

# Appendix 3

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FULL SURVEY RESPONSES

# Folsom Boulevard Complete Street Master Plan

## Survey and Community Input

The person providing input on this survey is a:

<input type="checkbox"/> Folsom Boulevard Business and/or Property Owner	<input type="checkbox"/> Local Resident	<input type="checkbox"/> Other <i>(Please provide comment)</i> _____
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1. How often do you travel to and visit the various businesses on Folsom Boulevard from Watt Avenue to Bradshaw Road?

<input type="checkbox"/> Rarely	<input type="checkbox"/> 1 or 2 times/month	<input type="checkbox"/> 3 to 5 times/month	<input type="checkbox"/> 6 to 10 times/month	<input type="checkbox"/> more than 10 times/month
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2. How often do you travel to and visit the various businesses on Folsom Boulevard from Hazel Avenue to the County/City limits?

<input type="checkbox"/> Rarely	<input type="checkbox"/> 1 or 2 times/month	<input type="checkbox"/> 3 to 5 times/month	<input type="checkbox"/> 6 to 10 times/month	<input type="checkbox"/> more than 10 times/month
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3. Is pedestrian access from one side of Folsom Boulevard to the other important? *(Vision Board #3)*

<input type="checkbox"/> Very important	<input type="checkbox"/> Somewhat important	<input type="checkbox"/> Somewhat unimportant	<input type="checkbox"/> Very unimportant
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4. Is the consolidation of driveways worthwhile to complete the vision of an improved pedestrian-friendly community? *(Vision Board #3)*

<input type="checkbox"/> Very worthwhile	<input type="checkbox"/> Somewhat worthwhile	<input type="checkbox"/> Somewhat not worthwhile	<input type="checkbox"/> Not worthwhile
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5. Would you frequent businesses along the Folsom Boulevard corridor more often if there is more of a sense of place and easier and safer access?

<input type="checkbox"/> Very likely	<input type="checkbox"/> Somewhat likely	<input type="checkbox"/> Somewhat unlikely	<input type="checkbox"/> Very unlikely
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6. What items would you definitely like to see in the streetscape of the Folsom Boulevard corridor? *(such as lighting, public art, gathering places, banners, seating, pedestrian crossings, trees, etc.)*

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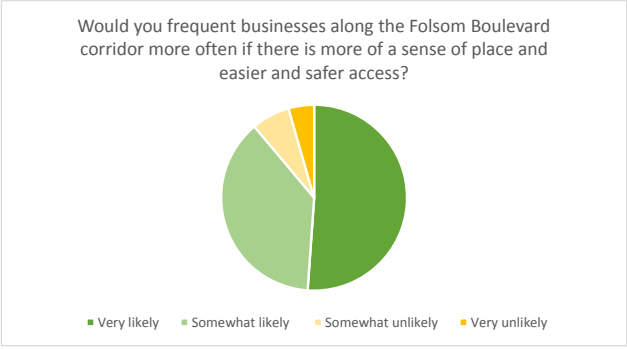
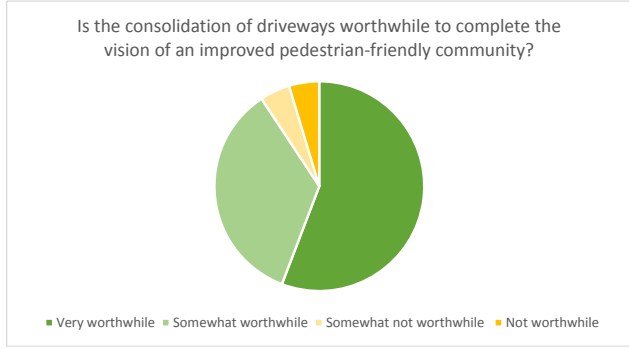
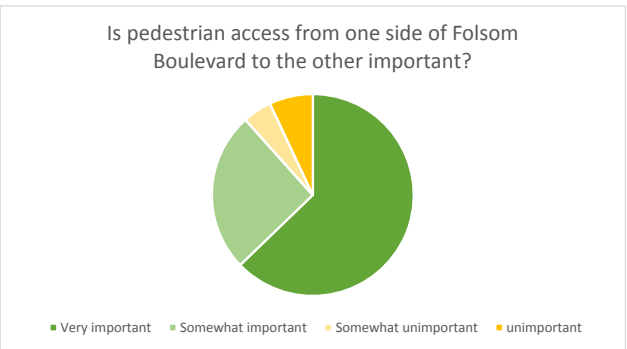
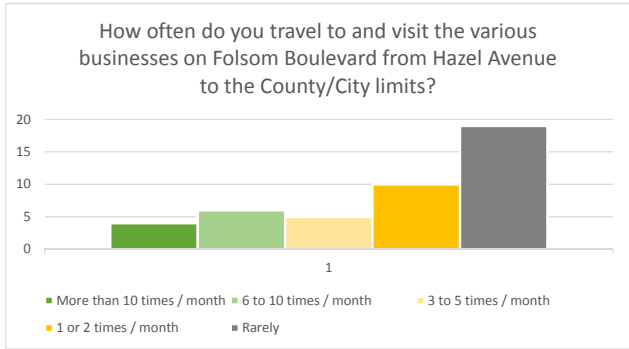
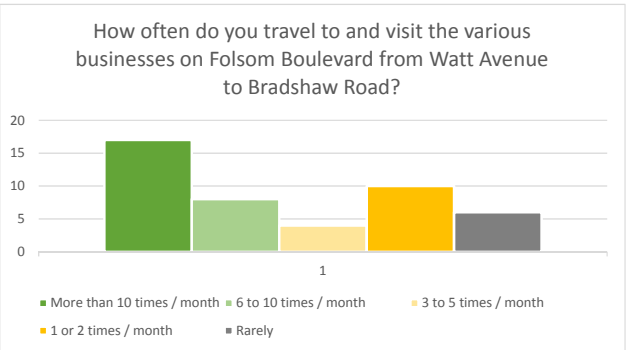
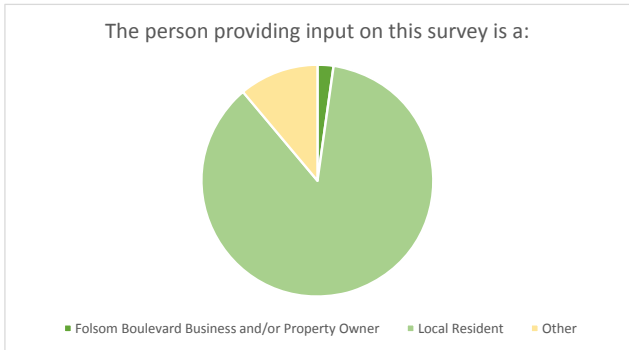


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**Q6: What items would you definitely like to see in the streetscape of the Folsom Boulevard corridor? (such as lighting, public art, gathering places, banners, seating, pedestrian crossings, trees, etc.)**

- Hoping with an improved area perhaps this would help with some of the negative issues (undesirable people) that hang out in the area. Lighting, pedestrian crossings, trees.
- lighting, pedestrian crossings, landscape
- lighting, seating, pedestrian crossings
- Lighting, Pedestrian Crossings, Trees and synchronized signal system
- If you put in landscaped barriers, then you must provide access to the neighborhood roads, such as Mira del Rio, which exits onto Folsom Blvd. Many of the residents turn left onto Folsom Blvd from Mira del Rio, utilizing the center turn lane to merge into traffic. To have this option blocked by a median would create a huge traffic flow issue during the morning and evening rush hours.
- trees, lighting
- Lighting, pedestrian and bike access, trees
- Lighting, pedestrian and bike access, trees
- Need to take a hard look at what will attract homeless camps/hangouts...low bushes allow for camping (i.e. at corner of Bradshaw/Business Park). While the idea of gathering places/seating sounds nice, it could just cause more problems with the homeless population.
- Better lighting, very well marked pedestrian crossings
- More pedestrian friendly area between Butterfield and Mayhew: sidewalks and maybe a crossing to the station. Many people come from Mira Del Rio to the station and cross between the lights on Butterfield and Mayhew.
- Tear down the motels where all the trouble seems to come from
- Artwork, trees,seating
- Trees - as many as possible. Better lighting. A landscaped median. Iron black fence preventing people from crossing Folsom except in crosswalks. A RT bridge over Bradshaw to improve traffic flow and safety.
- More attractive lighting, well lit gathering places, more frequent and safer pedestrian crossings, new or better sidewalks (especially between light rail stations), attractive plantings that don't pose security/safety issues, reduced traffic lane width (may help control speeding).
- Efficient lighting, pedestrian crossings, clean, safe and useful businesses on this heavily traveled, historic boulevard
- Pedestrian crossing and lighting esp under 50 overpass near La Riviera, safe crossing for peds across Folsom to light rail stations, sidewalks, trees , bicycle lanes.
- Would like to see a safer, more pedestrian friendly environment. Would love to see all of the above suggestions implemented!
- Lighting and landscaping. Preferably native landscaping that reflects the riparian area. I would also like safe bike lanes along Folsom Blvd.
- Lighting, pedestrian crossing and trees.
- Generally clean-up would be nice. This street area tends to look so dirty. The businesses and sidewalk area are not aesthetically pleasing or in harmony with each other. Maybe a sidewalk or better shoulder on the South side - for bicycles and pedestrians would be an improvement.
- lighting, trees, pedestrian crossings, bike lanes, improved access between light-rail and shops for bikes and pedestrians
- Safe bike access!!!! Seriously safe.

- I would like to see protected bike lanes, improved lighting, trees, and a lack of broken glass in the walkways and bike lanes.
- public safety like lighting and businesses that attract a frequent visitor - keep illegal activity to a minimum. pedestrian and bicycle access. family friendly areas with parks and public spaces with activities.
- All listed!
- Bike lanes
- For me the most important feature that would attract me to this area would be bike lanes that are separated from automotive traffic. I find it very disappointing to see the wasted potential of a street redesign that follows the old idea of separating people on bicycles from automotive traffic by only a 4 inch strip of paint. This old way of thinking will result in the same old results of people on bicycles using the sidewalk rather than the designated bike lane due to safety concerns. Unless the automotive speed limit is 25mph, I see this as a complete waste of effort. If there is any interest in increasing the number of people using a bicycle for transportation, incorporate a class I or class IV bicycle lane.
- Bike lanes and protected bike lanes. Cleanup of shopping carts and garbage.
- Buffered bikes lanes or protected bike lanes to provide more physical separation between bike and car traffic on Folsom Blvd. Traffic volumes and speeds make Folsom stressful for bicycling -- conventional bike lanes aren't enough.
- trees, landscaping lighting, wider sidewalks, median fencing
- 1. Need more safe pedestrian crossings 2. getting the light trail at Folsom and Horn Rd 3. much safer bike lanes on both sides of Folsom Blvd. 4. Consolidating driveways so safety for pedestrian to walk down Folsom Blvd.
- lighting, pedestrian crossing, trees, center median dedicated bicycle lanes on both north and south side of Folsom Blvd. More protection from cars for cyclists.
- Gathering places (Fountains at Roseville, small downtown feel), ped scale lighting with unique fixtures (reflect history of corridor), functional public art, celebrated entries for City of Rancho Cordova, pedestrian connections to transit highlight corridor areas with signage, add color!
- Improve light rail- cleanliness, safety, comfort, so more people will use them and not avoid "certain" types of riders. -would like to see MOSTLY nature drought resistance plants, shrubs, trees- more butterfly and bee attracting plants, birds nest trees- all resulting in a pleasant looking, sustainable greenscape.
- trees are good
- public art-gathering places
- Bicycle and Pedestrian lanes and crossings and safety, not just along Folsom Blvd, but between Nor and South side.
- 1. The plan shows a combined bike path/traffic road. Is it possible for a separate bike road or a distinction between road ways? 2. Media fencing a real plus 3. Reconsider breaks in alignment of the bike paths give more path/trail nature to path 4.space allotted for future bike sharing 5.use of native plants as much as possible to reduce irrigation
- More protection for bicyclists. Wider/larger bike lanes and some barriers from cars.

## Q7: Additional Comments

- 1. Reduce the speed limit at some places. 2. Place some distance between Car stopping and pedestrian/Zebra crossing . 3. Require Turning vehicle to must stop. Thanks.
- The stretch of Folsom Blvd between Bradshaw Rd and Butterfield is the worst stretch of road I've seen. I have to drive on it at least twice a day and I hate it! Why was it ignored when the rest of Folsom Blvd got repaved?
- Yes, these improvements need to be made for accessibility and beautification, Folsom Blvd is never going to look that great until underlying community issues are addressed (homeless, gangs, etc)

- Reduction of gathering spots (motels in particular) for drug users or stepped up law enforcement around the motels would be nice.
- We want our quiet community back,. Light rail has brought so many problems with it that are not being addressed.
- Make it more user friendly such as safe walkways and bike areas
- I love what Rancho Cordova has done to the boulevard.
- Many of the strip malls are in desperate need of updating and renovation. If that was improved, that might help deter homeless and increase local residents patronizing the businesses.
- I have lived in the Larchmont Riviera neighborhood for almost 40 years and I am very dismayed and upset over some of the businesses that have been allowed to be at the "gateway" to my lovely neighborhood. Cleaning up and making improvements to Folsom Blvd. will have a positive impact. Thank you!
- So glad to hear of this plan!
- This section of Folsom Blvd. Is in very poor condition and need repair.
- I live in Midtown, but would like to be able to visit this area by light rail and then walking/biking to shops and restaurants. With the American River trail nearby, I would make frequent trips if I felt safe traveling by bike and on foot here. Additionally, one of my best friends lives in this region, and I'd like to be able to visit - despite the fact that I don't own a car.
- The plan to turn around this stretch of Folsom blvd has my full support. Cultivating a sense of place and providing easy, non-car travel and access will increase my patronage of the businesses in this area.
- Better crossings. Safe bike lanes.
- This section of Folsom Blvd is one I frequently drive through rarely stop. Traffic speeds are too fast to really notice businesses so I tend to drive right through. I'm glad improvements will slow speeds and highlight history and community in design (fencing, crosswalk stripping, lighting and seating fixtures, art)
- 1. need grade separation for LR at Bradshaw! 2. Buy out motels on Folsom near Butterfield and create and blend small businesses useful to community and other businesses, -will make it safer; more vibrancy; greater economic benefit for all businesses adjacent; safety for residents; better bring people from out of area. 3. separate bike lanes (along with ped), so it isnt in the road lane with auto traffic. Can be done with curb or other methods perhaps colored and maintained stripping that glows in the dark. eg., separated walk and separated bike lanes before getting to street. And bike lockers at LR stations. 4. No u-turns to get to businesses. Have dedicated turn lanes into combined driveways. 5. Ensure landscaping doesnt leave opportunity for homeless to campout in, leave shopping carts behind, etc. currently get that in the corridor near Butterfield and Bradshaw.
- -"Master Plan" needs to include grade separation for Light Rail at Bradshaw. Projected development at Drive In theaters ("The Landing") results in service Level "F" traffic at Bradshaw and Folsom, due to interruptions by Light Rail trains. Somehow the "Master Plan" need to help move grade separation forward. -There need to be multiple left turn lanes to help access business on north side of Folsom Blvd. between Butterfield and Bradshaw. -I am not convinced of utility of sidewalks on south side of Folsom Blvd. Between Butterfield and Bradshaw there are no businesses or other reasons to be there. -I would like to see both traffic lanes at least 12' wide, not 12' for one and 11' for another.
- I am concerned about the limited ability to make a u-turn between Bradshaw and Butterfield. I live that it is "pretty". But it has to be reasonable-By not being able to make a u-turn you have to increase gas usage,
- -Aesthetically I do like the raised planted medians. -I live in Rosemont and ride the AR bike trail. I would love to see safe and effective bicycle crossing from Rosemont that would connect and lead t the new bike trail that crosses Hwy 50 and allows access to the River Trail. -With the wide bike lanes I would be concerned that cars will use the lanes during times of traffic or to enter driveways. I'd be interested to see the bike lanes to be protected or identified to deter this car use, and even avoid confusion. The green bike lanes downtown seem effective.
- Suggest: Combining bike and pedestrian area and moving landscaping- to provide a barrier.