2.0 Existing Conditions

2.1 Methodology

The existing bikeways in Folsom were inventoried by performing field reconnaissance, conducting public workshops, consulting with City staff, using current city data, and maps.

2.2 Definition of Bikeways

Bikeways are described by Caltrans in Chapter 1000 of the Highway Design Manual as being one of three basic types (***Figure 1***).

- **Class I Bike Path** — A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.
- **Class II Bike Lane** — Any portion of roadway designated for bicycle use and defined by pavement marking, curbs, signs, or other traffic-control devices.
- **Class III Bike Route** — A designated route through high demand corridors on existing streets and are usually shared with motor vehicles. Are indicated by periodic signs and do not require pavement markings.

Other types of bicycle facilities relevant to Folsom include:

- **Shoulders** — Where official bike lanes may not be feasible, enhanced shoulders with striping help to identify an area for bicyclists.
- **Bicycle Boulevard** — Is a roadway which has been designed or modified to prevent or at least discourage its usage for through travel by automobiles while still allowing through travel by cyclists. They are designated to give priority to cyclists.

A map showing the existing bicycle facilities and constraints in Folsom is shown in ***Figure 2***. A list of the constraints identified by number is located in ***Appendix A***.

A map showing the major attractions and support facilities is shown in ***Figure 3***.

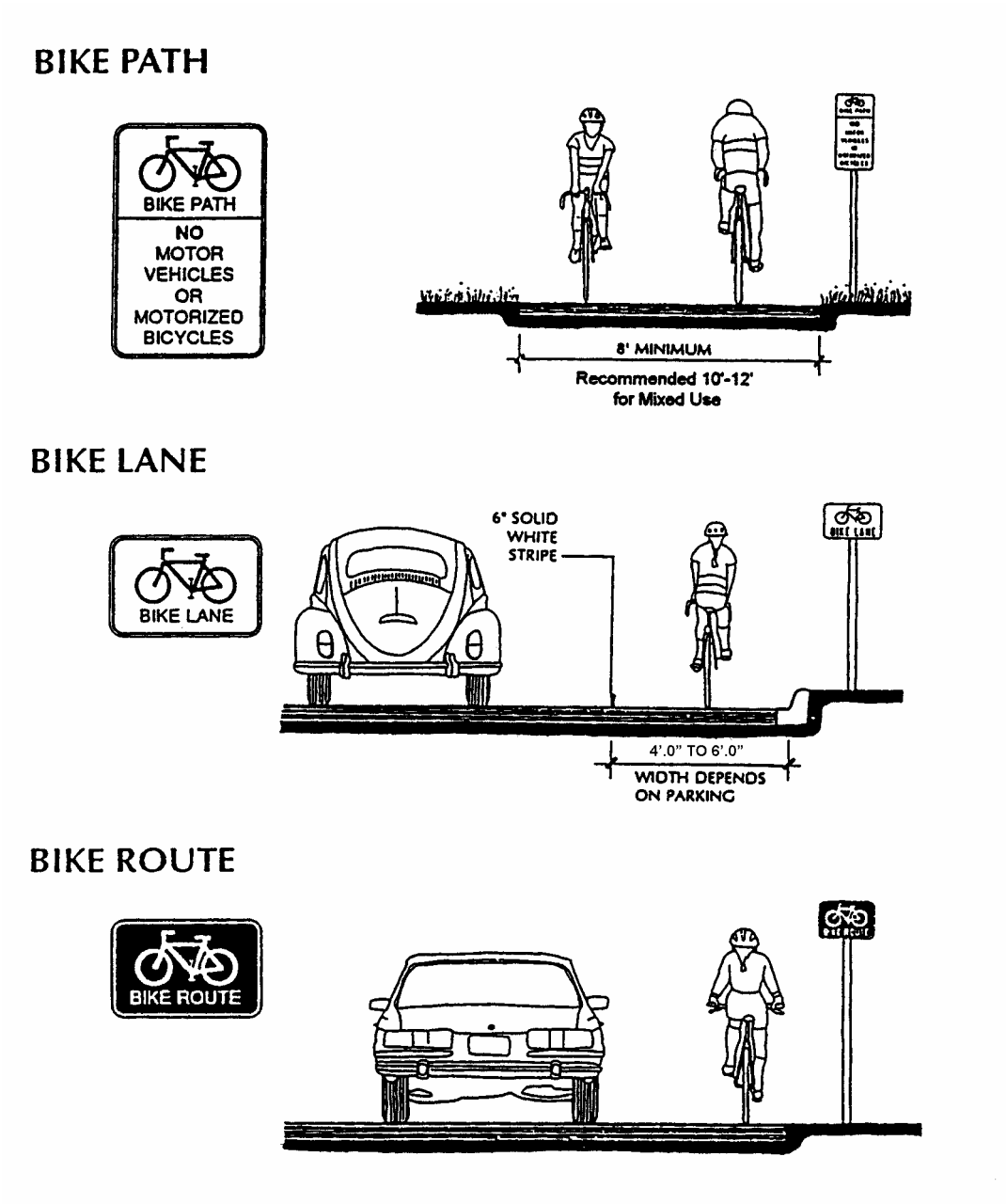


Figure 1: Bike Paths, Lanes & Route

Figure 2: Existing Conditions Map

(Replace with color 11 x 17 Map)

Figure 3: Major Attractions and Support Facilities

(Replace with colored 11 x 17 map)

Bike lane striping used for traffic calming along Lembi Drive.

Class II bike racks and lockers in the Lake Forrest Technical Center.

2.3 Existing Bicycle Facilities

The following is a description of the existing Class I, II, and III bikeways listed by facility in alphabetical order.

Table 1
Existing Class I Bike Paths

Segment	*Length (Miles)* State Parks	*Length (Miles)*	*Width*[1] *Standard* (Y/N)
Alder Creek Trail		.66	Y
American River Bikeway* (limits from Hazel Ave to Beals Point)	7.6	0	Y
Baldwin Dam Trail		.71	N
Broadstone *2* Trail		1.1	Y
Broadstone 3 Trail		3.21	Y
City Park Trail		.1	Y
East Lake Natoma Trail* (limits from Hazel Ave to Historic Truss Bridge)	4.6	0	Y
Folsom Parkway Rail Trail		1.66	*Y*
Folsom / Placerville Rail Trail		1.10	Y
Historical Powerhouse Canal Trail		.24	Y
Humbug-Willow Creek Trail[2]		14.90	Y
Linda Creek Trail		2.15	Y
Natoma Trail / East Natoma Street		.84	Y
Oak Parkway Trail (limits- E. Bidwell St to Haverhill Rd)		1.40	Y

[1] Standard width for Class I facilities in Folsom is 10' or greater.
[2] Section of trail from Sibley Street to Riley Street is 8' wide.
* State Park Jurisdiction

Oak Parkway Trail (limits – East Natoma St to Blue Ravine Rd)		2.0	Y
Willow Springs Trail		.51	Y
Total	**12.2**	**30.58**	

Table 2
Existing Class II Bike Lanes

Segment	*Length (Miles)*	*Width*[1][2] *Standard (Y/N)*
American River Canyon Drive (between Oak Avenue Parkway and Lake Natoma)	3.52	N
Bidwell Street (Riley Street to Folsom Blvd.)	.76	Y
Black Diamond (Iron Point Rd to Natoma Station Dr)	.41	Y
Blue Ravine Road (between Folsom Blvd. and East Natoma St.)	4.33	Y
Briggs Ranch Dr. (from Folsom Dam Road to East Natoma St.)	1.22	N[3]
Broadstone Parkway (Iron Point Rd to Broadstone Pkwy)	2.43	Y
Coloma St. (Riley Street to East Bidwell Street.)	.17	N
Cavitt Drive (Clarksville Rd. to Iron Point Rd.)	1.22	Y
Creekside Drive (E. Bidwell St. to Oak Avenue Parkway)	.86	N
East Bidwell Street (Woodsmoke to Iron Point)	2	Y
East Natoma Street (Fargo Way to Russell Ranch Road)	3.01	Y
Empire Ranch Road (Iron Point Road to GreenValley Rd)	2.25	Y
Folsom Auburn Road (from Greenback Lane to outside City limits)	1.06	Y
Folsom Boulevard (between U.S. 50 and Sutter St.)	9.33	N

[1] Standard width for Class II bike lanes is 6' with no parking *(including gutter)* and 5' with parking.
[2] Includes some sub-standard striped shoulders that are programmed for improvement.
[3] Shared bike lane / parking lane.

Golf Links Drive (Natoma St. to Broadstone Pkway)	1.38	Y
Greenback Lane (from outside the City limits to Riley St.)	1.46	Y
Green Valley Road (from E. Natoma St. to the City limits)	1.46	Y
Segment (Continued)	*Length (Miles)*	*Width Standard (Y/N)*
Ingersoll Way	.45	Y
Grover Road (between Russi Rd. and Iron Point Rd.)	.5	Y
Iron Point Road (Folsom Blvd. and City limits)	6.30	Y
Leidesdorff Street	.31	N
Lembi Drive (Riley Street to Sibley Street)	.40	Y
Madison Avenue	.97	Y
Manseau Drive (Briggs Ranch Dr. and Blue Ravine Rd.)	.35	N[3]
McAdoo (Riley Street to Iron Point Road)	.81	Y
Natoma Station Drive (Folsom Blvd. to Turnpike Rd.)	.82	Y
Natoma Street (Folsom Blvd. to Empire Ranch Rd)	4.4	Y
North Lexington Drive (between E. Bidwell St. and Prewitt Dr)	1.90	N[3]
Oak Avenue (Willow Creek and Iron Point Rd.)	1.54	Y
Oak Avenue Parkway (Folsom-Auburn Rd. to City Limits)	2.33	N
Parkshore Drive (between Folsom Blvd. and Plaza Dr.)	.61	Y
Prairie City Road (Blue Ravine Rd. and U.S. 50)	1.05	N
Prewitt Drive (between North Lexington and Silberhorn)	.48	N[3]
Riley Street (between Coloma and Oak Avenue Parkway)	2.35	N
Russi Road (between Blue Ravine and Riley)	1.07	Y

Silberhorn Drive (from Clarksville to Golf Links Dr.)	1.45	N[3]
South Lexington Drive (from Oak Avenue Parkway to Silberhorn)	.84	N[3]
Turnpike Drive (Natoma Station Dr. to Blue Ravine Rd.)	.16	N
Willow Creek Drive (Flower St. to Briggs Ranch Rd.)	.78	N[3]
Willard Drive (Iron Point Rd to Prairie City Rd.)	.65	Y
Total	**67.39 miles**	

[1] Standard width for Class II bike lanes is 6" with no parking *(including gutter)* and 5' with parking.
[2] Includes some sub-standard striped shoulders that are programmed for improvement.
[3] Shared bike lane / parking lane.

Table 3
Existing Class III Bike Routes

Segment	*Length (Miles)*
Turn Pike Drive (between Blue Ravine Rd. and Natoma Station Dr.)	.85
Clarksville Rd (between Cavitt and Broadstone)	.35
Total	1.20

2.4 Current Conditions and Constraints

A lack of a completed bikeway system does not mean that people are not riding. The bicycling community--ranging from experienced club riders to school children- - has developed its own system of streets and routes which provide connectivity and safety for their purposes. Key observations on existing bicycling conditions include:

- The opportunity to travel by bicycle between Folsom and El Dorado Hills is limited. The ability to make this connection is vital to encourage more commuter cyclists.

- Folsom is an ideal bicycling environment. The small size, mild climate, jobs – housing balance, and topography provide opportunity for all residents to access many destinations by bicycle for work or play. Local bicyclists include school children, experienced adult riders, and bicycle commuters.

- Folsom Boulevard a major bicycle commuter route running north-south through the heart of the City is used by the local bicycling community and the regional cyclist taking longer rides through the region. Many of these cyclists stop in Folsom to access the many services offered along the route. Major routes for bicyclists include the American River Bikeway. Major bicycle commuter routes in Folsom include: Blue Ravine Road, Glenn Drive, Oak Avenue Parkway, Iron Point Road, Folsom-Auburn Road, Greenback Lane, East Natoma Street, and Prairie City Road.

- The streets in Old Town Folsom provide a relatively bicycle friendly area, with slower moving and lower traffic volumes. This could be supplemented by other improvements such as providing bike racks and lockers near popular destinations such as shops and restaurants.

- The Rainbow Bridge is prohibitive to cyclists because it causes a significant gap between the northern and southern portions of the City. The historic Truss Bicycle Bridge across Lake Natoma provides an exclusive bicycle/pedestrian crossing and a safe alternative to the Rainbow Bridge.

- Exiting on–street bike facilities are compromised by regular utility trenching / patching.

- High speed and high traffic volumes on major arterials such as Blue Ravine Road discourage cyclists from using on street bike lanes.

- The lack of bicycle facilities on East Bidwell Street, a major east-west route, represents a gap in the local system and creates a significant barrier to east-west travel.

- The lack of a Class II bikeway on Sibley Street between Blue Ravine Road and Natoma Street creates a major barrier for access to old town Folsom.

Information on opportunities and constraints for bicyclists has come from a variety of sources including field observations and public input. Many general and site specific problems have been collected, which help to form an idea of the type of system and specific improvements that will be required. Comments can generally be summarized into the following statements:

Opportunities

- The City is currently working to complete several miles of off-road bikeways. The American River Bike Trail and the East Lake Natoma Trail are examples of regional

bike paths that connect Folsom with downtown Sacramento.

- ❖ Completion of the planned 16-mile Humbug-Willow Creek Parkway trail system will enhance connectivity closing many of the system-wide gaps, linking many of the City's residential, civic, commercial, and recreational locations for bicyclists.

- ❖ Folsom's largest employers and schools that are serviced by bike facilities are located within riding distance of multi-family and single family residential neighborhoods. This presents an opportunity to maximize mode split.

- ❖ The construction of new residential developments creates an opportunity to complete a comprehensive network of on street bike lanes.

- ❖ Regional connections to off-road bikeways including the American River and Lake Natoma Bikeways, and on-street connections to Folsom Boulevard, Green Valley Road, East Natoma Street, and Folsom-Auburn Road make Folsom a cycling hub.

- ❖ As a smaller city at the cross roads of several transportation corridors -- including the major route leading to Folsom Lake and Lake Tahoe -- the city has the opportunity to attract visitors to stop and visit while en route to other destinations.

- ❖ The City has a good base of existing Class I facilities that are close to most neighborhoods. They offer safe off-road routes and provide as views of Folsom and its surrounding areas.

- ❖ The City's parks, library, senior & arts center and community center serve as major destinations to residents, especially children who have the opportunity to ride their bicycles to events from most neighborhoods.

- ❖ Folsom has many opportunities for recreational riding on off-street trails. Plans for the development of future off-street trails will enhance the City's appeal to residents and visitors alike.

Constraints

- ❖ Key portions of the City's bikeways system are not complete. An example is East Bidwell Street, a major east-west route. Connectivity to destinations such as schools and parks is limited making commuting by bicycle an inconvenience, forcing school children to use city streets, and leaving recreational cyclists with inconsistent facilities.

- Inconsistent facilities are a problem for experienced and casual riders.
- Cyclists complain of the lack of facilities maintenance.
- East Natoma Street (Stafford to Blue Ravine) has inconsistent bike lane width forcing cyclists to weave into and out of the travel lane.
- Blue Ravine Road (Sibley Street to East Bidwell Street) is difficult for cyclists to negotiate due to high-speed auto traffic along this corridor.
- Glenn Drive (East Bidwell Street to Sibley Street) a common bicycle route, has narrow shoulders (approximately one foot of asphalt) forcing cyclists into the roadway.
- Iron Point Road creates a barrier for two major off-road trails. One of these trails in Willow Springs is blocked from accessing Willow Hills Reservoir and Folsom High School on the south side of Iron Point Road.
- Highway 50's interchanges do not include consistent bicycle facilities. The gaps created by the interchanges create barriers to on-street facilities at East Bidwell Street, Prairie City Road, and Folsom Boulevard. The Class I Alder Creek Trail crossing is also obstructed in two freeway locations.
- Off-road access to the East Lake Natoma Trail from Blue Ravine Road is obstructed by Folsom Boulevard.
- Folsom Boulevard near Blue Ravine Road, creates a major barrier for the Humbug-Willow Creek Trail and the ability for cyclists to connect to the East Lake Natoma Trail.
- There are no bike lanes or routes in the Historic District.
- Cyclists complain that Folsom's traffic signals are not bicycle sensitive and that signal lengths are too short for a bicycle to travel safely through intersections while making left turns.
- Like streets in all cities and towns, there is debris and gravel thrown by vehicles onto the right side of streets occasionally forcing bicyclists to ride in travel lanes.
- Crossing Folsom-Auburn Road to access the existing entry point to the American River Bikeway from Berry Creek Drive is difficult due to traffic volumes and speeds.

- ❖ Lack of facilities for commuter cyclists at employment sites.

These lists represent a summary and sample of opportunities and constraints in Folsom, and can be updated as part of future plan revisions.

2.5 Bicycle Parking Facilities

Bicycle parking facilities are classified as follows:

Type	Function	Characteristics	Example
I	Long term	Highest level of theft protection weather protection. Locked enclosure or room with individual/very limited access.	bike locker storage room
II	Long Term	Racks provide support for the bicycle and have locking mechanisms on the rack. Offers additional theft security with a shield lock.	three point locking
III	Short Term	These racks provide support for the bicycle but do not have locking mechanisms. Accommodates locking of bicycle frame with standard U-shaped locks. Security is only as good as the user lock.	ribbon rack inverted U-rack

Typically, Class I facilities are located at large employment centers, and transit facilities. Typically, Class II and Class III facilities are located at schools, commercial locations, and activity centers such as: parks, libraries, retail locations, and civic centers. Class II racks are more appropriate in longer term parking areas that need a higher level of security then Class III racks.

The locations of the City's existing bicycle parking facilities are shown in ***Figure 3***. A sample copy of a comprehensive bicycle parking ordinance is located in ***Appendix B***. ***Figure 4, 5*** and ***Figure 6*** illustrate the recommended Class I (bike locker) and Class II (locking assisted bike rack) and Class III (bike rack) configurations.

The City conducted an inventory of Class I, II and III bicycle parking in June 2007 (***See***

Table 4). The inventory was categorized by nine styles, types A – H, as shown in the photographs on the following page (***Insert A)***. The inventory revealed a total of 450 total bicycle spaces in racks, and six bike lockers holding twelve bicycles.

Table 4
Bicycle Parking by Type

Type	*Total Bicycle Capacity*
Class I	34
Class II	16
Class III	302
Total	**402**

The largest concentration of bicycle parking was identified on the Riley Street and East Bidwell Street corridors between Blue Ravine Road and Coloma Street, which include a large concentration of schools, businesses, and parks. A majority of the Class I – Bike Lockers are located at the three new light Rail Stations.

Figure 4: Class I Bike Locker Designs

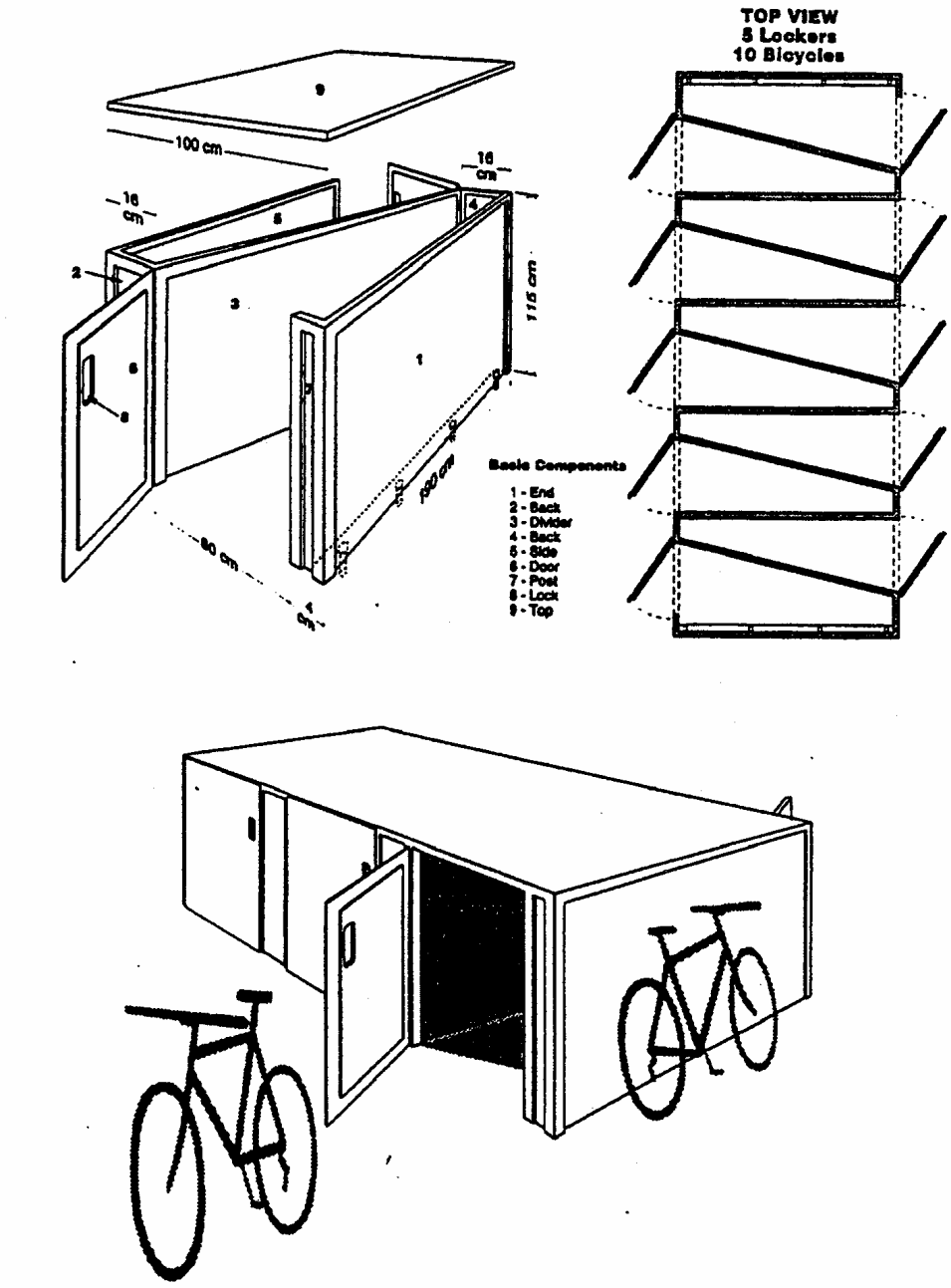
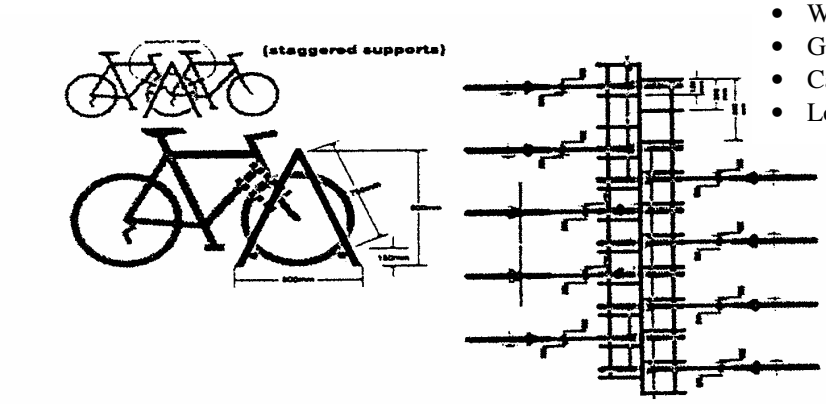
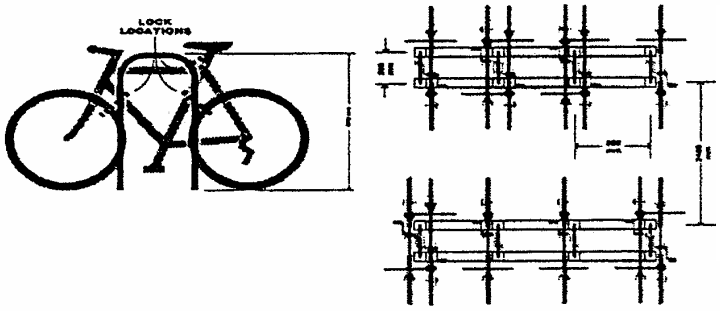


Figure 5: Class II Bike Rack Designs

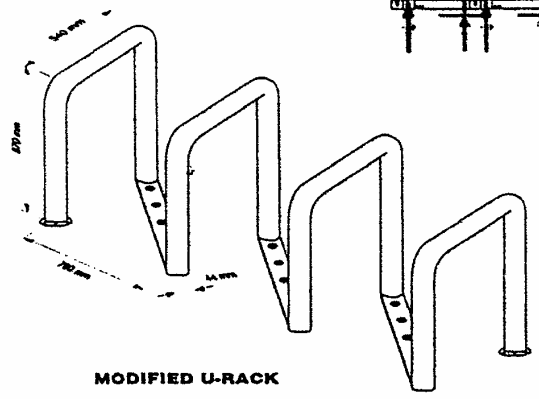


- Free-Standing;
- Simple components;
- Wide wheel spacing;
- Gears avoided;
- Can be linked with additional racks;
- Locks frame & wheels.



MULTIPLE RACKS
Features:

- Free-standing;
- Frame & 2 wheels;
- Gears avoided;
- Can be combined with more racks;
- Easiest to use.



Specifications:

- Galvanized Steel;
- Welded to base;
- Four per set.

Figure 6: Class III Bike Rack Designs

2.6 Bicycle Safety

2.6.1 Accident Review

The accident data presented was recorded for the past eight years (January 1998 through December 2006) from the Statewide Integrated Traffic Records System (SWITRS). Figure 6 shows the location, party at fault, severity, and number of bicycle accidents in the City of Folsom over the past five years. As shown in ***Figure 6***, no fatalities have occurred in the City although 61 accidents involving property damage or injuries were reported over the five year period it is worth mentioning that bike accidents have declined to almost half from 2002. From the accidents reported, the bicyclist was at fault in 53 percent of the time. In most cases, the bicyclist was also injured. Typically, bicyclists at fault are riding the wrong way on the sidewalk or making illegal turns. This information suggests that increased education and enforcement could be an important tool in decreasing accidents for all age groups.

The accident data review also revealed accident clusters in the Central Business District, along Blue Ravine Road and Riley Street. Both corridors are characterized as having high traffic volumes and congested traffic operations although Riley Street is also an older narrower roadway with less space for bicyclists. These conditions plus the presence of numerous schools, shops, and parks may contribute to the clusters of accidents along each roadway. However, the bicyclist was at fault in about half of these accidents.

The accident information was combined with population data for 2002 to 2006 to estimate an annual bicycle accident rate of 0.10 accidents per 1,000 persons in the City of Folsom. This compares to an accident rate of 0.34 per 1,000 persons for the period from 1996-2002.

2.7 Existing Bicycle Safety Programs

Safety is a major concern of both existing and potential bicyclists. For those who ride, safety is typically an on-going concern and sometimes a distraction. Potential riders often consider safety one of the most compelling reasons not to ride. These reasons make safety education for both children and adults an important component of this plan.

An evaluation of bicycle education and safety programs currently offered in Folsom was conducted as part of this planning effort. ***Table 5*** on the following page contains a summary of the existing bicycle safety education programs offered in Folsom. This information was evaluated to determine the effectiveness of these existing efforts as a whole, and to make recommendations to improve bicycle safety education for residents and visitors.

TABLE 5
BICYCLE EDUCATION PROGRAM SUMMARY

Agency/Entity	Program	Contact	Purpose of Program	Program Details
Folsom Parks and Recreation	Bike Maintenance	Jim Konopka (916) 355-7200	Basic bicycle maintenance	Works cooperatively with Bicycles Plus Bike Shop which provides basic bicycle maintenance instruction. Program is geared toward adults but is open to children as well.
City of Folsom Police Department	Bicycle Rodeo	Sharon Roloff (916) 355-7231	Crime Prevention & Bicycle safety	Bicycle education for children. Officers of the Juvenile Department and Bicycle Patrol conduct Bike Rodeos at elementary schools to teach riding safety (i.e. using helmets) as well as proper technique for street riding.
City of Folsom Police Department	Bicycle Patrol	Lt. Mike Laughlin (916) 355-7231	Bicycle patrol for crime and safety	Four officers patrol Folsom on bikes. Their role is to issue tickets, prevent crime, and enforce bicycle safety rules. These officers participate regularly in Bicycle Rodeos and serve as role models for young bicyclists.
California Highway Patrol	Publications	Don Oxley (916) 681-2300	Bicycle safety	A coloring book emphasizing safety is distributed to younger children. Additional flyers are provided for older aged children. These materials are usually given out at bicycle rodeos.
Bicycles Plus Bike Shop	Bike repair	Chris Allen (916) 355-8901	Basic bicycle maintenance	Provides basic bicycle maintenance classes through Folsom Parks and Recreation and privately. Students register for a series of classes once a week. The program is geared toward adults but is open to children. Working on establishing weekly rides. The bike shop has run Bicycle Rodeos and would be open to suggestions for providing future public service.
State Farm Insurance	Bicycle Rodeo	(916) 801-3243 Dan Narmyle	Bicycle Safety	State Farm Insurance presents bicycle rodeos to community events teaching children about bicycle safety and rule of the road. They also provide brochures and coloring books.

TABLE 5
BICYCLE EDUCATION PROGRAM SUMMARY

Agency/Entity	Program	Contact	Purpose of Program	Program Details
Carl H. Sundahl Elementary School	Review of bicycle safety for primary children.	(916) 989-9182 Eddi Rains, Principal	Bicycle Safety	Students must have parents sign a contract to follow bicycle safety rules. Bicycle safety principles are reviewed with both parents and children by school staff, usually the principal.
Carl H. Sundahl Elementary School	Bicycle Rodeo	(916) 989-9182 Eddi Rains, Principal	Bicycle Safety	PTA has sponsored rodeo / bicycle safety day held once a year. Education provided by the Folsom Police Department, Crime Prevention Division.
Theodore Judah Elementary School	Bicycle Rodeo	(916) 983-4469 Judy Cutright	Bicycle Safety	PTA sponsors the Rodeo. Education provided by the Folsom Police Department. Has not been organized for several years, but the principal hopes it will be a yearly event.
Blanch Sprentz Elementary School	Bicycle Rodeo	Linda Howard (916) 983-0120	Bicycle Safety	The school has not run the Rodeo in a few years because of declining bicycle use to and from school. The principal sees no need to re-establish the program.
Oak Chan Elementary School	Bicycle Rodeo	(916) 983-0190 Kate Dickerson	Bicycle Safety	PTO organizes and sponsors the Rodeo. It is held once a year.
Folsom Hills	Bicycle Contracts	(916) 985-0771 Linda Walden	Bicycle Safety	Bike contracts are filled out by all student riding to school to ensure that they are wearing a helmet. Parents must sign the contract. Bike rodeos are held only when the PTA organizes it and hasn't been held in a few years.
Natoma Station Elementary School	Bicycle Rodeo	(916) 351-0565 Gretchen L. Hinerman	Bicycle Safety	The school has participated in the Bike Rodeo offered by the Folsom Police Crime Prevention Division. Student handbook contains a page on bicycle rules and regulations that the students are expected to follow.
Empire Oaks Elementary School	Bicycle Safety	(916) 983-0120 Sharon Heilman	Bicycle Safety	A newly opened school, the school has not participated in the Bike Rodeo offered by the Folsom Police Department.

Figure 6: Accident Map

(replace with 11 x 17 color map)

2.8 Programs Offered

As shown in ***Table 5***, bicycle safety education programs are available to elementary schools in Folsom. Almost all elementary schools can provide a Bicycle Rodeo that teaches children how to ride safely on the road. In most cases, the Rodeo is sponsored by the Parent Teacher's Association (PTA) and taught by a staff member of the Crime Prevention Department of the Folsom Police Department. The programs are open to all children, whether they ride a bicycle to school or not. In addition, the Folsom Cordova School District requires all students sign a Bicycle Contract. It is an agreement that states students and parents understand, and it will follow all safety rules and municipal laws that apply to bicycle riding. The contract is kept on file at the school for one school year.

The City of Folsom Parks and Recreation Department also offers a program cooperatively with Bicycles Plus Bike Shop. This program emphasizes the basics of bicycle repair and maintenance. Bicycles Plus Bike Shop also provides this service to the general public. The California Highway Patrol provides bicycle safety publications to school children as part of Rodeo or other organized events.

In November 2006, the 50 Corridor Transportation Management Association with many dedicated volunteers formed the Smart Routes to School Program to promote children in the elementary schools in El Dorado County and Folsom-Cordova Unified School District to return to biking, walking, carpooling and bus riding as a choice for safe, even smart school commuting. The goals of the 50 corridor Smart Routes movement is to reduce personal auto school trips, improve safety of students traveling to and from school (especially those traveling by non-motorized means), and build exercise and independence into the daily routine of students.

2.9 Relevant Legislation and Policies

Aside from the City's own General Plan which identifies specific goals and policies that are relevant to the Bicycle Master Plan, there are several other city, state, regional, and federal requirements for master plans which are primarily related to funding.

The Folsom Bikeways Master Plan should be consistent with the Sacramento Area Council of Governments Regional Bikeway and Pedestrian Study, especially since SACOG is the main funding conduit for bikeway funds into Folsom. The Regional Plan identifies a Primary Bikeway System that includes a number of short-term improvements for Folsom including the American River Bikeway Connection, the South Lake Natoma Bike Trail, and the Historic Canal Bikeway. Additional improvements identified by the Regional Plan are the Oak

Parkway Bikeway, the Railroad Right-of-Way Corridor, and the Humbug-Willow Creek Parkway.

Caltrans plays an oversight and review role for federal funding programs for bicycle projects. All of these bicycle funding programs require approval of a Bicycle Master Plan with specified elements in order to qualify for the program.

On a state level, according to the California Bicycle Transportation Act (1994), all cities and counties should have an adopted bicycle and pedestrian master plan that contains:

- Estimated number of existing and future bicycle commuters
- Land use and population density
- Existing and proposed bikeways
- Existing and proposed end-of-trip bicycle parking facilities
- Existing and proposed multi-modal connections
- Existing and proposed facilities for changing and storing clothes and equipment
- Bicycle safety and education programs
- Citizen and community participation
- Consistency with transportation, air quality, and energy plans
- Project descriptions and priority listings
- Past expenditures and future financial needs

In addition to these required elements, the *Caltrans Highway Design Manual*, Chapter 1000: Bikeway Planning and Design, contain specific design guidelines and basic design parameters for on-street and off-street bicycle facilities that must be adhered to in the State of California.

Mormon Street (above) and Sibley Street (below) are typical constrained bikeway corridors in Folsom.