City of Sacramento
Active Transportation Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2024-01025 5/16/2024 **Discussion Item 3.**

Folsom Boulevard Safety Improvements Project (T15235500)

File ID: 2024-01025

Location: Folsom Boulevard between 48th Street and 65th Street, District 4, Represented by Mayor Steinberg

Recommendation: Review and comment.

Contact: Avtar Banwait, Assistant Civil Engineer, (916) 808-6805, ABanwait@cityofsacramento.org, Department of Public Works

Contact: Avtar Banwait, Assistant Civil Engineer, (916) 808-6805, ABanwait@cityofsacramento.org; Judy Matsui-Drury, Supervising Engineer, (916) 808-7610, jmatsui-drury@cityofsacramento.org; Department of Public Works

Attachments:
1-Description/Analysis
2-Project Location Map
3-Conceptual Layouts

Issue Detail: Folsom Boulevard, a four-lane arterial road, lacks continuous or present bike lanes, despite an average daily traffic (ADT) of approximately 18,000 cars per day. The current setup can lead to speeding, and the absence of consistent biking facilities alongside heavy traffic can create a discomfort for cyclists and pedestrians alike.

The objective of this project aims to enhance safety for all street users, encompassing pedestrians, bicyclists and motorists. Situated on the City's Vision Zero High Injury Network, which focuses on areas with the highest number of crashes resulting in severe injuries and fatalities, this project addresses critical safety concerns. Folsom Boulevard hosts an elementary school, local retail, and proximate to three light rail stations.

The Folsom Boulevard Safety Improvements Project (T15235500) intends to enhance safety and connectivity for people biking and walking along the thoroughfare by proposing a reduction in vehicle travel lanes (Road Diet) between 59th Street and 65th Street. This approach aims to mitigate traffic

speed and allocate space for bike lanes and a center turn lane. Key features include implementing Class II bike lanes from 48th Street to 65th Street and adjusting on-street parking arraignments from 48th Street to 53rd Street. Additionally, the project entails upgrading non-compliant pedestrian curb ramps, necessary traffic signal modifications and resurfacing the roadway.

The proposed roadway configuration, featuring one lane in each direction alongside a center turn lane, and designated bicycle lanes, aligns with the current setup west of 48th Street on Folsom Boulevard. This initiative will bridge the gap in the bike network between Sacramento State University and the road's extension into the Central City where it becomes Capitol Avenue.

Currently in the preliminary design phase, the project is slated for construction advertisement in Fall 2025.

Policy Considerations:
The actions requested herein are consistent with the City's goals of improving and expanding public safety, creating walkable communities, and enhancing overall livability. Specific goals the project addresses are as follows: The project promotes the development of an interconnected City (General Plan LUP-2.2), healthy transportation system options (General Plan M-1.3), increase bicycling and walking (General Plan M-1.11), improve walking connectivity (General Plan M-1.15), and improve bicycling connectivity (General Plan M-1.17). The project is consistent with the Mobility Element to create a well-connected transportation network through integration of recreation and community facilities with other public spaces and rights-of-way.

Economic Impacts: Not Applicable.

Environmental Considerations:

> **California Environmental Quality Act (CEQA**): The proposed activity is to review and comment on Folsom Boulevard Safety Improvements that are in a preliminary design phase and are not ripe for meaningful environmental review. (CEQA Guidelines 15004 (b).) The activity does not approve, fund, or commit the City to the project. An appropriate CEQA review will take place as part of project development and approval. The City of Sacramento's environmental planning staff has indicated that the project will likely be exempt from CEQA under the Categorical Exemptions set forth in the CEQA guidelines.

Sustainability: The project is consistent with sustainability goals of optimizing the transportation system and developing a universally accessible, safe, convenient, integrated, and well-connected pedestrian system and bicycle network. Transportation is also responsible for 57% of Sacramento's local greenhouse gas emissions, the single largest sector. Providing safe and bikeable transportation alternatives helps to reduce single-occupant vehicle use and will contribute towards Sacramento's climate change goals.

Commission/Committee Action: The project will be scheduled for presentation to the Disability Advisory Committee (DAC) at a later date.

Rationale for Recommendation: Review and comment.

Financial Considerations: The current preliminary design phase is funded by Road Maintenance and Rehabilitation Account (RMRA) with $600,000. Staff will return to the City Council for the necessary budgetary actions to allocate state funding from a California Natural Resources Agency (CNRA) grant awarded to the City for community reinvestment projects. The CNRA grant funds ($5m) will be used for the final design, construction, and construction management costs.

There are no General Funds allocated for this project.

Local Business Enterprise (LBE): Not applicable.

EXHIBIT A

Location Map For:

FOLSOM BOULEVARD SAFETY IMPROVEMENTS PROJECT (PN: T15235500)

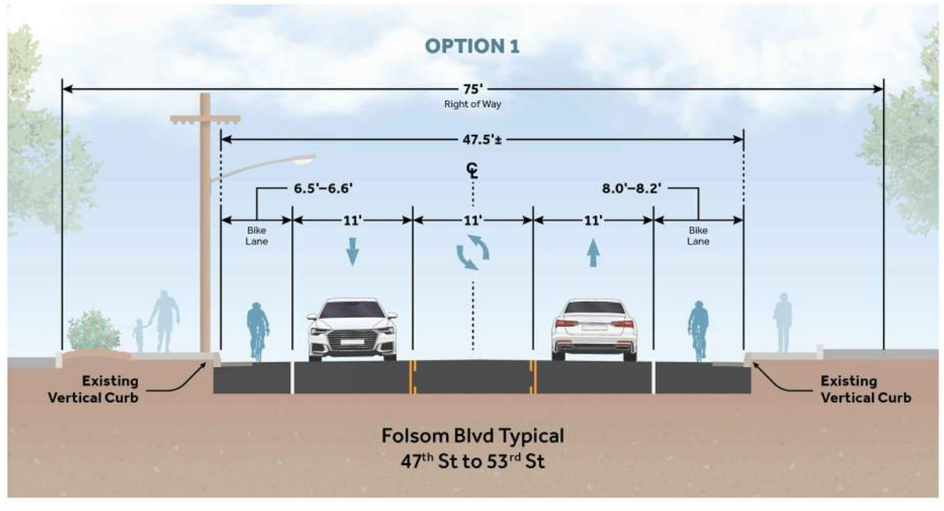
City of SACRAMENTO
Department of Public Works

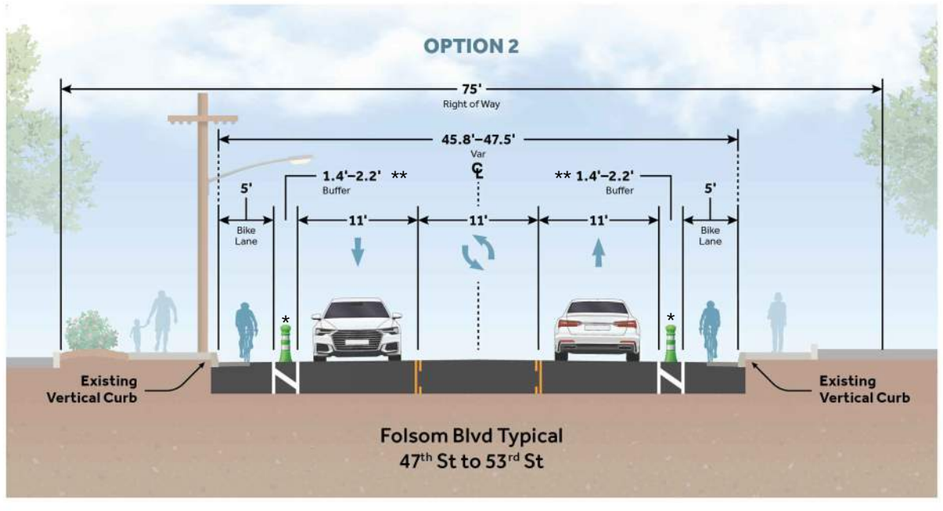
Date: January 6, 2023

GENERAL COMMENTS

- PER CITY OF SACRAMENTO STD 15-11, STANDARD BAY TAPER LENGTH FOR ARTERIALS IS 90 FEET
- CALTRANS HDM CH 400 ALLOWS FOR 60 FT BAY TAPER LENGTH - SHOWN FOR OPTIONS 1 & 2
- PER CITY OF SACRAMENTO STD, MINIMUM BIKE LANE WIDTH IS 6FT
- PER DIB 89-02, MINIMUM BIKE LANE WIDTH IS 5FT WITH A MINIMUM 2 FT BUFFER FROM VEHICULAR TRAFFIC (ONE-WAY CLASS IV SEPARATED BIKEWAY) - SHOWN FOR OPTION 2

DESIGNATED ACTIVE BUS STOP LOCATION





* IMPROVEMENTS OTHER THAN STRIPING ARE DEPENDENT ON OBTAINING ADDITIONAL FUNDING

** EXISTING WIDE GUTTER PANS AND INCORPORATING BIKE BUFFERS AND VERTICAL DELINEATORS REDUCE THE AVAILABLE ASPHALT CONCRETE PAVEMENT WIDTH FOR BICYCLE USE

City of SACRAMENTO
Department of Public Works

FOLSOM BLVD SAFETY IMPROVEMENTS PROJECT

CONCEPTUAL LAYOUT EXHIBIT, SHEET 1 OF 6

PSOMAS

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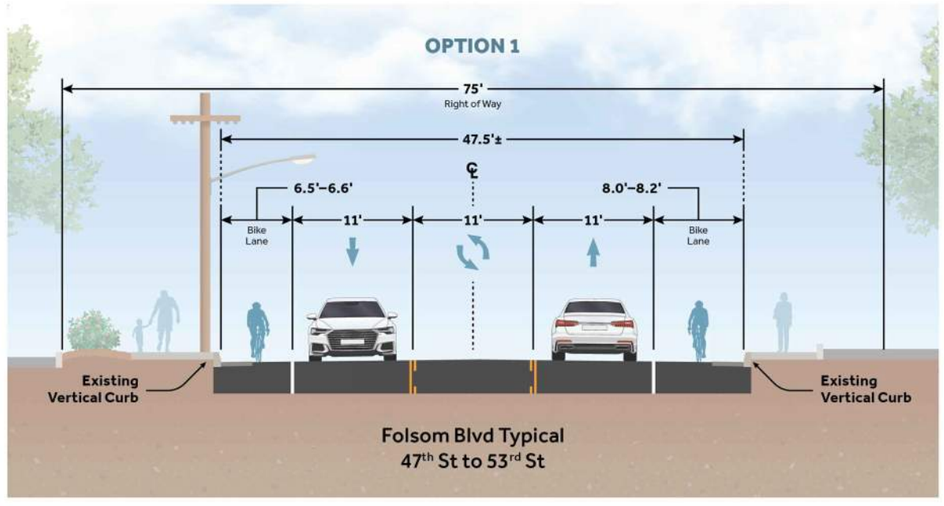

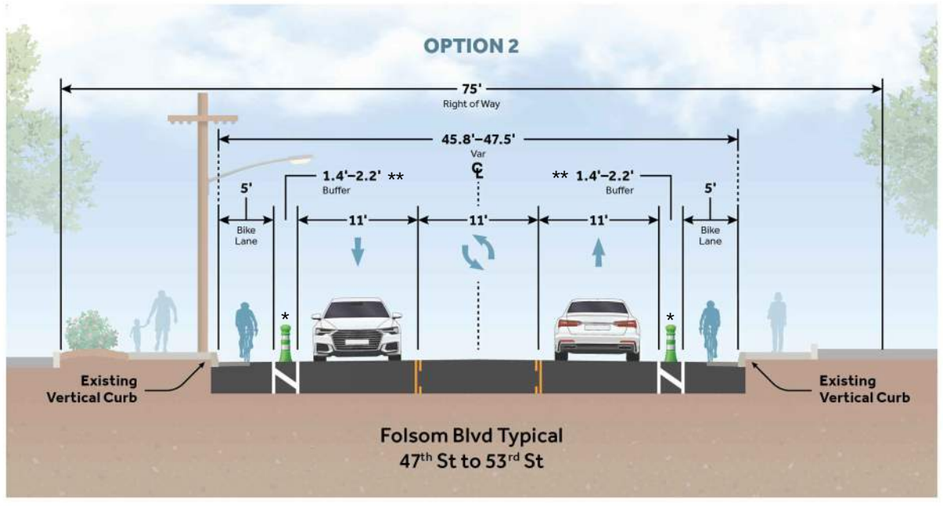

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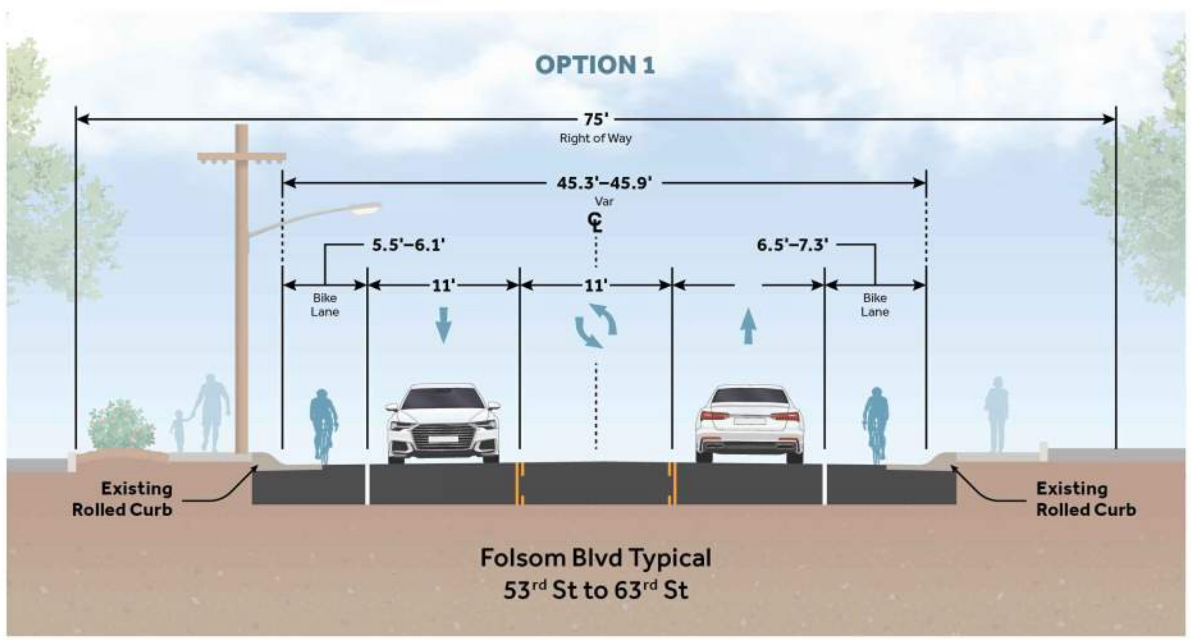

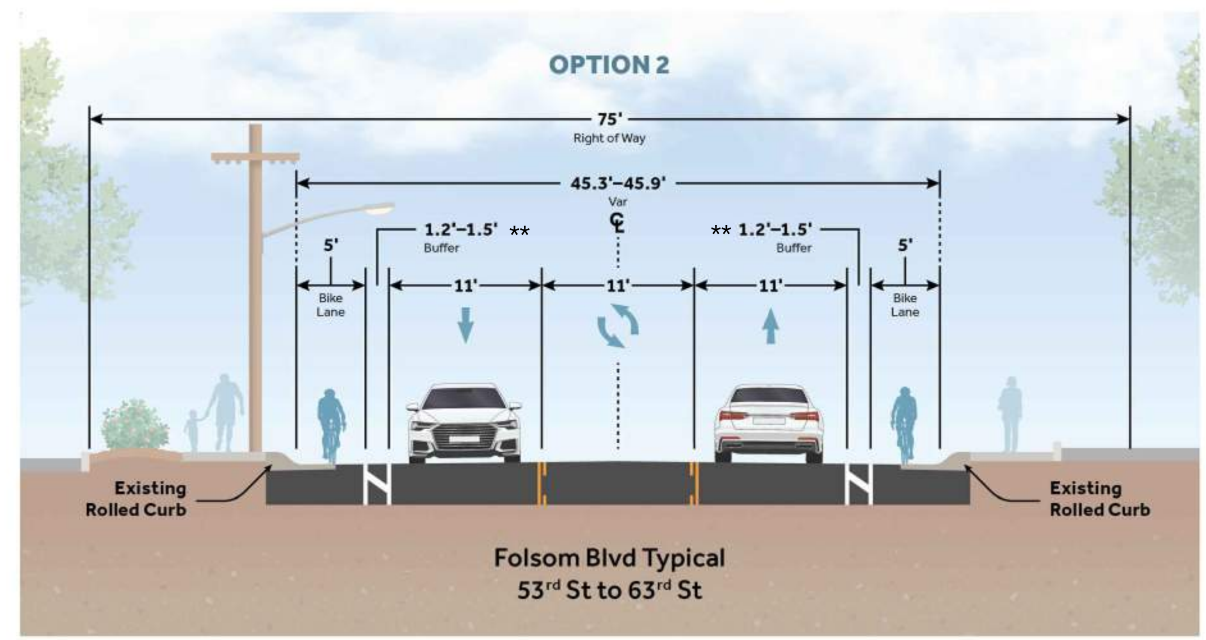

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City of SACRAMENTO Department of Public Works

FOLSOM BLVD SAFETY IMPROVEMENTS PROJECT

CONCEPTUAL LAYOUT EXHIBIT, SHEET 3 OF 6

PSOMAS

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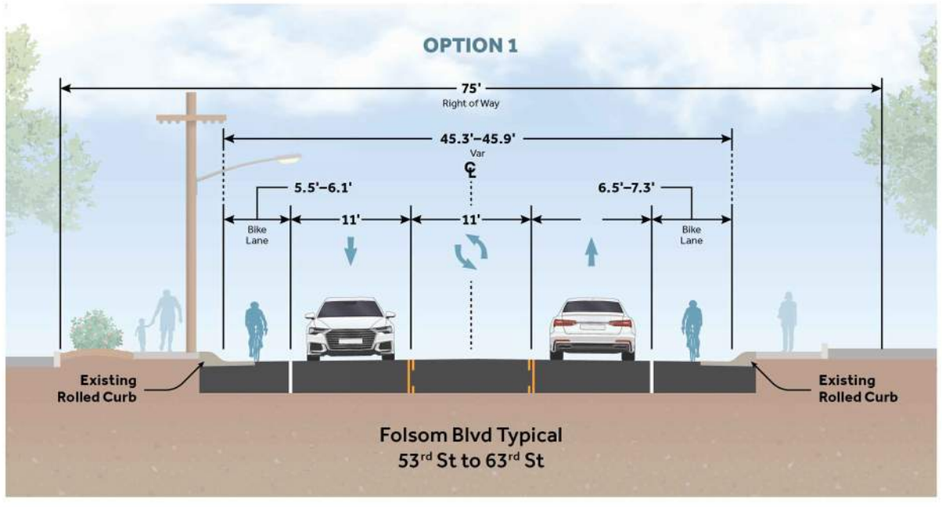
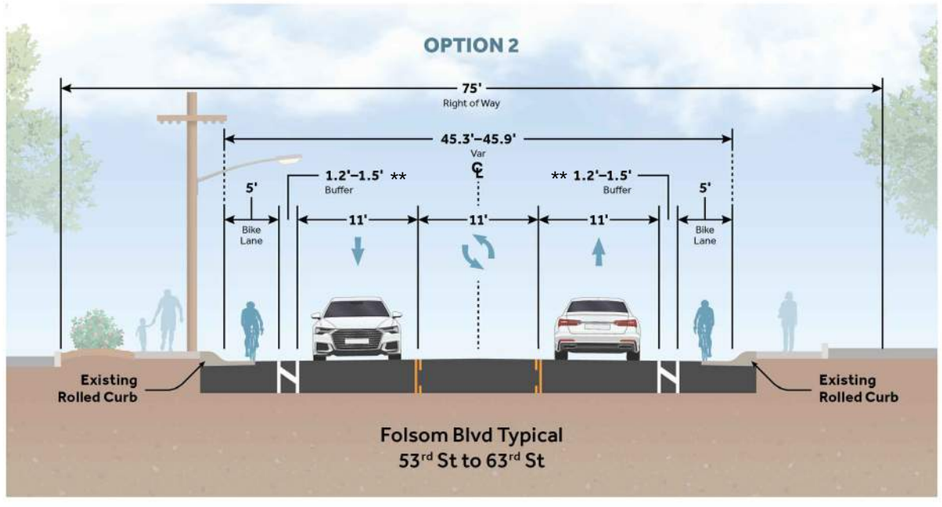
- SacRT BUS STOPS BETWEEN 55TH & 65TH ST APPEAR TO BE NON-ACTIVE STOPS PER SacRT BUS ROUTE MAP AND GOOGLE MAPS

DESIGNATED ACTIVE BUS STOP LOCATION





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Department of Public Works

FOLSOM BLVD SAFETY IMPROVEMENTS PROJECT

CONCEPTUAL LAYOUT EXHIBIT, SHEET 4 OF 6

PSOMAS

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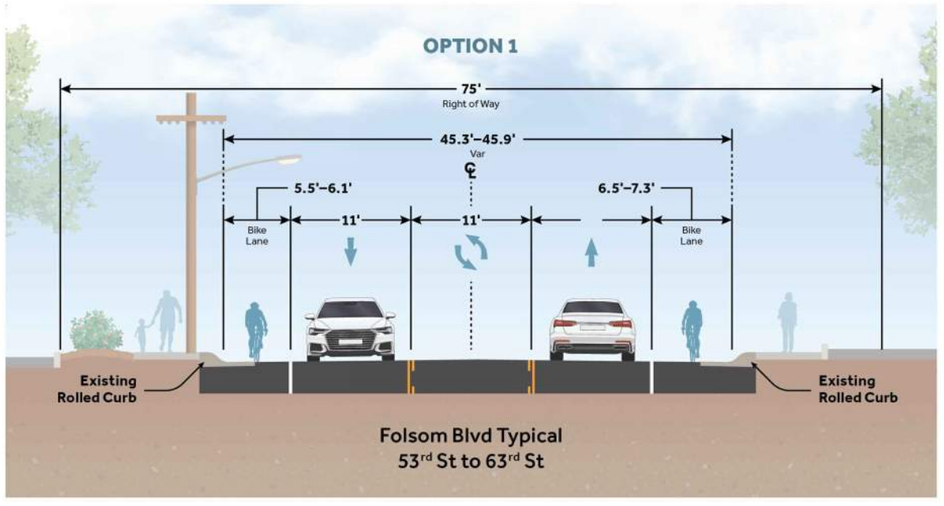

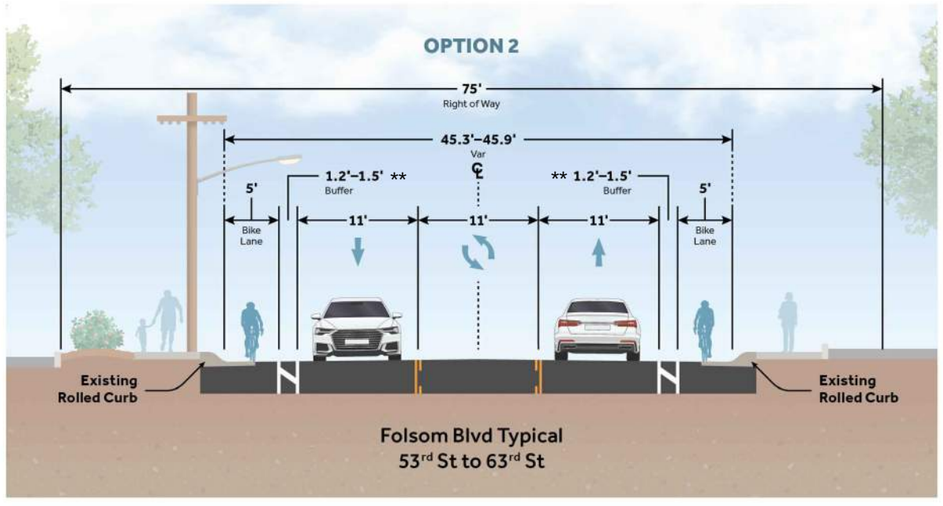

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FOLSOM BLVD SAFETY IMPROVEMENTS PROJECT

CONCEPTUAL LAYOUT EXHIBIT, SHEET 5 OF 6

PSOMAS

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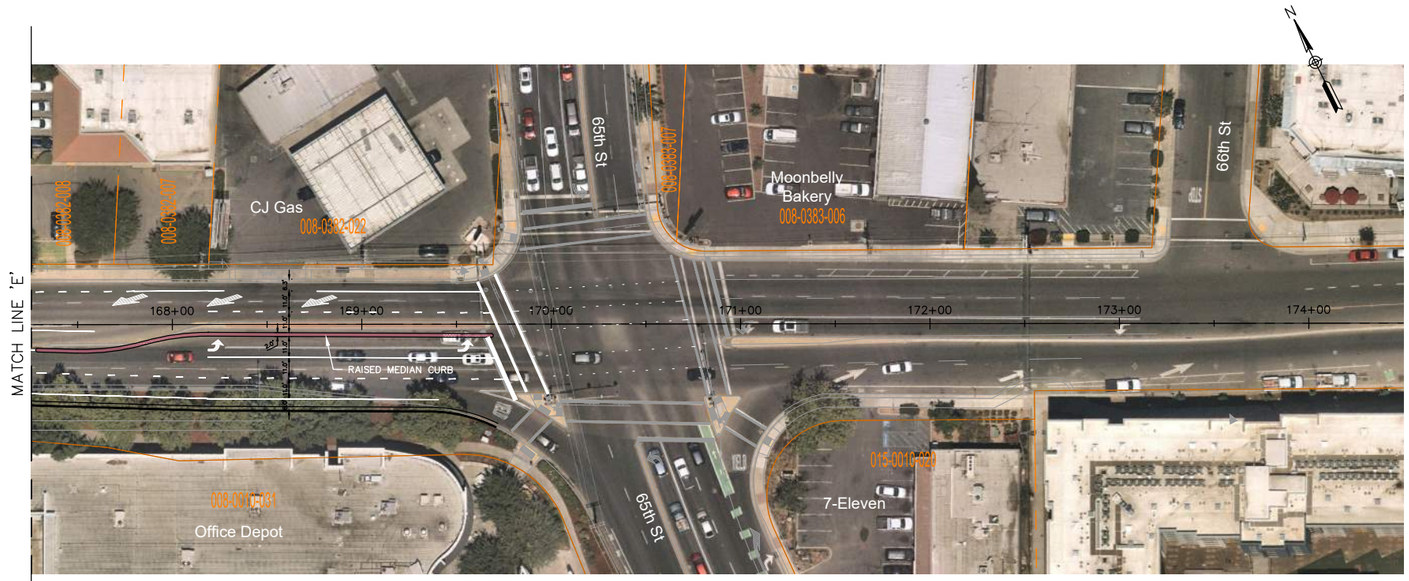
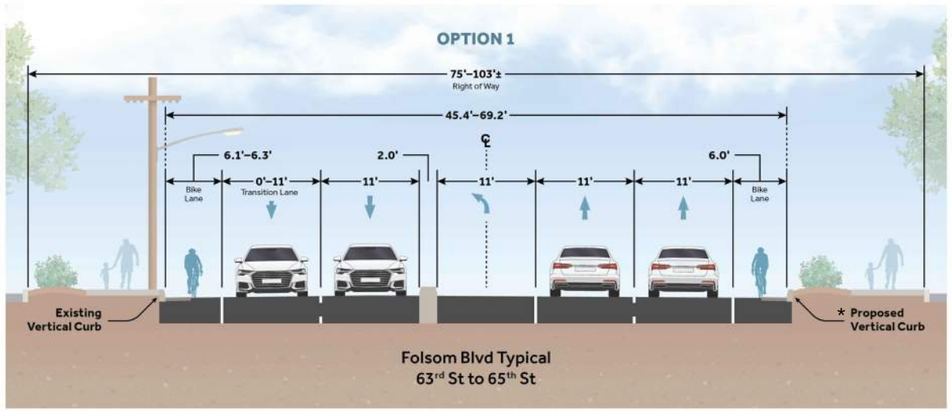
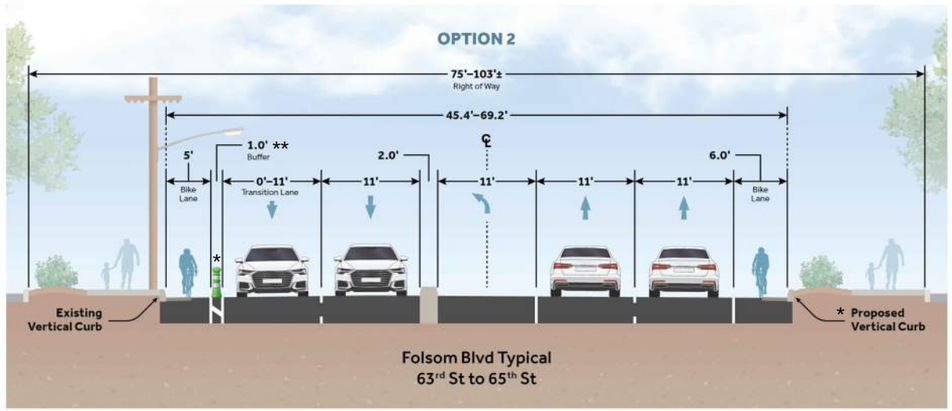
- 65TH STREET INTERSECTION: 6 FT (+/-) LANE SHIFT SOUTH IS REQUIRED WHEN A 6 FT BIKE LANE IS ADDED IN THE WB DIRECTION.
- EXISTING INTERSECTION LENGTH DOES NOT MEET CITY STANDARD TAPER LENGTH, BUT MEETS FHWA AND FDOT DEFLECTION ANGLE STANDARD (2.9°)
- PER OTHER AGENCY STANDARD (FHWA AND FDOT), DEFLECTION ANGLE 2.9° IS WITHIN STANDARD.

DESIGNATED ACTIVE BUS STOP LOCATION







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City of SACRAMENTO
Department of Public Works

FOLSOM BLVD SAFETY IMPROVEMENTS PROJECT

CONCEPTUAL LAYOUT EXHIBIT, SHEET 6 OF 6

PSOMAS

Folsom Blvd - 52nd Street
(Existing Configuration)

Folsom Blvd - 52nd Street
(Conceptual Design Improvements)

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Folsom Blvd - 60th Street
(Existing Configuration)

Folsom Blvd - 60th Street
(Conceptual Design Improvements)

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