

Folsom City Council Staff Report

MEETING DATE:	6/14/2022
AGENDA SECTION:	Old Business
SUBJECT:	Resolution No. 10871- A Resolution Adopting the Public Works and Parks and Recreation Departments 2022 Active Transportation Plan (ATP)
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council approve Resolution No. 10871- A Resolution Adopting the Public Works and Parks and Recreation Departments 2022 Active Transportation Plan (ATP).

BACKGROUND / ISSUE

In July 2019, the city received Sacramento Area Council of Governments (SACOG) 2019 State of Good Repair Planning and Project Development Grant Program funding in the amount of \$150,000, with a city match of \$50,000, to develop a citywide Active Transportation Plan (ATP). Folsom's first ATP will combine and update the master plans for both pedestrian and bicycle facilities. The ATP will guide the planning, development, and maintenance of existing and future bicycle and pedestrian facilities within the city, including recommended citywide active transportation network improvements and Safe Routes to School. The city is committed to the design and operation of what is referred to as, "Complete Streets", providing equitable, safe, and effective use of all streets by all users. The purpose of the ATP is to increase bicycling and walking opportunities through the creation of a safe, connected, convenient, and visible active transportation network.

The Draft Active Transportation Plan (ATP) was presented at the April 28, 2022, Traffic Safety Committee; April 5, 2022, Parks and Recreation Commission meeting; April 6, 2022, Planning Commission meeting; and April 12, 2022, City Council meeting. A presentation was made at each meeting and comments received. The final ATP was presented to the Parks

and Recreation Commission on June 7, 2022, where the Commission recommended to the City Council to adopt the ATP.

ANALYSIS

The City of Folsom Active Transportation Plan (ATP) is the city's plan for improving mobility for all residents and visitors who walk, bike, and run in and around Folsom. It evaluates what exists today and recommends policies, infrastructure projects, supporting programs, and implementation priorities to achieve this vision. Through improved bikeways, shared use paths, and sidewalks, the ATP establishes a complete and connected network that supports people of all ages and abilities.

The ATP is an update to the previously adopted Bicycle Master Plan (2007), and Pedestrian Master Plan (2014). It focuses on improving the safety and comfort of active transportation facilities, improving connections among on-and-off-street facilities, and supporting connections to destinations across the city.

The ATP contents include the following:

- **Chapter 1:** Introduction outlines the purpose of the ATP, its relationship to other plans, and considers the benefits of active transportation.
- **Chapter 2:** Goals, Objectives, and Policies establishes the vision and priorities for the ATP.
- **Chapter 3:** Existing Conditions evaluates the broader context of the ATP, including demographic and development trends; the transportation system; and the current state of the active transportation network, including bicycle, pedestrian, and shared use path facilities in the city.
- **Chapter 4:** Outreach & Community Engagement summarizes the engagement activities and findings conducted as part of the ATP.
- **Chapter 5:** Recommendations describes the proposed improvements to the pedestrian, path, and bicycle networks. Recommendations include programs and policies to support an expanded active transportation system.
- **Chapter 6:** Implementation prioritizes recommended active transportation improvements, presents ranked project lists, and explores implementation opportunities and strategies.

Throughout the ATP process, Folsom residents and visitors were invited to share their experiences with and vision for the city's active transportation network. Through in-person events and online forums, members of the public provided input at every phase of the plan. This chapter provides an overview of engagement opportunities and a summary of key trends of feedback received. Engagement occurred in two primary phases:

- **Phase 1:** During this phase, project staff provided information about the plan, gathered input on key questions, and answered questions about the process. Staff also asked how people travel today, including community-specific needs and challenges.
- **Phase 2:** During this phase, community members were encouraged to review draft plan goals and proposed location-specific project recommendations, and to indicate anything missing and their highest priority projects.

The engagement strategy included both in-person and virtual events to provide multiple opportunities to participate while adhering to public health guidance. Each event considered the city's active transportation system comprehensively; at each event or input opportunity, questions sought feedback on the bicycle, pedestrian, and path networks simultaneously to better understand how the networks work together. Participants provided more than 2,500 comments through digital tools. In-person and virtual events were promoted through city channels, including the city website, social media pages, and city's newsletters.

FINANCIAL IMPACT

The City of Folsom Active Transportation Plan (ATP) includes more than 300 projects that will advance the safety and function of the active transportation network, with about 65 projects identified as high priority. Based on planning-level cost estimates, it is expected to cost more than \$301 million to implement all recommended projects, and \$88,000,000 to implement the high priority projects outlined in the Plan.

Project implementation requires a deliberate strategy and exploration of innovative approaches. With limited resources and high demand for improvements, the city should coordinate with relevant departments and partners to identify opportunities for project delivery. The strategies explored below are opportunities for the city to support the implementation of the ATP's programs, recommended project improvements, and goals and policies over time.

Additional strategies for project implementation can be found beginning on page 91 of the ATP and should be considered not only for the projects listed here but also for future project phases to advance the ATP.

ENVIRONMENTAL REVIEW

The development and adoption of the ATP is a planning and feasibility study that will guide future actions by the City Council and is exempt from the California Environmental Quality Act (CEQA) review pursuant to the CEQA Guidelines Section 15262.

ATTACHMENTS

1. Resolution No. 10871 - A Resolution Adopting the Public Works and Parks and Recreation Departments 2022 Active Transportation Plan (ATP)

2. Final Active Transportation Plan (ATP)

Submitted,

Lorraine Poggione, Parks and Recreation Director

ATTACHMENT 1

RESOLUTION NO. 10871

A RESOLUTION ADOPTING THE PUBLIC WORKS AND PARKS AND RECREATION DEPARTMENTS 2022 ACTIVE TRANSPORTATION PLAN (ATP)

WHEREAS, in May 2019, the Sacramento Area Council of Governments (SACOG) released a call for applications for the 2019 State of Good Repair Planning and Project Development Grant Funding Program; and

WHEREAS, in July 2019, staff was notified that the City was awarded a grant in the amount of \$150,000, plus \$50,000 in City matching funds from Measure A (Fund 276); and

WHEREAS, the City Council of the City of Folsom desires to develop a complete and balanced system of walking and biking conditions to support residents as they travel and recreate in and around the city; and

WHEREAS, the ATP builds on prior planning and policy efforts, including the General Plan, to create a cohesive and comprehensive plan; and

WHEREAS, the City Council finds that the Active Transportation Plan (ATP) will not add any new or significant adverse impacts and is therefore exempt under Section 15061(b)(3) of the California Environmental Quality Act (CEQA) with individual future projects to be separately analyzed under CEQA; and

WHEREAS, the Active Transportation Plan (ATP) is the long-term capital improvement program for active transportation facilities; and

WHEREAS, on June 7, 2022, the Parks and Recreation Commission recommended adoption of the ATP to the City Council.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom, based on its review and consideration of the Active Transportation Plan, and all public testimony:

1. Finds that the Active Transportation Plan is in the public interest and will advance the health, safety, and general welfare of the City of Folsom.
2. Finds that the Active Transportation Plan is consistent with the Folsom General Plan

PASSED AND ADOPTED this 14th day of June 2022, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2



Active Transportation Plan

Folsom, California | Spring 2022



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Acknowledgments



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Chapter I | Introduction

Plan Purpose



The City of Folsom Active Transportation Plan (ATP) is the city's plan for improving mobility for all residents and visitors who walk, bike, run, and roll¹ in and around Folsom. It evaluates what exists today and recommends policies, infrastructure projects, supporting programs, and implementation priorities to achieve this vision. Through improved bikeways, shared use paths, and sidewalks, the ATP establishes a complete and connected network that supports people of all ages and abilities.

The ATP is an update to the previously-adopted *Bicycle Master Plan* (2007) and *Pedestrian Master Plan* (2014). It focuses on improving the safety and comfort of active transportation facilities, improving connections among on- and off-street facilities, and supporting connections to destinations across the city.

¹ The term roll refers to a person who might use a wheelchair, assistive mobility devices, or other human-powered device on wheels.

PLAN CONTENTS

Chapter 1: Introduction outlines the purpose of the ATP, its relationship to other plans, and considers the benefits of active transportation.

Chapter 2: Goals, Objectives, and Policies establishes the vision and priorities for the ATP.

Chapter 3: Existing Conditions evaluates the broader context of the ATP, including demographic and development trends; the transportation system; and the current state of the active transportation network, including bicycle, pedestrian, and shared use path facilities in the city.

Chapter 4: Outreach & Community Engagement summarizes the engagement activities and findings conducted as part of the ATP.

Chapter 5: Recommendations describes the proposed improvements to the pedestrian, path, and bicycle networks. Recommendations include programs and policies to support an expanded active transportation system.

Chapter 6: Implementation prioritizes recommended active transportation improvements, presents ranked project lists, and explores implementation opportunities and strategies

RELATIONSHIP TO OTHER PLANS

The City of Folsom ATP aims to create a complete and balanced system of walking, biking, and rolling conditions to support residents as they travel and recreate in and around the city. The ATP builds on prior planning and policy efforts to create a cohesive and comprehensive plan. A thorough review of relevant and applicable planning and policy efforts from local, regional, and federal level plans helped inform the process, goals, and recommendations in the ATP.

Local and regional planning documents—specifically those aimed at improving walking and biking—informed development of the ATP.

Local plans reviewed include the *City of Folsom Bicycle Master Plan* (2007), the *City of Folsom Pedestrian Master Plan* (2014), the *Folsom General Plan*, the *City of Folsom Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan* (2009) and the *Folsom Plan Area Specific Plan* (FPA). Regional plans reviewed include the *Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (2020)*; the *Regional Bicycle, Pedestrian, and Trails Master Plan* (2013); the *Sacramento County Bicycle Master Plan* (2011); the *Sacramento County Pedestrian Master Plan* (2007); the *Sacramento County Americans with Disabilities Act Transition Plan* (2020); the *Sacramento Region Parks and Trails Strategic Development Plan*; the *California State Parks Recreational Trail Plan* (2002); and the *El Dorado County Active Transportation Plan* (2020).

Recommendations put forth in the ATP incorporate previous planning efforts, while acknowledging changing conditions in the city influencing the growth of active transportation networks.

BENEFITS OF ACTIVE TRANSPORTATION

Investment in active transportation infrastructure—including bikeways, sidewalks, and shared use paths—supports residents, employees, and visitors as they travel in and around Folsom. Active transportation can support a more active lifestyle; support people as they connect to employment, educational opportunities, or recreation; or serve as the primary way to travel. The benefits of active transportation are well-documented and broad-reaching, including environmental, economic, and health and wellness. Benefits Include:

Health and Equity Benefits

A connected active transportation network can provide safer and more comfortable ways to travel for all ages and abilities. Low-stress networks can expand access to schools, jobs, homes, and parks—connecting residents to economic, educational, and recreational opportunities. Active transportation supports those who cannot drive, choose not to drive, or cannot afford to own a car.

Furthermore, active transportation supports mental and physical well-being through reduced stress and anxiety, and other health benefits associated with higher levels of activity. Creating reliable bicycling and pedestrian infrastructure can also improve access to parks and other active recreation destinations.

Safety Benefits

Prioritizing development of bicycling and walking infrastructure can improve safety and comfort levels for all active users. Developing bicycling and walking facilities, improving crossings, and promoting education for safer travel can reduce potential conflicts among people walking, bicycling, and driving. Well-designed roadways and active transportation facilities can improve safety for all roadway users through increased predictability and increased separation from motor vehicles.

Quality of Life Benefits

Active transportation provides more options for how people get around, regardless of their reason for travel. Improved infrastructure that provides comfortable and safe routes of travel can encourage more people to use active modes and increase connections to educational, economic, and recreational opportunities.

Environmental Benefits

More people walking and biking supports environmental goals by reducing vehicle miles traveled (VMT), improving air quality, and reducing greenhouse gas emissions. This further supports increased quality of life, particularly for individuals vulnerable to respiratory conditions and other sensitive groups.



Chapter II | Goals, Objectives, and Policies

Folsom Active Transportation Goals, Objectives, and Policies



The ATP reflects community values and a vision for an active transportation network that supports biking, walking, and rolling for residents of all ages and abilities. The Goals, Objectives, and Policies presented below establish concrete procedures and priorities that will guide Folsom in achieving this vision.

The Goals, Objectives, and Policies of the ATP were informed by relevant local and regional plans, the results of the needs analysis, and public feedback. The framework reflects a vision consistent with previous active transportation planning efforts and local and regional plans, including the *Folsom General Plan*; and the *SACOG Bicycle, Pedestrian, and Trails Master Plan*.

The Goals, Objectives, and Policies informed project and program recommendations, project prioritization, and implementation strategies. As the city grows, implements projects, and changes over time, these Goals, Objectives, and Policies should be used to guide future actions.



GOAL 1: SAFETY & COMFORT

Folsom will be a safe and comfortable place for people of all ages and abilities to walk, bike, and roll.

Objective 1.1: Reduce the number of severe injuries and fatalities involving people walking, bicycling, and rolling.

- *Policy 1.1.1:* Evaluate local design standards for bikeways, pedestrian facilities, and paths. Revise as applicable for consistency with best practices and state and federal standards.
- *Policy 1.1.2:* Prioritize low-stress facilities, such as separated bikeways, and improve safety for people walking and bicycling at intersections and street crossings.
- *Policy 1.1.3:* Establish and implement a comprehensive Vision Zero program to advance safety for all users.

- *Policy 1.1.4:* Monitor bicycle- and pedestrian-involved collisions annually and adjust infrastructure and program approaches as needed to achieve a reduction in bicycle- and pedestrian-involved collisions.

Objective 1.2: Advance and expand the safety and comfort of Class I facilities in Folsom.

- *Policy 1.2.1:* Improve the safety and comfort for people utilizing Class I facilities at intersections and street crossings.
- *Policy 1.2.2:* Prioritize grade-separated crossings at intersection of Class I facilities and major arterial streets.
- *Policy 1.2.3:* Utilize best practices design standards and guidelines to accommodate all path user groups. Consider wider paths, separated spaces for travel, and other design interventions to improve safety and comfort along Class I facilities.



Objective 1.3: Streets and paths should be safe and accessible to people with limited mobility and other disabilities.

- *Policy 1.3.1:* Evaluate and revise design guidelines as needed to provide for accessible facilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act (ADA).
- *Policy 1.3.2:* Implement the *City of Folsom ADA Self-Evaluation & Transition Plan* (2009)

Objective 1.4: Create a comfortable and sustainable environment for people walking, biking, and rolling.

- *Policy 1.4.1:* Improve lighting along designated walking and biking routes, particularly near local destinations such as schools, parks, transit stops, and commercial areas
- *Policy 1.4.2:* Incorporate green infrastructure, when possible, into bicycle and pedestrian facilities. Green infrastructure describes sustainable stormwater management practices and infrastructure such as biofiltration planters, bioretention swales, trees, and permeable pavement surfaces.

- *Policy 1.4.3:* Adopt a Complete Streets Ordinance to ensure that Folsom streets consider the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.
- *Policy 1.4.4:* Prioritize incorporating cooling infrastructure to reduce extreme heat along bicycle and pedestrian facilities, including shade structures, cool paving areas, and extended planting areas.



GOAL 2: CONNECTIVITY & ACCESS

A connected network of bicycle and pedestrian facilities will provide Folsom residents access to destinations within neighborhoods, across the city, and in neighboring jurisdictions.

Objective 2.1: Develop a continuous, interconnected system of paths, bikeways, and pedestrian facilities.

- *Policy 2.1.1:* Identify and fill sidewalk gaps in the pedestrian network to provide for a complete and connected network.
- *Policy 2.1.2:* Require sidewalks along all new arterial, collector, and local roads.
- *Policy 2.1.3:* Identify and complete gaps in the bicycle network. Prioritize low-stress facilities, including Class I Paths, Class IV Separated Bikeways, and Class IIIB Bicycle Boulevards.
- *Policy 2.1.4:* Improve connections between low-stress facilities to provide for a complete and connected multimodal network.

- *Policy 2.1.5:* Encourage the use of natural and manmade corridors such as creeks, powerline corridors, railroad corridors, and other corridors for future bike path alignments. This includes the Southern Pacific Rail right-of-way.

Objective 2.2: Improve and expand bicycle and pedestrian access to local and regional destinations, to other modes of transportation, and across physical barriers.

- *Policy 2.2.1:* Improve and provide connections across physical barriers such as creeks, highways, and major arterials. This includes overcrossings in areas with limited connectivity.
- *Policy 2.2.2:* Provide connections between modes, including bicycle and pedestrian connections to local and regional transportation options, including transit, buses that can accommodate bicycles, and park-and-ride lots.
- *Policy 2.2.3:* Improve bicycle and pedestrian access from residential areas to schools, transit, commercial areas, and employment centers.

- *Policy 2.2.4:* Require the continuation of the street network between adjacent development projects to enhance active transportation and allow easier access for emergency vehicles.

- *Policy 2.2.5:* Connect the city's bikeways with state parks, Lake Natoma, and Folsom Lake paths.

- *Policy 2.2.6:* Connect bicycle and pedestrian facilities in Folsom to surrounding jurisdictions.

- *Policy 2.2.7:* Provide connections between residential neighborhoods, where appropriate, to encourage pedestrian and bicycle travel.

Objective 2.3: Provide navigation support for people walking and biking.

- *Policy 2.3.1:* Develop and implement a comprehensive wayfinding program that is unified, legible, and supports people walking, biking, or using the path system.
- *Policy 2.3.2:* Develop supporting navigational material, including city-wide path and bicycle maps. These materials should be made widely available both in print and online.



GOAL 3: MAINTENANCE & SUPPORTIVE INFRASTRUCTURE

The active transportation network will remain in a state of good repair and incorporate support facilities that work toward improving the quality of life for all residents.

Objective 3.1: Actively maintain bicycle and pedestrian facilities.

- *Policy 3.1.1:* Maintain active transportation facilities, including bikeways, sidewalks, crossings, and paths, to provide for safe travel for all users.
- *Policy 3.1.2:* Regularly sweep streets and clear bicycle and pedestrian facilities of debris, with priority given to those with higher pedestrian and bicycle traffic and low-stress bicycle facilities.
- *Policy 3.1.3:* Trim overhanging and encroaching vegetation to maintain a clear travel path along Class I Paths in Folsom.

- *Policy 3.1.4:* Provide alternate routes for people who walk and bike during construction activities.
- *Policy 3.1.5:* Develop funding strategies to provide ongoing path maintenance.

Objective 3.2: Supplement the bicycle and pedestrian networks with high quality support facilities such as bike corrals, lockers, bike parking, showers, bike storage, repair stations, and water fountains.

- *Policy 3.2.1:* Develop a coordinated strategy to develop and implement support facilities in Folsom.
- *Policy 3.2.2:* Review and revise city bicycle parking requirements for all land uses, including commercial areas, parks and open space, at trailheads, and in connection with transit. Require adequate short- and long-term bicycle parking.

- *Policy 3.2.4:* Coordinate with local businesses and organizations to locate and implement support facilities.
- *Policy 3.2.5:* Work with local and regional transit agencies to install secure bike parking and to maintain bike racks on buses.
- *Policy 3.2.6:* Work with local and regional transit agencies to incorporate shade trees, bus shelters, and other cooling infrastructure at transit stops.
- *Policy 3.2.7:* Provide bike repair stations at convenient locations.



GOAL 4: EDUCATION & ENCOURAGEMENT

Folsom will support walking, bicycling, and rolling through new and expanded education, encouragement, and awareness programs.

Objective 4.1: Promote Safe Routes to School

- *Policy 4.1.1:* Coordinate and collaborate with all local school districts to create a citywide Safe Routes to School Program.

- *Policy 4.1.2:* Support school travel safety assessments at Folsom schools to identify needs and opportunities and pursue grant funding for implementation.

Objective 4.2: Encourage people to walk and bike through education and awareness efforts.

- *Policy 4.2.1:* Participate in regional planning activities and awareness programs.
- *Policy 4.2.2:* Promote public education of bicycle and pedestrian safety and traffic laws.

- *Policy 4.2.3:* Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.

Folsom Parks & Recreation



Types of



GOAL 5: FUNDING & IMPLEMENTATION

Folsom will implement recommended infrastructure projects and programs that are funded through a variety of sources, including grants, repaving programs, and coordinating with other development projects or partner agencies.

Objective 5.1: Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the city's active transportation goals.

- *Policy 5.1.1:* Identify regional, state, and federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs.

Objective 5.2: Utilize private development to implement improvements to the bicycle and pedestrian network.

- *Policy 5.2.1:* Require all new development to provide a system of sidewalks, paths, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and path facilities.
- *Policy 5.2.2:* Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services.

Objective 5.3: Prioritize recommended infrastructure projects and programs.

- *Policy 5.3.1:* Develop a comprehensive active transportation plan, including a list of prioritized, practical, and publicly-supported infrastructure projects and programs. Incorporate priority projects into the city's Capital Improvement Plan.



Chapter III | Existing Conditions and Network Needs

Context and Demographics



PROJECT SETTING

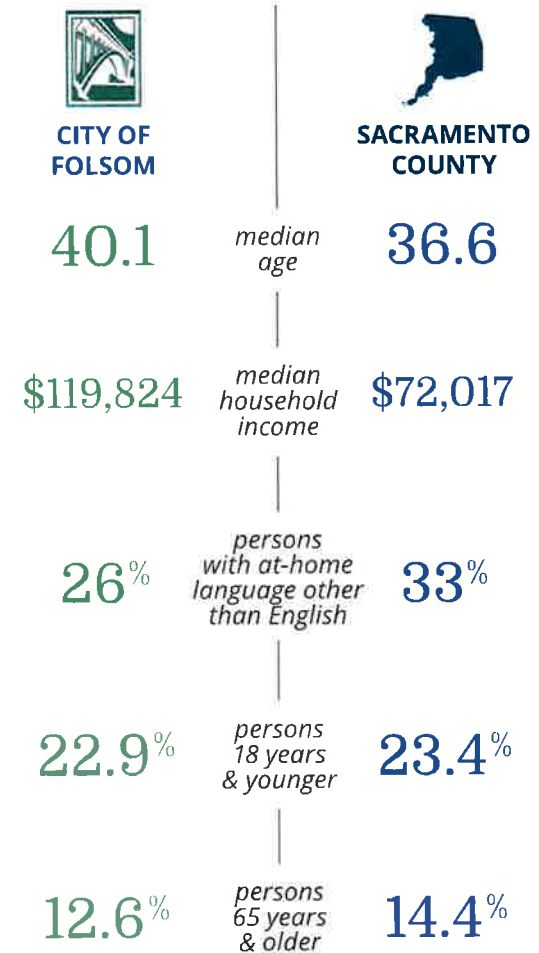
The City of Folsom prides itself in being an active city with a small-town feel and a high quality of life. Located at the base of the foothills of the Sierra Nevada along the American River and adjacent to the Folsom Lake State Recreation Area, the city's proximity to regional multi-use paths and parks makes it a popular destination for active recreation. Building upon Folsom's extensive bikeway network, the city is an ideal place to focus on improving the bicycle and pedestrian network for everyday transportation.

DEMOGRAPHICS

Folsom is located in the northeast corner of Sacramento County, approximately 18 miles northeast of the City of Sacramento. The city covers approximately 28 square miles and is home to nearly 81,000 residents.¹ Since 2010, the population of Folsom has increased by 13%² and is projected to continue growing each year.³

Nearly one-quarter of Folsom residents are under 18 years of age, while 13% are age 65 or older. Although this represents less than 50% of the population, residents in these age groups are often the most vulnerable road users, and opportunities to provide safer routes to access schools, services, and other destinations should be a priority.

Figure 1 Demographic Characteristics¹



¹ US Census, American Community Survey 2019

² U.S. Census Bureau, 2010 Census of Population and Housing

³ Folsom General Plan, Housing Element 2021

¹ U.S. Census, American Community Survey 2019

Land Use & Development



Folsom's land use is primarily residential, with a suburban character. Residential areas are comprised of primarily single-family homes, which account for approximately 75% of all housing units. Neighborhoods include a series of winding roadways and cul-de-sacs in residential areas that limit connectivity within and among neighborhoods. These areas are also distinct from commercial areas, often separated by major arterials that limit connections between areas. Commercial areas are focused in two main areas: the Folsom Historic District and along East Bidwell Street from Coloma Street to Highway 50. Other commercial areas extend along streets such as Iron Point Road and Blue Ravine Road.

Folsom has both neighborhood-focused destinations, such as parks and schools, in addition to citywide and regional destinations, including Folsom Lake College, shopping centers, and employment centers. Many neighborhood destinations are located within or near residential areas, making these relatively short trips good candidates for active transportation instead of driving. Citywide and regional serving destinations likely

require travel on or across an arterial or collector road. These high-volume and high-speed roadways typically serve as barriers to walking and biking.

The Folsom Historic District, adjacent to Lake Natoma, is distinct from other areas in Folsom. This area has a grid-based street network that provides residents with direct connections to destinations within the district. The arterials and collector streets radiate from the Historic District, deviating from the grid and following a more suburban development pattern. The majority of Folsom's residential areas are connected to the Folsom Historic District by these major arterials, serving as a barrier for people walking and biking. Identified through public input and as a guiding principle of the Folsom General Plan, the Folsom Historic District is a major attraction for shopping, dining, recreation, and culture. Improved biking and walking connections to and from the district, especially along arterials, will be important in maintaining the vibrancy of the area.

The Folsom Plan Area, which includes 3,520 acres south of Highway 50, is a rapidly developing community that, once implemented, will include a mix of uses and housing types with a focus on parks, walkability, transit connectivity, and paths. Currently, however, Highway 50 serves as a barrier to access the Folsom Plan Area. Improving biking and walking connections across Highway 50 will be crucial to integrating this new community with the rest of the city.

Transportation Overview

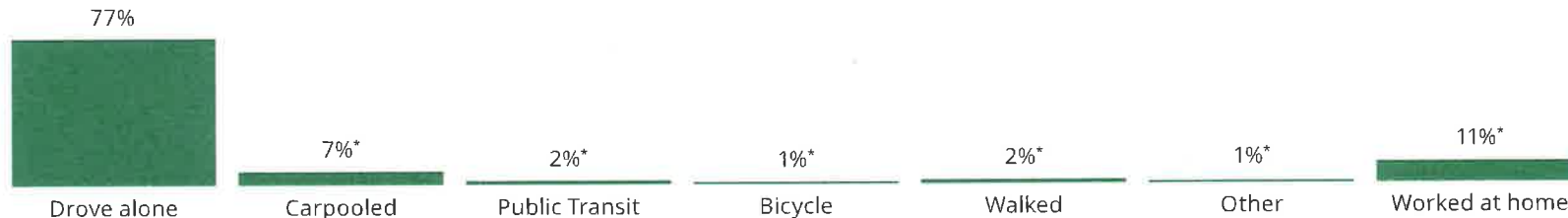


In addition to the city’s robust network of paths and roadways, existing on-street bikeways, sidewalks, and transit support travel in and around the city. Light rail stations, as part of the Sacramento Regional Transit (SacRT) Gold Line, are located along Folsom Boulevard in the western area of the city and connect to Downtown Sacramento. These include the Iron Point, Glenn, and Historic Folsom stations. Local bus service is also run by SacRT on the Folsom Stage Line and El Dorado Transit operates regional bus service through Folsom on the 50 Express.

Despite these travel options, most Folsom workers drive to work alone (77%), while a significantly smaller percentage walk (1.8%), take transit (1.6%), or bike to work (0.6%). Nearly 80% of workers living in Folsom leave the city each day, with the majority traveling to employment locations in Sacramento.⁵ Similarly, more than 35,000 workers enter Folsom each day for work, while a similar number of people enter the city each day.⁶ Given the commute patterns of workers in Folsom, the active transportation network should consider opportunities to improve access to and from regional transportation options such as regional bus routes, light rail stations, and the regional bikeway network.

Commute patterns, however, do not reflect trips made for other reasons, such as travel to school, nor do they account for recreational use of shared use paths, on-street facilities, and supporting facilities. COVID-19 has also shifted travel patterns and the necessity of office work for some professions. These shifts may have medium- to long-term effects on commute-related transportation. The total percentage of residents that walk and bicycle for recreation and to meet their daily needs, therefore, is likely higher than what the census data shows.

Figure 2 Commute Mode Share
Means of transportation to work



*Universe: Workers 16 and over: ACS 2019 5-year data

5. Folsom General Plan, City of Folsom Housing Element Background Report 2021

6. Data reflect 2019 American Community Survey estimates. This data does not reflect changes to commute patterns due to the COVID-19 pandemic.

Bicycle Facility Types



CLASS I SHARED USE PATH (PATH)

Shared use paths are bicycle facilities that are completely separated from the street. They allow two-way travel by people bicycling and walking, as well as other non-motorized or e-powered users like skateboards or scooters. Class I facilities are among the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

CLASS II BICYCLE LANE

Bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars. When this striped buffer is included in the design, the facility is known as a Class IIB Buffered Bicycle Lane.

CLASS III BICYCLE ROUTE

Bicycle routes are signed where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are most appropriate for low-speed and low-volume streets. Some Class III Bicycle Routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that people biking may be present.

CLASS IIIB BICYCLE BOULEVARD

Bicycle boulevards are low-traffic, local streets where people biking have priority but share roadway space with motor vehicles. Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters keep these streets more comfortable for bicyclists.

CLASS IV SEPARATED BIKEWAY

Separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one-or two-way travel on one or both sides of the roadway.



Existing Bicycle Network



Today, Folsom has more than 130 miles of designated bikeways. This includes more than 64 miles of existing Class I Shared Use Paths and more than 50 miles of Class II Bicycle Lanes (Table 1).

The on-street bicycle network consists mainly of Class II Bicycle Lanes, most of which are along major arterials with high travel speeds and traffic volumes. Despite providing limited separation from motor vehicles, the existing bicycle lane network is comprehensive, covering more than 80% of major roads within the city.

In recent years, the city has started investing in facilities that provide more separation from motor vehicles. This includes both Class IIB Buffered Bicycle Lanes, which provide additional visual separation from general purpose travel lanes, and Class IV Separated Bikeways, which include physical separation. The short segments of Class IV Separated Bikeways exist along Blue Ravine Road—connecting the Oak Parkway Trail at Arrowsmith Drive to the path at Manseau Drive—and along Leidesdorff Street in the Historic District. While these facilities improve separation and comfort for

people biking, they currently are limited to short segments throughout the city and do not always connect to other low-stress bike facilities.

Within neighborhoods, local roads provide lower-stress routes for travel within neighborhoods. Lower posted speeds, fewer motor vehicles, and narrow rights-of-way contribute to more comfortable bicycling conditions. These routes also provide connections to neighborhood destinations, such as schools and parks. However, limited connectivity of low-stress routes across major roadways limits the utility of these routes and reduces the number of connections to destinations beyond the local area.

In addition to the on-street network, Folsom also has a comprehensive off-street shared use path network. Many of these paths follow creeks (Humbug-Willow Creek Trail), railroad corridors, and Lake Natoma/American River (American River Bike Trail). This network forms the core of the bicycle network and connects residents both locally and regionally, providing low-stress routes for all trip types.

Table 1 Existing Bikeways in Folsom

Facility Type	Existing Mileage
Class I Shared Use Path (Path)	50.3
Class II Bicycle Lane	59.7
Class IIB Buffered Bicycle Lane	3.6
Class III Shared Bikeway	0.9
Class IV Separated Bikeway	0.5

However, this network is not complete, with gaps in locations across the network, and is limited in its connections to commercial areas.

A description of bikeway types is included on page 17, and the existing bikeways are shown in Figure 3.

Figure 3 Existing Bikeways







Project Area

FOLSOM ATP

Existing Bikeways

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

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park



Data provided by the City of Folsom, SACOG

Existing Pedestrian Network



A comprehensive pedestrian network includes the many elements that support travel to places people want to go. This includes sidewalks and paths that pedestrians travel along, as well as the features that support travel across a street, such as curb ramps, crosswalks, traffic signals, and pedestrian signal heads. Each of these elements are a vital piece of helping pedestrians of all ages and abilities connect to schools, parks, employment, transit, and more.

While many major roadways in Folsom have a sidewalk on at least one side of the roadway, there are many areas that have incomplete sidewalk networks or do not have any sidewalks. Data depicting existing sidewalks along arterials and within the Folsom Historic District was collected as part of this plan. This is shown in Figure 4. Key findings of this data review include:

- Most residential streets in the Folsom Historic District lack sidewalks.

- Some of the major arterials such as Folsom Boulevard, Folsom-Auburn Road, Greenback Lane, and large sections of Oak Ave Parkway, E Natoma Street, and Broadstone Parkway lack sidewalks either on both sides or one side of the street.
- The majority of Folsom north of Lake Natoma and the Folsom Historic District, such as the American River Canyon and Valley Pines neighborhoods, do not have any sidewalks.

In addition to the sidewalk network, Folsom's shared use paths provide low-stress connections for people walking. However, entrances may be difficult to access for pedestrians, due to lack of crosswalks and pedestrian signals across major roadways; limited sidewalk connections leading to the path; and the trailhead requires significant out of direction travel, limiting the utility of the path as an alternate route.

While there is not comprehensive data representing sidewalk locations within neighborhoods, most residential areas include sidewalks, with the exception of residential streets north of Lake Natoma, such as the American River Canyon and Valley Pines neighborhoods. Neighborhoods generally support low-stress routes, however the lack of sidewalks in some areas can limit the utility of these routes for children, people who use assisted mobility devices, etc.

Figure 4 Existing Sidewalks and Pedestrian Barriers

Pedestrian Barriers

FOLSOM ATP







Existing Pedestrian Barriers

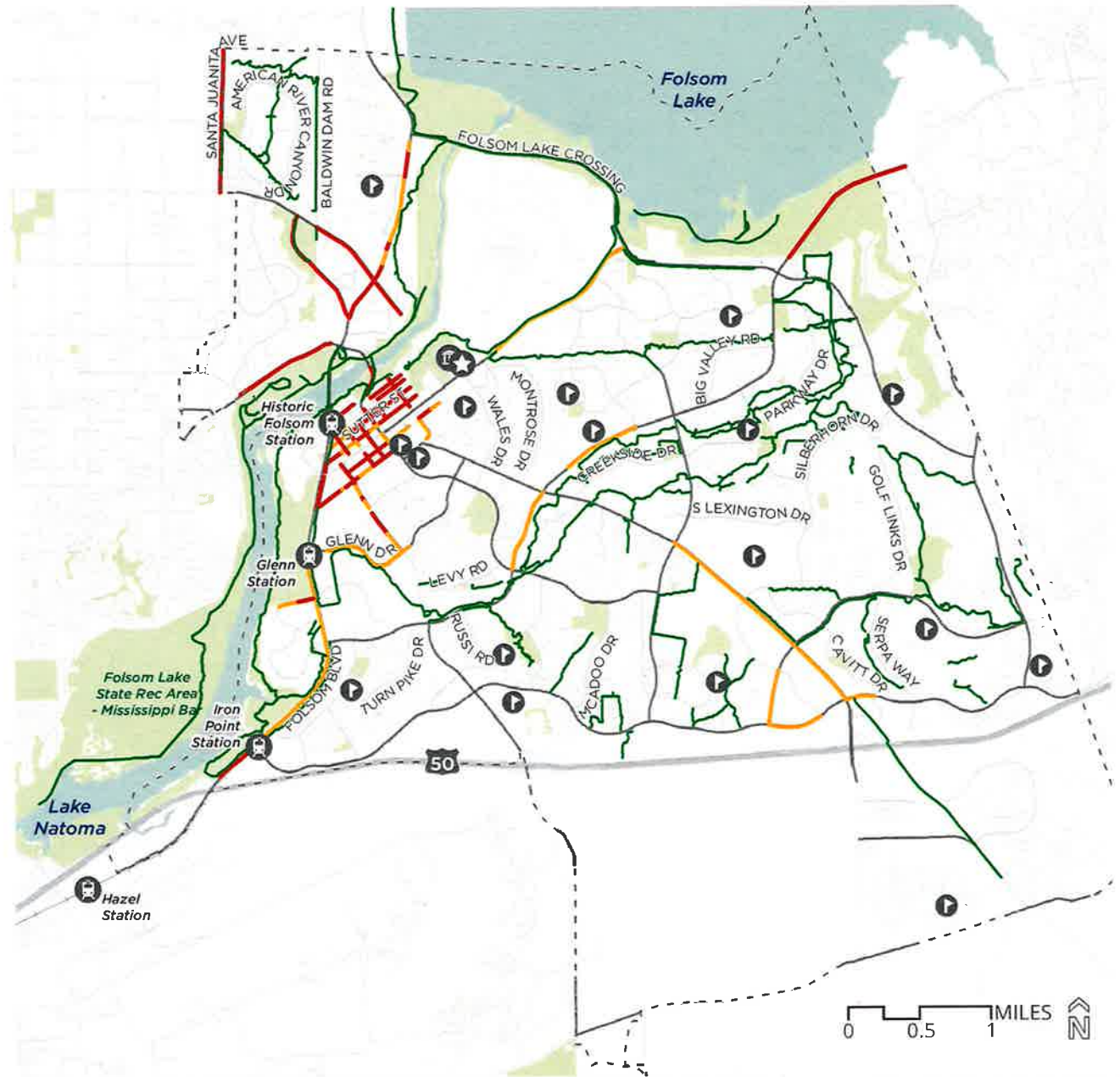
- Sidewalk Missing (Both sides)
- Sidewalk Missing (One side)
- Arterial Roadway

Existing Pedestrian Network

- Path (paved)
- Full Sidewalk

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park



Data provided by the City of Folsom, SACOG

Network Comfort



The Existing Conditions review provides insight into how complete the active transportation network is today. However, evaluation of network comfort through the Level of Traffic Stress (LTS) provides greater insight into opportunities to develop an all ages and abilities network. The LTS analysis refers to the perceived comfort level of a roadway based on factors such as vehicle travel speed on the roadway, the width of the roadway, and provision of space for bicycles.⁷ A roadway with fewer lanes for motor vehicles, lower posted speeds, and greater separation from motor vehicles is considered most comfortable, while high speeds and mixed traffic conditions are least comfortable. Generally, LTS 1 and LTS 2 are considered low stress, while LTS 3 and LTS 4 are high-stress roadways.

These scores guide understanding of who might bike along a roadway. The Four Types of Cyclists, shown in Figure 5, consider one’s interest and comfort bicycling. The majority of the population—those who are interested but concerned—are most likely to be comfortable biking only on low stress (LTS 1 and LTS 2) roadways.

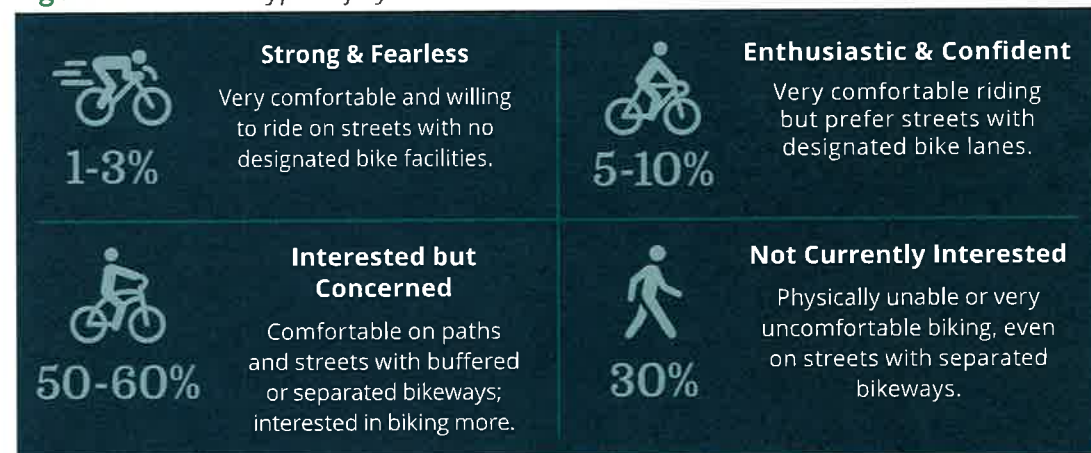
A bicycle LTS analysis was conducted to provide insight into network gaps or focus areas for improving the bicycle network. The main findings from the LTS analysis, as shown in Figure 6, include:

- Neighborhood roadways are typically low stress.
- Many minor collectors are high stress, with an LTS score of 3. Examples include two lane roadways such as Willow Creek

Drive, Sibley Street, and Silberhorn Drive.

- Major arterials are high stress. While many major arterials include designated Class II Bicycle Lanes, factors such as high motor vehicle speeds and number of lanes result in high-stress routes for bicyclists. Examples include East Bidwell Street, Blue Ravine Road, Oak Avenue Parkway, Iron Point Road, and Folsom-Auburn Road.

Figure 5 *The Four Types of Cyclists*



7. While the LTS analysis is specifically intended for bicycle networks, many of the same factors also influence perceived comfort and stress for pedestrians. In addition to existing sidewalk data, recommendations for the pedestrian network will consider the impact of high stress routes and barriers as shown in the LTS analysis results covered in this section.

Figure 6 Bicycle Level of Traffic Stress







Bicycle Level of Traffic Stress

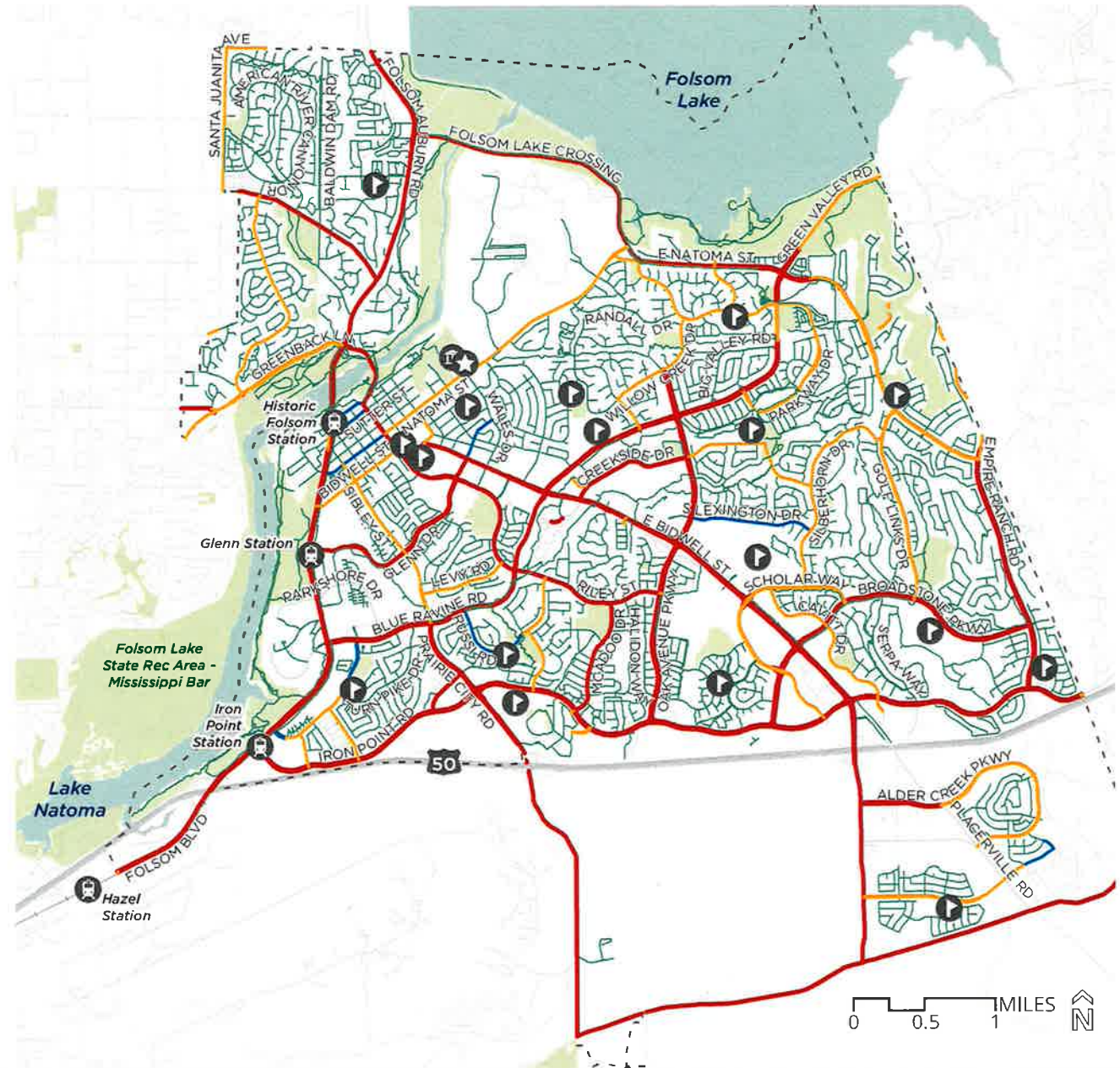
FOLSOM ATP

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

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park



Data provided by the City of Folsom, SACOG

Low Stress Bicycle Network and Barrier Roadways



The results of the LTS analysis clearly identify the barrier that major roadways present for travel within Folsom. These roadways, typically scoring as high stress (LTS 4), disrupt travel along lower stress routes, and limit connections between neighborhoods and to destinations. This can be seen in Figure 6, where high-stress roadways are shown in red (LTS 4) and yellow (LTS 3). This map shows that destinations within neighborhoods, such as smaller neighborhood parks and schools, are accessible via low-stress local streets. Destinations that require travel outside of a particular neighborhood are difficult to access because distances are far and require travel along or across high-stress arterials.

Low-stress travel—either along local residential streets or paths—is possible across some high-stress roadways where there are protected crossings. Protected crossings are places where dedicated signals exist or where the crossing is separated from the roadway. Examples include:

- Crossing Riley Street at Sutter Street Folsom Historic District

- Humbug Willow Creek Trail overcrossing of East Bidwell Street (south of Blue Ravine Road)
- Humbug Willow Creek Trail undercrossing of East Bidwell Street (south of Creekside Drive)
- Folsom Parkway Rail Trail signalized crossing of Parkshore Drive

More typically, however, low stress travel is not possible across high-stress roadways because of unprotected crossings where no dedicated signals or separated crossings exist. Examples include:

- The crossing of Folsom-Auburn Road connecting Berry Creek Drive to Jedediah Smith Memorial Trail
- The path along Natomas Ditch at Iron Point Road
- The crossing of American River Canyon Drive at Crow Canyon Drive
- Path crossing of Oak Avenue Parkway (just south of Blue Ravine Road)
- The crossing of Blue Ravine Road at Big Valley Road

An additional barrier is crossing Highway 50. Crossings of Highway 50 at Prairie City Road and East Bidwell Street are currently high stress. As the area south of Highway 50 continues to grow, as outlined in the Folsom Plan Area, it has become critically important to provide low stress travel for residents across Highway 50 in order to access the rest of Folsom. Plan recommendations consider opportunities to improve travel along and across the major, high-stress roadways in Folsom in order to expand low stress travel to schools, light rail, shopping, and other destinations.



In addition to identifying high-stress corridors, it's also important to understand where safety concerns are greatest on Folsom's roadways. A review of the reported collisions between 2015 and 2019 in Folsom provides insight into locations with high frequencies of collisions involving people walking or biking, as well as where the most severe collisions are occurring in the city. This analysis only includes data on reported collisions. It is important to note that bicycle and pedestrian collisions summarized here only reflect those that are reported; this analysis does not consider near-misses or unreported collisions.

While people walking and biking were involved in only 4.8% (144 out of 2,948) of all collisions, they accounted for 10% of all injury collisions and 26% (25 out of 96) of collisions resulting in the victim being killed or severely injured (KSI).

COLLISIONS CHARACTERISTICS AND TRENDS

Severity

There were a total of 2,948 reported collisions between 2015 and 2019 in Folsom, including 144 collisions involving someone walking (52) or biking (92).

Generally, crashes involving people bicycling (92) occurred at nearly twice the frequency of those involving people walking (52). However, pedestrians were involved more often in KSI collisions than bicyclists (15 and 10 respectively).

Collision Location

Pedestrian- and bicycle-involved collisions during this time period occurred most often at intersections. In fact, more than 75% of these collisions occurred at an intersection (110), as opposed to along a roadway (34). Collisions that occurred along a roadway, however, were generally more severe, with a slightly higher percentage (20.5% or 7 out of 34) of collisions along a roadway resulting in serious injury or fatalities compared to those that occurred at an intersection (16% or 18 out of 110).

Time of Collision

Bicycle- and pedestrian-involved collisions occurred more often during the day (111) than at night (33). However, collisions occurring at night were more severe, particularly for pedestrians. For example, 43% (9 out of 21) of collisions occurring at night and involving a pedestrian resulted in serious injury or fatality, compared to 13% (14 out of 111) of pedestrian collisions occurring during the day.

Cause of Collision

Contributing factors refer to potential causes of the collision and are recorded by the reporting officer. They do not describe blame or fault but do reflect aspects of the built environment, environmental conditions, or human behavior that contributed to the collision. Within Folsom, the most common contributing factors include:

- Driver failing to yield right-of-way to a pedestrian in a legal crosswalk
- People walking not yielding right-of-way to vehicles outside of a crosswalk
- People biking against the direction of traffic

8. Statewide Integrated Traffic Records System (SWITRS)

While not as common, improper turning movements were also noted often, particularly in connection with unsignalized intersections. Understanding these factors is important in identifying possible solutions—or countermeasures—to improve roadway safety. Provision of more crossing opportunities with marked crosswalks and provision of a complete and connected bicycle network should be considered in plan recommendations and implementation strategies.

Presence of Bicycle Facilities

More than 78% (72 out of 92) of bicycle-involved collisions occurred on corridors with bicycle lanes, including 80% (8 out of 10) of KSI collisions involving people biking.

Collisions Near Schools

The number and severity of collisions involving school-aged people walking or biking were investigated within one-quarter mile of each elementary, middle, and high school in Folsom. While Folsom Cordova K-8 Community Charter and Folsom Lake High School had the greatest number of bicycle- and pedestrian-

involved collisions, Natoma Station Elementary, Empire Oaks Elementary, and Folsom High School had collisions with the greatest severity.

COLLISION FOCUS AREAS

Figure 7 and Figure 8 that follow show areas for further focus based on both collision frequency and severity for each mode. Areas shown in red depict these focus areas and include:

Pedestrian Collision Focus Areas

- Folsom Boulevard from Natoma Street to Greenback Lane
- Natoma Street from Reading Street to Wales Drive
- East Bidwell Street from Coloma Street to Blue Ravine Road

Bicycle Collision Focus Areas

- Greenback Lane from Main Street (city limits) to American River Canyon Drive
- Folsom-Auburn Road from Greenback Lane to Folsom Lake Crossing

- Riley Street from Sutter Street to Wales Drive
- East Bidwell Street from Market Street to Harrington Way
- Iron Point Road from Williard Drive to Buckingham Way

As shown in the following figures, the collision focus areas for both bicycle- and pedestrian-involved collisions are located on major roadways—all of which are high stress according to the LTS analysis on page 21. Consistent with the collision trends highlighted in the previous section, the majority of bicycle collision focus areas are located on roadways with existing bicycle lanes; the remaining corridors do not have any existing bicycle infrastructure.

In addition to the focus areas, the map also identifies other locations where either KSI collisions occurred or a high frequency of collisions occurred.

Figure 7 Pedestrian Collision Focus Areas

Pedestrian-Involved Collisions

FOLSOM ATP

- Fatality
- Pedestrian-Involved Collision
- Collision Focus Area

Existing Bikeways

— Class I Paved Shared Use Path

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park



Data provided by the City of Folsom, SACOG

Figure 8 Bicycle Collision Focus Areas

Bicycle-Involved Collisions

FOLSOM ATP

- Fatality
- Bicycle-Involved Collision
- Collision Focus Area

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

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park



Data provided by the City of Folsom, SACOG

Summary of Challenges and Opportunities



The Existing Conditions analysis outlined in this chapter identifies several key opportunities and challenges for the bicycle and pedestrian network in Folsom. In summary, these include the following:

Opportunities

- Enhance the already extensive shared use path network to be complete, with connections to destinations such as commercial centers, schools, parks, and transit.
- Develop an on-street bikeway network that is low stress, with particular focus on upgrading Class II Bicycle Lanes on high-stress roadways and improving connections to shared use paths.
- Improve connections to and from the three Sacramento Regional Transit Gold Line Light Rail stations.
- Build upon the existing active recreational community by enhancing the shared use path network and improving bicycle and pedestrian connections to parks and shared use paths.

Challenges

- Arterials are high-stress roadways.
- Intersections and crossings, particularly along major arterials, are challenging for people walking and biking.
- Many existing standard Class II Bicycle Lanes are located on high-stress roadways.
- Sidewalk gaps limit connections to commercial centers, jobs, and the Historic District.
- The active community is focused more heavily on recreation instead of biking and walking for everyday transportation.
- The street network—with cul-de-sacs, winding roadways, and high-stress roadways—has limited connectivity between destinations.

These opportunities and challenges inform the plan recommendations in Chapter 5.



Chapter IV | Community Engagement

Process Overview



Throughout the ATP process, Folsom residents and visitors were invited to share their experiences with and vision for the city's active transportation network. Through in-person events and online forums, members of the public provided input at every phase of the plan. This chapter provides an overview of engagement opportunities and a summary of key trends of feedback received.

Engagement occurred in two primary phases:

Phase 1: During this phase, project staff provided information about the plan, gathered input on key questions, and answered questions about the process. Staff also asked how people travel today, including community-specific needs and challenges.

Phase 2: During this phase, community members were encouraged to review draft plan goals and proposed location-specific project recommendations, and to indicate anything missing and their highest priority projects.

The engagement strategy included both in-person and virtual events to provide multiple opportunities to participate while adhering to public health guidance. Each event considered the city's active transportation system comprehensively; at each event or input opportunity, questions sought feedback on the bicycle, pedestrian, and path networks simultaneously to better understand how the networks work together. Participants provided more than 2,500 comments through digital tools. In-person and virtual events were promoted through city channels, including the city website, social media pages, and city's newsletters. The four main methods for collecting community feedback included:

POP-UP EVENTS

Events were held to share information and receive comments and feedback. Pop-up events included two path pop-up events at Humbug Willow Creek Trail and two pop-up events at the Folsom Farmers Market. These pop-up events took place at existing community gatherings and aimed to reach as many residents as possible by meeting community members where they are.

PUBLIC WORKSHOPS

The Public Workshop provided a more traditional opportunity for public engagement. These events include a brief presentation followed by unstructured time to review project materials, ask questions about the planning process, and provide feedback. The Phase 1 workshop was held in-person at City Lion's Park in Folsom. The Phase 2 workshop was conducted online.

STAKEHOLDER GROUP

The Stakeholder Group guided the planning process. Including Folsom residents and active transportation advocates in the community, this group of nearly 40 people helped shape the vision and goals, engagement methods, and recommendations. Stakeholder Group meetings took place during the two outreach phases.

ONLINE ENGAGEMENT

In addition to pop-up events, workshops, and stakeholder group meetings, Folsom community members had the opportunity to share feedback through an online tool during both engagement phases. This tool introduced the plan purpose and timeline; it also featured an interactive map for participants to share feedback about specific locations across the city. During Phase 1 of outreach, community members were asked to draw routes, identify barriers to walking and biking on an online interactive map, and share other comments about what they would like to see. During Phase 2 of outreach, Folsom community members provided feedback on draft plan goals and proposed recommendations.

Nearly 500 comments were shared during both phases of engagement. Further, the online tool encouraged additional interaction among participants, providing the opportunity to comment, “like,” or “dislike” input shared by others. In total, more than 2,500 points of interaction occurred using these tools.

PHASE 1

Goals

- Confirm understanding of the existing network, including pedestrian facilities, on-street bikeways, and paths.
- Develop a more comprehensive understanding of where residents would like to walk, bike, or roll.
- Gain insight into current network challenges, such as network connectivity or safety concerns.
- Learn which facility types and types of improvements are preferred by the public.
- Inform plan goals and project recommendations.

Table 2 Phase 1 Public Outreach Events

Event Type	Event Location	Event Date
Interactive Web Map	folsomatp.altaplanning.cloud/#/	April, 15, 2021 through July 31, 2021
Pop-up Event #1	Folsom Farmers Market	May 1, 2021
Pop-up Event #2	Humbug Willow Creek Trail	June 5, 2021
Stakeholder Meeting #1	Virtual Meeting through Zoom	June 17, 2021
Public Workshop #1	Lions Park	June 26, 2021

What We Heard

Throughout the ATP process, Folsom community members shared a range of feedback, concerns, and support of the plan goals and project recommendations. There were consistent themes throughout the outreach process, including the following:

- Safety was a common concern, particularly along major roadways and locations with high motor vehicle travel speeds.
 - Similarly, many community members indicated the need for more crossings and improved safety at crossings.
 - Community members were interested in improved sidewalk network connectivity to popular destinations. Respondents shared that current conditions do not allow for seamless connections to areas that community members travel to most.
- Overall, community members were interested in improving access to paths including improving existing crossings, new mid-block crossings, and improved pedestrian and bicycle connections to paths.
 - Community members shared their concerns around safety when riding their bicycles around Folsom. Some of their insights included lack of dedicated crossings for bikes, the need for designated bike facilities, and greater protection for on street facilities.



PHASE 2

Goals

- Gather feedback on proposed plan goals and draft project recommendations.
- Gain further insight into the challenges and opportunities associated with plan implementation.
- Learn which project recommendations are priorities for the public.
- Inform the public and gather feedback on specific types of potential improvements including: intersection, connectivity, and crossing improvements for bicyclists and pedestrians; program recommendations; and bicycle facility types.

What We Heard

- **Project Cost and Implementation:** Throughout Phase 2 of outreach, the majority of community members were interested in learning how projects will be funded. They were also interested in how the ATP project costs fits within the larger city budget.

Table 3 Phase 2 Public Outreach Events

Event Type	Event Location	Event Date
Interactive Web Map	folsomatp.altaplanning.cloud/#/	November 12, 2021 through January 3, 2022
Pop-up Event #3	Humbug Willow Creek Trail	November 13, 2021
Pop-up Event #4	Folsom Farmers Market	November 13, 2021
Stakeholder Meeting #2	Virtual Meeting through Zoom	December 8, 2021
Public Workshop #2	Virtual meeting, via Zoom	December 16, 2021

- **Spot Improvements:** Community members are interested in project recommendations that connect them to different active transportation destinations throughout the city. The most popular proposed spot improvement is on Folsom-Auburn Road and connects community members to Folsom Lake Paths.
- **Sidewalk Improvements:** Community members are interested in improved network connectivity to popular destinations. The most popular pedestrian sidewalk proposed projects are located on East Natoma Street, Green Valley Road, Oak Avenue Parkway, and Greenback Lane.
- **Shared Use Path Improvements:** Community members were interested in improving the access, width and condition of shared use paths, as well as improving the conflicts between path users.

These key themes and other results from the community engagement process not only helped inform the ATP's goals and objectives, but also informed project recommendations and prioritization.





Chapter V | Recommendations

The recommended active transportation system in Folsom seeks to improve safety and comfort for all users through network improvements (physical infrastructure) and programs and policies (non-infrastructure). These recommendations are developed based on previous plans, results of the existing conditions analysis, and the public input.

The sections that follow outline the recommended infrastructure and non-infrastructure components of the active transportation network that aim to make biking and walking an integral part of everyday life for people who live, work, and visit Folsom.



Network Improvements: Capital projects that are identified along the street and path network (linear recommendations) and at specific locations (spot recommendations). Network improvements include the following:

- Linear bicycle recommendations: On-street bikeways and paths
- Linear pedestrian recommendations: New and enhanced sidewalks
- Spot recommendations (bicycle and pedestrian): Specific intersections, path connections, or mid-block locations for improvement; may include new or improved crossings, improved access to destinations, or specific safety improvements



Programs and Policies: Initiatives that support a well-functioning active transportation system and improve outcomes for each capital investment.

Programs can provide education about how to get around by bike or by foot, including route options, safety tips, and how to connect with other modes, like transit. Programs also provide encouragement, whether it's helping connect people through walking or bicycling groups, incentives for trying out other ways to get around, or supporting the choice to walk or bike more generally. Policies address issues such as the longevity of the city's investment in the active transportation network, access and use of the network, the design standards for the network, and evaluation of the active transportation network.

Bicycle and Shared Use Path Network Improvements



Recommended improvements to the bicycle network, shown in Figure 9, seek to improve network connectivity, increase low-stress network connections, and support safer and more comfortable travel for people bicycling. The proposed network includes a combination of on-street improvements, enhanced paths, and new off-street shared use paths.

The recommended network builds on the backbone of existing paved shared use paths and expands connections to the path system through low-stress on-street connections. Paths located along creeks, rail corridors, and roadways support more direct routes and improved recreational opportunities. Low-stress on-street facilities, such as Class IIIB Bicycle Boulevards and Class IV Separated Bikeways, support connections to the path network.

A network of Class IV Separated Bikeways provides greater separation for travel along major roadways, connecting to the path network and other destinations such as transit, shopping centers, office parks, and the Folsom Historic District. Where a separated bikeway may not be desired or feasible, other facilities such

as Class IIB Buffered Bicycle Lanes, Class II Bicycle Lanes, and Class III Bicycle Routes supplement the low-stress bicycle network.

The proposed bicycle network, including the specific bicycle facility types, was informed by public input, the existing conditions (needs) analysis, typical roadway conditions, plan goals, and best practices in bikeway design. While low stress facilities and greater levels of protection are desirable across the city, development patterns, available right-of-way, and other constraints may require different bikeway treatments. Further, some locations may require further analysis of on-street

parking needs to better allocate available pavement for the movement of residents and visitors. For more information, reference the Design Guide in Appendix A.

This Plan recommends 145 miles of new or upgraded bicycle facilities across Folsom, proposing upgrades to about 37 miles of existing facilities and adding about 108 miles of new bikeways. Table 5 provides an overview of the proposed bicycle network broken down by bikeway class. When fully built out, Folsom will have over 200 miles of dedicated bicycle facilities that form a connected network.

Table 4 *Bicycle Facility Miles by Classification*

Facility Type	Existing Mileage	Proposed Mileage	Upgraded Mileage	Full Buildout Mileage
Class I Shared Use Path (Path)	50.3	39.9	0.0	90.2
Class II Bicycle Lane	59.7	2.3	35.5	26.5
Class IIB Buffered Bicycle Lane	3.6	3.7	1.5	5.7
Class III Shared Bikeway	0.9	0.6	0.0	1.5
Class IIIB Bicycle Boulevard	0.0	24.8	0.0	24.8
Class IV Separated Bikeway	0.5	36.7	0.0	37.2
Total	129.4	108	37	200.3

BICYCLE BOULEVARDS

Bicycle boulevards provide an all ages and abilities route along neighborhood roadways. With lower travel speeds and fewer cars, these routes are designed to prioritize bicycle travel.

Bicycle Boulevards include three main components:

- **Speed Management and Traffic Calming**, including reduced speed limits, speed tables (1), chicanes (2), and more to increase route comfort and safety
- **Volume Management**, to discourage cut-through traffic and limit non-local trips
- **Bicycle and Pedestrian Priority at Intersections**, including improved crossing infrastructure (3) to support safe crossings at major roadways

In combination with wayfinding, bicycle boulevards not only support connections to neighborhood destinations but also provide on-street connections to shared use paths to create a complete, connected bicycle network. For more information on the components of a bicycle boulevard, see Appendix A.

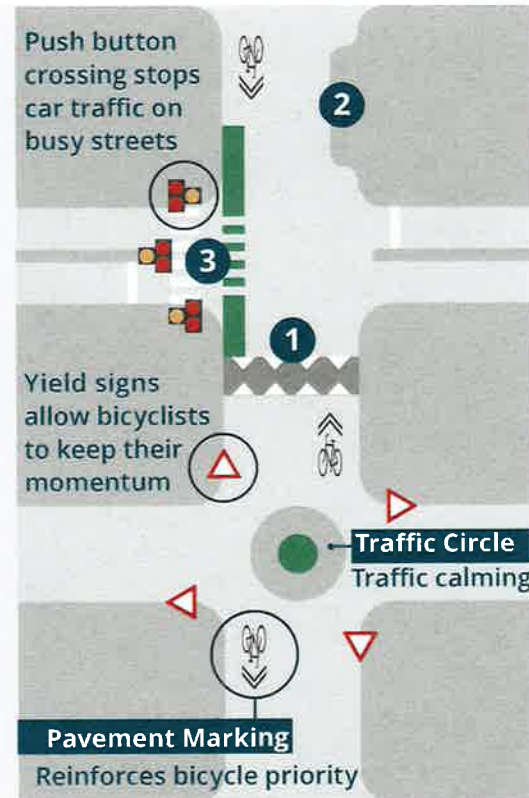


Figure 9 Proposed Bikeways

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 Path

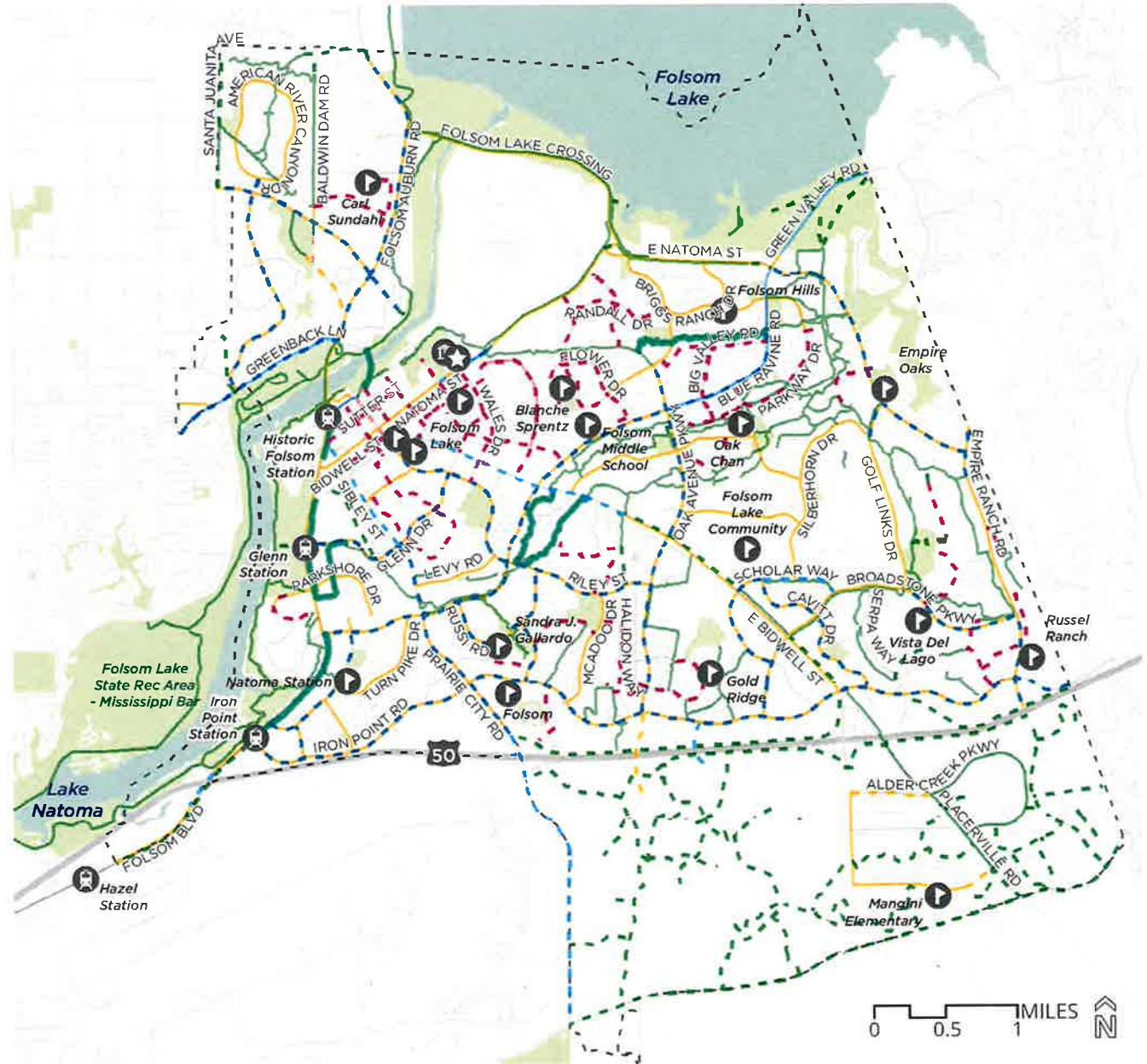
Existing Bikeways

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

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park

Data provided by the City of Folsom, SACOG



Shared Used Path Enhancements



Shared use paths form the backbone of the low-stress active transportation network in Folsom. In addition to nearly 40 miles of proposed new shared use paths, the plan also recommends enhancements to existing corridors, as shown in Figure 9. Locations of enhanced shared use path segments include along the Humbug-Willow Creek Trail, Folsom Rail Trail, and Oak Parkway Trail.

Shared use path enhancements not only improve the quality of existing paths but also seek to improve the safety and comfort for all user groups.

Shared use paths with a high volume and variety of users are good candidates for enhancements. Unlike on-street bikeways or sidewalks, shared use paths include people walking, biking, and rolling. A popular shared use path, for example, can create tension and discomfort among users, especially when there is limited space and users are traveling at a wide range of speeds. Path enhancements can include a variety of measures such as increasing the path width, adding a shoulder, centerline striping, and

separating users. Shared use path enhancements can also include wayfinding and/or policy changes to improve user experience. Wayfinding improvements can include directional pavement markings and other types of signage to guide users, while policy and related promotional campaigns can encourage users to share the path. For more information, see the Policy and Programs section.

In addition to the enhancements mentioned above, shared use paths also provide an opportunity to integrate green stormwater infrastructure into the path design. Green infrastructure is a catchall term that describes sustainable stormwater management practices and infrastructure. Through strategies including biofiltration planters, bioretention swales, trees, native landscaping, and permeable pavement surfaces, more water can return to the ground and natural systems while reducing strain on existing water systems.

Some of the benefits of green infrastructure include:

- Reduces the surface temperature of the street/path and the surrounding area.
- Improves water quality, air quality, and reduces energy use by capturing stormwater runoff.
- Provides habitat for a variety of insects and birds and improves habitat in local watersheds.
- Improves mental and physical health through better air quality, shade and cooler temperatures, beautification, and contact with nature.



Centerline striping along a shared use path in Folsom helps to communicate that users should expect travel in both directions and encourages users to travel on the right and pass on the left.



Delineating separate spaces for pedestrians and bicyclists can help alleviate conflict among modes in high use areas. This can be completed through pavement markings or use of different materials to clearly designate space.



A soft-surface shoulder alongside a shared use path provides additional space for path users, particularly runners or others who prefer natural surface paths.



Pavement signage further emphasizes that the path is bi-directional and shared among a variety of users. While this does not create additional space, it provides reminders of path etiquette along the length of the path.

Pedestrian Network



Sidewalks form the foundation of the pedestrian network, connecting residents to destinations such as schools, transit, parks, and shopping. Pedestrian Network recommendations build on the sidewalk inventory completed during the existing conditions phase of this plan and identify opportunities to complete the sidewalk network along the corridors inventoried.

Recommendations shown in Figure 10 include completion of the sidewalk network on both sides of the roadway to provide a complete and connected pedestrian network and enhanced connections to and from the path network. This includes completing sidewalks along most residential streets in the Folsom Historic District and sections of major arterials both north and south of the Historic District such as Folsom Boulevard, Folsom-Auburn Road, Greenback Lane, and large sections of Oak Ave Parkway, East Natoma Street, and Broadstone Parkway.

This Plan recommends 21.5 miles of new or upgraded sidewalks across Folsom, which includes 11.7 miles of filling sidewalk gaps on both sides of the street and 9.8 miles of filling sidewalk gaps on one side of the street.

Corridor sidewalk recommendations should be considered in coordination with spot recommendations (outlined in the next section) to further facilitate a connected network in Folsom and improve access to the city's path system.

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 Shared Use Path

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park

Data provided by the City of Folsom, SACOG



Intersection and Crossing Improvements



Intersection and crossing improvements are crucial to a complete and connected active transportation network. This includes upgrading existing crosswalks to provide safer crossing opportunities, installing new crosswalks at high-demand locations, and facilitating access to the shared use path network along major roadways. The recommendations identified seek to improve the comfort and safety of intersections; enhance network connectivity; and provide access to destinations.

In addition to supporting a complete and connected low-stress network, intersection improvements were also one of the most commonly-requested improvements during the public engagement phase of this plan.

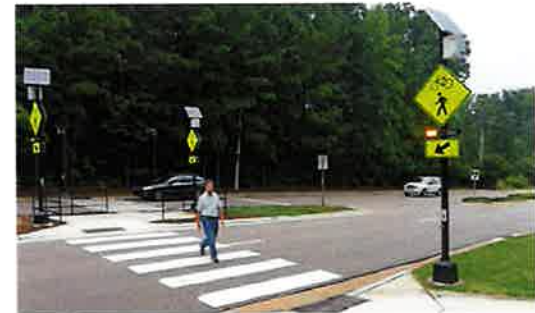
The resulting recommendations (Figure 11) locate specific intersections, path connections, or mid-block locations for improvement and are intended to improve conditions for both people walking and people biking. Spot locations were identified based upon factors such as a history of collisions, high stress crossings,

access to key destinations, identification in previous planning efforts, and connections to and from linear recommendations such as paths, sidewalks, and bikeways.

Intersection and Crossing Improvements are categorized based on the type of roadway, whether or not there is a traffic signal, if there is existing infrastructure to support crossings, and if it provides direct access to shared use paths. Overcrossings or undercrossings are also identified at locations that cross a major barrier such as a highway, and therefore could benefit from a crossing that is completely separated from motor vehicle traffic.

The following tables identify the recommended improvements associated with each category. Each location should be further analyzed as the project advances through design to determine the specific infrastructure needs. More information about crossing treatments can be found in Appendix A.

The following tables break down the different types of spot recommendations and potential design improvements.



Path Spot Recommendations



These locations represent locations where a path intersects with a roadway. It considers existing conditions of this crossing, including existing traffic signal locations, existing stop control and crossing infrastructure, and roadway functional classification.



Table 5 Path Spot Recommendations

Type	Description of Improvements
Existing Traffic Signal	<ul style="list-style-type: none"> Establish a dedicated bike crossing to reduce conflict with pedestrians. Remove slip lanes and reduce curb radius to slow turning speeds Signal improvements, including pedestrian countdown signal, APS buttons, lengthening pedestrian crossing times and/or Leading Pedestrian Interval, No Right on Red, and dedicated left turn phase where applicable Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed Improve visibility through lighting and improved sight lines
Unsignalized, No Existing Crossing Infrastructure	<ul style="list-style-type: none"> Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed Evaluate opportunity for rectangular rapid flashing beacon (RRFB) or pedestrian hybrid beacon (PHB) Shorten crossing distances through pedestrian refuge islands, curb extensions, and other traffic calming Improve visibility through lighting and improved sight lines
Unsignalized, with Existing Stop Control, Crosswalk(s)	<ul style="list-style-type: none"> Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed Evaluate pedestrian hybrid beacon or rectangular rapid flashing beacon installation Shorten crossing distances through pedestrian refuge islands, curb extensions, and other traffic calming Improve visibility through lighting and improved sight lines
Unsignalized - Existing High Visibility Crosswalk and Refuge Island	<ul style="list-style-type: none"> Evaluate pedestrian hybrid beacon or rectangular rapid flashing beacon installation Install ADA compliant curb ramps Improve visibility through lighting and improved sight lines
Minor Road	<ul style="list-style-type: none"> Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed In-Street Pedestrian Crossing Sign Reduce crossing distances through curb extensions and other traffic calming Improve visibility through lighting and improved sight lines

Major Roadway Spot Recommendations



These locations represent crossing improvements involving a major roadways, including arterials. The locations may intersect with existing or proposed bicycle and pedestrian infrastructure and should integrate accordingly. For locations with adjoining bicycle facilities, additional improvements may be considered, such as bike signals, bike crossings, and bike boxes.



Table 6 Major Roadway Spot Recommendations

Type	Description of Improvements
Existing Traffic Signal	<ul style="list-style-type: none"> • Signal improvements, including pedestrian countdown signal, lengthening pedestrian crossing times and/or Leading Pedestrian Interval, No Right on Red, and dedicated left turn phase where applicable • Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed • Improve visibility through lighting and improved sight lines • Provide pedestrian refuge island • Consider bike boxes and dashed green pavement markings through intersection for bikes when appropriate • Install advanced yield/stop bars
Unsignalized	<ul style="list-style-type: none"> • Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed. Raised crosswalks may be considered. • Improve visibility through lighting and improved sight lines • Shorten crossing distances through pedestrian refuge island • Evaluate pedestrian hybrid beacon or rectangular rapid flashing beacon installation • Install advanced yield/stop bars

Minor Roadway Spot Recommendations



These locations represent crossing improvements involving minor roadways, including local roads. They are typically surrounded by residential land uses, are not located along major commercial corridors, and have limited existing crossing infrastructure. These locations may intersect with existing or proposed bicycle and pedestrian infrastructure and should integrate accordingly. For locations with adjoining bicycle facilities, additional improvements may be considered, such as bike signals, bike crossings, and bike boxes.



Table 7 Minor Roadway Spot Recommendations

Type	Description of Improvements
Unsignalized	<ul style="list-style-type: none">• Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed• Reduce crossing distances through curb extensions and other traffic calming• Coordinate improvements with Class IIIB as applicable

Systemwide Improvements

While spot recommendations identify areas of specific concern, the Folsom ATP also recommends the city explore systemwide improvements to crossings, such as the implementation of Leading Pedestrian Intervals and No Right on Red restrictions in locations with high pedestrian demand. These areas may include commercial centers, transit stations, schools, paths, and parks. Leading Pedestrian Intervals, for example, give pedestrians a head-

start crossing the street at signalized intersections by activating the walking signal a few seconds before cars are permitted to go. This can dramatically improve visibility and predictability between vehicles and pedestrians, particularly for motor vehicle turning movements. Systemwide improvements are explored further as part of the Design Guide in Appendix A and are not reflected on the spot recommendation maps or project tables.

Figure 11 Proposed Intersection Improvements

Proposed Spot Improvements

FOLSOM ATP

Proposed Spot Improvements

- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Path / Minor Road
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

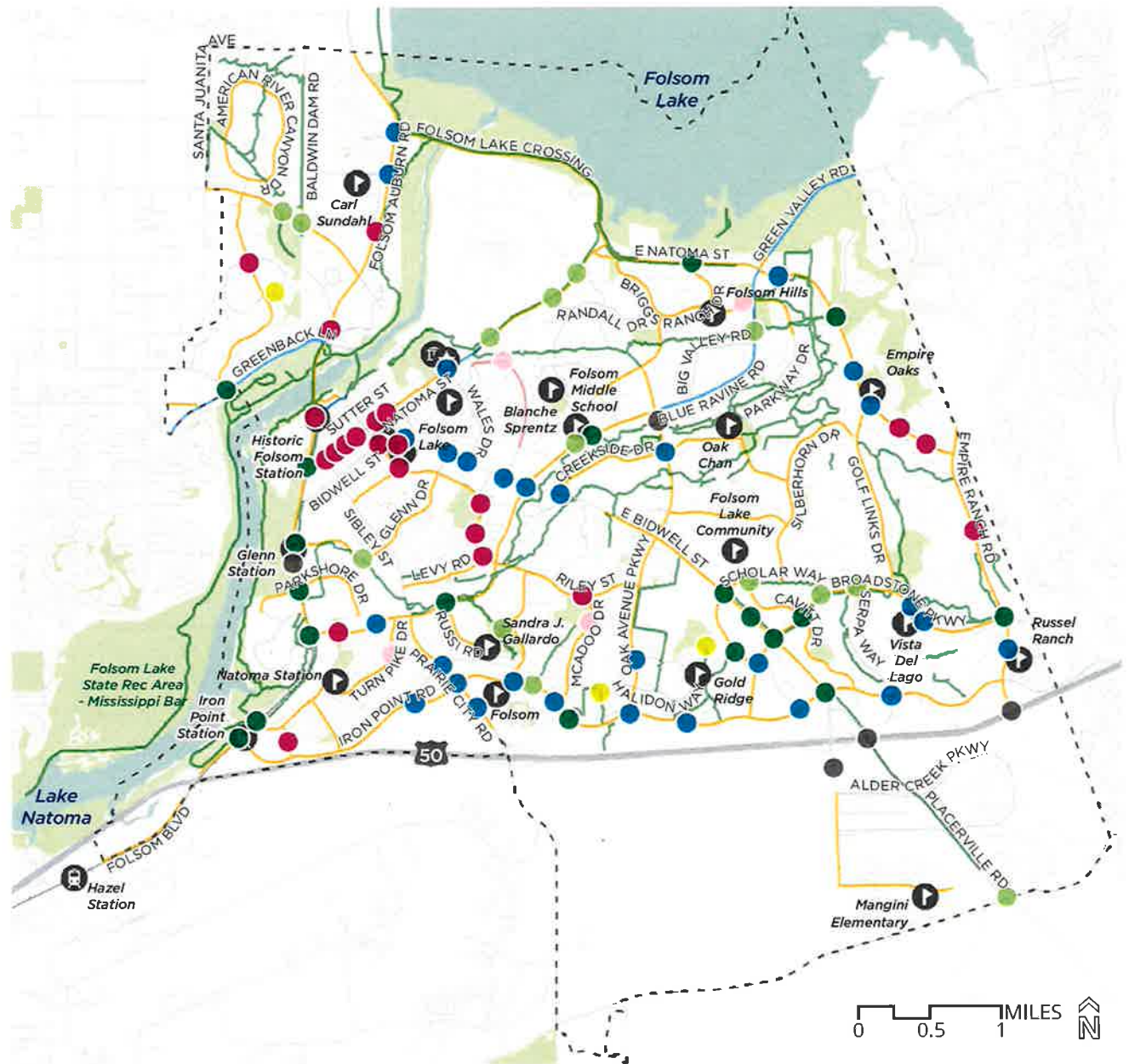
Existing Bikeways

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

Destinations + Boundaries

- Ⓜ City Hall
- ★ Community Center
- 🎓 School
- 🚊 Light Rail Station
- ⋯ City Boundary
- 🌳 Park

Data provided by the City of Folsom, SACOG



Programs + Policies



PROGRAMS

Programs refer to non-infrastructure efforts that support walking, bicycling, and other mobility options in the city. Programs supplement infrastructure improvements by helping connect residents and visitors to these new ways to get around.

The ATP recommends the programs outlined in the sections that follow.. Successful implementation of programs may require additional investment in city staff, including increasing the number of staff dedicated to bicycle and pedestrian issues. Dedicated staff are crucial to ensuring the success and longevity of these programs. Partnering with local organizations and other agencies is also an essential strategy to creating a sustainable program.

Safe Routes to School (SRTS)

SRTS initiatives provide education and encouragement to students, family, and school communities seeking to increase the use of active and shared modes of travel. This program can include a wide range of activities and events and may be accompanied through local street

improvements focused on improving the safety of students traveling to and from school.

Currently, the Sacramento Area Council of Governments (SACOG) and Civic Thread (previously known as WalkSacramento) promote and support SRTS programs and projects throughout the Sacramento region. SACOG adopted a SRTS policy in 2012 and Civic Thread partners with communities throughout the region to implement and establish SRTS programming. Additionally, the 50 Corridor Transportation Management Association (TMA) works with schools in the region, including the Folsom-Cordova Unified School District, through a Smart Routes to School Program.

The City of Folsom should implement a comprehensive SRTS program in coordination with the Folsom-Cordova Unified School District and other schools operating in the city. This is consistent with the goals of the ATP and supports the mobility component of the Folsom General Plan. Coordination with SACOG, Civic Thread, and/or the 50 Corridor TMA can help connect the city with existing resources, funding opportunities, and the formation of a SRTS program.

Potential Safe Routes to School program offerings to schools include educational resources to promote active travel to school; regular events to celebrate walking and biking; a crossing guard program to promote safe pedestrian and driver behavior at school crossings; data collection to understand existing mode share and family perception of active travel to school; walking school buses and bike trains to support travel to school; and suggested route maps to help families identify the best route to school.



Bicycling Classes for Adults

The city should partner with other organizations, such as Friends of Folsom Parkways or Cycle Folsom, to provide a regular education program that connects adults in the community with information about bicycling. Identified in the previous Bicycle Master Plan, the Mobility component of the Folsom General Plan, and as a point for improvement in the 2016 Bicycle Friendly Community Report Card, an adult bicycle education program would connect adults in Folsom with information they need to integrate bicycling into their transportation options.

Courses for bicycle safety are based on a curriculum from the League of American Bicyclists that focuses on how bicyclists should behave to be safer, more predictable, and more confident riding on streets both with and without dedicated bicycle facilities. The classes can also incorporate photos and video clips of local roads to help students understand how various scenarios apply to Folsom locations. The city can provide additional support by advertising the courses and providing meeting space.

Path Ambassador Program

The City should expand upon the City's Citizens Assisting Public Safety (CAPS) Volunteer program to include a Path Ambassador program. Similar to the existing American River Bike Patrol, the program would consist of volunteers who assist with education around path etiquette, provide safety and equipment advice, and directional advice on the City's path network.

Traffic Safety/Marketing/Promotional Campaigns

The city should expand upon the recommendations from the previous Pedestrian Master Plan and Bikeway Master Plan to implement a holistic traffic safety campaign that provides community education about safe driving, bicycling, and walking behavior. This can be further expanded to include information on how to safely share the path and encourage path etiquette along Folsom's shared use paths.

Campaign messages should respond to common issues in Folsom and address community safety priorities. This may include not texting while driving or

walking, how to securely lock your bicycle, the importance of being seen at night as a pedestrian or bicyclist, helping drivers understand where to anticipate bicyclists, and increasing awareness of California's Three-Foot Passing law.

Local students could create artwork for the updated campaign as part of a Traffic Safety Poster Contest. The posters can highlight and share information about newly completed projects, such as green transition areas and new separated bikeways. Funding could be provided by a grant from the California Office of Traffic Safety. The city can develop messaging and choose graphics with involvement from local stakeholders, law enforcement, schools, business owners, civic leaders, and community advocates to maximize engagement and effectiveness.

"STREETSMARTS" CAMPAIGN

Folsom can join other California cities in implementing "StreetSmarts" media campaigns. StreetSmarts uses print media, radio, and television to educate the community about safe driving, bicycling, skateboarding, and walking behavior.

Transportation Demand Management Campaign

Consistent with the Mobility component of the Folsom General Plan (M 1.1.9), develop a citywide Transportation Demand Management (TDM) Program to reduce single occupancy vehicle trips. This effort will build on the City's existing involvement with the 50 Corridor Transportation Management Association (TMA), a public-private partnership that seeks to reduce single-occupancy vehicle trips along the Highway 50 corridor. The proposed program will provide a menu of strategies and programs that can support developers and employers in promoting more active and shared travel for commutes. Some examples of TDM strategies include employer-based ridesharing programs, subsidized travel for nonmotorized commutes, and requiring developers to minimize available parking and contribute funding for nonmotorized forms of transportation. Explore opportunities to expand partnership with the City of Sacramento due to the commute patterns between the two cities.

Bike Parking Program

Bicycle parking and related trip end facilities complete the bicycle network. A convenient

and secure location to store a bicycle while at a destination is necessary for trips made by bike, especially when connecting to transit. While bicycle parking is available in many locations around Folsom, requests for more parking options was one of the most frequent comments provided during public engagement activities. This includes requests for both increased quantity of parking options as well as greater distribution across the city.

Bike parking can be either short-term or secure and long-term. Short-term parking is meant to accommodate bicyclists who park for up to two hours and is common along Sutter Street in the Historic District, for example, but less common in other areas of the city, such as at shopping destinations, parks, and community centers. Long-term parking, such as bike lockers, is intended for riders who park over two hours, e.g., employees, students, and residents. BikeLink—secure and enclosed bike lockers—at the light rail stations in Folsom are one example. More information bike parking types can be found in Appendix A.

Consistent with the Mobility component of the Folsom General Plan, the city should coordinate with local businesses, property



owners, and open space agencies to install secure bicycle parking near major destinations across Folsom. Bike parking options should include locations that accommodate bikes of differing sizes or supporting e-bikes and charging locations, particularly within secure parking areas. Folsom should also review and update its development standards to encourage greater provision for bicycle parking in new developments.

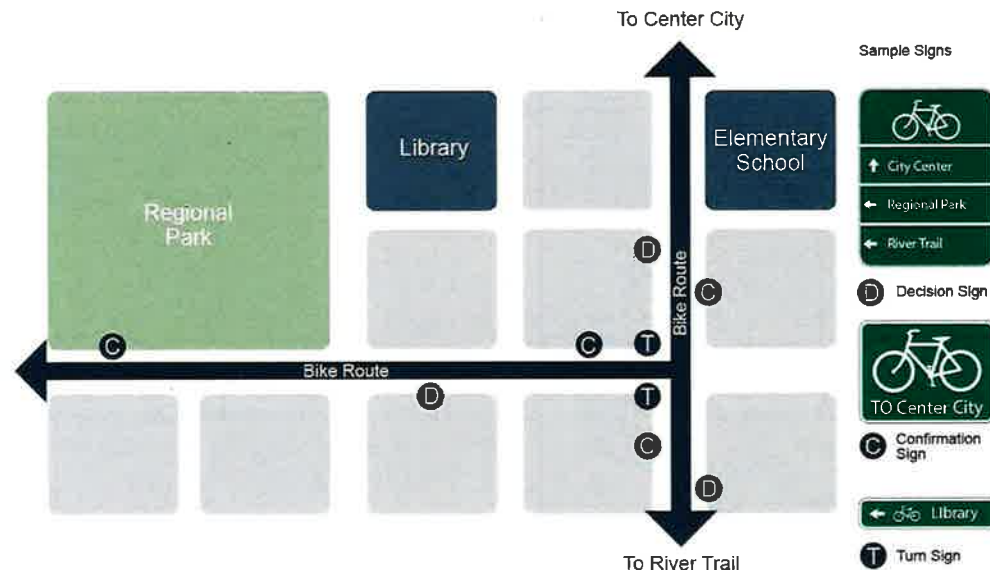
Citywide Wayfinding

A comprehensive wayfinding program will support active transportation users across the city. Through a series of signs, kiosks, and pavement medallions, a wayfinding system will direct people walking and biking to their destinations, encourage greater exploration of the city, and help people feel more comfortable traveling across on-street and off-street networks.

Throughout the public engagement for the ATP, participants frequently noted a lack of navigation support, especially for preferred routes of travel and access to the shared use path network. The City of Folsom currently has minimal wayfinding throughout the bicycle, path, and pedestrian network; elements that are in place are not part of a comprehensive system that is easy to recognize and understand.

As part of the implementation of the ATP, the city should establish a consistent wayfinding system for its bicycle, path, and pedestrian networks that leverages the city's visual brand; supports connections to transit, paths, parks, and schools; and celebrates the active transportation opportunities across the city.

Figure 12 Typical Locations for Wayfinding Signage



Some of the common components of a wayfinding system are described below, including the types of common signs, the required standards and guidelines, and other optional elements.

Navigational Elements

The types of signs that provide bicyclists and pedestrians with navigational information consist of decision, confirmation, and turn signs (described in Table 8). Figure 12 provides typical locations of signs. These signs are featured at specific points along a route that users can rely on throughout their trip. For

example, decision signs (D) are located before an intersection of two routes; turn signs (T) are found before turns; and confirmation signs (C) are located after the turning movement and periodically along routes to confirm that the user is on the right path. The predictability of sign locations can help users feel more comfortable and confident navigating the city, whether walking or bicycling.

Signage Technical Guidance

A variety of standards and guidelines influence both the design and placement of wayfinding elements in Folsom. The

Manual of Traffic Control Devices (MUTCD) provides standards and guidelines for the design, size, and content of wayfinding signs. However, many jurisdictions have implemented unique signs to enhance visibility while reinforcing local identity.

Bicycle Guide Signs

Both on-street and off-street bicycle facilities are required to follow the standards within the MUTCD. The State of California has adopted specific state

standards for all traffic control devices called the CA MUTCD, which supersedes the MUTCD:

- D11-1: Bicycle Route Guide Sign
- D1-1b: Destination Supplemental Sign
- M7-1 through M7-7 Directional Arrow Supplemental Sign

The combination of standard signs with modifications allows for consistent signage throughout Folsom while branding the network.

Community Wayfinding

Community wayfinding signs allow for an expression of community identity, reflect local values and character, and provide more information. California has not yet adopted MUTCD community wayfinding standards, but many communities use these.

Other Wayfinding Elements

In addition to the core elements, several other wayfinding elements should be considered:

- Distance and time: Adding distance in familiar units can be a helpful encouragement tool for bicycling and walking. Some cities include travel time.
- Street name sign blades and sign toppers: Some cities have enhanced street name sign blades to recognize bikeways and major pedestrian routes.
- Pavement markings: Directional pavement markings indicate confirmation of bicycle or pedestrian presence on a designated route and indicate turn locations. Pavement markings can often be more visible and can help supplement or reinforce signage.

Table 8 Wayfinding Sign Types

Decision Sign (D)	Confirmation Sign (C)	Turn Sign (T)
<p>Clarify route options when more than one is available</p> <p>Typically include a system brand</p> <p>Up to 3 destinations</p> <p>Distance in time or miles (based on 10 mph or 6 minutes per mile)</p> <p>FHWA standard size for 3 destinations is 18" H x 30" W</p> <p>Municipalities can modify, often 24" W x 30" or 36" H, and place a bicycle symbol at the top</p> <p>Generally, 6" of vertical space per destination</p> <p>Sign width not standardized by the CA MUTCD</p>	<p>Placed after turn movement or intersection to reassure that they are on the correct route</p> <p>Standard D11-1 series signs, system brand mark, and route or pathway name may be included</p> <p>The minimum size of 24" W x 18" H should be used for bike route signs, both on and off-street</p>	<p>Clarify a specific route at changes in direction</p> <p>Used when only one route option is available</p> <p>Standard D1-1 series sign: system brand mark, route or pathway name, and/or a directional arrow may be included</p> <p>A minimum of 6" should be used for arrow plaque, the width may vary with destination length</p> <p>Standard turn arrows (M5 and M6 series) may be used to clarify movements</p>

POLICIES

As biking, walking, and rolling in Folsom grows, it is important to identify opportunities within city policy and practice to better support development of the active transportation network. The following policy recommendations consider issues such as the longevity of the city's investment in the active transportation network, access and use of the network, and evaluation of the active transportation network.

Facility Standards

The city should review and update all relevant policy and design standards regarding bikeway, path, and sidewalk design, materials, and supporting amenities to be consistent with best practices and state and federal standards. Evaluate and revise facility standards as needed to provide for accessible facilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act.

For Class I Shared Use Paths, utilize best practices design standards and guidelines to accommodate all path user groups. Consider wider paths, separated spaces for travel, and other design interventions to improve safety and comfort along Class I facilities.

Maintenance

Routine maintenance can prolong the life of surface materials, increase the utility of the system, and encourage greater use of the network. This includes maintaining bike lanes, protected facilities, and sidewalks by keeping them clear of debris, surfaces free from obstructions, and crossings well-marked. For shared use path, maintaining access points, path surface, and crosswalks are important components to a well-functioning and effective system that supports trips of all types.

It is recommended that the city expand upon the maintenance recommendations outlined in the Folsom Bikeway Master Plan (Policy 7.5.2) to develop a routine maintenance schedule and track maintenance over time. These activities should include all components of the bicycle, pedestrian, and path networks.

In addition to routine maintenance, the city should track more significant maintenance needs and integrate these improvements into annual budgeting. This should include a mechanism for public reporting of issues along the network. This information should be tracked in a manner consistent with the system inventory recommended as part of this plan.

Data Management/Collection

Data regarding all active transportation facilities and activity should be collected regularly. Three primary areas for data collection that should be explored and expanded include:

- **Safety:** To better understand crash patterns and who is affected, opportunities to record additional information on crash types and parties should be explored.
- **User Counts:** Implement an annual counts program to track use of existing facilities and identify areas for future facility implementation. Counts programs can rely on permanent automatic counters, temporary counters, or manual counts completed in coordination with local volunteers.

Counts should be collected annually, utilizing consistent locations and methodology. The National Bicycle and Pedestrian Documentation project provides information on how to get started.

- **Infrastructure Inventory:** Project implementation and maintenance is best supported when location and quality of assets is known. To better track implementation progress and identify locations for new crosswalks, maintenance needs, or other project opportunities, the City should develop a comprehensive database that documents existing infrastructure, such as: signal locations; crosswalk locations and quality; sidewalk and bikeway location, quality, and width; pedestrian-scale lighting location; traffic calming locations; bicycle parking location, type, and capacity; and similar. The data plan should include considerations for regular updates to the data set and protocols for integrating new projects

Annual Report Card

An annual report card assesses the city's progress toward goals and objectives outlined in the ATP, its projects and programs, and shifting mode share for active transportation. Annual report cards can also incorporate a review of project effectiveness to evaluate the costs and benefits of various efforts and adjust investments to maximize results.

The ATP recommends the City to develop an annual report card that tracks progress toward implementing this plan. The report card should incorporate annual collision data, safe routes to school program and participation data (once implemented), walking and bicycling counts, and other relevant information to highlight successes and challenges of improving walking and bicycling each year.

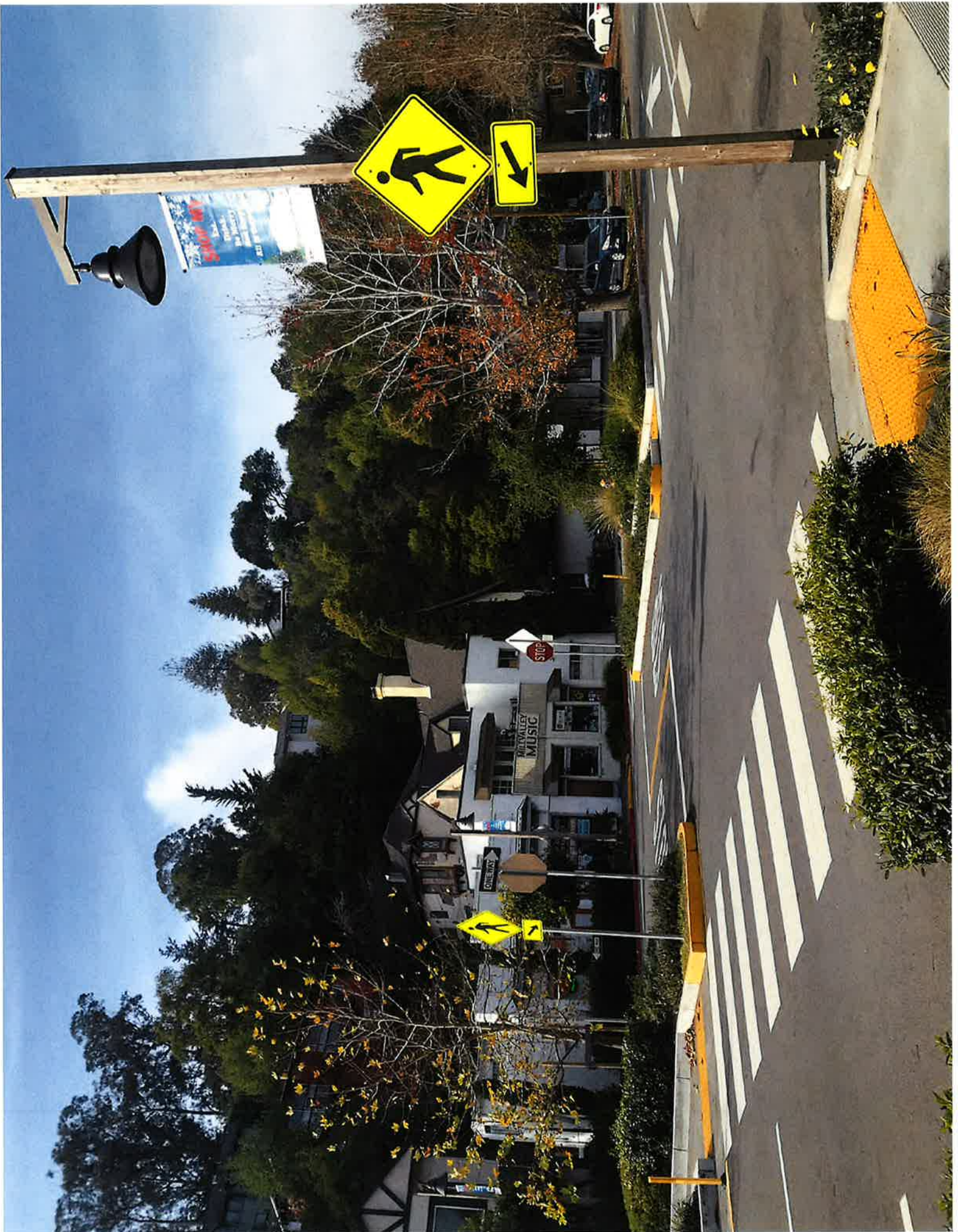
Vision Zero

The City should consider the adoption of a Vision Zero policy and program that seeks to eliminate all traffic fatalities and severe injuries. The strategy also includes a focus on creating safe, healthy, and equitable

mobility for all. Adoption of a Vision Zero strategy includes data collection and analysis, community engagement and education, engineering approaches, and a clear timeline for action. This effort should build on the findings of the City of Folsom Local Road Safety Plan (2021), which further analyzed collision characteristics within the city for all modes.

Path Management

The path system supports both recreational and transportation trips in Folsom. With an increasing number of personal e-bikes and e-scooters—as well as the potential for a future shared mobility program—the City should develop clear policy regarding the use of shared use paths by these modes. This guidance should be consistent with county, regional, and state guidance. Information regarding this policy should be made available through educational and encouragement materials, including at trailheads and other key access points. This information can also provide guidance to users about path etiquette and help reduce potential conflicts along the pathway.





Chapter VI | Implementation

Project Prioritization



While the ATP recommends a series of projects that support a complete and connected low-stress network, limited resources require an action plan that identifies which projects may have the greatest impact. This section presents the prioritization strategy for evaluating projects recommended in the City of Folsom Active Transportation Plan. The factors included in this strategy are based on plan goals to advance the community vision for active transportation.

Table 11 summarizes the prioritization criteria as well as the scoring applied for each. Projects are evaluated against only those within the same category of improvements (e.g., sidewalk improvements are evaluated only against other sidewalk improvements). Maps displaying the results for each type of improvement and the resulting project tables are shown in the pages that follow.

Projects are sorted into Short-Term, Mid-Term, and Long-Term improvements. Short-term improvements received a high prioritization score and are expected to have the greatest impact on the network; these improvements should be considered in the near-term based on funding availability. Conversely, long-term improvements received lower prioritization scores and are expected to have less impact on the network. However, the following project lists are not intended to restrict the order of implementation. Projects may be implemented to reflect current city funding priorities and as opportunities become available—such as funding availability, projects that are already in process, and coordination with other projects or development.

Table 9 *Prioritization Framework*

Prioritization Factor	Definition	Proposed Scoring
Network Completeness	Project closes an existing gap in the network	<ul style="list-style-type: none"> • 10 Points: Segment connects on both ends to fill a gap in the existing network • 5 Points: Segment connects to an existing facility on only one end
Network Connectivity	Project improves connections to destinations, including schools, parks, transit, paths, and employment centers	<ul style="list-style-type: none"> • If project is located within ¼ mile of a destination, it receives 2 points (up to 10 points total)
Network Comfort	Project improves an existing high stress route or crossing.	<ul style="list-style-type: none"> • 10 Points: Project improves an existing LTS 3 or LTS 4 route; for spot improvements, project improves crossing of LTS 3 of LTS 4 route
Network Safety	Collision occurred at the project intersection or along the identified project segment.	<ul style="list-style-type: none"> • 10 Points: A severe injury or fatal collision occurred along the project segment and/or within 500 feet of the project location (if spot improvement) • 5 Points: A collision occurred along project segment and/or within 500 feet of the project location (if spot improvement)
Equity	Project improves active transportation networks in areas with a high proportion of low-income workers.	<ul style="list-style-type: none"> • 10 points: Project is located within a census tract where low-income workers either work or live (Top 10%)
Community Support	Project reflects needs or barriers identified through Folsom ATP community input.	<ul style="list-style-type: none"> • 10 points: Project/Corridor was identified and supported through public comments
Previous Plan	Project is in alignment with previous planning efforts.	<ul style="list-style-type: none"> • 10 points: Project or corridor was identified in a previous planning effort

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 Path

Existing Bikeways

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

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park

Data provided by the City of Folsom, SACOG

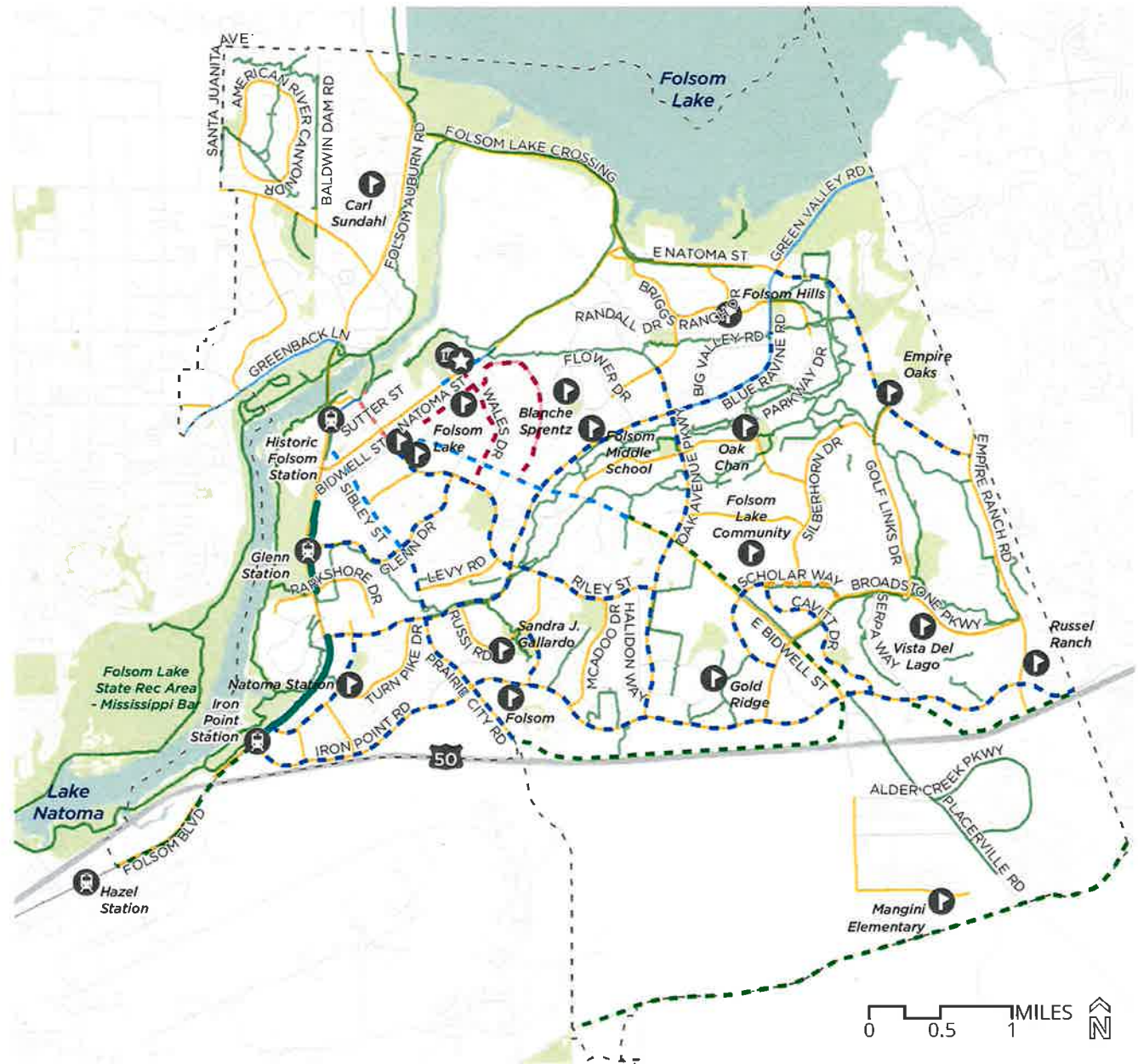


Figure 14 Medium Priority Bikeways

Medium Priority Bikeways

FOLSOM ATP







Proposed Bikeways

- - - Class I Shared Use Path
- - - Class III B Bicycle Boulevard
- - - Class IV Separated Bikeway
- Widen Existing Path

Existing Bikeways

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

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park

Data provided by the City of Folsom, SACOG



Figure 15 Low Priority Bikeways

Low Priority 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 Path

Existing Bikeways

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

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park

Data provided by the City of Folsom, SACOG

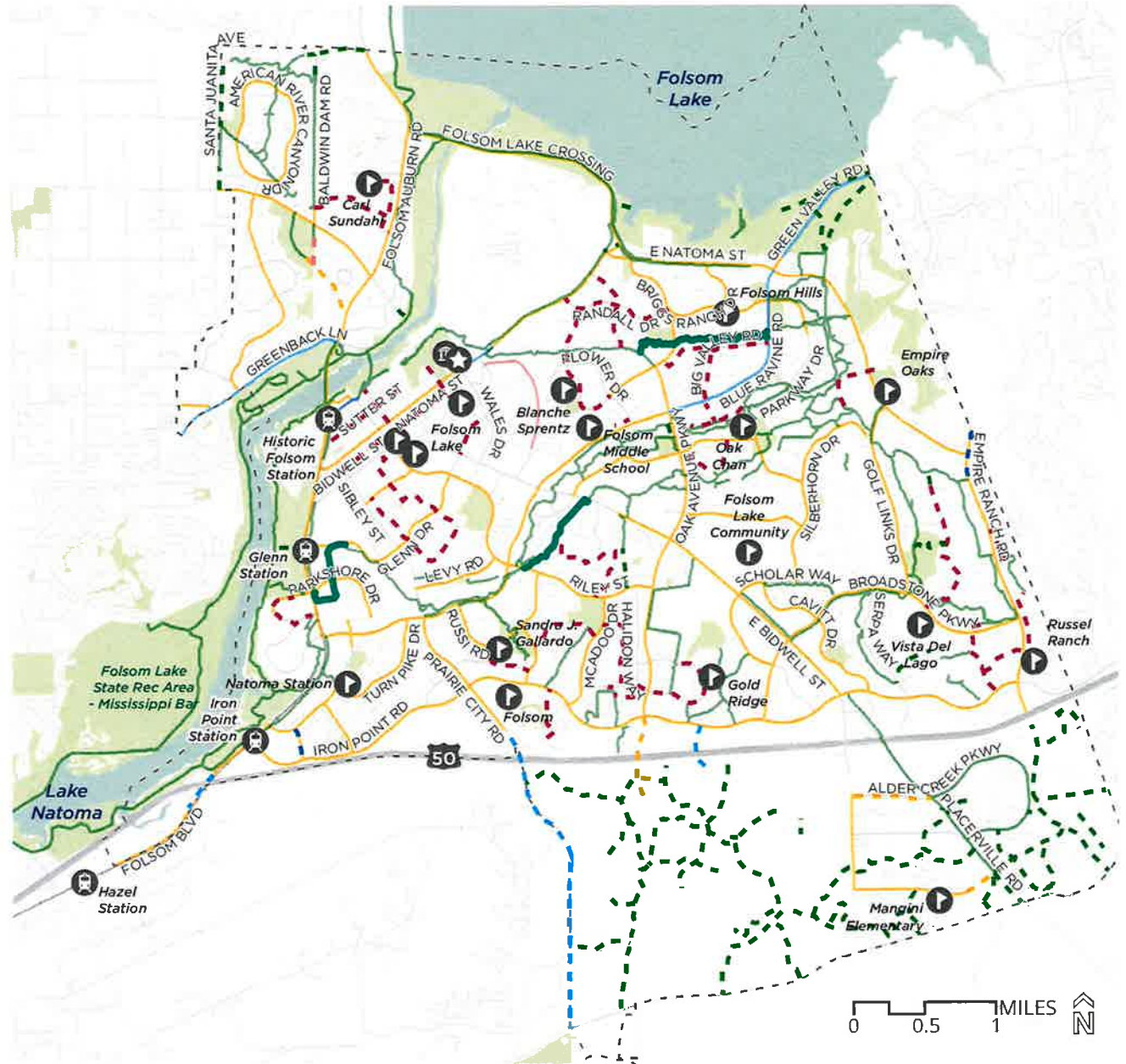


Table 10 *Priority Bikeways Projects*

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Folsom Placerville Rail Trail	Willow Creek Trail	Iron Point Rd	Class I Shared-Use Path	0.97	High	\$1,891,950
New Path (Parallel to Hwy 50)	Serpa Ct	City Boundary	Class I Shared-Use Path	1.26	High	\$2,470,750
New Path (Parallel to Hwy 50)	Prairie City Rd	Iron Point Rd / E Bidwell St	Class I Shared-Use Path	2.54	High	\$4,971,445
Folsom Blvd	Aerojet Rd (City Boundary)	Iron Point Rd	Class I Shared-Use Path	1.41	High	\$2,747,750
Glenn Dr	Folsom Blvd	Riley St	Class IV Separated Bikeway	1.40	High	\$2,879,830
Riley St	Persifer St	Oak Avenue Pkwy	Class IV Separated Bikeway	2.50	High	\$5,153,710
Prairie City Rd/Sibley St	Hwy 50	Glenn Dr	Class IV Separated Bikeway	1.58	High	\$3,262,955
Grover Rd	Russi Rd	Iron Point Rd	Class IV Separated Bikeway	0.46	High	\$943,585
Natoma Station Dr	Folsom Blvd	Blue Ravine Rd	Class IV Separated Bikeway	0.99	High	\$2,037,210
Iron Point Rd	Folsom Blvd	City Boundary	Class IV Separated Bikeway	6.25	High	\$12,861,795
Blue Ravine Rd / Green Valley Rd	Folsom Blvd	Arrowsmith Dr	Class IV Separated Bikeway	4.13	High	\$8,514,755
Oak Avenue Pkwy	Iron Point Rd	Willow Creek Dr	Class IV Separated Bikeway	2.52	High	\$5,183,305
E Bidwell St	Riley St	Frazer Ct (Path)	Class IIB Buffered Bicycle Lane	1.72	High	\$272,351
Clarksville Rd	E Bidwell St	Broadstone Pkwy	Class IV Separated Bikeway	0.64	High	\$1,309,225
Scholar Way / Cavitt Dr	E Bidwell St	Iron Point Rd	Class IV Separated Bikeway	1.44	High	\$2,955,135
E Natoma St	Blue Ravine Rd	Empire Ranch Rd	Class IV Separated Bikeway	2.03	High	\$4,180,140
Wales Dr	Riley St	Natoma St	Class IIIB Bicycle Boulevard	0.89	High	\$258,760
Dean Way / Montrose Dr	Coloma St	E Bidwell St	Class IIIB Bicycle Boulevard	1.76	High	\$511,970
Riley St	Persifer St	Scott St	Class III Bicycle Route	0.40	High	\$21,345

Table 10 *Priority Bikeway Projects, continued*

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Sibley St	Glenn Dr	Figueroa St	Class IIB Buffered Bicycle Lane	0.86	High	\$137,005
White Rock Rd	Prairie City Rd	City Boundary (eastern)	Class I Shared-Use Path	4.18	High	\$8,167,785
Natoma St	Stafford St	Fargo Way	Class IIB Buffered Bicycle Lane	0.35	High	\$54,730
Folsom Rail Trail	Iron Point Station	Blue Ravine Rd	Shared-Use Path Enhancement	0.86	High	\$316,295
Folsom Rail Trail	Parkshore Dr	Glenn Dr	Shared-Use Path Enhancement	0.32	High	\$117,395
Folsom Rail Trail	Glenn Dr	Bidwell St	Shared-Use Path Enhancement	0.29	High	\$108,185
Scholar Way	Cavitt Dr	Broadstone Pkwy	Class IIB Buffered Bicycle Lane	0.54	High	\$85,535
New Path	Greenback Ln	Placer Mine Rd	Class I Shared-Use Path	0.42	Medium	\$830,060
New Path	Jedediah Smith Memorial Trail	Greenback Ln	Class I Shared-Use Path	0.08	Medium	\$150,980
E Natoma St	Existing E Natoma Path	Blue Ravine Rd	Class I Shared-Use Path	0.16	Medium	\$322,260
New Path - Econome Family Park	Blue Ravine Rd	Oak Pkwy Trail	Class I Shared-Use Path	0.08	Medium	\$157,665
New Path	Bidwell St	Glenn Dr	Class I Shared-Use Path	0.57	Medium	\$1,116,460
Greenback Ln	City Boundary	Folsom Blvd	Class IV Separated Bikeway	1.30	Medium	\$2,669,490
Folsom-Auburn Rd	Folsom Blvd	City Boundary	Class IV Separated Bikeway	2.22	Medium	\$4,562,390
Oak Ave	Santa Juanita Ave	Low Howard Park Path	Class IV Separated Bikeway	1.57	Medium	\$3,222,770

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
American River Canyon Dr	Greenback Ln	American River Canyon Dr (north of Oak Ave)	Class IV Separated Bikeway	1.71	Medium	\$3,518,315
Russi Rd	Blue Ravine Rd	Riley St	Class IV Separated Bikeway	1.08	Medium	\$2,217,140
Broadstone Pkwy	Iron Point Rd	E Bidwell St	Class IV Separated Bikeway	0.59	Medium	\$1,213,010
Broadstone Pkwy	Golf Links Dr	Empire Ranch Rd	Class IV Separated Bikeway	0.91	Medium	\$1,881,875
Empire Ranch Rd	Hwy 50	Broadstone Pkwy	Class IV Separated Bikeway	0.65	Medium	\$1,336,925
Golf Links Dr	Path (just south of Silberhorn Dr)	<Null>	Class IV Separated Bikeway	0.28	Medium	\$581,665
Natoma St /E Natoma St	Wales Dr	Prison Rd	Class IV Separated Bikeway	0.22	Medium	\$450,185
Coloma St	Leidesdorff St	E Bidwell St	Class IIIB Bicycle Boulevard	0.57	Medium	\$164,700
Wool St	Leidesdorff St	Bidwell St	Class IIIB Bicycle Boulevard	0.42	Medium	\$121,485
Flower Dr / Briarcliff Dr	Frankwood Dr	Blue Ravine Rd	Class IIIB Bicycle Boulevard	1.08	Medium	\$312,345
School St	Dean Way	Blue Ravine Rd	Class IIIB Bicycle Boulevard	0.98	Medium	\$285,735
Parkway Dr / Morganite Ct	Blue Ravine Rd	Souza Way	Class IIIB Bicycle Boulevard	1.02	Medium	\$296,900
New Folsom Area Plan Path - Parellel to Hwy 50	New Folsom Area Plan Path	New Roadway	Class I Shared-Use Path	2.90	Medium	\$5,663,890
Folsom Rail Trail	Mormon St	Reading St	Shared-Use Path Enhancement	0.20	Medium	\$74,920
Historic Powerhouse Canal Trail	Scott St	American River Bike Trail	Shared-Use Path Enhancement	0.28	Medium	\$103,605
Humbug Creek Trail	Riley St	E Bidwell St	Shared-Use Path Enhancement	0.68	Medium	\$251,875
Santa Juanita Ave	Oak Avenue Pkwy	Canyon Falls Dr	Class I Shared-Use Path	0.15	Low	\$283,320

Table 10 *Priority Bikeway Projects, continued*

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Santa Juanita Ave	Davis Park	Alabaster Point Way	Class I Shared-Use Path	0.49	Low	\$950,790
New Path	Temperence River Ct / Baldwin Dam Rd	Folsom-Auburn Rd	Class I Shared-Use Path	0.57	Low	\$1,122,530
New Path	Folsom Lake Crossing	Folsom Lake Path	Class I Shared-Use Path	0.12	Low	\$235,940
New Path	Folsom Lake Path	City Boundary	Class I Shared-Use Path	0.73	Low	\$1,420,865
New Path	Humbug Willow Creek Trail	City Boundary	Class I Shared-Use Path	0.61	Low	\$1,197,440
New Path	Humbug Willow Creek Trail	Folsom Lake Path (Proposed)	Class I Shared-Use Path	0.40	Low	\$774,340
E Natoma St	Johnny Cash Trail	E Natoma St / Folsom Lake Crossing	Class I Shared-Use Path	0.12	Low	\$230,730
New Path	Willow Creek Trail	Riley St	Class I Shared-Use Path	0.28	Low	\$555,980
New Path	Serpa Way	Caversham Way	Class I Shared-Use Path	0.35	Low	\$683,515
Ingersoll Way	Natoma Station Dr	Iron Point Rd	Class IV Separated Bikeway	0.23	Low	\$473,455
Empire Ranch Rd	Empire Ranch Trail	City Boundary	Class IV Separated Bikeway	0.35	Low	\$723,845
Oak Ave	Lew Howard Park	Folsom-Auburn Rd	Class II Bicycle Lane	0.49	Low	\$362,205
Baldwin Dam Rd	Oak Ave	Baldwin Dam Rd Path	Class III Bicycle Route	0.20	Low	\$10,665
Valley Pines Dr	Baldwin Dam Rd	Berry Creek Dr	Class IIIB Bicycle Boulevard	0.56	Low	\$163,805

Table 10 *Priority Bikeway Projects, continued*

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Berry Creek Dr / Fithian Way / Van Winkle Ct	Folsom-Auburn Rd	Inwood Rd	Class IIIB Bicycle Boulevard	0.54	Low	\$157,535
Figuroa St	Folsom Parkway Rail Trail	Coloma St	Class IIIB Bicycle Boulevard	0.60	Low	\$174,865
Stafford St	Johnny Cash Trail	Dean Way	Class IIIB Bicycle Boulevard	0.35	Low	\$100,205
Scott St	Johnny Cash Trail	Persifer St	Class IIIB Bicycle Boulevard	0.35	Low	\$101,515
Diggins / Oxborough / Vierra / Cobble Ridge Dr	Lembi Dr	Bidwell St	Class IIIB Bicycle Boulevard	1.78	Low	\$517,985
Persifer St	Sibley St	Stafford St	Class IIIB Bicycle Boulevard	0.88	Low	\$256,625
Randall Dr	E Natoma St	Briggs Ranch Dr	Class IIIB Bicycle Boulevard	0.80	Low	\$233,625
Hancock Dr	E Natoma St	Oak Pkwy Trail	Class IIIB Bicycle Boulevard	0.62	Low	\$179,820
Willow Creek Dr	Randall Dr	Flower Dr	Class IIIB Bicycle Boulevard	0.98	Low	\$283,570
Stanton Ct	Folsom Middle School	Flower Dr	Class IIIB Bicycle Boulevard	0.11	Low	\$32,020
Hildebrand Cir	Empire Ranch Rd	Path	Class IIIB Bicycle Boulevard	0.30	Low	\$88,225
Acorn Ridge Ct / Porter Ct	Path	Owl Meadow St	Class IIIB Bicycle Boulevard	0.44	Low	\$127,780
Carpenter Hill Rd	Path	Iron Point Rd	Class IIIB Bicycle Boulevard	0.59	Low	\$169,895
Blough Way	Halidon Way	Walden Dr	Class IIIB Bicycle Boulevard	0.12	Low	\$33,995
Halidon Way / Densmore Way	Path	Knopfler Cir	Class IIIB Bicycle Boulevard	1.10	Low	\$318,655
Marsh Hawk Dr	McAdoo Dr	Path	Class IIIB Bicycle Boulevard	0.65	Low	\$188,515
Barnhill Dr / Blossom Rock Ln	Path	Iron Point Rd	Class IIIB Bicycle Boulevard	0.46	Low	\$133,325
Carter St	Grover Rd	McAdoo Dr	Class IIIB Bicycle Boulevard	0.53	Low	\$153,205
Stewart St	Russi Rd	Grover Rd	Class IIIB Bicycle Boulevard	0.38	Low	\$111,045
Parkshore Dr / Woodmere Rd	Willow Creek Trail	Jedediah Smith Memorial Trail	Class IIIB Bicycle Boulevard	0.53	Low	\$154,150

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Glenn Dr	E Bidwell St	Wales Dr	Class IIIB Bicycle Boulevard	0.33	Low	\$95,025
Placerville Rd	Mangini Pkwy	White Rock Rd	Class I Shared-Use Path	0.29	Low	\$556,895
Empire Ranch Rd	New Path (south of Hwy 50)	White Rock Rd	Class I Shared-Use Path	1.26	Low	\$2,460,550
New Folsom Area Plan Path	Grand Prairie Rd	New Road	Class I Shared-Use Path	0.09	Low	\$3,050,180
Mangini Pkwy	Placerville Rd	Rock Springs Ranch Dr	Class I Shared-Use Path	0.59	Low	\$175,085
Rock Springs Ranch Dr	Mangini Pkwy	Gold Rush Dr	Class I Shared-Use Path	0.32	Low	\$1,154,390
Sycamore Creek Way	Grand Prairie Rd	White Rock Rd	Class I Shared-Use Path	0.52	Low	\$633,835
Sycamore Creek Way	Sycamore Creek Way	Rock Springs Ranch Dr	Class I Shared-Use Path	0.14	Low	\$1,015,065
New Folsom Area Plan Path	Sycamore Creek Way	White Rock Dr	Class I Shared-Use Path	0.04	Low	\$264,045
New Folsom Area Plan Path	Concelly Cir	White Rock Dr	Class I Shared-Use Path	0.16	Low	\$85,815
New Folsom Area Plan Path	Conelly Cir	Placerville Rd	Class I Shared-Use Path	0.22	Low	\$312,875
New Folsom Area Plan Path	New Roadway	New Roadway	Class I Shared-Use Path	0.32	Low	\$430,525
New Folsom Area Plan Path	New Roadway	New Roadway	Class I Shared-Use Path	0.49	Low	\$633,900
Mangini Pkwy	Existing Class II (1000ft west of Placerville Rd)	Placerville Rd	Class II Bicycle Lane	0.24	Low	\$964,510
Alder Creek Pkwy	E Bidwell St	Placerville Rd	Class II Bicycle Lane	0.56	Low	\$412,140
Empire Ranch Connector	Empire Ranch Trail	Sundahl Dr	Class I Shared-Use Path	0.09	Low	\$178,095
Russell Dr / Sundahl Dr	Broadstone Pkwy	Path	Class IIIB Bicycle Boulevard	1.08	Low	\$312,985

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
New Path - Nisenan Community Park	Empire Ranch Trail	Sundahl Dr	Class I Shared-Use Path	0.31	Low	\$607,345
Humbug Creek Trail Connector	Charlemont Pl	Humbug Willow Creek Trail	Class I Shared-Use Path	0.08	Low	\$162,190
Aldworth Way / Chadwick Way	Humbug Willow Creek Trail	N Lexington Dr	Class IIIB Bicycle Boulevard	0.22	Low	\$63,675
Ainsworth Way / Keller Cir / Bloomfield Way	N Lexington Dr	Humbug Willow Creek Trail	Class IIIB Bicycle Boulevard	0.28	Low	\$81,995
Harvest Loop / Bowen Dr	Humbug Willow Creek Trail	Hazel McFarland Park	Class IIIB Bicycle Boulevard	0.50	Low	\$146,210
Big Valley Rd	Blue Ravine Rd	Bittercreek Dr	Class IIIB Bicycle Boulevard	0.36	Low	\$104,175
Bittercreek Dr / Big Valley Rd	Willow Creek Dr	Blue Ravine Rd	Class IIIB Bicycle Boulevard	0.81	Low	\$235,020
Elderberry Cir	Blue Ravine Rd	Humbug Creek Dr	Class IIIB Bicycle Boulevard	0.14	Low	\$41,795
Humbug Creek Dr	Humbug Creek Ct	Parkway Dr	Class IIIB Bicycle Boulevard	0.42	Low	\$121,865
Chaffin Ct - Brown Duvall Ln - Teceira Way	Humbug Willow Creek Trail	Riley St	Class IIIB Bicycle Boulevard	0.94	Low	\$272,280
Glenn Station Connector Path	American River Trail	Folsom Blvd	Class I Shared-Use Path	0.23	Low	\$443,710
Prairie City Rd	Hwy 50 Off Ramp	White Rock Rd	Class IIB Buffered Bicycle Lane	2.16	Low	\$342,555
Oak Avenue Pkwy	Iron Point Rd	New Development	Class II Bicycle Lane	0.63	Low	\$463,870
Rowberry Dr	Iron Point Rd	New Development	Class IIB Buffered Bicycle Lane	0.37	Low	\$107,960
Wildland Way	Placerville Rd	Amber Grove Ct	Class I Shared-Use Path	0.17	Low	\$336,470

Table 10 *Priority Bikeway Projects, continued*

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
New Folsom Area Plan Path	Placerville Rd (north)	Placerville Rd (south)	Class I Shared-Use Path	0.78	Low	\$1,517,760
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	1.14	Low	\$2,222,435
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.41	Low	\$792,460
New Folsom Area Plan Path	New Folsom Area Plan Path	White Rock Rd	Class I Shared-Use Path	1.19	Low	\$2,333,560
New Folsom Area Plan Path	Sparrow Dr	Hummingbird Cir	Class I Shared-Use Path	0.22	Low	\$430,505
New Folsom Area Plan Path	White Rock Rd	New Folsom Area Plan Path	Class I Shared-Use Path	0.48	Low	\$937,665
New Folsom Area Plan Path	New Folsom Area Plan Path	White Rock Rd	Class I Shared-Use Path	0.82	Low	\$1,604,705
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	1.42	Low	\$2,765,745
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.11	Low	\$208,770
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.52	Low	\$1,015,335
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.76	Low	\$1,481,120
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	1.21	Low	\$2,362,025
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.65	Low	\$1,262,360
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.40	Low	\$784,465

Table 10 *Priority Bikeway Projects, continued*

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
New Folsom Area Plan Path	Prairie City Rd	New Folsom Area Plan Path	Class I Shared-Use Path	0.92	Low	\$1,797,155
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.67	Low	\$1,317,550
New Folsom Area Plan Path	New Folsom Area Plan Path	White Rock Rd	Class I Shared-Use Path	1.09	Low	\$2,128,090
New Folsom Area Plan Path	Prairie City Rd	New Folsom Area Plan Path	Class I Shared-Use Path	0.44	Low	\$864,665
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.18	Low	\$342,870
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.58	Low	\$1,131,190
Folsom Blvd	South of Hwy 50	North of Hwy 50	Class IIB Buffered Bicycle Lane	0.29	Low	\$46,475
Oak Ave	Santa Juanita Ave	Lew Howard Park Trail	Class I Shared-Use Path	0.09	Low	\$167,420
Owl Meadow Rd	Carpenter Hill Rd	Porter Rd	Class IIB Bicycle Boulevard	0.37	Low	\$108,230
Oak Parkway Trail	Willow Creek Dr	Blue Ravine Rd	Shared-Use Path Enhancement	0.72	Low	\$265,340
Willow Creek Trail	Riley St	E Bidwell St	Shared-Use Path Enhancement	0.72	Low	\$266,105
Willow Creek Trail	Parkshore Dr	Near Glenn Dr	Shared-Use Path Enhancement	0.66	Low	\$244,195
Oak Parkway Trail	Oak Parkway Trail	Willow Creek Dr	Shared-Use Path Enhancement	0.36	Low	\$131,755
Oak Ave Pkwy (west)	Path south of Blue Ravine Rd	Cummings Family Park	Class I Shared-Use Path	0.11	Low	\$218,665

Figure 16 High Priority Sidewalks

Hight Priority Walking Network Improvements
FOLSOM ATP

Pedestrian Improvements

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







Proposed Shared use paths

- - - Class I Shared Use Path

Existing Bikeways

- Class I Paved Shared Use Path

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park

Data provided by the City of Folsom, SACOG





Figure 17 Medium Priority Sidewalks


Medium Priority Walking Network Improvements

FOLSOM ATP


Pedestrian Improvements

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







Proposed Shared use paths

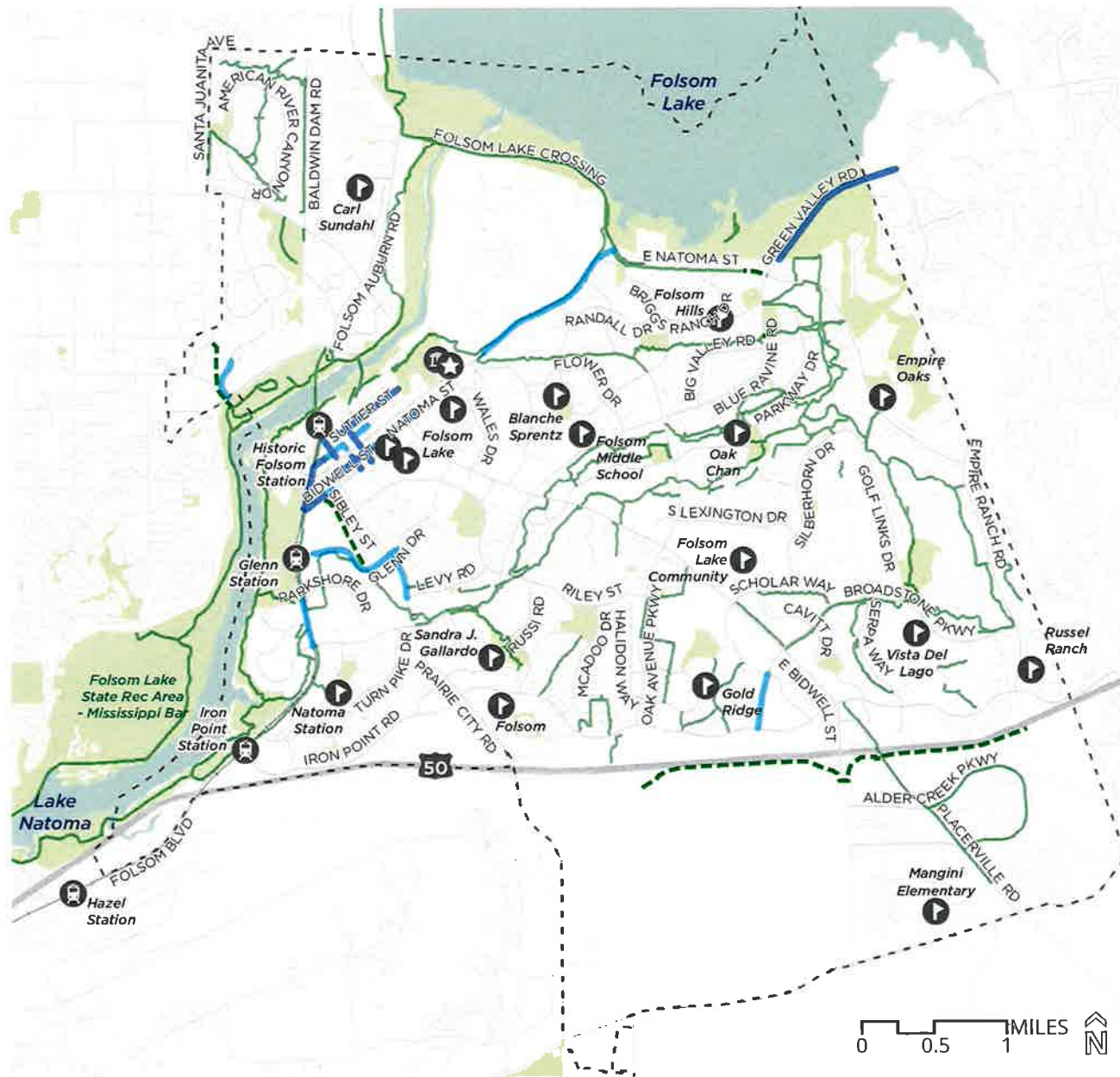
-  Class I Shared Use Path

Existing Bikeways

-  Class I Paved Shared Use Path

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park



Data provided by the City of Folsom, SACOG

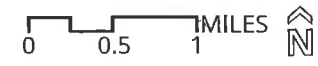




Figure 18 Low Priority Sidewalks

Low Priority Walking Network Improvements

FOLSOM ATP


Pedestrian Improvements

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







Proposed Shared use paths

-  Class I Shared Use Path

Existing Bikeways

-  Class I Paved Shared Use Path

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park

Data provided by the City of Folsom, SACOG

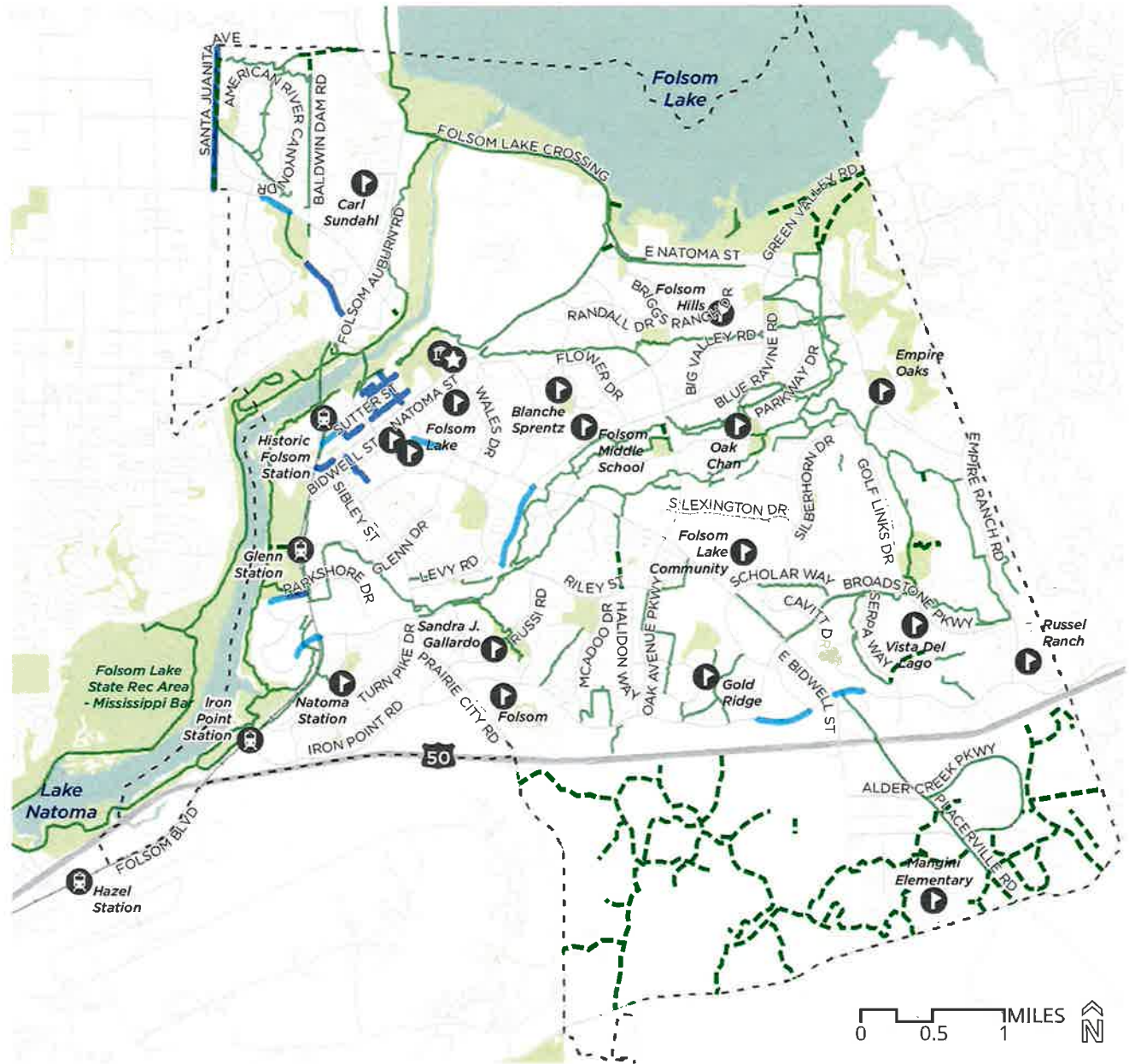


Table 11 Priority Pedestrian Network Projects

Project Name	Side of Street	Length (Miles)	Priority Category	Planning Level Cost Estimate	
				Sidewalk (6 ft)	Sidewalk (10 ft)
Greenback Ln from Historic Truss Bridge to Scott St	Both	0.19	High	\$286,615	\$348,030
Greenback Ln from American River Canyon Dr to Folsom-Auburn Rd	Both	0.72	High	\$1,068,570	\$1,297,545
Riley St from Sutter St to E Bidwell St	Both	0.44	High	\$646,235	\$784,715
Riley St from Natoma St to Persifer St	One	0.07	High	\$51,160	\$62,125
Folsom Blvd from West of Iron Point Station to Blue Ravine Rd	One	0.82	High	\$604,300	\$733,795
Folsom Blvd from Highway 50 to West of Iron Point Station	Both	0.42	High	\$620,450	\$753,405
Folsom Blvd from Parkshore Dr to Glenn Dr	One	0.33	High	\$245,135	\$297,665
Blue Ravine Rd from School St to Flower Dr	One	0.54	High	\$401,015	\$486,945
Bidwell St from Orange Grove Way to Kelly Way	Both	0.13	High	\$187,585	\$227,780
Bidwell St from Kelly Way to Decatur St	One	0.12	High	\$85,720	\$104,090
Bidwell St from Decatur St to West of Riley St	Both	0.15	High	\$222,985	\$270,765
E Bidwell St from Oak Ave Pkwy to Iron Point Rd	One	1.60	High	\$1,185,075	\$1,439,020
Sibley St from Natoma St to North of Kelly Way	Both	0.18	High	\$263,660	\$320,160
Sibley St from North of Kelly Way to South of Martin Ct	One	0.09	High	\$65,830	\$79,935
Sibley St from South of Martin Ct to North of Holley Ct	Both	0.03	High	\$47,815	\$58,065
Sibley St from North of Holley Ct to Lembi Dr	One	0.06	High	\$40,760	\$49,495
Sibley St from South of Lembi Dr to Brilliance Pl	Both	0.17	High	\$256,460	\$311,415
Sibley St from Brilliance Pl to Glenn Dr	One	0.16	High	\$117,850	\$143,105
Coloma St from Persifer St to Duchow Way - E Bidwell St Alley	One	0.17	High	\$124,050	\$150,635
Oak Avenue Pkwy from Baldwin Dam Rd to Grant Ln	Both	0.85	High	\$1,251,805	\$1,520,045
Dean Way from Coloma St to Stafford St	Both	0.26	High	\$390,630	\$474,340
Folsom-Auburn Rd from Oak Ave to Folsom Lake Crossing	Both	1.36	High	2014545	\$2,446,235
School St from Dean Way to Market St	Both	0.19	High	274325	\$333,110

Table 11 *Priority Pedestrian Network Projects, continued*

Project Name	Side of Street	Length (Miles)	Priority Category	Planning Level Cost Estimate	
				Sidewalk (6 ft)	Sidewalk (10 ft)
E Natoma St from Prison Rd to Folsom Lake Crossing	One	1.16	Medium	\$860,295	\$1,044,645
Folsom Blvd from Blue Ravine Rd to Parkshore Dr	One	0.32	Medium	\$238,110	\$289,130
Green Valley Rd from Cummings Way to Sophia Pkwy	Both	1.06	Medium	\$1,561,140	\$1,895,670
Glenn Dr from 330' east of Coolidge Dr to 950' west of Sibley St	One	0.67	Medium	\$496,570	\$602,975
Bidwell St from Folsom Blvd to West of Orange Grove Way	Both	0.22	Medium	\$320,585	\$389,280
Bidwell St from West of Orange Grove Way to Orange Grove Way	One	0.03	Medium	\$21,610	\$26,240
Broadstone Pkwy from Iron Point Rd to Clarksville Rd	One	0.38	Medium	\$283,500	\$344,250
Leidesdorff St from Folsom Blvd to Gold Lake Dr	Both	0.20	Medium	\$291,505	\$353,970
Oakdale St from Bidwell St to South of Natoma St	Both	0.20	Medium	\$301,900	\$366,590
Oakdale St/Mormon St from Natoma St to Sibley St	Both	0.13	Medium	\$193,130	\$234,520
Mormon St from Sibley St to West of Reading St	Both	0.06	Medium	\$82,815	\$100,565
Mormon St from West of Reading St to Decatur St	One	0.12	Medium	\$89,250	\$108,375
Mormon St from East of Wool St to East of Riley St	One	0.09	Medium	\$65,295	\$79,290
Figueroa St from Decatur St to the East End	Both	0.52	Medium	\$775,540	\$941,730
Wool St from Figueroa St to Bidwell St	Both	0.28	Medium	\$409,230	\$496,925
Decatur St from Mormon St to Mormon Street Natoma St Alley	One	0.03	Medium	\$24,875	\$30,205
Decatur St from Natoma Street Persifer St Alley to Bidwell St	Both	0.10	Medium	\$153,900	\$186,875
Reading St from North End to Mormon Street Natoma St Alley	Both	0.17	Medium	\$253,605	\$307,950
Persifer St from Sibley St to Riley St	Both	0.35	Medium	\$524,080	\$636,385
Persifer St from Riley St to Bridge St	One	0.18	Medium	\$130,385	\$158,325
Persifer St from Coloma St to 300' East of Rumsey Way	Both	0.10	Medium	\$152,610	\$185,315
Sibley St from Glen Dr to Levy Rd	One	0.33	Medium	\$242,830	\$294,860
American River Canyon Rd from Greenback Ln to Morning Dove Ln	One	0.27	Medium	\$202,625	\$246,045

Table 11 *Priority Pedestrian Network Projects, continued*

Project Name	Side of Street	Length (Miles)	Priority Category	Planning Level Cost Estimate	
				Sidewalk (6 ft)	Sidewalk (10 ft)
Blue Ravine Rd from Riley St to E Bidwell St	One	0.58	Low	\$429,210	\$521,185
Iron Point Rd from Broadstone Pkwy to Palladio Pkwy	One	0.37	Low	\$271,710	\$320,160
Iron Point Rd from E Bidwell St to Cavitt Dr	One	0.19	Low	\$142,800	\$173,395
Canal St from Scott St to Bridge St	Both	0.26	Low	\$379,890	\$461,295
Sutter St from East of Scott St to West End	Both	0.23	Low	\$333,245	\$404,650
Mormon St from Decatur St to East of Wool St	Both	0.13	Low	\$185,150	\$224,825
Mormon St from East of Riley St to the East End	Both	0.31	Low	\$461,305	\$560,155
Figueroa St from West End to Decatur St	One	0.16	Low	\$118,985	\$144,480
Decatur St from Sutter St to Figueroa St	One	0.07	Low	\$52,035	\$63,185
Decatur St from Figueroa St to Mormon St	Both	0.07	Low	\$102,475	\$124,430
Reading St from Natoma Street Persifer St Alley to South End	Both	0.23	Low	\$336,640	\$408,775
Scott St from Peddlers Ln to Mormon St	Both	0.10	Low	\$153,885	\$186,860
Parkshore Dr from 1300' West of Folsom Blvd to ExtraSpaceStorage Entrance	One	0.14	Low	\$101,670	\$123,455
Parkshore Dr from ExtraSpaceStorage Entrance to Folsom Blvd	Both	0.10	Low	\$154,935	\$188,135
Coloma St from Leidesdorff St to Mormon Street Natoma St Alley	Both	0.24	Low	\$358,190	\$434,945
Persifer St from 300' East of Rumsey Way to Rumsey Way Stafford St Alley	One	0.07	Low	\$49,940	\$60,640
Santa Juanita Ave from Oak Avenue Pkwy to Northwest City Boundary	Both	1.00	Low	\$1,477,050	\$1,793,560
Oak Ave from Baldwin Dam Rd to Folsom Auburn Rd	Both	0.43	Low	\$632,180	\$767,645
Oak Avenue Pkwy from Katarina Ln to Lew Howard Park	One	0.22	Low	\$159,360	\$193,510
E Bidwell St from Coloma St to Market St	One	0.20	Low	\$145,255	\$176,380
Natoma St from Folsom Blvd to Sibley St	Both	0.13	Low	\$194,215	\$235,830
Blue Ravine Rd from Lake Forest Way to Folsom Blvd	One	0.21	Low	\$158,270	\$192,185

Figure 19 High Priority Spot Improvements

High Priority Spot Improvements

FOLSOM ATP

Spot Improvements

- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Major Road Signalized
- Major Road Unsignalized
- Overcrossing / Undercrossing

Existing Bikeways

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

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park



Data provided by the City of Folsom, SACOG

Figure 20 Medium Priority Spot Improvements

Medium Priority Spot Improvements

FOLSOM ATP

Spot Improvements

- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

Existing Bikeways

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

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park



Data provided by the City of Folsom, SACOG

Figure 21 Low Priority Spot Improvements

Low Priority Spot Improvements

FOLSOM ATP

Spot Improvements

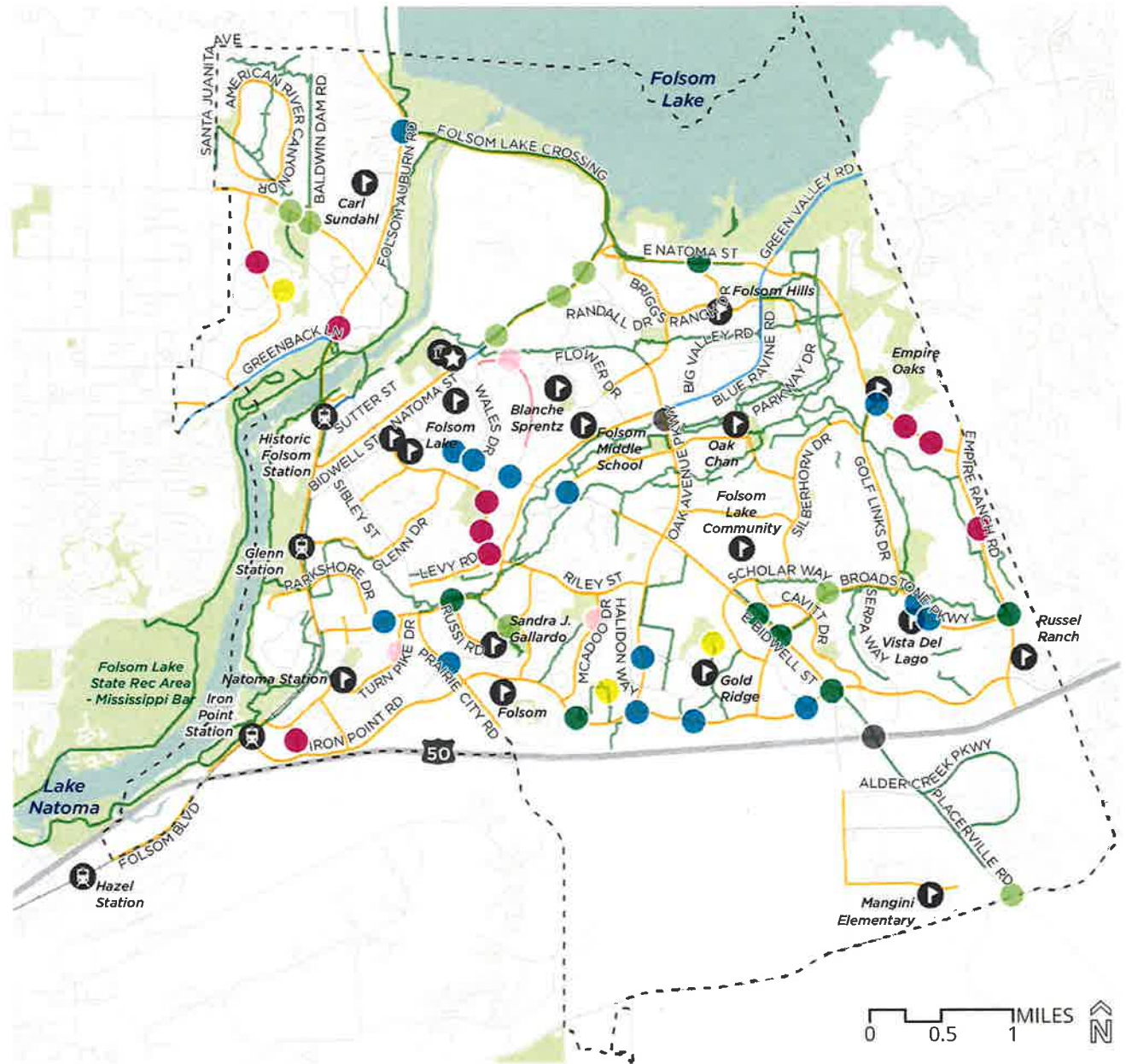
- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

Existing Bikeways

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

Destinations + Boundaries

- 🏛️ City Hall
- ★ Community Center
- 🎓 School
- 🚊 Light Rail Station
- ⋯ City Boundary
- 🌳 Park



Data provided by the City of Folsom, SACOG

Table 12 *Priority Spot Improvement Projects*

Cross Street A	Cross Street B	Improvement Type	Priority Category	Planning Level Cost Estimate
Iron Point Rd	Prairie City Rd	Major Road Signalized	High	\$105,625
Folsom Blvd	Natoma Station Dr	Path / Major Road Signalized	High	\$136,230
Folsom Blvd	Iron Point Rd	Path / Major Road Signalized	High	\$136,230
Folsom Blvd	Glenn Dr	Overcrossing / Undercrossing	High	Further study required
Iron Point Rd	Serpa Way	Major Road Signalized	High	\$105,625
Natoma St	Wales Dr	Major Road Signalized	High	\$105,625
Folsom-Auburn Rd	Berry Creek Dr	Major Road Unsignalized	High	\$442,370
Iron Point Rd	Grover Rd	Major Road Signalized	High	\$105,625
Glenn Dr	Folsom Rail Trail	Path / Major Road Signalized	High	\$413,850
Reading St	Leidesdorf St	Major Road Unsignalized	High	\$442,370
Folsom Blvd	Natoma St	Path / Major Road Signalized	High	\$136,230
E Bidwell St	South of Hwy 50	Overcrossing / Undercrossing	High	\$3,500,000
Blue Ravine Rd	Arrowsmith Dr	Path / Major Road Unsignalized	High	\$413,850
Blue Ravine Rd	E Bidwell St	Major Road Signalized	High	\$105,625
Blue Ravine Rd	Natoma Station Dr	Major Road Unsignalized	High	\$442,370
Clarksville Rd	Walden Dr	Path / Major Road Signalized	High	\$136,230
Clarksville Rd	Broadstone Pkwy	Major Road Signalized	High	\$105,625
E Natoma St	Ballou Cir	Major Road Signalized	High	\$105,625
Folsom Blvd	Blue Ravine Rd	Path / Major Road Signalized	High	\$136,230
Folsom Blvd	Parkshore Dr	Path / Major Road Signalized	High	\$136,230
Folsom-Auburn Rd	Inwood Rd	Major Road Signalized	High	\$105,625
Iron Point Rd	Natomas Ditch Patj	Path / Major Road Unsignalized	High	\$413,850
Greenback Ln	American River Canyon Dr	Path / Major Road Signalized	High	\$136,230
Natoma St	Sibley St	Major Road Signalized	High	\$105,625
Natoma St	Reading St	Major Road Signalized	High	\$105,625

Table 12 *Priority Spot Improvement Projects, continued*

Cross Street A	Cross Street B	Improvement Type	Priority Category	Planning Level Cost Estimate
Natoma St	Decatur St	Major Road Signalized	High	\$105,625
Natoma St	Wool St	Major Road Signalized	High	\$105,625
Natoma St	Scott St	Major Road Signalized	High	\$105,625
Natoma St	Bridge St	Major Road Signalized	High	\$105,625
Glenn Dr	Humbug Willow Creek Trail	Path / Major Road Unsignalized	Medium	\$413,850
Hwy 50	Empire Ranch Rd (future)	Overcrossing / Undercrossing	Medium	Further study required
Iron Point Rd	Willard Dr	Major Road Signalized	Medium	\$105,625
E Bidwell St	Coloma St	Major Road Signalized	Medium	\$105,625
E Bidwell St	Mid-block	Major Road Unsignalized	Medium	\$442,370
E Natoma St	Bowen Dr	Major Road Signalized	Medium	\$105,625
Riley St	E Bidwell St	Major Road Unsignalized	Medium	\$442,370
Broadstone Pkwy	Cavitt Dr	Path / Major Road Signalized	Medium	\$136,230
E Bidwell St	Scholar Way	Path / Major Road Signalized	Medium	\$136,230
Iron Point Rd	McAdoo Dr	Major Road Signalized	Medium	\$105,625
Oak Ave Pkwy	Creekside Dr	Major Road Signalized	Medium	\$105,625
Riley St	Lembi Dr	Major Road Unsignalized	Medium	\$442,370
Broadstone Pkwy	Serpa Way	Path / Major Road Unsignalized	Medium	\$327,050
E Natoma St	Haddington Dr	Path / Major Road Signalized	Medium	\$136,230
Riley St	Teceira Way	Major Road Unsignalized	Medium	\$442,370
Blue Ravine Rd	Folsom Middle School	Path / Major Road Signalized	Medium	\$136,230
Blue Ravine Rd	Folsom Middle School	Path / Major Road Unsignalized	Medium	\$413,850
Empire Ranch Rd	Owl Meadow St	Major Road Signalized	Medium	\$105,625
Manseau Dr	Arrowsmith Dr	Minor Road Unsignalized	Medium	\$100,130
Prairie City Rd	American Aggregate Rd	Major Road Signalized	Medium	\$105,625
Scholar Way	Cavitt Dr	Path / Major Road Unsignalized	Medium	\$327,050

Table 12 *Priority Spot Improvement Projects, continued*

Cross Street A	Cross Street B	Improvement Type	Priority Category	Planning Level Cost Estimate
Blue Ravine Rd	Russi Rd	Path / Major Road Signalized	Low	\$136,230
Blue Ravine Rd	Plaza Dr	Major Road Signalized	Low	\$105,625
Broadstone Pkwy	E Bidwell St	Path / Major Road Signalized	Low	\$136,230
Broadstone Pkwy	Scholar Way	Path / Major Road Unsignalized	Low	\$327,050
Broadstone Pkwy	Russell Dr	Major Road Signalized	Low	\$105,625
Broadstone Pkwy	Stockman Cir	Major Road Signalized	Low	\$105,625
Densmore Way	Path	Path / Minor Road	Low	\$69,750
E Bidwell St	Creekside Dr	Major Road Signalized	Low	\$105,625
E Bidwell St	Iron Point Rd	Path / Major Road Signalized	Low	\$136,230
E Bidwell St	Glenn Dr	Major Road Signalized	Low	\$105,625
E Bidwell St	Wales Dr	Major Road Signalized	Low	\$105,625
E Bidwell St	Power Center Dr	Path / Major Road Signalized	Low	\$136,230
E Natoma St	Cimmaron Cir	Path / Major Road Unsignalized	Low	\$43,090
Ingersoll Way	Parker Dr	Major Road Unsignalized	Low	\$442,370
Iron Point Rd	Oak Ave Pkwy	Major Road Signalized	Low	\$105,625
Placerville Rd	Hwy 50	Overcrossing / Undercrossing	Low	Further study required
Riley St	Timson Dr	Major Road Unsignalized	Low	\$442,370
Riley St	Levy Rd	Major Road Unsignalized	Low	\$442,370
Riley St	Hazelmere Dr	Major Road Unsignalized	Low	\$442,370
Russi Rd	Amos P. Catlin Path	Path / Major Road Unsignalized	Low	\$413,850
E Natoma St	Briggs Ranch Rd	Path / Major Road Signalized	Low	\$136,230
E Natoma St	Cameron Dr	Major Road Unsignalized	Low	\$442,370
E Natoma St	Randall Dr	Path / Major Road Unsignalized	Low	\$43,090
Empire Ranch Rd	Broadstone Pkwy	Path / Major Road Signalized	Low	\$136,230
Iron Point Rd	Palladio Pkwy	Major Road Signalized	Low	\$105,625

Table 12 *Priority Spot Improvement Projects, continued*

Cross Street A	Cross Street B	Improvement Type	Priority Category	Planning Level Cost Estimate
Iron Point Rd	Oak Ave Pkwy	Major Road Signalized	Low	\$105,625
Iron Point Rd	Outcropping Way	Path / Major Road Signalized	Low	\$136,230
McAdoo Dr	Marsh Hawk Dr	Minor Road Unsignalized	Low	\$100,130
Oak Ave	Path (Lew Howard Park)	Path / Major Road Unsignalized	Low	\$413,850
Oak Ave Pkwy	Haverhill Dr	Major Road Signalized	Low	\$105,625
Prairie City Rd	Willard Dr	Major Road Signalized	Low	\$105,625
Folsom-Auburn Rd	Hillswood Dr	Major Road Unsignalized	Low	\$442,370
E Bidwell St	Montrose Dr	Major Road Signalized	Low	\$105,625
Folsom-Auburn Rd	Folsom Lake Crossing	Major Road Signalized	Low	\$105,625
Montrose Dr	Marchant Dr	Minor Road Unsignalized	Low	\$100,130
Oak Ave Pkwy	Baldwin Dam Rd	Path / Major Road Unsignalized	Low	\$327,050
Bundrick Dr	Rundgren Way	Path / Minor Road	Low	\$69,750
E Natoma St	Golf Links Dr	Major Road Signalized	Low	\$105,625
Turn Pike Dr	Hopfield Dr	Minor Road Unsignalized	Low	\$100,130
American River Canyon Dr	Crow Canyon Dr	Major Road Unsignalized	Low	\$442,370
E Natoma St	Wesley Dr	Major Road Unsignalized	Low	\$442,370
E Natoma St	Hancock Dr	Path / Major Road Unsignalized	Low	\$413,850
Empire Ranch Rd	Woodhead St	Major Road Unsignalized	Low	\$442,370
Placerville Rd	White Rock Rd	Path / Major Road Unsignalized	Low	\$327,050
Canyon Rim Dr	Blue Canyon Way	Path / Minor Road	Low	\$69,750
Oak Ave Pkwy	Blue Ravine Rd	Overcrossing / Undercrossing	Low	\$2,500,000

Where Do We Start?



The City of Folsom Active Transportation Plan includes more than 300 projects that will advance the safety and function of the active transportation network, with about 65 projects identified as high priority. Based on planning-level cost estimates, it is expected to cost more than \$88,000,000 to implement the high priority projects outlined in the Plan.

While this is a significant investment in the City's future, the City can build momentum by advancing projects that not only demonstrate the benefit of active transportation but also leverage existing projects, available funding sources, and more.

Building on the prioritized project list presented in the previous section, the following projects are recommended for the first phase of ATP implementation. These projects are included in the first phase for a range of reasons, including active project grant applications, alignment with ongoing development, and more.

Additional strategies for project implementation can be found beginning on page 91 and should be considered not only for the projects listed here but also for future project phases to advance the ATP.

Table 13 Phase One Bikeway Projects

Location	Start	End	Proposed Bikeway	Length (miles)	Planning Level Cost Estimate
Folsom Placerville Rail Trail	Willow Creek Trail	Iron Point Rd	Class I Shared-Use Path	0.97	\$1,891,950
New Trail (Parallel to Hwy 50)	Serpa Ct	City Boundary	Class I Shared-Use Path	1.26	\$2,470,750
New Trail (Parallel to Hwy 50)	Prairie City Rd	Iron Point Rd / E Bidwell St	Class I Shared-Use Path	2.54	\$4,971,445
Iron Point Rd	Folsom Blvd	City Boundary	Class IV Separated Bikeway	6.25	\$12,861,795
Oak Avenue Pkwy	Iron Point Rd	Willow Creek Dr	Class IV Separated Bikeway	2.52	\$5,183,305
Sibley St	Glenn Dr	Figueroa St	Class IIB Buffered Bicycle Lane	0.86	\$137,005

Table 14 Phase One Pedestrian Network Projects

Project Name	Side of Street	Length (Miles)	Planning Level Cost Estimate	
			Sidewalk (6 ft)	Sidewalk (10 ft)
Riley St from Sutter St to E Bidwell St	Both	0.44	\$646,235	\$784,715
Riley St from Natoma St to Persifer St	One	0.07	\$51,160	\$62,125
Oak Avenue Pkwy from Baldwin Dam Rd to Grant Ln	Both	0.85	\$1,251,805	\$1,520,045
Dean Way from Coloma St to Stafford St	Both	0.26	\$390,630	\$474,340
Folsom-Auburn Rd from Oak Ave to Folsom Lake Crossing	Both	1.36	\$2,014,545	\$2,446,235
School St from Dean Way to Market St	Both	0.19	\$274,325	\$333,110
Natoma St from Prison Rd to Folsom Lake Crossing	One	1.16	\$860,295	\$1,044,645
Oak Ave from Baldwin Dam Rd to Folsom Auburn Rd	Both	0.43	\$632,180	\$767,645
E Bidwell St from Coloma St to Market St	One	0.20	\$145,255	\$176,380

Table 15 Phase One Spot Improvement Projects

Cross Street A	Cross Street B	Improvement Type	Planning Level Cost Estimate
Folsom Blvd	Glenn Dr	Overcrossing / Undercrossing	Further study required
Folsom-Auburn Rd	Berry Creek Dr	Major Road Unsignalized	\$442,370
E Bidwell St	South of Hwy 50	Overcrossing / Undercrossing	\$3,500,000
Folsom Blvd	Parkshore Dr	Trail / Major Road Signalized	\$136,230
Folsom-Auburn Rd	Inwood Rd	Major Road Signalized	\$105,625
Greenback Ln	American River Canyon Dr	Trail / Major Road Signalized	\$136,230
Natoma St	Sibley St	Major Road Signalized	\$105,625
Natoma St	Reading St	Major Road Signalized	\$105,625
Natoma St	Decatur St	Major Road Signalized	\$105,625
Natoma St	Wool St	Major Road Signalized	\$105,625
Natoma St	Scott St	Major Road Signalized	\$105,625
Natoma St	Bridge St	Major Road Signalized	\$105,625
Riley St	E Bidwell St	Major Road Unsignalized	\$442,370
Riley St	Lembi Dr	Major Road Unsignalized	\$442,370
Placerville Rd	Hwy 50	Overcrossing / Undercrossing	Further study required
Riley St	Timson Dr	Major Road Unsignalized	\$442,370
Oak Ave Pkwy	Baldwin Dam Rd	Trail / Major Road Unsignalized	\$327,050
Placerville Rd	White Rock Rd	Trail / Major Road Unsignalized	\$327,050
Oak Ave Pkwy	Blue Ravine Rd	Overcrossing / Undercrossing	\$2,500,000

Figure 23 Phase One Projects

Phase One Projects

FOLSOM ATP

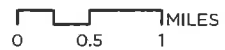
Phase One Projects

- Spot Improvement
- Proposed Bikeway
- Pedestrian Improvement

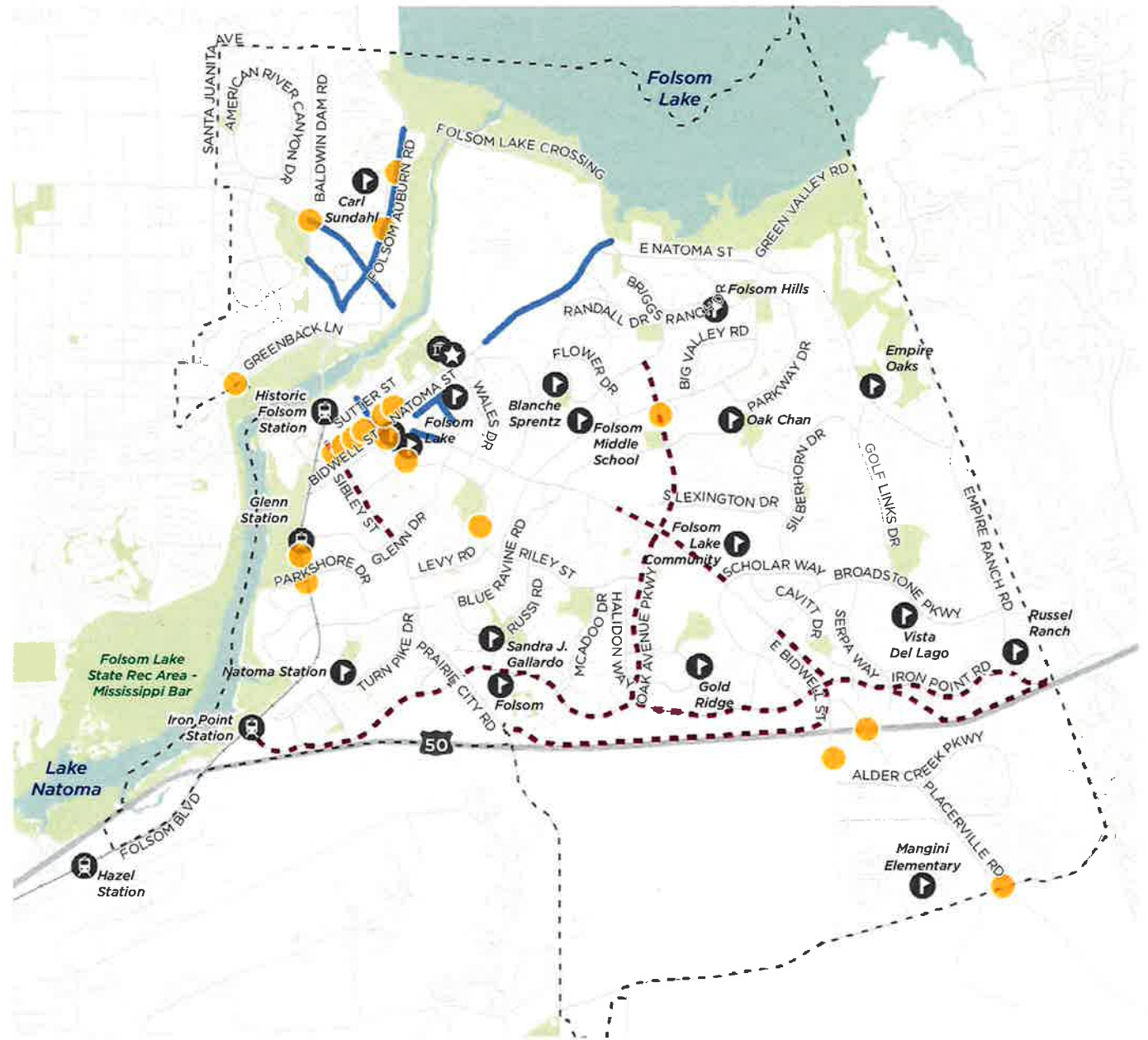
Destinations + Boundaries

- III City Hall
- ★ Community Center
- 🎓 School
- 🚊 Light Rail Station

- City Boundary
- Park



Data provided by the City of Folsom, SACOG.



Implementation Strategy



Project implementation requires a deliberate strategy and exploration of innovative approaches. With limited resources and high demand for improvements, the city should coordinate with relevant departments and partners to identify opportunities for project delivery. The strategies explored below are opportunities for the city to support the implementation of the ATP's programs, recommended project improvements, and goals and policies over time.

CAPITAL PROJECTS

Include the projects and priorities of the ATP in the annual Capital Improvement Plan (CIP). Identify additional opportunities for coordination among projects in the CIP that both advance the ATP and the city's Public Works and Parks and Recreation Departments' CIP goals.

IDENTIFY QUICK BUILD PROJECTS

Quick build refers to projects that are implemented using relatively low-cost materials compared to long-term capital projects. Quick build projects are not only faster and less costly to implement,

they also create an opportunity to pilot a project design or treatment for community feedback and observation. Where feasible, the City of Folsom should identify specific network improvements or packaged improvements that can advance on an accelerated timeline through quick build implementation. The ATP project list provides the blueprint for a more balanced transportation network but also includes a large price tag for system-wide implementation. Quick build tactics can advance basic design elements of a project to provide immediate relief from a safety, comfort, or access issue. The city can demonstrate visible "early wins" and build support for increased investments in projects proposed in this Plan. Quick build projects also allow the city to be more responsive to communities including the workforce population that may have faced historic disinvestment and often face the greatest risk when traveling. This approach helps address the urgency around needed improvements while also providing a mechanism to gather feedback from the community impacted by the improvement.

FLEXIBLE PROJECT DELIVERY

The City of Folsom will need to work internally and across city departments to find flexibility within any existing processes and how projects are implemented. Remaining flexible will help reduce hurdles typically faced in project delivery and streamline decision-making.

The city will need to continue to develop flexible approaches to project delivery and not exactly how projects are prioritized in the Plan. Recommended ATP projects will require ongoing evaluation and pivoting within an annual work plan and project development.

CROSS DEPARTMENT OPPORTUNITIES

Interdepartmental city staff coordination is key to the success of the ATP project implementation. Aligning with existing or future projects across city departments will ensure that there is a shared understanding that ATP project delivery is a priority across the city. Aligning across city departments is also an opportunity to share the need for the proposed improvements and how all the city's networks interact.



FUNDING STRATEGY

It is crucial for the city to identify and secure funding for programs and infrastructure projects to advance the goals established in this Plan. A variety of sources exist to fund bicycle and pedestrian infrastructure programs, projects, and studies. These sources include local, regional, state, and federal funding opportunities.

ENGAGING WITH THE ACTIVE TRANSPORTATION PLAN AS A LIVING DOCUMENT

The ATP describes the many ways that the City of Folsom and its mobility context are changing over time. Many factors influence both where people live and work as well as how they move around Folsom, and the projects outlined in this Plan reflect what we know about these conditions today. As conditions change, the city should review projects periodically, considering new needs, the impact of implemented

projects, and available funding. The city should evaluate the ATP project list every five years and update as needed. Further, it is recommended that the city develop a public input tool and process for residents to submit project ideas. In all cases, revisions to the project list should further the ATP's goals and objectives.

Funding Sources



The following section highlights the various funding sources that can be used to implement the city's bicycle and pedestrian infrastructure projects, programs, and studies. The funding opportunities include competitive grants, impact fee/assessment district strategies, and formula-based funding methods.

LOCAL AND REGIONAL FUNDING

Sacramento Transportation Authority (STA) Measure A

This funding source is derived from a half-cent sales tax imposed in Sacramento County, administered by STA, and distributed to incorporated cities and unincorporated Sacramento County to fund specific transportation maintenance and projects. Measure A included three ongoing programs: Traffic Safety, Bicycle/ Pedestrian Safety, and Maintenance funds. Additionally, there is a capital component to help fund large capital improvement projects identified in the Countywide Transportation Expenditure Plan.

Funds are programmed by STA.

Sacramento Area Council of Government (SACOG) Regional Program

SACOG's Regional Program funds cost-effective transportation projects that advance the goals established in SACOG's Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS). These goals include decreasing vehicle miles traveled, increasing the number of bicycle and pedestrian trips, and reducing greenhouse gas emissions, among others. The Regional program will fund projects identified explicitly in the MTP/SCS or lump-sum category projects, such as "Bike/Ped" or "Capacity" projects. The program seeks to promote effective and efficient use of limited state and federal resources to develop and maintain the regional transportation network.

Funds are programmed by SACOG.

Transportation Development Act (TDA) Article 3

TDA is administered locally by the Sacramento Area Council of Governments (SACOG). This act allocated federal funding toward transit and transportation projects, including bicycle and pedestrian facilities. 2% of the funding allocated to Sacramento County is designated for bicycle and pedestrian projects under the TDA Local Transportation Fund (LTF).

Funds are programmed by SACOG.

Sustainable Transportation Equity Project (STEP)

The Sustainable Transportation Equity Project (STEP) is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. STEP applicants can either apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board (CARB).

New Development or Redevelopment/Rehabilitation

Future new development and redevelopment projects including new road construction, resurfacing, and construction projects, are one method of providing pedestrian improvements and bike facilities. To ensure that pedestrian and bicycle improvements are included in these projects, the review process must include an individual (designated active transportation coordinator) or group (bicycle and pedestrian advisory committee) to monitor the process.

Funds are programmed by Sacramento County.

Assessment Districts

Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to the establishment and use of funds.

Funds are programmed by Sacramento County.

IMPACT FEES

The Sacramento County Transportation Development Fee/Transportation Impact Fee Program (SCTDF/TIF) funds the construction of roadway and transit improvements needed to accommodate traffic and transit ridership generated by new land development allowed by the County General Plan and land use zoning through development impact fees. Assessing such fees is also a condition of receiving Measure “A” Transportation Sales Tax allocations. The County should ensure that planning policies consider bicycle and pedestrian planning, design, and construction costs to be an eligible use of these fees.

Funds are programmed by Sacramento County.

SACOG Active Transportation Program

SACOG’s Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every

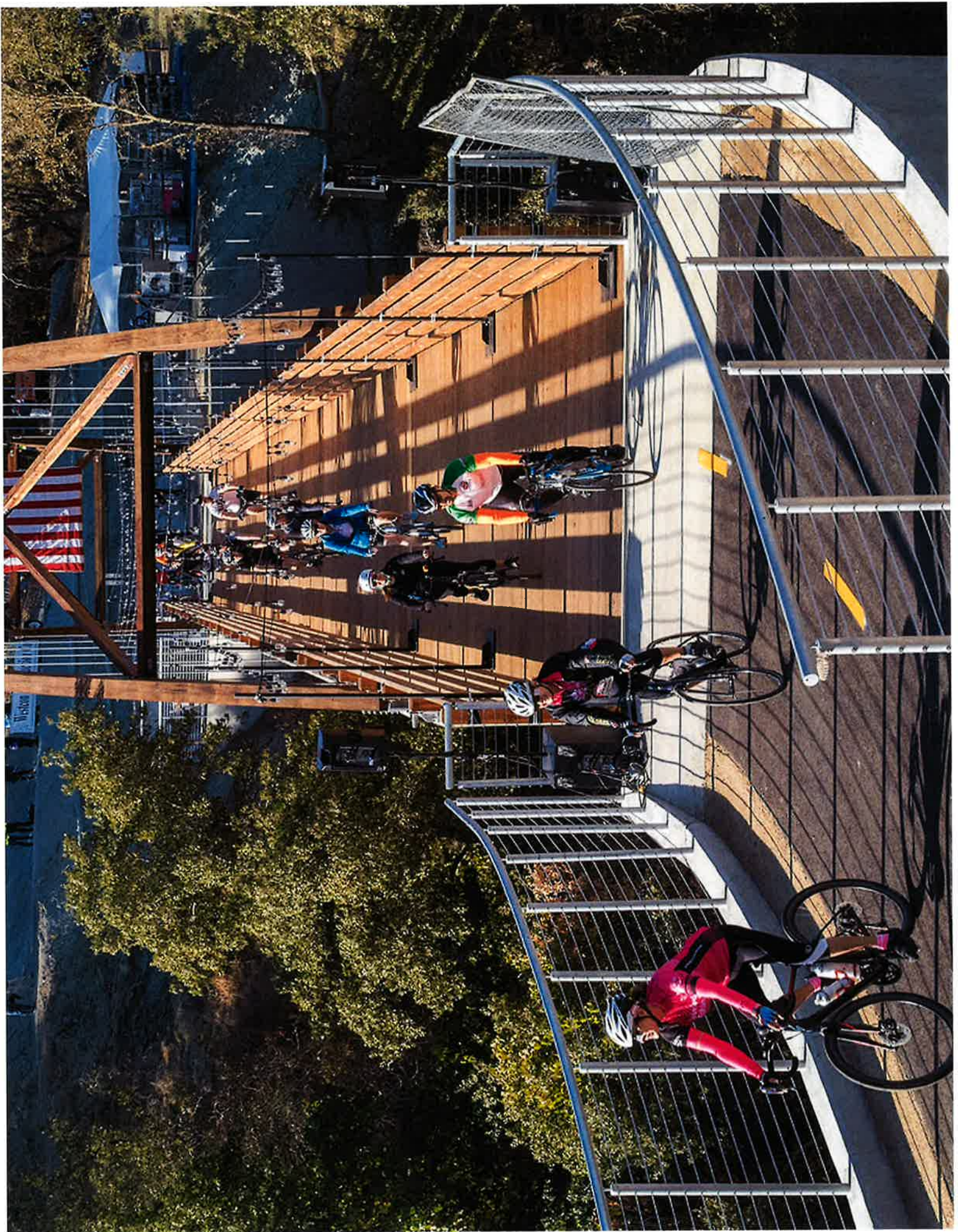
one to two years, typically in the spring or early summer. Eligible projects include the construction of bicycling and walking facilities, safe routes to school projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Projects not funded through the state program (described in the next section) are eligible for regional consideration.

Funds are programmed by SACOG.

SACOG Community Design Funding Program

The Community Design Funding Program provides funding to local jurisdictions to build placemaking projects. Projects that implement any of the seven SACOG Blueprint Principles are eligible for funding: 1) housing options 2) transportation options; 3) infill development; 4) mixed land uses; 5) compact development; 6) preservation of natural resources, and 7) quality design.

Funds are programmed by SACOG.



SACOG Transportation Demand Management (TDM) Program

SACOG's TDM Program aims to reduce vehicle trips and vehicle miles traveled using a variety of programs, services, infrastructure projects, travel strategies, and policies to change travel behavior. SACOG periodically offers TDM-focused grant opportunities to fund infrastructure and program projects that work towards TDM program goals. These include traditional grants, mini-grants, and innovations grants.

Funds are programmed by SACOG

ACOG Innovative Mobility Program

The Innovative Mobility Program designs and launches projects and programs that increase transportation options and reduce vehicle miles traveled (VMT) to make options like biking, walking, and taking transit the easy choice for all types of trips. The program has four goals: 1) reduce VMT and vehicle emissions, 2) leverage new technologies and partnerships, 3) increase access to existing transit and micromobility services, 4)

inform the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and 5) support policies that increase access and benefit underserved communities.

Funds are programmed by SACOG

STATE AND FEDERAL FUNDING

CA Federal Land Access Program (FLAP)

The Federal Land Access Program offers funding for transportation projects, including bicycle and pedestrian infrastructure, that improve access to, from, and within Federal Lands.

Funds are programmed by Caltrans, the FHWA, and a representative from a state political subdivision.

California Active Transportation Program

California's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every

one to two years, typically in the spring or early summer. Eligible projects include the construction of bicycling and walking facilities, safe routes to school projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required for statewide funding, though extra points are awarded to applicants who identify matching funds.

Funds are programmed by the California Transportation Commission (CTC).

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47% local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programmed by Caltrans.

Highway Safety Improvement Program

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are programmed by Caltrans.

Solutions for Congested Corridors Program

Funded by SB1, the Congested Corridors Program strives to reduce congestion in highly-traveled and congested roads through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of enhancements, including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved

corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right-of-way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the CTC.

Safe Streets And Roads for All (SS4A) Program

Funded by the Bipartisan Infrastructure Law (BIL), the Safe Streets and Roads for All program provides discretionary funding over the next five years to local, regional, and Tribal initiatives to prevent roadway deaths and serious injuries. Funding can be used to develop or update a Comprehensive Safety Action Plan (ex: Vision Zero Plan); conduct planning, design, and development activities in support of the Action Plan; and to carry out projects to implement the Action Plan.

Funds are programmed by the U.S. Department of Transportation.

Office of Traffic Safety

Under the Fixing America's Surface Transportation (FAST) Act, five percent of Section 405 funds address non-motorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety

Recreational Trails Program

The Recreational Trails Program helps provide recreational paths for both motorized and non-motorized path use. Eligible products include path maintenance and restoration, pathside and trailhead facilities, equipment for maintenance, new path construction, and more.

Funds are programmed by the California Department of Parks and Recreation.

Affordable Housing and Sustainable Communities Program

The Affordable Housing and Sustainable Communities Program (AHSC) funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas (GHG) emissions. Projects must fall within three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

Urban Greening Grants

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban paths that provide safe routes for travel between homes, workplaces, commercial centers, and schools.

Funds are programmed by the California Natural Resources Agency

Habitat Conservation Fund

The Habitat Conservation Fund Program supports projects that bring urban residents into park and wildlife areas, protect plant and animal species, and acquire and develop wildlife corridors and paths.

Funds are programmed by the California Department of Parks and Recreation.

Statewide Park Program (SPP)

The Statewide Park Program solicits competitive grants to fund new parks and recreation opportunities in critically underserved communities across California. Funds can be used to create and expand/renovate existing parks. All projects must include at least one “recreation feature,” which includes non-motorized paths. No match is required.

Funds are programmed by the California Department of Parks and Recreation.

Table 16 Funding Summary Table

Funding Source	Planning/ Design/ Construction	On-Street Bikeways & Sidewalks	Paths	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Local and Regional Programs								
Measure A (STA)	P/D/C	•	•	•	•	•	•	•
SACOG Regional Program (SACOG)	D/C	•	•	•	•	•	•	•
SACOG Active Transportation Program	P/D/C	•	•	•	•	•	•	•
Sustainable Transportation Equity Project (CARB)	P/D/C	•	•	•	•	•		
Transportation Development Act Article 3 (SACOG)	D/C	•	•	•	•	•		
New Developments/Resurfacing Projects (Sacramento County)	D/C	•	•					
Assessment District (Sacramento County)	P/D/C	•	•	•	•	•	•	•
Impact Fees (Sacramento County)	P/D/C	•	•	•	•	•	•	•
SACOG Community Design Funding Program	D/C	•	•	•	•	•		
SACOG Transportation Demand Management (TDM) Program	P/D/C	•	•		•	•	•	•
SACOG Innovative Mobility Program	P/D/C	•	•	•	•	•	•	•
Statewide and Federal Grants								
Active Transportation Program (CTC)	P/D/C	•	•	•	•	•	•	•
Sustainable Transportation Planning Grants (Caltrans)	P							•
Highway Safety Improvement Program (Caltrans)	D/C	•		•	•	•		

Funding Source	Planning/ Design/ Construction	On-Street Bikeways & Sidewalks	Paths	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Solutions for Congested Corridors (CTC)	C	•	•			•		
Safe Streets And Roads for All (SS4A) Program	P/D/C	•	•	•	•	•	•	•
Office of Traffic Safety (CA OTS)	-						•	
Recreational Trails Program (CA DPR)	C		•					
Affordable Housing & Sustainable Communities (CA HCD)	C	•			•		•	
Urban Greening Grants (CA NRA)	C	•	•	•	•			
Statewide Park Program (CA DPR)	C		•					
Trade Corridor Enhancement Program (CTC)	C	•	•					
USHUD Community Development Block Grant Program	P/D/C	•	•	•	•	•	•	•
USHUD Community Development Block Grant Program	P/D/C	•	•	•	•	•	•	•
Local Partnership Program (CTC)	C	•		•	•	•		
Road Maintenance and Rehabilitation Program (Controller's Office)	D/C	•		•	•			
Other State Funds								
Local Partnership Program (CTC)	C	•		•	•	•		
Road Maintenance and Rehabilitation Program (Controller's Office)	D/C	•		•	•			



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