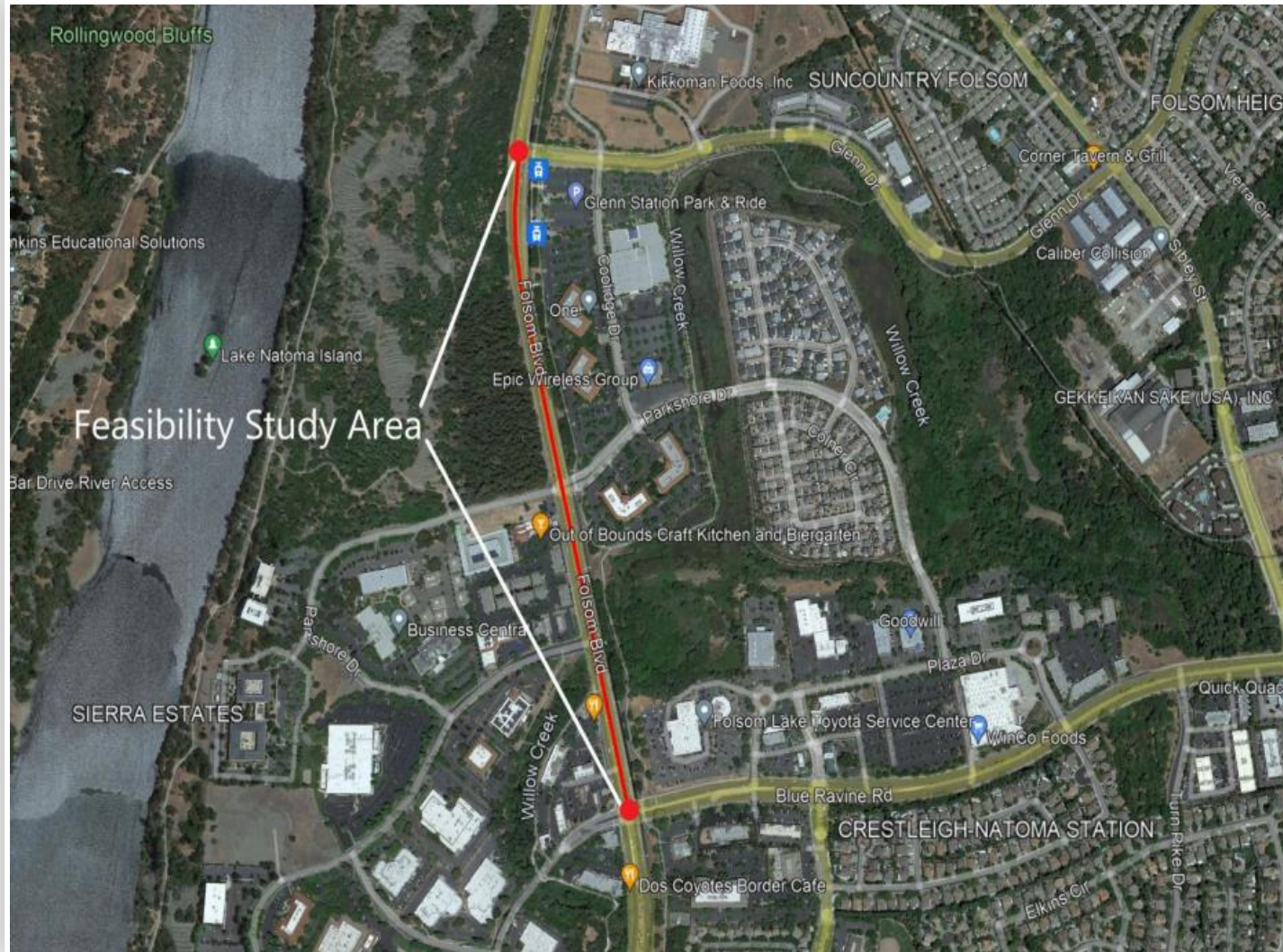


Feasibility Study Area

Folsom Blvd Bicycle & Pedestrian Overcrossing Feasibility Study

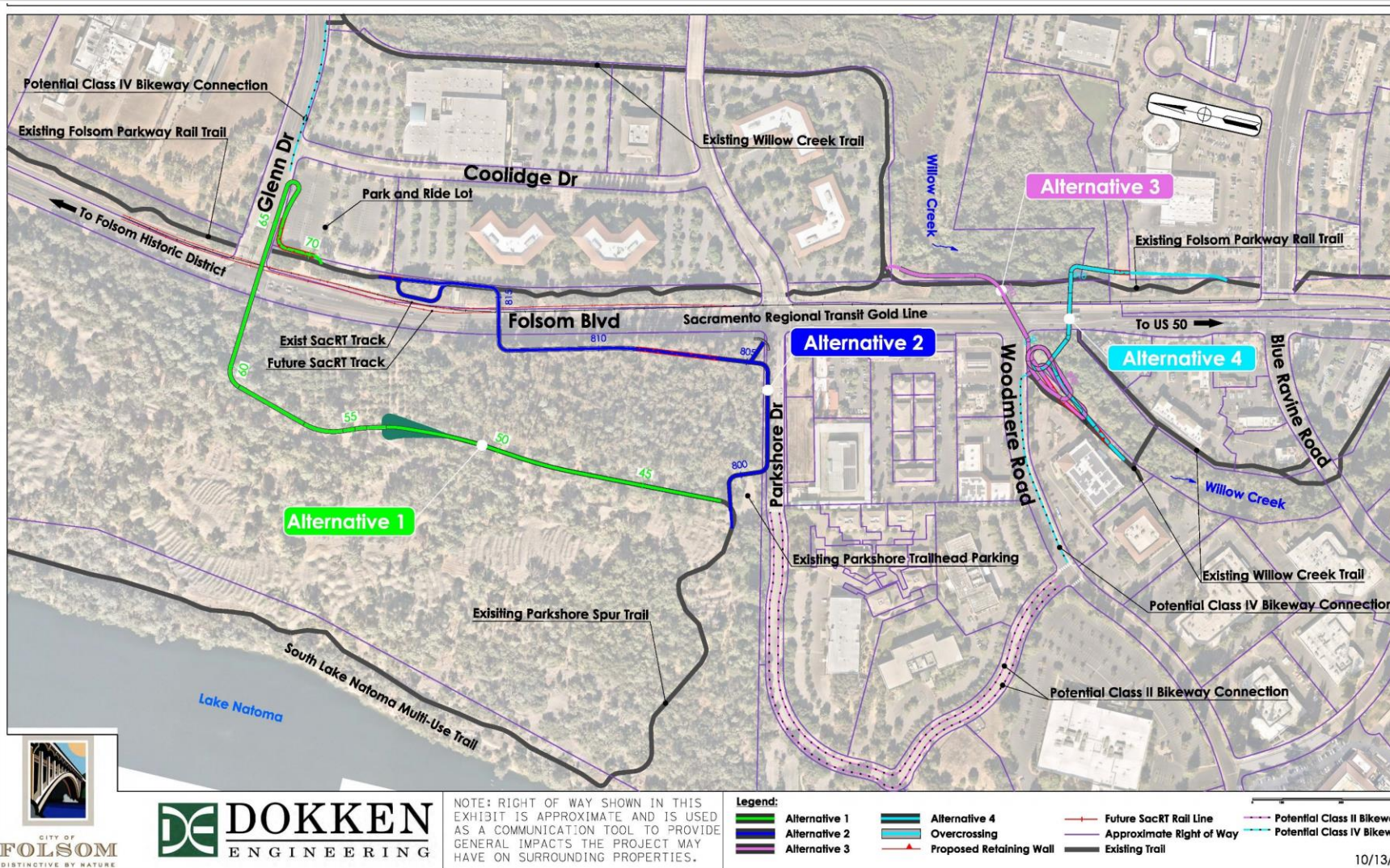


Folsom Boulevard Overcrossing Feasibility Study Schedule



- Project Kick-Off: 2022 / 2023
- Focus Group Mtg. 1: 3/21/23
- Community Outreach 1: 4/24/23 – 5/14/23
- Focus Group Mtg. 2: 7/18/23
- Community Outreach 2:
 - Public Workshop: 10/19/23
 - On-line Survey 10/16-30/23
- **Planning Commission – 11/15/2023**
- **PR Commission – 12/05/2023**
- **River District CAC – 12/13/2023**
- **City Council – 01/23/2024**

Folsom Boulevard POC Feasibility Study Alignment Alternatives Overview



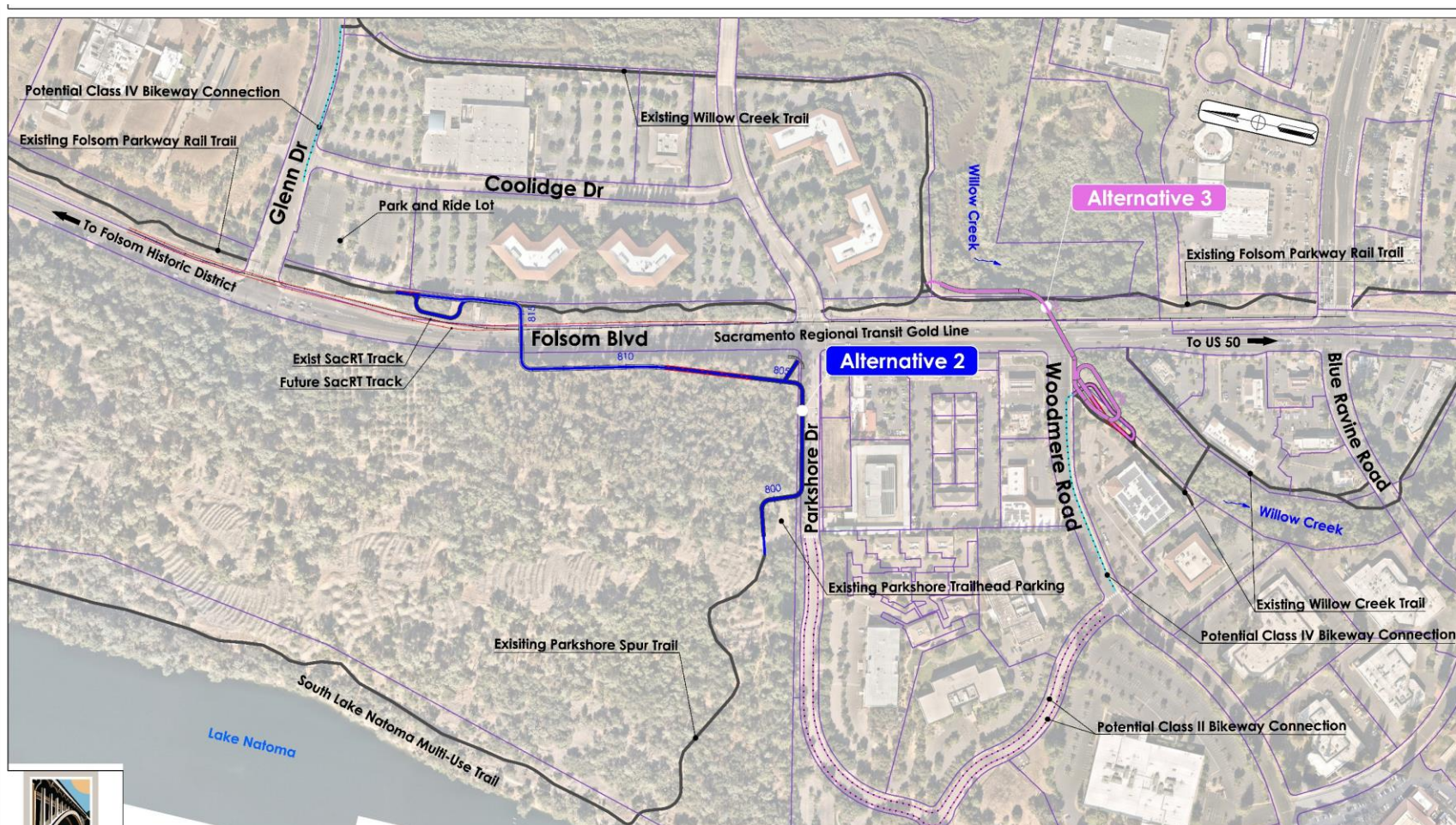
Changes Since April/May On-line Survey

- Considered and eliminated a New Alt. 1 North of Glenn Station
- Old Alt. 1 eliminated
- Old Alt. 2 moved North
- Alt. 3 refined
- Alt. 4 eliminated

Additional Input

- Meeting with RT Staff
- State Parks Review of Alternatives
- City Staff

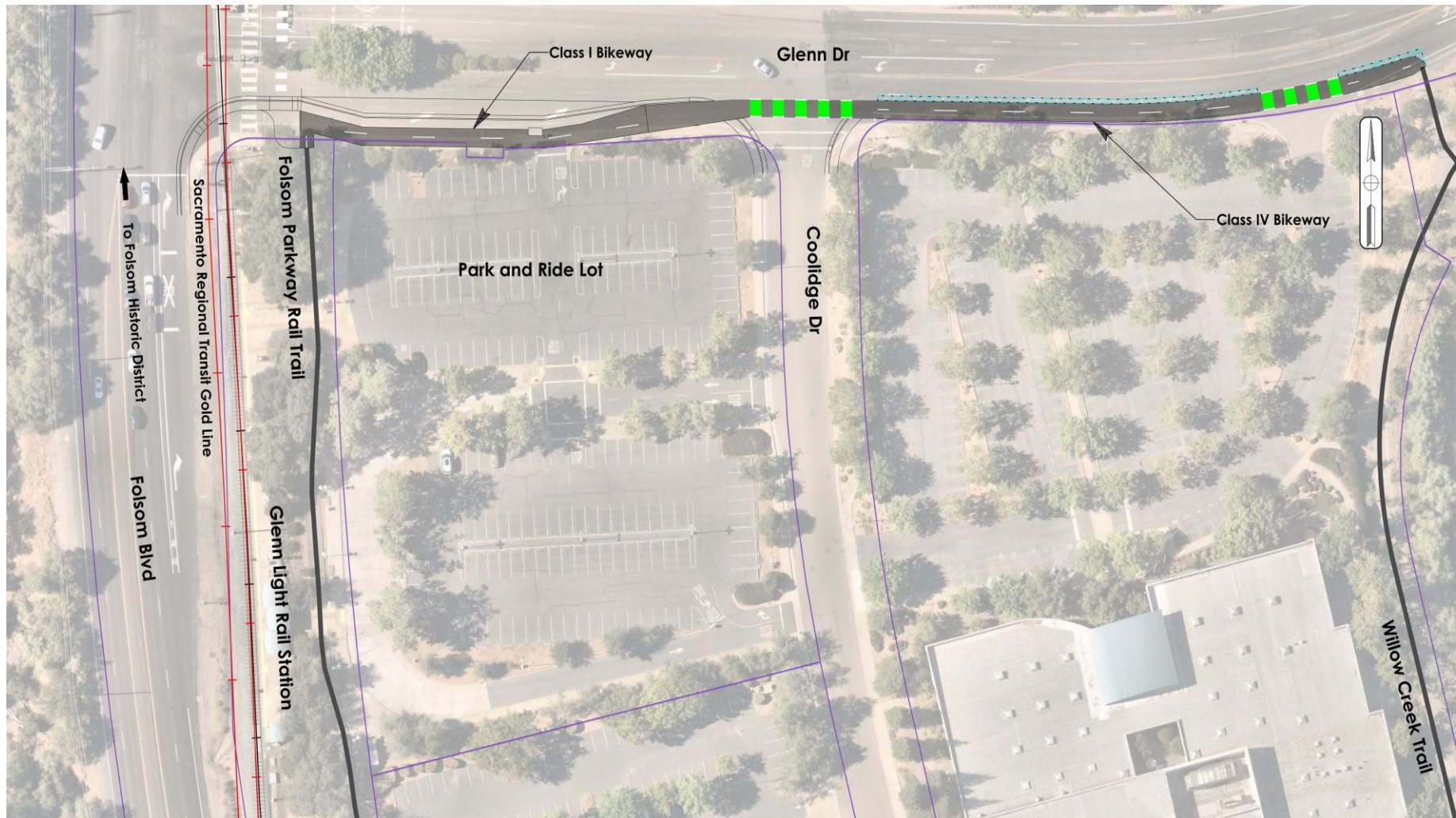
Folsom Boulevard POC Feasibility Study Alignment Alternatives Overview



Additions Since First On-line Survey

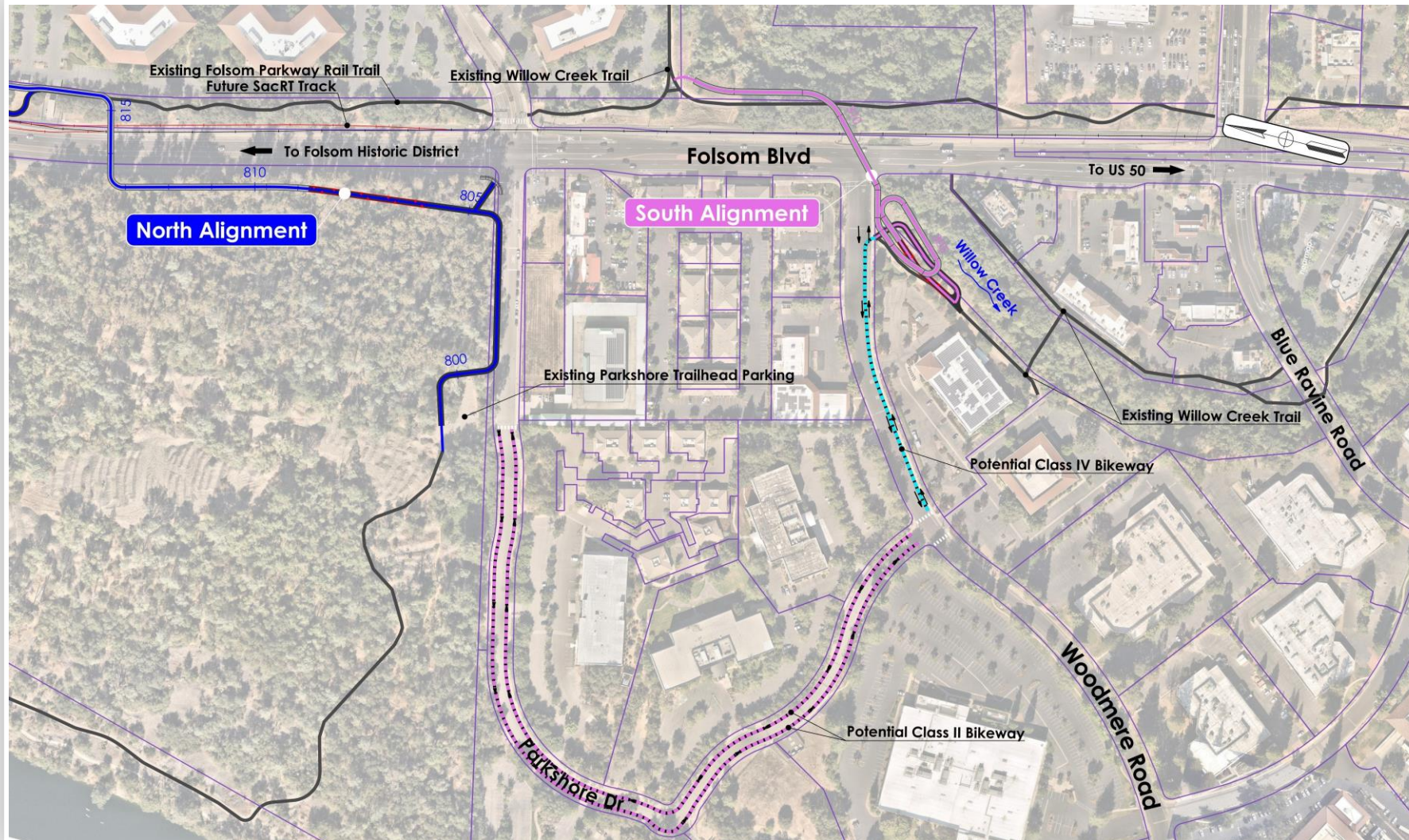
- Potential Connection: Glenn Station to Willow Creek Trail along Glenn Dr.
- Potential Connection: Parkshore Dr. Trailhead (TH) to Willow Creek Trail along Woodmere and Parkshore

Folsom Boulevard POC Feasibility Study Glenn Drive Connection



- Input from Public Outreach during Feasibility Study
- More direct access to Glenn SacRT Station for the North Altn.

Folsom Boulevard POC Feasibility Study Glenn Drive Bikeway Connection



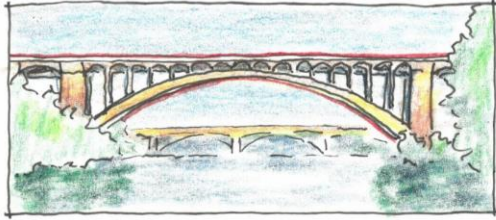
- Input from Public outreach during Feasibility Study
- Improve connectivity through the business park between South Alt. to Lake Natoma trail

Folsom Boulevard POC Feasibility Study

Arch Concept / Towers Concept



FIRST NATION DWELLING



RAINBOW BRIDGE



LIVE OAK



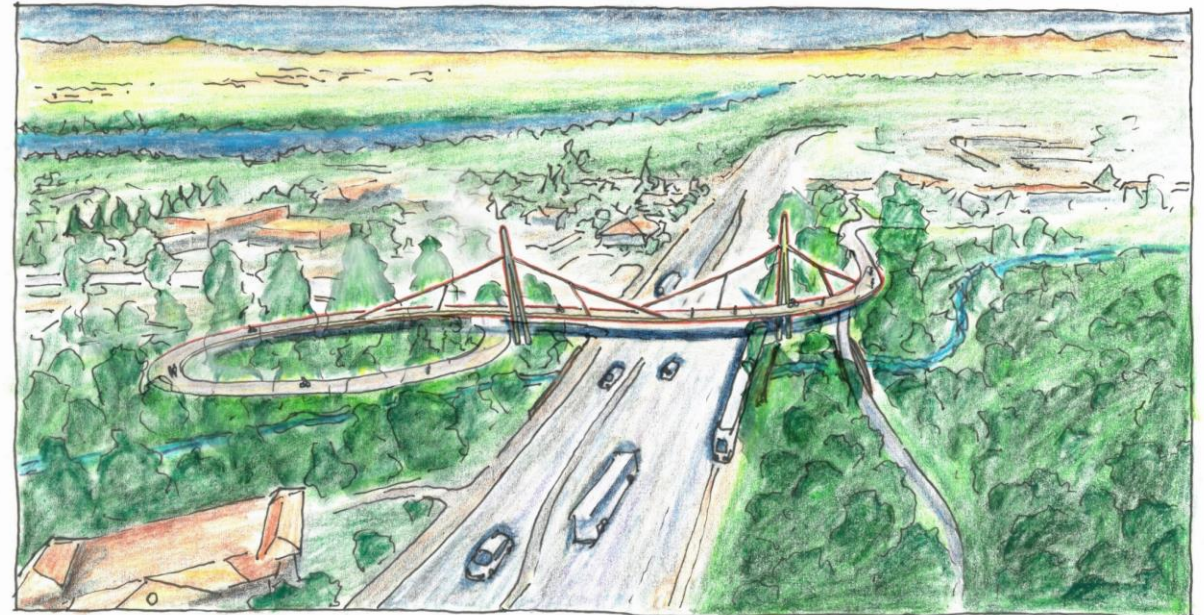
FOLSOM TURNTABLE
WITH A-FRAME TOWERS



GOLD MINING BARGE, NOTE ANGLED
TOWERS AND FORKED CABLE SUPPORTS

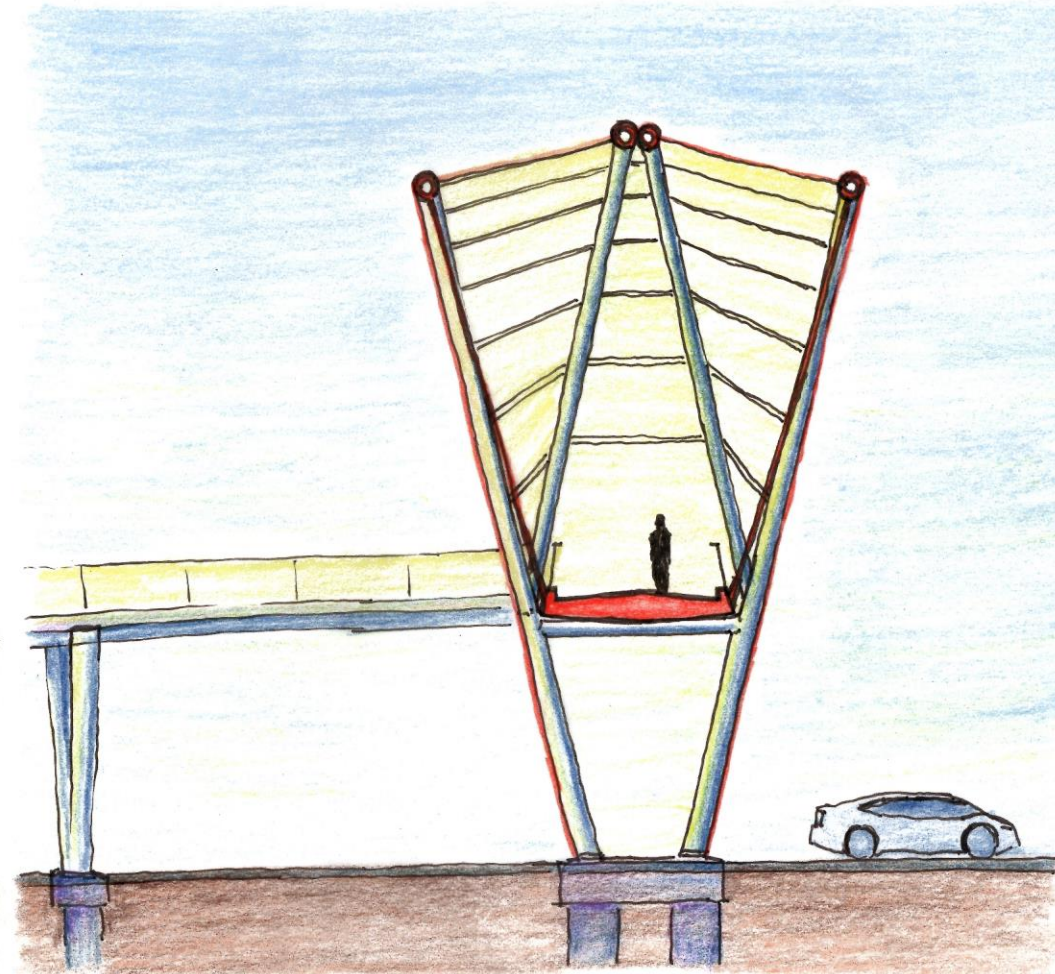
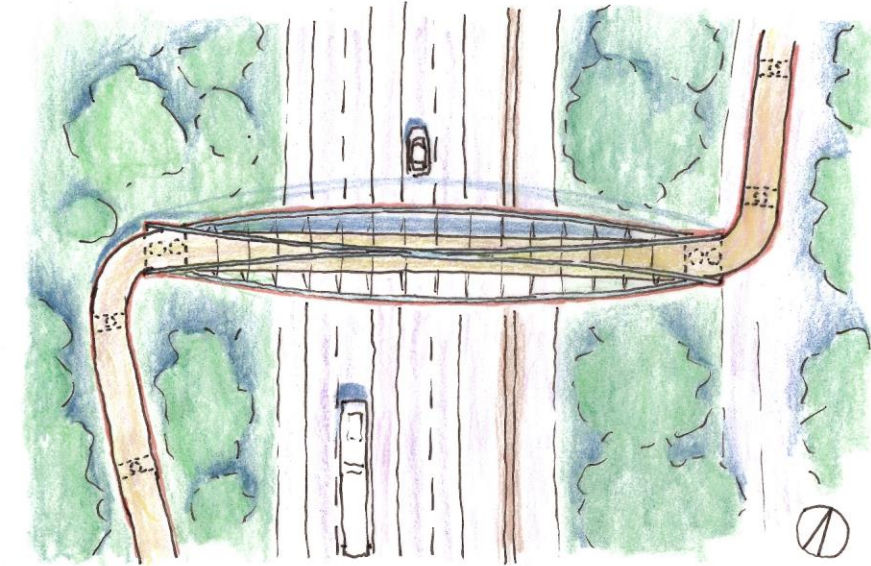


LIVE OAK, NOTE BRANCHING
PATTERN

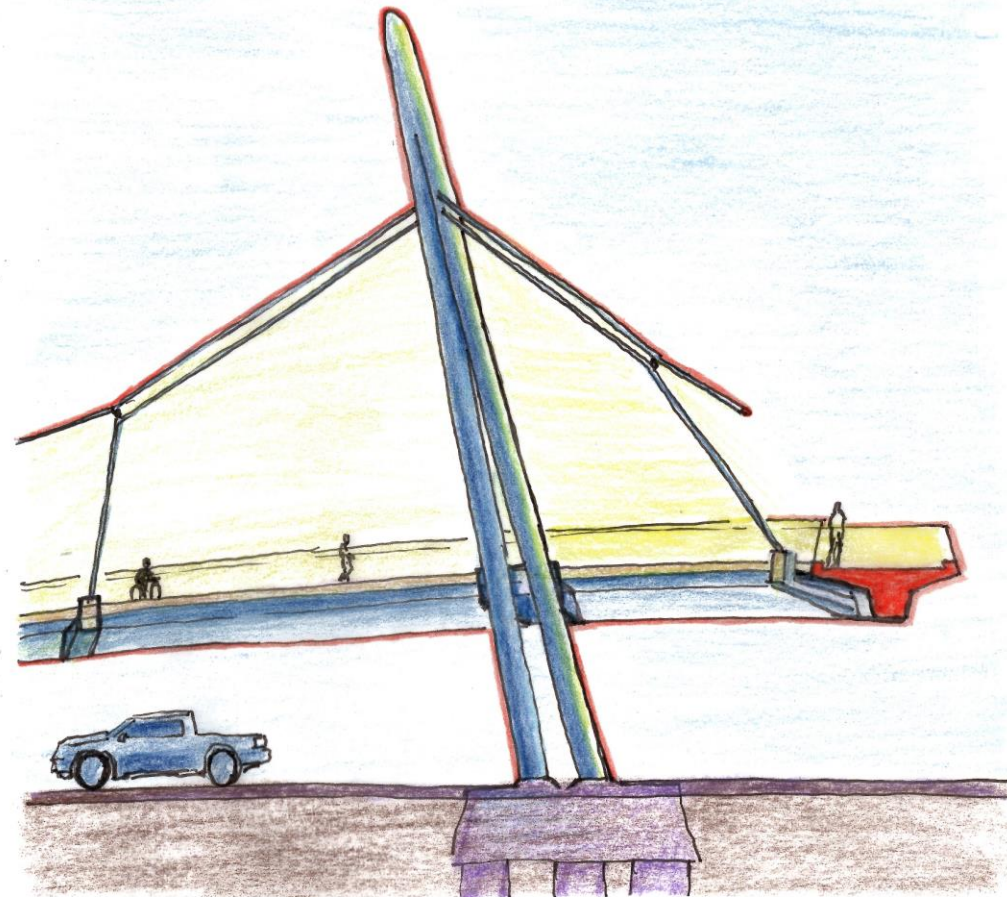
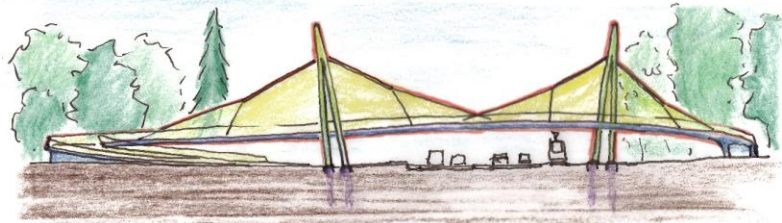
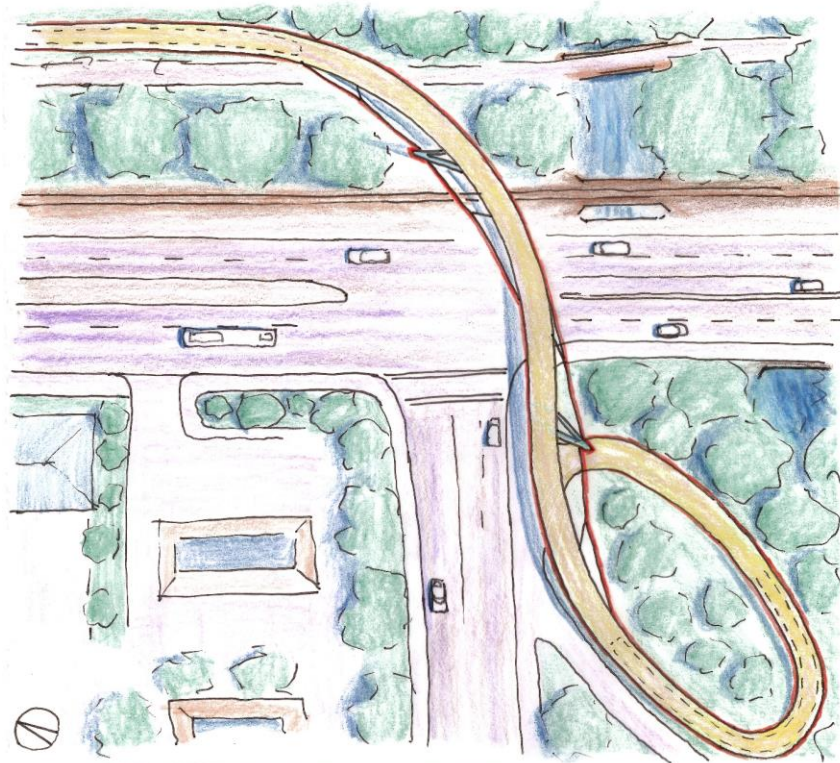


Folsom Boulevard POC Feasibility Study

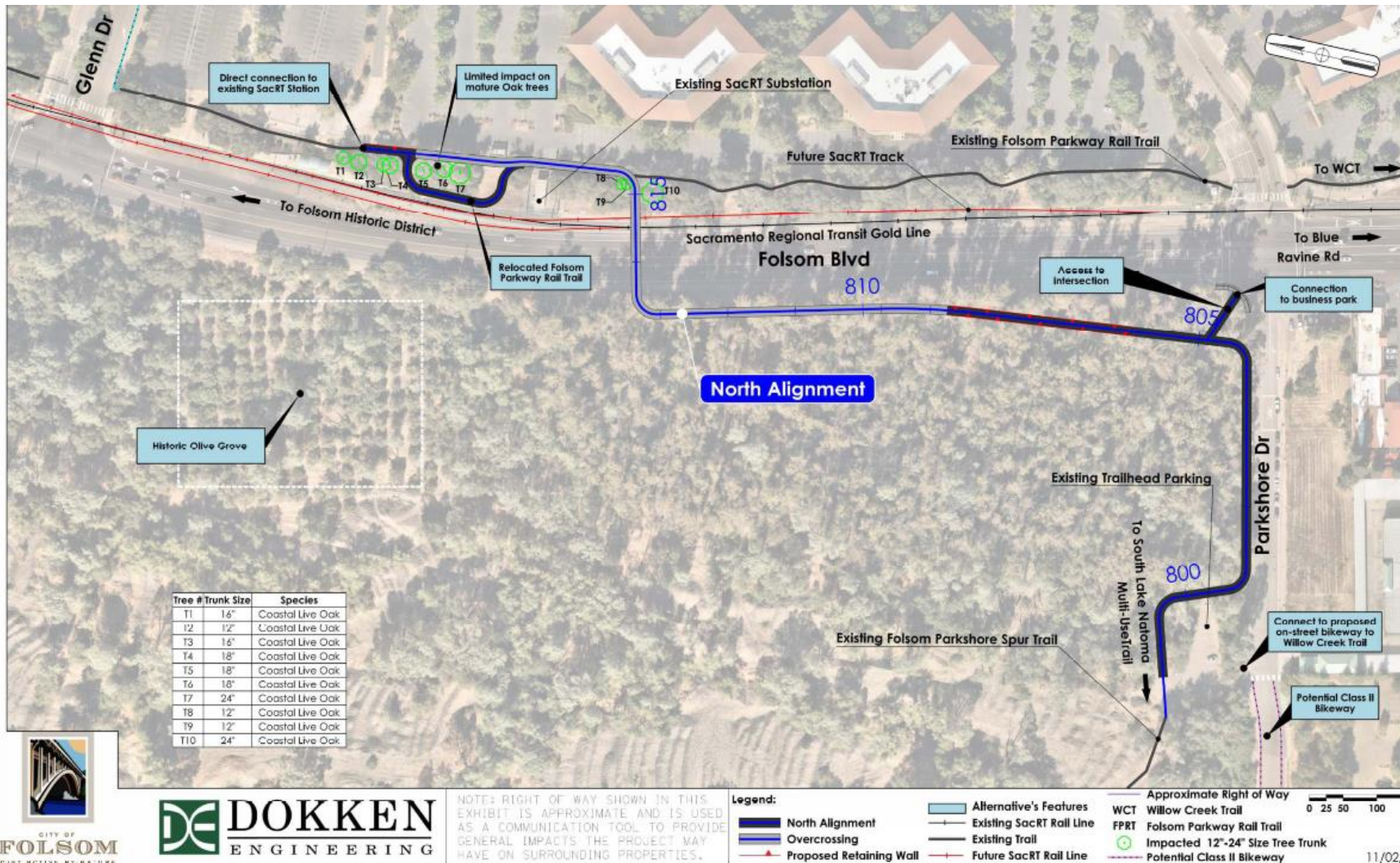
Arch Concept



Folsom Boulevard POC Feasibility Study Towers Concept



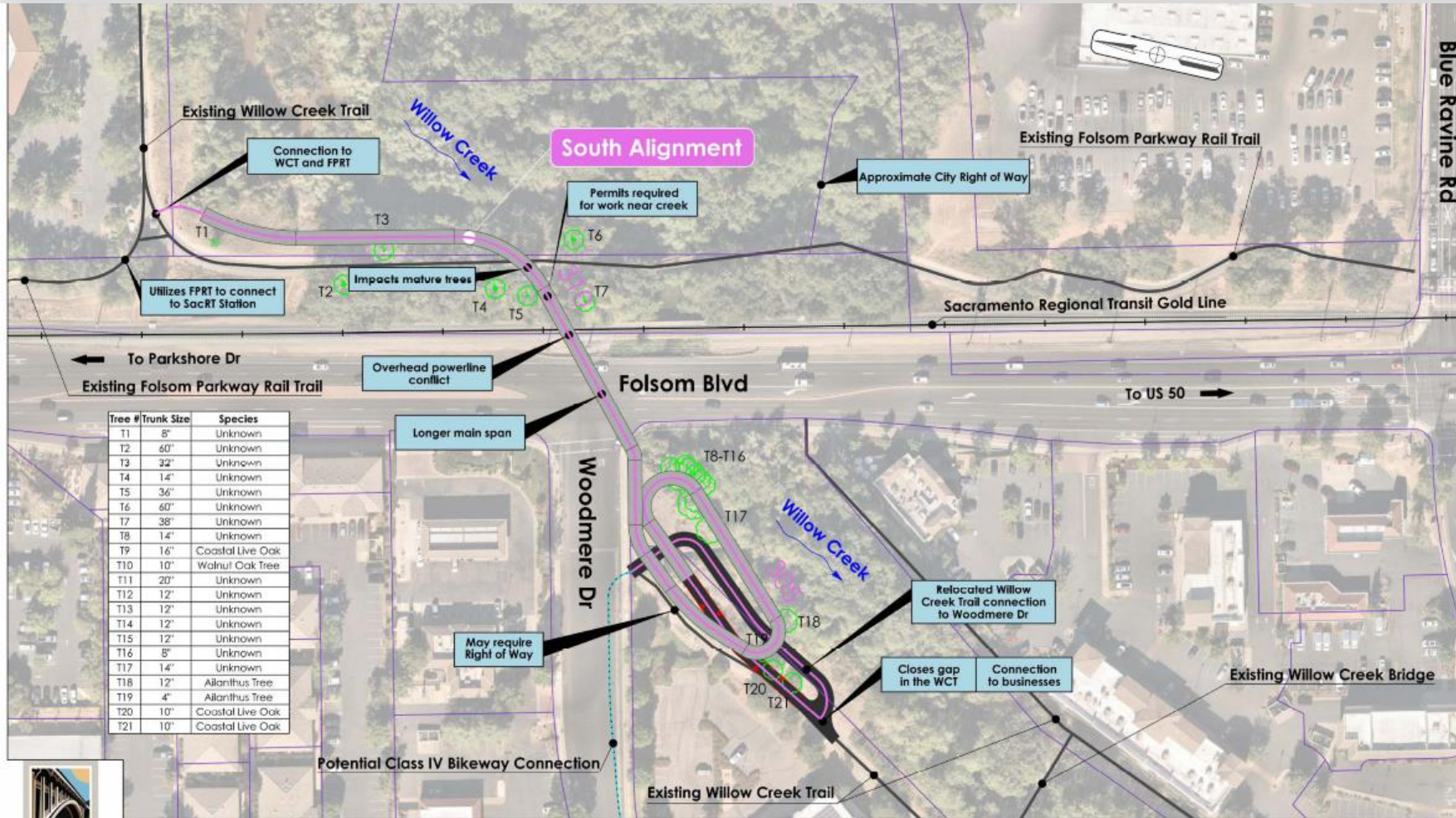
Folsom Boulevard POC Feasibility Study North Alternative



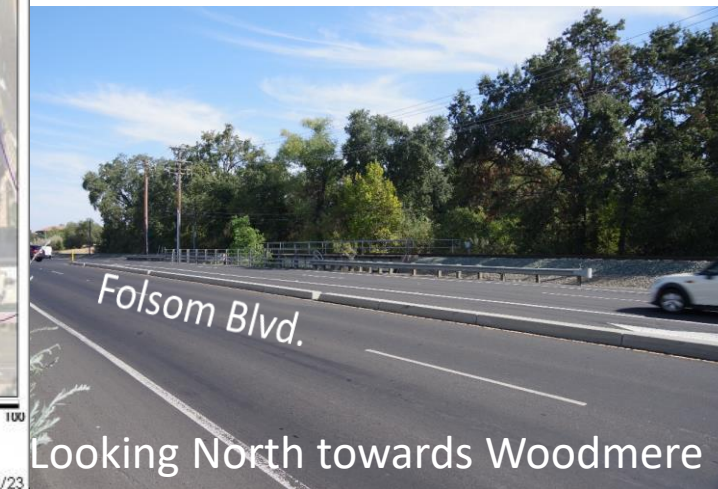
- S. approach behind first row of eucalyptus trees
- Good access to Glenn Sta.
- N. approach slopes > 5%
- Avoids power lines & most oak trees
- Access to Folsom/ Parkshore intersection



Folsom Boulevard POC Feasibility Study South Alternative



- Avoids Willow Creek
- Closes gap in WCT
- Over 1800' from station – too far to be considered a connection to station
- Longer main span



Folsom Boulevard POC Feasibility Study

Community Feedback



North Alternative Alignment

Focus Group/Public Meeting/Survey

- Positive Reaction (60%)
- Serious Concern / Dislike (24%)
- Neutral (16%)
- Trail/Rec Opportunities Access (44%)
- SacRT Connection (31%)
- Experience / Ease of Access (24%)
- Connection to Lakes & ARB (31%)
- Disliked North Alt (8%)

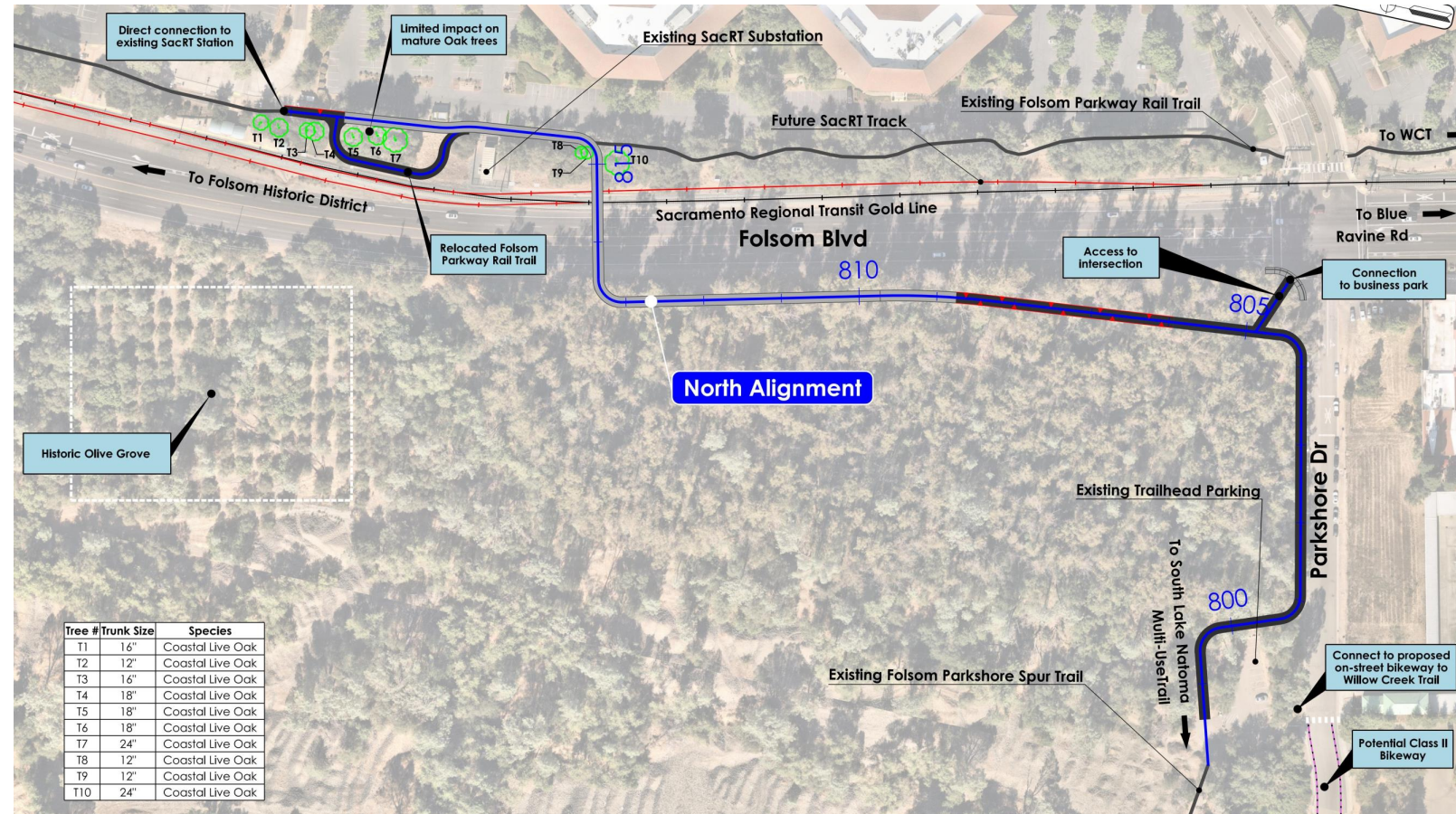
South Alternative Alignment

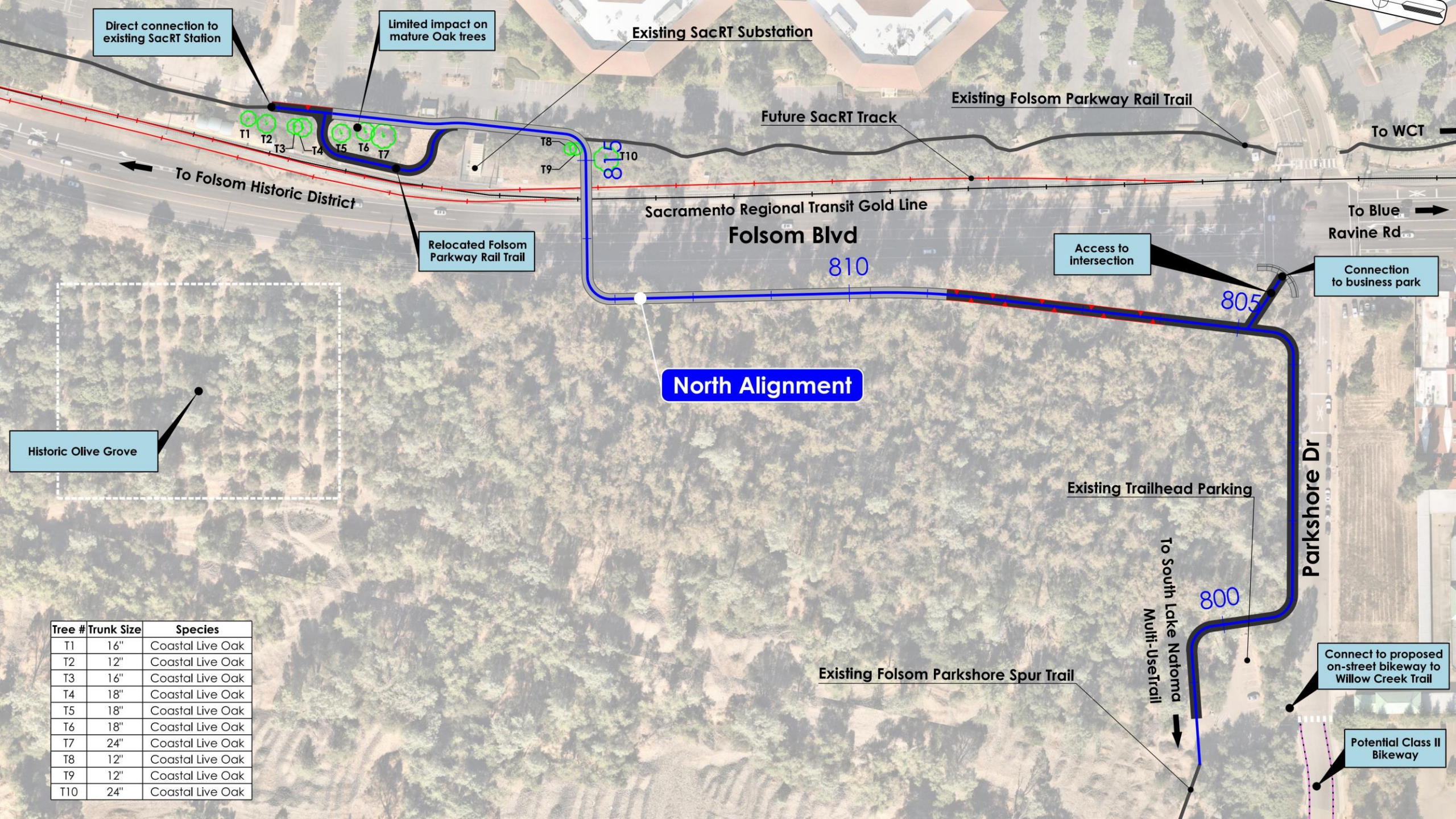
Focus Group/Public Meeting/Survey

- Positive Reaction (34%)
- Serious Concern / Dislike (56%)
- Neutral (10%)
- Trail/Rec Opportunities Access (34%)
- Commercial Areas Access (24%)
- Experience / Access (13%)
- Connection to HWCT (21%)
- Disliked Loop Ramp (22%)

Folsom Boulevard POC Feasibility Study Recommendation

Recommend to City Council approval of the North Alternative Alignment as the preferred alignment for the Folsom Boulevard Overcrossing Project and authorize staff to apply for grant funding through Caltrans Cycle 7 Active Transportation Program





Direct connection to existing SacRT Station

Limited impact on mature Oak trees

Existing SacRT Substation

Future SacRT Track

Existing Folsom Parkway Rail Trail

To WCT

To Folsom Historic District

To Blue Ravine Rd

Relocated Folsom Parkway Rail Trail

Access to intersection

Connection to business park

North Alignment

Historic Olive Grove

Sacramento Regional Transit Gold Line
Folsom Blvd

Parkshore Dr

Existing Trailhead Parking

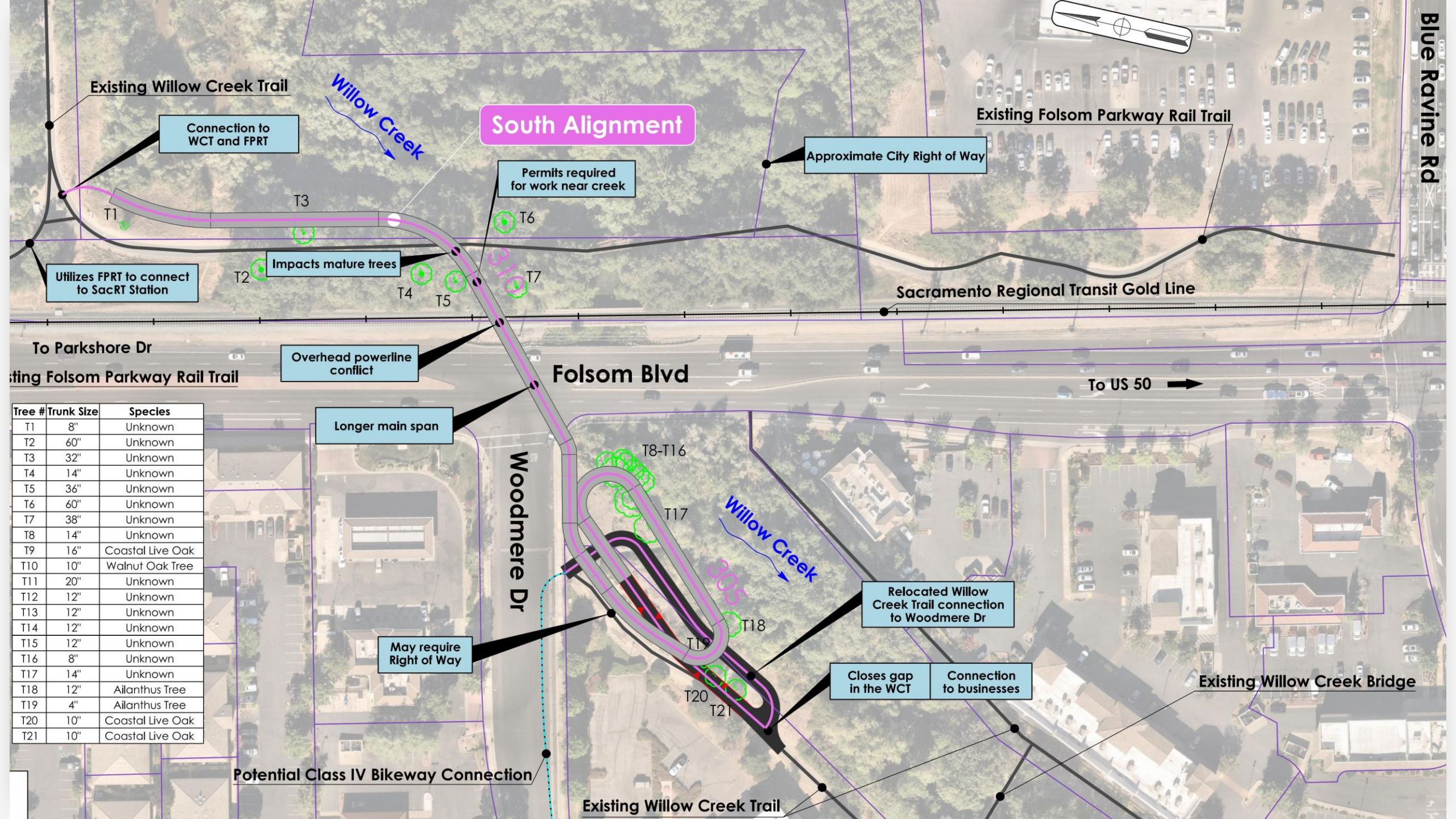
Existing Folsom Parkshore Spur Trail

Connect to proposed on-street bikeway to Willow Creek Trail

Potential Class II Bikeway

To South Lake Natoma
Multi-Use Trail

Tree #	Trunk Size	Species
T1	16"	Coastal Live Oak
T2	12"	Coastal Live Oak
T3	16"	Coastal Live Oak
T4	18"	Coastal Live Oak
T5	18"	Coastal Live Oak
T6	18"	Coastal Live Oak
T7	24"	Coastal Live Oak
T8	12"	Coastal Live Oak
T9	12"	Coastal Live Oak
T10	24"	Coastal Live Oak



South Alignment

Tree #	Trunk Size	Species
T1	8"	Unknown
T2	60"	Unknown
T3	32"	Unknown
T4	14"	Unknown
T5	36"	Unknown
T6	60"	Unknown
T7	38"	Unknown
T8	14"	Unknown
T9	16"	Coastal Live Oak
T10	10"	Walnut Oak Tree
T11	20"	Unknown
T12	12"	Unknown
T13	12"	Unknown
T14	12"	Unknown
T15	12"	Unknown
T16	8"	Unknown
T17	14"	Unknown
T18	12"	Ailanthus Tree
T19	4"	Ailanthus Tree
T20	10"	Coastal Live Oak
T21	10"	Coastal Live Oak

Existing Willow Creek Trail

Connection to WCT and FPRT

Utilizes FPRT to connect to SacRT Station

Impacts mature trees

Permits required for work near creek

Approximate City Right of Way

Existing Folsom Parkway Rail Trail

Sacramento Regional Transit Gold Line

To Parkshore Dr

Existing Folsom Parkway Rail Trail

Overhead powerline conflict

Folsom Blvd

To US 50 →

Longer main span

Woodmere Dr

May require Right of Way

Relocated Willow Creek Trail connection to Woodmere Dr

Closes gap in the WCT

Connection to businesses

Existing Willow Creek Bridge

Potential Class IV Bikeway Connection

Existing Willow Creek Trail

Blue Ravine Rd

