

ANALYSIS & PROCESS

FOLSOM BOULEVARD CORRIDOR

Identity

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

Process

- Opportunity and Constraints
- Community Outreach
- Conceptual Plan

How will the plan be used once adopted?

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

Next Steps

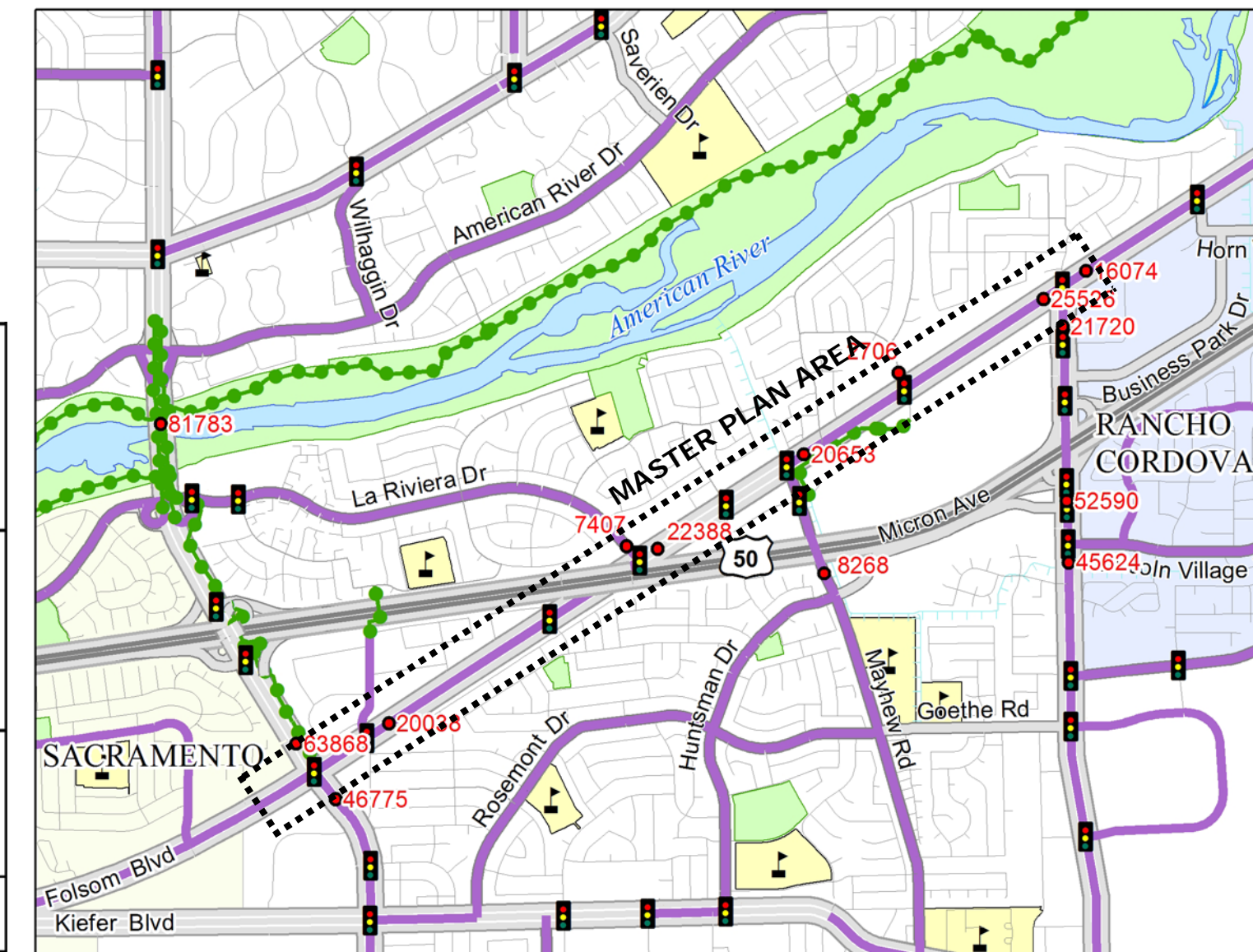
Draft Street Master Plan review Dec. 2015
Final Street Master Plan Feb. 2016

Bicycle Facilities

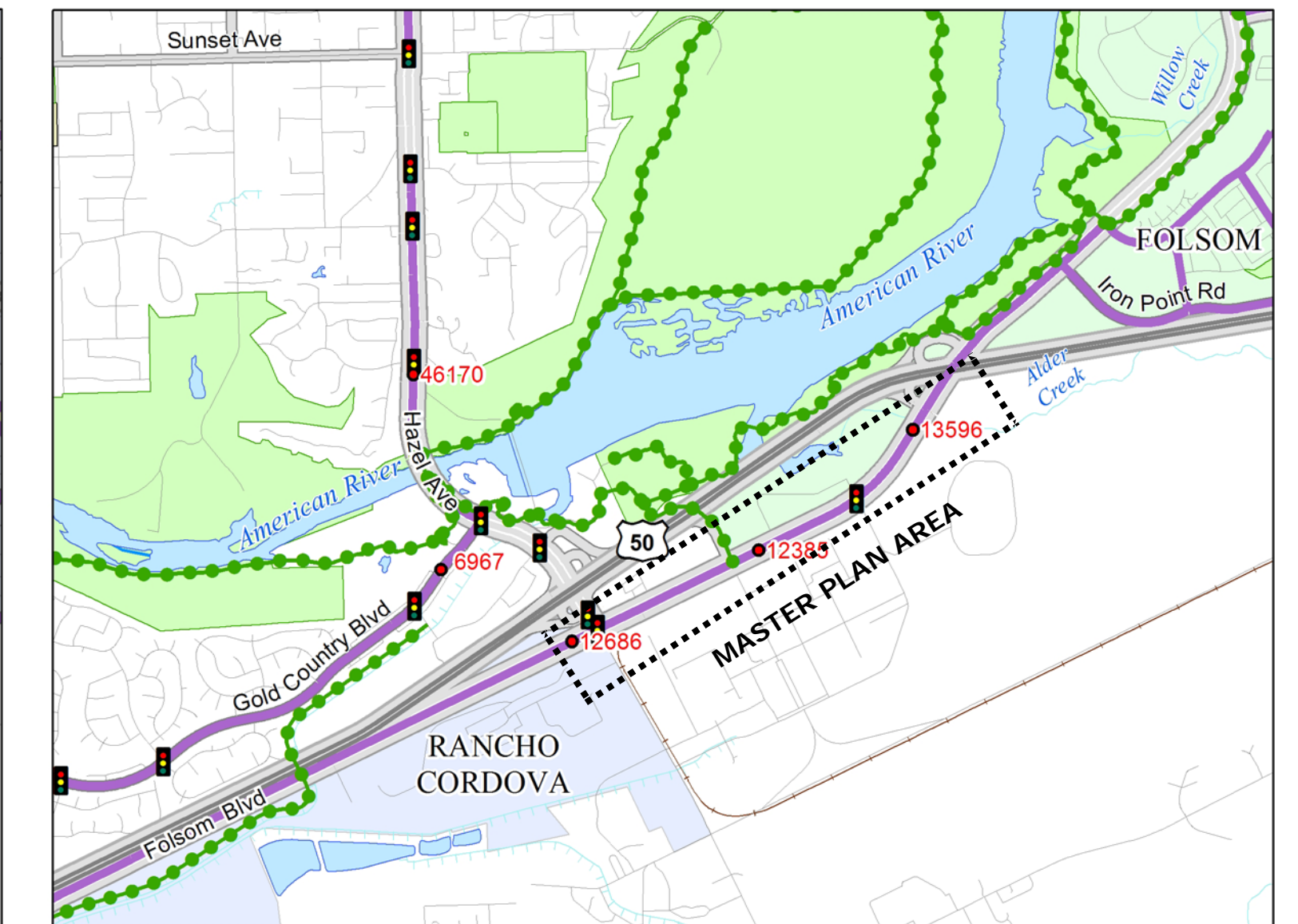
Legend

Legend	Description
	Multi-use path – closed to motorized traffic
	Shared roadway with low traffic (Up to 3000 cars per day)
	Painted bike lanes usually on major traffic streets with speeds over 30 MPH and high volumes (over 5000 vehicles per day)
	Shared roadway with wider outside lane or marked shoulder with moderate to high traffic (between 3000 and 5000 vehicles per day). Shoulder may not be continuous.
	Painted bike lanes on major multi-lane traffic streets with speeds of 35 MPH to 55 MPH and volumes between 20,000 and 60,000 vehicles per day.
	Major multi-lane traffic streets with speeds of 35 MPH to 55 MPH and volumes between 20,000 and 60,000 vehicles per day and no bicycle lanes.
	Major traffic streets with speeds over 30 MPH, volumes over 5000 vehicles per day, and no bike lanes.
	Traffic Signal

Daily motorized vehicle traffic counts in red.



Watt Avenue to Bradshaw Road.



Hazel Avenue to East County Line



FOLSOM BOULEVARD MAP: Sacramento County Land Uses/ Jurisdictional Boundaries

