City of Folsom
Active Transportation Plan (ATP)

City Council  |  April 12, 2022
The Active Transportation Plan (ATP) guides future walking and biking improvements to create a safe and connected network of bikeways and walkways.
PROJECT TIMELINE

Phase 1
Existing Conditions
Winter 2020 - Summer 2021
- Stakeholder Meeting #1
- Public Workshop #1
- Public Input Map

Phase 2
Recommendations
Summer 2021 – Winter 2021
- Stakeholder Meeting #2
- Public Workshop #2
- Mobile Workshop #1
- Public Input Map

Phase 3
Draft and Final Plan
Spring 2022
- Mobile Workshop #3
- Mobile Workshop #4
- Public Draft Plan Review
- Public Input Map
- City Council
- Parks & Recreation Commission
Folsom residents confirmed the importance of a well-connected, low-stress active transportation network.
What We Heard:

- **Safety** is a primary concern, specifically high vehicle speeds
- **Crossings** – Need for both more crossings and improved safety
- **Complete sidewalks** to improve connections to destinations
- Trails are a significant asset, but **connections to trails** need improvement
- **More protection** for on-street bikeways
Network Needs
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
Bicycle-Involved Collisions
FOLSOM ATP

- **Fatality**
- **Bicycle-Involved Collision**
- **Collision Focus Area**

**Existing Bikeways**
- Green: Class I Paved Shared Use Path
- Yellow: Class II Bicycle Lane
- Blue: Class IIB Buffered Bicycle Lane
- Pink: Class III Bicycle Route
- Blue: Class IV Separated Bikeway

**Destinations + Boundaries**
- City Hall
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Data provided by the City of Folsom, SACOG
Recommendations
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 IIB Bicycle Boulevard
- Class IV Separated Bikeway
- Widen Existing Trail

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

Destinations + Boundaries
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Date provided by the City of Folsom, SACOG.
Bicycle Facilities

Least Separation  —  —  —  —  —  —  —  —  —  —  —  —  —  —  Most Separation

CLASS III: BIKE ROUTE
CLASS II: BIKE LANE
CLASS I: SHARED-USE PATH
CLASS IIIB: BIKE BOULEVARD
CLASS IIB: BUFFERED BIKE LANE
CLASS IV: SEPARATED BIKE LANE
Bicycle Boulevard

Low speed and low volume roadways designed to give bicycle travel priority.

- Speed Management/Traffic Calming
- Volume Management
- Bicycle/Pedestrian Priority at Intersections

Within Folsom, bicycle boulevards will:

- Improve connections to trail, facilitate wayfinding
- Support local connections to schools, parks
- Increase low-stress routes
Trail Enhancements

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 trail users, particularly runners or others who prefer natural surface trails.

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 trail etiquette along the length of the trail.
PROPOSED WALKING NETWORK IMPROVEMENTS
FOLSOM ATP

Proposed Pedestrian Improvements
- Fill in Sidewalk Gaps (Both Sides)
- Fill in Sidewalk Gaps (One-side)

Proposed Shared-Use Paths
- Class I Shared-Use Path

Existing Shared-Use Paths
- Class I: Paved Shared Use Path

Destinations + Boundaries
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Data provided by the City of Folsom, SACOG.
PROPOSED SPOT IMPROVEMENTS

FOLSOM ATP

Proposed Spot Improvements
- Trail / Major Road Signalized
- Trail / Major Road Unsignalized
- Trail / Minor Road
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

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

Destinations + Boundaries
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Date provided by the City of Folsom, SACOG.
Trail Spot Improvements:

- High-visibility crosswalks
- ADA-compliant curb ramps
- Shorten crossing distances
- Evaluate opportunities for pedestrian-hybrid beacon, rectangular rapid flashing beacon
- Upgrade lighting, signage, and sight lines
- Dedicated bicycle crossing
Major Roadway Spot Improvements:

- Pedestrian Countdown Signal, Leading Pedestrian Interval
- High visibility crosswalks and ADA-compliant curb ramps
- Improve lighting, signage, and sight lines
- Shorten crossing distances, pedestrian refuge
- Bike boxes and dashed green pavement markings when appropriate
Minor Roadway Spot Improvements:

- High visibility crosswalks and ADA-compliant curb ramps
- Improve lighting, signage, and sight lines
- Shorten crossing distances
- Coordination with Class IIIB/Bicycle Boulevards
Programs

- Wayfinding
- Safe Routes to School
- Bike Parking
Policies

- Maintenance
- Facility Standards
- Data Collection and Management
Where Do We Start?
## Priority Projects

<table>
<thead>
<tr>
<th>Prioritization Factor</th>
<th>Definition</th>
<th>Proposed Scoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>Network Completeness</td>
<td>Project closes an existing gap in the network</td>
<td>• <strong>10 Points:</strong> Segment connects on both ends to fill a gap in the existing network</td>
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<td>• <strong>5 Points:</strong> Segment connects to an existing facility on only one end</td>
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<tr>
<td>Network Connectivity</td>
<td>Project improves connections to destinations, including schools, parks,</td>
<td>• If project is located within ¼ mile of a destination, it receives <strong>2 points</strong> (up to 10 points total)</td>
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<td>transit, trails, and employment centers</td>
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<tr>
<td>Network Comfort</td>
<td>Project improves an existing high stress route or crossing.</td>
<td>• <strong>10 Points:</strong> Project improves an existing LTS 3 or LTS 4 route; for spot improvements, project improves crossing of LTS 3 of LTS 4 route</td>
</tr>
<tr>
<td>Network Safety</td>
<td>Collision occurred at the project intersection or along the identified</td>
<td>• <strong>10 Points:</strong> A severe injury or fatal collision occurred along the project segment and/or within 500 feet of the project location (if spot improvement)</td>
</tr>
<tr>
<td></td>
<td>project segment.</td>
<td>• <strong>5 Points:</strong> A collision occurred along project segment and/or within 500 feet of the project location (if spot improvement)</td>
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<tr>
<td>Equity</td>
<td>Project improves active transportation networks in areas with a high</td>
<td>• <strong>10 points:</strong> Project is located within a census tract where low-income workers either work or live (Top 10%)</td>
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<td>proportion of low-income workers.</td>
<td></td>
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<td>Community Support</td>
<td>Project reflects needs or barriers identified through Folsom ATP</td>
<td>• <strong>10 points:</strong> Project/Corridor was identified and supported through public comments</td>
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<td></td>
<td>community input.</td>
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<tr>
<td>Previous Plan</td>
<td>Project is in alignment with previous planning efforts.</td>
<td>• <strong>10 points:</strong> Project or corridor was identified in a previous planning effort</td>
</tr>
</tbody>
</table>
HIGH PRIORITY BIKEWAYS

FOLSOM ATP

Proposed Bikeways
- Class I Shared-Use Path
- Class IIIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIIB Bicycle Boulevard
- Class IV Separated Bikeway
- Widen Existing Trail

Existing Bikeways
- Class I Paved Shared Use Path
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Destinations + Boundaries
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Data provided by the City of Folsom, SAGOs.
Project Costs

- ATP provides **planning level** cost estimates
- Guideline for identifying implementation and funding mechanisms
- Funding overview included

**High Priority Projects:**
- 25 Bikeway Projects ($71,000,000)
- 20 Sidewalk Projects ($9,000,000)
- 22 Spot Improvements ($8,000,000)

**All Projects:**
- 142 Bikeway Projects ($160,000,000)
- 65 Sidewalk Projects ($26,000,000)
- 87 Spot Improvements ($21,000,000)

**High Priority Cost:** $88,000,000

**All Projects Cost:** $207,000,000
Project Strategies

- Explore opportunities for:
  - Flexible Project Delivery
  - Quick Build
  - Cross-Department Coordination

- Funding Approaches:
  - Integration on CIP lists
  - Grant Opportunities
  - Development Coordination + Phasing
Project Strategies

- Explore opportunities for:
  - Flexible Project Delivery
  - Quick Build
  - Cross-Department Coordination

- Creative Funding Approaches:
  - Integration on CIP lists
  - Grant Opportunities
  - Development Coordination + Phasing

- ATP as a living document
How to Provide Feedback
Share comments on the draft plan by **April 24** at:

https://folsomatpdraftreview.altago.site/
Thank you!