PUBLIC IMPROVEMENTS

A. Mobility

Folsom Boulevard's importance as a key east–west corridor has evolved over the last several decades and will continue to transform as a result of the continued efforts of this and past specific plans. This former Highway 50 route includes heavy volumes and high speeds of vehicular travel, with both heavy and light rail transit along the southern edge. A key challenge for the City since incorporation has been to improve bicycle and pedestrian circulation throughout the corridor and to enhance the streetscape for improved connectivity, circulation, and aesthetics. Since the first Folsom Boulevard Specific Plan was adopted, the City has invested more than $25 million in streetscape and all-mode circulation improvements to the corridor. Many of the improvements identified in previous plans have now been implemented, and increased pedestrian and bicycle travel is now becoming more common.

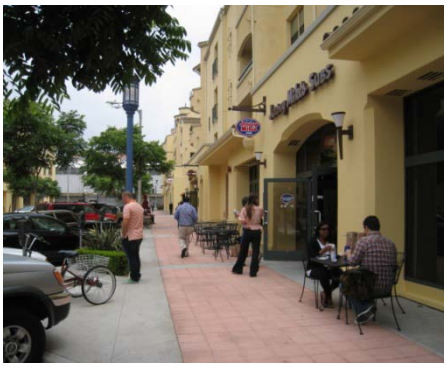
The City has many planning documents addressing all modes of travel: the City General Plan, the Bicycle and Pedestrian Master Plans, and the Transit Master Plan. This chapter provides brief summaries of those plans serving to enhance circulation along Folsom Boulevard.

1. City Plans

a) General Plan Circulation Element

The General Plan Circulation Element describes existing and future transportation conditions and systems. The element establishes goals, policies, and actions that will guide the City's circulation system, including the roadway network, transit facilities and services, and bicycle and pedestrian facilities. The text, maps, and diagrams are a basis for the development of the City's transportation network as implemented through numerous implementation plans and programs, including the Folsom Boulevard Specific Plan.

b) Bicycle and Pedestrian Master Plans



These plans are intended to promote safe and desirable non-motorized travel for residents and workers in and around Folsom Boulevard and to provide good connections across Highway 50 and to regional trail systems like the American River Parkway Trail. Each master plan contains specific projects that will guide future improvements along Folsom Boulevard and throughout the community, improving the pedestrian and cycling environment. The Class II bike lane system in neighborhoods surrounding the boulevard, called for in previous Folsom Boulevard Specific Plans, has been completed.

c) Transit Master Plan

The adopted Transit Master Plan establishes the framework for future citywide transit service. For the Folsom Boulevard area, service priorities are focused on connecting neighborhoods and businesses, and will be closely coordinated with the Sacramento Regional Transit District's Gold Line service that includes five light rail stations within the plan area. To address light rail transit stop connectivity to other areas in the city, the Rancho CordoVan was initiated providing coordinated service between the Gold Line and communities south of Highway 50, and additional CordoVan connections are planned in future. In addition to the above-listed resources, the following items are also noteworthy plans, projects, and studies affecting current and future circulation conditions on the corridor:

- Folsom Boulevard and Mather Field Road Streetscape Enhancement Project
- Transit-oriented development study of Mather Mills and Cordova Light Rail Station sites, "Strategic Growth Council's Sustainable Communities Planning Grant"
- City of Rancho Cordova Pedestrian Guidelines
- City of Rancho Cordova Neighborhood Traffic Management Program

2. Circulation Improvements

The FBSPenvisions future land uses that will include a circulation system addressing bicycle, pedestrian, and Americans with Disabilities Act (ADA) needs to connect Folsom Boulevard with adjacent and surrounding neighborhoods. These new systems will improve connectivity and create a more efficient network for all modes of transportation. This is particularly true within the four identified opportunity sites (Kassis, Mather Mills, Olson Island, and Sunrise), where streets and paths will provide greater access to key destinations and increased pedestrian activity.

Other improvements planned for Folsom Boulevard that are not specifically called out in the previously listed plans include but are not limited to the following:

d) Mid-Block Crossings

Mid-block pedestrian crossings should be considered where block lengths are greater than 800 feet and where sufficient demand exists to justify the installation of a crosswalk. For example, between the future Horn Road transit station and the Kassis opportunity site, a mid-block crossing may be appropriate to connect a mixed-use residential/commercial center to the adjacent light rail station. The decision to install mid-block crossings will be made by the Public Works Director based on an engineering and safety study of the location.

e) Traffic Calming Devices

In order to slow traffic and improve multimodal interface, the City may consider additional traffic calming devices, including but not limited to:

- Bulbouts – Used at intersections to narrow crossings for alternate modes. Bulbouts can create parking bays where on-street parking is allowed. Bulbouts should extend a minimum of 6 feet into the street adjacent to parallel parking without requiring bicyclists to "take the lane" at intersections.
- Raised crosswalks – Used mid-block on roadways that have low average daily traffic or where there are a high volume of pedestrians, such as internal circulation in large commercial projects.
- Curb extensions – Used mid-block. Curb extensions are designed similarly to bulbouts and can be used in combination with raised crosswalks.

f) Reconfiguration of the Right-of-Way

The City's street standards can be found in the Street Improvement Standards and include cross sections for the City's approved street typologies. These cross sections provide details of the envisioned future right-of-way. Reconfiguration for Folsom Boulevard and connecting roadways within the plan area may include elements such as widened sidewalks, storefront plazas for seating, bike parking, entryways or dining, bike lanes, on-street parking, and medians. The objective here is to enhance property accessibility, expand alternative mode use of the right-of-way, and increase landscaping and pedestrian and aesthetic amenities where possible.

g) Introduction of Main Streets

In response to both public projects and private development projects, the City developed a "main street" standard for unique circumstances where a more urban and pedestrian environment is desired. For Folsom Boulevard, this street type is envisioned as a gateway that transitions from typical suburban land use to more urban land use types within the opportunity sites. Main streets will provide direct access to the fronting land uses and can be flexible in design with a variety of widths and configurations.

As shown in the figures below, main streets consist of either two or four travel lanes, bike lanes, landscaped center median islands, and sidewalks separated by on-street parking. On-street parking shall be at the discretion of the Department of Public Works. Figures 6-1 shows two lanes of travel with on-street angled parking, Figure 6-2 shows four lanes of travel with on street parallel parking, and Figure 6-3 shows two lanes of travel with on-street parallel parking.

Figure 6-1 Main Street (2 Lanes with Angled Parking)

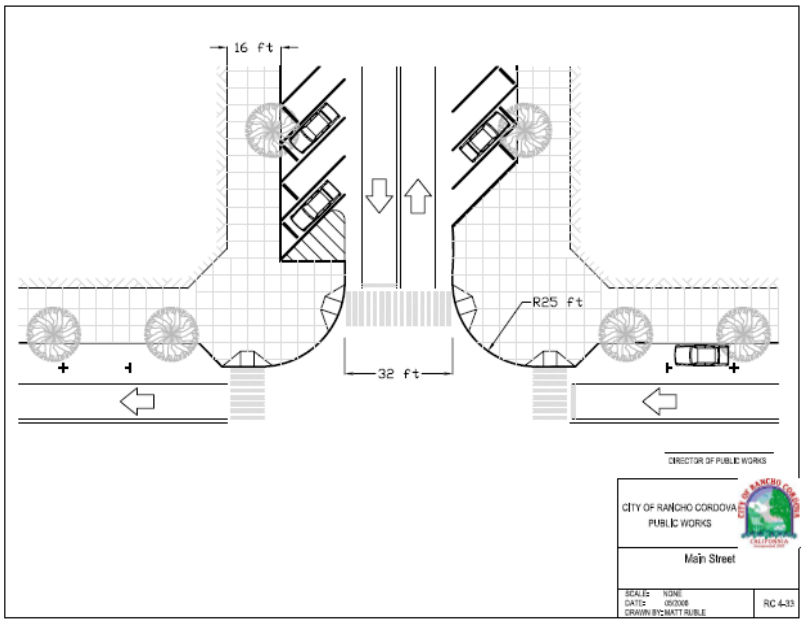


Figure 6-2 Main Street (4 Lanes with Parallel Parking)

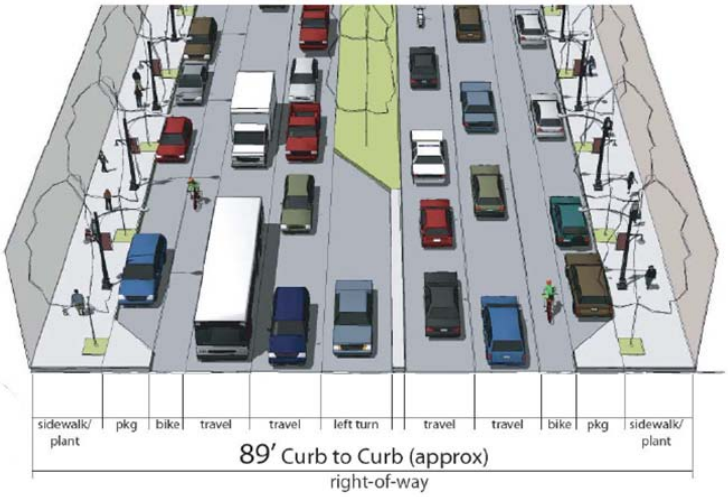
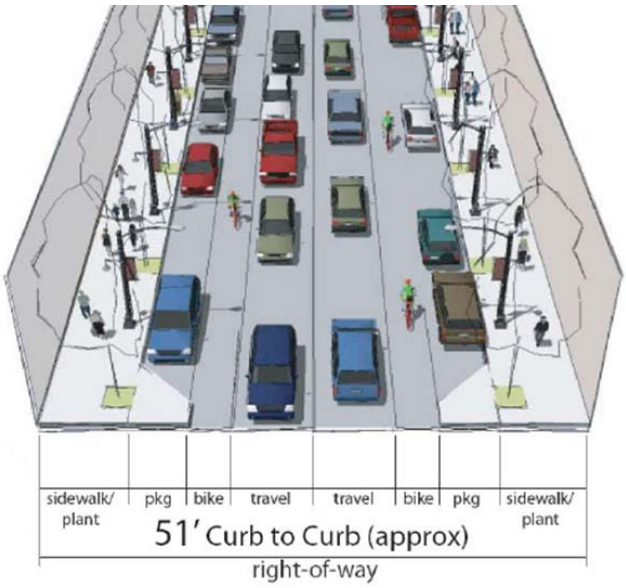


Figure 6-3 Main Street (2 Lanes with Parallel Parking)



B. Infrastructure, Public Utilities, and Services

The FBSP area is developed with existing infrastructure (e.g., roadway network, light rail, water, sewer, storm drainage) and essential services (e.g., police, fire, schools, parks, street lighting, utilities). Infrastructure and services are provided and maintained by the City of Rancho Cordova and several other public and private agencies. The City's General Plan and infrastructure master plans identify policies and actions to improve facilities for the entire city in general, and for the FBSP area in particular.

Future planned development of the FBSP area could exceed infrastructure, utility, or service capacities through buildout of the plan area. However, because actual capacity available in the existing sewer, drainage, water, and utility facilities could depend both on the timing of development and on actual development densities throughout the plan area, analysis will be done at the time new development is proposed to ensure capacity and required standards are met. A complete list of service providers needed to support planned development within the plan area is presented in Table 6-1 below.

Table 6-1 Service Providers in FBSP Area

Service	Service Provider
Sewer	Sacramento County Sanitation District (SRCSD) Sacramento Area Sewer District (SASD – formerly CSD-1)
Drainage & Hydrology	Sacramento County Department of Water Resources (SCDWR)
Water	California American Water Company
	Golden State Water Company
Dry Utilities	Electrical: Sacramento Municipal Utility District (SMUD)
	Natural Gas: Pacific Gas & Electric
Public Safety	Police: Rancho Cordova Police Department
	Fire: Sacramento Metropolitan Fire District
School Districts	Sacramento City Unified School District *(4 schools serving the plan area)*
	Folsom Cordova Unified School District *(10 schools serving the plan area)*
	Private Schools (*7 schools serving the plan area)*
Parks and Public Facilities	Library: Rancho Cordova Library, Sacramento Public Library Authority
	Parks: Sacramento County (American River Parkway), Cordova Recreation and Park District (local parks)
	Community centers that provide service to the area include: • Cordova Community Center • Cordova Golf Course • Cordova Senior Activity Center • Cordova Shooting Center • Mather Sports Complex • Riverview Community Center
Public Transportation	Sacramento Regional Transit District – Light Rail Transit
	Sacramento Regional Transit District – Bus Service
	CoroVan – Bus Service

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