

The following is list of major constraints confronting both existing and future bikeways. The numbers correspond to those shown on Figure 2.

1. Baldwin Dam Road is very narrow and has no shoulders. Limited right-of-way limits the widening of roadway. Bike trail along this corridor is substandard in both width and slope. The limited right-of-way eliminates the opportunity to widen the trail.
2. Access to American River Bike Trail across Folsom/Auburn Road at the current point across from Berry Creek Drive is difficult without a signalized crossing. People are forced to cross at Inwood Road and ride on the street against on-coming traffic to connect with trail across from Berry Creek Drive. Acquiring a trail easement across from Inwood would eliminate this problem.
3. Trail access from channel trail along Lake Natoma up to Natoma Street is a challenge due to steep terrain. Also need to get easements through state prison property.
4. Riley Street between the Rainbow Bridge and Bidwell Street has constrained right-of-way, making it very challenging to provide a consistent Class II bike lane. Riley Street provides an important route for cyclists and having a facility to accommodate cyclists is very important.
5. Sibley Street between Natoma Street and Blue Ravine is narrow and has little or no shoulders. This section of Sibley has potential of attracting many cyclists.
6. East Bidwell Street between Coloma and Woodsmoke Way is a major arterial street, which carries a significant amount of automobile traffic and has no bicycle facilities. This forces cyclists to interface with traffic and creates a significant gap in the cross-town on-street bikeway system. Current cross section in this section of East Bidwell Street has two traffic lanes in each direction with a median and no shoulders.
7. Glenn Drive, between Sibley Street and Riley Street, is striped with a bike lane but is substandard with a width of only 1-1.5 feet. Current cross section makes it very difficult to widen bike lane through this area.
8. Crossing of Folsom Blvd. at the Humbug-Willow Creek trail is a major barrier. A trail undercrossing is not feasible and an overcrossing will be very expensive.
9. Folsom Blvd. in the north bound direction from Natoma Station Drive to Blue Ravine Road has a very narrow shoulder (1-2 feet wide). When light rail was constructed the shoulder/bike lane was reduced in width to accommodate a guard rail. The ability to widen the shoulder is unlikely. A parallel Class I trail provides an alternative route.

10. Iron Point Road creates a barrier for the Willow Hills reservoir trail. Iron Point Road is a six-lane arterial and a trail crossing will be very difficult and expensive.
11. Iron Point Road creates a barrier for the Alder Creek trail. Iron Point Road is a six-lane arterial and a trail crossing will be very difficult and expensive.
12. Highway 50 creates barrier to the Alder Creek trail. Future trail along Alder Creek would continue along both sides of Highway 50. An undercrossing is proposed at this location.
13. Iron Point Road creates a barrier for the Gold Hill trail. Iron Point Road is a six-lane arterial and a trail crossing will be very difficult and expensive.
14. Riley Street, between Cruickshank Drive and Oak Avenue, has substandard bike lanes (1-foot width) and the ability to widen bike lanes is limited due to restricted right-of-way. This is potentially a high volume bikeway corridor.
15. Newly constructed Highway 50/Prairie City Road interchange created a barrier to cyclists crossing Hwy 50 along Prairie City Road. The design of the high-speed on- and off-road ramps make it difficult for cyclists to safely cross Highway 50.
16. The construction of the Highway 50/East Bidwell interchange created a barrier to cyclists crossing Hwy 50 along East Bidwell Street. The design of the high-speed on- and off-road ramps make it difficult for cyclists to safely cross Highway 50, very similar to Prairie City Road, creating an unfriendly on street bike crossing of Highway 50.
17. Golf Links Drive creates a barrier between two segments of the Humbug-Willow Creek Trail connecting the Parkway with Empire Ranch. A future undercrossing at this location would be preferred to eliminate the existing at-grade crossing.
18. Highway 50 creates a barrier for the Folsom Parkway Rail Trail and its continuation from the light rail station at Iron Point Road and Hazel Ave and the Future Easton Project.



