

City of Folsom

Active Transportation Plan (ATP)

City Council | April 12, 2022



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

alta



The **Active Transportation Plan (ATP)** guides future walking and biking improvements to create a **safe and connected** network of bikeways and walkways.



PROJECT TIMELINE





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Folsom residents confirmed the importance of a well-connected, low-stress active transportation network.



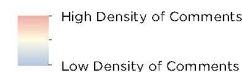
What We Heard:

- **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

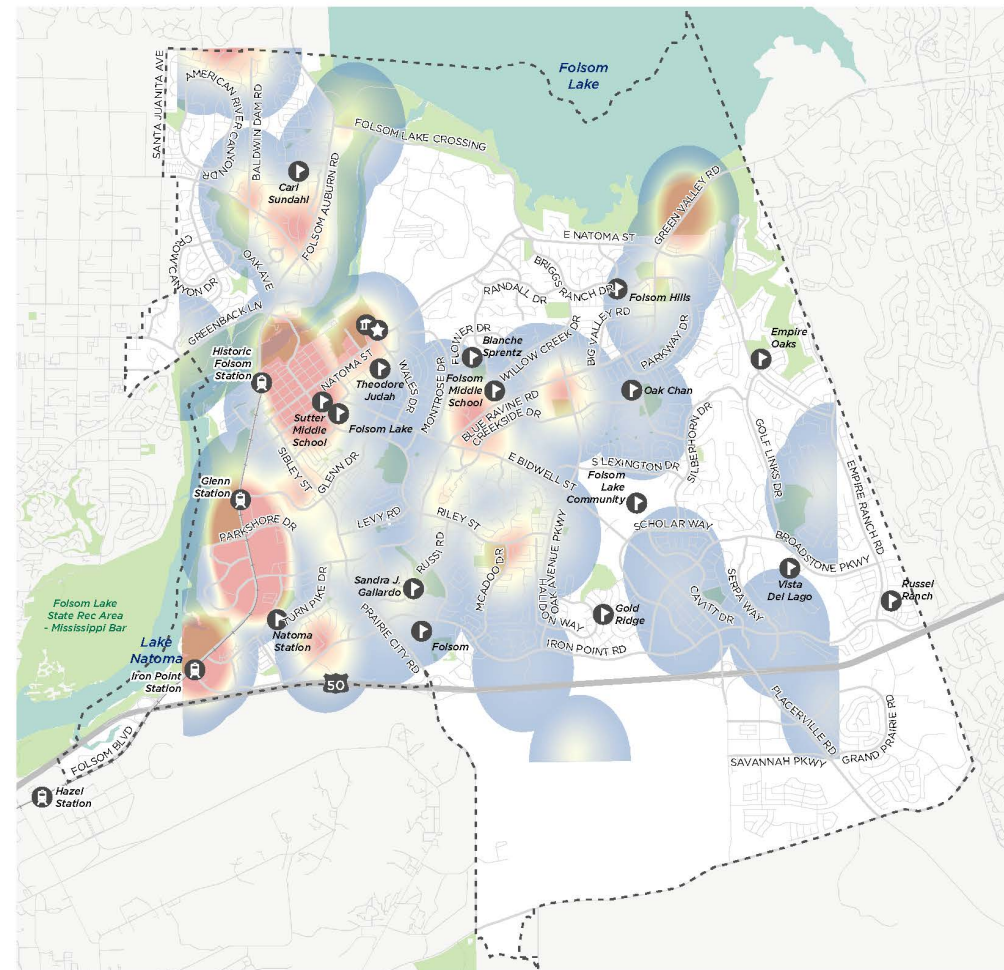
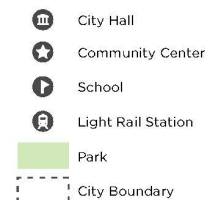
WALKING AND BIKING BARRIERS

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Public Input Web Map Results



Destinations + Boundaries



Network Needs









Project Area

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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

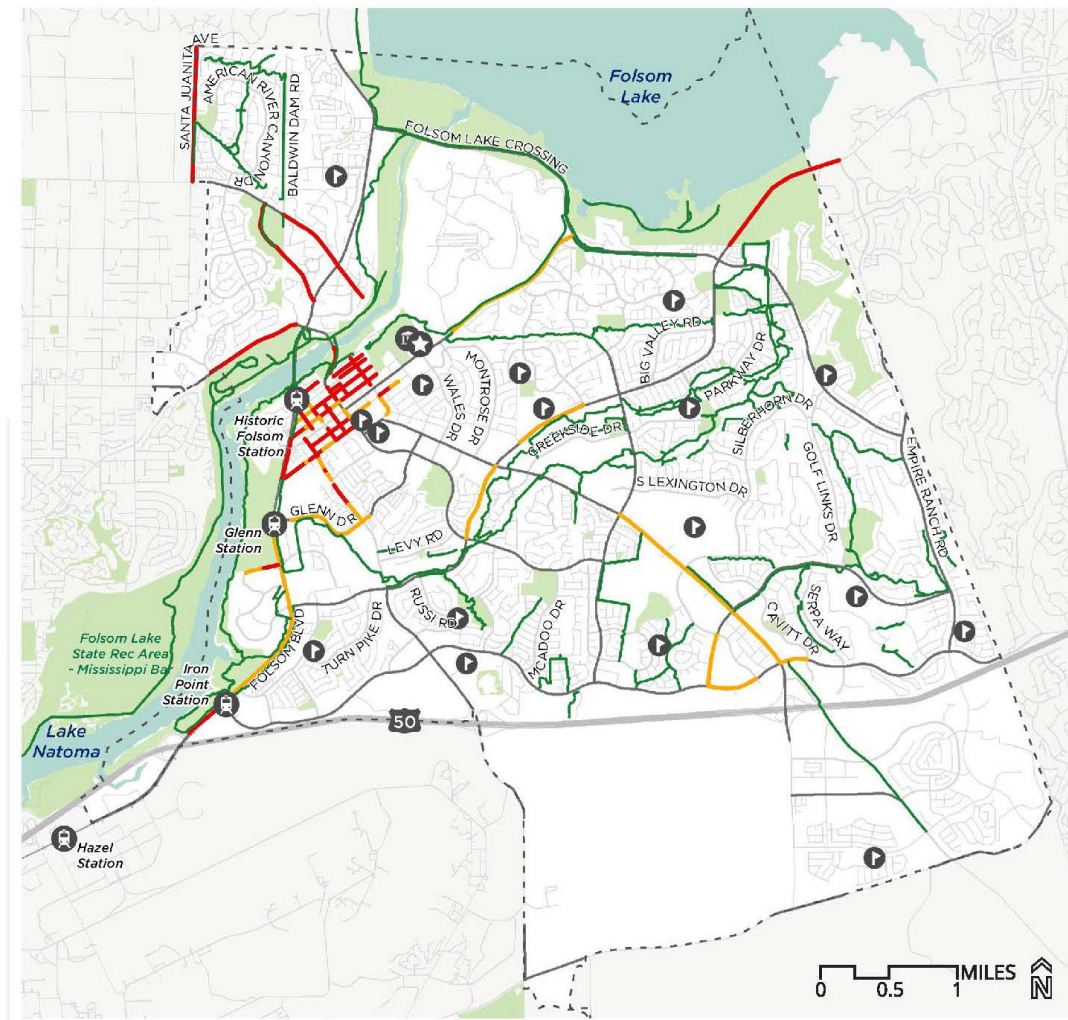
-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park

Pedestrian Barriers

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Existing Pedestrian Barriers

- Sidewalk Missing (Both sides)
- Sidewalk Missing (One side)
- Arterial Roadway









Bicycle Level of Traffic Stress

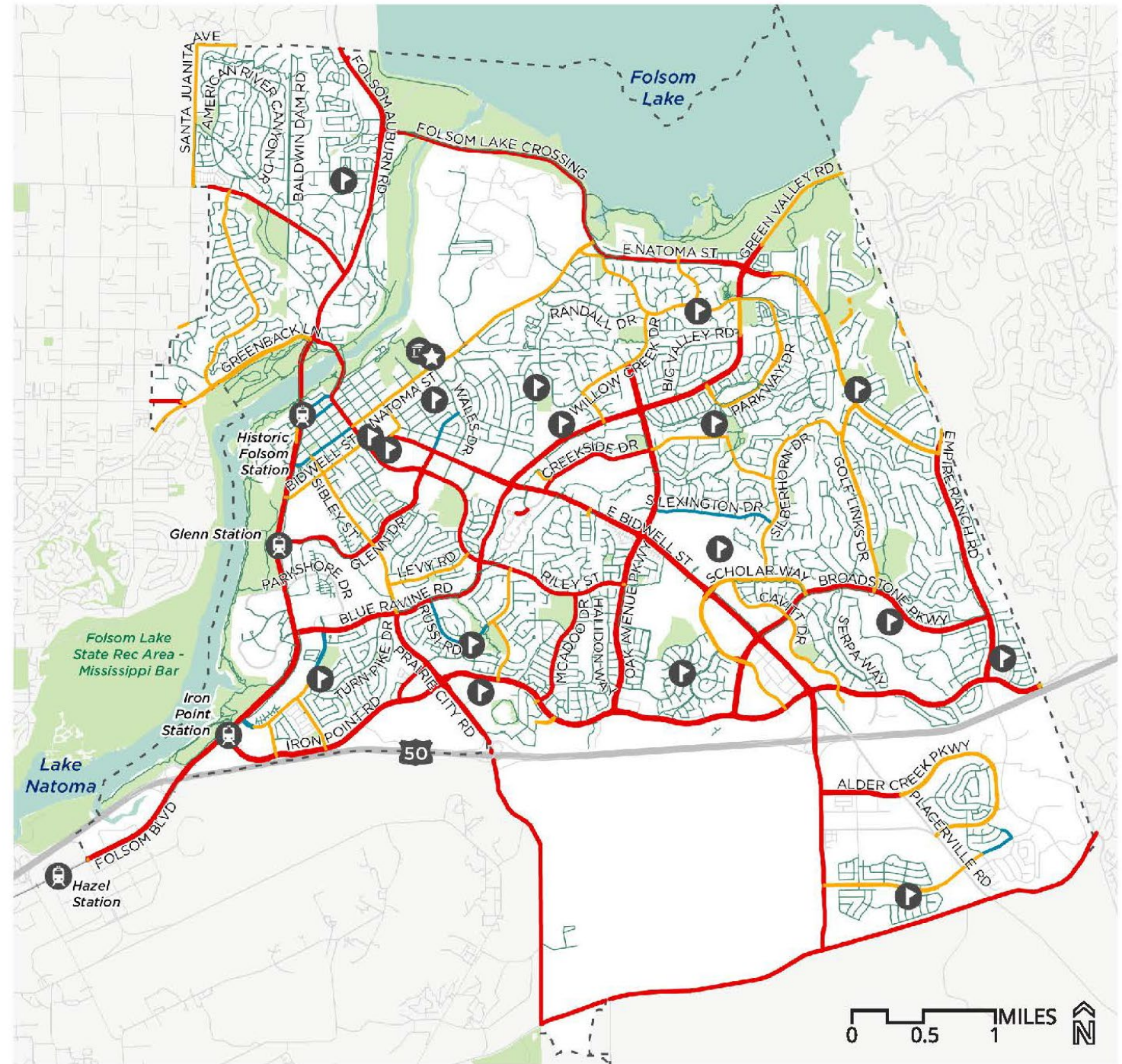
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Bicycle Level of Traffic Stress (BLTS) Score

- 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
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-  Park



Data provided by the City of Folsom, SACOG

Bicycle-Involved Collisions







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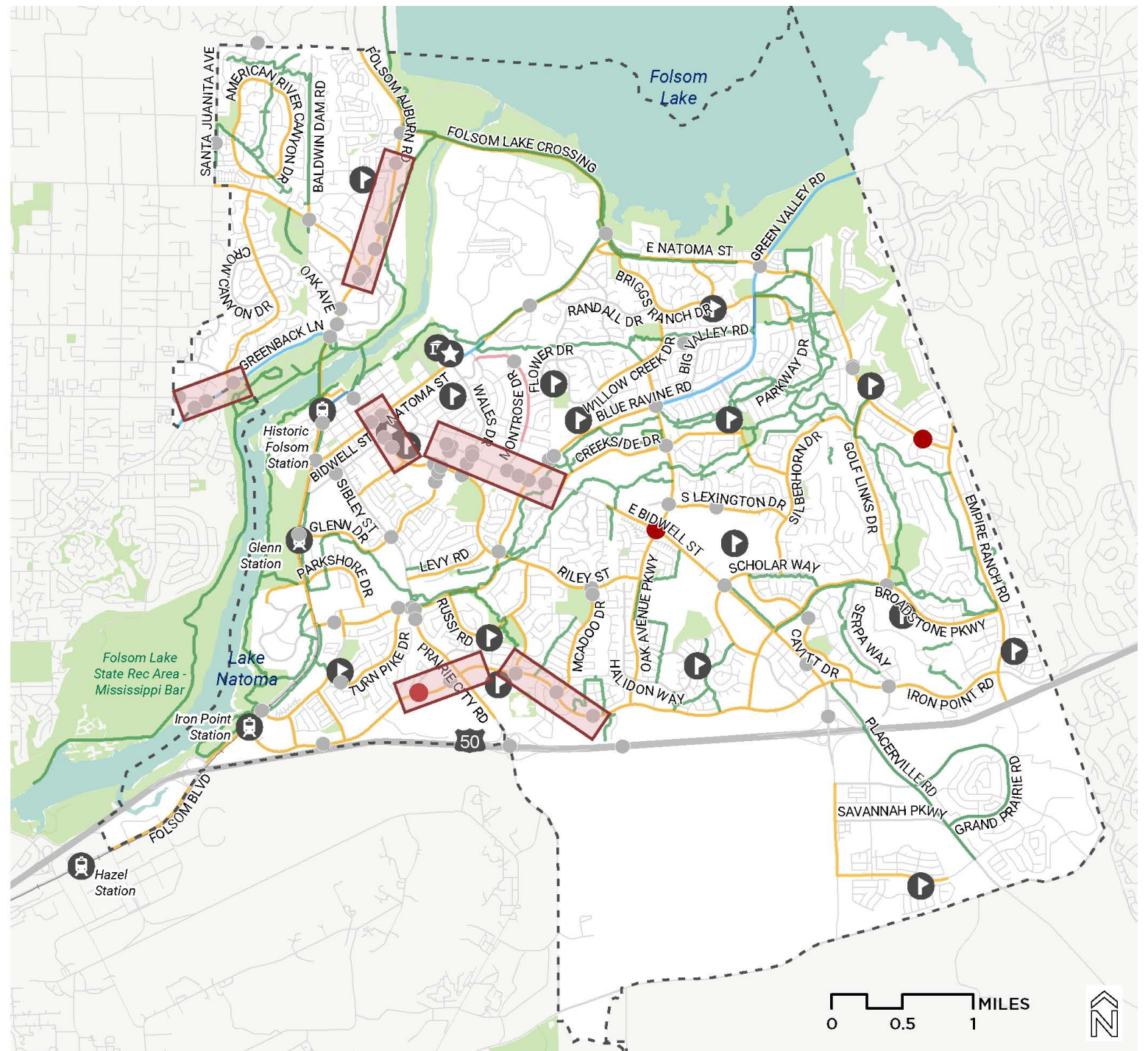
- Fatality
- Bicycle-Involved Collision
- Collision Focus Area

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

-  City Hall
-  Community Center
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Recommendations



PROPOSED BIKEWAYS

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Proposed Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway
- Widen Existing Trail

Existing Bikeways

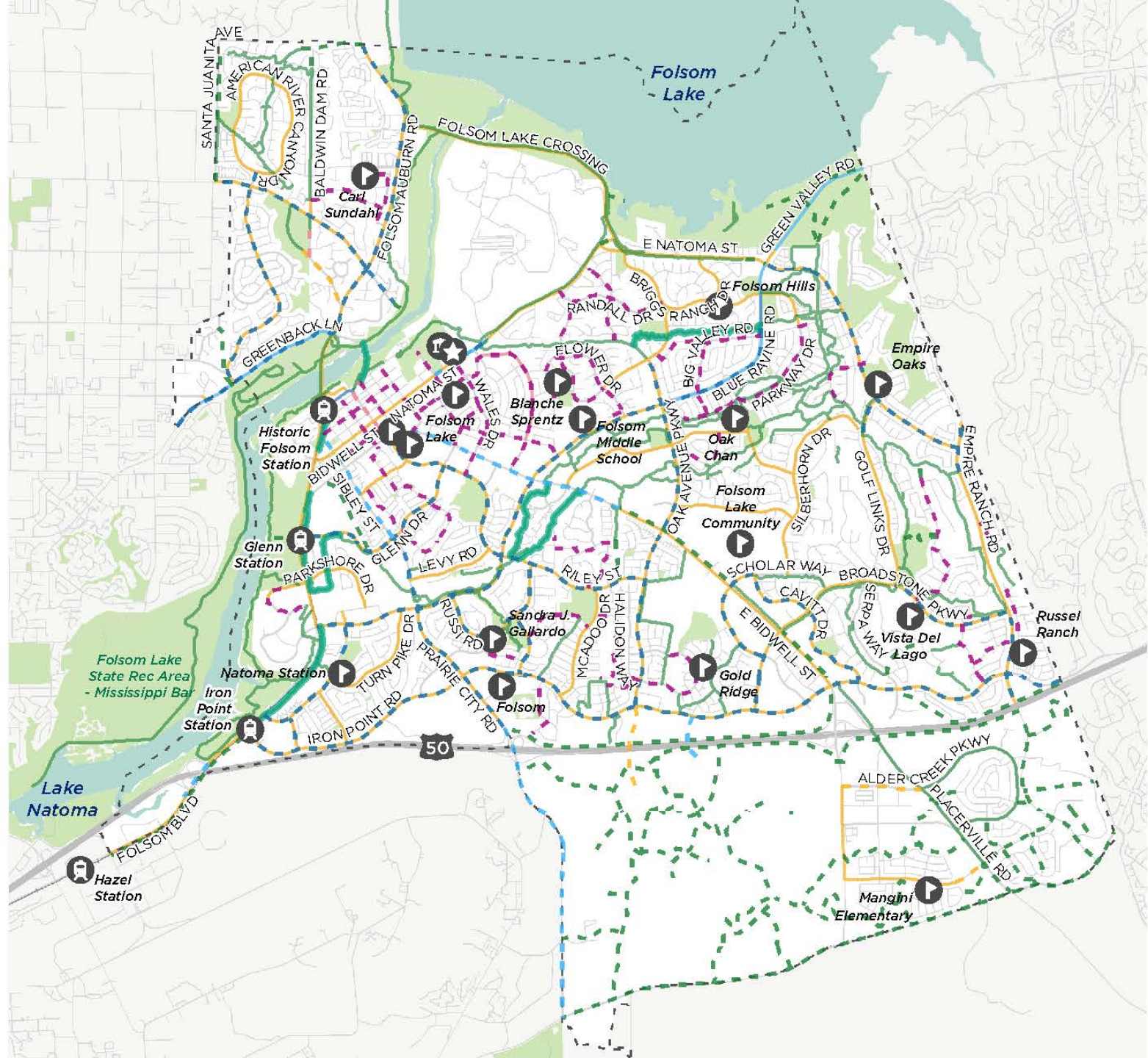
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Destinations + Boundaries

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Bicycle Facilities



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Least Separation

Most Separation



Bicycle Boulevard



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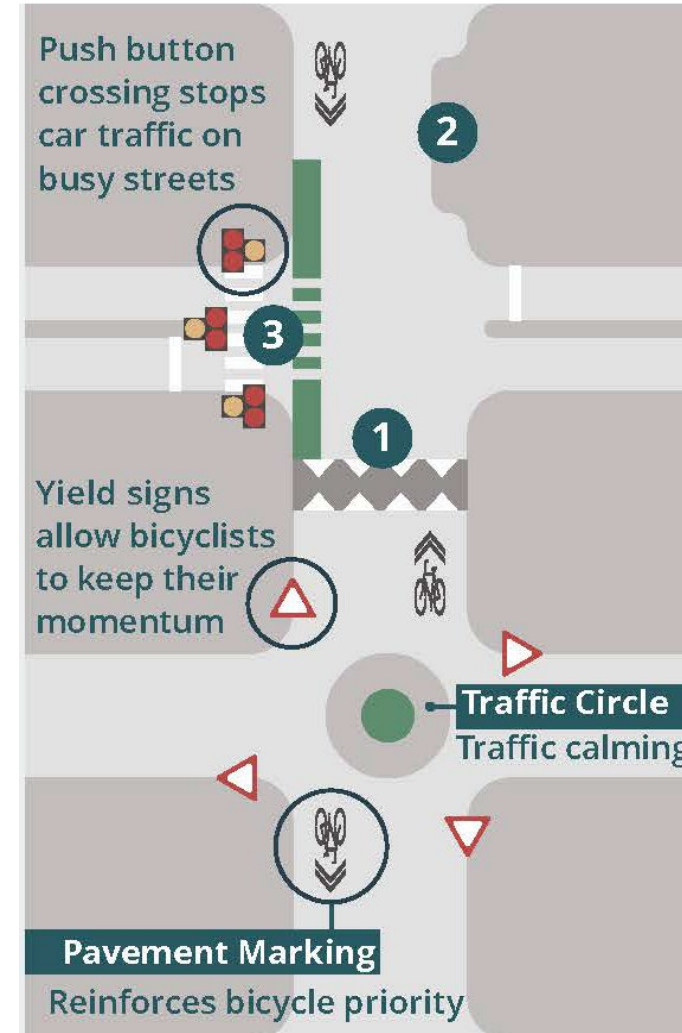


Low speed and low volume roadways designed to give bicycle travel priority.

- 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

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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

-  City Hall
-  Community Center
-  School
-  Light Rail Station

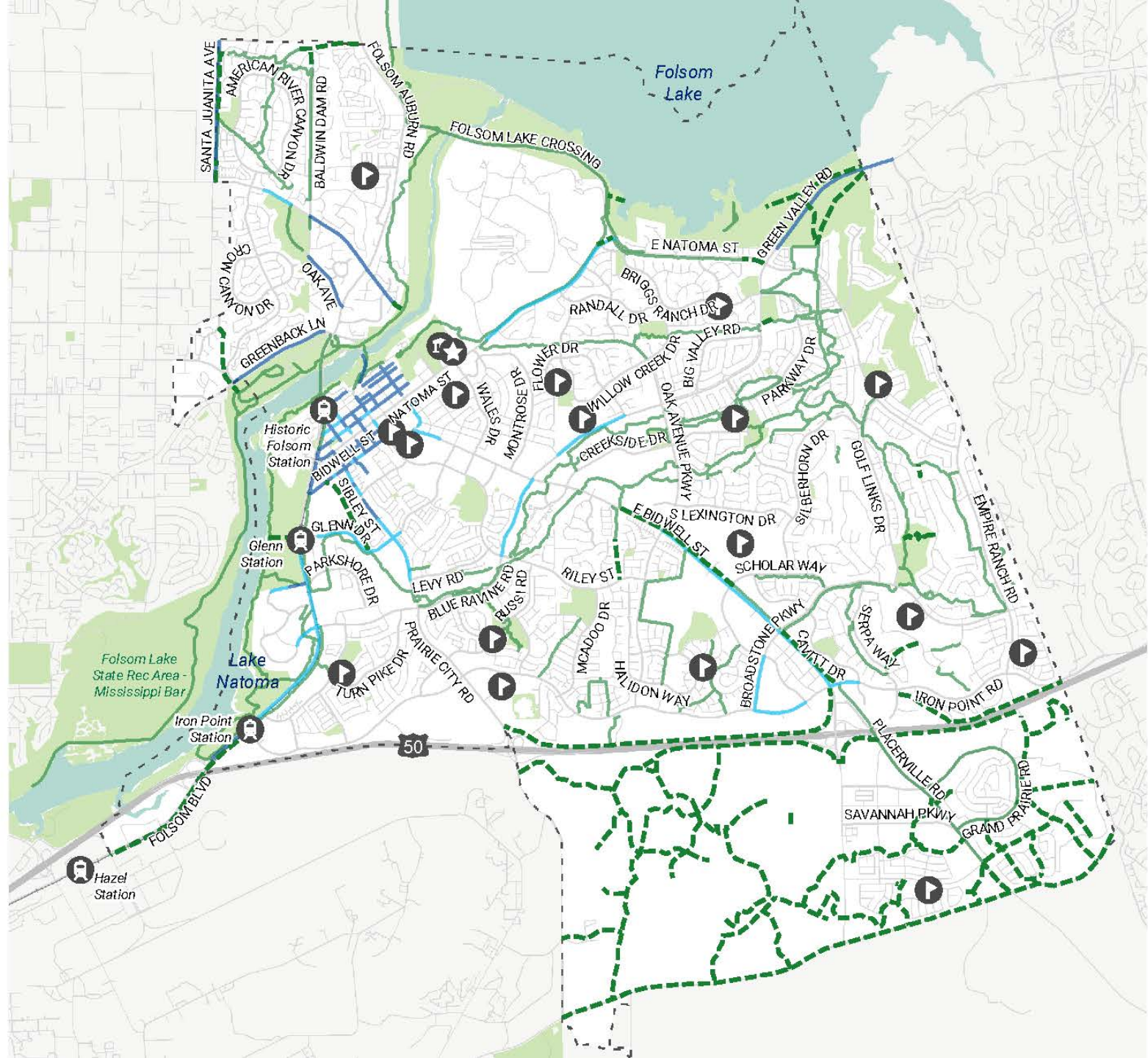
 City Boundary

 Park

0 0.5 1 MILES



Data provided by the City of Folsom, SACOG.



PROPOSED SPOT IMPROVEMENTS

FOLSOM ATP

Proposed Spot Improvements

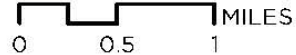
- Trail / Major Road Signalized
- Trail / Major Road Unsignalized
- Trail / Minor Road
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

Existing Bikeways

- Class I Paved Shared Use Path
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Destinations + Boundaries

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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:

Median Refuge Island, Raised Crosswalks



- 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



Leading Pedestrian Interval

Minor Roadway Spot Improvements:

Curb Extensions



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



High-Visibility Crosswalks

Programs

- Wayfinding
- Safe Routes to School
- Bike Parking



Policies

- Maintenance
- Facility Standards
- Data Collection and Management



Active Transportation Plan: Design Guide

Folsom, California | Spring 2022



Where Do We Start?



Priority Projects

Prioritization Factor	Definition	Proposed Scoring
Network Completeness	Project closes an existing gap in the network	<ul style="list-style-type: none"> • 10 Points: Segment connects on both ends to fill a gap in the existing network • 5 Points: Segment connects to an existing facility on only one end
Network Connectivity	Project improves connections to destinations, including schools, parks, transit, trails, and employment centers	<ul style="list-style-type: none"> • If project is located within ¼ mile of a destination, it receives 2 points (up to 10 points total)
Network Comfort	Project improves an existing high stress route or crossing.	<ul style="list-style-type: none"> • 10 Points: Project improves an existing LTS 3 or LTS 4 route; for spot improvements, project improves crossing of LTS 3 of LTS 4 route
Network Safety	Collision occurred at the project intersection or along the identified project segment.	<ul style="list-style-type: none"> • 10 Points: A severe injury or fatal collision occurred along the project segment and/or within 500 feet of the project location (if spot improvement) • 5 Points: A collision occurred along project segment and/or within 500 feet of the project location (if spot improvement)
Equity	Project improves active transportation networks in areas with a high proportion of low-income workers.	<ul style="list-style-type: none"> • 10 points: Project is located within a census tract where low-income workers either work or live (Top 10%)
Community Support	Project reflects needs or barriers identified through Folsom ATP community input.	<ul style="list-style-type: none"> • 10 points: Project/Corridor was identified and supported through public comments
Previous Plan	Project is in alignment with previous planning efforts.	<ul style="list-style-type: none"> • 10 points: Project or corridor was identified in a previous planning effort

HIGH PRIORITY BIKEWAYS

FOLSOM ATP







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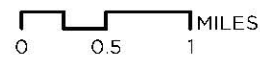
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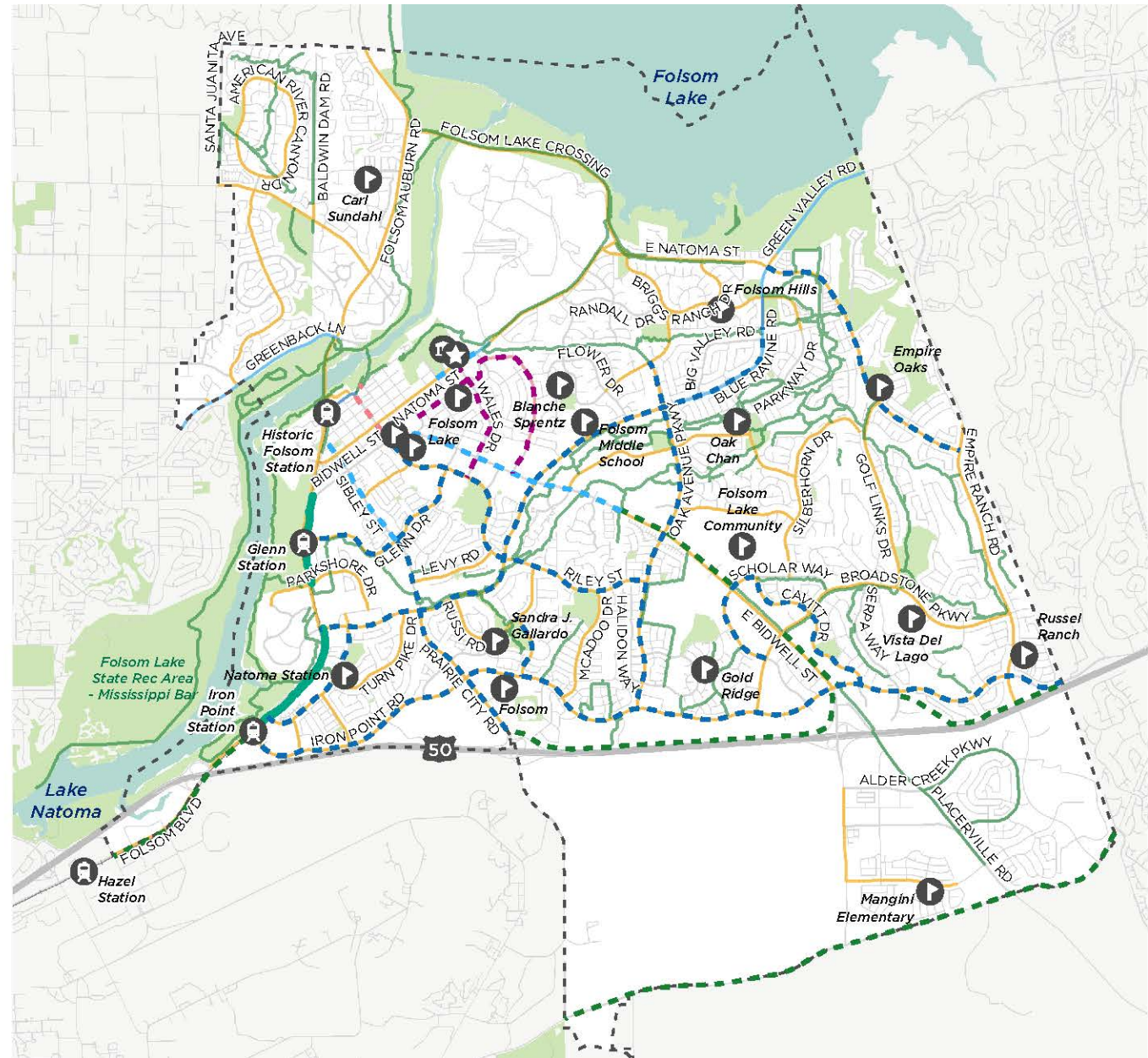
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HIGH PRIORITY SPOT IMPROVEMENTS

FOLSOM ATP







Spot Improvements

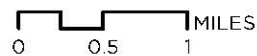
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Project Costs

- 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)

High Priority Cost: \$88,000,000

All Projects:

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

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!



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