

# Folsom City Council Staff Report

<b>MEETING DATE:</b>	1/23/2024
<b>AGENDA SECTION:</b>	New Business
<b>SUBJECT:</b>	Resolution 11160 – Resolution Approving the North Alternative Alignment as the Preferred Alternative for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Project and Authorize Staff to Apply for Grant Funding through Caltrans Cycle 7 Active Transportation Program
<b>FROM:</b>	Parks and Recreation Department

**RECOMMENDATION / CITY COUNCIL ACTION**

Resolution approving the North Alternative Alignment as the preferred alternative for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Project and authorize staff to apply for grant funding through Caltrans Cycle 7 Active Transportation Program.

**BACKGROUND / ISSUE**

In 2018, staff submitted an application as part of the Active Transportation Program (Cycle 4) grant funding opportunity for a Folsom Boulevard Bicycle and Pedestrian Overcrossing. In 2019, staff was informed that the project did not receive funding. The comments received from the application reviewers focused on the lack of public outreach. Understanding the need for a more robust public outreach process to support the project in the next grant funding opportunity, staff worked to secure funding for a feasibility study.

On August 26, 2022, the City of Folsom issued a Request for Proposal (RFP) for professional design services for the Folsom Boulevard Class I Overcrossing Feasibility Study. The RFP was distributed to qualified design consultants and advertised on CIPlist.com. The due date for the proposals was September 30, 2022, and three proposals were received. A full review of these proposals was performed by city staff from both the Public Works and Parks and Recreation departments. Dokken Engineering’s proposal demonstrated the expertise, capacity, and ability to complete the scope of services which entails project management, public workshop facilitation, bridge design, and cost estimation.

In December 2022 City Staff and the Dokken Engineering consultant team held a project kick-off meeting. In January 2023 staff and the consultant team held a meeting to walk the project site

boundaries with staff from State Parks and Sacramento Regional Transit (SacRT) to receive initial feedback on potential alignment issues.

On March 14, 2023, staff held an informational presentation for City Council to provide an overview and public outreach schedule for the Folsom Boulevard Pedestrian & Bicycle Overcrossing Feasibility Study.

On June 6, 2023, staff presented a project update to the Parks and Recreation Commission discussing the project study update and community feedback received regarding the overcrossing alternative alignments.

### **Community Outreach Process**

As part of the feasibility study, an extensive outreach process was conducted which included two stakeholder meetings, two on-line surveys, and one community meeting. Staff collected feedback from over 500 City of Folsom residents and ten stakeholder groups. The process for the community outreach included the following steps:

#### Stakeholder Focus Group Meeting #1

On Tuesday, March 21, 2023, the staff and the consultant team held its first Stakeholder Focus Group Meeting to introduce four preliminary design alternatives for a bicycle and pedestrian overcrossing at Folsom Boulevard between Glenn Drive and Blue Ravine Road. This meeting was the initial stakeholder focus group meeting as part of the community outreach process for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study.

#### Online Community Questionnaire #1

In April and May 2023, the City of Folsom implemented a three-week long Online Community Questionnaire. Community members were encouraged to visit the project webpage on the City's website, learn more about the four proposed alternatives for the overcrossing, and share their feedback and thoughts on those alternatives.

As a result of the Round 1 stakeholder meeting and public outreach questionnaire, the project team garnered over 240 responses from the public.

#### Stakeholder Focus Group Meeting #2

On Tuesday, July 18, 2023, the City of Folsom held the final Stakeholder Focus Group Meeting to provide an update on the planning process for the overcrossing. This meeting was the second stakeholder focus group meeting as part of the community outreach process for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study.

#### Public Outreach and Online Community Questionnaire #2

October 16 – 30 2023, the City of Folsom, as part of the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study, implemented an additional two-week long Online Community Questionnaire. Community members were encouraged to visit the project webpage on the City's website, learn more about the final two proposed alternative alignments (North Alternative and South Alternative) for the overcrossing and share their feedback and thoughts on their preferred alternative.

On Tuesday, October 19, 2023, the City of Folsom held an in-person Public Outreach Meeting, in addition to the Community Questionnaire, to get input on the preferred alternative alignment. During the meeting, the study team shared a project and community outreach update, the refined final two alternative alignments, and further developed architectural design concepts (Towers Concept & Arch Concept) for the bridge structure. Attendees were asked to share their thoughts on the refined alternatives and design concepts. Members from the study team were available to discuss the project and answer questions.

As a result of the Round 2 stakeholder meeting, public outreach meeting, and questionnaire, the project team garnered over 240 responses from the public.

**ANALYSIS**

In June 2022, the City Council adopted the Active Transportation Plan (ATP). The Active Transportation Plan is the guiding document that will provide the planning, development and maintenance of existing and future bicycle and pedestrian facilities within the city. The ATP identified the Folsom Boulevard Overcrossing as a “high priority” project.

An overcrossing would provide a safe, direct access for residents and businesses east of Folsom Boulevard to the American River Parkway Trail (ARPT), including the communities and neighborhoods that border the ARPT. The overcrossing will be a gateway to connect residents and visitors to a larger network of trails in the region. The overcrossing provides a connection between the regional, 15-mile Humbug Willow Creek (HBWC) Trail east of Folsom Boulevard and the 32-mile American River Parkway Trail (ARPT), providing users access to over 80 miles of trails in the region and connecting users to downtown Sacramento.

Between March and October 2023, the Parks and Recreation Department along with its consultant team conducted extensive outreach on a range of possible overcrossing routes and designs across Folsom Boulevard between the Glenn Station area Parkshore Drive. Based on public input, the range of routes and designs was narrowed down from four alternatives to two. One alternative is north of the Glenn light rail station and the second is south of the station area as shown in Attachments 1 and 2. Based on community input and project team expertise, staff believe the North Alternative Alignment provides the most benefits to pedestrians and bicyclists (refer to Attachment 1).

**North vs South Alternative Alignment Community Outreach Summary**

**North Alternative Alignment**

- Positive Reaction (60%)
- Serious Concern / Dislike (24%)
- Neutral (16%)
- Trail/Rec Opportunities Access (44%)
- SacRT Connection (31%)
- Experience / Ease of Access (24%)
- Connection to Lakes & ARB (31%)
- Disliked North Alt (8%)

**South Alternative Alignment**

- Positive Reaction (34%)
- Serious Concern / Dislike (56%)
- Neutral (10%)
- Trail/Rec Opportunities Access (34%)
- Commercial Areas Access (24%)
- Experience / Access (13%)
- Connection to HWCT (21%)
- Disliked Loop Ramp (22%)

The North Alternative Alignment would directly connect to the SacRT Glenn Light Rail Station, State Parks Folsom Lake State Recreation Area, and future affordable housing (SacRT Park & Ride lot) linking transit, neighborhoods, businesses, and recreational attractions to Folsom's trail system. Also, partnering with State Parks and the SacRT on an overcrossing that provides a safe, convenient bridge over Folsom Blvd. showcases a project that will be desirable and competitive when applying for a grant to the Caltrans Cycle 7 Active Transportation Program (ATP) for design/engineering and construction funding in June 2024.

Since this is not only a major trail connection, but also a major City development project that helps to implement the City's Active Transportation Plan and 2035 General Plan, staff sought not only the Parks & Recreation Commission support for this preferred alternative, but also support from the Planning Commission and the River District Master Plan Citizen Advisory Committee (CAC). The Planning Commission recommended to City Council the North Alternative Alignment at the November 15, 2023 meeting; the Parks and Recreation Commission recommended to City Council the North Alternative Alignment at the December 5, 2023 meeting; and, the River District CAC recommended to City Council the North Alternative Alignment at the December 13, 2023 meeting.

### **FINANCIAL IMPACT**

The cost for the Folsom Boulevard Class I Overcrossing Feasibility Study is funded by \$200,000 of approved American Rescue Plan Act (ARPA) funds. The remaining \$17,657 would come out of the Transportation Tax Fund (Fund 248). There is no fiscal action associated with the preferred alternative alignment recommendation.

### **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 Approving the North Alternative Alignment as the Preferred Alternative for the Folsom Boulevard Bicycle and Pedestrian Overcrossing Project and Authorize Staff to Apply for Grant Funding through Caltrans Cycle 7 Active Transportation Program
2. North Alternative Alignment
3. South Alternative Alignment

Submitted,

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Kelly Gonzalez, Director  
PARKS & RECREATION DEPARTMENT

## Attachment 1

**RESOLUTION NO. 11160**

**A RESOLUTION APPROVING THE NORTH ALTERNATIVE ALIGNMENT AS THE PREFERRED ALTERNATIVE FOR THE FOLSOM BOULEVARD BICYCLE AND PEDESTRIAN OVERCROSSING PROJECT AND AUTHORIZE STAFF TO APPLY FOR GRANT FUNDING THROUGH CALTRANS CYCLE 7 ACTIVE TRANSPORTATION PROGRAM**

**WHEREAS**, the City of Folsom desires to provide a safe, direct, grade-separated crossing of Folsom Boulevard to connect residents, workers, and visitors to a larger network of trails in the region; and

**WHEREAS**, the purpose of the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study was to identify a location for a bridge structure over Folsom Boulevard to improve bicycle and pedestrian safety and close a gap in the Humbug-Willow Creek Trail system; and

**WHEREAS**, in June 2022, the City adopted an Active Transportation Plan that identified a Folsom Boulevard bicycle and pedestrian overcrossing as a “high-priority” project; and

**WHEREAS**, \$200,000 in American Rescue Plan Act (ARPA) funds were approved to conduct a Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study; and

**WHEREAS**, the City Council finds that the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study 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**, on November 15, 2023, the Planning Commission recommended adoption of the North Alternative Alignment as the preferred alignment to the City Council.

**WHEREAS**, on December 5, 2023, the Parks and Recreation Commission recommended adoption of the North Alternative Alignment as the preferred alignment to the City Council.

**WHEREAS**, on December 13, 2023, the River District Master Plan Citizen Advisory Committee recommended adoption of the North Alternative Alignment as the preferred alignment 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 Folsom Boulevard Feasibility Study preferred North Alternative Alignment, and all public testimony:

1. Finds that moving forward with the preferred North Alternative Alignment is in the public interest and will advance the health, safety, and general welfare of the City of Folsom.



2. Finds that the Folsom Boulevard Bicycle and Pedestrian Overcrossing Feasibility Study is consistent with the Active Transportation Plan and the Folsom General Plan.

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of January 2024, by the following roll-call vote:

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

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Michael D. Kozlowski, MAYOR

ATTEST:

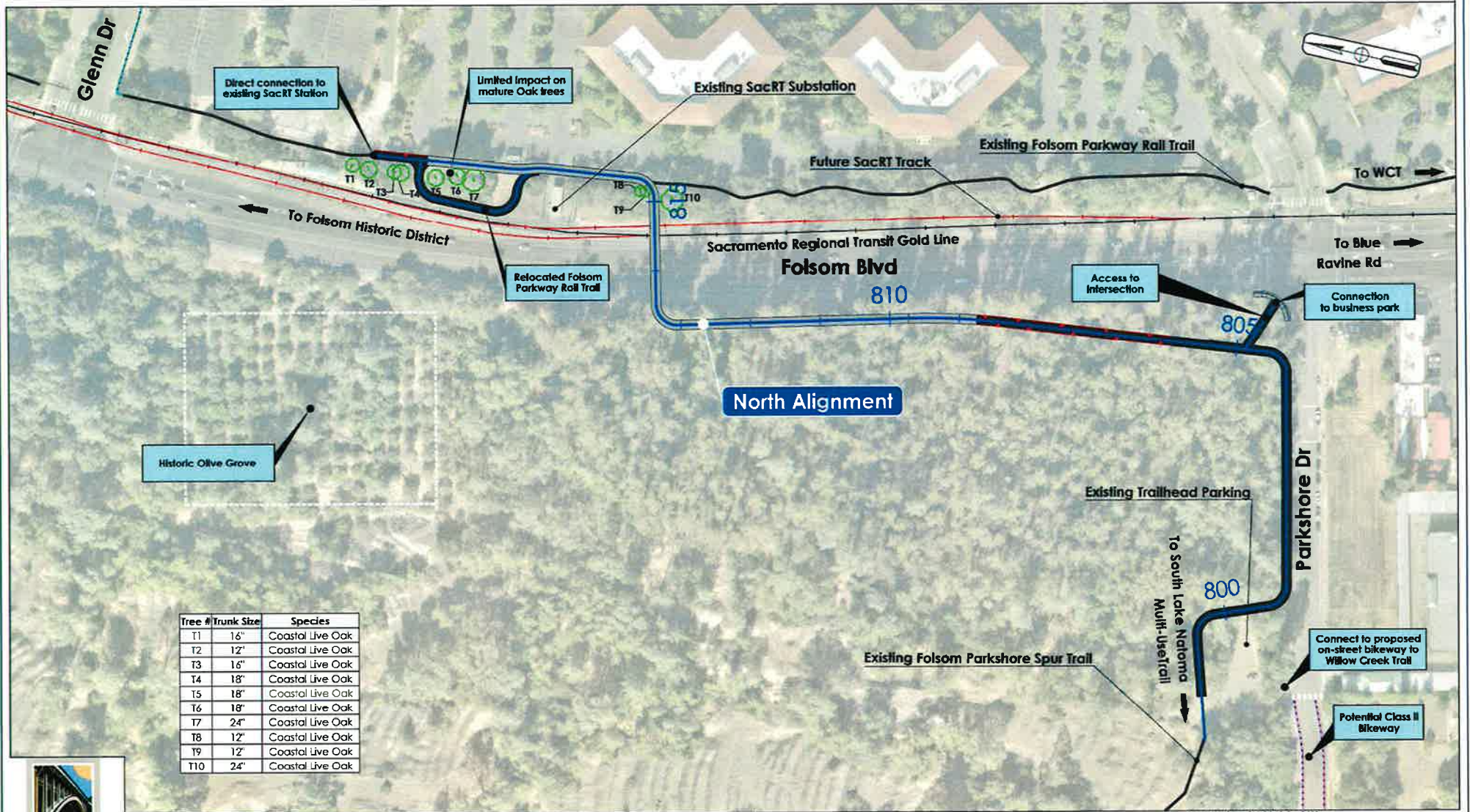
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Christa Freemantle, CITY CLERK

## Attachment 2



# Class I Bicycle and Pedestrian Overcrossing - North Alignment



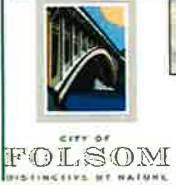
Tree #	Trunk Size	Species
T1	16"	Coastal Live Oak
T2	12"	Coastal Live Oak
T3	16"	Coastal Live Oak
T4	18"	Coastal Live Oak
T5	18"	Coastal Live Oak
T6	18"	Coastal Live Oak
T7	24"	Coastal Live Oak
T8	12"	Coastal Live Oak
T9	12"	Coastal Live Oak
T10	24"	Coastal Live Oak

NOTE: RIGHT OF WAY SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS USED AS A COMMUNICATION TOOL TO PROVIDE GENERAL IMPACTS THE PROJECT MAY HAVE ON SURROUNDING PROPERTIES.

**Legend:**

- Alternative's Features
- North Alignment
- Overcrossing
- Proposed Retaining Wall
- Existing SacRT Rail Line
- Existing Trail
- Future SacRT Rail Line
- Approximate Right of Way
- WCT Willow Creek Trail
- FPRT Folsom Parkway Rail Trail
- Impacted 12"-24" Size Tree Trunk
- Potential Class II Bikeway

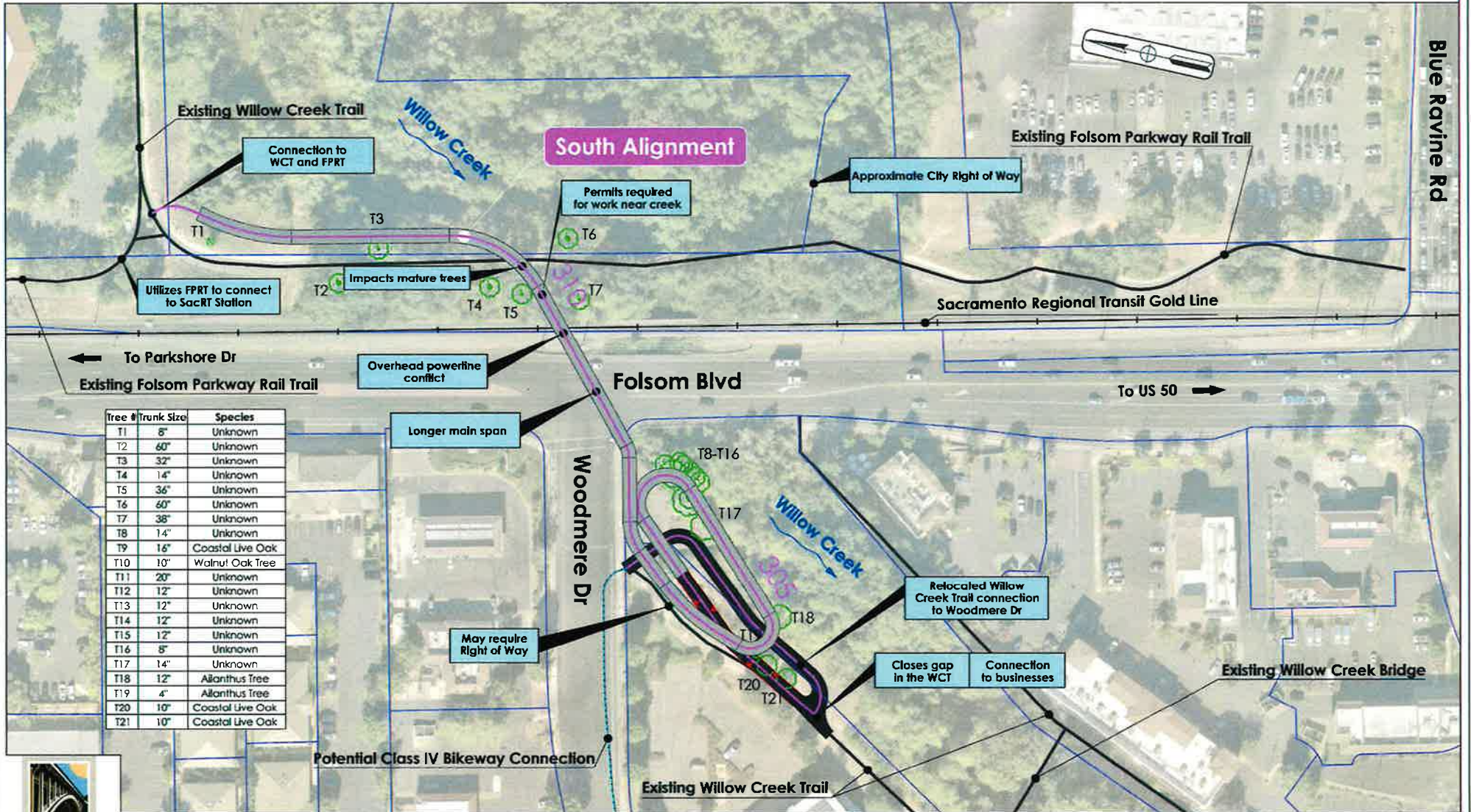
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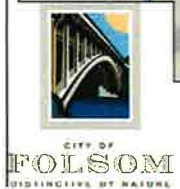
## Attachment 3



# Class I Bicycle and Pedestrian Overcrossing - South Alignment



Tree #	Trunk Size	Species
T1	8"	Unknown
T2	60"	Unknown
T3	32"	Unknown
T4	14"	Unknown
T5	36"	Unknown
T6	60"	Unknown
T7	38"	Unknown
T8	14"	Unknown
T9	16"	Coastal Live Oak
T10	10"	Walnut Oak Tree
T11	20"	Unknown
T12	12"	Unknown
T13	12"	Unknown
T14	12"	Unknown
T15	12"	Unknown
T16	8"	Unknown
T17	14"	Unknown
T18	12"	Allanhus Tree
T19	4"	Allanhus Tree
T20	10"	Coastal Live Oak
T21	10"	Coastal Live Oak



NOTE: RIGHT OF WAY SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS USED AS A COMMUNICATION TOOL TO PROVIDE GENERAL IMPACTS THE PROJECT MAY HAVE ON SURROUNDING PROPERTIES.

**Legend:**

- South Alignment
- Existing SacRT Rail Line
- Existing Trail
- WCT Willow Creek Trail
- Overcrossing
- Future SacRT Rail Line
- FPRT Folsom Parkway Rail Trail
- Proposed Retaining Wall
- Approximate Right of Way
- Alternative's Features
- Connection to businesses
- Closes gap in the WCT
- Relocated Willow Creek Trail connection to Woodmere Dr
- Potential Class IV Bikeway
- Impacted Trees 10"- 60" Trunk Size

0 25 50 100

11/02/23

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