



**CENTRAL BUSINESS DISTRICT MASTER PLAN
CITIZENS ADVISORY COMMITTEE MEETING NOTES**

**August 19, 2024
3:00 p.m. – 6:00 p.m.**

Folsom Community Center
52 Natoma Street Folsom, CA 95630

**COMMITTEE MEMBERS
PRESENT:**

Edward Igoe
Anthony Powers
Brian Wallace
Kris Steward
Liz Ekenstedt

Margie Donovan
Joe Gagliardi
Gary Eckhardt
Mark Johnson

Dan Dreher
Tim Kuntz
Dean Williams
Elija Tiglao

Comments provided:

Five of the thirteen potential roundabout locations that are being looked at are located within the Central Business District as part of a Grant. (Riley@ E. Bidwell, Riley @ Glenn, Riley @ at Kohls, E Bidwell@Coloma, and E Bidwell@ Glenn)

Do you have before and after statistics on roundabouts?

Is there an actual reason to keep stop lights? Mark Rackovan indicated that on the fact-finding mission, any remaining signals were planned for future roundabouts.

How do hospitals or schools function with roundabouts? Emergency vehicles? Mark Rackovan showed how they are designed so the aprons can accommodate large fire vehicles. Also, Golden Colorado example on the fact-finding mission were able to observe student drivers and parents using the roundabout, just fine.

Are there examples where roundabouts have gone into existing business districts? There are opportunities to offset the roundabout if there are vacant parcels, to reduce impacts and minimal takes from existing businesses.

At Riley/Glenn the data shows you can accommodate what is needed with a one lane roundabout. Vehicles disperse quickly in each direction.

For roundabout consideration, accessibility improvements are really important. Also bike improvements/circulation.

For roundabout median features, don't waste too much \$ on art but consider community art project/competition to help create interest and lower costs. Landscaping should be drought tolerant and low maintenance.

Over time roundabouts are cost effective because they are low maintenance after you build them- catches up to cost of signal maintenance by about ten years. Signals include electrical, repair etc. Land acquisition and grading higher initial cost for roundabouts.

For landscaping, green and shade are important. Continuity throughout the district, not disconnected. Concern about benches but generally agree that we need to plan beyond current homeless situation. Landscaping should be unifying and consider both in the right of way and along the frontages of private property. Maybe both grants/incentives for property owners and citywide planting efforts to enhance the frontages.

Cohesive street trees

Consider ped crossing at Orchard/Lembi for improved ped/bike access

Shed roofs/overhangs for additional shade and interest.

Lighting standards should be unique in the district to improve aesthetics, allow for banners, improve safety lighting, but also pay attention to light pollution so that light is not directed up.

Without a landscape plan, lighting isn't as impactful/meaningful

Gateways should be at three major locations (East Bidwell/Riley gateway, East Bidwell pedestrian crossing north/east bound into the district and entering Riley northeast into the district). Committee also thought that that Glenn drive into the district may warrant a gateway/branding since that's a significant entrance to the district.

Three members of the public were in the audience, no one provided public comments.