the significant land uses along the Folsom Boulevard corridor and outlined the steps in creating and implementing the plan. It also summarized how the plan will be used once it is adopted.

### *Visioning Board #3 – Mobility*

This board discussed the mobility objectives of the project including making the corridor more bicycle and pedestrian friendly. It reviewed the designation of the corridor as a pedestrian district (as defined in the General Plan), and outlined improvements and best practices that are appropriate for the district.

### *Visioning Board #4 – Landscaped Medians*

Visioning Board #4 discussed the safety, beautification, and health benefits of providing landscaped medians. It provided examples of landscaped medians throughout the County and discussed how medians can help pedestrians navigate busy streets.

### *Visioning Board #5 – Folsom Boulevard*

This visioning board was specific to the opportunities and constraints that are present on Folsom Boulevard. It gave a brief background on Folsom Boulevard, identified the proposed goals of the Folsom Boulevard Complete Street Master Plan, provided a vision for the future of Folsom Boulevard, and discussed how to make improvements successful for local businesses.

### *Visioning Board #6 – Planting Plan*

The final visioning board provided a palette of potential street trees, ground cover, shrubs, and accent plantings that could be included with the project to beautify the corridor. The board included a discussion on the importance of landscaping to help create an identity for Folsom Boulevard.

### *PowerPoint Presentation*

Ron Vicari gave an introduction to the project team including the Sacramento County Department of Transportation, Echelon Transportation Group, and WALKSacramento. Adrian Engel then gave a presentation on the purpose of the project, the history of the corridor including previous planning efforts, and the potential recommendations that can be made with this project.

Mr. Engel explained that the Folsom Boulevard Complete Street Master Plan is funded by a Caltrans Community Based Transportation Planning Grant, and is the first step in implementing improvements on Folsom Boulevard within the project's limits. Approval of the Master Plan will allow the County to take further steps including applying for design and construction funding for the project. The purpose of this study is to make sure preliminary concepts for the corridor are properly vetted by the County and are sensitive to the needs of the community.

The specific limits of the project are Folsom Boulevard in the unincorporated portions of the County from Watt Avenue to Bradshaw Road and from Hazel Avenue to the City of Folsom. The study is needed because Folsom Boulevard has evolved with changes to the interstate system. In the 1920's, Folsom

## COMMUNITY WORKSHOP SUMMARY

Boulevard was part of the Lincoln Highway and its early development was as a major thoroughfare for automobile traffic. With construction of US 50 in the 1970's, Folsom Boulevard was bypassed by most interstate automobile traffic, and the subsequent construction of Regional Transit's Gold Line in the 1990's makes Folsom Boulevard a prime location for a repurposing as a complete street with an emphasis on active modes of transportation.

Examples of this transformation can already be seen in Rancho Cordova which has completed three phases of improvements to Folsom Boulevard with two more in the planning/design phase. A typical cross section for Folsom Boulevard in the County is two lanes in either direction, with a two-way-left-turn lane, discontinuous sidewalk to the north, and a lack of pedestrian facilities to the south. Without much side friction or bicycle/pedestrian activity on the corridor, this does little to calm automobile traffic or promote active transportation uses including walking, bicycling, or using transit. Typical improvements in Rancho Cordova included landscaped medians with strategic breaks to allow access to businesses on the north side of the street, continuous sidewalk improvements on both sides of the street, lighting, and bike lanes. The City has seen a significant increase in pedestrian and bicycle use since constructing the first three phases of improvements.

Rancho Cordova is not the only jurisdiction actively planning for the future of Folsom Boulevard. The County was responsible for the South Watt Area Transportation Study in 2002 with subsequent construction projects of the South Watt Avenue Light Rail Overcrossing and Watt Avenue Interchange improvements. The County also prepared a Folsom Boulevard Master Plan from Bradshaw to Sunrise in 2004, the City of Sacramento did a similar plan from Power Inn Road to Watt Avenue in 2007, and the City of Rancho Cordova crafted a Specific Plan for the corridor in 2008. In 2014 the County, in cooperation with the City of Rancho Cordova and Regional Transit, completed the *Plan Folsom Boulevard Transit Area Study* specifically looking at five light rail stations along the corridor and their potential to encourage future transit oriented development.

It will be important the recommendations from the plan are consistent with previous planning and construction efforts on the corridor to avoid unnecessary gaps in bicycle and pedestrian improvements. The master planning for the City of Sacramento includes bifurcated and landscaped sidewalks on both the north and south sides of Folsom Boulevard, continuous bike lanes, landscaped medians, and pedestrian scale lighting. These are the same base improvements that have been constructed in Rancho Cordova, and are the basis for the preliminary improvements for the County's portion of the corridor. Based on these studies, lessons learned from previous construction efforts in Rancho Cordova, and previous public engagement efforts, the following are key elements that are critical to the corridor:

- *Well-lit separated sidewalk on the south side* – The south side of Folsom Boulevard has very limited pedestrian connectivity, yet is the side of the street with light rail facilities. Providing a continuous sidewalk that is comfortable and safe between light rail stations is critical to the success of the project. The south side of Folsom Boulevard also has fewer driveway conflicts than the north side, making it a safer and more convenient pedestrian path.
- *Continuous bike lanes* – Folsom Boulevard has existing bike lanes on the north and south that vary in width and comfort. It is important that the proposed improvements standardize these bike lanes with proper signing and striping, especially on the south side of Folsom Boulevard with the construction of new curb and gutter.



## COMMUNITY WORKSHOP SUMMARY

- *Raised planted median* – Planted medians promote traffic calming and beautify the corridor. They also improve traffic safety when there are high traffic volumes and turns across multiple lanes become difficult. When designing raised medians, it is important to consider access to businesses and include median breaks as deemed necessary.
- *Safer Pedestrian Crossings* – With the encouragement for pedestrians to use the south side of the street, it is important that pedestrian crossings of Folsom Boulevard are improved and made safer. This can include crossing improvements at signalized intersection, or the inclusion of mid-block crossings where there is a natural desire to cross the street without a nearby and convenient signalized intersection.
- *Improvements on the north side* – It is important that the recommendations in the plan include improvements to the north side of Folsom Boulevard including a continuous pedestrian path with a landscaped and bifurcated sidewalk. Driveway consolidation should be considered to reduce the number of conflict points between drivers and pedestrians.

Mr. Engel discussed the next steps of the process at the conclusion of the PowerPoint presentation. A survey was provided on each comment card that he encouraged community members to fill out. He also asked community members in attendance to sign in at the welcome table in order to be informed of future meetings and project updates including a walk audit along the corridor, a presentation to the Rancho Cordova CPAC, and a Planning Commission presentation. The plan is scheduled to go to the Board of Supervisors in March or April for adoption. Additional details for the project can be found on the County Website at <http://www.sacdot.com/Pages/Folsom-Boulevard-Complete-Street-Master-Plan.aspx>, or by contacting Ron Vicari or Jim Schubert at the County.

### **Questions and Answers**

Following the PowerPoint presentation, the project team fielded questions from the community members in attendance:

*Q: Have you considered the need for a grade separation of light rail facilities at Bradshaw, similar to the improvements that were made at Sunrise Boulevard and Watt Avenue? Doesn't the County have a fund that is accumulating money for these projects? This should be a high priority.*

A: Yes – All major intersections are being considered for light rail grade separations. It is being discussed but there aren't any specific projects identified in the Capital Improvement Plan yet. The County has accumulated some money to study the issue further, but these improvements and the associated studies are significant and very costly. However, it is a priority for the County as development on the corridor will degrade level of service.

*Q: The project limits are from Watt Avenue to Bradshaw Road, and from Hazel Avenue to the City of Folsom. What about the portion of the County from Bradshaw Road to the City of Rancho Cordova?*

A: East of Bradshaw, the south side of Folsom Boulevard is in the City of Rancho Cordova and the north side is in the County up until the Kassis Opportunity Site. The City of Rancho Cordova, in cooperation with the County, is improving this section of Folsom Boulevard in Phase IV and V of their construction projects. Phase IV is currently in design and includes improvements to Folsom Boulevard from Horn

## COMMUNITY WORKSHOP SUMMARY

Road to Rod Beaudry. Phase V recently received funding for design and will include improvements to Folsom Boulevard from Bradshaw Road to Horn Road.

*Q: Will those projects be constructed with this one?*

A: No – Phase IV and V of the Rancho Cordova projects are ahead of this project. Phase IV will likely go to construction this year, with Phase V scheduled for construction around 2017 or 2018.

*Q: Has the project team reached out to major employers along the corridor, such as the Franchise Tax Board?*

A: Yes – The project team has met with both the Franchise Tax Board and *The Landing* developers to discuss onsite improvements and how they will interface with the proposed improvements to Folsom Boulevard.

*Q: Rancho Cordova installed pedestrian fencing with their first few projects and people still run across Folsom Boulevard. How can this be addressed with this project?*

A: The fencing was installed in Rancho Cordova near the light rail stations where there is significant pedestrian activity, but it's also a problem in Sacramento at the Raley's shopping center. It is a deterrent to crossing, but some people will still do it unless you make the fence significantly higher or barbed. The best solution is to provide better crossing options that are more attractive than cutting across the street.

*Q: Will the project consider pedestrian overcrossings?*

A: Given the cost and property impacts it is unlikely that a pedestrian overcrossing would be feasible for this portion of the project. However, Rancho Cordova is investigating the option at the Mather Field light rail station.

*Q: The proposed bike lanes with the project will be part of the roadway and not separated out, correct? Will people ride on the roadway next to fast cars? How will the bike lane connect to other facilities like the American River Bike Trail?*

A: Yes – The bike lanes will be adjacent to automobile traffic. However, the proposed improvements include a landscaped median and narrower traffic lanes that will slow down existing automobile traffic making it more comfortable and safe to ride. As part of the project, recommendations will be made to look at connections outside of Folsom Boulevard, such as the drainage canal near Mayhew Road, to provide better connectivity to destinations including the American River Bike Trail.

*Q: Will the fencing on the project be consistent with the fencing on Watt Avenue? The fencing on Watt Avenue is different than the fencing over the river. It would be nice if the project has a consistent look.*

A: That is being talked about quite a bit at the County. At this point the County is leaning towards being consistent with the fencing that Rancho Cordova installed with their projects. The goal of the County is to have a consistent aesthetic along the corridor and not segmenting the corridor.

*Q: Has Rancho Cordova seen safety benefits after upgrading the street?*

A: Rancho Cordova does not have explicit data regarding improved safety on the corridor, but has observed more pedestrians walking on Folsom Boulevard and slower vehicular speeds. It has been observed by the project team that people will go out of their way to walk on the south side of Folsom


## COMMUNITY WORKSHOP SUMMARY

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Boulevard where there are fewer driveway conflicts and there is a more inviting pedestrian environment.

# COMMUNITY WORKSHOP SUMMARY

## Attachment #1 – Sign-in Sheet

<div>  <div> <b>SACRAMENTO COUNTY, DEPARTMENT OF TRANSPORTATION</b>  <b>Folsom Boulevard Complete Street Master Plan—Project Open House Meeting</b>  <b>Sign-In Sheet - December 16, 2015</b> </div> </div>			
NAME	ADDRESS	PHONE NUMBER	E-MAIL
Mina Tomuta	11635 Risingstar Place Gold River, CA 95670	-	mina89@yahoo.com
Kim Kumar	2311 P St. Sacramento CA 95816.	-	Kkumar@nuvsacramento.org
Jill Stockinger	Kendro Gordon Branch 9845 Folsom Blvd. Sacramento CA 95827		jstockinger@saclib.org
Jill Petifer	3004 Brisbane Ct Sac 95826		JLP3004@aol.com
Jim Setubert	4111 BRANCH CENTER RD SACRAMENTO, CA 95827	916 874-7911	SETUBERT@SACCOUNTY.CA
Pete Hamlin	9651 ADAMS AVE. Sac Ca 95827	916 2591 916 874	Pete@petehamlin.info
James Morgan	9459 Alcosta Way Sac CA 95827		jmorgan1@ix.netcom.com
Mike Farrell	9599 MIKA DEL RIO DR SACRO, CA 95827	916) 305-8991 (c)	SAS848991@sbcglobal.net
DAVE CASSEL	4239 J. STREET SACRAMENTO, CA 95819	916-454-4021	DJCC42ATT.NET

## COMMUNITY WORKSHOP SUMMARY

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NAME	ADDRESS	PHONE NUMBER	E-MAIL
Kathy Middleton	1127 15th St, Sac 95814	925-212-9451	Kathy.Middleton@Sac.org
Mike Goodie	2617 Birch Ct 95826	916-5499200	
CHUCK SHAW	2100 ALDEN WAY #125 95825	916-804-2882	chuck_shaw@swest.com
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Jesus Mendoza	9055 Canberran Dr Sac 95826	916-368-2439	senorcheny@yahoo.com
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Attachment #2 – Visioning Boards

WHY RE-DESIGN STREETS?

The Role of Streets

- Streets are not just for moving vehicles, but must also accommodate pedestrians and bikes.
- Streets serve as "front door" to businesses.
- Streets support the city's urban form and should have diverse spaces & ample shade canopy.
- Streets are a city's "outdoor living space" and reflect the values of the community.
- Streets contribute to a district's unique character and sense of place.

What are Complete Streets?

- California adopted a "Complete Streets Policy" (2001, 2008) applicable throughout California.
- The policy supports a federal law requiring safe accommodations for all users.
- Complete Streets must be accommodated in each agency's General Plan.
- Access connectivity to transit.

Why Complete the Street?

- Allows for safe travel by any mode with the following benefits:
- Supports increased physical activity, public health, and safety;
- Provides options and access for non-drivers;
- Decreases vehicular trips and associated air pollution and greenhouse gas emissions.

How can well-designed streets support businesses?

- Provide curb appeal in a district.
- Enhance the shopper's experience.
- Add to the district's marketability.
- Improve mobility for citizens.
- Biophilic, efficient parking which eases street.
- Encourage walking from one business to another.
- Provide space for outdoor dining, better pedestrian access to businesses & special places.

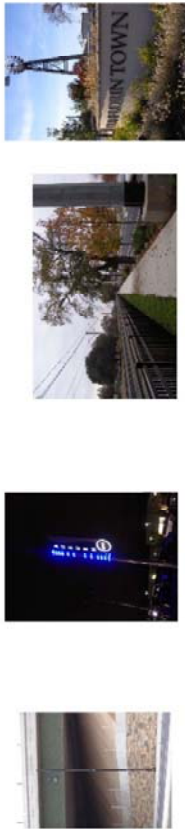
How can well-designed streets better serve residents?

- Improve overall walkability in the neighborhood.
- Make it easier for residents to walk and cycle from home to shops rather than drive.
- Increase the number of trees and amount of shade in the community.
- Include reserved lighting at night.
- Help project a sense of ownership and care for the public realm.
- Facilitate connectivity to gas and regional transit.



SACRAMENTO COUNTY

Identity/ sense of place



Complete streets = streets for walking, biking, transit, and driving



Streets serving businesses



Streets serving residents



Streets as living places for everyone



Vision Board 3



ANALYSIS & PROCESS

FOLSOM BOULEVARD CORRIDOR

Identity

- Light/Heavy Rail
- Commercial
- Franchise Tax Board
- Residential
- River Adjacency
- City Adjacency

Process

- Opportunities and Constraints
- Community Outreach
- Conceptual Plan

How will the plan be used once adopted?

- Create a shared vision for the Folsom Blvd. Corridor
- Facilitate future funding applications for improvements
- Clarify priorities for the business district
- Allow shared improvements to contribute towards a larger objective
- Provide guidance while allowing future refinement of specific street design elements

Next Steps

Don't Street Master Plan review  
Final Street Master Plan

Dec. 2015  
Feb. 2016



Visitor Board 2

MOBILITY

Mobility Objectives

- More consistent street character - roadway width/tiering and sidewalks width/ zones
- More walkable, including wider sidewalks and safer street crossings
- More bikeable 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 jurisdictions 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 use, existing pedestrian facilities, and other factors. Some of the treatments that could be used within Pedestrian Districts include:

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

An analysis of land uses and travel 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 Pedestrian Master Plan identifies Folsom Boulevard as a Pedestrian District. The General Plan, within this plan, a number of "Special Commercial Corridor" areas having the greatest potential for reuse and revitalization are 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. If foot sidewalks on all streets to accommodate pedestrians increased access to businesses and transit.
2. Roadway zones
3. Transit supportive design and details
4. Bicycle lanes
5. Crosswalks at all intersections
6. Landscaped medians at overcrossings
7. Increase connectivity to Sacramento Regional Transit Light Rail Corridor

Other Best Practices Where Appropriate

1. Corner/bus stop curbs extensions
2. Directional corner ramps
3. Crosswalk median refuges
4. Raised crosswalks
5. Safety treatments at unsignalized crosswalks
6. Stop painting
7. Blue painting program
8. Bikesafe or narrow curb and consolidated driveways



Photo:Google



Photo:Google



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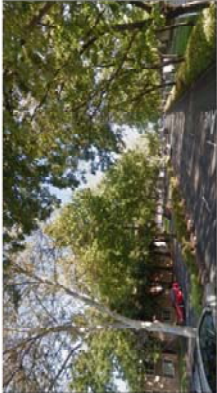


LANDSCAPED MEDIANS

**Why create medians?** Medians of the road and between roadways in Sacramento are 4-6 feet wide. The classic way to transform a roadway and make an important difference is to create landscaped medians. The addition of trees and shrubs to medians can help to change the look of a corridor. Medians at midsize and large intersections can help to create a sense of place and provide a buffer between the roadway and the surrounding area. Landscaped medians are also a great way to add greenery to the urban landscape. They are also a great way to add greenery to the urban landscape. They are also a great way to add greenery to the urban landscape.



**Existing Condition** Midsize and large intersections in Sacramento are 4-6 feet wide. The classic way to transform a roadway and make an important difference is to create landscaped medians. The addition of trees and shrubs to medians can help to change the look of a corridor. Medians at midsize and large intersections can help to create a sense of place and provide a buffer between the roadway and the surrounding area. Landscaped medians are also a great way to add greenery to the urban landscape. They are also a great way to add greenery to the urban landscape.



**Future Vision** Landscaped medians can help to change the look of a corridor. Medians at midsize and large intersections can help to create a sense of place and provide a buffer between the roadway and the surrounding area. Landscaped medians are also a great way to add greenery to the urban landscape. They are also a great way to add greenery to the urban landscape.



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**Existing Condition** Folsom Blvd within City of Rancho Cordova has been improved with planted medians and sidewalks with plantings.

Helping Pedestrians Navigate the Road

Helping pedestrians navigate the road is a key goal of the Folsom Boulevard Complete Street Master Plan. Pedestrians need to be able to safely cross the street and use the sidewalks. This requires a variety of measures, including: providing clear crosswalks, installing pedestrian signals, and ensuring that sidewalks are wide and well-maintained. Pedestrians also need to be able to see and be seen by drivers, which requires measures such as installing reflective paint and ensuring that sidewalks are well-lit. Pedestrians also need to be able to safely cross the street and use the sidewalks. This requires a variety of measures, including: providing clear crosswalks, installing pedestrian signals, and ensuring that sidewalks are wide and well-maintained. Pedestrians also need to be able to see and be seen by drivers, which requires measures such as installing reflective paint and ensuring that sidewalks are well-lit.

## FOLSOM BOULEVARD

## Background

Falson Boulevard developed in an area where the car was king. Businesses are set far from the roadway, abundant parking is visible from the roadway, and there are few defining characteristics between different businesses.

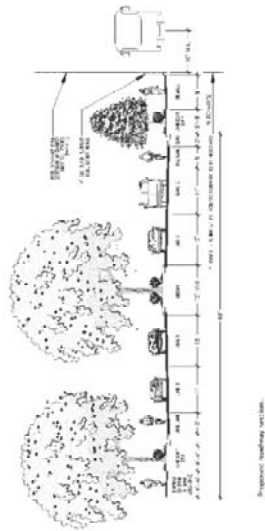
With the proposed improvements, Folson Boulevard will function more like a retail street designed to serve the local businesses and residents, with an inviting and well-scaled pedestrian venue. The goal is to create an environment pleasant for all modes of transportation and increase opportunities for local businesses to thrive.

### Proposed Changes & Goals

The following improvements would be made in logical phases with the intent of minimizing impacts on residents and businesses.

1. Create a vegetable divider for potter's use with 8" increments
2. Separate politicians' farm policies with landscaping and provide photo with railway lines
3. Create cards that include necessary info but no need and visit to signposts to draw among traffic in an event.
4. Articulation of the bicycle lanes
5. Orchestrate it: all interconnects
6. Landscaped medians along corridor
7. Decorative street lighting

The intent of the design of the streetscape is to invite pedestrians into the corridor as well as separate them from the existing vehicles. This design is adaptable and will allow the front-on businesses to exist and thrive as well.



## Vision for Folsom Boulevard

- Adaptation for multiple tasks: employment, shopping, dining
  - Increased mobility: walking, driving, riding, swimming, sailing and ice skating
  - Reduced barriers: a level playing field and strong structure.
  - Experimented as a cohesive group while in their infancy
  - Considerably valuable with convenient parking facilities
  - Easy to navigate for residents and seniors or, best, by bike, go by car
  - Designed to be local serving, not a regional conduit
  - Beachball
- Strongmen**
- Strongmen was the economic vitality of Palace Boulevard by providing a "Complete Street"
- Pedestrian connections are walkability
  - Bicycle infrastructure
  - Landscaping and other: Amenity space defined
  - Accessibility and safety function of the street
  - Connectivity with light rail systems.
- Retrofitting the Palace Boulevard Corridor storyline.

## Hints for Successful Business District Improvements

- Focus on visitor comfort and convenience as well as appearance
- Build a sense of identity
- Leverage physical improvements with other business development efforts
- Have a long term strategy
- Sustain an improvement effort over time
- Collaborate with adjacent municipalities and existing business



University of Minnesota - Institute of Child Health



Figure 1: A head-on view of the City of Chicago skyline.

Vision Board 5



PLANTING PALETTE

Creating an Identity

The landscape plants provide a variety of attributes within the streetscape. Plants are often the closest thing to the pedestrian, finding groundcover at our feet, shrubs near our hands, and trees near our shoulders and right above our heads. Our eyes and nose see and smell plants, while our hands reach to touch them for an instinctual connection to our natural world. We are naturally familiar with the plants in the streetscape, which gives the streetscape a "user friendly" appeal which offsets the strict forms and function of the surrounding roadway and adjacent structures, creating a balanced experience.

Streets without landscaping are more auto oriented and are not perceived as approachable, accessible, safe or aesthetically pleasing as a streetscape with landscaping. Studies have documented that shade trees and other associated landscaping entice users to visit businesses more often, to stay longer, to spend at higher price points, and to recommend the area to other people.

Street trees and plants adjacent to roadways tend to "calm" traffic and reduce speeds by indicating to motorists that they are travelling through an inhabited area shared with pedestrians and cyclists. Plant lined streets present an enclosed space to cautiously navigate through, in contrast to a roadway without plants which appears to be "wide open" and to be sped through.

Ground Cover

Ground cover completes the pedestrian outdoor room and also acts as an environmental catchment for storm water and debris. Other low water-use options not shown below include- Lentana, Coyote Brush, Gazania, Germander, Juniper, and Myoporum.



Emerald Carpet Manzanita



Kuropla

Street Trees

Street trees provide the canopy above our heads that serve as an umbrella for cooling shade, acting as giant air-conditioners. Trees provide the outdoor "floor" for a sense of scale and enclosure, a repeating form for identity, and leaves and flowers for interest and to indicate the change of season. Other low water use options not shown below include- Holly Oak, Fraxinus Olive, Crepe Myrtle, Western Redbud, and Strawberry Tree.



Chinese Pistache



Valley Oak



Desert Willow

Shrubs

Shrubs provide form, texture, color, scent and buffering next to roads and buildings, serving to create spaces by dividing the hardscape into outdoor rooms and bordering travel paths. Other low water use options not shown below include- India Hawthorn, Rosemary, Coprosma, and Myrtle.



Sageleaf Rockrose



Deer Grass

Accent Plantings

As named, accent plantings accentuate and highlight themselves at focal points to break up the monotony and give character and identity to the streetscape. Other low water use options not shown below include - Fortnigh Lily, Fan Flower, and Society Garlic.



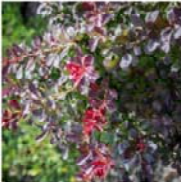
Hidcote Blue Lavender



Blue Oat Grass



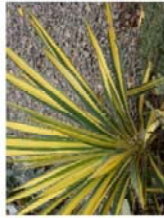
Winfred Gilman Sage



Cherry Bomb Barberry



California Fuschia



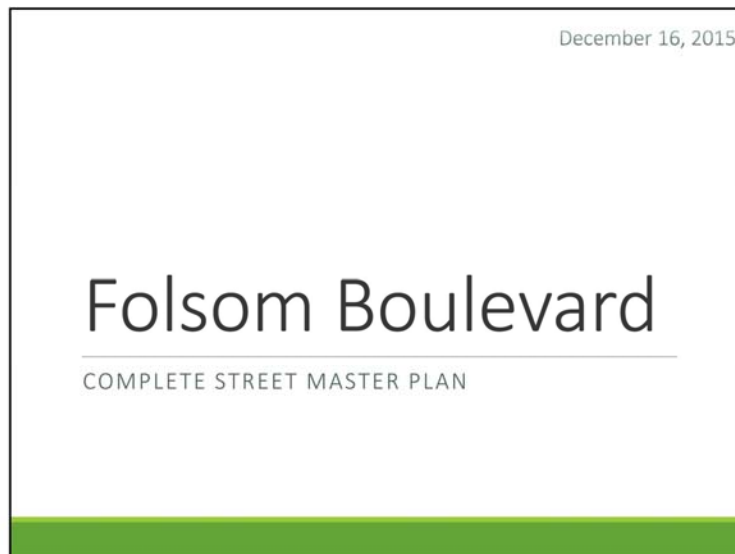
Color Guard Yucca

Yfelson Board &

## COMMUNITY WORKSHOP SUMMARY

### Attachment #3 – PowerPoint Presentation

12/16/2015



### Why are we doing this plan?

Caltrans Community Based Transportation Planning Grant

- A Complete Street Master Plan will enable the County to apply for implementation funding with a design that is community sensitive and has been preliminarily vetted through the agency.

### Where are we focusing?

The project is along Folsom Boulevard in the unincorporated County:

Watt Avenue to Bradshaw Road

- Between the City of Sacramento and Rancho Cordova

Hazel Avenue to Folsom Boulevard Interchange

- Between Rancho Cordova and the City of Folsom





History Folsom Boulevard

### History of Folsom Blvd Corridor

- Wagon Trail and Pony Express (mid 1800's)
- Sacramento Valley Railroad (completed 1856)
- Folsom Boulevard as a Highway (1926)
- Mills Field and Mather AFB (1918 – 1993)
- US 50 Freeway is constructed (1973)
- Regional Transit's Gold Line (1998, 2004, 2005)

## COMMUNITY WORKSHOP SUMMARY

12/16/2015



Existing 5-lane Folsom Boulevard



Existing complete streets on Folsom Boulevard



## Planning on the Corridor

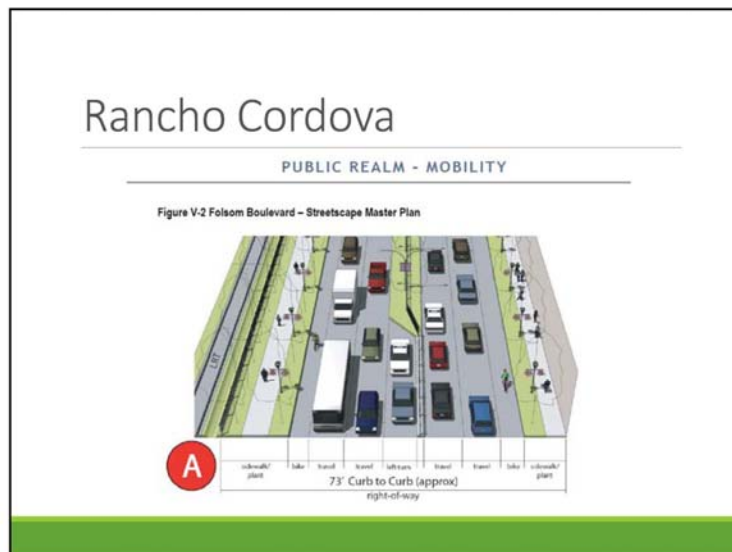
- South Watt Area Transportation Study (2002)
- County Folsom Boulevard Master Plan (Bradshaw to Sunrise) (2004)
- City of Sacramento Folsom Blvd Master Plan (2007)
- Rancho Cordova Folsom Boulevard Specific Plan (2006, 2008)
- Plan Folsom Boulevard Transit Area Study (2014)

The screenshot displays the 'PLAN Folsom Blvd' website. The header includes the title 'PLAN Folsom Blvd' with the tagline 'WHAT'S NEXT, FOLSOM. BUILD THE NEXT TEN YEARS.', navigation links (HOME, WORKSHOPS, LEARN, ABOUT, CONTACT), and a 'TAKE THE SURVEY' button. The main content area is titled 'Mather Field/Mills + Cordova Town Center Station Areas'. It features a sidebar with links to 'Watt/Menlove + Butterfield Station Areas', 'Mather Field/Mills + Cordova Town Center Station Areas', and 'Hazel Station Area'. The main text invites community members to join a one-hour walk and discuss growth in the area. It specifies the date 'June 13 & 14' with times '4:30 p.m. Walk (optional)' and '5:30 p.m. Workshop', and the location 'Mills Building (Free Drive) 2900 Mather Field Road'. A 'TAKE SURVEY' button is present. Below the text is a section titled 'Our Challenge - How do our plans become action?' which includes a map of the area and text explaining the survey's purpose to collect community input for the Folsom Boulevard Complete Street Master Plan. A vertical sidebar on the right lists 'FOLSOM BLVD PRIORITIES', 'COMMUNITY ASSETS', and 'PLAN FOLSOM'.



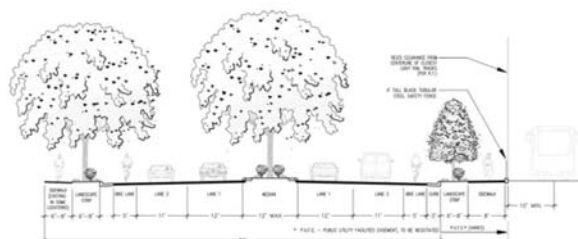
## COMMUNITY WORKSHOP SUMMARY

12/16/2015



12/16/2015

Sacramento County



Well lit separated walk on the south side

## COMMUNITY WORKSHOP SUMMARY

12/16/2015



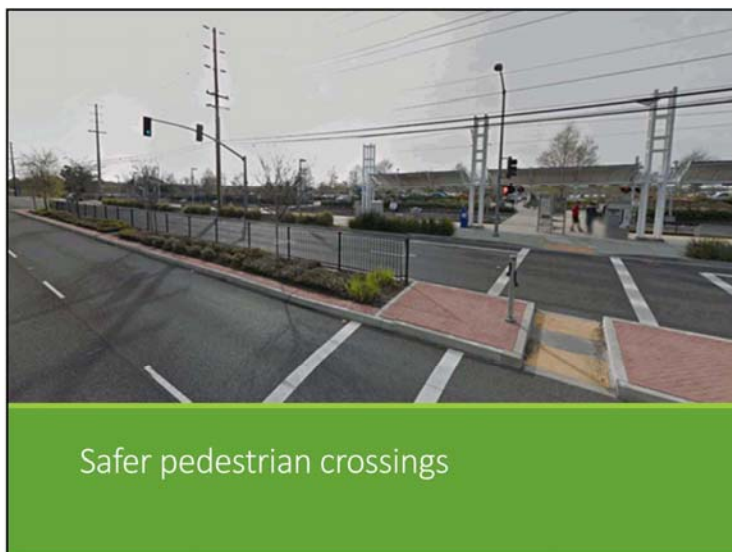
Continuous bicycle lanes



Raised planted median

## COMMUNITY WORKSHOP SUMMARY

12/16/2015



## COMMUNITY WORKSHOP SUMMARY

12/16/2015



### What do you think?

#### Take the Survey

- Please fill out the survey and comment card before you leave

#### Additional Community Engagement

- Come to the **Rancho Cordova CPAC** on January 21<sup>st</sup>
- Targeting the **Planning Commission** in February
- Based on feedback will be at **Board of Supervisors** March or April

#### Stay informed at the County Website

<http://www.sacdot.com/Pages/Folsom-Boulevard-Complete-Street-Master-Plan.aspx>

**Ron Vicari**, Principal Civil Engineer  
Sacramento County Department of Transportation  
vicari@saccounty.net 916-874-5164

**Jim Schubert**, Senior Landscape Architect  
Sacramento County Department of Transportation  
schubertj@saccounty.net 916-874-7911

**AGENDA**  
**SACRAMENTO CITY/COUNTY**  
**BICYCLE ADVISORY COMMITTEE**

**Tuesday, January 12, 2016**

**6:00 – 8:00 p.m.**

**Sacramento City Hall (behind Historic City Hall)**  
**915 I Street, Conference Room 1119**  
**Sacramento, CA**

**I. Welcome and Introductions**

**II. Approval of minutes for December 08, 2015.\***

**III. Staff Reports/Discussion**

1. Report back and comment on the Folsom Boulevard Complete Street Master Plan (SacDOT Senior Landscape Architect Jim Schubert, County, 15 min.)
2. Presentation on Measure A Expenditures for Bicycle Infrastructure (Lucinda Willcox, City, 15 minutes)
3. Presentation on Folsom Boulevard Project (Philip Vulliet, City, 15 minutes)
4. Report back on proposed changes to California MUTCD to (1) require street name signs at bike path/street intersections and bike path/bike path intersections and (2) require street name signs on bike path overcrossings. (Walt Seifert, SACBAC, 10 minutes)
5. Information Item: Sacramento City Bicycle Master Plan Status Report (Fedolia "Sparky" Harris, City, 5 min.)
6. Information Item: Active Transportation Program Specialist Recruitment (Fedolia "Sparky" Harris, City, 5 min.)
7. Presentation on bikeway improvements completed in 2015 in unincorporated Sacramento County (Dan Klinker, County, 15 minutes)

**IV. Subcommittee Reports**

1. Ad-hoc subcommittee to evaluate SACBAC role and effectiveness (SACBAC, 1 minute)

**V. Future Meeting Topics**

- |  |  |
|--|--|
| 1. Accounting of Measure A expenditures                                | 5. County Bike Friendly Application        |
| 2. Redding at Folsom Intersection                                      | 6. Bike Boulevards vision and defined      |
| 3. Regional Parks Measure A project List for American River Bike Trail | 7. Prioritizing grants for bike facilities |
| 4. Update on H & J Streets by Sac State                                | 8. Bike theft prevention present by SABA   |
|  | 9. Folsom Canal bike trail access          |

**VI. Public Input**

**VII. Next Meeting time and Location: TBD**

**VIII. Adjourn**

For Further Information:

John Whelan, Chair

Christian Farland, Vice Chair

Fedolia "Sparky" Harris, City Staff 916-808-2996

Dan Klinker, County Staff 916-874-3926

\*Enclosures attached to committee member agendas only.

**By E-mail:**

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[c\\_farl@hotmail.com](mailto:c_farl@hotmail.com);  
David Hagerty ([bikelanky@sbcglobal.net](mailto:bikelanky@sbcglobal.net))  
John Whelan [ejohnw@gmail.com](mailto:ejohnw@gmail.com)  
[kevboll@hotmail.com](mailto:kevboll@hotmail.com)  
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Shoeman. Dan (MSA) [shoemand@SacCounty.NET](mailto:shoemand@SacCounty.NET)  
Penrose. Michael (PWA) [penrosem@SacCounty.NET](mailto:penrosem@SacCounty.NET)  
[jordan.lang@att.net](mailto:jordan.lang@att.net);  
Mel Melvin [melmelvin@prodigy.net](mailto:melmelvin@prodigy.net)  
'Jonathan Lee' ([cyclinglawyer@gmail.com](mailto:cyclinglawyer@gmail.com))  
'Ann Siprelle' [Ann.Siprelle@bbklaw.com](mailto:Ann.Siprelle@bbklaw.com)  
'Matthew Read' ([matthewevanread@gmail.com](mailto:matthewevanread@gmail.com))  
'Walt Seifert' ([bikeguy@surewest.net](mailto:bikeguy@surewest.net))  
'Fedolia Harris' [FHarris@cityofsacramento.org](mailto:FHarris@cityofsacramento.org)  
Mariah Feliciano' [MFeliciano@cityofsacramento.org](mailto:MFeliciano@cityofsacramento.org)  
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[saba@sacbike.org](mailto:saba@sacbike.org);  
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Leatherman. Jeff [leathermanj@SacCounty.NET](mailto:leathermanj@SacCounty.NET)  
Dave Cassel [dj4@att.net](mailto:djc4@att.net)  
Ruth Ann Bertsch ([ruthannbertsch@gmail.com](mailto:ruthannbertsch@gmail.com));  
[lausmith2@att.net](mailto:lausmith2@att.net)  
McDaniel. Mikki [mcdanielm@saccounty.net](mailto:mcdanielm@saccounty.net)

**By interoffice Mail:**

Supervisor Serna  
Supervisor Kennedy  
Supervisor Peters  
Supervisor MacGlashen  
Supervisor Nottoli

# Folsom Boulevard

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COMPLETE STREET MASTER PLAN



# Who are we?

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Sacramento County - Department of Transportation

Sacramento County - Department of Community Development

Echelon Transportation Group

WALKSacramento



# Why are we doing this plan?

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Caltrans Community Based Transportation Planning Grant

- *A Complete Street Master Plan will enable the County to apply for implementation funding with a design that is community sensitive and has been preliminarily vetted through the agency.*

# Where are we focusing?

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The project is along Folsom Boulevard in the unincorporated County:

Watt Avenue to Bradshaw Road

- Between the City of Sacramento and Rancho Cordova

Hazel Avenue to Folsom Boulevard Interchange

- Between Rancho Cordova and the City of Folsom





# History Folsom Boulevard

# History of Folsom Blvd Corridor

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- Wagon Trail and Pony Express (mid 1800's)
- Sacramento Valley Railroad (completed 1856)
- Folsom Boulevard as a Highway (1926)
- Mills Field and Mather AFB (1918 – 1993)
- US 50 Freeway is constructed (1973)
- Regional Transit's Gold Line (1998, 2004, 2005)

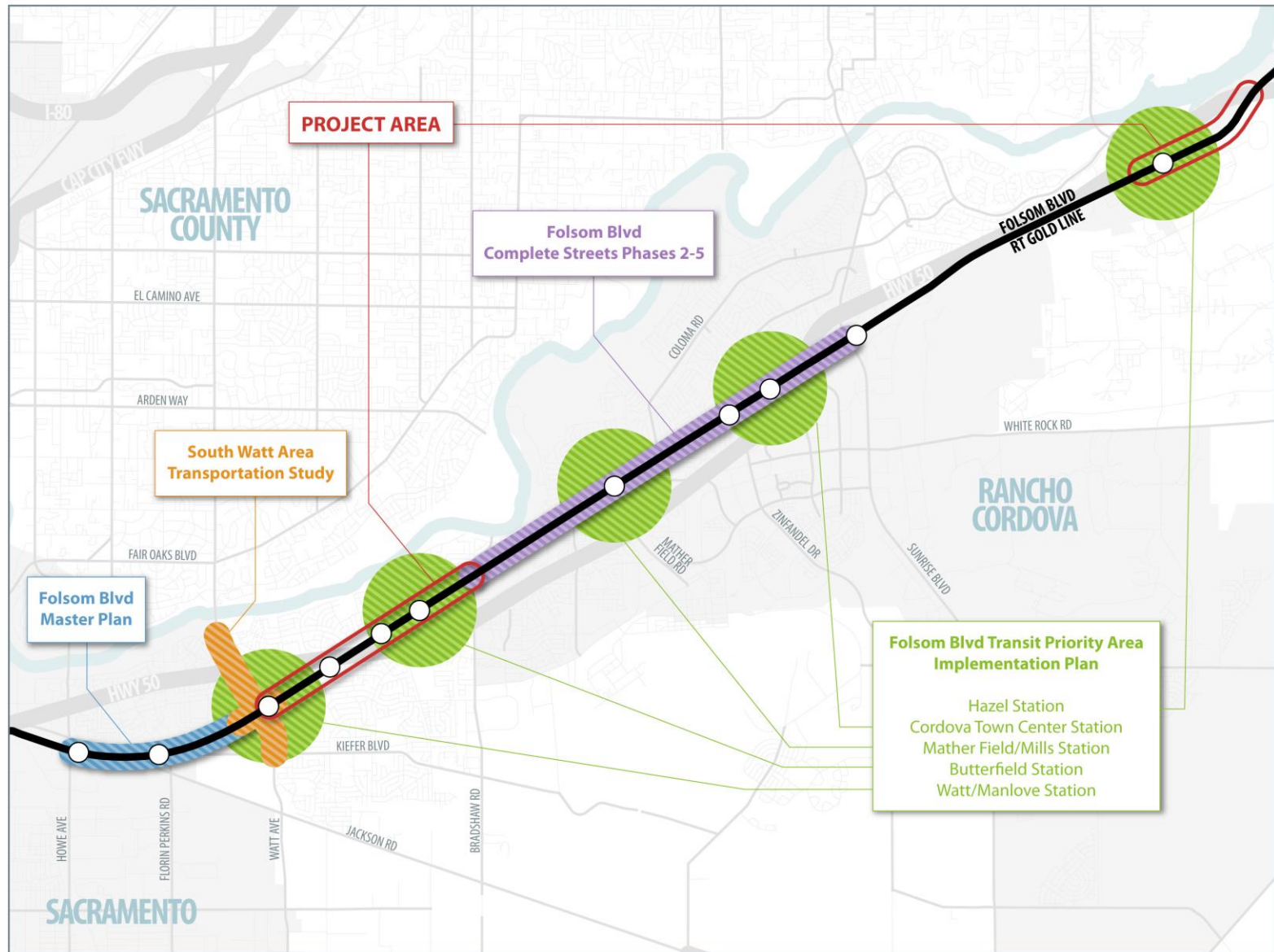




Existing 5-lane Folsom Boulevard



Existing complete streets on Folsom Boulevard



# Planning on the Corridor

---

- South Watt Area Transportation Study (2002)
- County Folsom Boulevard Master Plan (Bradshaw to Sunrise) (2004)
- City of Sacramento Folsom Blvd Master Plan (2007)
- Rancho Cordova Folsom Boulevard Specific Plan (2006, 2008)
- Plan Folsom Boulevard Transit Area Study (2014)



Watt/Manlove +  
Butterfield Station Areas

Mather Field/Mills + Cordova  
Town Center Station Areas

Hazel Station Area

## Mather Field/Mills + Cordova Town Center Station Areas

Join community members and experts on walking and bicycling for a one-hour walk around the Mather Field/Mills + Cordova Town Center light rail stations, and s discuss joint efforts on growth in Rancho Cordova. been happening on Folsom. you think is important for want to be stay involve

**June 13 & 14**

4:30 p.m. Walk (optional)  
5:30 p.m. Workshop

**Location**

Mills Building (Free Dir  
2900 Mather Field Road

TAKE SURVEY



Rancho / Folsom Blvd Station Areas Community Survey

Progress:

★ Compare Yourself

### 1 Our Challenge - How do our plans become action?

CHALLENGE

Residents have been participating in planning and visioning for growth in the Folsom Blvd. corridor for a long time. The past ten years have included many workshops, reports, commercial corridor and transportation plans, county and city general plan updates and changes in zoning to reflect the community's vision for the future.



Cordova Town Center

This survey is designed to record current residents' priorities as plans for the corridor become developments. Your input is valuable, and so is your time: Complete this survey for chance to win an **iPod Shuffle**.

All information will be anonymous and used in a report that will be accessible to residents, developers, advocacy groups and local government. We do need your email address at the end if you want to be enrolled in the drawing for the iPod.

**The Project's purpose is to:**

4. Expand opportunities for the residents to plan the future of Folsom Boulevard Corridor.

2

FOLSOM BLVD PRIORITIES

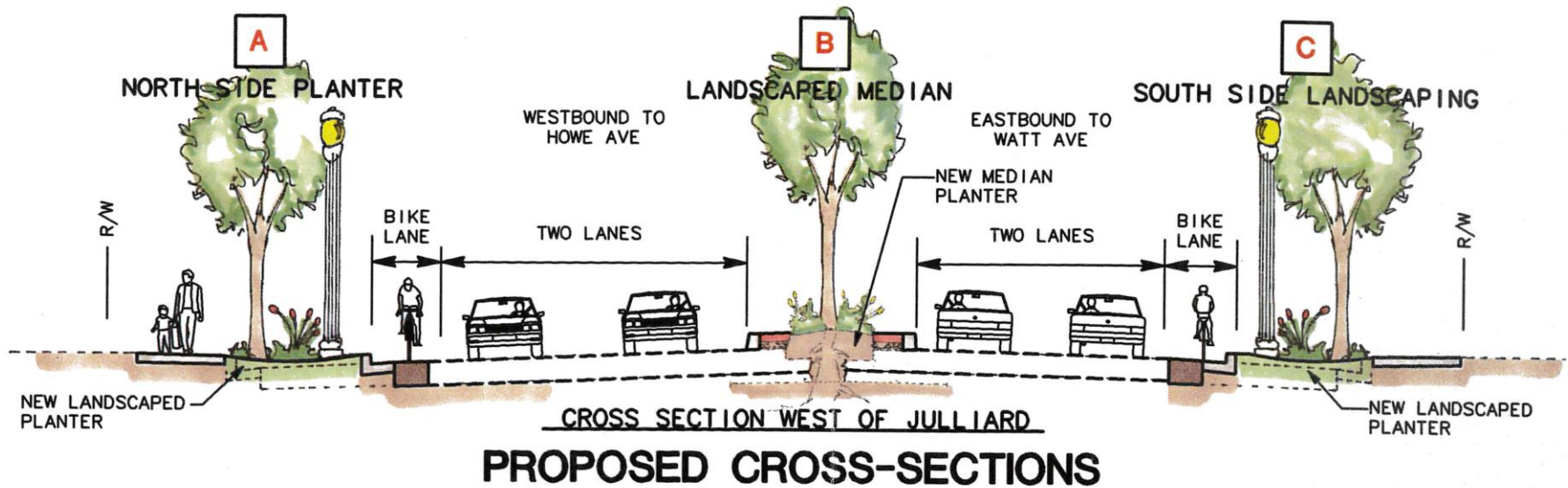
3

COMMUNITY ASSETS

4

STAY INVOLVED

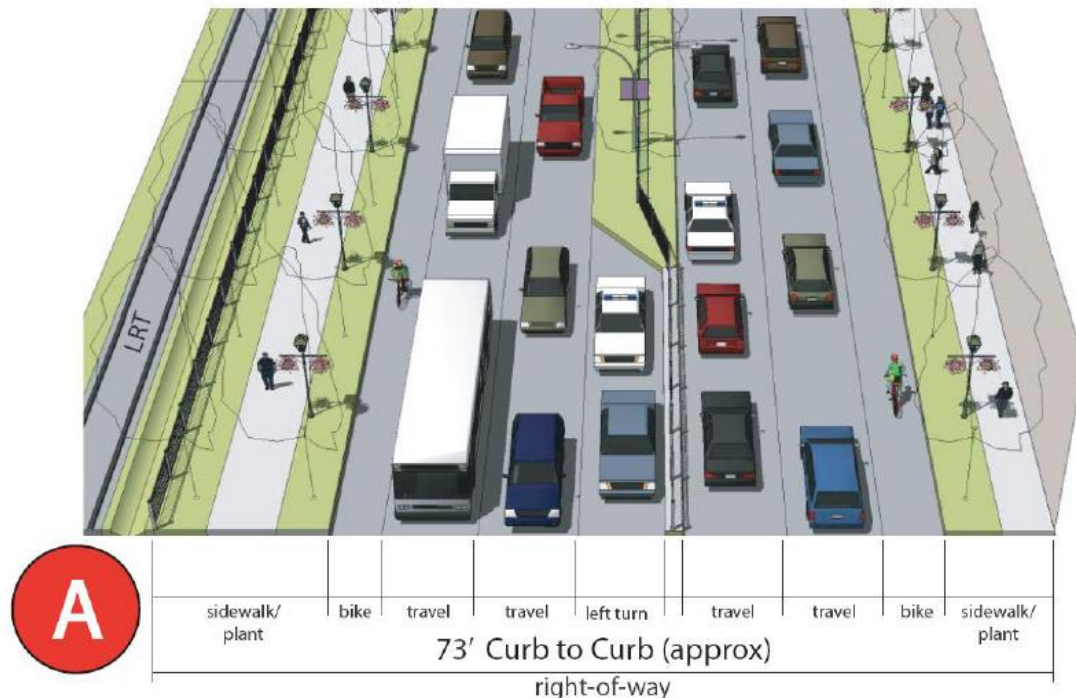
# City of Sacramento



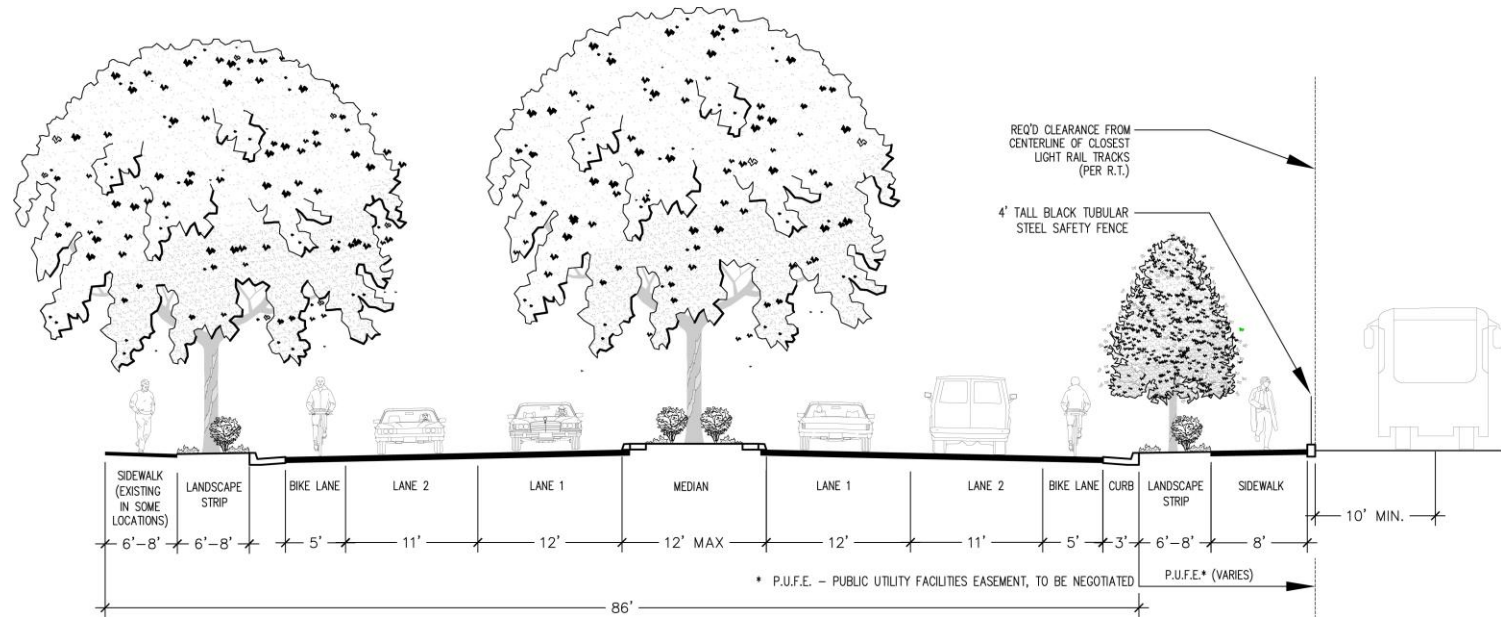
# Rancho Cordova

## PUBLIC REALM - MOBILITY

Figure V-2 Folsom Boulevard – Streetscape Master Plan



# Sacramento County







Well lit separated walk on the south side





# Continuous bicycle lanes



Raised planted median





Safer pedestrian crossings



Improving intersections and u-turn movements





Improvements on the north side





# Folsom Boulevard – Complete Street

# What do you think?

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## Take the Survey

- Community survey available at website until January 31<sup>st</sup>

## Additional Community Engagement

- Targeting the **Planning Commission** in March
- Based on feedback will be at **Board of Supervisors** April or May

## Stay informed at the County Website

<http://www.sacdot.com/Pages/Folsom-Boulevard-Complete-Street-Master-Plan.aspx>

**Ron Vicari**, Principal Civil Engineer  
Sacramento County Department of Transportation  
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**Jim Schubert**, Senior Landscape Architect  
Sacramento County Department of Transportation  
schubertj@saccounty.net 916-874-7911

## **SACRAMENTO CITY/COUNTY BICYCLE ADVISORY COMMITTEE**

### **City Appointments:**

Christian Farland, Vice-Chair

Kevin Boll

Matthew Read

Ann Siprelle

Jonathan Lee

Walt Seifert

### **County Appointments:**

John Whelan, Chair

David Hagerty

Andrew Altevogt

Jordan Lang

Mel Melvin

### **COMMITTEE STAFF**

Fedolia Harris, City of Sacramento

Dan Klinker, County of Sacramento



## **Minutes**

### **Sacramento City/County Bicycle Advisory Committee**

915 I Street, 1<sup>st</sup> Floor, Room 1119

Published by the  
Public Works Department  
(916) 808-2996

**Tuesday, January 12, 2016  
6:00 p.m.**

### **NOTICE TO THE PUBLIC**

You are welcomed and encouraged to participate in this meeting. Public comment is taken on items listed on the agenda when they are called. Public Comment on items not listed on the agenda will be heard as noted on the agenda. Comments on controversial items may be limited and large groups are encouraged to select 3-5 speakers to represent the opinion of the group.

**Notice to Lobbyists:** When addressing the legislative bodies you must identify yourself as a lobbyist and announce the client/business/organization you are representing  
(City Code 2.15.160).

**Speaker slips are available on the City's Website and from staff, and should be completed and submitted to the Committee Clerk.**

*Government Code 54950 (The Brown Act)* requires that a brief description of each item to be transacted or discussed be posted at least 72 hours prior to a regular meeting. The City posts Agendas at City Hall as well as offsite meeting locations.

The order and estimated time for Agenda items are listed for reference and may be taken in any order deemed appropriate by the legislative body.

The Agenda provides a general description and staff Recommendation; however, the legislative bodies may take action other than what is recommended. Full staff reports are available for public review on the City's website and include all attachments and exhibits. "To Be Delivered" and "Supplemental" reports will be published as they are received. Hard copies are available at the Public Works Department and all written material received is available at the meeting for public review.

Meeting facilities are accessible to persons with disabilities. If you require special assistance to participate in the meeting, notify the Public Works Department at (916) 808-2996 at least 48 hours prior to the meeting.

## **General Conduct for the Public Attending City County Bicycle Advisory Committee Meeting**

- Members of the public attending City County Bicycle Advisory Committee meetings shall observe the same rules and decorum applicable to the Members and staff as noted in Chapters 3 and 4 of Council Rules of Procedure.
- Stamping of feet, whistles, yells or shouting, physically threatening conduct, and/or similar demonstrations are unacceptable public behavior and will be prohibited by the Sergeant-at-Arms.
- Lobbyists must identify themselves and the client(s), business or organization they represent before speaking to the Committee
- Members of the public wishing to provide documents to the Committee shall comply with Rule 7 D of the Council Rules of Procedure.

### **Members of the Public Addressing the City County Bicycle Advisory Committee**

- Purpose of Public Comment. The City provides opportunities for the public to address the Board as a whole in order to listen to the public's opinions regarding non-agendized matters within the subject matter jurisdiction of the City during Regular meetings and regarding items on the Agenda at all other meetings.
  - Public comments should not be addressed to individual Members nor to City officials, but rather to the City County Bicycle Advisory Committee as a whole regarding City business.
  - While the public may speak their opinions on City business, personal attacks on Members and City officials, use of swear words, and signs or displays of disrespect for individuals are discouraged as they impede good communication with the Committee.
  - Consistent with the Brown Act, the public comment periods on the Agenda are not intended to be "Question and Answer" periods or conversations with the Committee and City officials. The limited circumstances under which Members may respond to public comments are set out in Rule 8 D 2 of the Council Rules of Procedure.
  - Members of the public with questions concerning Consent Calendar items may contact the staff person on the report prior to the meeting to reduce the need for discussion of Consent Calendar items and to better respond to the public's questions.
- **Speaker Time Limits.** In the interest of facilitating the Committee's conduct of the business of the City, the following time limits apply to members of the public (speakers) who wish to address the Committee during the meeting.
  - **Matters not on the Agenda.** Two (2) minutes per speaker.
  - **Consent Calendar Items.** The Consent Calendar is considered a single item, and speakers are therefore subject to the two (2) minute time limit for the entire Consent Calendar. Consent Calendar items can be pulled at a member's request. Such pulled Consent Calendar items will be considered individually and up to two (2) minutes of public comment per speaker on those items will be permitted.
  - **Discussion Calendar Items.** Two (2) minutes per speaker.

Time Limits per Meeting In addition to the above time limits per item, the total amount of time any one individual may address the Committee at any meeting is eight (8) minutes.

- Each speaker shall limit his/her remarks to the specified time allotment.
- The Presiding Officer shall consistently utilize the timing system which provides speakers with notice of their remaining time to complete their comments. A countdown display of the allotted time will appear and will flash red at the end of the allotted time.
- In the further interest of time, speakers may be asked to limit their comments to new materials and not repeat what a prior speaker said. Organized groups may choose a single spokesperson who may speak for the group but with no increase in time.
- Speakers shall not concede any part of their allotted time to another speaker.

The Presiding Officer may further limit the time allotted for public comments per speaker or in total for the orderly conduct of the meeting and such limits shall be fairly applied



# MINUTES

**TUESDAY, January 12, 2016**

**6:00 p.m.**

***New City Hall, Room 1119, 1<sup>st</sup> Floor***

## **Open Session – 6:00 p.m.**

Regular session called to order by John Whelan at approximately 6:04 p.m. on Tuesday, January 12, 2016, in Room 1119 of New City Hall, located at 915 I Street, Sacramento, CA.

**Present:** Christian Farland, Kevin Boll, Matthew Read (arrived at 6:30 p.m.), Ann Siprelle (arrived at 6:15 p.m.), Jonathon Lee, Walt Seifert, John Whelan, David Hagerty (arrived at 6:06 p.m.), Andrew Altevogt, and Mel Melvin

**Absent:** Jordan Lang

## **Approval of Minutes**

**Minutes for December 8, 2015.**

**Action:** Motion/Second: Jonathon Lee/Christian Farland

**Yes:** Jonathon Lee, Christian Farland, Walt Seifert, John Whelan, David Hagerty, Andrew Altevogt, and Mel Melvin

**No:** None.

**Abstained:** Kevin Boll

Motion **passed** to approve the Minutes.

## **Staff Reports/Discussion Calendar**

Discussion Calendar items include an oral presentation including those recommending “receive and file”.

### **1. Report Back and Comment on the Folsom Boulevard Complete Street Master Plan**

**Action:** None.

### **2. Presentation on Measure A Expenditures for Bicycle Infrastructure**

**Action:** None.

### **3. Presentation on Folsom Boulevard Project**

**Action:** None.

### **4. Report Back on Proposed Changes to California MUTCD to (1) Require Street Name Signs at Bike Path/Street Intersections and Bike Path/Bike Path Intersections and (2) Require Street Name Signs on Bike Path Overcrossings.**

**Action:** None.



**5. Information Item: Sacramento City Bicycle Master Plan Status Report**

**Action:** None.

**6. Information Item: Active Transportation Program Specialist Recruitment**

**Action:** None.

**7. Presentation on Bikeway Improvements Completed in 2015 in Unincorporated Sacramento County**

**Action:** None.

**8. Ad-hoc Subcommittee to Evaluate SACBAC Role and Effectiveness**

**Action:** None.

**Public Comments-Matters Not on the Agenda**

None.

**Member Comments-Ideas, Questions and Meeting/Conference Reports**

None.

**Adjournment-** 7:56 p.m.

# FOLSOM BOULEVARD COMPLETE STREET MASTER PLAN

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## **Cordova Community Planning Advisory Council Comment Summary**

Date: January 21, 2016

Location: County of Sacramento  
Branch Center OB3, Conference Room 1  
3701 Branch Center Road  
Sacramento, CA 95827

Time: 7:00 – 8:30PM

### **Introduction**

On January 21, 2016, the County of Sacramento presented the preliminary concepts for the Folsom Boulevard Complete Street Master Plan to the Cordova Community Planning Advisory Council (CPAC). The meeting included a powerpoint presentation, project boards, and strip maps. The project team's request of the CPAC included:

- 1) To review the project presentation
- 2) Receive Public Comments
- 3) Provide Cordova CPAC comments and recommendations
- 4) Action to submit public comments and Cordova CPAC recommendations for the project to the Planning Commission

A lack of a quorum prevented action by the CPAC on item number 4, but valuable comments were received by the Public and Council and are summarized in these minutes.

### **Open House Format**

Ron Vicari gave an introduction to the project team including the Sacramento County Department of Transportation, Echelon Transportation Group, and WALKSacramento. Adrian Engel then gave a presentation on the purpose of the project, the history of the corridor including previous planning efforts, and the potential recommendations that can be made with this project.

Mr. Engel explained that the Folsom Boulevard Complete Street Master Plan is funded by a Caltrans Community Based Transportation Planning Grant, and is the first step in implementing improvements on Folsom Boulevard within the project's limits. Approval of the Master Plan will allow the County to take further steps including applying for design and construction funding for the project. The purpose of this study is to make sure preliminary concepts for the corridor are properly vetted by the County and are sensitive to the needs of the community.

The specific limits of the project are Folsom Boulevard in the unincorporated portions of the County from Watt Avenue to Bradshaw Road and from Hazel Avenue to the City of Folsom. The study is needed

## Cordova Community Planning Advisory Council

because Folsom Boulevard has evolved with changes to the interstate system. In the 1920's, Folsom Boulevard was part of the Lincoln Highway and its early development was as a major thoroughfare for automobile traffic. With construction of US 50 in the 1970's, Folsom Boulevard was bypassed by most interstate automobile traffic, and the subsequent construction of Regional Transit's Gold Line in the 1990's makes Folsom Boulevard a prime location for a repurposing as a complete street with an emphasis on active modes of transportation.

Examples of this transformation can already be seen in Rancho Cordova which has completed three phases of improvements to Folsom Boulevard with two more in the planning/design phase. A typical cross section for Folsom Boulevard in the County is two lanes in either direction, with a two-way-left-turn lane, discontinuous sidewalk to the north, and a lack of pedestrian facilities to the south. Without much side friction or bicycle/pedestrian activity on the corridor, this does little to calm automobile traffic or promote active transportation uses including walking, bicycling, or using transit. Typical improvements in Rancho Cordova included landscaped medians with strategic breaks to allow access to businesses on the north side of the street, continuous sidewalk improvements on both sides of the street, lighting, and bike lanes. The City has seen a significant increase in pedestrian and bicycle use since constructing the first three phases of improvements.

Rancho Cordova is not the only jurisdiction actively planning for the future of Folsom Boulevard. The County was responsible for the South Watt Area Transportation Study in 2002 with subsequent construction projects of the South Watt Avenue Light Rail Overcrossing and Watt Avenue Interchange improvements. The County also prepared a Folsom Boulevard Master Plan from Bradshaw to Sunrise in 2004, the City of Sacramento did a similar plan from Power Inn Road to Watt Avenue in 2007, and the City of Rancho Cordova crafted a Specific Plan for the corridor in 2008. In 2014 the County, in cooperation with the City of Rancho Cordova and Regional Transit, completed the *Plan Folsom Boulevard Transit Area Study* specifically looking at five light rail stations along the corridor and their potential to encourage future transit oriented development.

It will be important the recommendations from the plan are consistent with previous planning and construction efforts on the corridor to avoid unnecessary gaps in bicycle and pedestrian improvements. The master planning for the City of Sacramento includes bifurcated and landscaped sidewalks on both the north and south sides of Folsom Boulevard, continuous bike lanes, landscaped medians, and pedestrian scale lighting. These are the same base improvements that have been constructed in Rancho Cordova, and are the basis for the preliminary improvements for the County's portion of the corridor. Based on these studies, lessons learned from previous construction efforts in Rancho Cordova, and previous public engagement efforts, the following are key elements that are critical to the corridor:

- *Well-lit separated sidewalk on the south side* – The south of side of Folsom Boulevard has very limited pedestrian connectivity, yet is the side of the street with light rail facilities. Providing a continuous sidewalk that is comfortable and safe between light rail stations is critical to the success of the project. The south side of Folsom Boulevard also has fewer driveway conflicts than the north side, making it a safer and more convenient pedestrian path.
- *Continuous bike lanes* – Folsom Boulevard has existing bike lanes on the north and south that vary in width and comfort. It is important that the proposed improvements standardize these bike lanes with proper signing and striping, especially on the south side of Folsom Boulevard with the construction of new curb and gutter.

## Cordova Community Planning Advisory Council

- *Raised planted median* – Planted medians promote traffic calming and beautify the corridor. They also improve traffic safety when there are high traffic volumes and turns across multiple lanes become difficult. When designing raised medians, it is important to consider access to businesses and include median breaks as deemed necessary.
- *Safer Pedestrian Crossings* – With the encouragement for pedestrians to use the south side of the street, it is important that pedestrian crossings of Folsom Boulevard are improved and made safer. This can include crossing improvements at signalized intersection, or the inclusion of mid-block crossings where there is a natural desire to cross the street without a nearby and convenient signalized intersection.
- *Improvements on the north side* – It is important that the recommendations in the plan include improvements to the north side of Folsom Boulevard including a continuous pedestrian path with a landscaped and bifurcated sidewalk. Driveway consolidation should be considered to reduce the number of conflict points between drivers and pedestrians.

Mr. Engel discussed the next steps of the process at the conclusion of the PowerPoint presentation. He encouraged the Council and community members in attendance to go to the project website and fill out a survey. He noted that the plan is scheduled to go to the Planning Commission in March and the Board of Supervisors in April or May for adoption. Additional project details can be found on the County Website at <http://www.sacdot.com/Pages/Folsom-Boulevard-Complete-Street-Master-Plan.aspx>, or by contacting Ron Vicari or Jim Schubert at the County.

### **Public Comments**

Following the PowerPoint presentation, the project team fielded questions and comments from the community and CPAC members in attendance:

*C: I have three comments about the project:*

- *Trees and vegetation on the corridor are good. Can we figure out how to support the plan soon?*
- *There are conceptual plans for a light rail bridge over Bradshaw Road. There is currently about \$300,000 in a fund for the project, but the overall project would be about \$20M. The Master Plan should acknowledge that the bridge is in the works. At least 2 people have been killed at the intersection, maybe more. Redevelopment along the corridor will add more people and change the traffic LOS to “F” mainly because of the back and forth train traffic. The bridge will improve both safety and traffic flow.*
- *There are a lot of small businesses between Butterfield and Bradshaw. The proposed median will make it tough economically for these businesses. I would like to see three or four left turn lanes built into the median.*

*C: The Rosemont Community Association hasn’t seen the plan yet, but I’m sure they will be very positive towards it. I had a chance to walk the corridor with WALKSacramento and have the following comments:*

- *I agree with the previous comments and have the same concerns as the commenter.*

## Cordova Community Planning Advisory Council

- *Walking along the corridor I noticed a lot of trash in the foliage. Even the trees were spray painted. Hopefully the project will clean up the trash and graffiti. It will be important to engage the property owners.*
- *The fences and walls on the corridor are in bad shape. There is a fence on Mayhew that was crashed into and still has not been repaired.*
- *Landscaping on Folsom Boulevard is in various states, mostly negative, and encroaching onto the sidewalk. It will be important that there are clearly defined responsibilities on who maintains future landscaping and it is enforced.*
- *I noted on my walk the condition of the apartments. The project should address law enforcement issues at the apartments.*
- *The plan should work with the business owners on the east end to interconnect parking lots and consolidate driveways.*
- *Lighting is important*
- *I understand from the walk that the south side utility lines are very expensive to underground. This should be considered in the future if funding becomes available.*
- *Consider putting in fencing between the southern sidewalk and the light rail tracks.*
- *Make sure to connect the project to the American River Parkway east of Hazel and at Mayhew.*

*C: I live in the Rosemont area and am a daily RT commuter. I want to make sure the plan engages with light rail riders. It would be nice to add drop-off zones at light rail stations if possible. Make sure the landscaping is safe especially early in the morning and late at night when it is dark outside. I saw small landscaping in the renderings which is good for security. I support the project and think it will benefit businesses by slowing down traffic and drawing more attention to them from drivers. Overall, I hope the project improves safety and security on Folsom Boulevard and I hope it gets funded.*

*C: I'd like to follow up on security at Light Rail stations. I'm not sure if it's in the scope of the project, but if you can talk to RT about improving security it would be great. You should coordinate with the Sheriff's Department.*

*C: I live in the Butterfield neighborhood. I'm concerned that we're making Folsom Boulevard more walkable, bikeable, and neighborhood-like without addressing some of the more significant issues on the street. There are lots of motels on Folsom Boulevard that attract people who are down on their luck. I don't know what the County can do to attract businesses in this location with this issue.*

*A: The County has had similar issues with other Master Plans, but has found that when businesses buy into a vision for a corridor, changes usually start happening. The timetable for these changes is never a certain thing, but with a vision for the street and a certain amount of public investment, uses like motels can become less profitable and naturally redevelop. Rancho Cordova experienced this with the demolition of some motels after streetscape improvements were constructed.*

*C: Separating bike lanes from traffic on Folsom Boulevard is a great idea.*



## Cordova Community Planning Advisory Council

---

*C: I'm a resident of the Riviera East/Butterfield neighborhood. Since Rancho Cordova has had their improvements for a few years now, has anyone talked to local businesses about how they like them?*

A: We've gotten positive feedback from Rancho. A number of businesses initially said the median would kill business which hasn't happened. In fact, most businesses are thriving right now. How much of this can be attributed to the economy and how much can be attributed to the improvements isn't known. We have heard that peoples feel safer and walk more on the corridor which helps business.

*C: I'd like to advocate for a separated bike path. I think they feel safer for riding and are safer for kids. A buffer is nice, but separation is better.*

*C: I may be the only person here who feels this way, but I hate what was done on Folsom Boulevard in Rancho Cordova. Who's watering the landscaping? Why do we need more trees in a drought? I can't get anywhere I need to in Rancho Cordova without going blocks out of my way. We need the left turns on Folsom Boulevard to access businesses. Unity Church has three driveways for a reason – consolidating them won't work on a Sunday with peak traffic. I don't go anywhere on Sunday mornings with Capitol Christian traffic – this will only get worse with the project. I agree that Mayhew and Tiber should be fenced off, but otherwise leave the street alone. The majority of safety accidents are at intersections which medians won't solve.*

A: The project is looking at green infrastructure for the street and is sensitive to the drought. On all projects, the County is looking at drought tolerant plants. The project team is sensitive to the needs to maintain left turn access into businesses, but the exact locations of median breaks can't be determined until the design phase of the project. The County has had this issue on multiple projects and is experienced with coordinating with businesses. Sometimes improvements like medians are deferred if there isn't agreement among stakeholders. The traffic volumes on Folsom Boulevard warrant medians for safety concerns because of the conflicting turn movements inherent with continuous two-way left turn lanes.

## Attachment #1 – Visioning Boards

### MOBILITY

#### Mobility Objectives

- New corridor street character - roadway width/alignment and sidewalk width/finish
- New boulevard, including wider sidewalks and wider street crossings
- New boulevard with defined on-street lanes
- Slow down traffic on Folsom Boulevard, make those driving through take notice of existing businesses.

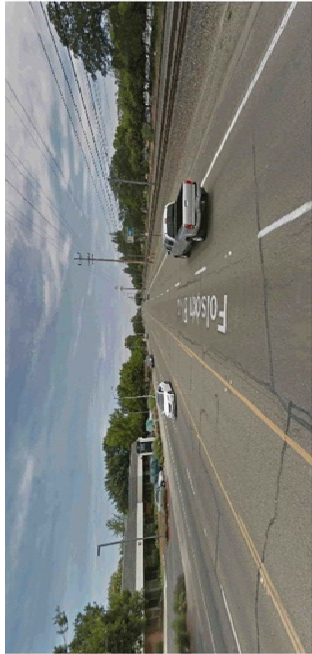
#### Proposed Mobility Improvements

##### Primary Improvements to Achieve Objectives

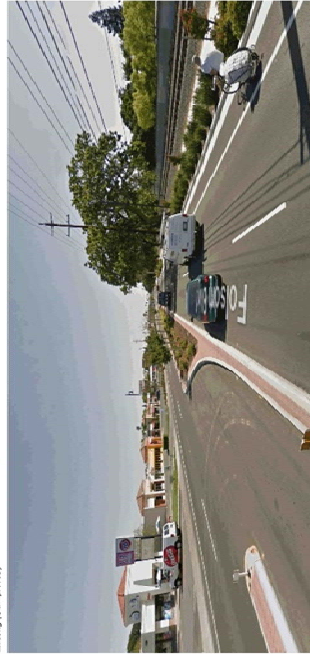
1. Offer curbside or off-street to accommodate pedestrian increased access to businesses and transit.
2. Roadway speed
3. Revise supportive design and details
4. Bicycle lanes
5. Crosswalks at all intersections
6. Landscaped medians or gateways
7. Increase connectivity to Sacramento Regional Transit Light Rail Corridor

##### Other Best Practices Where Appropriate

1. Convertible city car-pool lanes
2. Directional corner ramps
3. Crosswalk median offsets
4. Raised crosswalks
5. Safety measures at unsignalized crosswalks
6. Blue parking
7. Bike sharing program
8. Enhance or narrow curb cut and consolidate driveways



Existing (Unimproved)



Improved Cycling (City of Bureau Oakway)



Proposed Improvements (Project Area - Typical)



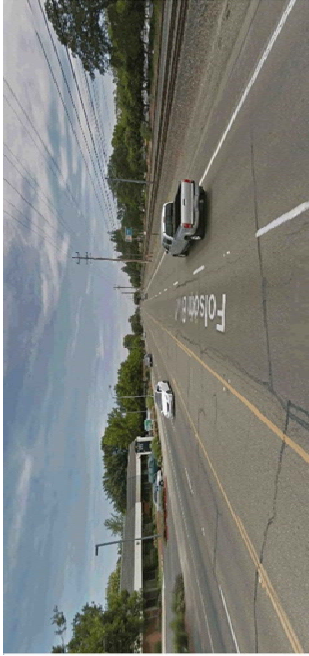
Proposed Improvements (Folsom - View South Side)



Proposed Improvements (Folsom - View North Side)

Vision Board 3

**Existing Conditions  
(Unimproved)**



**Improved Existing (City of  
Rancho Cordova)**



**Proposed Improvements  
(Project Area, Typical)**



**Proposed Improvements (Vehicular  
View) South Side**



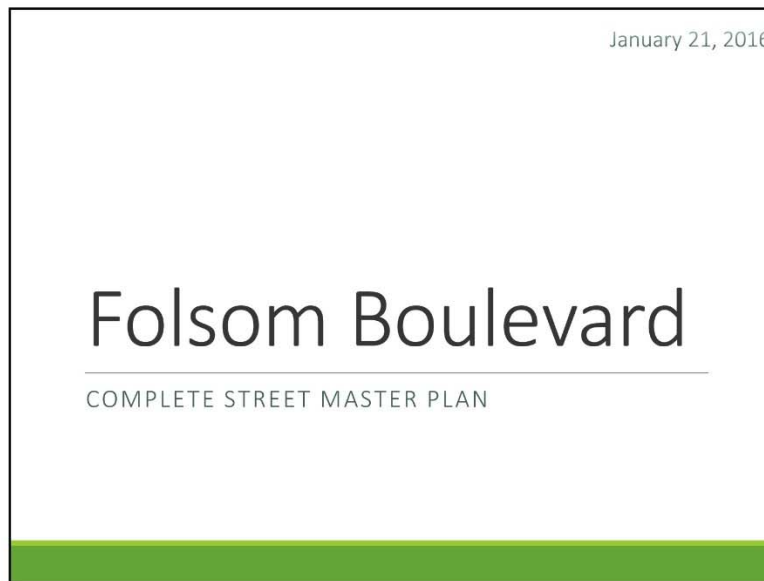
**Proposed Improvements  
(Pedestrian View) North Side**



Visual Board 3

Attachment #2 – PowerPoint Presentation

1/22/2016



### Why are we doing this plan?

Caltrans Community Based Transportation Planning Grant

- *A Complete Street Master Plan will enable the County to apply for implementation funding with a design that is community sensitive and has been preliminarily vetted through the agency.*

### Where are we focusing?

The project is along Folsom Boulevard in the unincorporated County:

Watt Avenue to Bradshaw Road

- Between the City of Sacramento and Rancho Cordova

Hazel Avenue to Folsom Boulevard Interchange

- Between Rancho Cordova and the City of Folsom







History Folsom Boulevard

### History of Folsom Blvd Corridor

- Wagon Trail and Pony Express (mid 1800's)
- Sacramento Valley Railroad (completed 1856)
- Folsom Boulevard as a Highway (1926)
- Mills Field and Mather AFB (1918 – 1993)
- US 50 Freeway is constructed (1973)
- Regional Transit's Gold Line (1998, 2004, 2005)



Existing 5-lane Folsom Boulevard



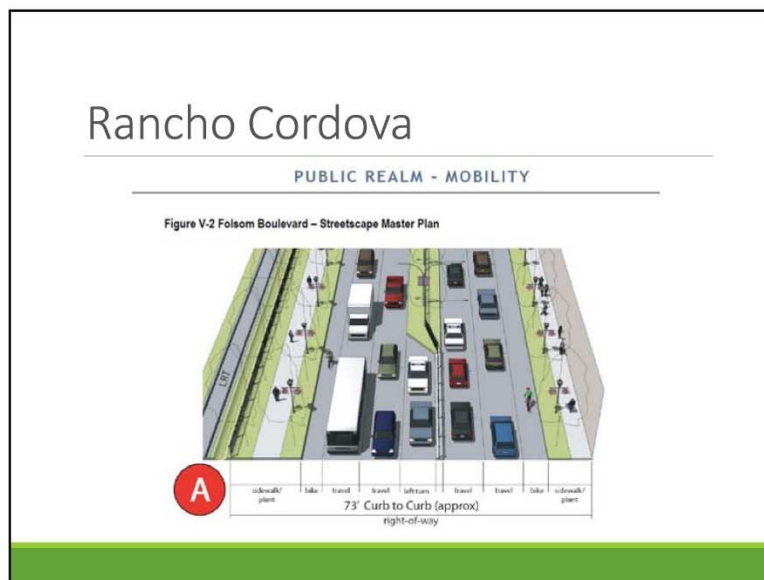
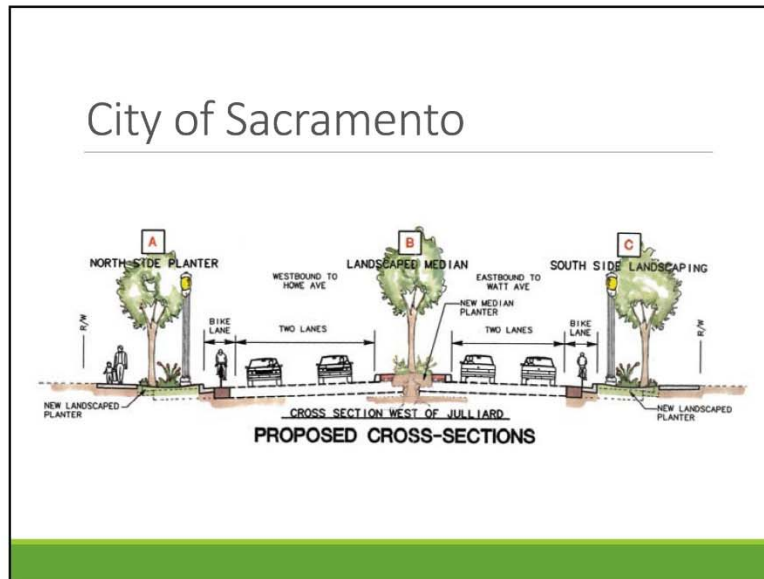
Existing complete streets on Folsom Boulevard

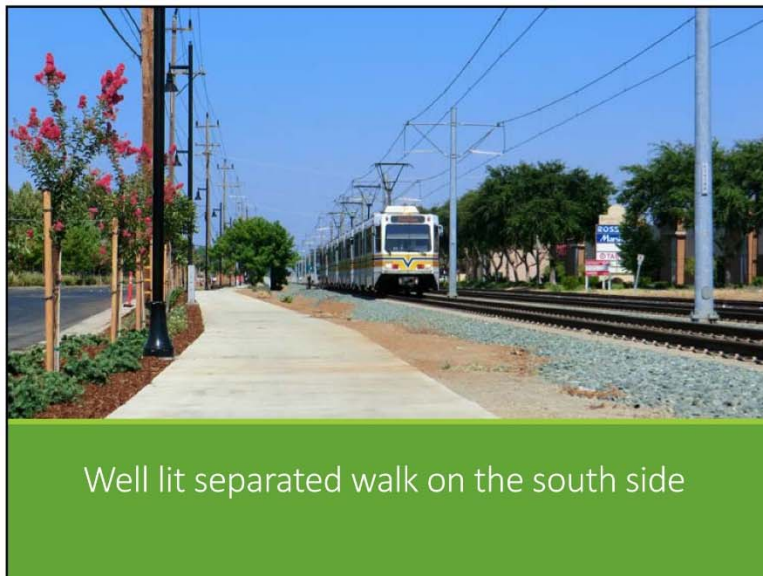


## Planning on the Corridor

- South Watt Area Transportation Study (2002)
- County Folsom Boulevard Master Plan (Bradshaw to Sunrise) (2004)
- City of Sacramento Folsom Blvd Master Plan (2007)
- Rancho Cordova Folsom Boulevard Specific Plan (2006, 2008)
- Plan Folsom Boulevard Transit Area Study (2014)

The screenshot displays the 'PLAN Folsom Blvd' website. The header includes the title 'PLAN Folsom Blvd' with the tagline 'WHAT'S NEXT, FOLSOM BLVD? THE NEXT TEN YEARS', navigation links (HOME, WORKSHOPS, LEARN, ABOUT, CONTACT), and a 'TAKE THE SURVEY' button. The main content area is titled 'Mather Field/Mills + Cordova Town Center Station Areas' and describes a community survey. It lists dates (June 13 & 14), times (4:30 p.m. walk, 5:30 p.m. workshop), and location (Mills Building). A 'TAKE SURVEY' button is visible. The survey interface shows a progress bar and a 'Our Challenge' section with the text: 'Residents have been participating in planning and visioning for growth in the Folsom Blvd corridor for a long time. The past ten years have included many workshops, reports, commercial corridor and transportation plans, county and city general plan updates and changes in zoning to reflect the community's vision for the future.' The interface also includes a 'CHALLENGE' section and a 'FOLSOM BLVD PRIORITIES' sidebar.







1/22/2016



Continuous bicycle lanes



Raised planted median

1/22/2016



Safer pedestrian crossings



Improving intersections and u-turn movements



### What do you think?

#### Take the Survey

- Community survey available at website until January 31<sup>st</sup>

#### Additional Community Engagement

- Targeting the **Planning Commission** in March
- Based on feedback will be at **Board of Supervisors** April or May

#### Stay informed at the County Website

<http://www.sacdot.com/Pages/Folsom-Boulevard-Complete-Street-Master-Plan.aspx>

**Ron Vicari**, Principal Civil Engineer  
Sacramento County Department of Transportation  
vicarir@saccounty.net 916-874-5164

**Jim Schubert**, Senior Landscape Architect  
Sacramento County Department of Transportation  
schubertj@saccounty.net 916-874-7911





# Rosemont Community Association

Making Rosemont Bloom Since 1959

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## Issues Briefings at Feb. Board Meeting

January 29, 2016 | Written by Terry Dugan

[Leave a Comment](#)



At its February 4 meeting the RCA Board will be briefed on several issues of interest to the community and all are welcome to attend. The County will report on the Folsom Blvd. Master Plan are the stretch between Watt and Bradshaw; we will hear about a proposed electronic sign along the freeway on the Capital Christian Center property; and we will hear a proposal to work with SolarCity on arrangements for property owners to be able to install solar panels at a favorable cost. In addition to several other matters, we will learn about a program that would capture the recollections and experiences of Rosemont residents as part of telling the Rosemont story for posterity. Come out to the meeting and learn what's happening in your community.





## Board Members

- › President: Terry Dugan
- › Vice President: Dee Gavaldon
- › Secretary: Gabe Apgar
- › Treasurer: Jesus Mendoza
- › Directors:
  - › Kathy Aldana
  - › Carol Arbini-McFarland
  - › Richard Leimbach
  - › Liz Lott
  - › Andrew Maalouf
  - › Anthony Osuna
- › Historian: JoAnn Wilson

# RCA Board Meeting

**February 4 @ 7:00 pm - 9:00 pm**



Monthly RCA Board meeting to discuss upcoming community events and the current status of RCA programs. All are welcome. Check the RCA website the week prior for additional details.

Past Board Meeting agendas and minutes can be found on [The Board](#) webpage of the RCA website.

[+ GOOGLE CALENDAR](#)

[+ ICAL EXPORT](#)

## Details

### Date:

February 4

### Time:

7:00 pm - 9:00 pm

### Event Category:

Board Meeting

## Organizer

RCA

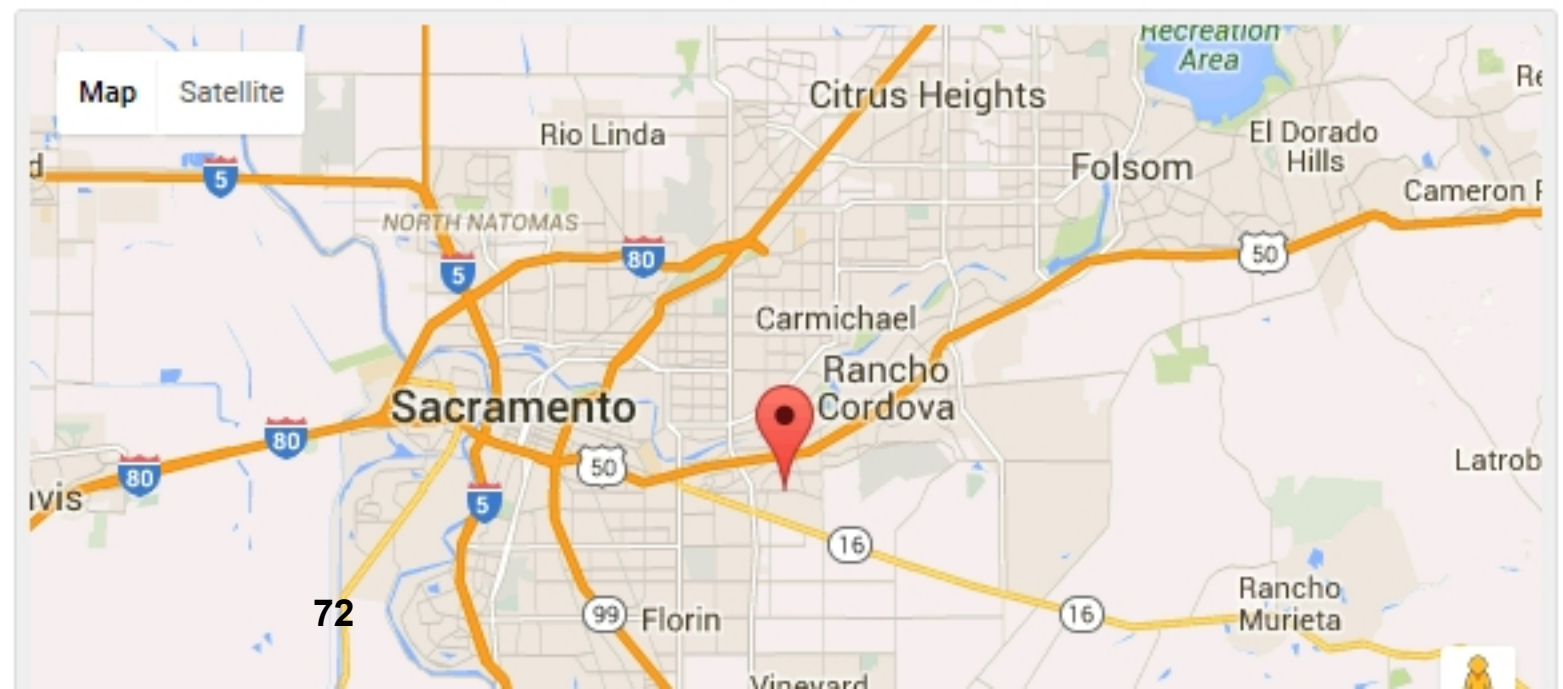
## Venue

Atonement Church

9242 Kiefer Blvd

Sacramento, CA 95826 United States

[+ Google Map](#)



**Rosemont Community Association  
Board of Directors Meeting  
Feb. 4, 2016  
Minutes**

President Dugan called the meeting to order at 7:03.

Present: Gavaldon, Lott, Maalouf, Osuna, Arbini-McFarland, Leimbach, Dugan

Absent: Apgar, Mendoza, Aldana

Guests: Some 17 guests were also present

The agenda was approved without changes.

The minutes of the January 7 board meeting were approved without changes.

**Briefings**

Folsom Blvd. improvements. Staff from SacDOT briefed the board on plans to improve the traffic flow, landscaping, and safety along Folsom Blvd. between Watt and Bradshaw. The plan is set for BOD review by May, with phased work over 2-3 years to begin when funding is secured. The result is to be a continuation of the appearance of Folsom built by the City of Rancho Cordova. The Board took no formal action but discussion indicated strong support.

Rick LeBurkein of Capital Christian Center briefed the Board on CCC's plans to construct a large (10'x20') electronic sign on it vacant lot along Hwy 50 across from the Church complex. He indicated no commercial messages would be on the sign, but community oriented messages would be possible. CCC will soon be filing to begin the permit process; in the meantime they are meeting with community groups to inform them and get comments. The Board had no substantive comments and did not raise any objections to the proposal.

Stuart Welch, coach of the RHS girls basketball team, spoke briefly of his teams efforts to draw attention to the needs of one of the player's mother who was quite ill. A planned event did not happen because of loss of media coverage, but they still are seeking support for the team.

Jeannette Stevenson of SolarCity briefed the Board on their proposal to have RCA encourage residents to consider installing solar systems, and for each such installation they would return \$200 to RCA. The Board will have several members work with Jeannette to get more details before taking any action.

**Program and Policy**

Dugan reported that with Board approval the draft letter from RCA to the County BOS urging funding in the FY16-17 budget for certain services for Rosemont will be provided to both Supv. Nottoli and Capt. Goold to assure that the letter does not create problems for them. Then we will send the letter to the entire Board, with the intent of urging the County provide certain enhanced services to this area.

Dugan described a tentative agenda for the RCA annual meeting set for May 18, including presentation of several recognitions (VOY, others?); a brief annual report from RCA; election of board members; an open forum for members and residents to discuss issues of concern to the community; and comments from several local officials. As usual, we will invite agencies serving Rosemont to have information tables. He proposed sending a postcard to all residents in Rosemont alerting them to the meeting as well as the series of finance management workshops; this mailing would be funded by the finance management grant. He also proposed a direct letter to RCA members inviting them to the meeting and updating them on RCA activities on their

behalf; this would be funded by RCA. After brief discussion the board agreed without formal action; funds are allocated in our budget.

Dugan proposed a schedule for election of new board members. We are authorized between 9 and 15 members and now have 10 members, with three seats up this year. Liz Lott will chair the nominating committee and Dugan will appoint several more to it, to determine present board members who wish to stand for reelection, and also consider other possible new members. Gary Vorce, who previously served on the RCA and RCF boards, indicated he was interested in returning to serve, and it was moved, seconded and unanimously passed to elect him to one of the open seats on the Board, effective March 1. He will stand for confirmation by the membership at the May meeting, and will serve a three year term to 2019.

Dugan invited suggestions for agencies to brief the Board at future meetings on their plans and services to Rosemont. This invitation will stand open as agencies approach us.

Dugan invited suggestions for nominations for our Volunteer of the Year Award. Please send suggestions to him ASAP. Also, it has been suggested RCA occasionally recognize persons who have provided unusual service to the community; suggestions for such person is also invited.

Dugan reported on a proposal by Capital Public Radio to record peoples' stories about their neighborhoods. This could be a good way to draw attention to Rosemont. He will monitor plans and report as appropriate.

### **Reports**

Tommy Riggan, CHP, reported on their recent activities in Rosemont, and members shared various concerns. RCA will be reviving its Neighborhood Watch page on Face Book, and its general FB page to make them more effective. Volunteers are sought to help. We will review our now 1 year old web site to see if it is doing all we want it to do.

Sheryll Venegas of Supv. Nottoli's office reported on personnel changes at the County that affect Rosemont.

Andrew reported on a RHS crab feed fundraiser on April 2 and encouraged all to attend, and perhaps have a RCA table. Contact Andrew for information.

The RHS Essence of Rosemont is set for April 15 and RCA is encouraged to have a table there.

Dugan reported he sent a letter to Barry Broome, President and CEO of Greater Sacramento, an organization promoting economic development in the greater area, inviting him to consider all that Rosemont offers as a key element in area economic development plans.

Alicia provided an update on anti-graffiti efforts.

Anthony reported the food trucks will return March 4, and possibly have a beer garden.

Dee reported on the possibility of grant funding from Bank of America, but noted that RCF will not pursue that unless RCA is committed to a specific project. No ideas for projects were offered.

Dugan report that the safe driving grant project is almost completed, and that the finance management project held its first workshop last week. It was a very good session with valuable information and tips in getting out of debt and budgeting, but we need to do much to generate attendance. We will be using grant funds to do more marketing of the workshops.

### **Administrative**

The treasurer and membership reports we provided prior to the meeting and without objection they were approved.

The meeting was adjourned at 9:10pm

Minutes prepared by Terry Dugan





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## Steering Committee

### Steering Committee Members 2014/2015

[Rene Hamlin, Chair](#)

[Gay Jones, Vice Chair](#)

[Andrea White, Treasurer](#)

[Jim Morgan, Secretary](#)

[Lori Christensen, Member](#)

[Kelly Cohen, Member](#)

[Bonnie Domeny, Member](#)

[Celia Rasmussen, Member](#)



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## Meetings

The Steering Committee meets each month, on the fourth Tuesday at the Rancho Cordova Library at 9845 Folsom Boulevard. The Steering Committee hopes to see everyone at meetings to give their input on goals and objectives for the Community.

### Next Meeting

03-22-16 6:30 PM

Rancho Cordova Library

9845 Folsom Blvd

[Questions?](#) [Contact BRECA](#)

### Meeting Minutes

2016

[01-2-16](#)

2015

[12-15-15](#)

[11-24-15](#)

[10-27-15](#)

2014

[12-16-14](#)

[11-25-14](#)

[10-28-14](#)

2013

[12-17-13](#)

[11-26-13](#)

[10-22-13](#)

# COUNTY OF SACRAMENTO CALIFORNIA

For the Agenda of:  
March 28, 2016

To: County Planning Commission

From: Department of Transportation

Subject: County Planning Commission Workshop Review of the Folsom Boulevard Complete Street Master Plan

Supervisory  
District(s): MacGlashan, Nottoli, Peters,

Contact: Ron Vicari, Principal Civil Engineer, 874-5164

## **Overview**

The Folsom Boulevard Complete Street Master Plan (FBCSMP), (attachment 1), will provide guidance for the construction of Folsom Boulevard as a Complete Street from Watt Avenue to Bradshaw Road and from Hazel Avenue to the City of Folsom (attachment 2). The FBCSMP will provide a planning foundation to increase mobility, safety and accessibility by advancing the community's vision to revitalize Folsom boulevard as a compact, mixed use, transit rail corridor. The FBCSMP is funded by a State of California, Department of Transportation (CalTrans) Community Based Transportation Planning Grant, and will allow the County to apply for future design and construction funding. The Sacramento County Department of Transportation is the lead Department for the project, with support from the Community Development Department.

## **Recommendations**

It is recommended that your Commission:

1. Review the Folsom Boulevard Complete Street Master Plan.
2. Receive public comments.
3. Provide Commission comments and recommendations to the Board of Supervisors.

## **Measures/Evaluation**

The FBCSMP is consistent with the goals and objectives of the County's General Plan, Pedestrian Master Plan, Bicycle Master Plan, and ADA Transition Plan.

## **Fiscal Impact**

The FBCSMP is a planning level document which provides construction estimates and recommendations for phased implementation over time. However the recommendations described in the document do not have specific funding sources identified for expenditure at this time. Total build out of the FBCSMP is estimated to be approximately \$28 million. Potential funding sources described include Federal, State and Local transportation related grants. It is anticipated that there will be no fiscal impact to the General Fund.

## **BACKGROUND**

The FBCSMP is a community outreach, stakeholder coordination, and conceptual plan synthesis and infrastructure analysis project. The project occurs on the Folsom Boulevard road corridor heading east between Watt Avenue and Bradshaw Road (approximately 2.5 miles), and the Folsom Boulevard road corridor heading east between Hazel Avenue to the County/Folsom City Limits (approximately 0.5 Miles). The Regional Transit rail line is immediately adjacent to the Folsom Boulevard corridor on the south side of this project area.

The FBCSMP will identify future design guidelines for roadway segments and intersections and will emphasize “Complete Street” ideals that accommodate sidewalks, bike lanes, medians, crossings, bus turnouts, lighting, landscaping and streetscape amenities. The FBCSMP will identify sustainable features including energy efficient street lighting, low impact development (LID), green-space and green-street elements, as well as other improvements to enhance pedestrian and cyclist safety and health, while benefiting the community’s quality of life.

The project objectives are:

- 1) With the aid of the community input, develop a multi-modal complete street master plan document.
- 2) Use the endorsed FBCSMP in support of grant funding applications for future construction implementation projects.
- 3) Guide the preparation of construction documents and engineering plans (PS&E) for the future implementation of the FBCSMP phases.
- 4) Guide the planning, design, and implementation of roadway “Complete Street” improvements through private development proposals, or public projects as funding becomes available.

## **DISCUSSION**

The project’s funding for the Master Plan preparation is primarily funded by CalTrans, through the State’s “Community Based Transportation Planning” (CBTP) grant program. Funding has not yet been obtained for the PS&E preparation and construction implementation. The County will pursue future competitive funding opportunities upon completion of the Master Plan.

Previous planning, engineering and construction work, which is directly related and influential to the Folsom Boulevard Complete Street Master Plan project, includes:

2002 “SWATS Study” – South Watt Area Transportation Study for the **County of Sacramento** (intersection study and physical improvements to Watt Ave. and Folsom Blvd, including light rail overcrossing project, east terminus of FBCSMP).

2005 “Folsom Boulevard Complete Streets Project” – **City of Rancho Cordova** portion. Master Plan revisions of a portion of Folsom Blvd. immediately west of the FBCSMP.

2007 “Folsom Boulevard Master Plan” – **City of Sacramento** (corridor planning for corridor section immediately connecting east to FBCSMP).

2009 “Watt Avenue at Folsom Boulevard Light Rail Bridge and Intersection Improvements” – **County of Sacramento and Sacramento Regional Transit**. Construction completion for the light rail bridge and roadway improvements at the Watt Avenue @ Folsom Boulevard intersection.

2010 “Folsom Boulevard Complete Streets Project- Phase II” – **City of Rancho Cordova** portion. Streetscape implementation/construction of portion of Folsom Blvd. immediately west of the FBCSMP.

2012 “Folsom Boulevard Complete Streets Project- Phase III” – **City of Rancho Cordova** portion. Streetscape implementation/construction of portion of Folsom Blvd. immediately west of the FBCSMP.

2013 “Folsom Boulevard Utility Undergrounding Feasibility Memo” – **City of Rancho Cordova** portion. Study, research and presentation of feasibility to underground overhead utilities of portion of Folsom Blvd. immediately west of the FBCSMP.

2014 “Folsom Boulevard Transit Priority Area Infrastructure Needs Assessment and Implementation Plan” – Light Rail, Bus and Alternative Modes infrastructure analysis for the **Regional Transit** Gold Line light rail transit facilities immediately adjacent to the FBCSMP.

### **PUBLIC OUTREACH**

December 16, 2015 – “Folsom Boulevard Complete Street Master Plan Community Open House”. Public community focused meeting held to receive public input and direction for the FBCSMP. A presentation of the project objectives was provided and survey comments were received from participants.

January 12, 2016 – Presentation of FBCSMP to Sacramento City/County Bicycle Advisory Committee for review and comment.

January 21, 2016 – Presentation of FBCSMP to Cordova Community Planning Advisory Council for review and comment.

February 4, 2016 - Presentation of FBCSMP to Rosemont Community Association for review and comment.

March 22, 2016 – Presentation of FBCSMP to Butterfield-Riviera East Community Association.

December – February, 2016 – On-line survey/questionnaire circulated.

### **CONCLUSION**

The FBCSMP is a planning tool to guide implementation of Complete Street capital improvements on this section of Folsom Boulevard. The project will be presented to the County Board of Supervisors for endorsement.

Planning Commission Request:

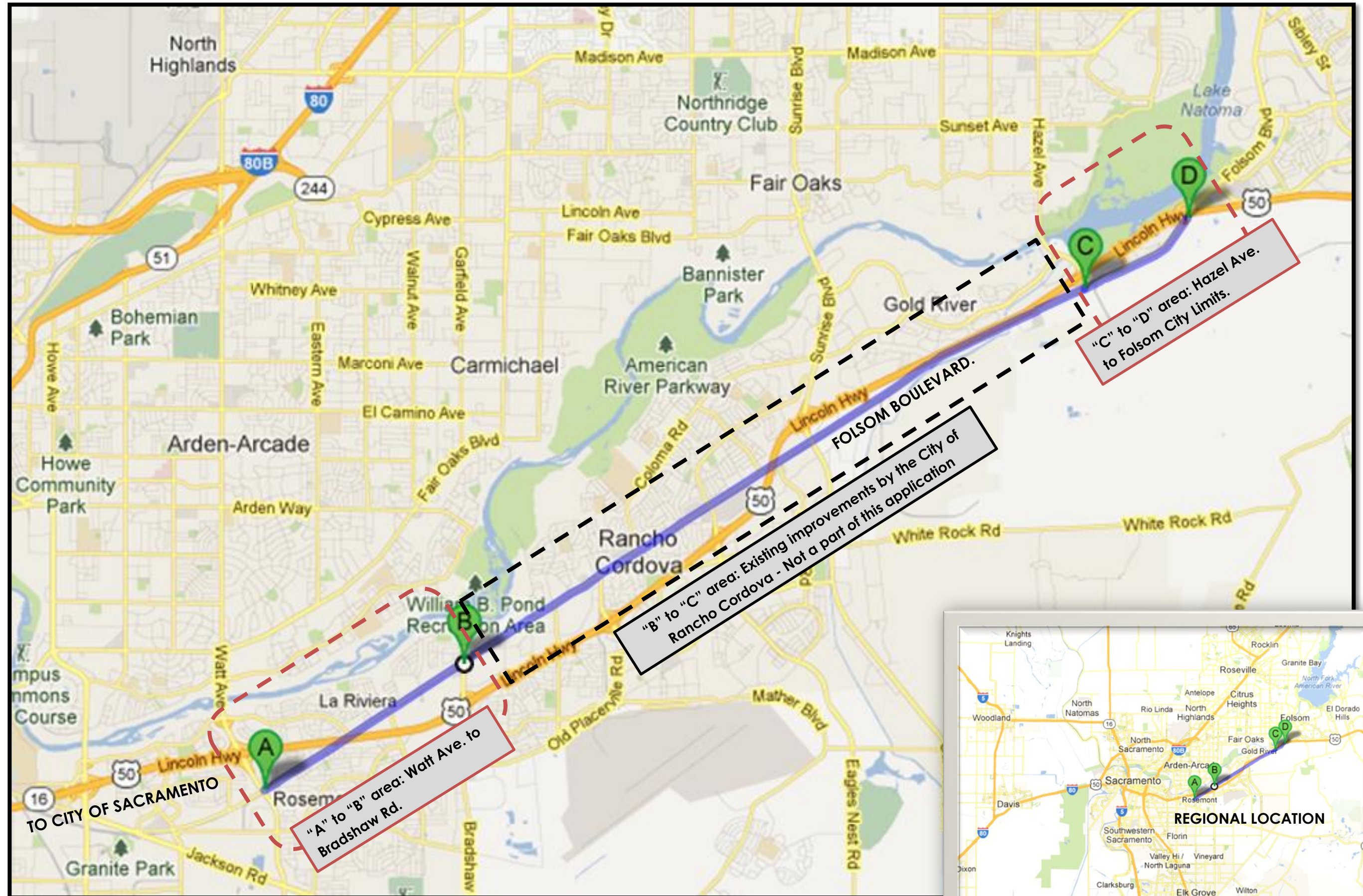
1. Review the Folsom Boulevard Complete Street Master Plan.
2. Receive public comments.
3. Provide Commission comments and recommendations to the Board of Supervisors.

Attachments:

ATT1 – Copy of FBCSMP PowerPoint Presentation

ATT2 – Location Map







**COUNTY OF SACRAMENTO  
INTER-OFFICE CORRESPONDENCE**

Attachment 4  
April 5, 2016

March 29, 2016

TO: BOARD OF SUPERVISORS

FROM: FLORENCE EVANS, Secretary  
*County Planning Commission*



SUBJECT: **COUNTY PLANNING COMMISSION REVIEW OF THE FOLSOM  
BOULEVARD COMPLETE STREET MASTER PLAN**  
**(Approval by the Planning Commission is a recommendation only. Final  
approval is by the Board of Supervisors.)**

The County Planning Commission, meeting in regular session on March 28, 2016, voted 4-0 (Commissioner Hom was absent) to recommend approval of the Folsom Complete Street Master Plan, received public comments, and will provide Commission comments and recommendations to the Board of Supervisors.

cc: In-house

FE: kr

APR 05 2016  
By *Fluence Evans*  
Clerk of the Board

For the Agenda of:  
April 5, 2016  
Timed: 11:30 A.M.

To: Board of Supervisors

From: Department of Transportation

Subject: Review and Endorsement of the Folsom Boulevard Complete Street Master Plan

Supervisory  
District(s): MacGlashan, Nottoli, Peters

Contact: Ron Vicari, Principal Civil Engineer, 874-5164

#### Overview

The Folsom Boulevard Complete Street Master Plan (FBCSMP), (Attachment 1), provides guidance for the construction of Folsom Boulevard as a Complete Street from Watt Avenue to Bradshaw Road and from Hazel Avenue to the City of Folsom, as shown in the Vicinity Map (Attachment 2). The FBCSMP provides a planning foundation to increase mobility, safety and accessibility by advancing the community's vision to revitalize Folsom Boulevard as a compact, mixed use, transit rail corridor.

#### Recommendations

It is recommended that your Board:

1. Review the Folsom Boulevard Complete Street Master Plan.
2. Receive public comments.
3. Endorse the Folsom Boulevard Complete Street Master Plan.
4. Direct the Department of Transportation to work towards securing design and construction funding for the Master Plan implementation, and proceed with the design.

#### Measures/Evaluation

The FBCSMP is consistent with the goals and objectives of the County's General Plan, Pedestrian Master Plan, Bicycle Master Plan, and ADA Transition Plan. Measures or an evaluation are not applicable to this agenda item.

#### Fiscal Impact

The FBCSMP is a planning level document which provides construction estimates and recommendations for phased implementation over time. However, until future funding is obtained, the recommendations described in the document do not have specific funding sources identified for expenditure. Total build out of the FBCSMP is estimated to be approximately \$28 million. Potential funding sources described in the plan include Federal, State and Local transportation related grants. It is anticipated that there will be no fiscal impact to the General Fund.

## **BACKGROUND**

The Sacramento County Department of Transportation is the lead Department for the FBCSMP, with support from the Community Development Department.

The FBCSMP is funded by a State of California, Department of Transportation (CalTrans) Community Based Transportation Planning Grant, and, upon endorsement by your Board, will fulfill the grant requirements. An endorsed FBCSMP will allow the County to further apply for additional grant opportunities towards implementing the project design and construction.

The project area occurs on the Folsom Boulevard corridor heading east between Watt Avenue and Bradshaw Road (approximately 2.5 miles), and the Folsom Boulevard corridor heading east between Hazel Avenue to the County/Folsom City Limits (approximately 0.5 Miles). The Sacramento Regional Transit rail line is immediately adjacent to the Folsom Boulevard corridor, on the south side of this project area.

Development of the FBCSMP has involved community outreach, stakeholder coordination, conceptual plan synthesis and infrastructure analysis.

## **DISCUSSION**

The FBCSMP identifies design guidelines for roadway segments and intersections and emphasizes “Complete Street” ideals that accommodate pedestrian friendly sidewalks, bike lanes, medians, crossings, bus turnouts, lighting, landscaping and streetscape amenities. The FBCSMP recommends sustainable design features, when feasible, including energy efficient street lighting, low impact development (LID), green-space and green-street elements, as well as other improvements to enhance pedestrian and cyclist safety and health, while benefiting the community’s quality of life.

The FBCSMP objectives include:

- 1) With the aid of the community input, develop a multi-modal complete street master plan document.
- 2) Use the endorsed FBCSMP in support of grant funding applications for future construction of implementation projects.
- 3) Guide the preparation of construction documents and engineering plans (PS&E) for the future implementation of the FBCSMP projects.
- 4) Guide the planning, design, and implementation of Folsom Boulevard “Complete Street” improvements through private development proposals occurring in the project area, or for public projects as funding becomes available.

Previous planning, engineering and construction work which is directly related and influential to the FBCSMP project includes:

- 2002 “SWATS Study” – South Watt Area Transportation Study for the **County of Sacramento** (intersection study and physical improvements to Watt Ave. and Folsom Blvd, including light rail overcrossing project, east terminus of FBCSMP).

- 2005 “Folsom Boulevard Complete Streets Project” – **City of Rancho Cordova** portion. Master Plan revisions of a portion of Folsom Blvd. immediately west of the FBCSMP.
- 2007 “Folsom Boulevard Master Plan” – **City of Sacramento** (corridor planning for corridor section immediately connecting east to FBCSMP).
- 2009 “Watt Avenue at Folsom Boulevard Light Rail Bridge and Intersection Improvements” – **County of Sacramento** and **Sacramento Regional Transit**. Construction completion for the light rail bridge and roadway improvements at the Watt Avenue @ Folsom Boulevard intersection.
- 2010 “Folsom Boulevard Complete Streets Project- Phase II” – **City of Rancho Cordova** portion. Streetscape implementation/construction of portion of Folsom Blvd. immediately west of the FBCSMP.
- 2012 “Folsom Boulevard Complete Streets Project- Phase III” – **City of Rancho Cordova** portion. Streetscape implementation/construction of portion of Folsom Blvd. immediately west of the FBCSMP.
- 2013 “Folsom Boulevard Utility Undergrounding Feasibility Memo” – **City of Rancho Cordova** portion. Study, research and presentation of feasibility to underground overhead utilities of portion of Folsom Blvd. immediately west of the FBCSMP.
- 2014 “Folsom Boulevard Transit Priority Area Infrastructure Needs Assessment and Implementation Plan” – Light Rail, Bus and Alternative Modes infrastructure analysis for the **Sacramento Regional Transit** Gold Line light rail transit facilities immediately adjacent to the FBCSMP.

Public outreach efforts for the FBCSMP included:

- December 16, 2015 – “Folsom Boulevard Complete Street Master Plan Community Open House”. A community focused meeting held to receive public input and direction for the FBCSMP. A presentation of the project objectives was provided and survey comments were received from participants.
- January 12, 2016 – Presentation of the draft FBCSMP to the Sacramento City/County Bicycle Advisory Committee for review and comment.
- January 21, 2016 – Presentation of the draft FBCSMP to the Cordova Community Planning Advisory Council for review and comment.
- February 4, 2016 - Presentation of the draft FBCSMP to the Rosemont Community Association for review and comment.
- December – February, 2016 – On-line survey/questionnaire circulated.
- March 22, 2016 – Presentation of the draft FBCSMP to the Butterfield-Riviera East Community Association for review and comment.
- March 28, 2016 – Presentation of the draft FBCSMP to the County Planning Commission for review and comment. The Commission reviewed the Plan and allowed for Public comments. No public comments were received. After a brief discussion, the Commission voted 4-0 (Commissioner Hom absent) to forward the Plan to the Board of Supervisors recommending endorsement of the Plan (Attachment 3).



### **MEASURES/EVALUATION**

The FBCSMP is consistent with the goals and objectives of the County's General Plan, Pedestrian Master Plan, Bicycle Master Plan, and ADA Transition Plan. Measures or an evaluation are not applicable to this agenda item.

### **71-J ANALYSIS**

Section 71-J of the County of Sacramento Charter is not applicable to this agenda item.

### **LEGAL ANALYSIS**

Legal analysis is not applicable to this agenda item.

### **FINANCIAL ANALYSIS**

The FBCSMP is a planning level document which provides construction estimates and recommendations for phased implementation over time. However, until future funding is obtained, the recommendations described in the document do not have specific funding sources identified for expenditure. Total build out of the FBCSMP is estimated to be approximately \$28 million. Potential funding sources described include Federal, State and Local transportation related grants. It is anticipated that there will be no fiscal impact to the General Fund.

Respectfully submitted,

APPROVED:  
NAVDEEP S. GILL  
Interim County Executive

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MICHAEL J. PENROSE, Director  
Department of Transportation

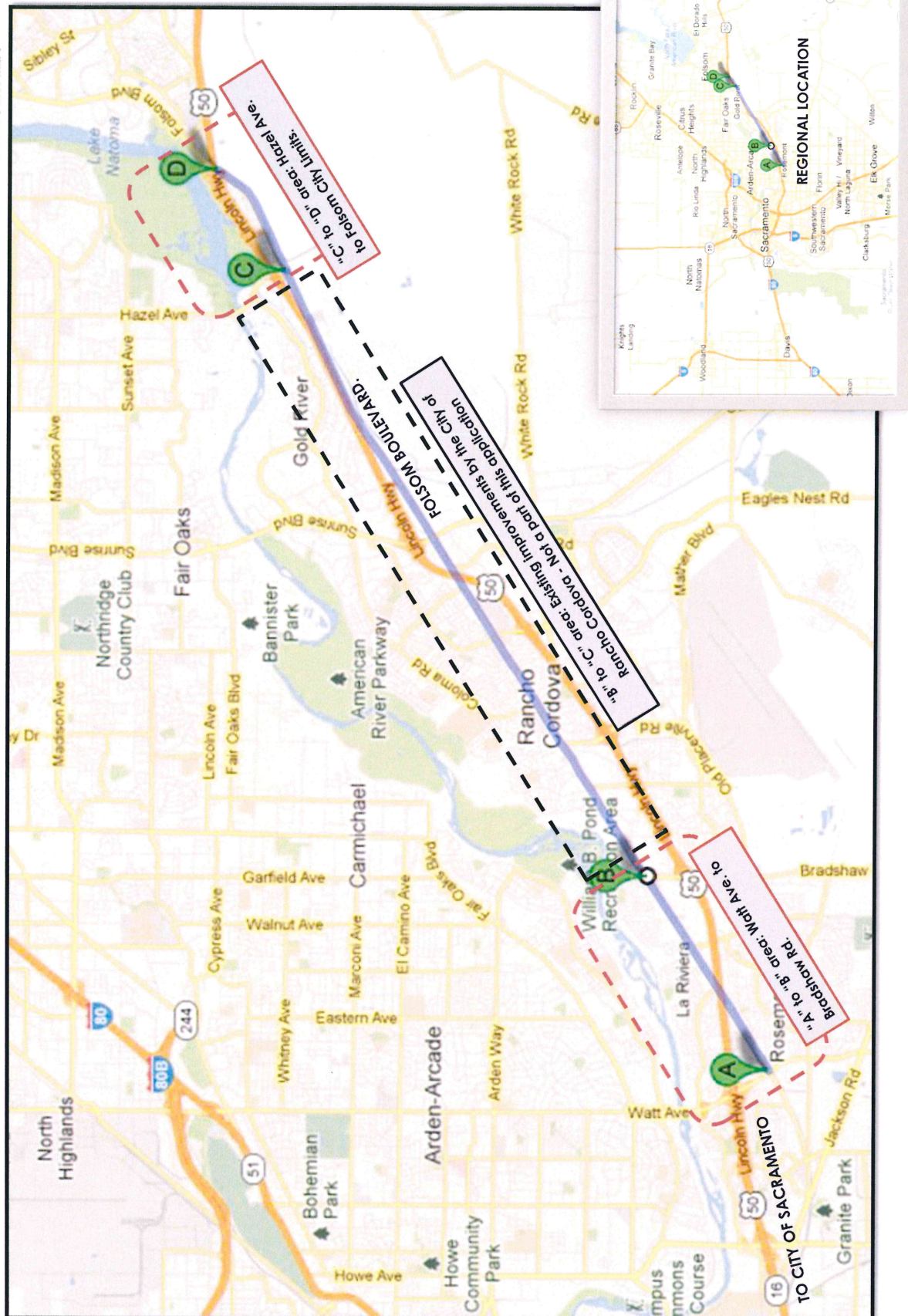
By: \_\_\_\_\_  
ROBERT B. LEONARD  
Chief Deputy County Executive

Attachments:

ATT 1 – Copy of FBCSMP

ATT 2 – Vicinity Map

ATT 3 – Planning Commission Memo





# Folsom Boulevard

COMPLETE STREET MASTER PLAN

Department of Transportation

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April 5, 2016

# Recommendations

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It is recommended that your Board:

1. Review the Folsom Boulevard Complete Street Master Plan.
2. Receive public comments.
3. Endorse the Folsom Boulevard Complete Street Master Plan.
4. Direct the Department of Transportation to work towards securing design and construction funding for the Master Plan implementation, and proceed with the design.



# Why are we doing this plan?

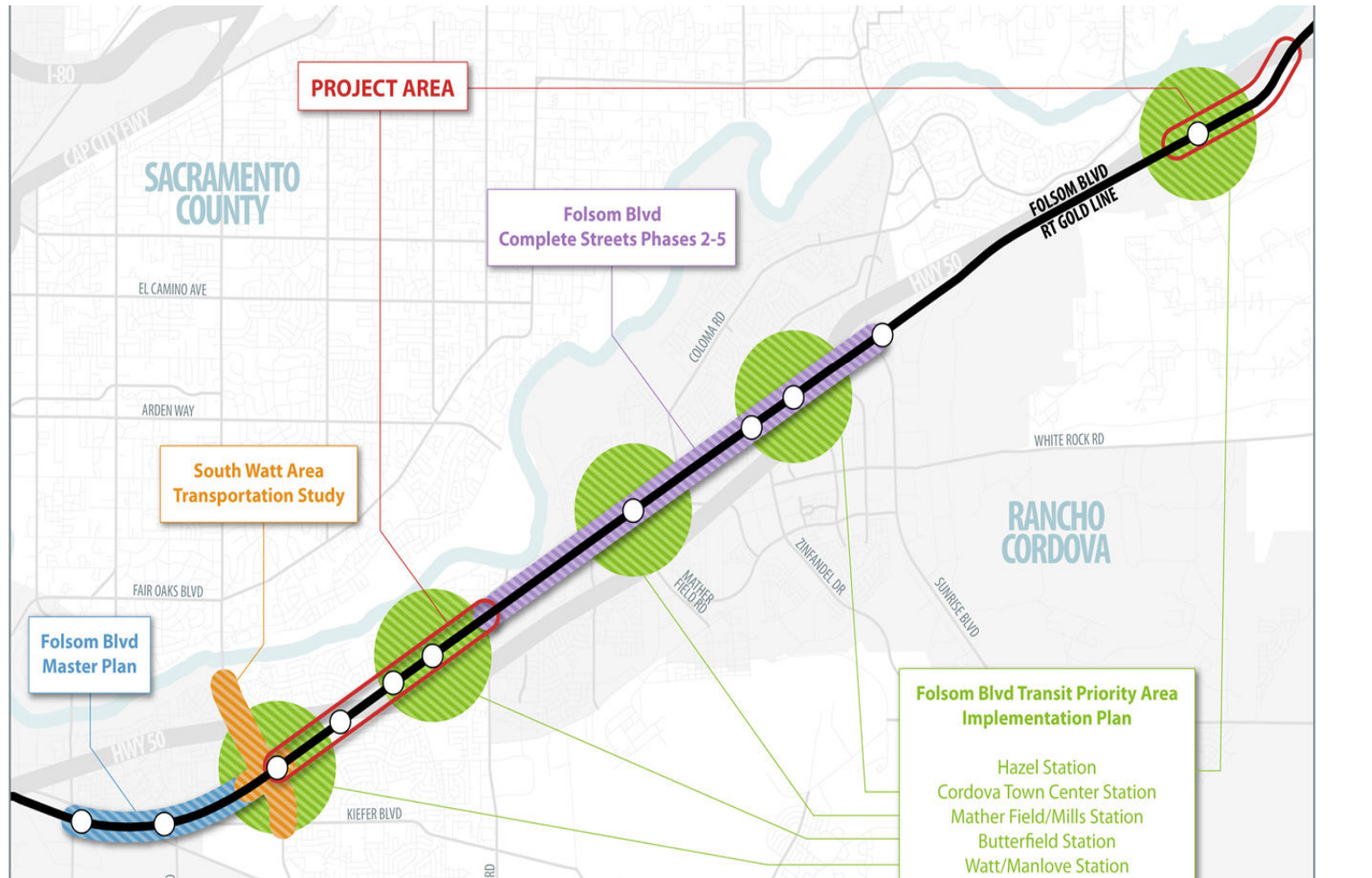
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## Caltrans Community Based Transportation Planning Grant

- A Complete Street Master Plan will enable the County to apply for implementation funding with a design that is community sensitive and has been preliminarily vetted through the agency.

# Where are we focusing?

**Watt Avenue to Bradshaw Road**  
**Hazel Avenue to Folsom Boulevard Interchange**



# History Folsom Boulevard

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# Existing Conditions

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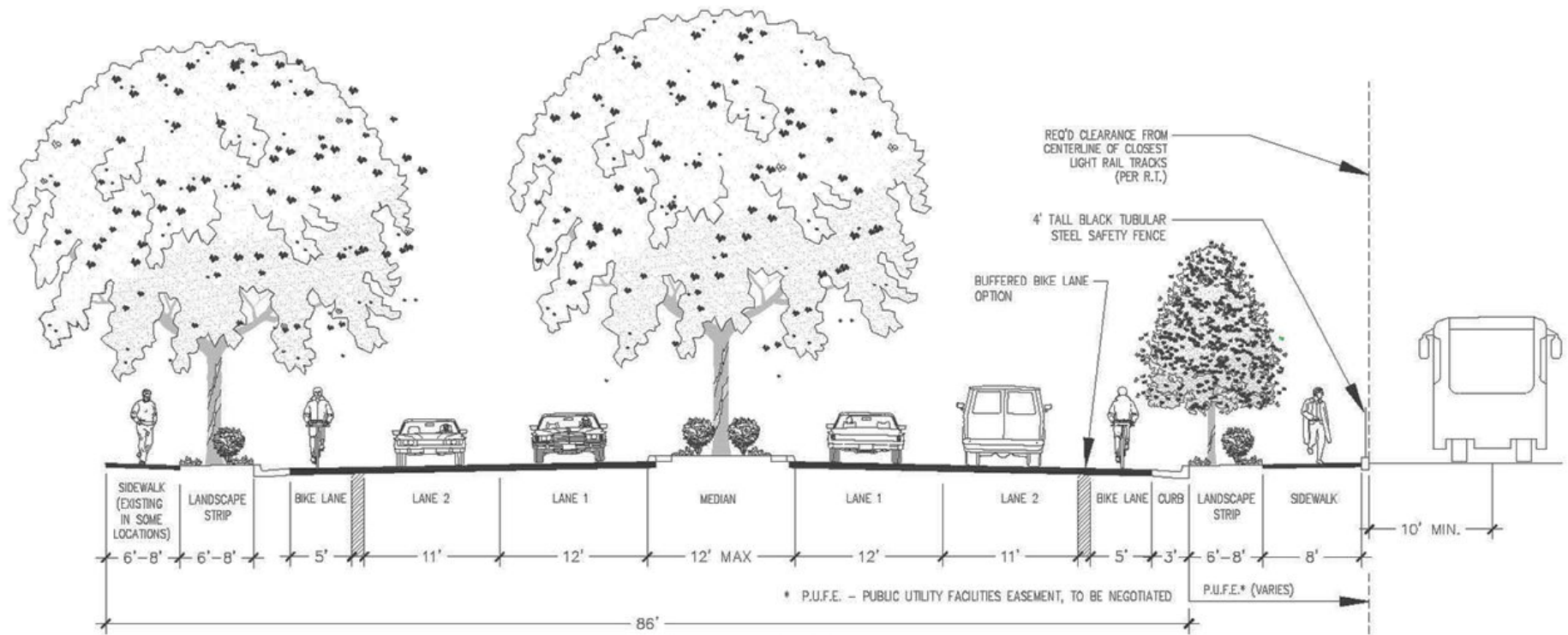
Existing 5-lane Folsom Boulevard



Existing complete streets on Folsom Boulevard



# Typical Boulevard Section



# Well Lit Separated Walkway

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# Continuous (Buffered) Bicycle Lanes

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# Raised Planted Median

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# Safer Pedestrian Crossings

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# Folsom Boulevard – Complete Street

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# Next Steps

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- Special Planning Area Update
- Smart Growth Street Designation

## Contact Information:

Ron Vicari, Principal Civil Engineer

Sacramento County Department of Transportation

vicarir@saccounty.net      916-874-5164