



3 Mobility

This Element contains goals, policies, and implementation programs that ensure a safe, efficient, and convenient transportation network for Folsom residents and visitors. Folsom’s transportation network is designed to serve all modes, including walking, bicycling, driving, and riding mass transit. A strong transportation road network supports local business and industry, and trails and paths provide facilities for passive recreation.

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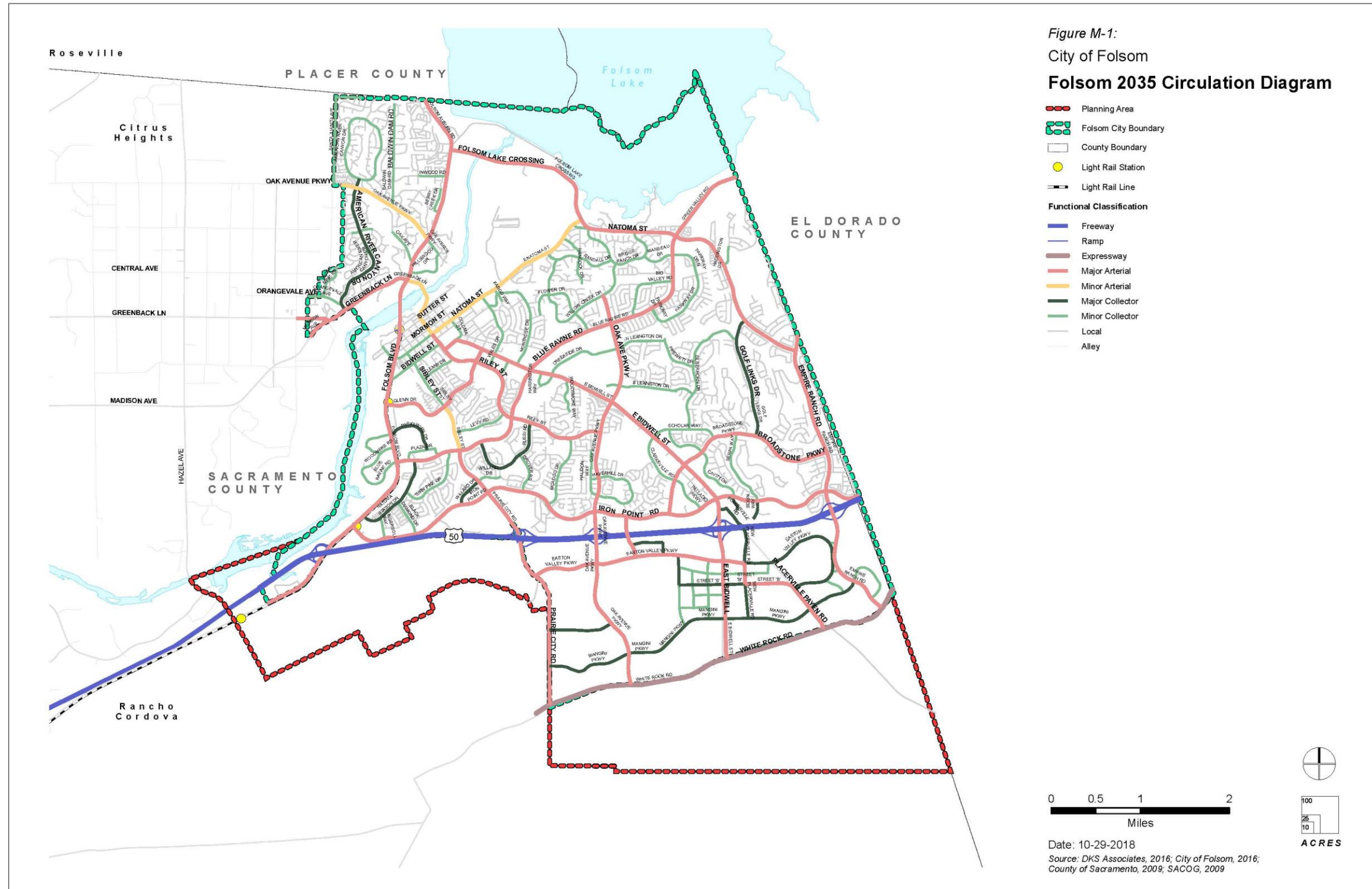
General Mobility

Folsom's transportation system serves both regional and local travel needs across a broad spectrum of modes. A multi-modal transportation system can relieve roadway congestion, better serve the needs of all residents, and improve the health and well-being of those who choose to walk and ride a bicycle. Folsom uses a complete streets approach to the design of its transportation facilities. Complete streets are designed with all users in mind, and may include sidewalks, bikeways, dedicated transit lanes, light rail service, and intersections with enhanced safety features for bicyclists and pedestrians. Policies in this section guide the overall provision of a balanced multi-modal system of transportation facilities and services in Folsom.

Figure M-1 shows the General Plan Circulation Diagram depicting the roadway classifications used in Folsom.

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Figure M-1: Circulation Diagram



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Goal M 1.1

Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

M 1.1.1 Complete Streets

Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. **SO**

M 1.1.2 Adequate Rights-of-Way

Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. **SO**

M 1.1.3 Accessibility

Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act. **SO**

M 1.1.4 Existing Streets Retrofits

Actively pursue funding to enhance existing streets and intersections with bikeways, sidewalks, roundabouts, and exclusive transit lanes, where these facilities are designated in the Bikeway Master Plan, Pedestrian Master Plan, Transit Master Plan, or by General Plan Policy.

What are Complete Streets?

Complete streets are streets designed with all users in mind. There is no one single design for a complete street; complete streets are context-sensitive and respond to the needs of users at a particular location. Complete streets may include sidewalks, bike lanes, transit lanes, frequent crossings, narrow automobile lanes, median islands, curb extensions, roundabouts, and other transportation facilities. Complete streets make it easy for Folsom residents to use transportation modes other than a car, resulting in a healthier, happier city.

What is Transportation System Management?

Transportation system management (TSM) is a cost-effective planning tool that increases the efficiency of the transportation system by providing strategies that include: intersection improvements, freeway bottleneck reduction, and special event traffic strategies.



What are Intelligent Transportation Systems?

Intelligent transportation systems (ITS) use technology to effectively manage traffic flows in real time and help people make smart travel choices. Many systems are already in use around the world, including traffic control centers, real-time bus and train arrival information, and real-time traffic visualizations on online applications such as Google Maps. Agencies are rapidly developing new technologies that will continue to improve transportation networks without building or widening roads.

What is Transportation Demand Management?

Transportation Demand Management helps people walk, bike, ride transit, and telecommute using incentives, information, and encouragement programs.

M 1.1.5 Connected Neighborhoods

Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles. **SO**

M 1.1.6 Intermodal Connections

Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots. **SO**

M 1.1.7 Transportation System Management

Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips. **MPSP**

M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan

Prepare, adopt, and maintain an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan. **SO MPSP**

M 1.1.9 Transportation Demand Management

Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city. **MPSP**

M 1.1.10 Facilities for Emerging Technologies

Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies. **SO**

M.1.1.11 Historic Southern Pacific Rail Right-of-way

Facilitate use of the Southern Pacific Rail right-of-way for multi-modal transportation. **SO**

Pedestrians and Cyclists

Policies in this section support the development of facilities designed to keep cyclists and pedestrians safe while offering a convenient way of traversing Folsom. Folsom's existing pedestrian and bicycle network, particularly its trail system, is a significant community asset that contributes to Folsom's high quality of life. A walkable, bikeable community, designed at a pedestrian scale, encourages neighborhood interaction, and allows people to safely and easily reach local destinations such as schools, parks, and local commercial areas.

Goal M 2.1

Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

M 2.1.1 Active Transportation Plan

Prepare, adopt, and maintain an active transportation plan that guides the development of a pedestrian and bikeway network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. **MPSP**

M 2.1.2 New Sidewalks

Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed. **RDR**

M 2.1.3 Pedestrian and Bicycle Linkages in New Development

Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities. **RDR**

M 2.1.4 Sidewalk Network

Strive to fill gaps in the city's existing sidewalk network. **SO**

M 2.1.5 Bicycle Facility Classifications

Maintain the following classification of bicycle facilities consisting of the following:

1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.

2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
4. Class IV bikeways: bicycle-only paths, or “cycle tracks.” These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use. **SO**

M 2.1.6 Design Guidelines

Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible. **MPSP**

M 2.1.7 Road Repair

Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA). **SO**

M 2.1.8 Bicycle Safety Education

Provide public education on bicycle safety and encourage bicycle safety programs for cyclists and motorists. **MPSP**

M 2.1.9 Bicycle Parking

Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses. **RDR**

M 2.1.10 Bicycle Parking at City Facilities

Provide bicycle parking at all City parks and public facilities (e.g., library, City Hall) sufficient to accommodate anticipated demand for spaces. **SO**

M 2.1.11 Trail Network

Develop a continuous, interconnected system of trails and bikeways. **SO** **JP**

M 2.1.12 American River Parkway

Coordinate with Sacramento County and the California Department of Parks and Recreation to preserve, enhance, and expand bicycle trails and pedestrian paths along the American River Parkway. **IGC**

M 2.1.13 Intersections

Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes. **SO**

M 2.1.14 Funding 

Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs. **FB**

M 2.1.15 Safe Routes to School

Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs. **IGC**

M 2.1.16 Pedestrian and Bicycle Overpasses

Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50. **PI**

M 2.1.17 Public Involvement

Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs. **PI**

Transit

A robust transit network provides a host of community benefits. Each automobile trip replaced by a transit trip reduces wear and tear on the roads, reduces greenhouse gas emissions, and improves Folsom's air quality. Folsom needs its transit network to be a healthy, sustainable community. Folsom is currently served by Sacramento Regional Transit District (SacRT). SacRT provides Gold Line light rail service, with three stations within Folsom's city limits. The



Gold Line connects Folsom with downtown Sacramento. SacRT also operates bus routes that provide intra city transportation for Folsom residents. Policies in this section ensure that Folsom residents are well-served by public and private transportation options. This section also encourages planning efforts directed at maintaining current service levels while planning for future service growth.

What is Hi-Bus Transit?

“Hi-Bus” is high frequency bus service where buses travel either within a roadway right-of-way or on a separate facility that are designed to provide higher bus speeds and schedule reliability than typical local bus services. Such facilities and services are implemented in corridors with land uses that would provide significant ridership. Current (2017) study corridors for hi-bus include East Bidwell Street and Alder Creek Parkway.

Goal M 3.1

Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.

M 3.1.1 Access to Public Transit

Strive to ensure that all residents have access to safe and convenient public transit options. **MPSP**

M 3.1.2 Transit for Seniors and Persons with Disabilities

Provide ADA-paratransit and/or on-demand transportation for seniors and persons with disabilities. **SO**

M 3.1.3 Regional Transit Connectivity

Coordinate with Sacramento Regional Transit and neighboring jurisdictions on fixed route connectivity and transfers to improve the transit system. **JP**

M 3.1.4 Light Rail Double-Tracking

Coordinate with Sacramento Regional Transit on possibilities for improving light rail headways through double-tracking. **JP**

M 3.1.5 Extended Light Rail Service

Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening. **JP**

M 3.1.6 “Hi-Bus” Transit Corridors

Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated “study corridors” and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors. **MPSP**

M 3.1.7 Transit to Key Locations

Provide SacRT transit stops and associated amenities at key destinations in Folsom. **SO**

Vehicular Traffic and Parking

Policies in this section provide for the needs of drivers of cars, trucks, and other vehicles on the streets that connect Folsom. These policies focus on ensuring safety and efficiency for motorists as well as community members using other transportation modes. Policies in this section also provide for convenient and appropriate vehicle parking facilities.

Goal M 4.1

Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

M 4.1.1 Road Network Hierarchy

Establish a hierarchy of roads consisting of the following:

1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.
2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as “mobility,” rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) “major arterials”, which are typically divided four or six-lane roadways, and 2) “minor arterials,” which are typically undivided four-lane roadways.

4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as “through” roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) “major collectors,” which are typically two-lane roadways with center turn lanes, and 2) “minor collectors,” which are typically two-lane roadways without center turn lanes.
5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

M 4.1.2 Roadway Maintenance

Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement. **SO**

M 4.1.3 Level of Service

Strive to achieve at least a traffic Level of Service “D” (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions, including roundabouts, that maximize efficiencies and safety. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, these situations will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better. **SO**

M 4.1.4 Capital Southeast Connector

Support the planning and construction of the Capital Southeast Connector. **IGC**

M 4.1.5 Interchange Improvements

Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges (or overcrossings) along Highway 50. **IGC**

M 4.1.6 Capital Improvement Program

Maintain and implement a three-year Capital Improvement Program (CIP) for road improvements. **FB**

M 4.1.7 Landscape Maintenance Assessment Agreements

Require the establishment of homeowners associations or landscaping and lighting districts for new developments adjacent to arterial roads to ensure that planting strips are constructed and properly maintained. **RDR**

M 4.1.8 Energy Efficiency

Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals. **SO**

M 4.1.9 Autonomous Vehicles

Monitor the development of autonomous vehicle technology and State and Federal regulations, actively participate in regional discussions regarding the potential effects of autonomous vehicles, and consider the local impacts of this new technology on signage, speed limits, signal timing, roadway design standards, and parking standards. **SO**

M 4.1.10 Prioritization of Roundabouts

Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection. **SO**

M 4.1.11 Traffic Calming

Continue to evaluate the need for and effectiveness of traffic calming measures, including roundabouts and lane narrowing, in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. When considering



intersection traffic control treatments, the prioritization of roundabouts per M 4.1.10 shall govern. **SO**

M 4.1.12 Local Road Safety Plan

The City shall create, adopt, and periodically update a Local Road Safety Plan (LRSP) to assess fatal and severe traffic collisions in an effort to identify countermeasures designed to reduce the frequency or severity of such collisions. An updated LRSP is required by the State in order for local agencies to qualify for Highway Safety Improvement Program (HSIP) program. **MPSP**

Goal M 4.2

Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

M 4.2.1 Parking

Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation. **SO**

M 4.2.2 Reduce Minimum Parking Standards

Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction. **RDR** **MPSP**

M 4.2.3 Shared Parking

Consider the use of shared parking programs as conditions of approval in mixed use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. Shared parking may reduce the amount of parking spaces needed in new developments. **RDR**

M 4.2.4 Electric Vehicle Charging Stations

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units. **RDR**

Goods Movement

The movement of goods is essential to Folsom’s economic prosperity. Folsom’s businesses need truck access to fill their shelves, and industry needs access to bring their goods to market. Folsom is not directly connected to freight rail lines or an airport; all of Folsom’s goods are moved by truck. Policies in this section balance the efficient movement of goods with the impacts associated with truck traffic.

Goal M 5.1

Provide an efficient system for goods movement that aids in the prosperity of industrial and commercial businesses while minimizing potentially adverse impacts to the rest of the community.

M 5.1.1 Efficient Goods Movement

Support infrastructure improvements and the use of technology for the efficient movement of goods and connectivity to employment centers via roads in Folsom. **SO**

M 5.1.2 Off-Peak Deliveries

Encourage business owners to schedule deliveries at off-peak traffic periods in residential, commercial, or mixed-use areas. **MPSP**

M 5.1.3 Truck Routes

Maintain and update its commercial truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. **MPSP**

M 5.1.4 STAA Truck Routes

Maintain and update its Surface Transportation Assistance Act of 1982 (STAA) truck routes map to accommodate large trucks as part of the National Network while minimizing potential adverse impacts to the rest of the community. **MPSP**

M 5.1.5 Quarry Trucks

Work with the quarries in eastern Sacramento County to ensure safe and efficient routes through Folsom that do not disrupt neighborhoods and traffic patterns in the city. **MPSP**



Regional Coordination

Transportation systems rarely follow jurisdictional lines, and travelers expect to be able to move smoothly from one jurisdiction to the next. Several of the critical transportation facilities in Folsom, including the Gold Line Light Rail, Highway 50, and the American River Bike Trail, are operated by another agency. The policies in this section aim to ensure a strong connection between transportation networks in the region.

Goal M 6.1

Maintain and increase cooperation between Folsom and neighboring jurisdictions, regional organizations, and relevant State agencies.

M 6.1.1 State and Regional Communication

Maintain formal and informal lines of communication between State and regional agencies to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans.



M 6.1.2 Regional Bicycle and Pedestrian Consistency

Coordinate with SACOG to ensure SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan is consistent with the City's bicycle and pedestrian planning efforts.



M 6.1.3 Support Zero- and Low-Emission Vehicle Adoption

The City shall continue to support rapid adoption of zero-emissions and low-emission vehicles by:

- installing public charging stations at City facilities,
- streamlining the permit-process for private electric vehicle charging stations (including home charging stations), and
- developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary).



Transportation Funding

Transportation infrastructure and services require significant funding to build and maintain at a safe level. Much of the City's transportation budget comes from fees paid by real estate developers as a part of new projects. Larger projects, such as highway interchanges, require State and Federal funds. Policies in this section describe the ways Folsom can continue to fund its transportation infrastructure.

Goal M 7.1

Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.

M 7.1.1 New Development

Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals. **RDR**

M 7.1.2 Fair Share for Transportation Infrastructure Improvements

Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services. **RDR**

M 7.1.3 Funding Sources

Explore additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the City's transportation network. **FB**

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