6.0 Recommended System & Improvements

The recommended system and improvements consists of two distinct components:

- Bicycle Facilities
- Bicycle Programs

6.1 Bikeways System

The recommended bicycle circulation strategy consists of a system of Class I paths, Class II bike lanes and Class III bike routes connecting residential neighborhoods in Folsom with the schools, parks, library, downtown, and other destinations. When completed, the Folsom bikeways system will be one of the most comprehensive networks for a mid-sized city in the United States. The proposed bikeways system is shown in ***Figure 7***. Breakdowns of the existing and proposed bikeway routes are outlined in ***Table 7***. There is a total of 58 miles of Class I, 77 miles of Class II, and 6.2 miles of Class III bike routes proposed at build out. ***Figure 7-A*** (folded insert) is a larger map that identifies existing and proposed bikeway systems with the City's property lot lines included.

The proposed Folsom Bikeways System is characterized by a network of major off-street Class I pathway corridors including: 1) the Humbug-Willow Creek Trail Corridor; 2) the East Lake Natoma Trail connecting to the Historic Truss Bridge over the American River; 3) the American River Bikeway; 4) the Folsom Parkway Rail Trail; 5) Oak Parkway Corridor 6) Folsom/ Placerville Rail Trail; and 7) several other pathway segments using roadway or utility corridors. Major Class II bike lane facilities include: 1) Folsom Boulevard; 2) Iron Point Road; 3) Blue Ravine Road; 4) Natoma and East Natoma Street; 5) Oak Avenue Parkway; and 6) many other streets throughout the City. Class III bike routes are recommended only where bike lanes cannot be implemented and traffic volumes are not significant.

At a minimum, all bicycle corridors identified in the Plan should include intersection protection (including signal detectors) where needed, wider curb lanes where possible, traffic calming where needed to reduce traffic speed, shoulder striping where feasible, and signing. Finally, new bicycle support facilities (such as racks and lockers) and programs are proposed for the City which are detailed later in this report.

The top short-term bikeway projects were selected by staff, input from the public, and bikeway specialists based on their local knowledge and cycling experience, the orientation of funding programs, and the planning criteria outlined in the Master Plan (coverage,

connectivity, user groups, implementation, local input, funding sources). The scoring criteria for selecting the top priority corridors is shown on page 58.

Figure 7: Proposed Bikeways System

Table 7			
Existing and Proposed Bikeway System			
Class I Trails	**Existing Miles**	**Proposed Miles**	**Total Miles**
Segment			
Alder Creek Trail	.66	0	.66
American River Bikeway* (Hazel to Beal's)	7.60	.32	7.92
Baldwin Dam Trail	.71	.25	.97
Broadstone 2 Trail	1.10	0	1.10
Broadstone 3 Trail	3.21	0	4.64
City Park Trail	.1	0	.1
East Lake Natoma Trail*	4.6	.60	5.20
Folsom Dam Trail	0	2.2	2.2
Folsom Lake Trail	0	3.42	3.42
Folsom Parkway Rail Trail	1.66	2.29	3.95
Folsom / Placerville Rail Trail	1.10	.99	2.49
Hinkle Creek Trail	0	.42	.42
Historic Powerhouse Canal Trail	.24	1.80	2.04
Humbug – Willow Creek Trail	14.9	3.06	17.96
Hwy 50 Corridor Trail	0	4.5	4.5
Linda Creek Trail	2.15	.73	2.88
Natoma Trail / East Natoma Street	.84	0	.84
Oak Parkway Trail (E. Bid to Haverhill)	1.40	0	1.40
Oak Parkway Trail (E. Natoma to Blue Rav)	2	.5	2.5
Willow Springs Trail	.51	.22	.73
Sub - Total for Class I	***42.78***	***21.3***	***64.08***
* State Park Jurisdiction			
Note: See Figure 7-A for Class I trail locations.			
Class II Bike Lanes	**Existing Miles**	**Proposed Miles**	**Total Miles**
American River Canyon	3.52	0	3.52

Bidwell Street	0.76	0	0.76
Black Diamond Road	0.41	0.41	0.41
Blue Ravine Road	4.33	0.22	4.55
Briggs Ranch Road	1.22	0	1.22
Broadstone Parkway	2.43	0	2.43
Bundrick Drive	0	0.4	0.4
Cavitt Drive	1.22	0	1.22
Clarksville Road	0	0.53	0.53
Coloma Way/Colma Street*	.17	0.29	0.46
Class II Bike Lanes (Continued)	**Existing Miles**	**Proposed Miles**	**Total Miles**
Creekside Drive	0.86	0	0.86
Dean Way	0	0.62	0.62
East Bidwell Street	2	2	2.8
East Natoma Street	3.01	1.75	4.76
Empire Ranch Road	2.25	0	2.25
Folsom Auburn Road	1.06	0	1.06
Folsom Boulevard	9.33	0.28	9.61
Folsom Dam Road	0	2.0	2.0
Glenn Drive	0	.14	.14
Golf Links Drive	1.38	0	1.38
Green Valley Road	1.46	0	1.46
Greenback Lane	1.46	0	1.46
Grover Road	0.5	0	0.5
Halidon Way	0	0.97	0.97
Ingersoll Way	0.45	0	0.45
Iron Point Road	6.30	0	6.30
Leidesdorff Street	0.31	0	0.31
Lembi Drive	0.4	0	0.4
Levi Road	0	1.2	1.2
Lexington Drive (North)	0.89	0	0.89
Lexington Drive (South)	1.01	0	1.01
Madison Street	0.97	0	0.97
Manseau Drive	0.35	0	0.35
McAdoo (Riley to Iron Pt Road)	.81	0	.81
Montrose Drive	0	0.24	0.24
Natoma Street	4.4	0	4.4
Natoma Station Drive*	0.82	0.28	1.1
Oak Avenue	1.54	0	1.54
Oak Avenue Parkway*	2.33	0.49	2.82
Oak Avenue (Hinkle Creek to Fol/Auburn	0	.42	.42

Rd)			
Parkshore Drive	0.61	0.17	0.78
Prairie City Road	1.05	0	1.05
Prewitt Drive	0.48	0	0.48
Randall Drive	0	0.8	0.8
Riley Street	2.35	0.45	2.80
Russi Road	1.07	0	1.07
School Street	0	0.98	0.98
Silberhorn Way	1.45	0	1.45
Sibley Street	0	1.26	1.26
South Lexington Drive (Oak Ave to Silber)	.84	0	.84
Stafford Street*	0	0.42	0.42
Turn Pike Drive*	0.16	0.85	1.01
Wales Drive*	0	0.89	0.89
Willow Creek Drive (Flower to Briggs)	.78	0	.78
Willard Drive (Iron Point to Prairie City)	.65	0	.65
* Recommended for bike boulevard			
Sub - Total for Class II	***67.39***	***16.58***	***83.97***
Class III Bike Route	**Existing Miles**	**Proposed Miles**	**Total Miles**
Segment (Street Name)			
Blue Ravine Road	0	0.89	0.89
Clarksville Road	0.35	0	0.35
Deerwood Way	0	0.1	0.1
Montrose Drive	0	0.87	0.87
Mountain Oak Court	0	0.1	0.1
Oak Avenue	0	0.42	0.42
Oak Avenue Parkway	0	0.07	0.07
Parkshore Drive	0	0.36	0.36
Sibley Street	0	0.12	0.12
Sutter Street	0	0.26	0.26
Turnpike Drive	0.85	0	.85
Woodmere Drive	0	0.18	0.18
Sub - Total for Class III	***1.2***	***3.37***	***4.57***

6.2 Creating a Bikeways System

A bikeways 'system' is a network of bicycle routes that, for a variety of reasons including safety and convenience, provide a superior level of service for bicyclists and/or are targeted for improvements by the City due to existing deficiencies. It is important to recognize that, by law, bicyclists are allowed on all streets and roads regardless of whether they are a part of the bikeways system. **The bikeways system is a tool that allows the City to focus and prioritize implementation efforts where they will provide the greatest community benefit.**

There is an established methodology for selecting a bikeways system for any community. The primary method is to receive input from the local bicycling community and local staff familiar with the best routes and existing constraints and opportunities. Input can be received through a variety of means, but typically is through the public workshop format. A public workshop was held in Folsom on August 28, 2002, where citizens' were asked to identify the routes they regularly ride plus corridors they saw as either opportunities or constraints. In addition, an extensive survey was conducted for the original Bicycle Master Plan where over 100 responses were collected that helped identify the types and locations of improvements designed to meet citizen's needs.
The following criteria are typically used to develop a comprehensive bikeways system:

1. Existing Bicycling Patterns
   a. Connectivity
2. Traffic volumes and travel speeds
3. Amount of side friction (driveways, side streets)
4. Curb-to-curb width
5. Pavement condition
6. Access from residential areas
7. Number of destinations served
   a. Schools
   b. Parks
   c. Employment Centers
8. Topography
9. Integration into the regional system
10. Adjacent land use
11. On-street parking
12. Accident data and safety concerns
13. Existing bottlenecks or constraints
14. Existing opportunities such as planned roadway improvements

The Folsom Bikeways System was developed focusing on connecting existing segments of bike lane, addressing routes used by bicyclists, and focusing on specific opportunities and

constraints. The street grid pattern offered several distinct through corridors, which connected residential areas with activity centers such as old town, schools, and parks.

Once a bikeway system has been identified, the greatest challenge is to identify the priority segments that will offer the greatest benefit to bicyclists in the next five years. ***Table 8*** provides a summary of the top five segments identified in surveys distributed to the public and staff.

Table 8
Bicycle Improvements by Priority

Top Five Segments:

1. Update signal timing and detention at designated intersections.
2. Blue Ravine Road Bike Lane & Humbug-Willow Creek Trail Corridor.
3. Complete connection between East Lake Natoma Trail and the Historic Truss Bridge.
4. Oak Parkway Trail Corridor – Natoma Street to Blue Ravine Road.
5. Provide consistent Bike Lanes on Natoma Street from Folsom Blvd. to Blue Ravine Road.

Other high priority segments are:

6. Coordinate Street/Freeway Interchange Design to Accommodate Cyclists
7. Folsom Parkway Rail Trail
8. Bicycle Boulevard - Natoma Station Drive (Blue Ravine Rd to Folsom Blvd

and School Street (Dean Way to Blue Ravine Rd).

9. Consistent Bike lanes on Sibley Street from East Natoma Street to Blue Ravine Road
10. Folsom/Placerville Rail Trail
11. Bike lanes on collector streets while preserving on-street parking
12. Glenn Drive - bike lanes from East Bidwell to Sibley Street
13. Folsom Lake Trail /Historic Powerhouse Canal Trail

Note that some of the top ranked projects are already planned to have bike lanes and/or pathways. Finally, it is important to remember that the bikeways system and the top projects are flexible concepts that serve as guidelines to those responsible for implementation. The system and segments themselves will change over time as a result of changing bicycling patterns, and implementation constraints, and opportunities.

6.3 Description of Proposed Bikeway Improvements

The top five projects meet immediate needs in Folsom by helping overcome existing barriers to connect the City's activity centers and link the community. Each project is presented on its own Project Sheet, which provides key information on the proposal.

A short description of each project is presented below. A detailed description of how bike lane or route treatments were selected is presented in the Implementation chapter.