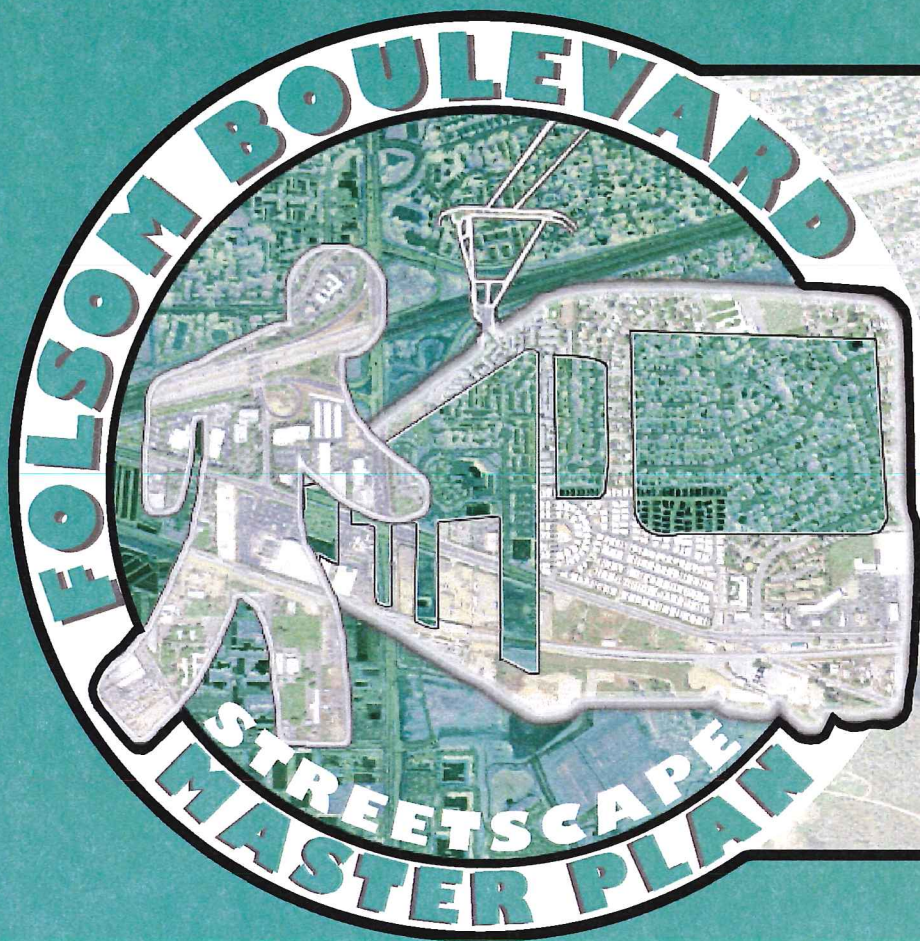




Mark Thomas & Company, Inc.



June 2007

FOLSOM BOULEVARD



VICINITY MAP

This Master Plan Document was prepared under my direction and responsible charge. I attest to the technical information contained herein and have judged the qualification of any technical specialist providing engineering data upon which recommendations, conclusions, and decisions are based.

Robert A. Himes
Registered Professional Engineer
Mark Thomas & Company, Inc.

January 12, 2007



EXECUTIVE SUMMARY



PROJECT OVERVIEW

Folsom Boulevard from Howe Avenue to Watt Avenue is a four lane arterial roadway with minimal landscaping, missing sidewalks, partial bike lanes, and is lined with heavy utility lines. With over 41,000 vehicles per day and three light rail stations Folsom Boulevard is an important east/west connection between Watt Avenue and Howe Avenue and is a key corridor for future development. Land use along the Folsom Boulevard Corridor is predominantly industrial on the south side with mixed commercial and residential on the north. The westernmost portion of the corridor includes a portion of State Route 16 which heads southerly at the Jackson Highway intersection.

The proposed improvements outlined in this plan are built upon the previous Folsom Boulevard Enhancement Study (FBES) which had created a comprehensive, multi-modal plan that will beautify the corridor and encourage future development in the area. The FBES also identified a need for improving pedestrian, bicycle, and motorist safety as well as improving the connectivity from Folsom Boulevard to the Sacramento Regional Transit (RT) facilities.

The goal of the Folsom Boulevard Streetscape Master Plan is to identify various improvements along the Folsom Boulevard Corridor, serve as tool for acquiring funding, and provide a phasing plan to implement the improvements as funding becomes available.

PUBLIC OUTREACH

The proposed improvements have been defined through a series of focus group meetings, a public meeting, business and home-owner association meetings, Project Development Team meetings, questionnaires, and meetings with the City of Sacramento councilmember for District 6. Based on the information received, there is an overwhelming support for the proposed improvements.

PROPOSED IMPROVEMENTS

Based on information received from the public outreach efforts, the following improvements were included in this plan:

- Addition of Bike Lanes
- Detached Sidewalks
- Landscaping / Hardscaping
- Signal Operation Improvements
- New Signal at Raley's Shopping Center
- PG&E Substation Screen Wall
- Utility Undergrounding

PROJECT PHASING

The results of the public outreach questionnaire presented at the public meeting and mailed to the business owners in the spring of 2006, were used to develop the phasing priorities, which resulted in the following Phases:

PHASE	DESCRIPTION	COST*
Phase 1	Improvements between Notre Dame Drive and Julliard Drive (including a new signal at the Raley's Shopping Center driveway).	\$8.0 M
Phase 2	Median Landscaping	\$9.5 M
Phase 3	Sidewalk Planters	\$10.6 M
Phase 4	Screen Wall at the PG&E Substation	\$0.9 M
Phase 5	Curb and Gutter on the Southside of the Road	\$5.4 M
Phase 6	Underground Overhead Utilities (except for high voltage lines)	\$3.4 M
TOTAL		\$37.8 M

* 2006 Dollars

Note: Phasing is conceptual only, additional phases may be added as funding becomes available.

PRELIMINARY COST ESTIMATE

The estimated cost for completion of the work detailed in this plan is \$37.8 million. Preliminary construction phasing recommendations provide six construction phases ranging in cost from \$0.9 million to \$10.6 million and include construction, project development, and Right of Way costs. All costs are presented in 2006 dollars.

RIGHT OF WAY ACQUISITION

The proposed detached sidewalks and planters will require Right of Way acquisition from three properties along the corridor.

LANDSCAPE MAINTENANCE

Maintenance of proposed landscaping will vary based on the location. Median landscaping and fencing will be maintained through City Landscaping and Lighting (L & L) funds. Planter landscaping and screen wall can be maintained by one of two options:

- 1) A City-initiated maintenance district in which the City collects a fee from owners to fund the maintenance of the proposed landscaping improvements. Such a maintenance district would require supporting votes from 50% of the local property owners.
- 2) The property owners can initiate their own maintenance district. The Folsom Boulevard Business and Property Owners Association (BPA), in coordination with the City, can form a Property-based Business Improvement District (PBID) to maintain the proposed improvements. The Folsom BPA would collect fees from its owners to fund the proposed landscaping improvements. The proposed landscaping would be maintained by City Maintenance forces through the PBID program.

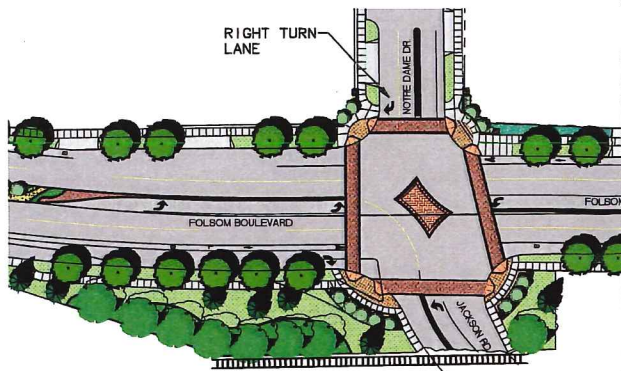
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NOTRE DAME INTERSECTION

F

PROJECT SUMMARY

PROPOSED PROJECT WILL PROVIDE IMPROVED CONNECTIONS TO LIGHT RAIL STATIONS, IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLISTS, AND BEAUTIFY THE CORRIDOR WITH LANDSCAPING.

GENERAL THE IMPROVEMENTS INCLUDE THE FOLLOWING:

IMPROVE ON-STREET PARKING AND CONSTRUCT SIDEWALK PLANTERS
CONSTRUCT A LANDSCAPED MEDIAN

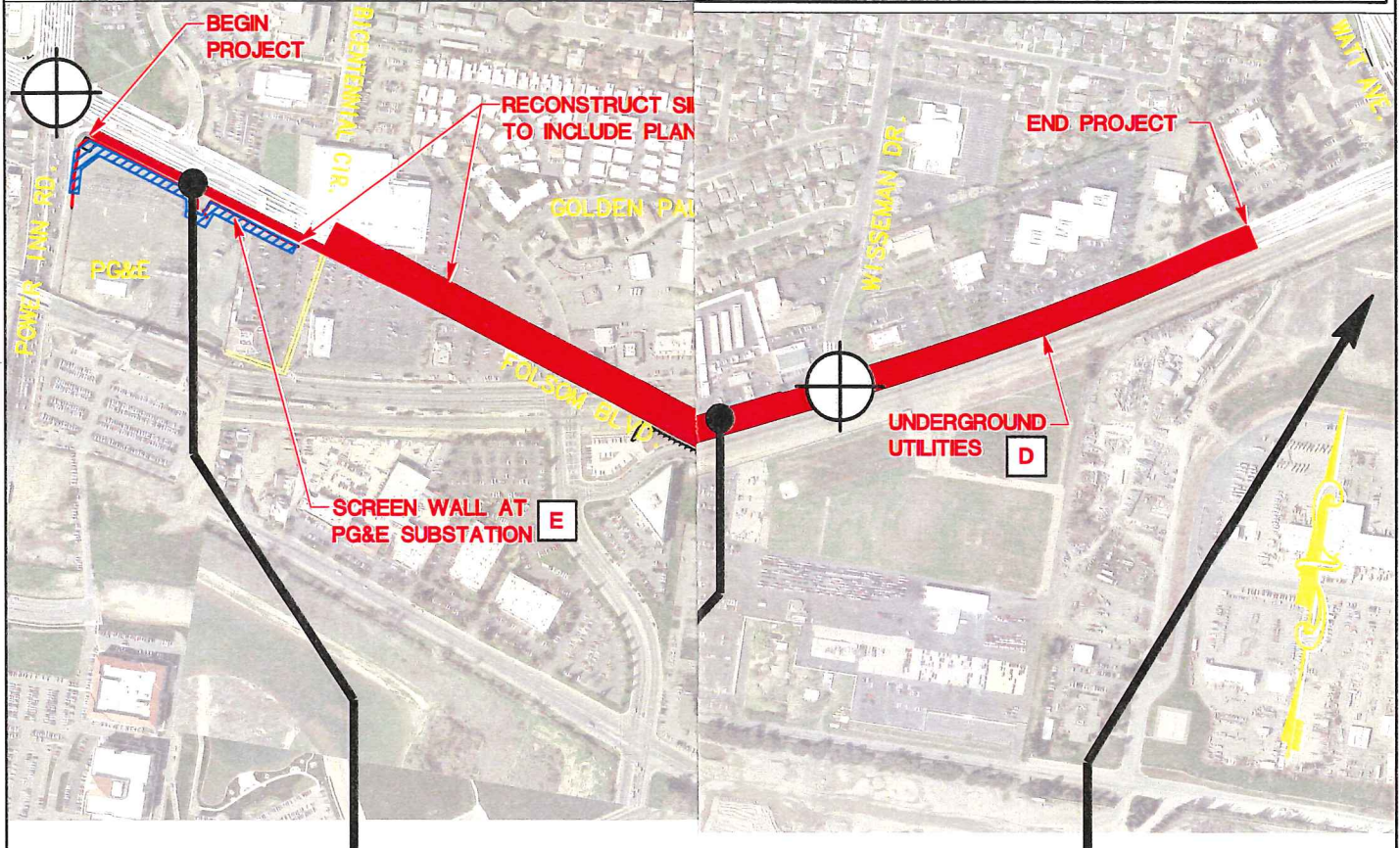
INSTALL A NEW SIGNAL AT THE RALEY'S SHOPPING CENTER INTERSECTION

IMPROVE SAFETY AND BEAUTIFY THE NOTRE DAME AND JULLIARD INTERSECTIONS

CONSTRUCT A SCREEN WALL AT THE PG&E SUBSTATION

LOCATE LOW-LEVEL OVERHEAD UTILITIES UNDERGROUND

PROVIDE CONTINUOUS BICYCLE LANES THROUGHOUT THE PROJECT



E



PG&E SUBSTATION



E



NOTRE DAME



PROPOSED LRT GRADE SEPARATION AT WATT (BY OTHERS)

FOLSOM BOULEVARD STREETSCAPE MASTER PLAN



MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services



6/21/07



ACKNOWLEDGEMENTS

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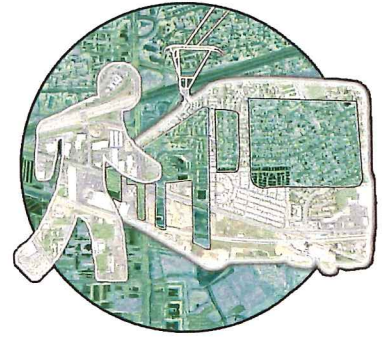
Jeff Clark

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PROJECT OVERVIEW



PROJECT OVERVIEW



FOLSOM BOULEVARD CORRIDOR

The purpose of this Master plan is to identify capital improvements along the Folsom Boulevard Corridor to enhance the aesthetics of the corridor as well as improve pedestrian, bicycle, and motorist safety. Additionally, the Master Plan document will serve as an advanced planning document which the City can utilize to secure future funding to implement the proposed improvements.

VEHICULAR TRAFFIC

The Folsom Boulevard Streetscape Master Plan encompasses a two-mile segment of Folsom Boulevard from Howe Avenue/Power Inn Road to Watt Avenue in the City of Sacramento. Folsom Boulevard between Howe Avenue/Power Inn Road and Notre Dame Drive also serves as a portion of State Route 16 (SR 16) which connects downtown Sacramento to State Route 49 in Amador County. Folsom Boulevard and other area roadways are summarized below:

- *Folsom Boulevard* is an east-west four-lane minor arterial with a two-way left-turn lane. Existing development is predominately located on the north side of Folsom Boulevard while the Southern Pacific Railroad (SPRR) tracks and Regional Transit Light Rail Transit (LRT) create a physical boundary to the south. Pedestrian facilities include attached sidewalks on the north side and are non-existent on the south. Lighting is generally sparse, and marked on-street bicycle facilities are not continuous throughout the corridor. A traffic memo summarizing corridor collision history is available in the Appendix.

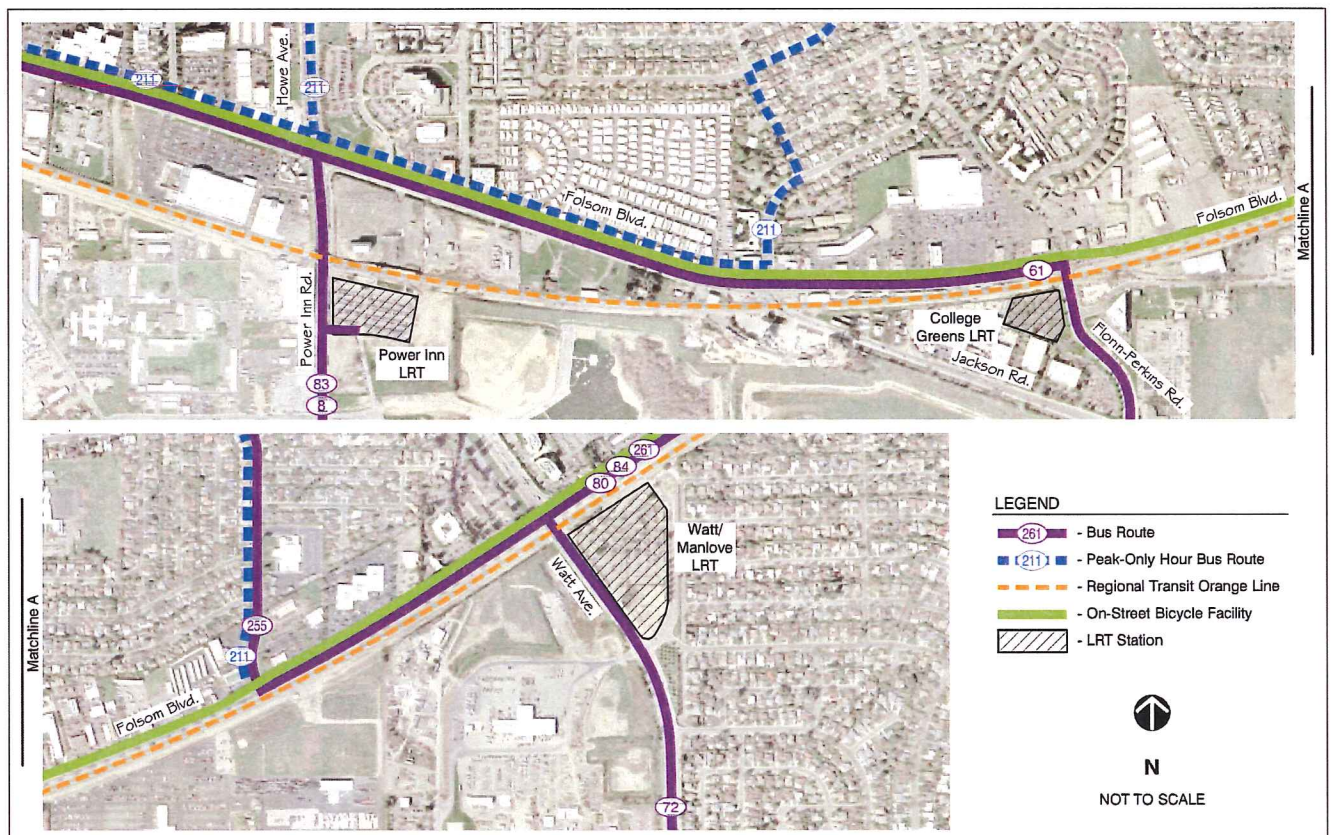


Figure 1: Corridor usage and RT facilities

- *State Route 16/Jackson Highway (SR 16)* follows Folsom Boulevard from US 50 via Howe Avenue to the intersection of Notre Dame Drive. SR 16 then transitions into a two-lane highway in a southeasterly direction. SR 16 along Folsom Boulevard also facilitates truck travel to/from US 50.
- *Notre Dame Drive* is a two-lane residential roadway connecting the College Green neighborhood to Folsom Boulevard.
- *Julliard Drive* is a two-lane residential roadway connecting the College Green neighborhood to Folsom Boulevard.
- *Florin-Perkins Road* is a north-south four-lane minor arterial. Florin-Perkins provides access to the Florin-Vineyard Community Plan area and industrial uses south of Folsom Boulevard.

Folsom Boulevard serves a variety of trip purposes: local neighborhood and commercial trips, a through route for commuters as a parallel route to US 50, and movement of goods between SR 16 and US 50. Traffic volumes through the corridor are highest between Howe Avenue/Power Inn Road and Notre Dame Drive/SR 16.

Traffic volumes decrease east of Notre Dame Drive/SR 16. Trip purposes along this segment continue to serve local needs as well as a through route for commuters. Heavy westbound Folsom Boulevard to southbound Florin-Perkins Road traffic flows are common and intersection delays are exacerbated by the LRT crossing. Figure 2 (below) illustrates the average daily traffic volumes and predominate traffic flows within the Master Plan limits.

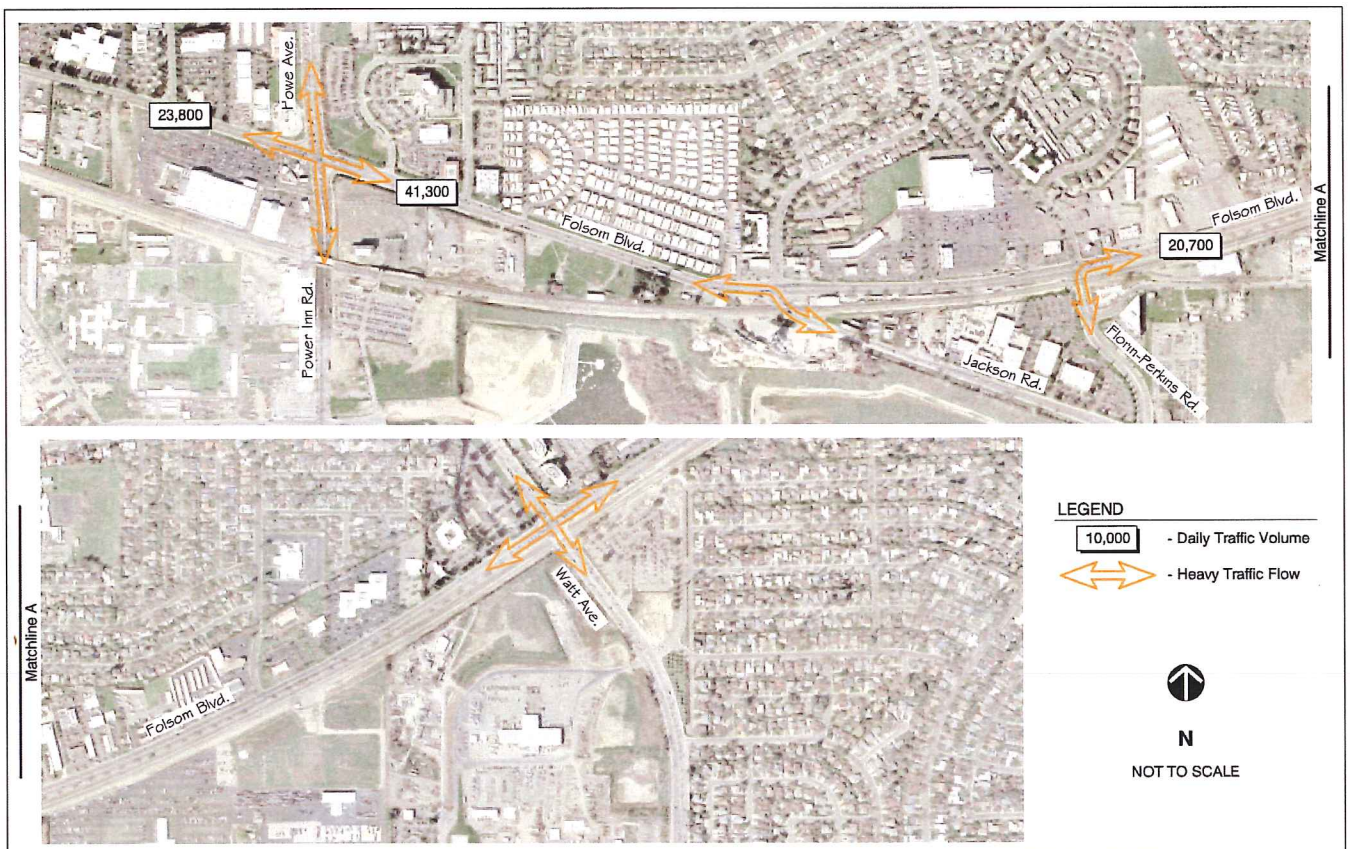


Figure 2: Average Daily Traffic Volumes

In addition to identifying existing traffic patterns, vehicle collision data was collected at the intersections of Folsom Boulevard/Notre Dame Drive/SR 16 and Folsom Boulevard/Julliard Drive/Florin-Perkins Road. The accident history reported for each intersection covers the time period between January 2003 and February 2006.

- Folsom Boulevard/Notre Dame Drive/SR 16 – 17 collisions, none involving pedestrians or bicyclists, and no fatalities.
- Folsom Boulevard/Julliard Drive / Florin-Perkins Road – 13 collisions, one pedestrian and one bicycle related collision, and no fatalities.

ISSUES

The following summarizes the circulation issues within the Master Plan limits:

- Numerous full access driveways.
- High speed eastbound Folsom Boulevard to southbound SR 16 right-turn movement.
- High speed northbound SR 16 to westbound Folsom Boulevard left-turn movement.
- Free southbound Notre Dame Drive to westbound Folsom Boulevard right-turn movement presents issues for pedestrians crossing Notre Dame Dr..
- Inefficiencies of traffic signal controller to respond to LRT preemption at the intersection of Folsom Boulevard/Julliard Drive/Florin-Perkins Road Causes motorists to often lose their turn in the signal cycle and spend long periods of time waiting to turn westbound Folsom Boulevard to Southbound Florin-Perkins Road.

PROPOSED IMPROVEMENTS

The following improvement concepts were developed to address the circulation issues above.

- Construction of a landscaped median with turn pockets at key locations throughout the corridor.

- Modify the intersection of Folsom Boulevard/Notre Dame Drive/SR 16 to improve safety and aesthetics. Specific improvements include removal of sweeping free right turns, new standard curb returns, and hardscaped crosswalks.
- Modify the intersection of Folsom Boulevard/Julliard Drive/Florin-Perkins Road to improve safety and aesthetics. Specific work to include improvements to existing signal controller, new hardscaping and crosswalks.
- Pursue a more technologically advanced traffic signal controller at the intersection of Folsom Boulevard/Julliard Drive/Florin-Perkins Road.
- Installation of a traffic signal at the Raley's shopping center driveway to facilitate vehicular and pedestrian movements. Signal warrant study performed by City Traffic in April 2006.
- Remove existing on-street parking to reduce the number of conflicting vehicle movements.

PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities are provided on the north side of Folsom Boulevard in the form of attached sidewalks and do not exist on the south side. Sidewalks to the north contain frequent obstacles such as electrical poles and driveways which do not comply with current ADA standards. Lighting throughout the pedestrian facilities is intermittent. Pedestrian travel across Folsom Boulevard occurs at signalized intersection locations. The intersection at Notre Dame Drive currently has striped crosswalks that terminate without pedestrian ramps or sidewalk. The lack of pedestrian crossing does not appear to limit mobility due to the lack of destinations to the south of Folsom Boulevard and the natural barrier created by the SPRR and Regional Transit LRT tracks.

Pedestrian activity is highest around the College Green LRT station near the intersection of Folsom Boulevard/Julliard Drive/Florin-Perkins Drive. A Regional Transit (RT) bus stop is located approximately midway between the Folsom

Boulevard / Julliard Drive / Florin-Perkins Drive intersection and the Raley's shopping center driveway adjacent to the College Green RT Station. As a result, jaywalking frequently occurs between the bus stop and destinations at the adjacent shopping center. On-street bicycle facilities are provided, but discontinuous, in both the eastbound and westbound directions on Folsom Boulevard. The City of Sacramento Bikeway Map identifies on-street bicycle facilities along the Master Plan limits of Folsom Boulevard. The map also identifies an on-street bicycle facility on Julliard Drive continuing to Occidental Drive and crossing US 50.

ISSUES

The following summarizes the pedestrian circulation issues within the Master Plan limits:

- Crosswalks at the intersections of Folsom Boulevard/Notre Dame Drive/SR 16 limit pedestrian mobility, and do not meet minimum ADA requirements, due construction of raised “pork chop” islands and guardrail, and lack of receiving pedestrian ramps on the southwest quadrant of the intersection.
- Jaywalking between the College Green LRT station and the adjacent shopping center.
- Non-ADA compliant driveways in the existing sidewalk
- Discontinuous on-street bicycle facilities.
- Limited on-street lighting.



Eastbound Folsom Blvd at SR 16 Intersection

PROPOSED IMPROVEMENTS

The following improvement concepts were developed to address the pedestrian and bicycle issues above.

- The proposed Folsom Boulevard/Notre Dame Drive/SR 16 intersection upgrade will improve pedestrian access and safety by removing the high-speed free right-turn lanes and raised “pork chop” islands, and constructing ADA compliant pedestrian ramps.
- Install City standard lighting throughout and the pedestrian scale “acorn” lighting in the areas surrounding intersections.
- Reconstruct sidewalks to the north of Folsom Boulevard with a landscape buffer separating pedestrians from vehicular traffic, and correcting non-ADA compliant features such as ramps and driveways.
- Construct bifurcated sidewalks with landscaping strip to the south of Folsom Boulevard between Howe Avenue/Power Inn Road and Julliard Drive/Florin-Perkins Road.
- Installation of a median pedestrian barrier between Julliard Drive/Florin-Perkins Road and the Raley's driveway to reduce jaywalking.
- Provide continuous on-street bicycle lanes throughout the Master Plan limits.



Example of Bifurcated Sidewalk

PUBLIC TRANSIT

Sacramento Regional Transit provides two regular service bus routes and one peak-only bus route within the Master Plan limits. Several bus routes have connections to the Power Inn Road and Watt Avenue/Man Love LRT stations at either end of the corridor. Route 61 provides regular service along Folsom Boulevard between Florin-Perkins Road and Howe Avenue/Power Inn Road with stops at both the Power Inn and College Green LRT stations. Route 255 provides regular service between Watt Avenue and Wissemann Drive and crosses US 50 via Occidental Drive to the La Riviera Drive. Route 211 provides peak-only service along Wissemann Drive and Lake Forest Drive/Notre Dame Drive where it continues west on Folsom Boulevard.

ISSUES

No specific transit related issues were identified.

PROPOSED IMPROVEMENTS

No improvements are identified, however; several proposed non-transit related improvements will result in increased pedestrian connectivity and safety to the College Greens LRT station. The proposed raised median will include a wrought iron railing that will deter jaywalkers while the bifurcated sidewalk to the south of Folsom Boulevard and traffic signal at the intersection of Folsom Boulevard/Raley's driveway will provide improved pedestrian facilities and an additional controlled crossing point.



College Green LRT Station

AESTHETICS

Existing aesthetics, including landscaping and hardscaping, along the Folsom Boulevard Corridor are generally lacking. There is currently no median capable of accepting landscaping improvements in the project area. Sidewalk areas are generally located adjacent to the traveled way with little or no landscaping improvements. The south side of Folsom Boulevard is generally not planted with bare earth ditches and the occasional tree.



Existing Sidewalk at Raley's Shopping Center

PROPOSED IMPROVEMENTS

- Hardscaping including colored/stamped concrete at Notre Dame Drive and Julliard Drive intersections.
- Construction of a raised median throughout the corridor including landscaping and hardscaping improvements.
- Construction of a landscaped planter between street and sidewalk.
- Construction of new screen wall at PG&E substation in place of the existing chain link fencing.
- Undergrounding of existing low-level aerial communication lines
- Construct new curb, gutter, and landscaping along undeveloped edge-of-pavement on south side of Folsom Boulevard.

OTHER PROJECTS IN THE AREA

There are a number of other projects and development plans in the area that will affect the improvement of the Folsom Boulevard corridor.

WATT AVENUE LRT GRADE SEPARATION PROJECT

A project is currently under construction to provide a grade separation taking the light rail tracks over Watt Avenue at the intersection with Folsom Boulevard. This project will alleviate some of the delays currently experienced by motorists at the Folsom Boulevard/Watt Avenue intersection due to frequent interruption from the gates of the light rail train crossing. In addition to the proposed structure, this project will include landscaping and hardscaping throughout the intersection and extending westward to the signalized entrance to the Fidelity Plaza. The scheduled completion date for the construction of this project is December 2008.



Artist Drawing of Proposed LRT Bridge at Watt Ave.

WATT AVENUE ENHANCEMENTS

This project will be implementing elements from the Watt Avenue Beautification Master Plan that extends from the Capitol City Freeway south to SR 16. The improvements include landscaped median enhancements and intersection monuments along Watt Avenue from near the intersection with Fair Oaks Boulevard.

SOUTHEAST AREA TRANSPORTATION (S.E.A.T) PROJECT STUDY REPORT

In February 1999, the SEAT PSR was approved by Caltrans. The work detailed in this planning study included six elements of improvement work. These six elements included improvements to the Howe Avenue/Power Inn Road interchange with US 50, an additional connection to CSUS on Folsom Boulevard just east of 65th Street, Improvements to Power Inn Road south of Folsom Boulevard, Widening of Folsom Boulevard the extension of Ramona Avenue to Folsom Boulevard and 4th Avenue, and the realignment of SR 16 onto the extension of 14th Avenue to its intersection with the existing Jackson Highway. Of these proposed elements, three have been constructed. Two others, the Ramona Avenue Extension and the Folsom Boulevard Widening are currently in preliminary design. The sixth and final element will be the realignment of SR 16 and will be reevaluated as funding becomes available.

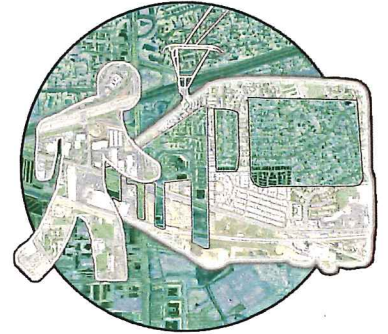
GRANITE REGIONAL PARK IMPROVEMENTS

Granite Regional Park is in the process of making major upgrades to park facilities. The existing park will be expanded to include a new larger dog park facility, a new skate park facility, and a new mixed sport/soccer facility. Improvements to the park are expected to be completed in 2007. These new facilities will be a draw to pedestrian and vehicular traffic, much of which will utilize the Folsom Boulevard corridor.

TRANSIT ORIENTED DEVELOPMENTS

Through the focus meetings with the local business groups, it has been discovered that there has been a discussion with PG&E to purchase a portion of the Brighton Substation for the purpose of a Transit Oriented Development. It is believed that the development at that location would likely be a mixed use development that could possibly provide pedestrian access from the adjacent RT station to Folsom Boulevard.

PUBLIC OUTREACH



PUBLIC OUTREACH

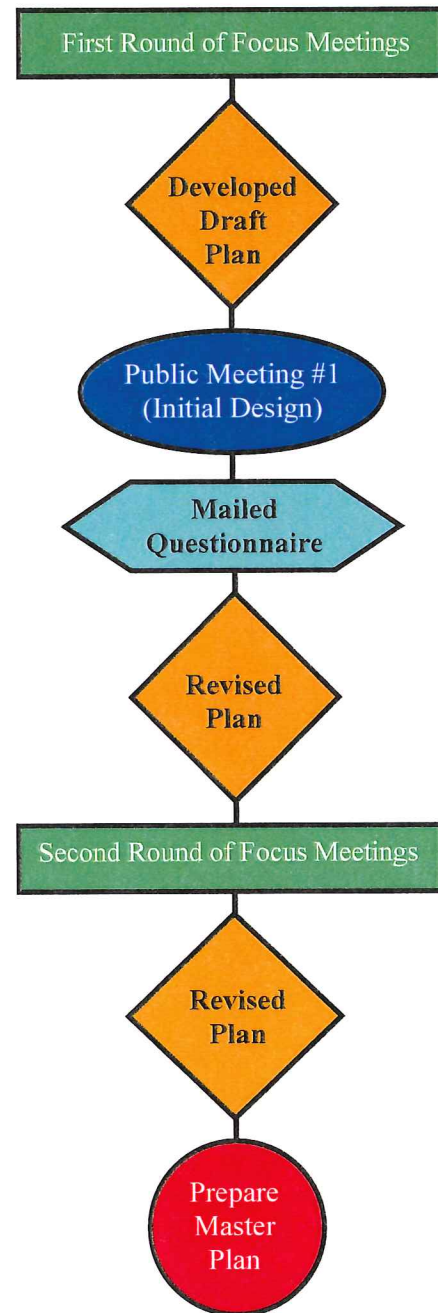


INTRODUCTION

As part of the Folsom Boulevard Streetscape Master Plan, the City of Sacramento implemented a strategic outreach program in order to solicit public involvement and input regarding proposed improvements. During the development of the proposed Streetscape Master Plan, for the section of Folsom Boulevard between Power Inn Road and Watt Avenue, public input played a large role in the identification of desired enhancements and the priority for specific improvements to be implemented. The multi-faceted outreach approach included a variety of tasks designed to reach the broadest audience and ensure a successful collaborative process.

The outreach tasks included the following:

- A targeted mailing list of property owners/occupants and key stakeholders
- Creation of a postcard invitation and project newsletter mailed to the entire database
- Two rounds of focus group meetings with identified stakeholder
- Public meeting with questionnaire
- Questionnaire mailer and exhibit was hand-delivered to business owners



OUTREACH TASKS

Project Mailing List: The mailing list comprised of property owners and occupants located within the project area, from US 50 to the north to approximately 1,000 feet south of Folsom Boulevard, just west of Power Inn Road to just east of Watt Avenue. This list was combined with a targeted stakeholder list that included neighborhood associations, business organizations, elected officials, City staff, transit and environmental advocates, and key agencies. The database included over 3,000 contacts total.

Focus Group Meetings: To garner support for the Master Plan and gain feedback and guidance from key community leaders about their vision for the Folsom Boulevard Corridor, the City divided the corridor into four groups and contacted key stakeholders within each group to invite them to participate in two rounds of focus group meetings.

The first round of meetings took place at the beginning of the development phase in January of 2006. These meetings were intended to get initial input and guidance on proposed improvements for the corridor.

Focus Group 1 – Howe Avenue/Power Inn Road: Focus Group 1 included property/business owners and organizations located along Power Inn Road.

Focus Group 2 – Central Area/Raley's Shopping Center: This focus group included business and organization leaders located between Power Inn Road and Watt Avenue on Folsom Boulevard.

Focus Group 3 – Residential Focus Group: The residential group included members from the College Glen Neighborhood Association, Golden Palms Mobile Home Park, Rosemont Community Association and City Neighborhood Services.

Focus Group 4 – Watt Avenue Focus Group: Focus Group 4 included those representatives located at the eastern end of the corridor, on or near

the intersection of Folsom Boulevard and Watt Avenue.

For these meetings an exhibit was prepared to highlight the existing conditions. The City kicked off the meetings with a brief presentation followed by an open discussion facilitated by the project development team. Overall, the focus group supported improvements along the Folsom Boulevard Corridor. Issues, comments and concerns addressed at the first round of meetings included the following:

- Addition of element to discourage pedestrians jaywalking at the RT College Green Station
- Preservation of existing right turn lane from Notre Dame Drive onto westbound Folsom Boulevard
- Reduction of speed for left turning movement from northbound SR16 onto westbound Folsom Boulevard
- Addition of bicycle lanes along corridor
- Improved intersection/signal operations at Florin-Perkins Road/Jackson Highway
- Improved pedestrian and ADA accessibility
- Provide access to Golden Palms Mobile Home Park from Bicentennial Circle
- Provide screen to cover PG&E Station on south side of Folsom Boulevard
- Landscaped medians desirable

As a result of the first round of meetings, the City developed an initial Streetscape Master Plan to present to the general public at the Public Outreach meeting.

The second round of focus group meetings was held in August to provide an opportunity to present the latest plan and to hear back from the community leaders. The draft Streetscape Master Plan was developed as a result of their input on the priority of the improvements, phasing and cost estimates.

Issues discussed during these meetings include the following:

- Pedestrian safety related to illegal pedestrian crossings of Folsom Boulevard and Florin-Perkins Road at Kiefer Road

preliminary Master Plan improvements to Power Inn Rd BTA members and held a question and answer session.

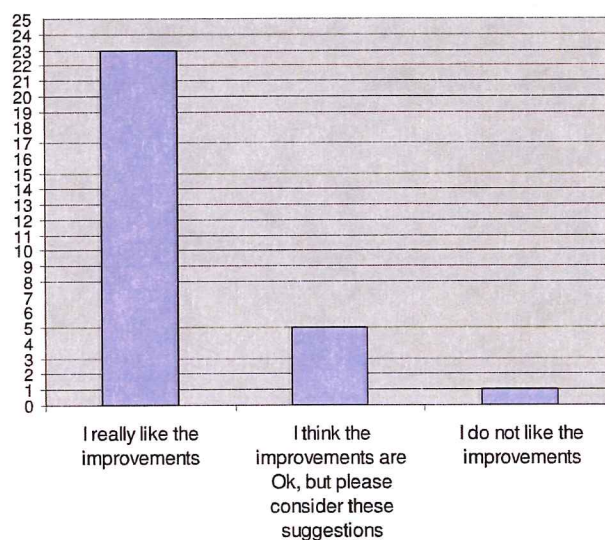
Project Postcard Invitation

In preparation for the Public Open House on April 19, 2006, the City created a project postcard invitation that was mailed three weeks prior to the event. The postcard included meeting information as well as the project goal and proposed corridor enhancements. The postcard was sent to the entire database, and hand delivered for distribution to the Power Inn Business Transportation Association (BTA), City Hall, and the City Council District 6 Office.

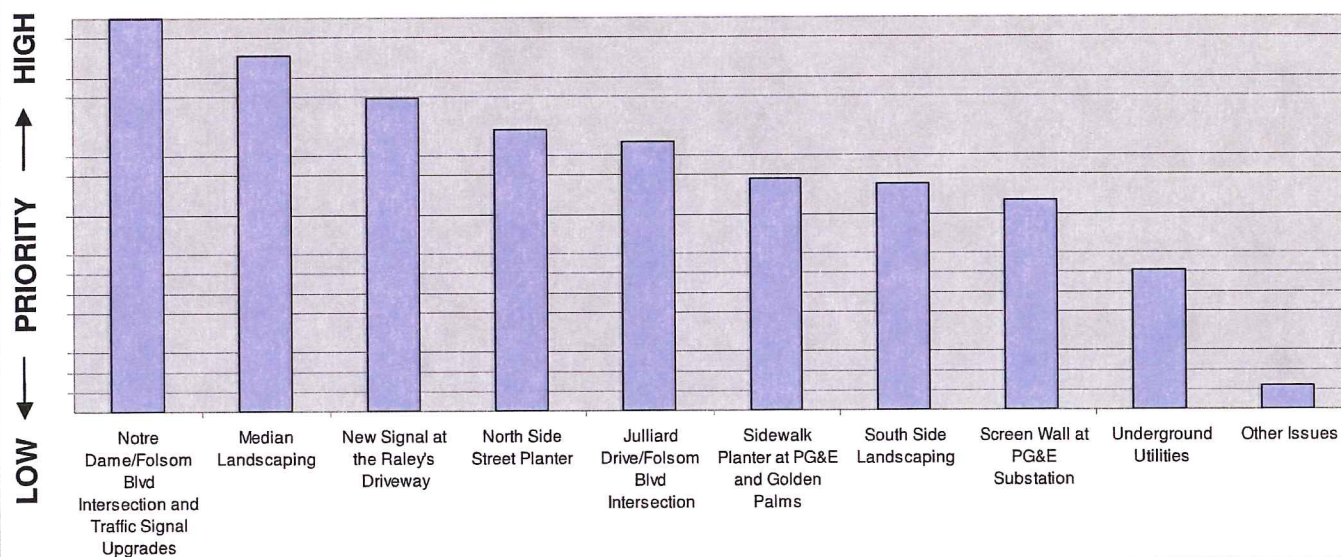
Public Open House – On April 19, 2006, the City of Sacramento hosted a Public Open House at Granite Regional Park from 5:30 pm to 7:30 pm. The meeting was an open house format where the public had the opportunity to view displays that included renderings of the corridor and proposed improvements (before/after pictures). A formal presentation with a facilitated question-and-answer session also took place. The public meeting was promoted through the postcard mailing, press releases distributed to local publications, an article in the College Glen Neighborhood Association Newsletter and more than 100 reminder phone calls. As a result of the promotion, approximately 47 community members attended the meeting.

The formal PowerPoint presentation provided information on the City's goal for the overall Master Plan of the corridor along with specific improvements as part of the Streetscape Master Plan project. Following the presentation, a facilitated question-and-answer session took place and provided the attendees the opportunity to engage in open discussions about the project. All comments addressed during the open discussion were recorded in the meeting summary. Comments were also submitted via comment cards, also included in the meeting summary. To help guide some of the feedback from the community, the City produced and distributed a project survey at the

How Do You Feel About the Project?



What Element Would You Like to See Constructed First?



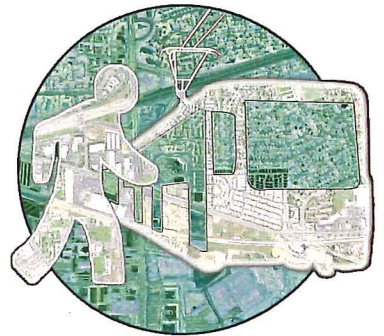
public open house. The survey asked the attendees to indicate how they felt about the project overall, as well as rank the importance of specific elements. The information gathered through the survey, comment cards and question-and-answer session was extremely valuable in analyzing the effectiveness of the proposed Master Plan as it relates to the community needs and desires for the corridor.

The meeting summary and survey results documents can be found in the appendix.

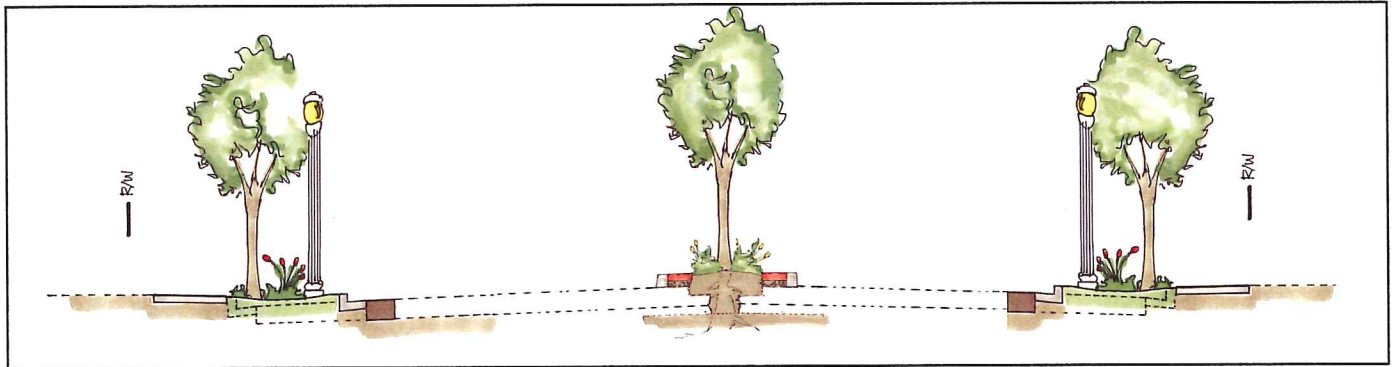
Special Survey to Businesses – To garner additional input from the business community, the City created a special packet for hand delivery to businesses. The packet included a cover letter that presented the project, provided an explanation of the packet and a solicitation for input direct from Councilmember McCarty, a frequently asked questions document, and survey questionnaire. The special packet was delivered to more than 60 businesses within the corridor in June.

Final Newsletter – A final newsletter was developed to provide project information on the work performed during the development of the Streetscape Master Plan, results of the public input, next steps, and how the public may maintain involvement in the process. The newsletter was mailed out to the entire database in February, 2007.

PROJECT ELEMENTS



PROJECT ELEMENTS



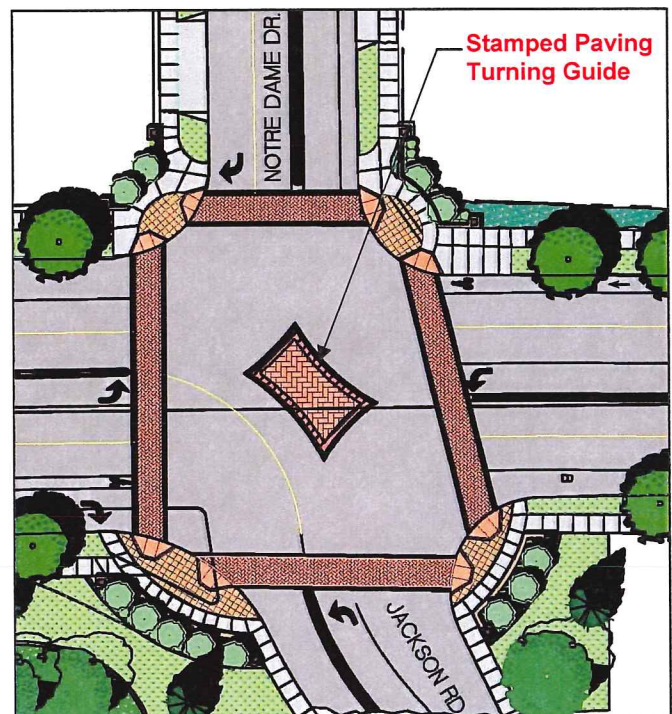
INTRODUCTION

There are many options for improving Folsom Boulevard; however, there are limited funding opportunities. Should the City provide high-level improvements to key gateway intersections only, or should the available funds be used on a lower-level full length long corridor project? The Project Development Team divided the project into individual project elements that can be constructed independently. Each of these elements were presented to the Focus Groups and Public Meetings to determine if they are what the stakeholders wanted and prioritized for construction as funding becomes available.

A detailed description of the elements is shown below:

JACKSON HIGHWAY/NOTRE DAME DRIVE INTERSECTION IMPROVEMENTS

The intersection of Jackson Highway/Notre Dame Drive and Folsom Boulevard was a point of emphasis for the public in the focus group meetings during the development of this plan. The intersection has been a location for multiple truck over-turning accidents due to the reversing curves entering the intersection in the northbound SR 16 direction. The intersection currently has no pedestrian facilities along the south side.



Architect Conceptual Intersection Improvements



Proposed Notre Dame Intersection Improvements (Rendering)

This plan proposes to square up the intersection to slow down the traffic making left turns on northbound SR16. In the proposed configuration, right turns onto southbound SR16 would no longer be free but would be permitted on red lights. This new configuration would allow an improvement in the intersection signaling which in the existing condition utilizes nine signal heads in the EB direction alone. This improvement will be combined with decorative textured/colored crosswalks, sidewalk and pedestrian ramps, and monument walls to improve intersection aesthetics. With the installation of new sidewalks and pedestrian ramps, and the removal of the raised “pork chop” medians, ADA compliant paths will be available throughout the intersection.

NEW RAISED MEDIAN & LANDSCAPING

Installation of a raised median along the Folsom Boulevard Corridor will provide a needed aesthetic improvement while also increasing safety for motorists in the corridor. Addition of a raised median may also have the effect of reducing vehicular speeds through the corridor. In addition, the new median will provide an opportunity for additional landscaping.



Proposed Median Improvements (Rendering)

In areas where pedestrian jaywalking has been identified as a concern, the fencing will be installed as a deterrent to jaywalkers.



Proposed Notre Dame Intersection Improvements (Rendering)

NEW SIGNAL AT RALEY'S SHOPPING CENTER ENTRANCE

A new signal is proposed at the entrance to the Raley's Shopping Center. This signal will serve as a more direct crossing route for pedestrians coming from the light rail station to the shopping center, further discouraging jaywalking across Folsom Boulevard. Additionally, the new signal will provide an easier opportunity for exiting the shopping center and help reduce speeds along Folsom Boulevard. The new signal may also reduce the number of shopping center patrons are using Julliard Drive as a means of signalized access to Folsom Boulevard, rather than the shopping center exit, exacerbating the traffic problems at the Julliard Dr. intersection. A signal warrant study was performed by City personnel in April of 2006. This location satisfied signal warrant criteria for eight hour vehicular volume and four hour vehicular volume.



Existing Raley's Shopping Center Driveway

LANDSCAPED PLANTER / BIFURCATED SIDEWALKS ON NORTH SIDE OF FOLSOM BOULEVARD

Currently, much of the Folsom Boulevard Corridor has an extra wide outside traffic lane or on-street parking which provides an opportunity to move the existing curb and gutter into the street and install new landscaping and irrigation between the existing sidewalk and the street. This improvement will provide a much safer “feel” for pedestrians as well as improve the aesthetics along the corridor. Additionally, this reconstruction will provide an opportunity to correct driveways, pedestrian ramps, and other existing non-ADA compliant features.



Existing Conditions



Proposed Improvements

FLORIN-PERKINS ROAD / JULLIARD DRIVE INTERSECTION IMPROVEMENTS

The intersection at Florin-Perkins Road / Julliard Drive was cited by many public responses as a problem area for the corridor. With a light rail station in close proximity to the west, the current signal often skips the left turning movement onto southbound Florin-Perkins Road as its sensors are still triggered by the light rail trains as they load and unload. Another issue includes the jaywalking of light rail customers crossing to the Raley's shopping complex.

It is proposed in this Master Plan that the signal controller at the Florin-Perkins Road/Julliard Drive intersection be upgraded to a model that will more intelligently respond to the traffic needs as the gates are raised. Additionally, pedestrian fencing or barrier wall should be installed in the landscaped median at this location to inhibit the ability of pedestrians to jaywalk at this location.

LANDSCAPED PLANTER / BIFURCATED SIDEWALKS AT PG&E SUBSTATION AND GOLDEN PALMS

In front of the PG&E substation and the Golden Palms development, as with other areas in the corridor, the existing curb and gutter will be reconstructed in the existing extra-wide number two lane to provide a landscaped planter area between the sidewalk and the street. This reconstruction process will allow corrections to be made to any non ADA compliant features in the existing pedestrian path.

NEW CURB, GUTTER, AND LANDSCAPING – SOUTH SIDE

For the entire corridor east of Florin-Perkins Road, the south side of the road is currently an asphalt concrete pavement edge leading into a gravel drainage ditch that fronts the light rail tracks. It is proposed with this Master Plan that these locations be improved with the installation of new curb, gutter, roadway drainage, and landscaping improvements. These improvements will add a “finished” look to the entire corridor, further adding to the aesthetic improvements proposed in this plan.

PG&E BRIGHTON SUB-STATION SCREEN WALL

A screen wall is proposed at the PG&E Brighton Sub-Station at the Power Inn intersection. In the past, the substation had been screened by rows of azalea bushes. This vegetation was removed after it became a haven for vagrants and other illicit activity. The improvements proposed in this plan would construct a masonry wall in place of the existing chain link fence with a row of trees fronting the wall on the City Right-of-Way. The proposed wall will help screen unsightly substation equipment from the view of the traveling public, further improving corridor aesthetics. Planting in front of the proposed screen wall will be subject to a height restriction of 15 feet to avoid conflicts with overhead utility lines. An agreement with PG&E will be necessary to provide maintenance for the proposed wall and landscaping.



Existing Conditions



Proposed Improvements

UNDERGROUNDING LOW-LEVEL UTILITIES

It is proposed in this plan that the low-level communication lines running along the SMUD poles in the corridor be relocated underground. This will improve the aesthetics of the entire corridor and provide more opportunity for tree planting or other monuments as development progresses along the corridor. It is cost prohibitive to underground the high voltage power lines along the corridor.

FLEA MARKET (ON-STREET) PARKING

The Project Design Team proposes to remove the existing on street parking near the flea market in order to provide bifurcated sidewalks with landscaping and continuous bike lanes. For study details related to on-street parking see On-Street Parking Memo in the appendix.

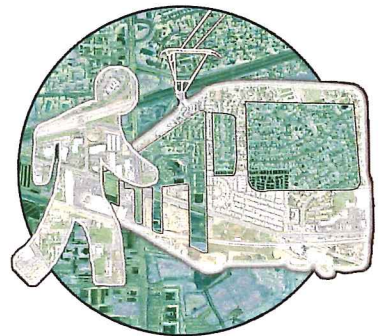


Existing Conditions (Yellow represents lines to be undergrounded)



Proposed Improvements

RIGHT OF WAY



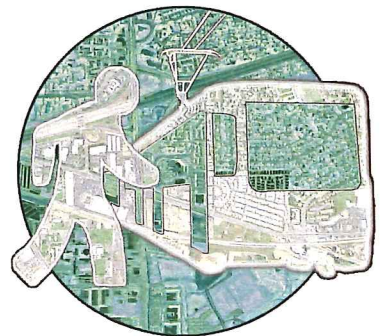
RIGHT OF WAY



The improvements proposed in this Master Plan will require the acquisition of Right of Way in three separate locations along the corridor. The proposed Right of Way acquisition locations are detailed in the table below. In addition to the Right of Way takes that are listed below, PG&E will need to dedicate a small amount of Right of Way for the construction of the proposed screen wall. See Project Plans in Appendix for locations of Right of Way impact.

APN	Property	Work Requiring ROW Acquisition
078-0022-034-0000	Schools Credit Union	Right of Way acquisition will be required along the north side of Folsom Boulevard just to the east of Wissemann Dr., at the property currently tenanted by the Schools Credit Union, in order to provide continuous bike lanes in the westbound direction.
078-0153-011-0000	Dr. McClurg's Smile Center	Right of Way acquisition will be required along the north side of Folsom Boulevard just west of the Wissemann Dr. at the Dr. McClurg's Smile Center in order to provide continuous bike lanes in the westbound direction.
079-0320-006-0000	Tred-Mill Tire Warehouse	Right of Way acquisition will be required along the south side of Folsom Boulevard just east of the Jackson Hwy at the Tred-Mill Tire shop in order to install new planter and sidewalk.

PROJECT COSTS



PROJECT COSTS



The estimated cost of the work proposed in this Master Plan is \$27.4 million including: intersection and signal upgrades at Jackson Highway and Florin-Perkins Road; new raised and landscaped median throughout the corridor; installation of a new signal at the Raley's shopping center entrance; bifurcated sidewalk and landscaping north and south of Folsom Boulevard; additional landscaping along south side without sidewalk; construction of a screen wall at the PG&E sub-station, and undergrounding of low-level utilities along the corridor. Project costs below reflect the following additions:

Construction Costs

- 10% Mobilization
- 10% Minor Items
- 5% Roadway Additions
- 25% Contingencies

Project Development

- 12% Design
- 12% Construction Management
- 2% Environmental
- 2% Construction Staking
- 7% City Project Management

PROJECT COSTS



Element	Improvements	Project Cost*
1	Notre Dame Dr/Folsom Boulevard Intersection Upgrades - Construct new curb return, pedestrian ramps, landscaping and hardscaping at all four corners - Modify striping and signal configuration - Removal of raised "pork chop" median - Install decorative paving crosswalks throughout	\$2.12 M
2	Median Landscaping - Construct raised median with hardscaping, landscaping and irrigation throughout - Install median fencing in new median in area between Florin-Perkins Rd. and proposed new signal at Raley's shopping center	\$6.51 M
3	New Signal at Raley's Driveway Install new signal, pedestrian ramps and crosswalks at the Raley's shopping center entrance	\$0.8 M
4	North Side Bifurcated Sidewalk and Planter Move existing curb and gutter into street to create planter area between sidewalk and street	\$6.70 M
5	Julliard Dr/Folsom Boulevard Intersection Improvements - Modify signal controller to improve intersection operations with light rail station. - Construct curb return "bulb-outs" and pedestrian refuges	\$1.90 M
6	Bifurcated Sidewalk and Planter at PG&E Substation and Golden Palms Mobile Home Park Move curb and gutter toward street and install landscaped planter on north and south sides between Jackson Hwy. and Howe Ave.	\$0.90 M
7	New Curb, Gutter & Landscaping on South Side Construct new curb, gutter, and landscaping along unfinished edge of pavement on south side, east of Florin-Perkins Rd.	\$3.92 M
8	Construct Screen Wall at PG&E Sub-Station Construct screen wall and plant trees around PG&E Brighton substation at Howe Ave.	\$1.12 M
9	Underground Low Level Utilities Throughout Relocate existing low level communications lines underground throughout corridor.	\$3.40 M
TOTAL		\$27.37 M

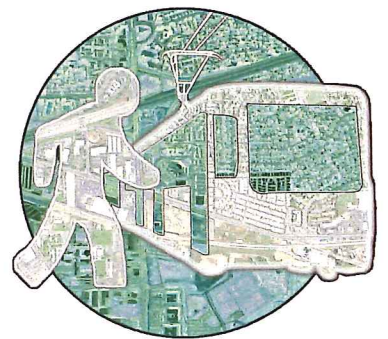
* 2006 Dollars

PROJECT PHASING

Funding for the improvements laid out in this Master Plan is not yet programmed and is likely to be allocated in smaller amounts; therefore it is beneficial to identify preliminary project phases for the completion of the proposed improvements. The results of the survey questionnaire indicate that improvements to the Notre Dame Drive/Jackson Highway intersection and the construction of a new raised median are the highest priority for residents and businesses. Based on these survey results the following construction phasing is suggested to address areas of major public concern as early as possible (see below). Actual construction phasing will be subject to availability of funding.

Phase	Improvements	Estimated Project Cost
1	- Notre Dame Dr./Folsom Blvd Intersection upgrades - New Signal at Raley's Driveway - North Side Bifurcated Sidewalk and Planter (Jackson Hwy to Florin-Perkins Rd.) - Julliard Dr./Folsom Blvd Intersection Improvements	\$9.99 M
2	Median Landscaping	\$4.02 M
3	- North Side Bifurcated Sidewalk and Planter (Complete corridor) - Bifurcated Sidewalk and Planter at PG&E Substation and Golden Palms Mobile Home Park	\$4.92 M
4	Construct Screen Wall at PG&E Sub-Station	\$1.12 M
5	New Curb, Gutter & Landscaping on South Side	\$3.92 M
6	Underground Low Level Utilities Throughout	\$3.40 M
TOTAL		\$27.37 M

FUTURE STUDIES



FUTURE STUDIES



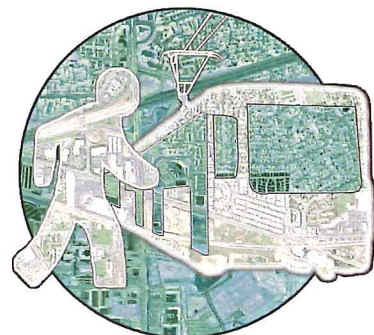
ENVIRONMENTAL DOCUMENT

The Folsom Boulevard Streetscape Master Plan does not include environmental documentation or analysis. Consequently, additional work will need to be performed to document CEQA and NEPA compliance. The environmental document will be a CEQA document if the funding used is only local funds and a NEPA document is required if any federal funding is included. Because the improvements are for safety, operational, and beautification improvements only, it is anticipated the project will be Categorical Exempt from CEQA and Categorical Excluded from NEPA.

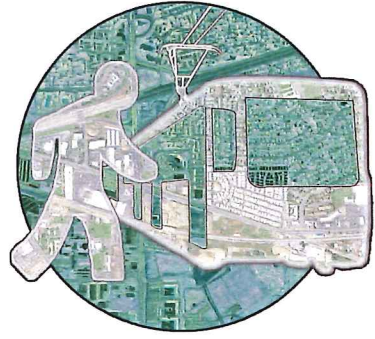
LAND USE PLANNING

As there are many under utilized parcels in the project area, future land use studies may be advised to encourage reinvestment within the corridor.

APPENDIX

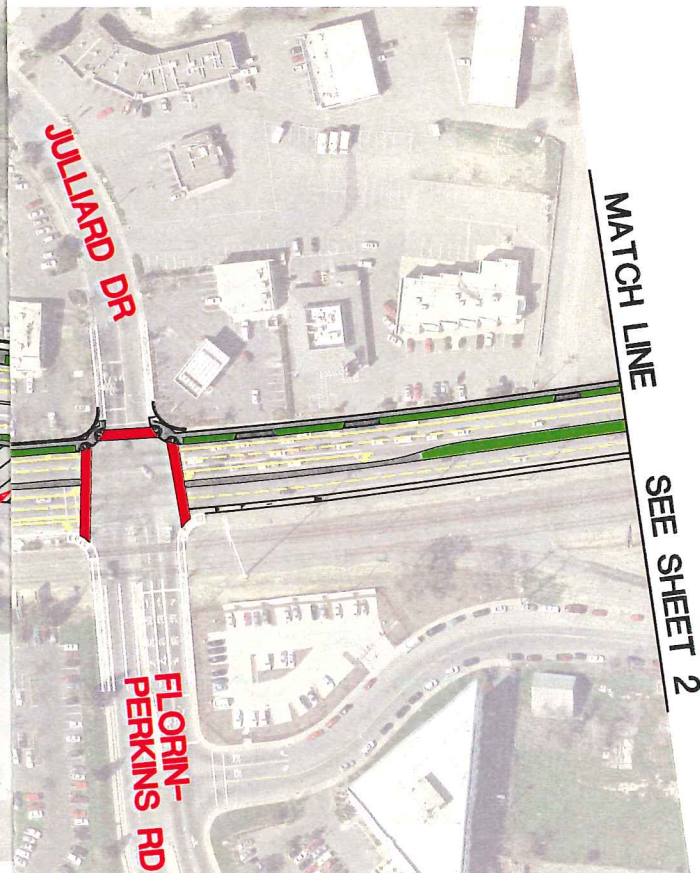
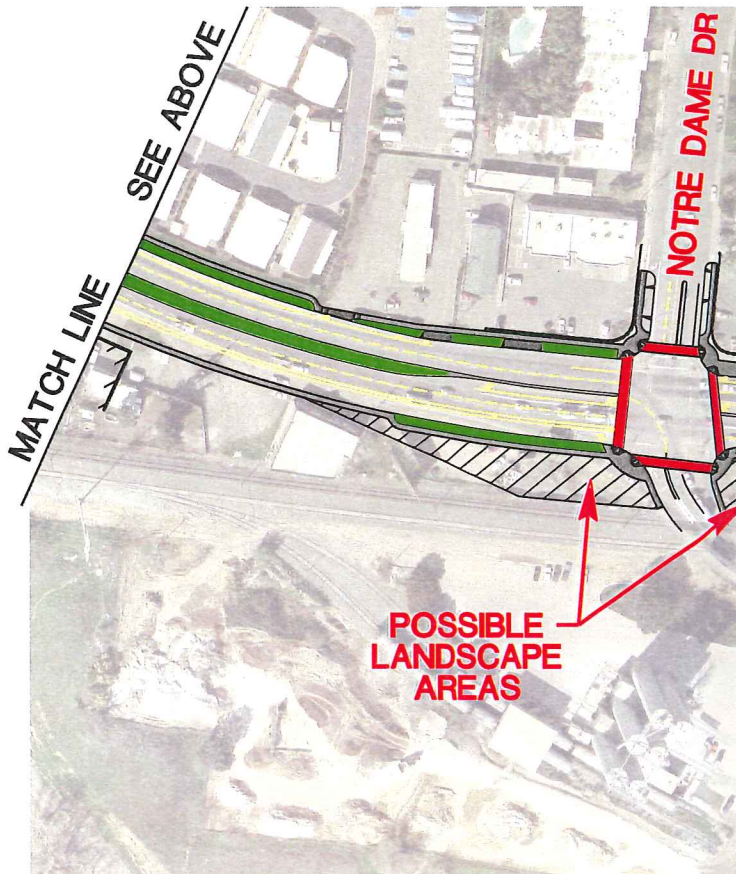


PROJECT PLANS





SEE BELOW
MATCH LINE



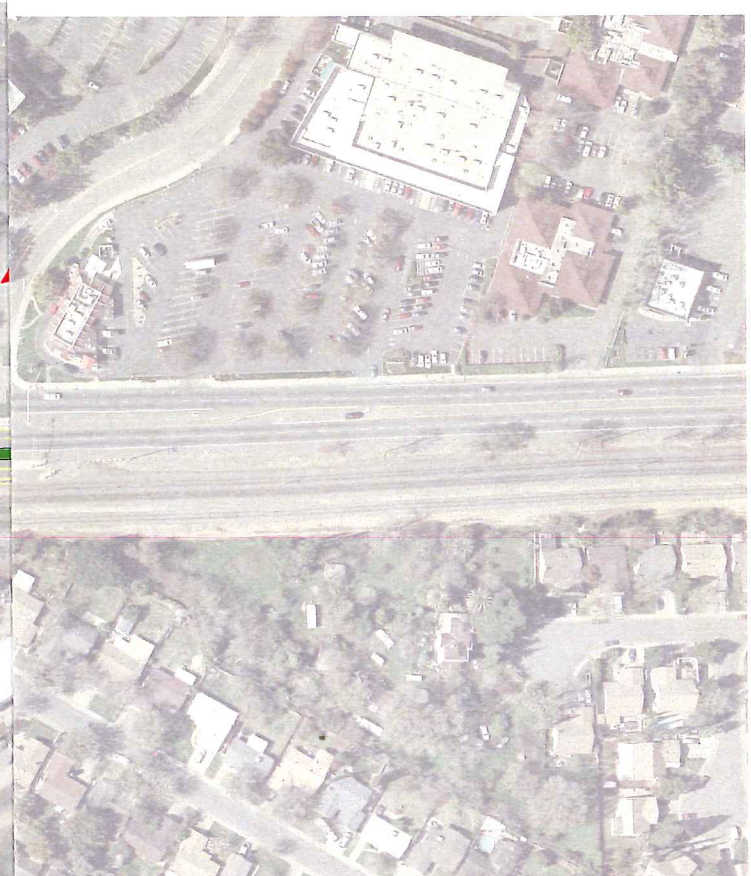
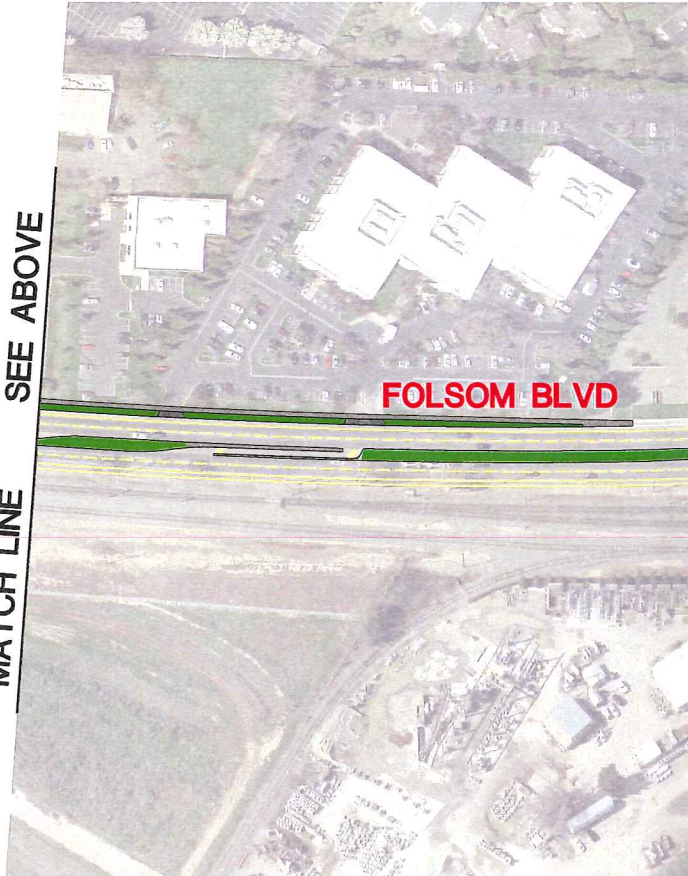
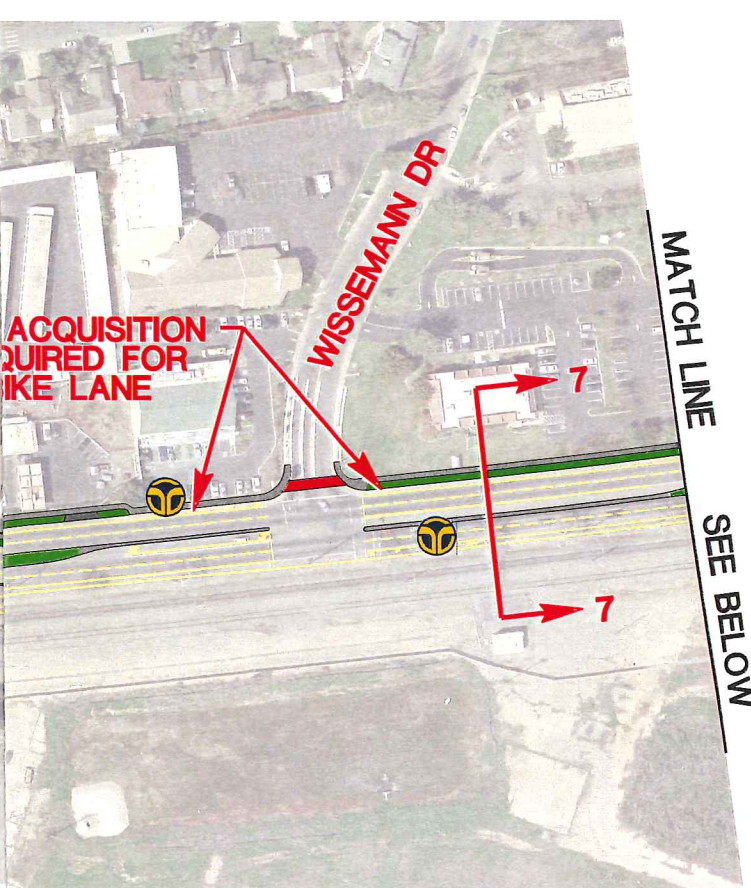
 RT BUS STOP LOCATION

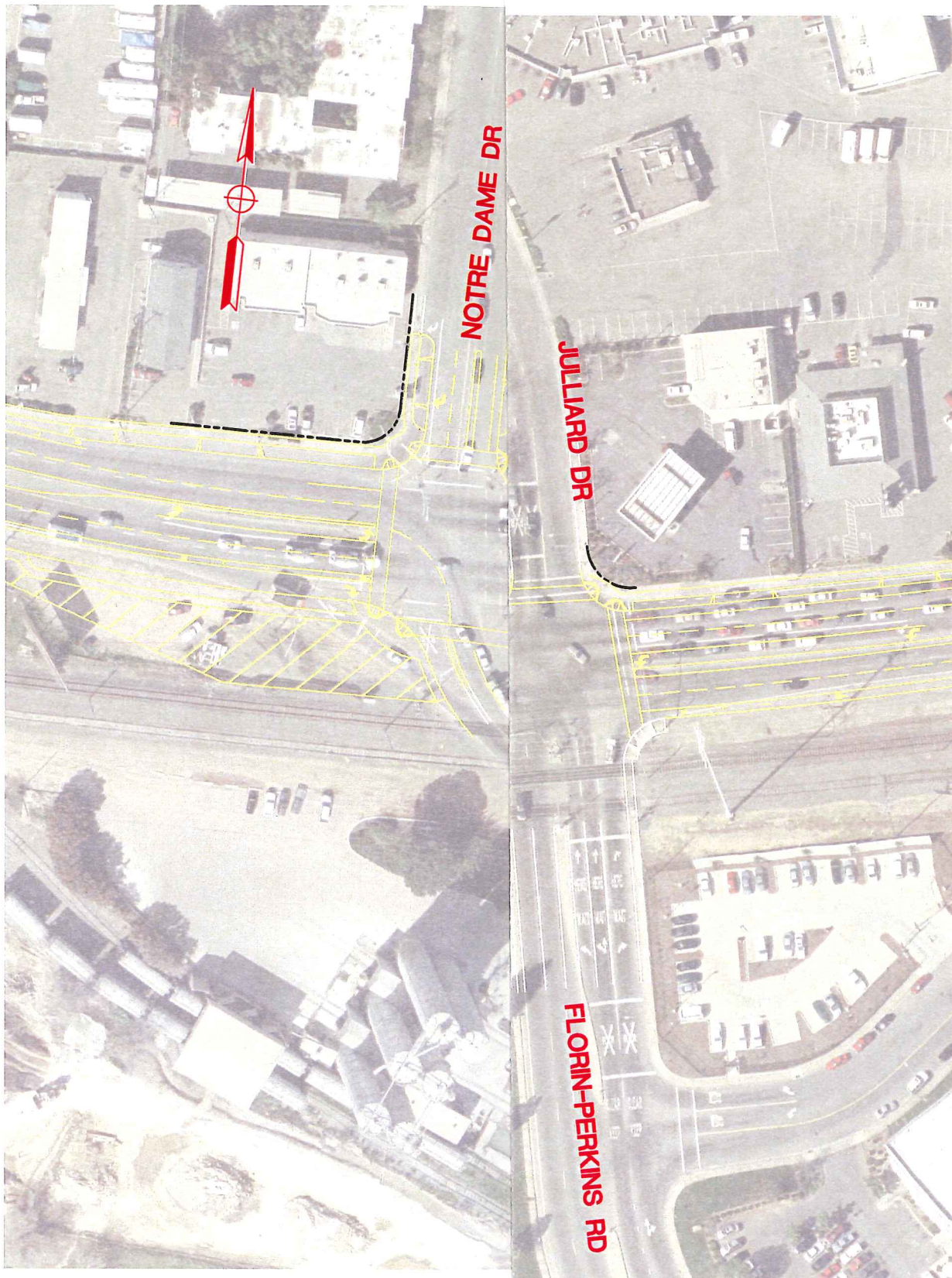


MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

MATCH LINE SEE SHEET 1

MATCH LINE SEE ABOVE



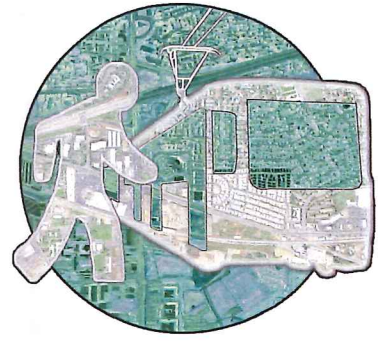


INTERSECTION OF JACKSON RD, FLORIN-PERKINS RD & FOLSOM BLVD
 SCA,



MARK THOMAS & COMPANY, INC.
 Providing Engineering, Surveying and Planning Services

PROJECT RENDERINGS



PROJECT ELEMENTS

Before and After Renderings



Notre Dame/Jackson Hwy Intersection

PROJECT ELEMENTS

Before and After Renderings



PG&E Substation Screen Wall

PROJECT ELEMENTS

Before and After Renderings



Raley's Median

PROJECT ELEMENTS

Before and After Renderings



Raley's Driveway Southwest

PROJECT ELEMENTS

Before and After Renderings



Folsom Boulevard Corridor Improvements

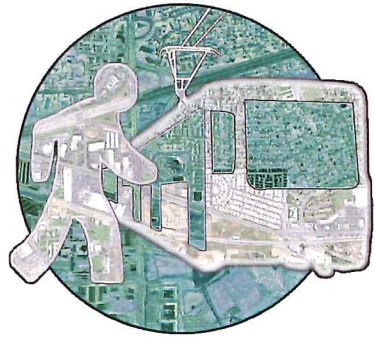
PROJECT ELEMENTS

Before and After Renderings



Utility Undergrounding

FOCUS MEETINGS 1



Folsom Blvd. Master Plan – Howe/Power Inn Focus Group

January 30, 2006

Mark Thomas & Company Offices

2:00pm

Attendance:

Katie Swettenham, AKT Properties
Jeff Clark, Fehr & Peers
Jerry Pfab, Judicial Council of California
Becky Heieck, Power Inn BTA
Vicky DeGuzman, Sac. Superior Court, Carol Miller Justice Center
Phil Vulliet, Mark Thomas & Company
Rob Himes, Mark Thomas & Company
Adrian Engel, Mark Thomas & Company
Ryan Moore, City of Sacramento

Introduction:

Ryan called the meeting to order and introduced Rob as the lead engineer developing the Folsom Blvd. Master Plan. Rob gave a brief presentation detailing the kinds of work involved with developing a master plan and the types of improvements commonly included in master plan development.

Points of Discussion:

Questionnaire #1: What issues are you aware of that have not been identified?

Jerry noted that access between the court houses and the RT station has been an issue for both clientele and employees. He recalls hearing proposals of a pedestrian overcrossing from the Bicentennial buildings, over the PG&E facility, to the RT station. Jerry also pointed out that such access would be useful for the residents of the Bicentennial area and encourage more RT use by those customers.

Becky inquired how this project and the resulting improvements fit in with the Transit Oriented Development (TOD) projects in the area. This project will obtain information from these other projects and include them in the finalized Master Plan Document.

Becky went on to point out that people frequently jaywalk across Folsom Blvd in front of the Raley's parking lot to get to the RT station. Rob mentioned that in other projects, including the Watt LRT Grade Separation, wrought iron fencing is constructed in the median to prevent this problem.

Becky then mentioned that she has received a lot of complaints about the operation of the signalized intersection at Florin-Perkins Rd. These complaints seem to focus around the

preemption of the RT trains causing certain movements to have their turn skipped. Adrian mentioned that a new signal controller was installed at the Watt intersection for that reason. Jeff elaborated that newer controllers would allow for better options regarding train preemption. He mentioned that in Portland, OR they alter the preemption priority of their trains where it adversely effects traffic flow. Ryan and Jeff recommended that Becky consider contacting the PUC, and Darrel at the County, about this issue.

Questionnaire #2: What enhancements would you like to see included in the project?

Becky cited biking and pedestrian operations as an issue that should be improved. Safety of bikes and peds should be considered. Becky also inquired whether this project would be able to do anything about business signage. Rob said the document could include text concerning removing some of the signage but it is not common for this kind of document. Ryan pointed out that this deals with city ROW and is bound by that so little can be done regarding signs on private property. Becky suggested that we could address these owners in subsequent stakeholder meetings. Another possibility mentioned was to invoke the sign ordinance.

Jeff cited the complete lack of bike lane from the north side of Folsom Blvd. to the east of Weismann Rd.

Becky mentioned that anything to improve bike access along Folsom would be favorable. Perhaps a multi-use path could be considered. Jeff responded, pointing out that multi-use paths require a lot of width and may not be able to be accommodated in this project. The south side of Folsom may be able to accommodate such a path.

Becky stated that this area is on the P-Bid agenda. Can this project's priority be increased as a result? Ryan points out that streetscape projects are pretty volatile since they are so visible. People from several areas would like to provide input on the project. It is possible that this project could receive funding from Caltrans as a HOV mitigation measure.

Rob added that this project will result in required ongoing maintenance for the new landscaping. This maintenance will be provided at property owners cost.

Questionnaire #3: Do you see any issues with any of the proposed designs?

Becky wondered if the proposed tightening of the Jackson Hwy intersection would slow down traffic. Jerry asked how much traffic will be backing up at this location. Jeff pointed out that the turn pocket length would need to be analyzed to provide adequate storage. Jerry inquired how much ROW the city owned in that location to provide turn pocket length. Ryan responded that the city ROW is limited in that location due to the RT ROW and tracks. Becky noted that there will be a shopping center just to the west of the intersection. The shopping center is owned by same individual as a nearby tire store. Becky has plans for this improvement and will provide them.

Questionnaire #4: If you had the opportunity to address only one issue what would it be?

Jerry and Vicky both indicated that crossing ability would be the primary concern for them. The possibility of an over crossing or other access from Bicentennial to RT station is the priority for them. Rob goes on to point out that the only current pedestrian route is across a very busy intersection (Howe Ave.). Vicky added that the crossing gets even worse when events are being held at Sac State. Becky said that she will present these issues to her board. Rob volunteered to make a presentation to her board.

Questionnaire #6&7: What are the strengths and weaknesses of the Folsom Blvd. corridor?

Vicky pointed out that Folsom's ability to function as an alternative route from Hwy 50 is a strength. Becky responded that it could also be a weakness. Becky mentioned the good retail along Folsom Blvd. as a strength. Vicky cited bike access as a weakness. She mentions that she used to ride from Watt to Sac State along Folsom Blvd. and now can't imagine doing so.

Folsom Blvd. Master Plan – Central/Raley's Focus Group

January 31, 2006

Mark Thomas & Company Offices

2:00pm

Attendance:

Joe Chasko, Folsom Blvd. BPA
Jeanne Chasko, Tred-Mill Inc.
Aaron Hoyt, Fehr & Peers
Bernardo Hubbard, Jackson Properties
John Johnston, Brothers Plumbing
Phil Vulliet, Mark Thomas & Company
Rob Himes, Mark Thomas & Company
Adrian Engel, Mark Thomas & Company
Ryan Moore, City of Sacramento

Introduction:

Ryan called the meeting to order and introduced Rob as the lead engineer developing the Folsom Blvd. Master Plan. Rob gave a short presentation detailing the kinds of work involved with developing a master plan and the types of improvements commonly included in master plan development. Joe expressed support for the Master Plan as it would increase the ability to acquire funding for improvements in the area. Joe was also present at the meetings for the previous study. He said there were 3-4 meetings that were well attended. During the presentation Joe inquired as to whether or not removing the free right turn at the Jackson Hwy intersection would slow down traffic. Aaron responded that it is possible, but the movement experiences a relatively low volume.

Points of Discussion:

Questionnaire #1: What issues are you aware of that have not been identified?

Jeanne noted that the Florin-Perkins intersection has been a problem for some time. The WB Folsom Blvd. left turn movement onto SB Florin-Perkins experiences terrible queuing. Joe elaborated, saying that people then go straight and make an illegal u-turn on Folsom Blvd so they can come back and make a right turn instead. This, he says, presents a real safety hazard. Joe also noted the large amount of jaywalkers in the same area as a problem. Rob responded that this is an issue that has been brought up in previous meetings and a new signal controller will be considered as a possible solution. Joe asked if EB trains have to shut down the intersection. Ryan and Rob responded that different options regarding train preemption would be looked into.

Bernardo added to the discussion by noting that the traffic into the flea market on the weekends can pose a traffic problem with people waiting in line to enter the parking lot.

Rob inquired whether the on-street parking was ever used other than on the weekends for the flea market. Jeanne responded that no, it was only used during the market.

Questionnaire #2: What enhancements would you like to see included in the project?

Joe expressed that he would like to see the traffic along Folsom Blvd. held to 50mph or less. Bernardo inquired what effects the PDT was anticipating the new developments in the area to have on traffic conditions. This led into discussion of what will be happening to the existing PG&E yard. Joe said that RT was originally looking at it as a place for their rail yard. Since then Joe said a developer has come forward proposing to make that area a pedestrian promenade. Bernardo said that he hoped this type of development with the master plan would encourage increased development of the run down properties in the area.

Joe finished by pointing out that the nice paver/brick crosswalk would be a nice aesthetic touch and would probably encourage slower traffic through the area.

Jeanne mentioned that the intersection of Kiefer and Florin-Perkins is a bit of a hazard. There is a lot of traffic headed north and a lot of people park on the street on Kiefer. It is difficult to make it off of Kiefer to the LT or THRU lanes. To compound matters there is a high school in the area increasing traffic with student drivers. John adds that the speed on Kiefer is really high. He frequently sees motorcycles doing 80mph on that road.

Jeanne also noted that it is difficult for cars to make a left out of Weissmann onto Folsom. At times there are as many as 15 cars waiting for a green light there. Golden Palms presents a problem also. Jeanne asks if there is any way that we can provide an entrance/exit to Golden Palms on Bicentennial.

Joe would like to see the landscaping around the Jackson Hwy intersection. Rob stated that the planting would be done with regards to keeping the businesses visible; perhaps include some sort of decorative lighting.

Questionnaire #3: Do you see any issues with any of the proposed designs?

At this point Rob asked if the group saw any benefit to installing a sidewalk on the south side of Folsom. Bernardo responded that it would look much nicer even if it didn't get much traffic. Joe mentioned that at the least curb, gutter, and landscaping would be nice to give it more of a finished look.

Joe noted that the queuing at the Jackson Hwy intersection is an issue that he is not sure the proposed changes would make better or worse. He also is concerned about proposed medians in the area. He feels keeping the left into his property is important to his

business. He said currently there are three entrances. Medians blocking a left in would be fine at two of the three but he would like to keep the third.

Jeanne expressed concern about installing the median, citing the confusing median arrangement on Fair Oaks in the Loehmann's plaza area as an example of what she would like to avoid.

Questionnaire #4: If you had the opportunity to address only one issue, what would it be?

Joe stated that he would like to see the median installed. He mentioned that he has seen some really bad crashes, particularly in the area of the Dairy Queen. Jeanne liked the idea of tightening up the Jackson Hwy intersection. She has seen trucks tip over taking left turns there too fast. Bernardo would like to see the landscaping done: median, sidewalk, curb, gutter and landscaping on south side.

John says he would like to see the decorative lighting installed. There is a lot of camping in the area due to the nearby Social Security office. Rob asked what his thoughts on the screening landscaping on the south of the heavy rails would be. John was concerned that such vegetation might encourage camping. Joe asked about the possibility of hostile landscaping such as thorny bushes.

Bernardo asked what the plan is for bike facilities in the area. Rob answered that we would be improving the existing condition. Joe noted that it would be very nice to add some sort of path from Folsom Blvd to the nearby park SW of the Jackson Hwy intersection.

Questionnaire #6&7: What are the strengths and weaknesses of the Folsom Blvd. corridor?

Rob agreed to attend a future College Greens Assoc. meeting with Joe and Jeanne to give a presentation on the Master Plan.

Jeanne pointed to the nice mature trees along Folsom as a strength of the corridor. Adrian noted that the nice mixed use of the corridor is a strength. Joe mentioned that a sound wall in front of Teichert would be nice because currently there is a noise problem coming from the Teichert property. Bernardo mentioned that Folsom is a key connection between Watt and Howe. Joe brought up the need for RT to find a location for a rail yard and depending on the resolution that could be a weakness. The group pointed to some of the local properties that haven't continued investing in their properties as a weakness of the corridor. The lack of pedestrian and bike facilities was noted as a weakness. The abundance of homeless in the area is also noted as weakness. Joe notes that RT needs to clean up their operations. It is miserable to ride on. There is no policing of the line, and as it is no one will ride on it no matter what additional facilities they add to promote alternate forms of transportation.

Folsom Blvd. Master Plan – Residential Focus Group

January 31, 2006

Mark Thomas & Company Offices

4:00pm

Attendance:

Lew Parkinson, Retired

Aaron Hoyt, Fehr & Peers

Annette Deglow, College Greens Neighborhood Association

Tim Quintero, City of Sacramento

Phil Vulliet, Mark Thomas & Company

Rob Himes, Mark Thomas & Company

Adrian Engel, Mark Thomas & Company

Ryan Moore, City of Sacramento

Introduction:

Ryan called the meeting to order and introduced Rob as the lead engineer developing the Folsom Blvd. Master Plan. Rob gave a short presentation detailing the kinds of work involved with developing a master plan and the types of improvements commonly included in master plan development.

At this time Annette needed to leave so she quickly gave her responses to Rob's presentation. Annette stated that she really did not want to see the free right turn pork chop islands removed on the north side of Folsom Blvd at the Jackson Hwy intersection. She feels that the island offers protection to people turning onto Folsom Blvd. The protected right turn onto WB Folsom Blvd. provides room to accelerate and merge. She would not like to see it tightened up in that location. Annette also expressed concern about residual work not described that may become necessary due to work resulting from Master Plan. She has had work result from other improvements in the neighborhood that wasn't initially disclosed when the initial improvements were discussed.

Another issue highlighted by Annette was the jaywalking, particularly around RT stations, which she would like to see eliminated. Additionally, Annette mentioned that she would like to see something replace the chain link fencing around the PG&E facility. The trees do a decent job masking high facilities but everything can be seen low through the chain link fence.

Points of Discussion:

Needs of Golden Palms:

Lew was concerned about the pedestrian needs of the seniors from Golden Palms. He stated that a majority of the pedestrian traffic from there is traveling to the Raley's shopping center. It is important that the route be pedestrian-friendly and ADA compliant.

Lew was also concerned about the timing of work resulting from this Master Plan. He was concerned that by the time funds are available for work, new development may have occurred, altering the effect of improvements laid out in the Master Plan. Ryan pointed out that this corridor is listed as the City's #3 priority now, and will increase with the approval of a Master Plan. Rob noted that this document will only serve as a base for planning future projects.

Lew asked what the purpose of the median installation would be. Rob answered that it was for traffic calming, aesthetics, and safety.

Rob inquired about the traffic patterns at the Golden Palms development. Lew answered that there weren't a lot of commuters in the development. There are two entrances to the area. Most of the pedestrian traffic goes to the Raley's shopping center. Lew mentioned that they currently close the eastern entrance after 6pm. A new gate has been installed in the western entrance that is supposed to remain open until 6pm, after which the gate is opened by code or remote, etc.

Lew indicated that the Jackson Highway intersection is the biggest problem along the corridor. The main issue there is the pedestrian accessibility and ADA compliance. Slowing traffic would be nice but would probably require some significant geometric changes.

Lew also mentioned that the suicide lane was pretty important to the seniors entering and exiting the development. Providing some sort of entrance through the existing parking lot to Bicentennial would be a huge improvement. It would allow seniors access to the signalized entrance to Folsom Blvd.

Lew said he would speak with people in the Golden Palms development and report back with their feedback. He plans on leaving for extended periods but will provide a backup community contact.

Folsom Blvd. Master Plan – Watt Ave. Focus Group

February 1, 2006

Mark Thomas & Company Offices

10:00am

Attendance:

Bob Hamel, Teichert Land Co.
Maria Alvarez, Council Member McCarty
Phil Vulliet, Mark Thomas & Company
Adrian Engel, Mark Thomas & Company
Ryan Moore, City of Sacramento

Introduction:

Ryan called the meeting to order and introduced Adrian as the project engineer developing the Folsom Blvd. Master Plan. Adrian gave a short presentation detailing the kinds of work involved with developing a master plan and the types of improvements commonly included in master plan development. Bob mentioned that he had attended the previous meetings for the enhancement study. Additionally, Bob has been contacted regarding the Watt IC project. Bob's contact, Randy Sader, has attended meetings regarding the Manlove station.

Points of Discussion:

After the presentation Bob requested that a copy of the presentation be made available for his reference. Adrian provided a CD with the presentation. Bob also asked about the possibility of re-routing Hwy 16. Adrian responded that he had heard the talk of re-routing 16 but that it would not be in the immediate future and the work for this project would remain on, and around, Folsom Blvd...

Bob mentioned the need for more storage at the Jackson Hwy intersection. Bob states that the city should consider extending the RT lane as there are a lot of cars going on that direction.

Questionnaire #1: What issues are you aware of that have not been identified?

Bob stated that he would like to see more specifics regarding the funding of this project. How much is Teichert going to need to provide as far as land is concerned? Ryan pointed out that this project is currently listed as The City's #3 priority. Maria added that the approval of a Master Plan document will increase the possibility of receiving funding to perform enhancements.

Questionnaire #2: What enhancements would you like to see included in the project?

Bob liked the scope of the enhancements laid out in the presentation. He pointed out that it will be important to Teichert to maintain their plant access on Watt Ave.

Questionnaire #3: Do you see any issues with any of the proposed designs?

Maria asked if attendees of the previous meetings have expressed an interest in seeing additional screening placed on the south side of Folsom Blvd. Ryan explained that while others were generally in favor of screening the south side of Folsom Blvd, some residents expressed concerns over transients camping in such vegetation. Bob added that there are issues with transients in the Manlove area as well.

Maria mentioned that the local neighborhoods are nervous about development, but improved sidewalk will help encourage development.

Bob asked what will be done to encourage screening on the south side of Folsom Blvd. Ryan answered that this project will only dictate improvements within the City ROW but hopefully these improvements will encourage subsequent improvements by property owners.

Questionnaire #4: If you had the opportunity to address only one issue what would it be?

Bob mentioned the intersection at Jackson Hwy as a particularly unsafe intersection. Bob would like to see that intersection improved. Maria said her office would like to see student commuting, ie bike/ped improvements made. Ryan responded that all proposed improvements will include standard bike lanes. Currently there are locations with either non-standard or non-existent bike lanes. Maria asked if any studies have been performed to determine the amount of bike and pedestrian usage in the area. Ryan responded that Ed Cox from the City will be looking at that.

Questionnaire #6&7: What are the strengths and weaknesses of the Folsom Blvd. corridor?

Question not covered in this meeting.

FOLSOM BLVD STREETSCAPE MASTER PLAN

(BETWEEN HOWE AVENUE AND WATT AVENUE)

Summary of Meetings

Meeting	Suggestions
Howe/Power Inn Focus Group (January 30, 2006 at 2:00 pm)	- Pedestrian path between the Power Inn Road light rail station and Bicentennial. - Add features to discourage pedestrians crossing Folsom Blvd and locations other than signalized intersections. - Improve the operations of Florin-Perkins the intersection. - Remove many of the non-compliant business signs. - Provide continuous bike lanes along the corridor. - Look into amount of public right of way near the Jackson Highway intersection for landscaping, etc.
Central/Raley's Focus Group (January 31, 2006 at 2:00 pm)	- Reconsider removing "free right" to Jackson Highway because it may back-up traffic. - Improve the operations of Florin-Perkins the intersection. - Provide pavers/brick cross walks at intersections to slow traffic. - Provide landscaping around the Jackson Highway intersection. - Provide a curb and gutter (no sidewalk) with landscaping on the south to give the street a "finished look". - They would like to see a landscaped median. - Slow traffic at the Jackson Highway intersection. - Add a bicycle path from Jackson Highway intersection to the Regional Park.
Residential Focus Group (January 31, 2006 at 4:00 pm)	- Do not remove the pork chop island in the NW corner of the Jackson Highway intersection. - Add features near the intersections to discourage pedestrians from crossing Folsom Blvd at locations other than signalized intersections. - Place something other than a chain link fence at the PG&E substation. - Improve the accessibility and ADA compliance of the Jackson Highway intersection. - Provide access to the Golden Palms mobile home park onto Bicentennial.
Watt Avenue Focus Group (February 1, 2006 at 10:00 am)	- Extend to Jackson Highway intersection EB right turn lane to accommodate more storage. - Provide screening on the south side of Folsom Blvd. - Improve the Jackson Highway intersection to be safer for the pedestrians, bicyclists, and motorists. - Improve pedestrian and bicycle access for the entire corridor.

**College Glen Neighborhood
Association
(February 10, 2006 at 7:30 pm)**

General Comments

- There is a painted merge lane at the free right turn onto WB Folsom Blvd that never gets painted. Would like to see that painted well with this project.
- RT onto Notre Dame is not as important as RT off of Notre Dame but it does allow turning vehicles to bypass/avoid traffic.
- Geometrics of trucks making left turn from Jackson Hwy onto WB Folsom Blvd needs some work. The trucks seem to be surprised by the turn and end up in the far lane rather than the inside lane. Trucks have overturned on this movement.
- Need to improve signage of Jackson Hwy LT onto Folsom to warn trucks of overturning risk.
- Can we landscape the Notre Dame free RT pork chop instead of removing it?

Traffic Comments

- There is concern that the proposed modifications to the Jackson/Notre Dame intersection will create a situation similar to that at Juliard/Florin-Perkins. At Juliard the traffic often cuts through private property parking lots to avoid waiting at light.
- The signal operations at the Florin-Perkins received a lot of complaints due to the long waits caused by RT trains at that station.
- The controller at the Jackson Hwy intersection allots too much green time for Jackson Hwy even when it is late and only one car is waiting. Provides enough time for "fifty cars".
- Juliard is used by people as a short cut from Florin-Perkins/Folsom Blvd to Watt or Howe.
- The jaywalking to the RT station at Florin Perkins needs to be stopped.
- There is concern that tightening up the RT onto SB Jackson Hwy will cause traffic to back up even more than it currently does.
- Will slowing down traffic through this corridor cause congestion at other intersections like Howe and Watt? Power Inn works well now but 65th got worse.
- Resident: I refuse to make a left on Folsom Blvd. from Juliard, I go through a parking lot and turn because I refuse to wait that long.

General

- Bifurcated sidewalks would be nice
- Medians will be nice
- Maybe just C&G and landscaping on south side. No ped facilities needed there.
- The oleander bushes at the PG&E station were nice, but it was a location for homeless and drugs.

Folsom Blvd. Master Plan – Regional Transit Focus Group

February 22, 2006

Sacramento Regional Transit Offices

2:00pm

Attendance:

Don Smith, Sacramento Regional Transit
Lynn Cain, Sacramento Regional Transit
David Solomon, Sacramento Regional Transit
Phil Vulliet, Mark Thomas & Company
Rob Himes, Mark Thomas & Company
Ryan Moore, City of Sacramento

Jackson Highway Intersection

David Solomon opened the discussion with an inquiry about the sketches shown in the presentation. Specifically, he asked about the trees shown in the sketch along SR16. Rob clarified that the sketch was a previous artist rendering and the work being considered/prescribed in the Master Plan deals only with facilities within the City's Right of Way.

RT Station Connection to Bicentennial Circle.

Updates were requested regarding the possible pedestrian access between the RT station and Bicentennial Circle. Ryan said that there has been nothing concrete under way at the City regarding this. David Solomon mentioned that the previous plans for an RT maintenance facility at this location seem to have fallen apart due to the need for a large parcel of land and the absence of willing sellers.

It was noted that there was still a developer proposal in the works for a Transit-Oriented Development (TOD) at the PG&E yard.

Proposed Features

Don Smith asked if the proposed improvements will be changing the current lane widths. The City standard calls for two – eleven foot lanes, while RT would like to have twelve foot lanes for their use. It was noted that there is not currently a large amount of RT bus traffic through the corridor. It was also mentioned that there are currently no buses running east of the Florin-Perkins intersection. It was not clear from the group whether RT plans to extend their bus service east in the future.

The problem of jaywalking at the College Glen RT Station was discussed. Ryan noted that the City's traffic department was not in favor of the proposed signal at the Raley's entrance as it would set up signalized intersections less than 1000 feet apart. David

agreed that the signal combined with the proposed median fence might be effective in discouraging jaywalking. There is currently railing along the sidewalk at the RT station. The possibility of modifying the station railing was discussed, but it was determined that the jaywalking would then be relocated to the bus stop where the railing would have to terminate. David suggested a more substantial fence along the median, perhaps similar to the Watt Ave LRT Grade Separation Project.

Signal operation at the Florin-Perkins intersection was discussed due to the public complaints received at focus meetings. The signal controller is programmed by the City. Ryan will check with City personnel about possible controller modification. Rob asked if it would be possible to have the gates go up during loading and unloading similar to the 65th Street station. David responded that he is uncertain as to whether the controller is sophisticated enough for that programming. Additionally, the newer vehicles are longer and trigger the preemption devices.

Ryan asked about the possibility of planting screening trees in the RT Right of Way to improve corridor aesthetics. David responded that they would have to be maintained by RT and there is currently no additional budget for that.

RT bus stop locations were discussed. It was noted that there is currently no bus service to the Manlove RT station. RT would like to ensure that there is adequate room provided by landscaping for wheelchair loading and unloading. Rob asked about the necessary width of bike lanes at bus stop locations, and if six feet was acceptable. RT has heard of seven feet being used in some locations. RT will determine the desired bike lane widths at bus stop locations.

Ryan asked about possible developments in the thin strip of property between the RT tracks and Folsom Blvd. RT was asked to pursue a TOD there but the family property was not available for sale.

Folsom Blvd. Master Plan – Caltrans Focus Group

May 18, 2006

Caltrans Venture Oaks Offices

2:00pm

Attendance:

Barbara Reenan, Caltrans
John Holder, Caltrans
Phil Vulliet, Mark Thomas & Company
Rob Himes, Mark Thomas & Company
Ryan Moore, City of Sacramento

Relinquishment

Barbara stated that Caltrans is trying to use this project to motivate relinquishment discussions. CT would like to do it in a larger portion, preferably out to Rancho Cordova. Ryan will push relinquishment discussions at the City level. CT would provide funding to the City if the relinquishment were to take place.

Right-Of-Way Maps

Right of way maps were provided by John Holder.

Proposed Improvements

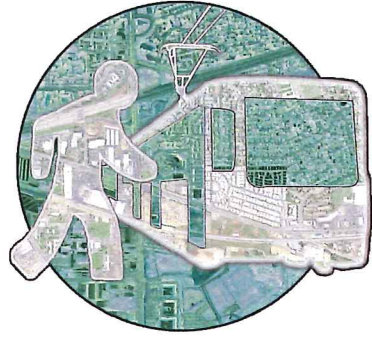
Rob outlined the proposed improvements to CT personnel. He noted that there would be a 6' outside shoulder with no inside shoulder. CT replied that this would require a mandatory design exception.

The improvements at the Jackson Hwy intersection were discussed. Barbara noted that these improvements were the appropriate long term solution at that intersection. They would provide better pedestrian safety and eliminate signal poles from median islands.

Regarding the proposed planting in the median, CT suggested using a 2' curb/low barrier to have more flexibility with trees and other fixed objects in the median. Rob asked if the City could construct landscaping within CT ROW. Barbara responded that she is more concerned with the railroad and RT ROW. Barbara suggested some research to determine the ownership of ROW around the Jackson Hwy intersection. Deeds should be accessed for this ROW. The CT Marysville office can provide this information.

It was added that this project will most likely fall back to the responsibility of Steve Hetland.

PUBLIC MEETING





FOLSOM BOULEVARD

STREETSCAPE MASTER PLAN

HELP US KICK-OFF A MORE BEAUTIFUL FOLSOM BOULEVARD!

The City of Sacramento invites you to participate in the Folsom Boulevard Streetscape Master Plan Project.

When: **April 19, 2006,**
5:30 p.m. - 7:30 p.m.
(Presentation at 6:00 p.m.)

Where: **Granite Regional Park,**
Conference Room 1-B
(3331 Power Inn Road)



The City's Department of Transportation welcomes the opportunity to meet with you to review proposed public safety improvements, landscaping and gateway enhancements.

For further accommodations or questions, please contact Kim Pallari at 916-448-2440 or via email at kim@thehoyleco.com.

The goals of the Master Plan are **IMAGE ENHANCEMENT OF THE CORRIDOR** and **PROMOTION OF ACCESSIBILITY AND ALTERNATIVE TRANSPORTATION MODES**. All improvements will occur within the City's right-of-way.

Image Enhancement elements include:

- Aesthetics
- Landscaping
- Gateways at key intersections

Accessibility Improvements/Promotion of Alternative Transportation elements include:

- Installation of sidewalks
- Inclusion of on-street parking, signalization, signage and striping
- Improved circulation
- Connectivity for pedestrians and bicyclists to the RT light rail stations
- Improved safety for the public

For more project information, please contact Ryan Moore, City of Sacramento Project Manager at 916-808-8279.



FOLSOM BOULEVARD

STREETSCAPE MASTER PLAN

c/o Public Outreach
660 J Street, Suite 444
Sacramento, CA 95814

HELP US KICK-OFF A MORE BEAUTIFUL FOLSOM BOULEVARD!

CITY COUNCIL
Mayor Heather Fargo

District 1 Raymond L. Tretheway III
District 2 Sandy Shady
District 3 Steve Cohn
District 4 Robert King Fong
District 5 Lauren Hammond
District 6 Kevin McCarty
District 7 Robbie Waters
District 8 Bonnie J. Pannell



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Folsom Boulevard Streetscape Master Plan
Public Open House
Wednesday, April 19, 2006, 5:30 p.m. to 7:30 p.m.
Granite Regional Park, Conference Room 1-B
Meeting Summary

Project Team Attendees:

Hector Barron, City of Sacramento
Ryan Moore, City of Sacramento
Adrian Engel, MT&Co
Rob Himes, MT&Co
Trong Nguyen, MT&Co
Bill Shunk, MT&Co
Phillip Vulliet, MT&Co

Aaron Hoyt, Fehr & Peers
Clarence Mamuyac, MTW Group
Tammy Nguyen, The Hoyt Company
Kieu Nguyen, The Hoyt Company
Kim Pallari, The Hoyt Company

On the evening of Wednesday, April 19, 2006, a public meeting for the Folsom Boulevard Streetscape Master Plan Project was held from 5:30 p.m. to 7:30 p.m. at Granite Regional Park, located just outside of the Project boundaries.

The City of Sacramento made a strong effort to contact the community and stakeholders to notify them of and invite them to the meeting. The outreach effort included: a mailing of approximately 2,500 postcards announcing the meeting to community members and key stakeholders, and a media release that was distributed to key publications including the Sacramento Bee and the College Glen Neighborhood Association monthly newsletter. Approximately 100 reminder phone calls were made to several key community members and stakeholders prior to the meeting. All these efforts resulted in approximately 47 meeting attendees.

Special attendees included District Councilmember Kevin McCarty who addressed the attendees, Power Inn Business and Transportation Association (BTA) Executive Director Becky Heieck, and several representatives from the College Glen Neighborhood Association and Golden Palms Mobile Home Park.

The meeting format included an open house session from 5:30 p.m. to 6:00 p.m. and again from 7:00 p.m. to 7:30 p.m. During the open house session, attendees were invited to view project displays that included a corridor map of potential improvements, and visuals of before and after shots. At 6:00 p.m. there was a brief formal presentation that provided information on the City's goal for the overall Master Plan of the corridor given by Ryan Moore, City of Sacramento Project Manager and specific improvements as part of the Streetscape Master Plan reported by Rob Himes, Project Manager for the consultant team. At the conclusion of the power point

presentation, the meeting facilitator, Kim Pallari, opened the meeting up for a question and answer session.

During the question and answer session, The Hoyt Company recorded all comments and questions. These comments have been placed in categories and are listed below in no particular order.

Pedestrian/Bicycle Safety:

- Main concern is safety of pedestrians within the corridor, specifically at the intersection of Folsom Boulevard and Power Inn Road. Cars always run the red lights and do not pay attention to pedestrians. The area needs more attention from the Police Department to slow traffic and give tickets to those who run the red light. The City should also add a "Pedestrian Crossing" sign. Much greater sensitivity is needed to pedestrian crossing.
- I am with Paratransit and we are looking at possibly implementing a small neighborhood bus from the residential areas to the Raley's shopping area. Pedestrian access, have you looked at the number of people using the light rail? La Riviera Drive - much safer looking street, but traffic is still fast. I propose to implement different pedestrian buttons at the intersections. Need button for extra crossing time for older citizens. Would like to see a tunnel.
- Once pedestrians enter the Raley's shopping center, there is no place safe for them to walk through the parking lot.
- Road painting - are you thinking about bike lanes?

Landscaping:

- How do you water new plants and trees? Who is responsible after you put them in? Have you visited projects 10 to 15 years later that incorporate landscaping with property owners responsible for the upkeep? Is the landscaping still ok or is it un-maintained and blotchy?

ADA Issues:

- Curious about whom in the world designed the walkways at Power Inn Road? If you are in a wheelchair, it is extremely difficult to maneuver. The walkways are extremely uneven.

Funding:

- Regarding funding of the project, how many years will it take to see this project in full build out, or at least 75%? If the project has to be phased, are we talking 30 years?
- I am interested in costs for the project. For instance, is the landscaping proposed for in front of the PG&E plant a brick wall? Why not use a less expensive fence instead of brick walls along corridor? Look into more cost effective landscaping.

Intersection Improvements:

- Will putting in a red light at the Notre Dame Drive and Folsom Boulevard intersection coordinate with the light rail?
- Maybe we could have a smart controller signal at Jackson Highway and westbound Folsom Boulevard? Cheaper to take down one lane? Will it be done quicker and help traffic?
- Any chance of leaving the right turn lane at Notre Dame Drive the way it is? Sometimes at Julliard, we have to sit there for minutes waiting for the frequent trains. Can't the pedestrian crossing be on the other side of the intersection? Very few people use that crosswalk. 98% of the residents who frequent that intersection stop first and then merge onto Folsom Boulevard.
- I own a business right across the street from the Notre Dame Drive/Folsom Boulevard Intersection and I walk a lot in the area. Cars drive very fast out of the residential area and onto Folsom Boulevard. I am there everyday and watch traffic. I witness illegal right turns a lot.

Median Improvements:

- Does the median strip at Julliard Drive and Notre Dame Drive cut back access? People will still be able to use the driveway.
- Median added to Folsom Boulevard. Are roads going to be made enough? Lane at Golden Palms Mobile Home Park. Current turn is very narrow and hard to get in.
- Concerned about getting out of Golden Palms Mobile Home Park. Go out and down the street, two signals and it is a pain in the neck if you cannot get out of the driveway. It is scary to pull out of the driveway. The median means no free left turn. It is not back if you cannot pull into the center median, but that is not going to be there then.
- The median is a great idea.

Roadway Improvements:

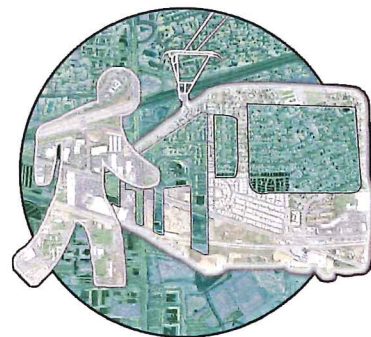
- Can we lower the speed limit around the entire corridor? The area is to busy for motorists to be going 45 miles per hour. Notre Dame Drive and Julliard Drive are "only 35 miles per hour".
- Are you proposing to narrow the traffic lanes on Folsom Boulevard? If so, how narrow? There is an awful lot of traffic in both directions. Trucks will need space. Too narrow means problems. Safety problem with large trucks and narrow lanes are my main concern. Are City standards too narrow? A lot of trucks go down Jackson Highway.
- I rode the bike lane one time from Notre Dame Drive to Sacramento State, never again. Trucks pushed me into the gutter. I do not understand why lanes should

be narrowed. Not good. How is that safer if narrowing? Propose that trucks stay off Folsom Boulevard and stay on Power Inn Road and Watt Avenue.

Project Miscellaneous:

- Beautification is a key element. Current conditions not looking very great. Thank you for having this meeting. Very educational.

**MAILED
QUESTIONNAIRE**





DEPARTMENT OF
TRANSPORTATION

CITY OF SACRAMENTO
CALIFORNIA

915 I STREET
ROOM 2000
SACRAMENTO, CA
95814-2604

OFFICE OF THE DIRECTOR

PH 916-808-7100
FAX 916-808-5573

[Date]

[Name]

[Street Address]

[City / State, Zip]

RE: Folsom Boulevard Streetscape Master Plan

Dear Business Owner:

The City of Sacramento is currently in the process of preparing a Master Plan for improving Folsom Boulevard between Power Inn Road and Watt Avenue, and we would like your input. The Master Plan will help define image enhancement elements, such as landscaping and decorative sidewalks, while also focusing on safety and accessibility improvements, such as installation of sidewalks and bike lanes.

Community input and participation is essential to the Master Plan process to ensure suitable improvements for those who live, work and commute within the corridor. The City of Sacramento has met with numerous property owners along the corridor in focus group meetings as well as held a Public Open House to ensure ample opportunity to hear comments and gather input from the public. Today, they would like to provide one more opportunity to you as an important business owner or manager to give feedback on the proposed improvements.

At the public meeting held at Granite Regional Park on Wednesday, April 19, 2006, the City and the consultant team presented the proposed improvements and asked the attendees for feedback. If you were not able to attend the meeting on April 19, please take a few minutes to review the enclosed material, fill out the questionnaire, and mail it back to the City of Sacramento in the self-addressed, stamped envelope that is provided. Your responses, along with those we received at the public meeting, will be used to shape the master-planning document. **Please return your questionnaire by June 26, 2006.**

If you have any questions, please contact me, Ryan Moore, with the City of Sacramento's Department of Transportation, at (916) 808-8279.

Sincerely,

Ryan Moore
Project Manager

FOLSOM BLVD STREETSCAPE MASTER PLAN

QUESTIONNAIRE

Name: _____
Address: _____
City/State/Zip: _____

SECTION I – About the Proposed Project

What is your general feeling about the potential or proposed improvements? (select one)

☐ I really like the improvements

What do you like about them? _____

☐ I think the improvements are OK, but please consider these suggestions.

What else would you like to see? _____

☐ I do not like the planned improvements

What do you not like about them? _____

What proposed improvements would you change?

SECTION II – Project Phasing

Funding for this project is limited; therefore, constructing portions of the project may be required.

What improvements would you like to see first, second, third, and so on...

(1=highest priority, 9=lowest priority)

- | | |
|--|---|
| ☐ A North Side Street Planter | ☐ E Screen Wall at PG&E Substation |
| ☐ B Median Landscaping | ☐ F Notre Dame Dr/Folsom Blvd Intersection and Traffic Signal Upgrades |
| ☐ C South Side Landscaping | ☐ G Julliard Dr/Folsom Blvd Intersection |
| ☐ D Underground Utilities | ☐ H Sidewalk Planter at PG&E and Golden Palms |
| ☐ _____ | ☐ I New signal at the Raley's Driveway |

See boxed letters on exhibit for locations.

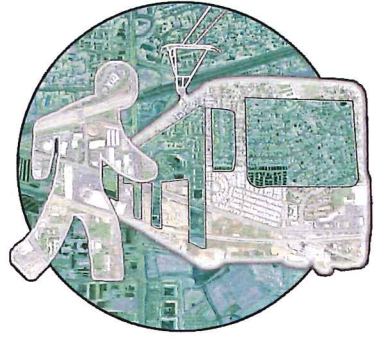
SECTION III –Comments/Suggestions

Should you have questions or comments, please contact Ryan Moore, City of Sacramento Department of Transportation, (916) 808-8279, email rtmoore@cityofsacramento.org.

Return this questionnaire in the enclosed self-addressed, stamped envelope to:
Ryan Moore, City of Sacramento, Department of Transportation
915 "I" Street, Room 2000, Sacramento, CA 95814.



RESULTS OF QUESTIONNAIRE



RESULTS OF QUESTIONNAIRE: SECTION III

Below is a list of questions/comments provided by respondents in Section III of the questionnaire:

GENERAL FEEDBACK ON THE PROJECT

-  City Council needs to make this the priority to the City. #3
-  Thank you for having the meeting and providing large drawings that are easy to understand. #8
-  We are hoping this Master Plan can be implemented at last – it has (or similar plans have) been discussed for several years. #15
-  Most impressed with ALL presentations. Questions were insightful and the responses were most informative. #16
-  Anxious to see new improvements. #20
-  Very excited that we will have some beauty combined with the practical. Aesthetics are very important in every life. #14
-  Definitely need a beautification program along Folsom Blvd. #11
-  Improvements are nice, but do we REALLY need to spend money we may not have? #19

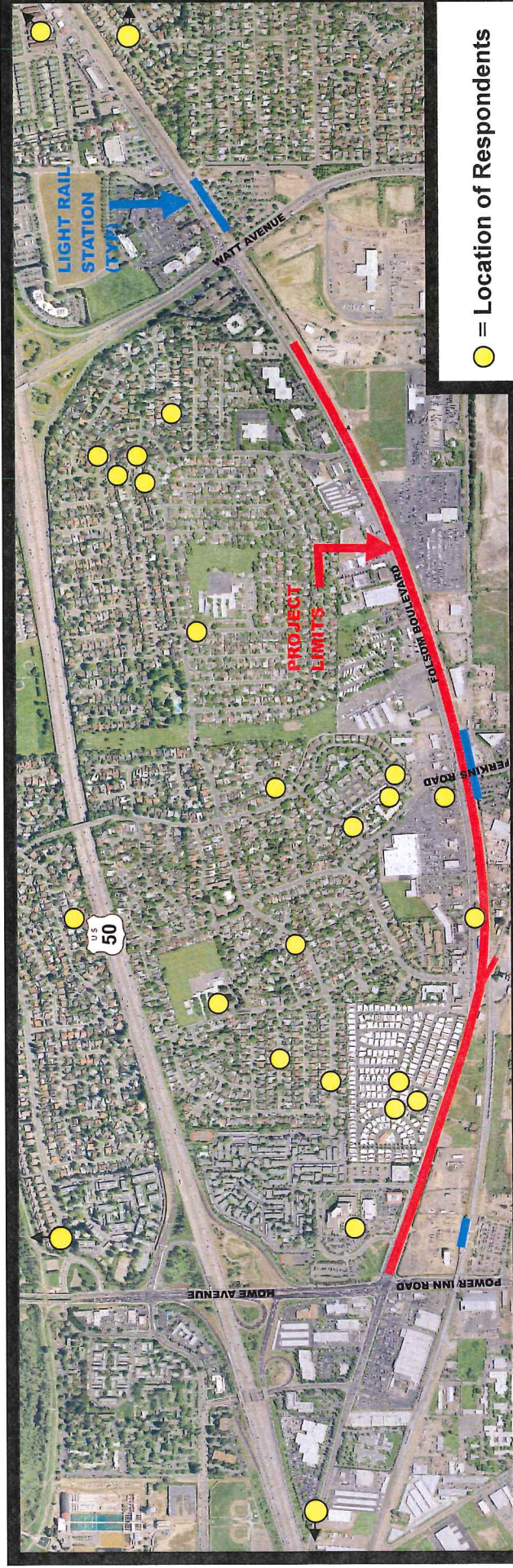
GENERAL COMMENTS

- Build a screen wall at PG&E substation. #7
- Close down the swap meet. #1
- Would like to see how the proposed improvements tie into the planned Watt Avenue work. #5
- Raley's parking lot is very dangerous and needs trees. #10
- North side planter is crucial for providing pedestrian safety. #17
- Safety is top priority, but beautification can't be denied. #14

Respondent Number

SIGNALIZATION AND TRAFFIC COMMENTS

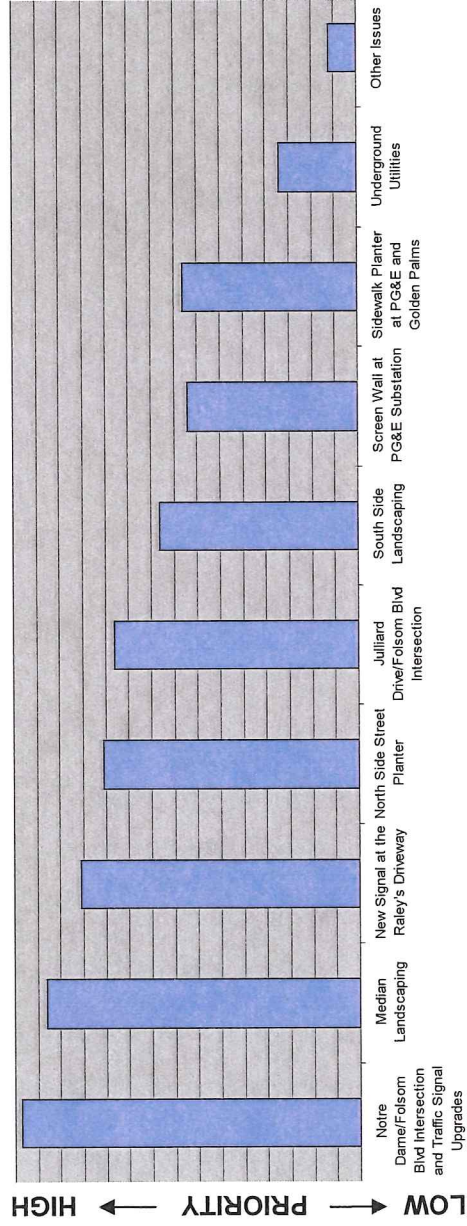
- Would like to see “Cut-through” from Lake Forest/Wisemann to Folsom to encourage pedestrians/bicycles to College Greens RT Station. #2
- Curbs and driveways need more of a curve instead of being so abrupt (to save tires). #6
- Intersection at Folsom/Florin-Perkins: cars currently going North across Folsom Blvd from the lane that should turn right – better signage needed. #6
- Jackson Road should have a slow sign as it approaches Folsom? #6
- Don’t narrow traffic lanes on Folsom Blvd between Florin-Perkins & Jackson Hwy. The trucks are too wide to narrow these lanes. #11
- Sidewalks around Folsom and Power Inn are quite narrow, dangerously close to traffic. #13
- Signal at Folsom and Power Inn does not provide enough time for pedestrians to cross the street. #13
- Signal at Raley’s will only work if the center blocks pedestrian jay-walking. #17
- Quick change would be a single lane at WB Jackson to WB Folsom to slow turning down. #18
- Install new controllers to help with flow of traffic at WB Jackson to WB Folsom intersection. #18
- A new signal at Raley’s/Folsom would be such a short distance from signal at Notre Dame/Folsom –would it back up traffic on both ends? #19
- Not sufficient length between Raley’s driveway and Notre Dame to add a traffic light. This will just congest the area further. The traffic light at Julliard can be used for those going left. #27



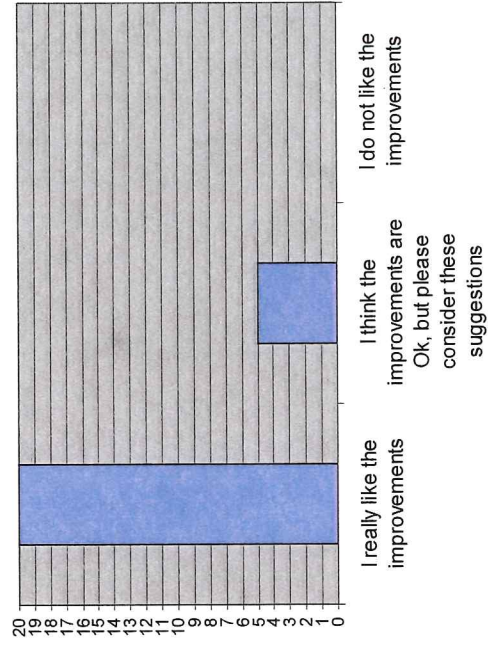
● = Location of Respondents

GENERAL COMMENTS: In general, the responses indicated they want more landscaping and aesthetic improvements to beautify the project area before other issues are addressed.

What Element Would You Like to See Constructed First?

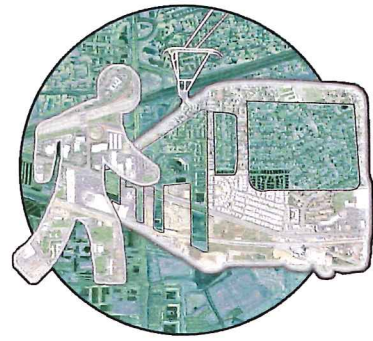


How Do You Feel About the Project?



RESULTS OF QUESTIONNAIRE

FOCUS MEETINGS 2



Folsom Blvd. Master Plan –Focus Group Follow-up

August 7, 2006

Mark Thomas & Company Offices

3:00pm

Attendance:

Gary Agid, College Greens Neighborhood Association
Richard Seyman, Paratransit Inc
Vicky DeGuzman, Sacramento Superior Court Carol Miller Justice Center
Jeanne Chasko, Tred Mill Tires
Joe Chasko, Folsom Blvd BPA
Sean Fulp, Cornish & Carey Commercial
Phil Vulliet, Mark Thomas & Company
Rob Himes, Mark Thomas & Company
Adrian Engel, Mark Thomas & Company
Ryan Moore, City of Sacramento

Introduction:

Rob Himes opened the meeting by revisiting the elements of the project proposed in the public mailer. Upon discussion of possible utility relocation, Jeff Clark noted that SMUD has a 50 year plan to underground utilities. Jeff also asked if PG&E is going to assist with the cost of the screen wall. Rob indicated that there is no plans for that as of yet.

Notre Dame/Jackson Hwy Intersection

After Rob had discussed the mailer results and tentative project phasing, Gary Agid introduced the topic of the Notre Dame intersection. Gary expressed his appreciation of the proposed improvements at that intersection. Gary noted that the single left turn onto WB Folsom Blvd is a welcome change, as there is currently a problem with people in the outside turn lane encroaching on the merging area for right turns off of Notre Dame. Gary also asked that the striping for the merging area be repainted since it is very hard to see now. Another issue that Gary wanted to avoid was queuing along Folsom blocking the left turn onto Notre Dame. He asked that the left turn pocket be extended to help avoid this. Gary indicated that people heading north on SR16 hit the intersection at high speeds and this has caused truck overturning in the past. Gary suggested additional signing advising traffic to slow down before the intersection. Gary also added that it takes time for trucks to cross the tracks to get to the intersection once the light turns green, and that perhaps this time can be given to the LT movement onto Notre Dame.

Relinquishment of SR16

Gary's discussions of the Notre Dame intersection led him to inquire about the proposed realignment of SR16. Rob noted that Mark Thomas did the PSR that covered the relinquishment. He went on to point out that there is a lot involved with that process. The existing roads that are to be the new alignment of SR 16 are not Caltrans standard. Jeff put forth the question: How much will it impact the volume on Folsom Blvd? Rob responded that it is difficult to determine, as many people will not change their driving habits. Ryan added that it would be a very expensive project as well. Joe inquired about sources of funding for this project. Ryan said it is uncertain at this time. It could be Federal Grants, a ballot measure, a bond, or some other source. Richard asked where the enhancement study was started, to which Ryan responded that it was started by Councilmember Jones. Joe added that it was for that study that the Folsom BPA was created to help create some public support for improvements along Folsom Blvd.

Upcoming Work

With the discussion of the project work complete, Rob went on to outline the work to be completed from this point. The process Rob detailed included generation of a draft Master Plan Document, submittal to County Board of Supervisors, and finally a submittal for acceptance by the City Council. It was noted that the City Council could conceivably modify the priorities of the work detailed in the document, but nothing drastic is anticipated.

Folsom Blvd. Master Plan –Focus Group Follow-up

August 7, 2006

Mark Thomas & Company Offices

5:00pm

Attendance:

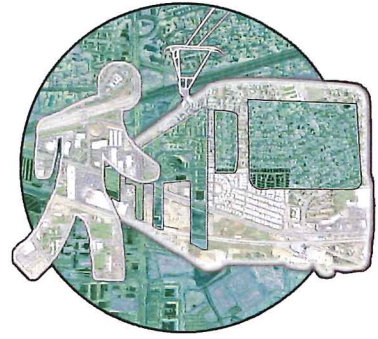
Tim Quintero, City of Sacramento
Phil Vulliet, Mark Thomas & Company
Rob Himes, Mark Thomas & Company

Introduction:

The meeting began with Rob Himes revisiting the elements of the project proposed in the public mailer. Due to the intimate nature of the meeting, this led directly into discussion of the project.

Tim's only inquiry was when to expect work to begin on the proposed improvements. Rob prefaced his response by saying it was only his guess, but he would expect some of the work to begin in approximately 3 years. He added that of course this was entirely dependent on the availability of funding, and at this point no funding has been allotted for this work.

**FLEA MARKET
(ON-STREET)
PARKING MEMO**





MEMORANDUM

Date: June 12, 2006

To: Rob Himes – Mark Thomas & Co.
Ryan Moore – City of Sacramento

From: Aaron Hoyt

Subject: Folsom Boulevard Flea Market Parking Observations

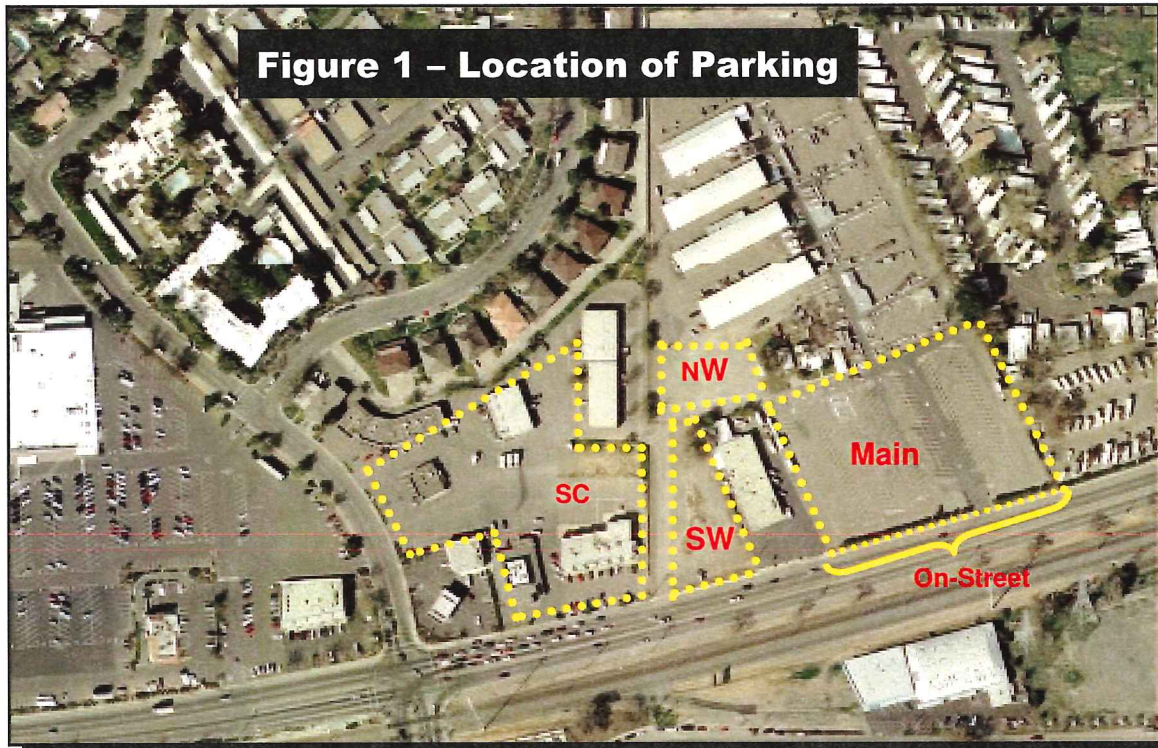
RS06-2262

This memorandum summarizes the field observations of the Folsom Boulevard Fresh Air Market conducted by Fehr & Peers staff on Saturday April 22, 2006. Observations relating to parking supply, demand, and operations were made to better understand the parking needs and determine whether removal of on-street parking would adversely effect the facility.

OBSERVED CONDITIONS

Fehr & Peers staff initially reviewed aerial photography of the facility to estimate the available on-site parking supply. The estimated parking supply was verified during business hours of the facility to determine the utilization of marked parking stalls and potential for overflow parking at adjacent parcels. Table 1 below summarizes the location of parking lots, number of marked parking stalls, and description of each lot. Figure 1 illustrates the locations of parking lots.

Table 1 Folsom Boulevard Flea Market Parking Supply Estimates		
Parking Lot	Parking Supply	Details
1. Main	312	This lot is located closest to the market and was occupied by patrons.
2. Northwest Auxiliary	60	This lot is located on-site. Most of the lot (75%) is striped and serves as parking. It appears that the remainder (25%) of the lot is underutilized.
3. Southwest Auxiliary	90	This lot is off-site adjacent to Folsom Boulevard. It is roughly 1.5 times the size of the as the NW auxiliary lot.
4. Adjacent Shopping Center	75	The parking supply was estimated based on the number of flea market patrons observed parking at the adjacent shopping center just west of the market. Signs were not posted restricting flea market parking.
5. On-Street	20	On-street parking on the north-side of Folsom Blvd. was estimated based on the number of parked vehicles.
Total	557	
Notes: Observations conducted on April 22, 2006. Source: Fehr & Peers, 2006		



Observations were made at three time intervals (9:00 AM, 11:00 AM, and 12:00 PM) to determine the parking demand for the flea market. Table 2 below shows the observed parking utilization. As shown during the peak of operations, approximately 95% of the parking is utilized and approximately 26 marked stalls are unused.

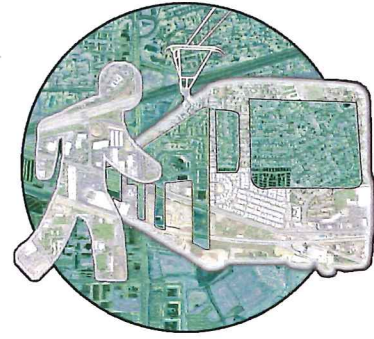
Table 2 Folsom Boulevard Flea Market Parking Utilization		
Time Period	Occupied Spaces (all lots)	Percent of Spaces Occupied (all lots)
9:00 AM	300	54%
11:00 AM	472	85%
12:00 PM	531	95%
Source: Fehr & Peers, 2006		

Observations also revealed some inefficiencies that could improve the parking situation; such as providing signage from the main lot to the northwest and southwest lots, personnel directing patrons to other parking lots, and stripe parking stalls on unused portions of lots.

CONCLUSION

Based on the estimated parking demand and supply of all lots, it appears that removal of the approximately 20 on-street parking stalls could be absorbed by the remaining lots. To transition on-street parking to off-street lots, signs denoting location and availability of off-street parking would be beneficial. As previously stated, it appears additional parking could be provided by striping additional stalls in the underutilized areas of the northwest auxiliary lot and adjacent shopping center.

COLLISION HISTORY MEMO





MEMORANDUM

Date: June 12, 2006

To: Rob Himes – Mark Thomas & Co.
Ryan Moore – City of Sacramento

From: Aaron Hoyt

Subject: Folsom Boulevard Three-Year Collision History

RS06-2262

This memorandum summarizes the three-year collision history of the following two intersection on Folsom Boulevard:

- Folsom Boulevard / Jackson Road / Notre Dame Drive
- Folsom Boulevard / Florin Perkins Road / Julliard Drive

Table 1 shows the three-year collision history, dating January 2003 through February 2006, for the above intersections.

TABLE 1 FOLSOM BOULEVARD MASTER PLAN INTERSECTION COLLISION HISTORY JANUARY 2003 THROUGH FEBRUARY 2006					
Location	Total Collisions in 3 year period	Total Injuries in 3 year period	Total Fatalities in 3 year period	Actual Collision Rate⁽¹⁾	Average Collision Rate⁽²⁾
1. Folsom Blvd / Jackson Rd / Notre Dame Dr	17	21	0	1.26	
2. Folsom Blvd / Florin Perkins Rd / Julliard Dr	13	12	0	1.57	
Notes: (1) Based on one million vehicle. (2) Based on Citywide average collision rate per million vehicles. Bold text indicates the actual collision rate exceeds the Citywide average. Source: City of Sacramento Traffic Engineering Services, February 2006.					

As shown, 17 collisions occurred with 21 injuries and no fatalities during the three-year period at the intersection of Folsom Boulevard / Jackson Road / Notre Dame Drive. Also shown, is 13 collisions with 12 injuries and no fatalities occurring during the three-year period at the intersection of Folsom Boulevard / Florin Perkins Road / Julliard Drive. The actual collision rate for the three-year period was 1.26 and 1.57, respectively.

The collision data also revealed the following information regarding the types of collisions and the primary collision factors as shown in Table 2. Attachment A contains collision diagrams for each intersection below.

TABLE 2 FOLSOM BOULEVARD MASTER PLAN INTERSECTION COLLISION HISTORY COLLISION TYPE AND PRIMARY FACTOR		
Location	Type of Collision	Primary Collision Factor
1. Folsom Blvd / Jackson Rd / Notre Dame Dr	Rear-End – 13 Broadside – 2 Sideswipe – 1 Hit Object – 1	Speed – 9 Following to close – 2 DUI – 3 Improper turn – 1 Right-of-way violation – 1 Unknown – 1
2. Folsom Blvd / Florin Perkins Rd / Julliard Dr	Rear-End – 6 Broadside – 5 Vehicle Pedestrian – 2	Speed – 5 Following to close – 1 DUI – 1 Improper turn – 1 Traffic signals and sign – 2 Improper passing – 1 Pedestrian violation – 1 Wrong direction of travel – 1
Source: City of Sacramento Traffic Engineering Services, February 2006.		

Attachment A
Three -Year Collision History Diagrams

COLLISION DIAGRAM

NOTRE DAME

07:39 1/20/03
INJ 1 (FOLLOW CLOSE)

16:05 7/16/03
INJ 2 (SPEED)

FOLSOM BLVD

13:38 4/1/03
INJ 1 (SPEED)

23:58 8/16/04
INJ 3 (DUI)

17:41 5/7/05
INJ 4 (DUI)

08:16 8/13/03
INJ 0 (IMP TURN)

13:41 3/29/03
INJ 1 (ROW VIOLATION)

6:25 09/22/04
INJ 0 (SPEED)

2:30 11/26/03
INJ 0 (SPEED HIT OBJECT)

11:06 8/13/05
INJ 0 (SPEED)

23:15 8/14/03
INJ 2 (SPEED)

16:02 4/23/03
INJ 1 (FOLLOW CLOSE)

35510 - 100 sheets
35520 - 200 sheets

JACKSON RD

02:32 6/14/05
INJ 1 (SPEED)

17:30 3/21/05
INJ 3 (DUI)

12:00 5/22/04
INJ 0 (UNKNOWN)

12:30 7/13/03
INJ 2 (SPEED)

07:25 5/1/03
INJ 0 (SPEED)

