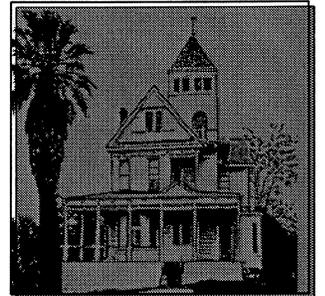


Appendix E



Appendix E

Historic District Circulation Plan

Because of existing and anticipated heavy traffic impacts, circulation in the Historic District was studied intensively by the Historic District Specific Plan Citizens Advisory Committee, using detailed traffic evaluations and recommendations from traffic consulting firms. The final conclusions are presented in Chapter 3. In this Appendix are the sets of information which provided the basis for those conclusions:

Existing Conditions. This section describes the status of traffic-related facilities within and surrounding the Historic District at the time of Plan preparation.

Analysis of Future Conditions. This section 1) lists the assumptions used in the analysis, 2) describes the methodology of the study, and 3) depicts future traffic conditions.

Evaluation of American River Bridge Crossing Alternatives. This section describes the traffic impacts on the Historic District of 21 scenarios. The scenarios included various combinations of all proposed and existing bridge locations and evaluated them on two timelines: ten-year growth and buildout growth. (Circulation improvements needed if the Oak Avenue Parkway Bridge had been constructed first were studied but are not included herein.)

E.01 EXISTING CONDITIONS

E.01.01 Automobile Facilities

The Folsom Historic District is served by a grid system of two-lane roads. At the time of Plan preparation there were two existing two-lane bridges (Rainbow and Figueroa Street) and two more bridges in design phases (bridge across Lake Natoma and historic truss bridge).

E.01.01 (a) Major streets

Several major circulation routes pass through the Historic District. The area's proximity to Rainbow Bridge attracts large volumes of local and regional traffic passing through the area. Figure E -2 displays the major traffic movements through the Historic District using Rainbow Bridge. These include the following:

Rainbow Bridge - Leidesdorff Street - Folsom Boulevard is the primary route of choice for many cross-river motorists destined for Highway 50 or the southwest portions of Folsom.

Rainbow Bridge - Riley Street is the main north-south arterial route connecting Rainbow Bridge with central Folsom.

Rainbow Bridge - Scott Street - Sutter Street - Coloma Street - Natoma Street is essentially a bypass route of the congested intersections along Riley Street in the Historic District. Much of this traffic accesses Rainbow Bridge to and from areas east of the Historic District, including east Folsom and El Dorado County.

Because of the Historic District's central location within the City of Folsom and the limited number of crossings of the American River in eastern Sacramento County, many streets in the Historic District serve heavy volumes of traffic. Significant traffic congestion is suffered along many roadway segments and at many intersections.

Figure E- 3 displays the existing average daily traffic volumes along the key roads in the area. A brief description of each key road is given below.

Rainbow Bridge is a two-lane bridge across the American River in central Folsom. This bridge serves as the primary route for the Historic District, other local developments and regional through traffic. Due to the lack of other available river crossing, this route experiences extreme congestion during most hours of an average day. The capacity of the route is restricted by narrow lanes and poor conditions of the approach roads on each side of the river.

Riley Street is the primary north-south arterial route through the Historic District as it is the direct connection to Rainbow Bridge. It is a two-lane route serving both local development traffic and regional through traffic.

Leidesdorff Street is a two-lane, east-west arterial route connecting Rainbow Bridge with the north end of Folsom Boulevard. This route serves local uses including the Sutter Street shopping area and the commercial/hotel area known as The Lakes. The local traffic is mixed with large volumes of through traffic utilizing this route to access Folsom Boulevard and Highway 50.

Folsom Boulevard is a north-south arterial route along the eastern side of Lake Natoma. It varies from two to four lanes as it connects the Historic District with Highway 50. Through the Historic District, this route is two lanes and is located adjacent to the Southern Pacific railroad right-of-way.

~HISTORIC DISTRICT DESIGN AND DEVELOPMENT GUIDELINES~

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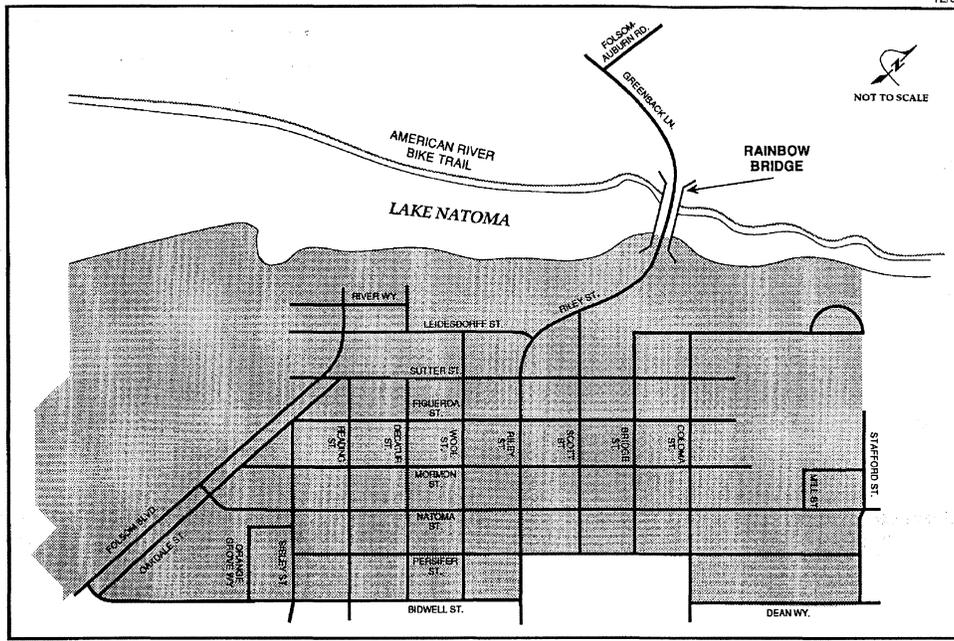


Figure E-1

FOLSOM HISTORIC DISTRICT SPECIFIC PLAN - CIRCULATION STUDY AREA

fp Fehr & Peers Associates, Inc.
Transportation Consultants

12/95

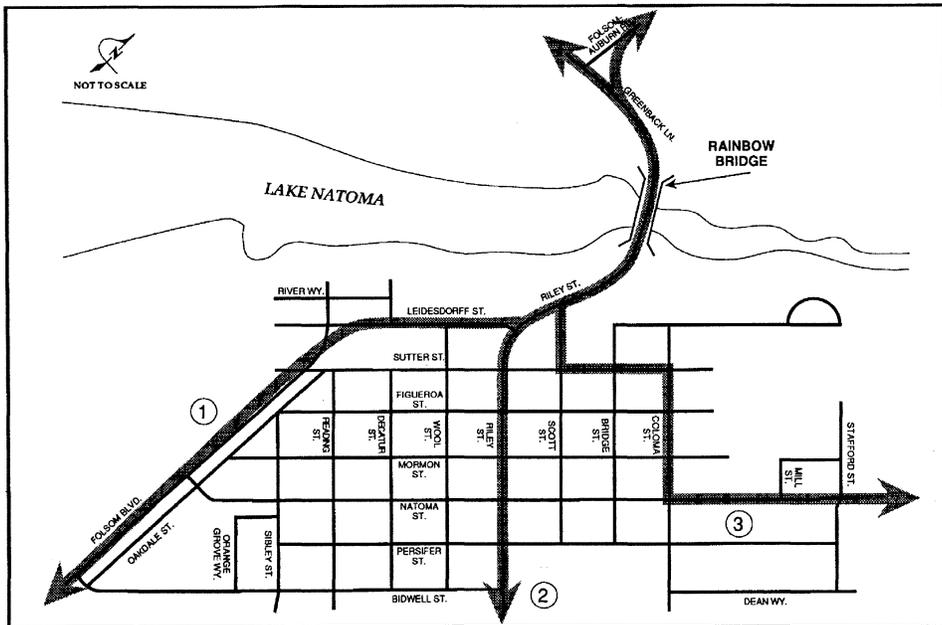
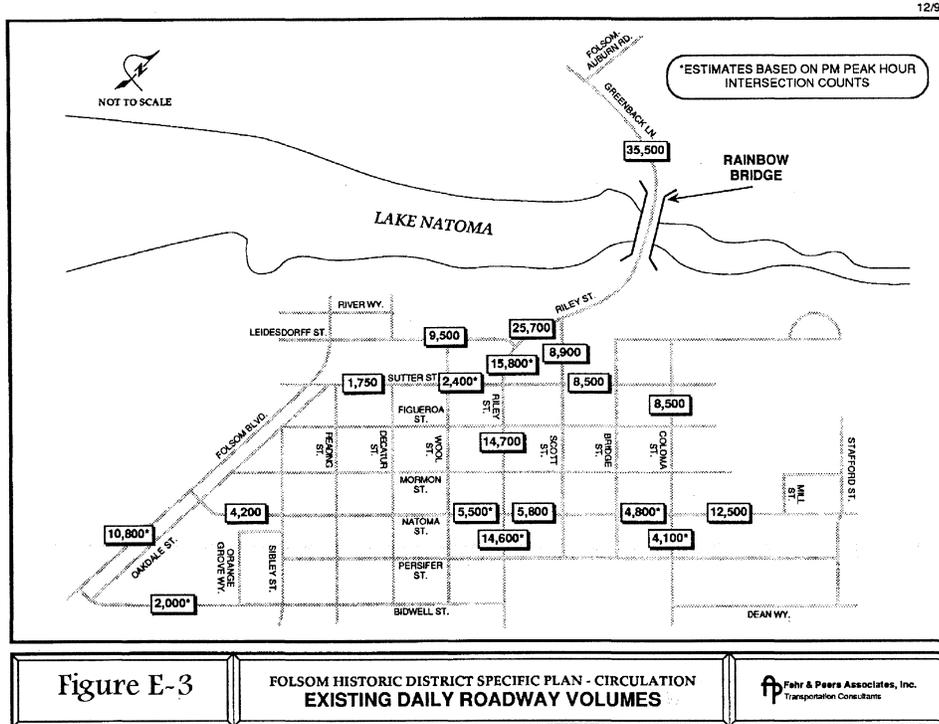


Figure E-2

FOLSOM HISTORIC DISTRICT SPECIFIC PLAN - CIRCULATION MAJOR THROUGH TRAFFIC MOVEMENTS ON RAINBOW BRIDGE

fp Fehr & Peers Associates, Inc.
Transportation Consultants



Natoma Street is an east-west arterial street connecting Folsom Boulevard with El Dorado County through central Folsom. It has one travel lane in each direction with on-street parking permitted along the section within the Historic District.

Scott Street is a two-lane, north-south street which is intended to serve local traffic. However, the section between Riley Street and Sutter Street is heavily used by traffic passing through the Historic District via Rainbow Bridge. This segment is federally classified as a collector street.

Sutter Street is a two-lane, east-west route designed to serve local traffic. As congestion has increased over the past several years along primary routes to Rainbow Bridge, through traffic demand has increased along Sutter Street during peak periods. The segment between Scott Street and Coloma Street is federally classified as a collector street.

Coloma Street is a two-lane, north-south local street in the eastern part of the District. The section between Sutter Street and Natoma Street, also federally classified as a collector street, is heavily accessed by traffic passing through the Historic District via Rainbow Bridge. Stop signs were recently installed at the intersections with Sutter Street and Mormon Street.

Scott Street - between Riley and Sutter Streets; and

Sutter Street - between Scott and Coloma Streets

In addition to these streets, the following sections experience significant congestion during the peak periods due to deficient intersection operations:

Riley Street - between Leidesdorff and Bidwell Streets

Coloma Street - between Sutter and Natoma Streets

Leidesdorff Street - between Folsom Boulevard and Riley Street

E.01.01 (b) Intersections

As shown in Figure E - 5, the City of Folsom has identified eight key intersections within the Historic District. These key intersections are representative of most areas of congestion within the District.

Figure E - 6 also displays the key information at each intersection, including the peak hour volumes, lane designations, and type of traffic control. Using this information, each intersection was analyzed to determine the current morning and evening peak hour level of service. The results indicate the following intersections which scored worse than LOS C:

Folsom-Auburn Road/Greenback Lane operates at LOS D during the morning peak hour due to heavy eastbound and southbound volumes accessing Rainbow Bridge.

Riley Street/Leidesdorff Street operates at LOS F during the evening peak hour due to high volumes on the northbound and eastbound approaches to cross the Rainbow Bridge.

Riley Street/Scott Street operates at LOS D during the morning peak hour and LOS F during the evening peak hour because of the heavy demand to cross Rainbow Bridge. The intersection currently meets peak hour warrants for a traffic signal.

Folsom Boulevard/Bidwell Street operates at LOS D during both the morning and evening peak hours. The intersection currently meets peak hour warrants for a traffic signal.

The above analyses were performed for isolated intersection operations. The level of service of a roadway corridor including multiple intersections may vary in consideration of the intersection spacing and actual signal timings. Within the Historic District, Riley Street is the primary corridor in which operations are congested due to high demand and the proximity of the Scott Street, Leidesdorff Street, Sutter Street and Natoma Street intersections.

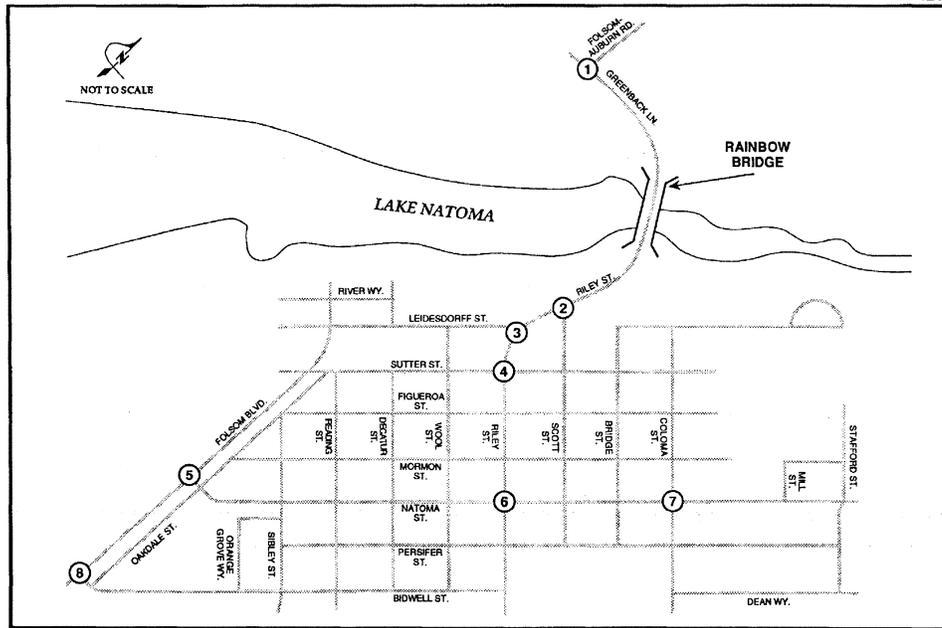


Figure E-5

FOLSOM HISTORIC DISTRICT SPECIFIC PLAN - CIRCULATION
STUDY INTERSECTIONS

Fp Fahr & Peers Associates, Inc.
Transportation Consultants

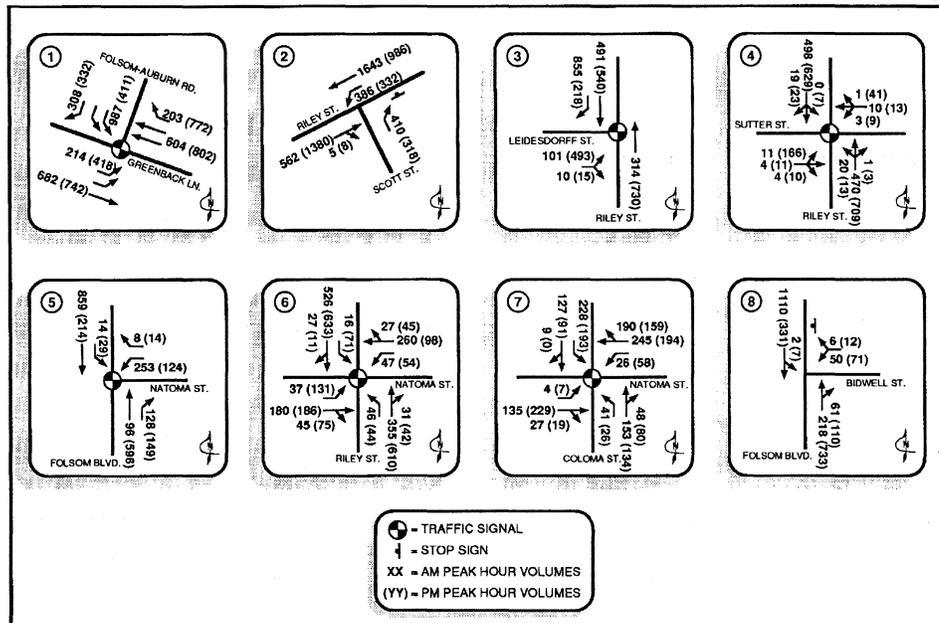


Figure E-6

FOLSOM HISTORIC DISTRICT SPECIFIC PLAN - CIRCULATION
KEY INTERSECTION DATA
EXISTING CONDITIONS

Fp Fahr & Peers Associates, Inc.
Transportation Consultants

E.01.01 (c) Future Bridge Over Lake Natoma

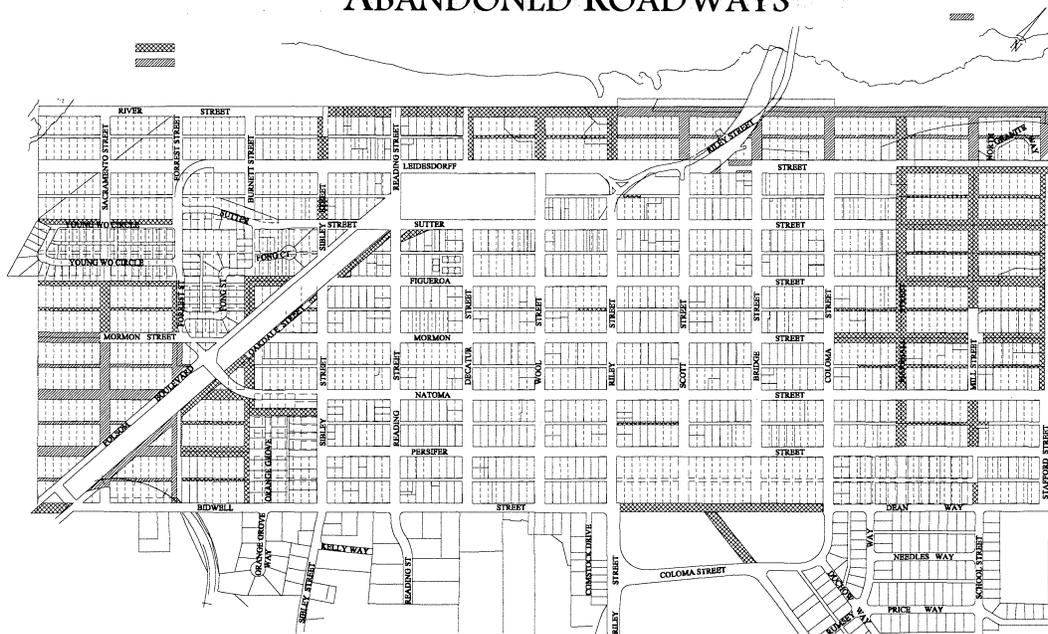
In response to existing traffic congestion and future travel needs, the City of Folsom General Plan identified future crossings of the American River within the City in addition to those currently existing at the Rainbow Bridge and at Folsom Dam.. In November of 1994, the voters of Folsom selected the Lake Natoma crossing as the location for the construction of the first new bridge across the American River.

Completion of the new Lake Natoma bridge in 1999 will result in a significant shift in local and regional traffic from that set forth above as motorists change travel routes to take advantage of the new bridge. Though not all traffic changes within the Historic District will be positive, many locations within the District are expected to benefit from lessened traffic congestion and increased Levels of Service.

E.01.01 (d) Abandoned Roadways

Through the years certain sections of the area grid road system have been abandoned. Figure G -7 displays the location of each abandoned roadway section and alley according to City research. It may be important that specific sections of these routes be acquired by the City for the purpose of providing access or utilities to individual parcels or to accommodate planned circulation improvements. Prior to improvements on these roads or changes to parcels, more study is needed on individual sections to determine the actual land ownership, access rights, and maintenance responsibility.

FIGURE E-7
ABANDONED ROADWAYS

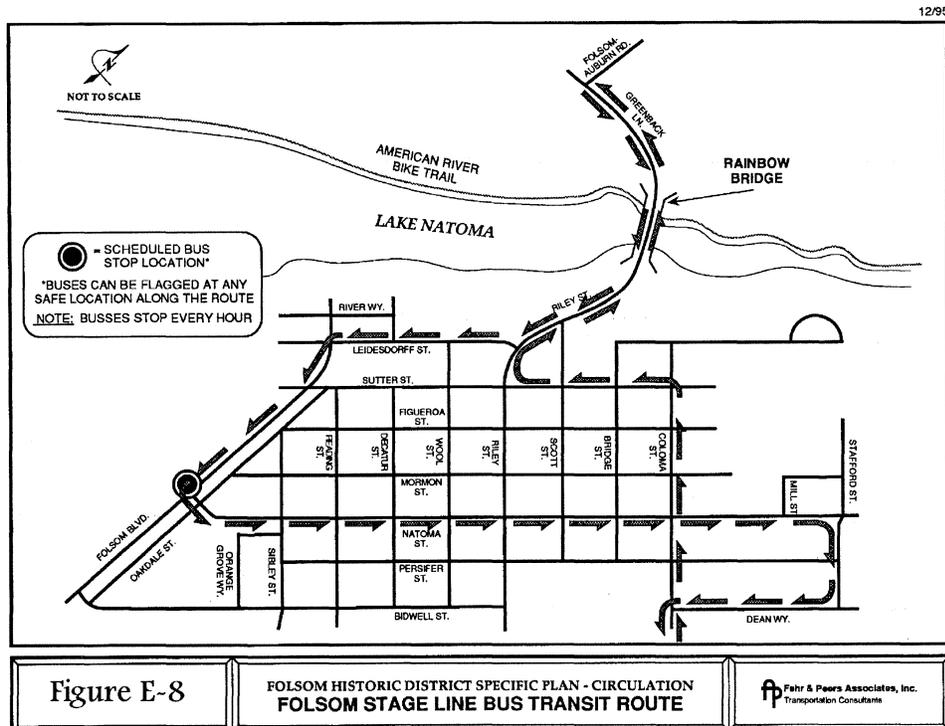


E.01.02 Transit Facilities

The Historic District is currently served by the Folsom Stage Line bus service (see Figure E -8). The Stage Line generally serves the Folsom area with connections to Regional Transit buses at the Main Avenue/Madison Avenue intersection. Service is provided hourly between 7:30 a.m. and 5:30 p.m. on weekdays and between 7:30 a.m. and 2:15 p.m. on Saturdays. Regular fare is \$0.50 for a one-way trip with multi-use and monthly passes available. Although only one bus stop is located in the Historic District, at the corner of Folsom Boulevard and Natoma Street, patrons can flag the bus at any point along the route.

Stage Line service is also provided between Folsom and the Regional Transit light rail station at Butterfield. Hourly service is offered between 5:16 a.m. and 6:20 p.m. on weekdays for a one-way fare of \$0.50.

Folsom also operates a commuter bus service connecting Folsom to various destinations in downtown Sacramento. Service is provided on weekdays for a one-way fare of \$1.25 for City residents and \$2.50 for non-residents. Three buses leave Folsom between 6:17 a.m. and 7:45 a.m. from four locations throughout the City, including the Riley Street/Natoma Street intersection in the Historic District. The buses return to Folsom between 5:08 p.m. and 6:08 p.m. at the same four locations.



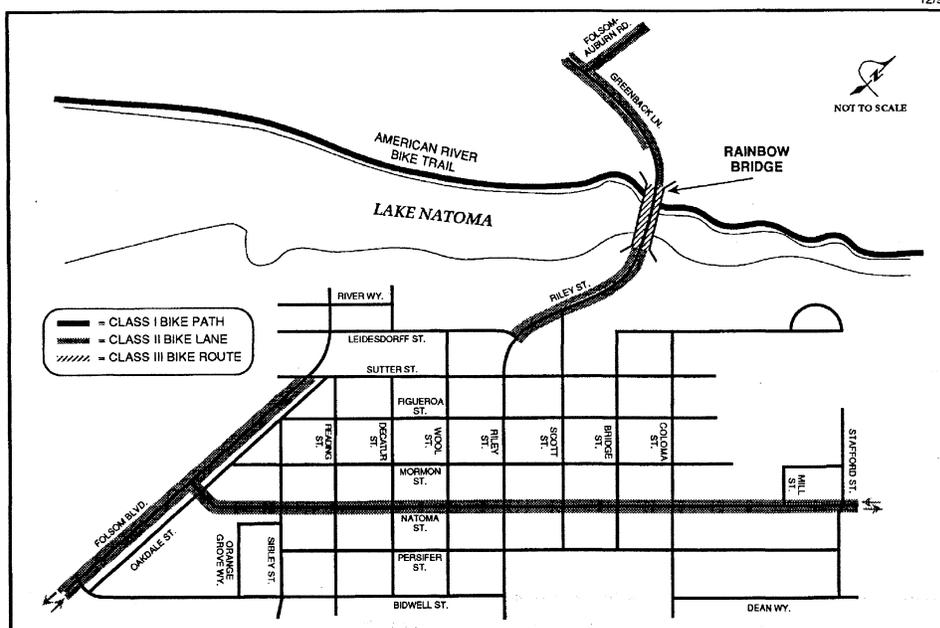


Figure E-9. FOLSOM HISTORIC DISTRICT SPECIFIC PLAN - CIRCULATION
EXISTING BIKE ROUTES
Fehr & Peers Associates, Inc.
Transportation Consultants

In addition, Folsom offers a dial-a-ride service for senior citizens and handicapped patrons. Weekday service is provided between 8:00 a.m. and 5:00 p.m., while Saturday service is provided between 8:00 a.m. and 4:00 p.m. The one-way fare is \$1.00 with monthly passes available for \$30.

A light rail program is planned to serve commute needs to downtown Sacramento. It will operate between the Railroad Block and Regional Transit's existing Butterfield Station, along the historic existing railroad right-of-way and track which was purchased by a Joint Powers Authority consisting of the City of Folsom, Regional Transit, and the Counties of Sacramento and El Dorado. The program is a cooperative project to extend Regional Transit service to Folsom in lieu of the City's previously proposed self-propelled light rail project on the same route.

E.01.03 Bikeways

The City utilizes standard classifications of bicycle facilities as follows:

Class I Bike Paths include facilities which are completely separated from the roadway. These routes are usually designated for exclusive use by bicyclists, or sometimes share use with pedestrians on an adjacent walkway.

Class II Bike Lanes are those which share right-of-way with motorists but within their own on-street lane. The bike lanes typically have a minimum width of four feet and are separated from the motorists with a lane stripe.

Class III Bike Routes are those which share right-of-way with motorists within the same lane as the motorist. The route is designated by signage only.

Figure E - 9 displays the designated bikeways in the area. A brief description of each is given below.

American River Bike Trail - Although not directly in the Historic District area, this Class I (separated from adjacent roadways) facility serves as the primary bike trail in Folsom. It connects downtown Sacramento with Folsom Lake along the American River Parkway. Its proximity to the Historic District makes it an important component of the Specific Plan area bicycle system, particularly in terms of needed cross-river access.

Rainbow Bridge Approach Roads - Class II bike lanes are located on Greenback Lane and Riley Street, north and south of Rainbow Bridge, respectively. These routes serve to provide access to both Rainbow Bridge and the American River Bike Trail.

Rainbow Bridge - The bridge is designated as a Class III bike route to facilitate cross-river bicycle access. The traffic congestion on Rainbow Bridge makes using this facility extremely hazardous. Reinstallation of the historic truss bridge on its old abutments upstream from Rainbow Bridge will alleviate the situation.

Folsom Boulevard - A Class II bike lane is striped on each side of Folsom Boulevard in the Historic District near Sutter Street. This lane extends the length of Folsom Boulevard south to Highway 50.

Natoma Street - A Class II bike lane is striped along each side of Natoma Street through the Historic District. Bicyclists share the designated right-of-way with allowable on-street parking.

E.01.04 Pedestrian Facilities

Few developed pedestrian facilities exist in the Historic District. Limited amounts of sidewalk exist only at selected locations throughout the area. The major pedestrian facilities are described below:

Sutter Street - Sidewalks exist on both sides of Sutter Street through the commercial areas between Scott Street and Wool Street. This corridor is heavily utilized by pedestrians, particularly during peak hours of the commercial businesses along Sutter Street. Pedestrian crossings of Sutter Street are located at Riley Street and Wool Street.

Rainbow Bridge - The sidewalk on the east side of Rainbow Bridge provides shared-use access for both pedestrians and bicyclists. It is the only available cross-river pedestrian facility within 4.5 miles. The heaviest activity is recreation-related use during weekends.

Folsom Powerhouse - The Folsom Powerhouse site contains several pedestrian trails which provide access to Lake Natoma and many of the site's historical features.

Natoma Street - Sidewalks exist on both sides of Natoma Street from Stafford Street to Sibley Street. This corridor is occasionally used by residents, business customers and office workers along Natoma Street. West of Sibley Street, there are no pedestrian facilities.

Lake Natoma Area - The first National Trails Day observance in Folsom in April 1994 created a pedestrian trail extending from the Lake Natoma Inn to the corporation yard. In similar fashion it was extended downstream in subsequent years to connect with service roads on state land and is intended to cross Alder Creek to the California State University, Sacramento, Aquatic Center near Hazel Avenue.

Major pedestrian problem areas include the following locations:

Rainbow Bridge Access - No sidewalk exists on the south side of Rainbow Bridge to connect to the Historic District. The sidewalk on Rainbow Bridge itself shares use with bicyclists, which creates a hazardous situation for both pedestrians and bicyclists. Reinstallation of the historic truss bridge on its old abutments upstream from Rainbow Bridge will alleviate the situation.

Leidesdorff Street - Since the construction of The Lakes shopping center, the Railroad Block has been utilized for parking. Pedestrians then cross Leidesdorff Street with only a painted crosswalk, a situation which will be improved when the bridge across Lake Natoma reduces traffic on Leidesdorff Street.

Riley Street - Pedestrians accessing the commercial areas on Sutter Street often desire to cross Riley Street, which carries heavy traffic volumes. The only safe crossing locations are the Sutter Street and Leidesdorff Street intersections with Riley Street. North of Leidesdorff, sidewalks are provided east of Riley Street as a part of Phase 1 improvements to serve the Folsom Powerhouse.

E.02. ANALYSIS OF FUTURE CONDITIONS

The following section summarizes the analysis of future year conditions including the phases of the circulation plan, planned improvements, the development of traffic forecasts and an assessment of future operating conditions.

E.02.01 Phases of the Circulation Plan

The circulation plan for the Folsom Historic District was developed to be implemented in three phases. The improvement phasing is intended to identify improvements that should be implemented if other area improvements are constructed which affect District circulation (i.e., American River bridge crossings) and to identify the priorities of the improvements for each mode of transportation.

Phase 1 - Improvements that will be implemented immediately in order to enhance circulation to the extent possible prior to the construction of any new bridge.

Phase 2 - Improvements that will be implemented after the first new bridge is constructed across the American River, the bridge across Lake Natoma. The horizon year for these improvements is approximately 2005 and includes approximately 50 percent of the new development anticipated through buildout.

Phase 3 - Improvements that will be implemented at buildout in conjunction with two new bridges across the American River. For the purposes of this analysis, the two new bridges are assumed to be the bridge across Lake Natoma and the Oak Avenue Parkway bridge, as identified for buildout of the Folsom General Plan.

E.02.02 Planned Improvements

E.02.02 (a) Street System

Consistent with the Folsom General Plan Circulation Element, the following area road improvements are assumed to be in place in the future conditions:

- The extension of Glenn Drive to Folsom Boulevard (four lanes) by 2005.
- One new four-lane bridge across Lake Natoma connecting Folsom Boulevard with Folsom-Auburn Road by 2005.
- One new four-lane bridge across the American River connecting Oak Avenue Parkway with East Natoma Street at buildout.
- The widening of Folsom Boulevard to four lanes by 2005 or in conjunction with the bridge across Lake Natoma.

- The extension of Forrest Street from Folsom Boulevard to Leidesdorff Street. This road was constructed from Folsom Boulevard to Sutter Street in conjunction with the Lake Natoma Shores project, now know as The Preserve. From Sutter to Leidesdorff, the extension could only be accommodated if the City's Corporation Yard were either modified or relocated.

E.02.02 (b) Transit Facilities

For the purposes of this analysis, no significant additional transit facilities were assumed in the ten-year time horizon (Phase 2) other than the continued expansion of Stage Line and Commuter services. Plans for excursion trains and a light rail project were under discussion at Plan preparation, but implementation timing and financing were uncertain.

At buildout (Phase 3), study assumptions are consistent with the conclusions of the *Folsom Light Rail Implementation Study*, completed in 1993. This study recommended that rail transit services be extended to the Historic District along the unused Southern Pacific rail line adjacent to Folsom Boulevard and across the American River on the bridge across Lake Natoma. The proposed excursion trains and light rail would also utilize this line, purchased by a Joint Powers Authority consisting of the City of Folsom, Regional Transit, and the Counties of Sacramento and El Dorado.

It should be noted that the City is developing a master plan for the Railroad Block. This block is very important to area circulation as it is adjacent to the proposed wide crossing of Leidesdorff Street over Folsom Boulevard (referred to as the "lid") in conjunction with the bridge across Lake Natoma. This could facilitate the implementation of transit improvements within Phase 1 or additional improvements in Phases 2 and 3.

E.02.02 (c) Bicycle Facilities

The City of Folsom received a grant through the Intermodal Surface Transportation Efficiency Act (ISTEA) to bring back from Siskiyou County the historical vehicular bridge to its old abutments upstream of Rainbow Bridge to serve as a bicycle and pedestrian river crossing. A connection will also be made from the south side of Rainbow Bridge at Scott Street to Folsom City Park and Zoo east along Lake Natoma. The project is scheduled to be completed in 1998. The bridge across Lake Natoma will also include bicycle and pedestrian facilities.

The *Bikeway Master Plan for the City of Folsom*, March 1994, identifies the proposed bicycle circulation system throughout the City. The Bikeway Master Plan intentionally excludes bikeway plans for the Folsom Historic District as it is intended that the Historic District Specific Plan identify the facilities for the Plan area. The *Bikeway Master Plan* will be updated to reflect the improvements identified in the Historic District Specific Plan.

E.02.02 (d) Pedestrian Facilities

The addition of bicycle lanes adjacent to Rainbow Bridge will leave the existing sidewalk for exclusive use by pedestrians. Additional trails within and adjacent to the Folsom Powerhouse site are also planned to facilitate better pedestrian access through the area. As a part of National Trails Day, the City and State Parks and Recreation are constructing a system of pedestrian trails along Lake Natoma.

E.02.03 Traffic Forecasts

E.02.03 (a) Methodology

In order to analyze the future conditions of the roadway system, buildout year travel demand forecasts were developed using the Folsom Area Travel Demand Model developed in conjunction with the City's TSM Program. The MINUTP-based model produces average daily traffic forecasts for roads within an area bounded by Main Avenue on the west, Cavitt Stallman Road on the north, the Cameron Park area on the east and White Rock Road on the south. In developing the buildout forecasts, the following assumptions were made:

- A buildout of the City according to the General Plan and recent amendments.
- A buildout of the portions of Sacramento County and South Placer County according to the relevant general and community plans.
- A market rate of growth in western El Dorado County based on SACOG absorption projections.
- Roadway lanes according to the Circulation Element plans for each jurisdiction in the area including two new four-lane crossing of the American River in Folsom.

Forecasts were developed for the interim year (2005) condition assuming a constant rate of growth between existing conditions and buildout.

E.02.03 (b) Traffic Demand Projections

Based on the above assumptions, traffic forecasts were developed for the Historic District Specific Plan area for both the interim year and buildout time horizons. Figure 10 displays the average daily forecasts for the interim year period for Phase 2. Figure 11 displays the average daily forecasts for the buildout condition (Phase 3) assuming the planned improvements in place but no additional improvements in the Historic District Specific Plan area.

E.02.03 (c) Operating Conditions

In addition to the traffic projects, Figures E - 10 and E -11 present the future-year level of service of each study roadway assuming no additional improvements in the Plan area.

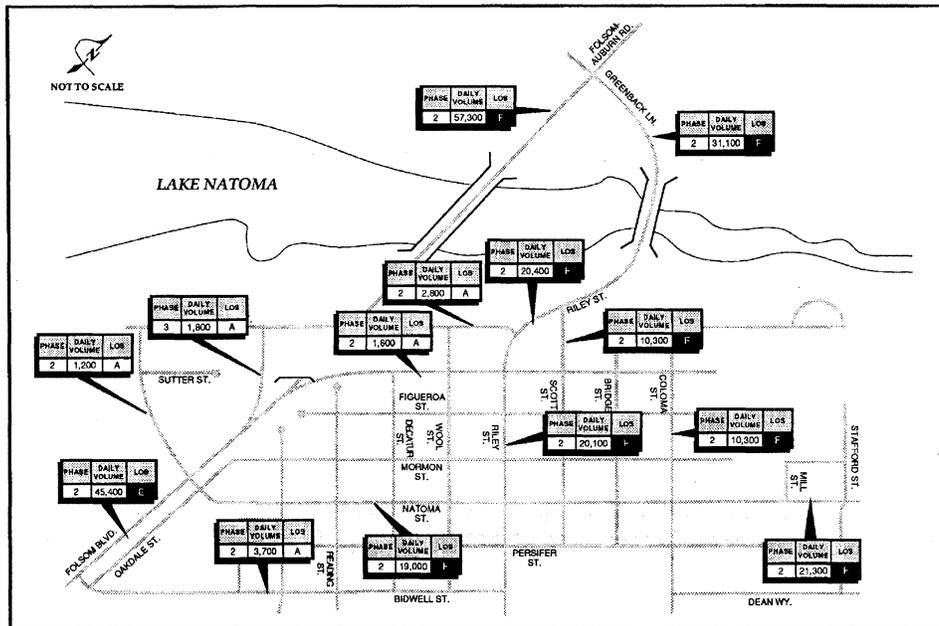


Figure E-10

FOLSOM HISTORIC DISTRICT SPECIFIC PLAN - CIRCULATION
DAILY TRAFFIC VOLUMES INTERIM YEAR CONDITIONS
WITH ONE NEW BRIDGE AT LAKE NATOMA

fp Fehr & Peers Associates, Inc.
Transportation Consultants

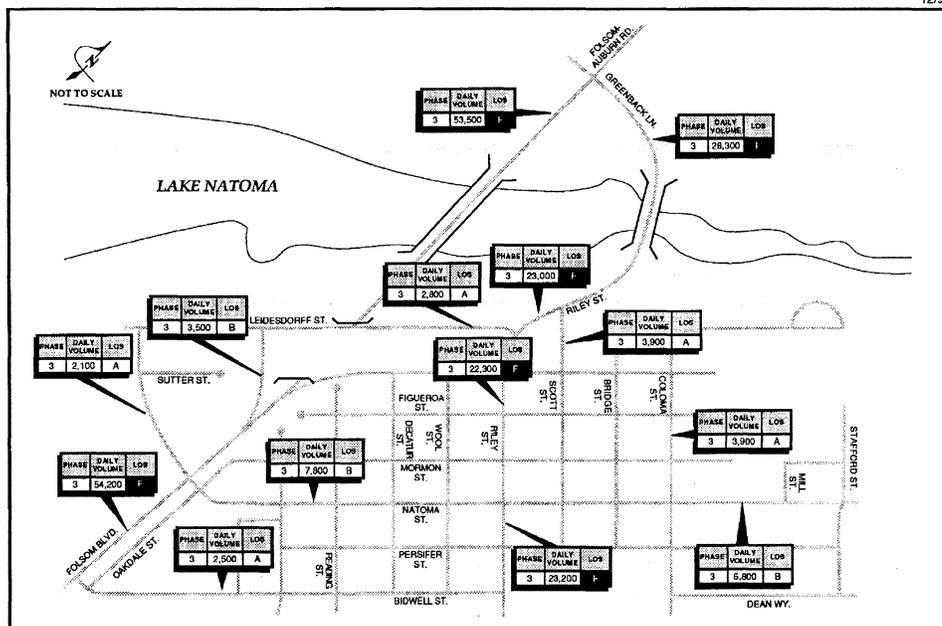


Figure E-11

FOLSOM HISTORIC DISTRICT SPECIFIC PLAN - CIRCULATION
DAILY TRAFFIC VOLUMES
BUILDOUT CONDITIONS WITH TWO NEW BRIDGES

fp Fehr & Peers Associates, Inc.
Transportation Consultants

As this information displays, the addition of one new bridge in the interim year will improve some facilities but not the entire area. Under Phase 2 the addition of the Lake Natoma bridge will improve operations on Leidesdorff Street and Folsom Boulevard (as widened), while the Scott/Sutter/Coloma route would continue to be congested. Natoma Street would also be congested as vehicles access the new bridge. The new bridge itself would also be congested until a second bridge is constructed. The Riley Street corridor will continue to be congested.

At buildout, the addition of two new bridges alleviates the major traffic problems in the Historic District with one exception: the Riley Street corridor. Unless other actions are taken, this route will be congested as it serves both Historic District area traffic as well as the through traffic generated by the commercial uses along Riley Street (south of East Bidwell Street) and East Bidwell Street.

E.02.04 Improvements Considered But Not Recommended

Throughout the course of this study, several improvements were proposed and evaluated, yet not recommended for the Plan. The following describes the four primary improvements which were not recommended and the reasons for their exclusion from the Plan.

- The Extensions of Sutter Street, Figueroa Street and Mormon Street east to Stafford Street were considered. The primary benefit of these extensions would be improved east-west circulation for local traffic. However, the extensions would be routed through a park area and may attract undesired through traffic. Therefore, these extensions were not included in the Plan. The major benefit of an extension was achieved without the need for a permanent extension; agreements are now in place to allow temporary through-access for post-event traffic from the adjacent Dan Russell Arena.
- One-way street systems were considered, specifically in conjunction with Phase 1. It was determined that one-way streets would improve some roads which are currently congested (i.e. Riley Street), but they would also add significant volumes of traffic to local roads which presently serve very little traffic (i.e., Scott Street and Wool Street). Therefore, one-way streets were not recommended in the Plan, although further study may identify viable options.
- The widening of Natoma Street to four lanes was considered to provide acceptable traffic operations for Phase 2. However, the widening would require the removal of on-street parking and bicycle lanes, and possibly additional right-of-way to provide turn bays at selected locations. For these reasons, the widening was not included in the Plan. The City Council also removed the widening of Natoma Street from the list of bridge mitigation options.
- The widening of Riley Street to four lanes south of Leidesdorff Street was considered in conjunction with all phases of the Plan. Given that significant right-of-way impacts would result in an area of historic sensitivity, this widening was not recommended.

- A variety of American River Bridge Crossings were considered with specific focus on the impact to the Historic District. A total of 21 river crossing scenarios were evaluated in conjunction with this study. Seven of the 21 scenarios assume ten years of City and regional growth while the remaining 14 scenarios assume buildout growth. The following describes each scenario.

Scenario 1 assumes no new bridge is constructed in ten years.

- Scenario 2 assumes the Bridge Across Lake Natoma is constructed in ten years.
- Scenario 3 assumes a two-lane bridge is constructed parallel to Rainbow Bridge in ten years.
- Scenario 4 assumes the Bridge Below Folsom Dam is constructed in ten years.
- Scenario 5 assumes Oak Avenue Parkway Bridge is constructed in ten years.
- Scenario 6 assumes no new bridge is constructed at buildout.
- Scenario 7 assumes the Bridge Across Lake Natoma is constructed at buildout.
- Scenario 8 assumes the Bridge Across Lake Natoma and the Bridge Below Folsom Dam are constructed at buildout.
- Scenario 9 assumes a two-lane bridge is constructed parallel to Rainbow Bridge at buildout.
- Scenario 10 assumes the Bridge Below Folsom Dam and a six-lane bridge connecting Blue Ravine Road and Main Avenue are constructed at buildout.
- Scenario 11 assumes the Oak Avenue Parkway Bridge and the Bridge Below Folsom Dam are constructed at buildout.
- Scenario 12 assumes that Rainbow Bridge is closed to automobile traffic and that the Bridge Across Lake Natoma and the Bridge Below Folsom Dam are constructed at buildout.

- Scenario 13 assumes a two-lane bridge is constructed parallel to Rainbow Bridge, and that four-lane bridges are constructed at the Oak Avenue Parkway Bridge and the Bridge Below Folsom Dam at buildout.
- Scenario 14 assumes the Bridge Across Lake Natoma and the Oak Avenue Parkway Bridge are constructed at buildout (as identified in the current Folsom General Plan).
- Scenario 15 assumes the Bridge Across Lake Natoma and the Oak Avenue Parkway Bridge are constructed with the closure of Rainbow Bridge at buildout.
- Scenario 16 assumes the Bridge Below Folsom Dam is constructed at buildout.
- Scenario 17 assumes the Oak Avenue Parkway Bridge is constructed at buildout.
- Scenario 18 assumes the Bridge Across Lake Natoma and the Oak Avenue Parkway Bridge are constructed with limitations placed on Rainbow Bridge such that it only serves traffic generated by the Historic District.
- Scenario 19 assumes the Bridge Across Lake Natoma is constructed with the closure of Rainbow Bridge in ten years.
- Scenario 20 assumes the Blue Ravine Road/Main Avenue Bridge is constructed in ten years.
- Scenario 21 assumes the Blue Ravine Road/Main Avenue Bridge is constructed at buildout.

The following summarizes the study assumptions, charts and tables presented to the Folsom Historic District Specific Plan Committee on July 19, July 26 and August 2, 1993.

As a result of this analysis, the Historic District Specific Plan Citizens Advisory Committee developed their preferred bridge assumptions to serve as the basis for the Specific Plan analysis. The Committee acknowledged that the Specific Plan must be consistent with the current General Plan and therefore directed that the Circulation Plan assume two new bridges at buildout (one four-lane bridge across Lake Natoma and one four-lane bridge at Oak Avenue Parkway), with interim plans for the time period that only one new bridge is in place.

Inserts