

Folsom Central Business  
District | Master Plan

# CAC Meeting

August 19, 2024

Kimley»Horn

## Topics

1. Existing Circulation/Mobility Setting and General Assessment
2. City Roundabout Policy Overview and Work Progress
3. Central Business District Applications/Discussion
4. Streetscape Frontage Improvements Concepts/Discussion

## Existing Setting Summary Matrix

	Approximatley @ Glenn		Between East Bidwell-Riley		
	East Bidwell	Riley	Glenn	Wales	Orchard
General Plan Classification	Major Arterial	Major Arterial	Major Arterial	Minor Collector	Minor Collector
Right-of-Way Width (ft)	70	80	60	60	58
Existing/Future #Lanes	4	4	2	2	2
Existing Average Daily Traffic (Vehicle/Day)	18,500	13,000	10,000	5,500*	4,000

\* Count location between Riley-Natoma

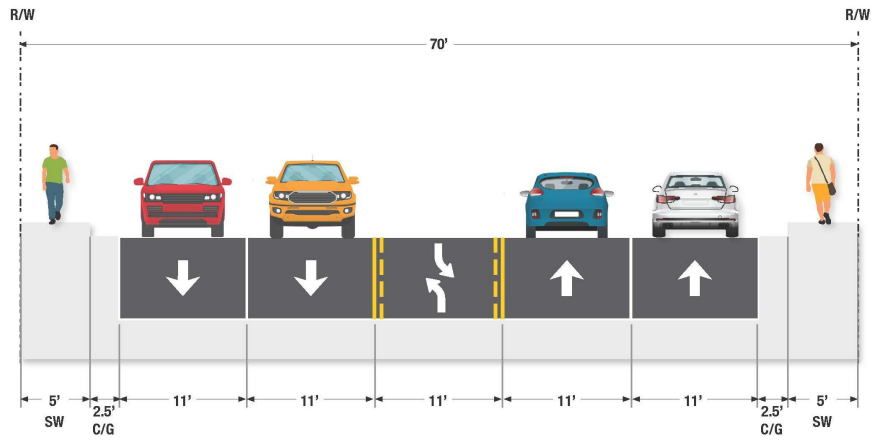
Forecast volumes...not much due to build-out environment...just background growth...nominal



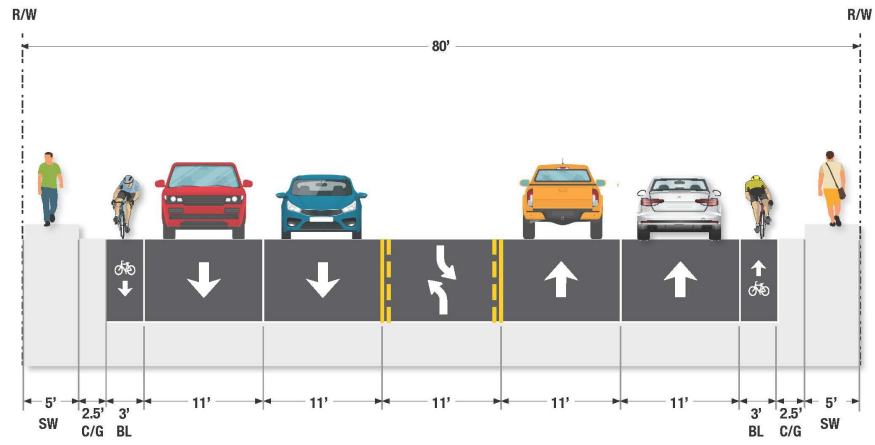
Existing Setting  
Typical Sections



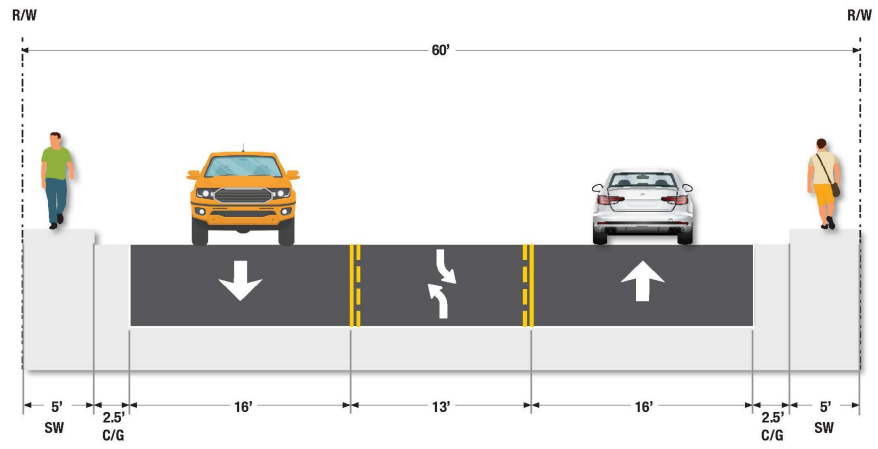
# East Bidwell Street



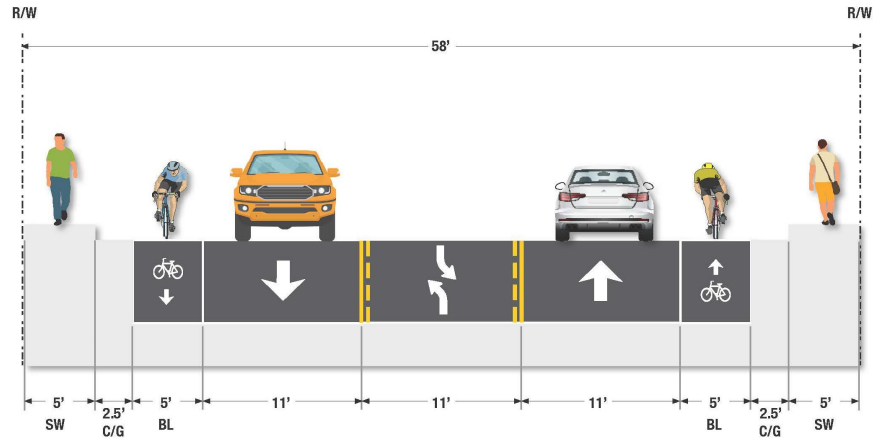
# Riley Street



# Glenn Drive & Wales Drive



# Orchard Drive





Existing Setting  
Bicycle/  
Pedestrian  
Facilities



# Active Transportation Plan

Folsom, California | Spring 2022



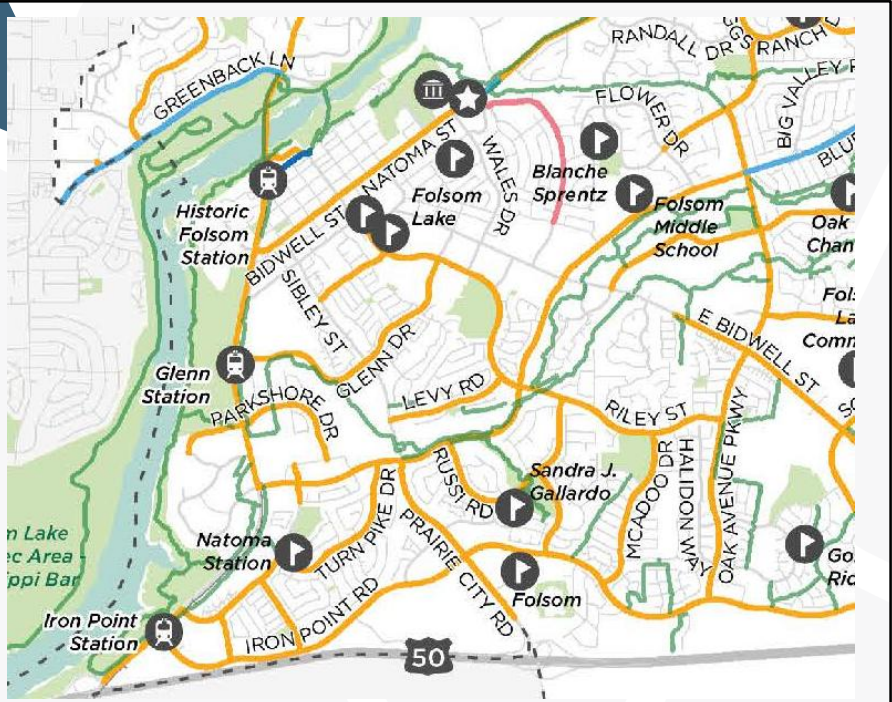
Figure 3 Existing Bikeways

**Project Area**

FOLSOM ATP

**Existing Bikeways**

-  Class I  
Paved Shared Use Path
-  Class II  
Bicycle Lane
-  Class IIB  
Buffered Bicycle Lane
-  Class III  
Bicycle Route
-  Class IV  
Separated Bikeway





**Figure 4** Existing Sidewalks and Pedestrian Barriers

**Pedestrian Barriers**

FOLSOM ATP

**Existing Pedestrian Barriers**

 Sidewalk Missing (Both sides)

 Sidewalk Missing (One side)

 Arterial Roadway

**Existing Pedestrian Network**

 Trail (paved)

 Full Sidewalk

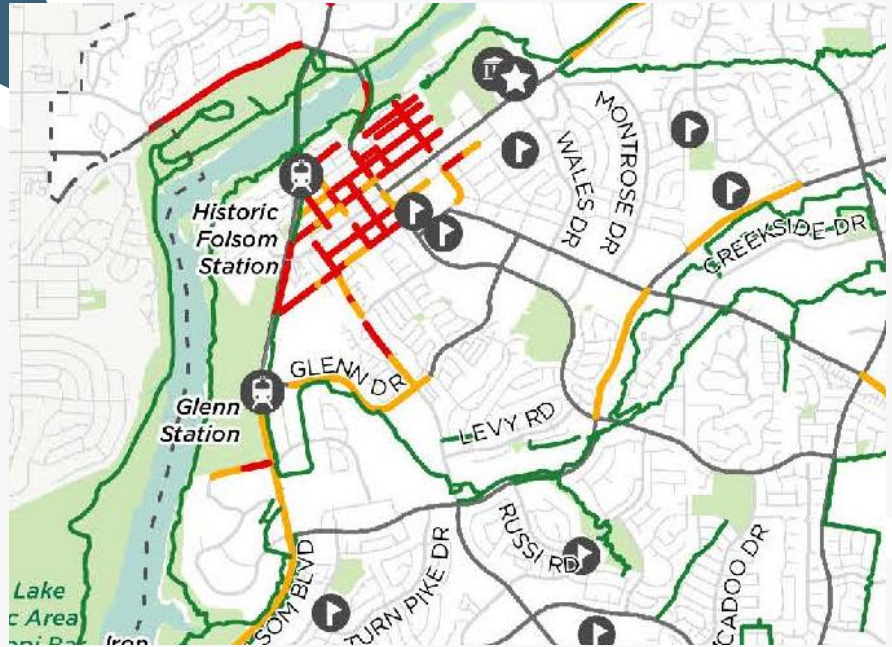




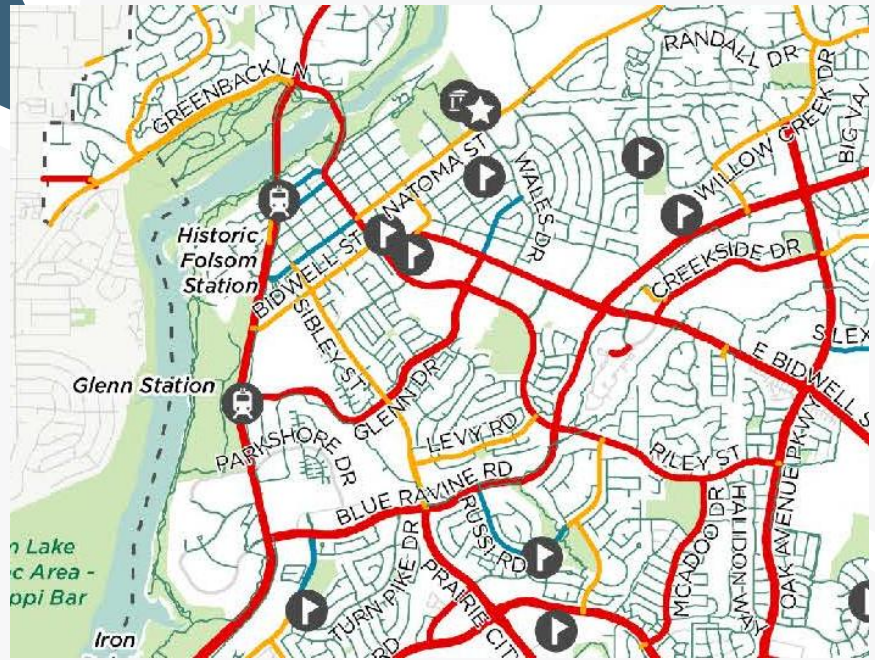
Figure 6 Bicycle Level of Traffic Stress

**Bicycle Level of Traffic Stress**

FOLSOM ATP

**Bicycle Level of Traffic Stress (BLTS) Score**

- LTS 1: All Ages and Abilities
- LTS 2: Average Adult
- LTS 3: Confident Adult
- LTS 4: Fearless Adult



**Figure 9** Proposed Bikeways

**Proposed Bikeways**

FOLSOM ATP

**Proposed Bikeways**

- Class I Shared use path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway
- Widen Existing Trail

**Existing Bikeways**

- Class I Paved Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

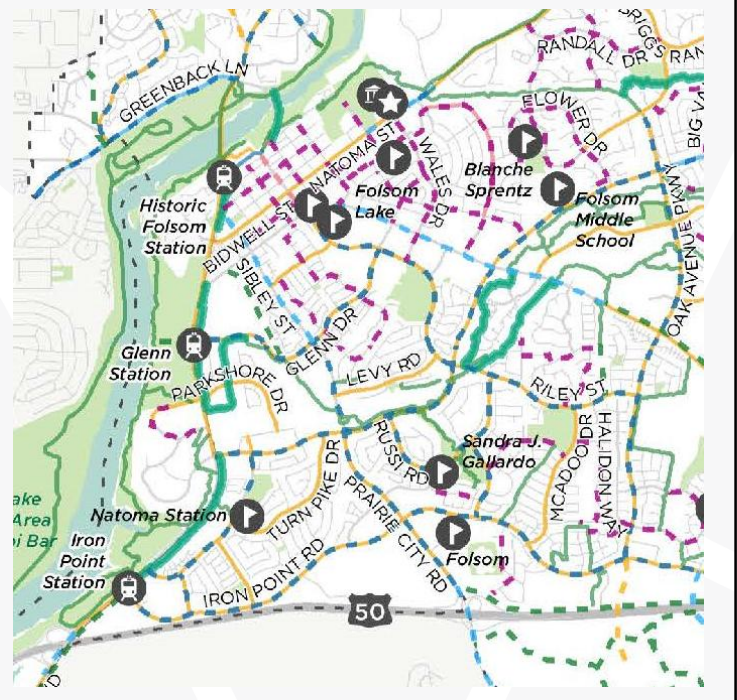


Figure 10 Proposed Sidewalks

**Proposed Walking Network Improvements**

FOLSOM ATP

**Proposed Pedestrian Improvements**

- Fill in Sidewalk Gaps (Both Sides)
- Fill in Sidewalk Gaps (One-side)

**Proposed Shared use paths**

- Class I Shared use path

**Existing Shared use paths**

- Class I: Paved Shared use path

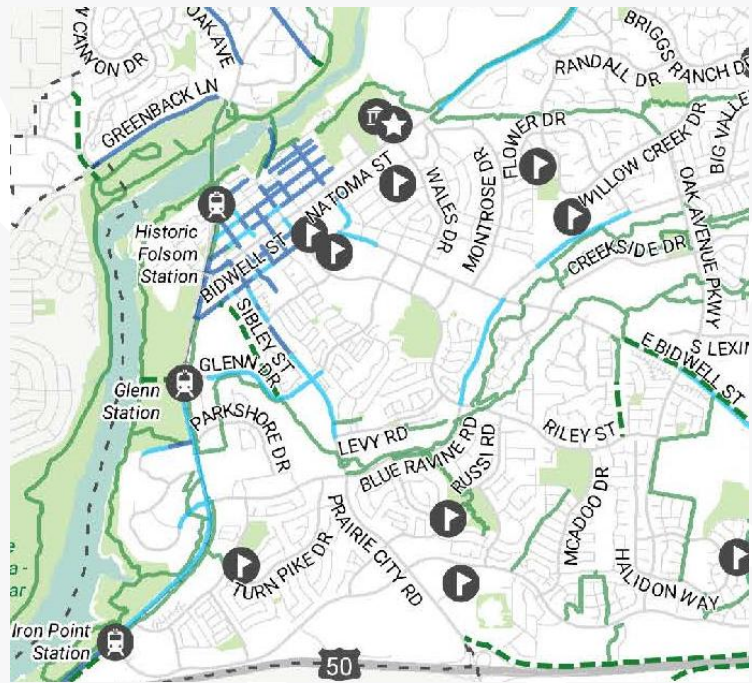


Figure 13 High Priority Bikeways

**High Priority Bikeways**

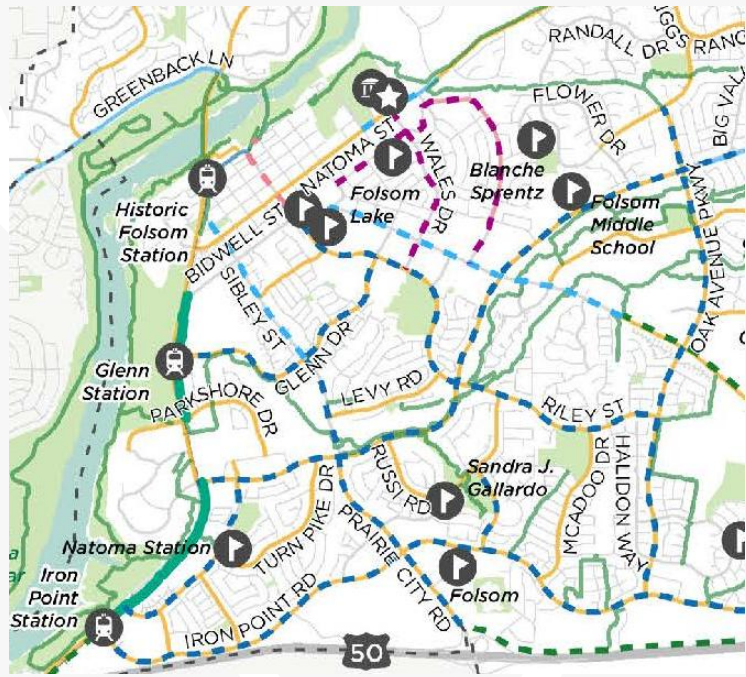
FOLSOM ATP


**Proposed Bikeways**

- Class I Shared use path
- - - Class IIB Buffered Bicycle Lane
- - - Class III Bicycle Route
- - - Class IIIB Bicycle Boulevard
- - - Class IV Separated Bikeway
- Widen Existing Trail

**Existing Bikeways**

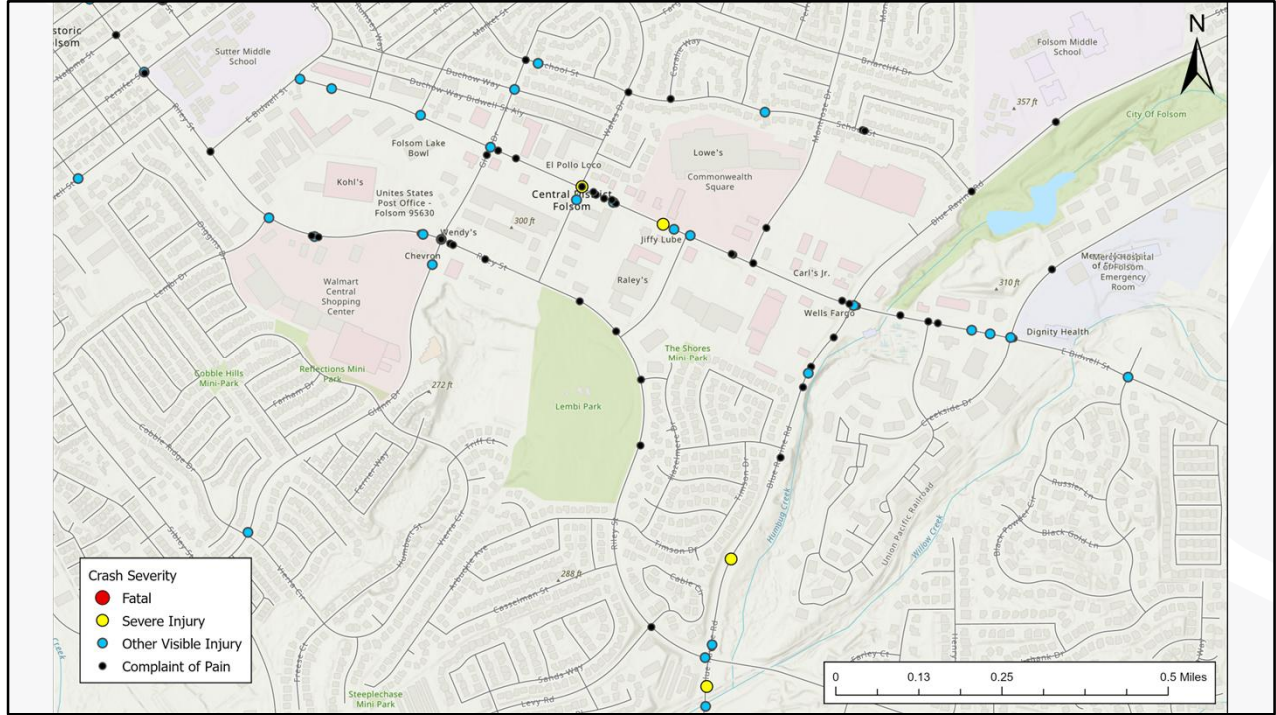
- Class I Paved Shared Use Path
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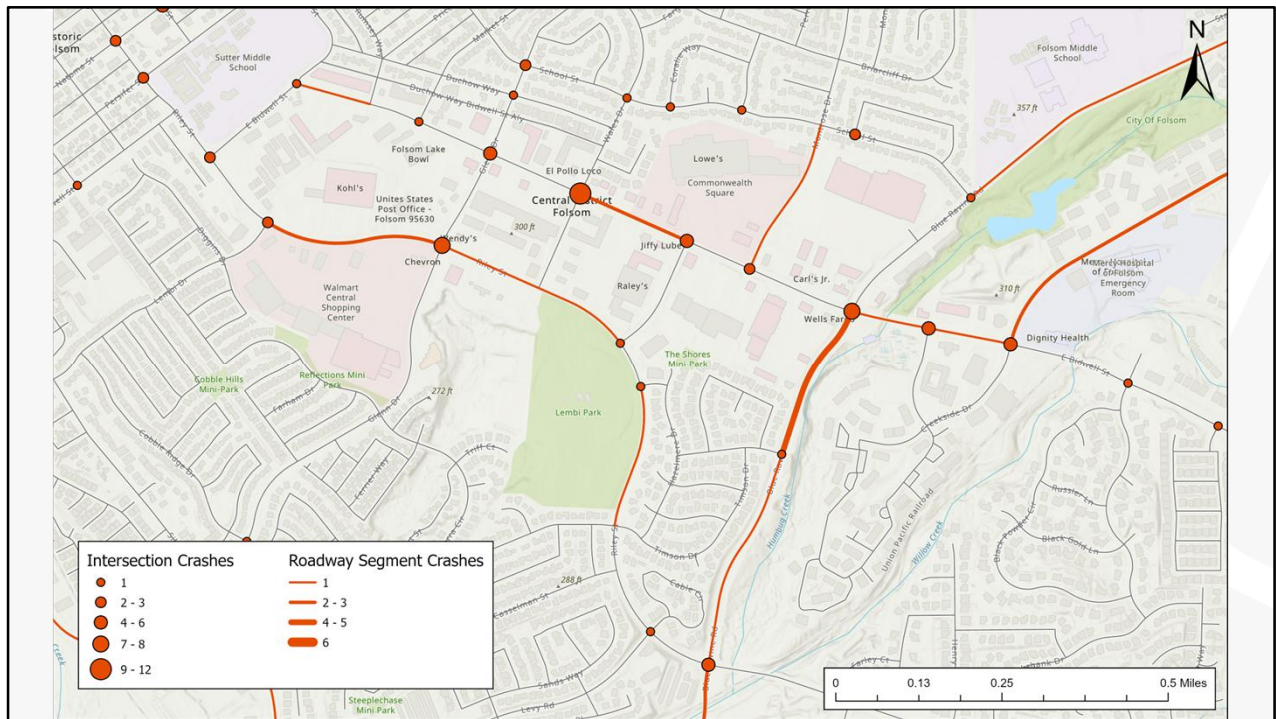


Existing Setting  
Crash Data &  
Trends





Crash data was obtained from UC Berkeley’s Transportation Injury Mapping System (TIMS) for the following study period: January 1, 2020- December 31, 2023 (4 years). The TIMS dataset includes injury crashes collected by City of Folsom PD and CHP.



### Corridor Summaries

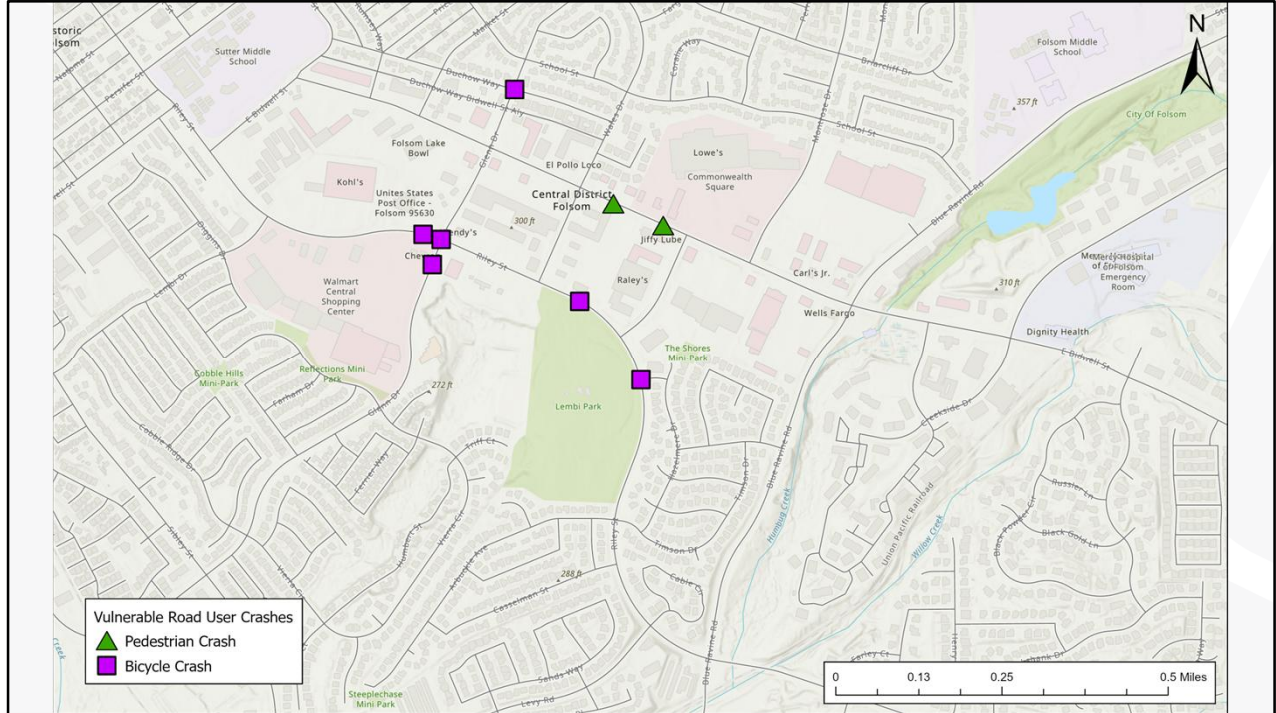
E Bidwell St – 26 Crashes, about 50% rear ends, 25% broadsides. 2 ped crashes. 2 head on.

Riley St – 21 Crashes, about 25% rear ends. 50% broadsides. 5 bike crashes. 3 head on.

No segment crashes along Wales, Orchard or Glenn Drives.

### Intersection with the most crashes: E Bidwell St and Wales Dr

- 9 Crashes
- 1 Severe Injury crash (broadside)
- 5 Broadsides, 4 Aggressive-Driving related



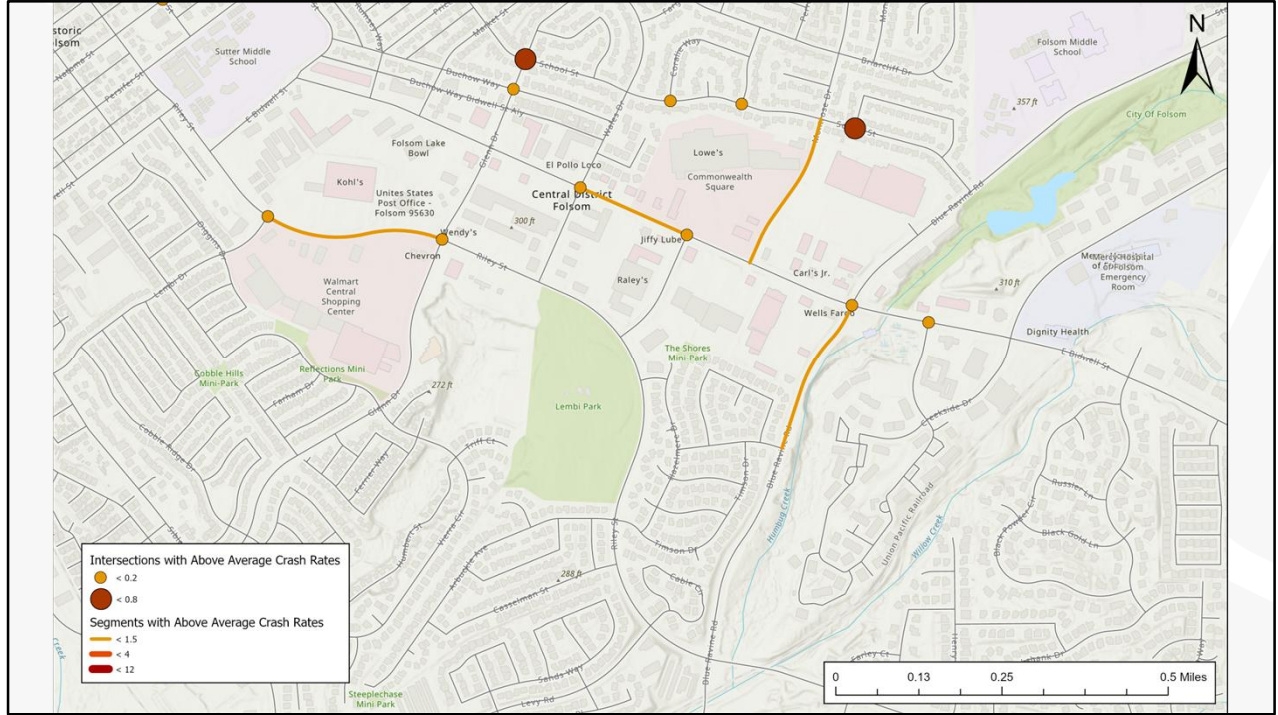
Pedestrian Crashes


- Two pedestrian crashes on E Bidwell St between Orchard Dr and Wales Dr
  - 200' west of Orchard and E Bidwell St
    - Severe Injury; Unclear how it happened; both the truck and the ped were NB. Vehicle at fault.
  - 300' East of Wales Dr and E Bidwell St
    - Other Visible Injury. Ped EB, Car SB, car at fault for violating pedestrian ROW.
  - Recommendation: pedestrian crashes are likely related to pedestrians crossing driveways and jaywalking. Providing mid-block crossings with pedestrian refuge islands could help prevent jaywalking and act as a traffic calming measure. The City could also install a raised median with pedestrian fencing, and install cut-throughs to allow some access to driveways. Rear-ends are the most common crash type; possible countermeasures include signal timing improvements for the corridor, traffic calming measures to address speeding.

Bicycle Crashes



- Five Bicycle crashes along Riley St. All broadsides. Two other visible injury, 3 complaint of pain.
  - 3 crashes at Riley St and Glenn Dr
    - Two crashes involve a vehicle making a right turn and hitting a bike travelling in the same direction.
  - 1 crash between Orchard Dr and Wales Rd
    - Bike at fault, making unsafe Left turn into driveway
  - 1 crash at Hazelmere Dr
    - Car making Right turn, hits bike. Bike was on wrong side of road.
  - Recommendation: intersection treatments for bikes, buffered bike lanes, green bike lane treatment. Broadside are common along the corridor, so median treatments with access control could be useful.





Existing Setting  
**General  
Assessment**

- Traffic Patterns
- Substantiated Conflict Areas
- Facility Deficiencies



City Roundabout Policy  
Overview and Work Progress  
**Project Impetus**

Mark



Lincoln East Joiner Parkway



Lincoln East Joiner Parkway



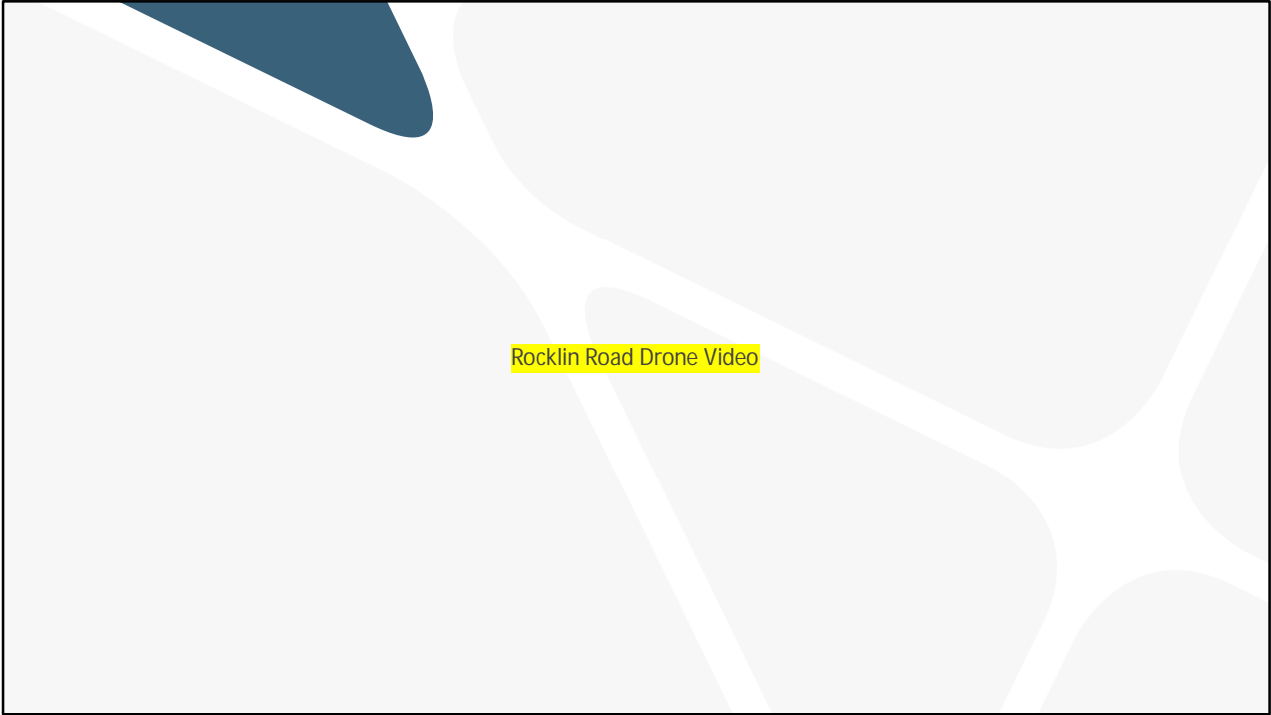


Rocklin Road



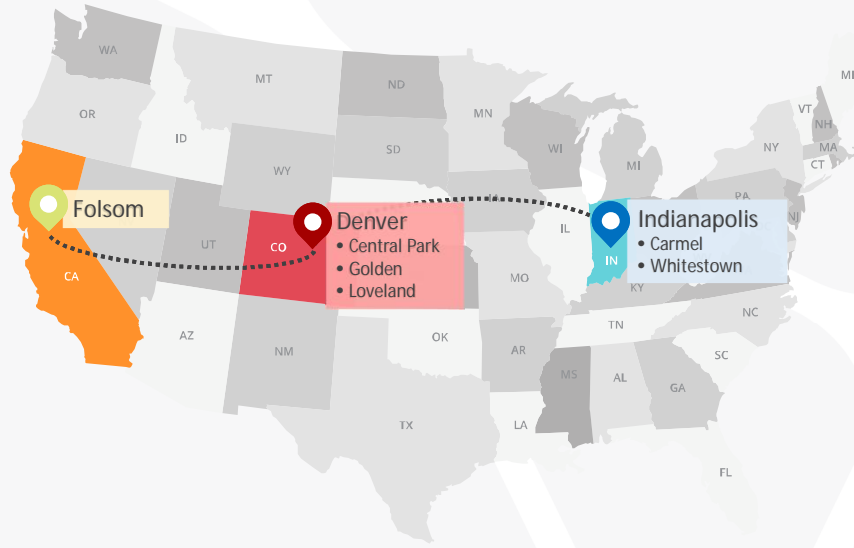
Rocklin Road



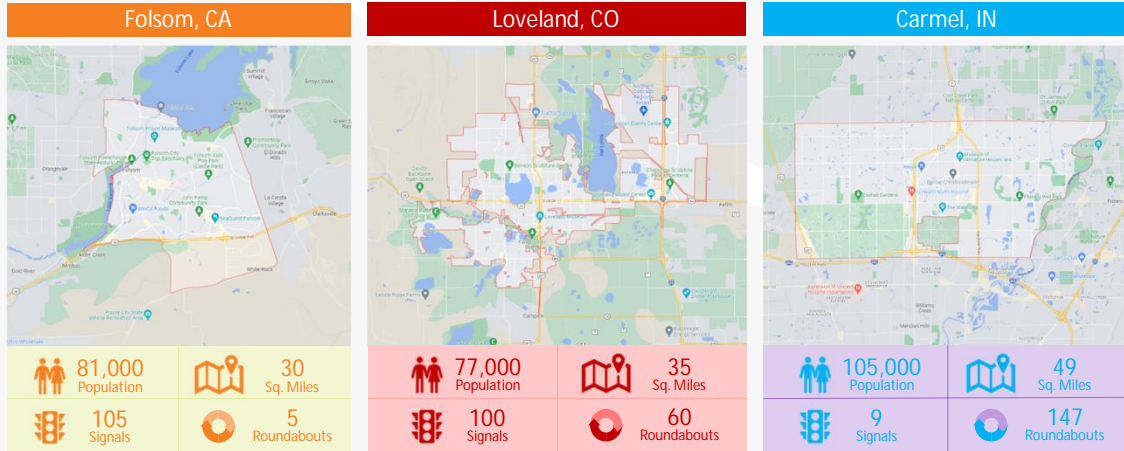


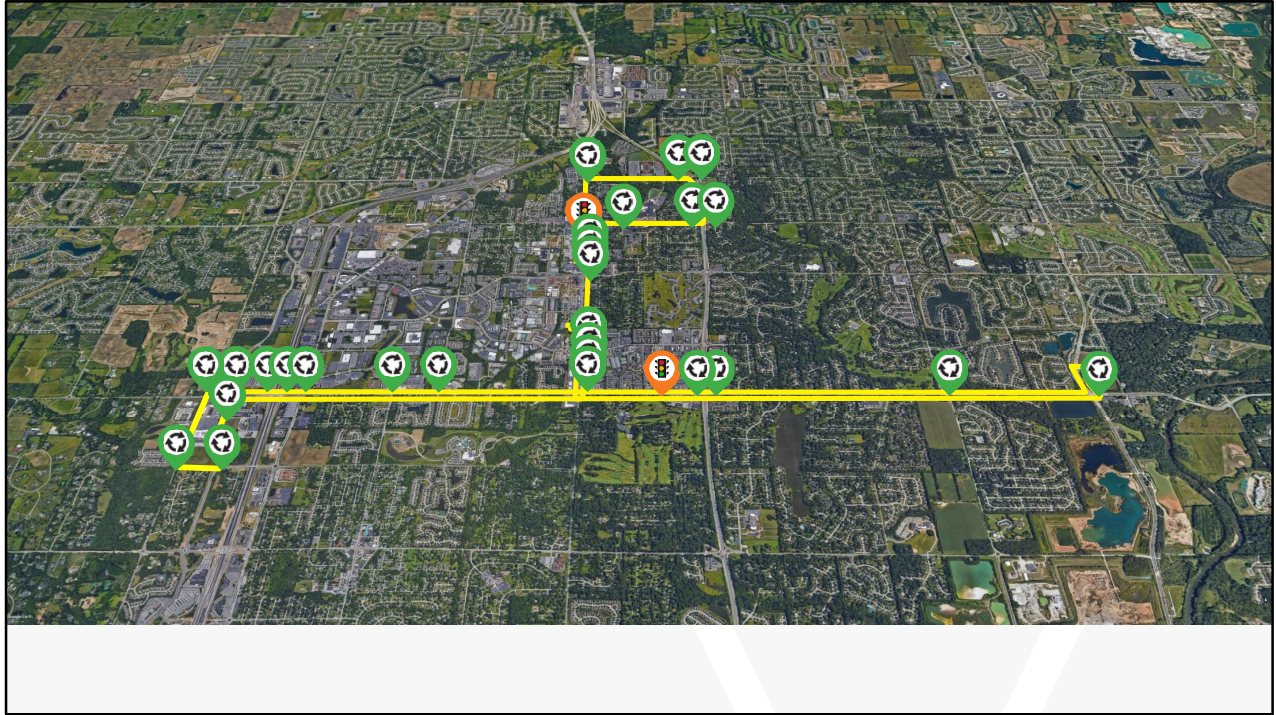
Rocklin Road Drone Video

## Fact-Finding Trip Overview



# Sense of Scale

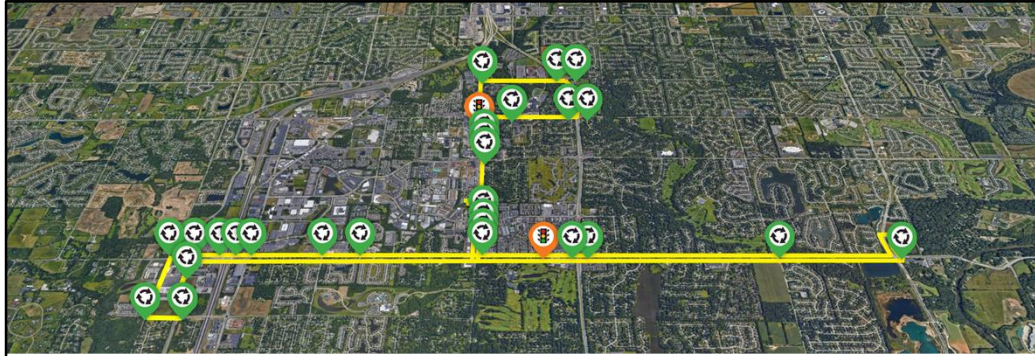




Total of 6 interchanges (2 went through twice)







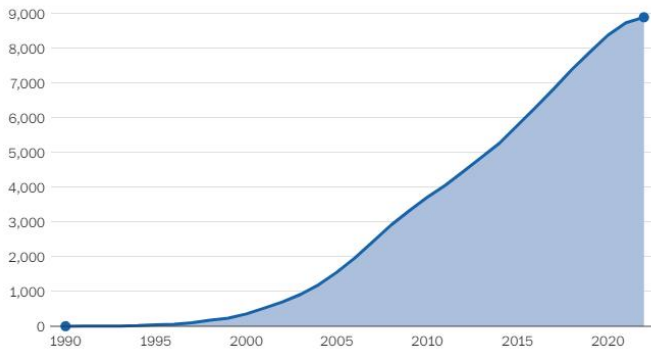
Carmel	
16.5	Miles
48	Controlled Intersections
2	Signalized Intersections



Folsom	
17	Miles
58	Controlled Intersection
53	Signalized Intersections
5	AWSC Intersections

## Roundabout Acceptance

Known roundabouts in the United States



Note: Data is current through Nov. 23 and includes true modern roundabouts, not pretenders such as rotaries or traffic-calming circles; the apparent slowing growth rate in recent years probably just reflects the lag between when roundabouts are built and when they're added to the database.

Source: Lee Rodegerdt of Kittelson & Associates

DEPARTMENT OF DATA / THE WASHINGTON POST

Roundabouts by year

1993



Source: Lee Rodegerdt of Kittelson & Associates

DEPARTMENT OF DATA / THE WASHINGTON POST

The use of modern roundabouts has been proven throughout the world, and increasingly across the U.S., to be an effective measure of

- reducing vehicular speeds,
- Reducing the number and severity of collisions
- reducing vehicle emissions,
- providing a safer environment for pedestrians and bicyclists

—often at a long-term cost that is significantly lower than the signalized, conventionally configured alternatives.

City Roundabout Policy  
Overview and Work Progress

## Project Status

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- SACOG Funding
- Policy Language (General Plan Update)
- Design Standards
- Concepts @ 13 Locations

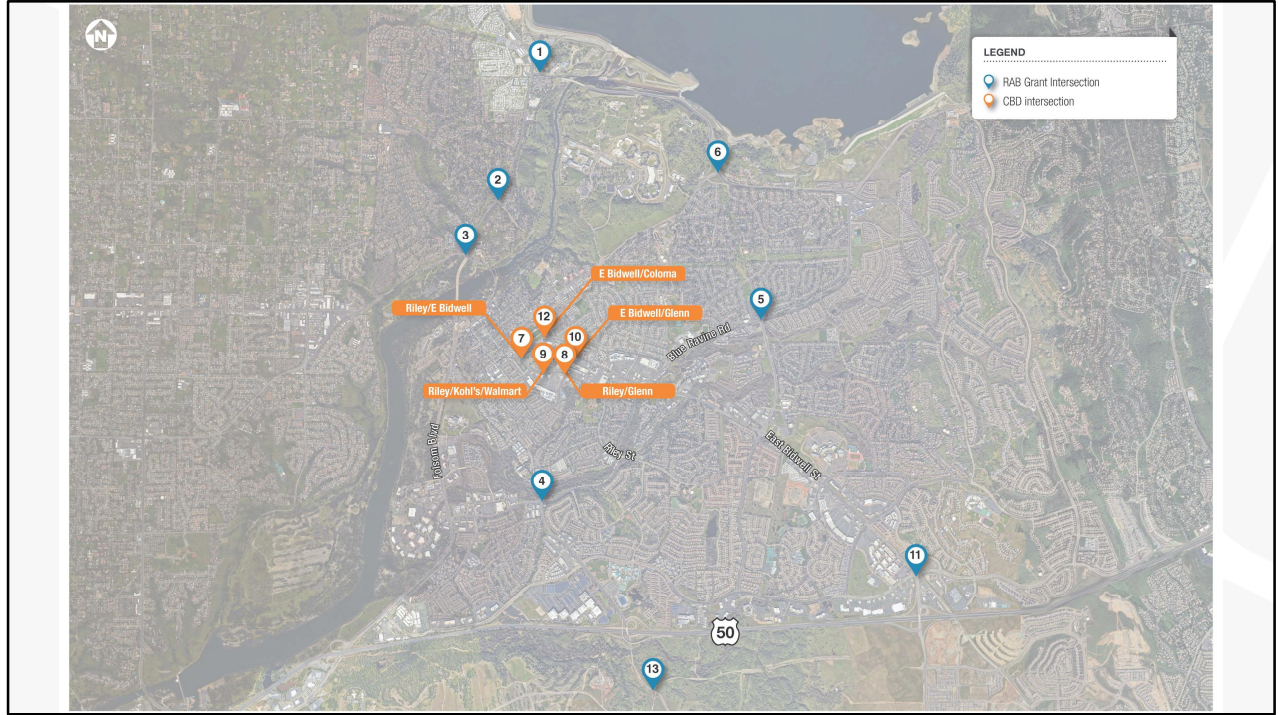
SACOG Funding

Policy Language (General Plan Update)

Design Standards

Concepts @ 13 locations (5 in CBD)





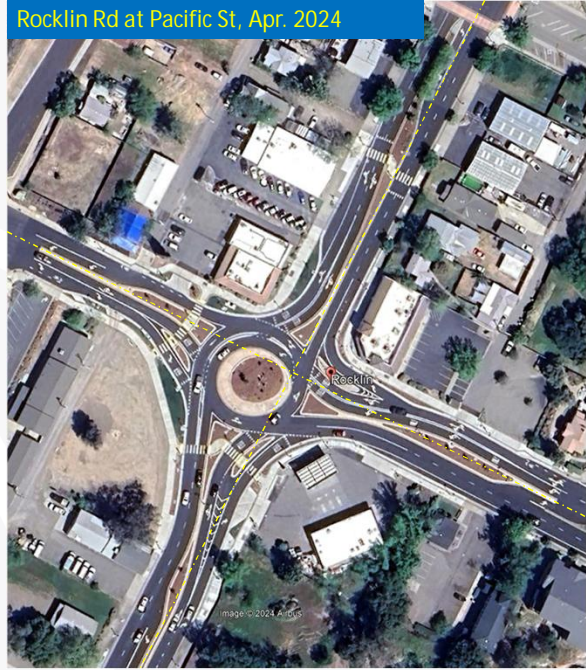
Central Business District  
Applications/Discussion  
Intersections

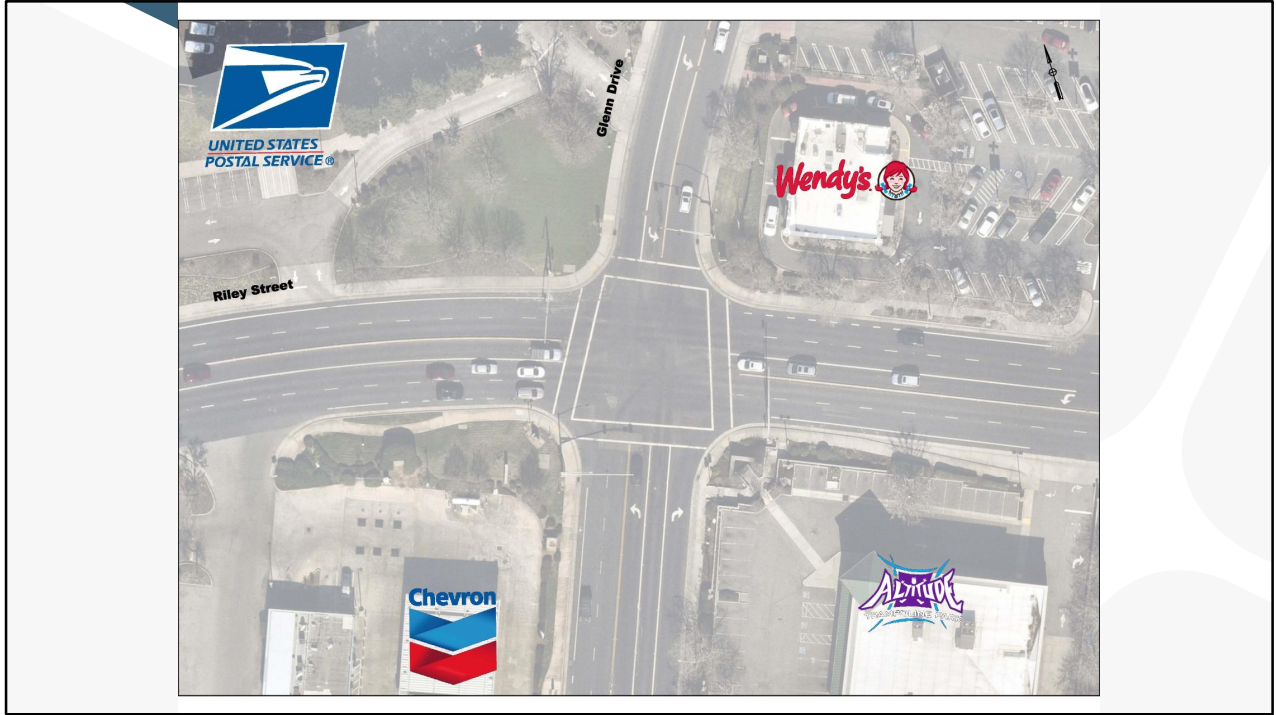
- Preliminary Findings (Riley/Glenn)
- Similarities to Rocklin Road

Rocklin Rd at Pacific St, Feb. 2022

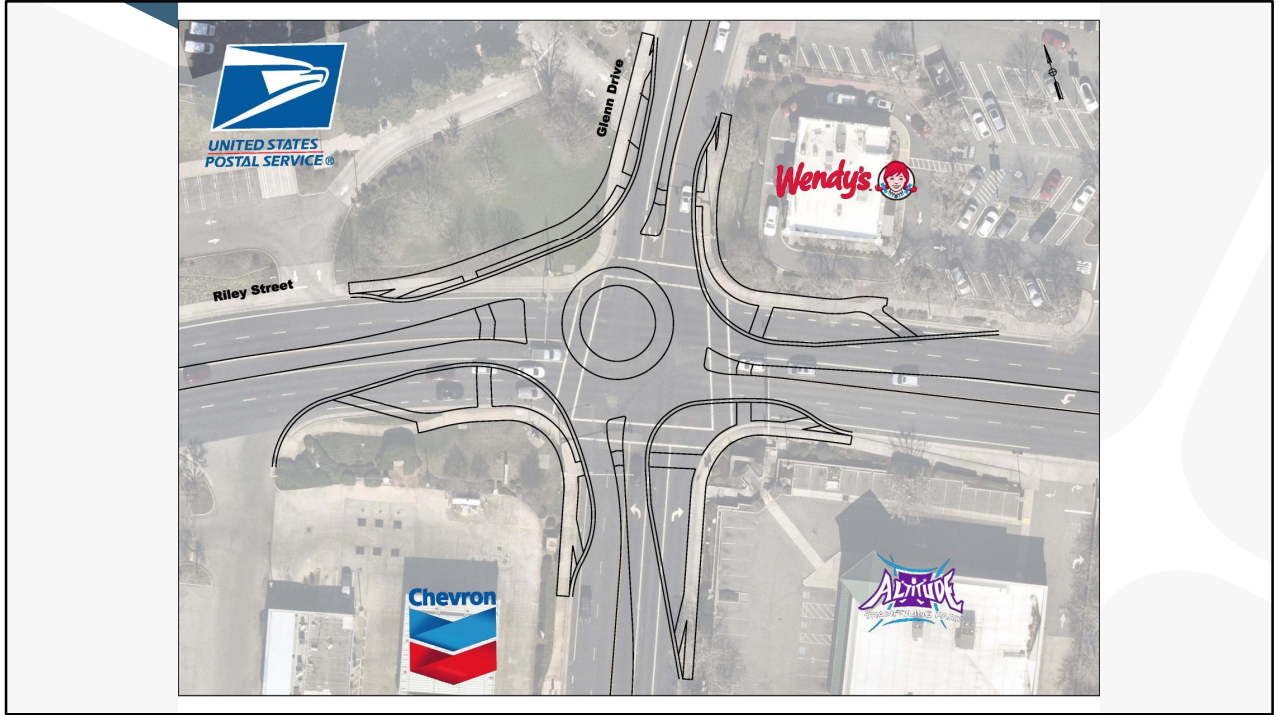


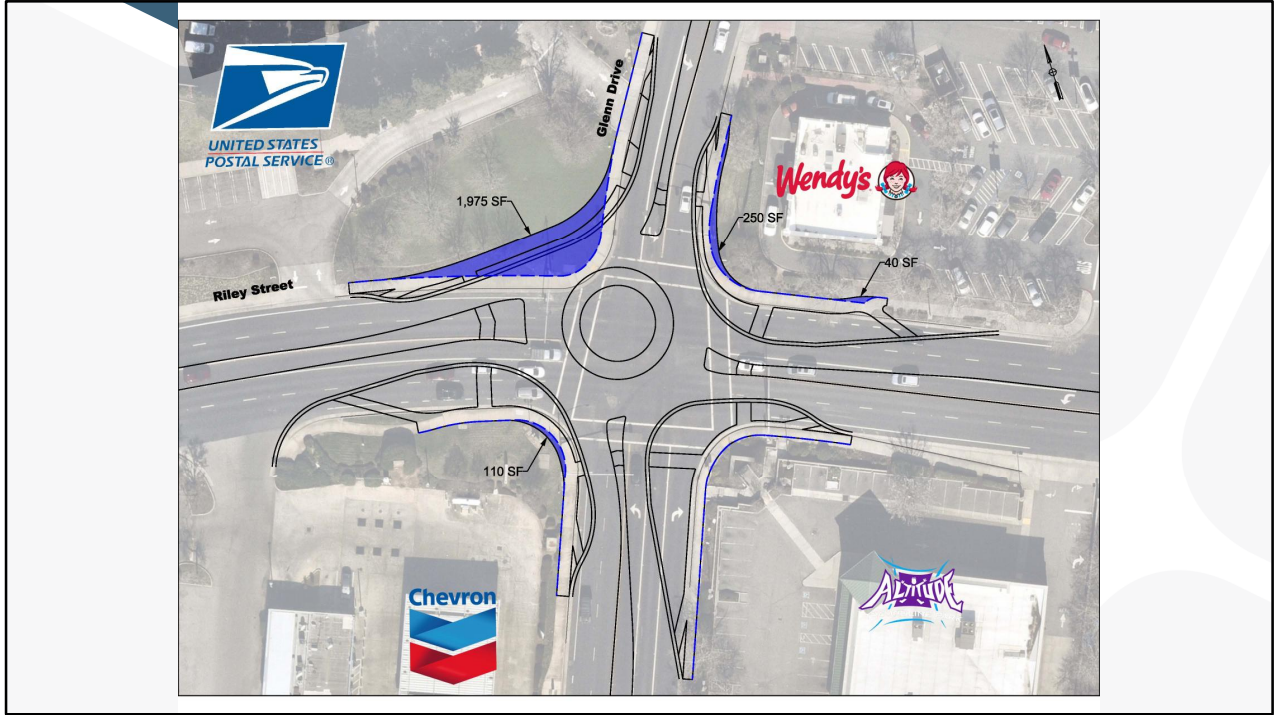
Rocklin Rd at Pacific St, Apr. 2024



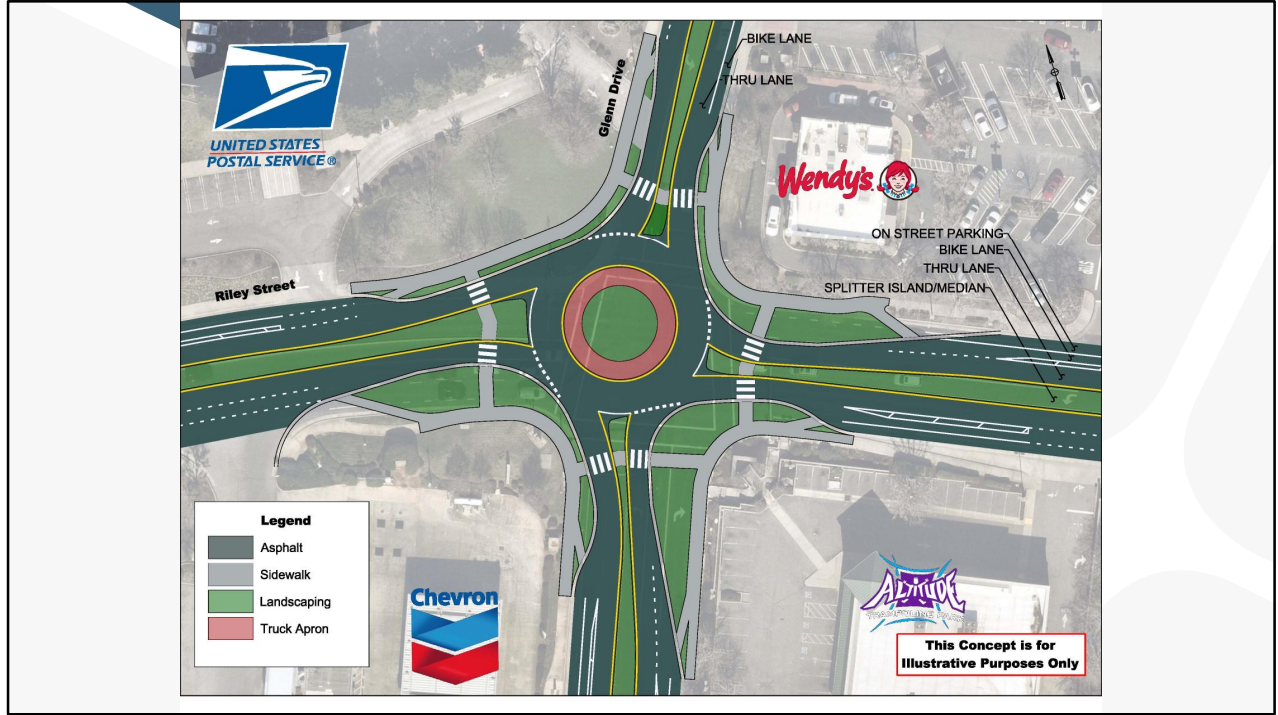








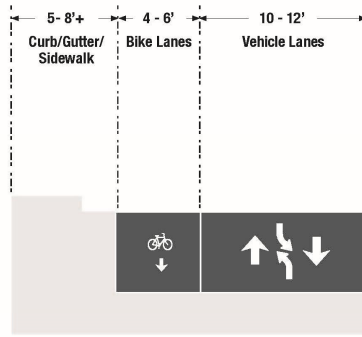




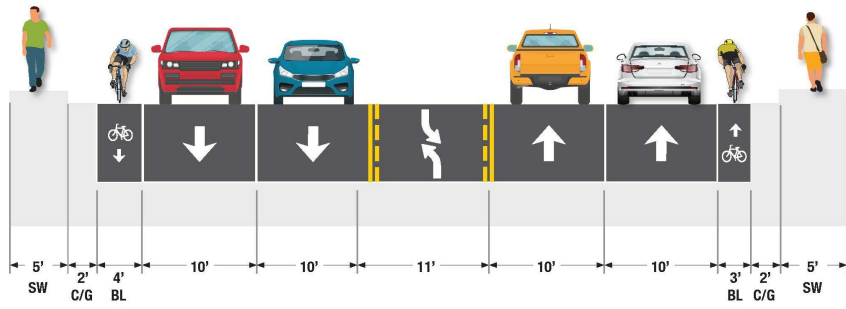
Central Business District  
Applications/Discussion  
Segments

- Standard Dimensions
- Typical Section Opportunities
- Mid-Block Pedestrian Crossing Applications

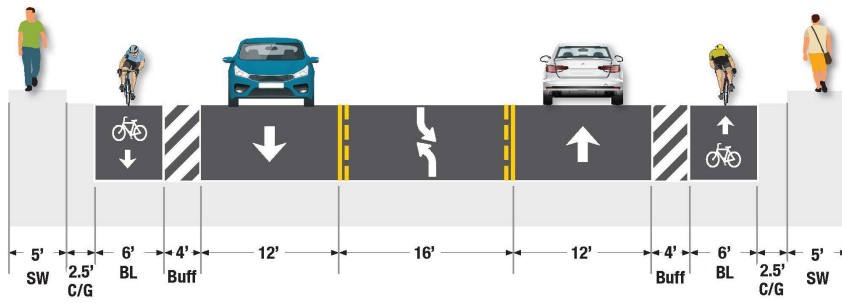
### Element Ranges (Vehicle Lanes and Bike Lanes)



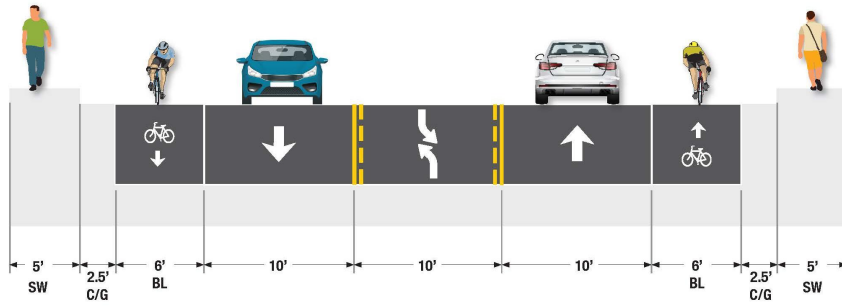
### East Bidwell Street [Improvement Concept]



### Riley Street [Improvement Concept]

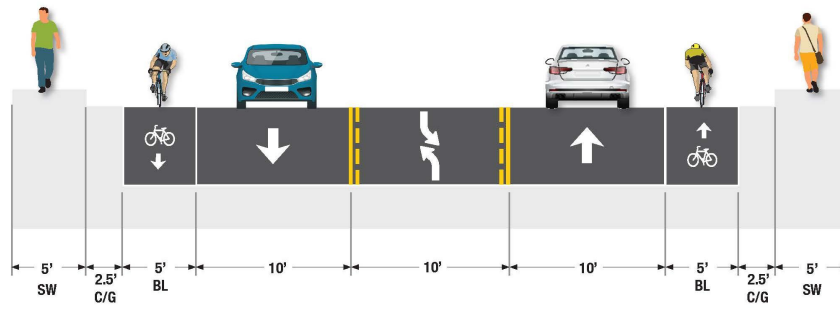



Glenn Drive [Improvement Concept]





### Wales Drive [Improvement Concept]



An abstract graphic design featuring a white background with several overlapping, rounded, organic shapes in various colors: orange, maroon, lime green, and blue. The text "Thank you" is centered in the white area, underlined.

Thank you