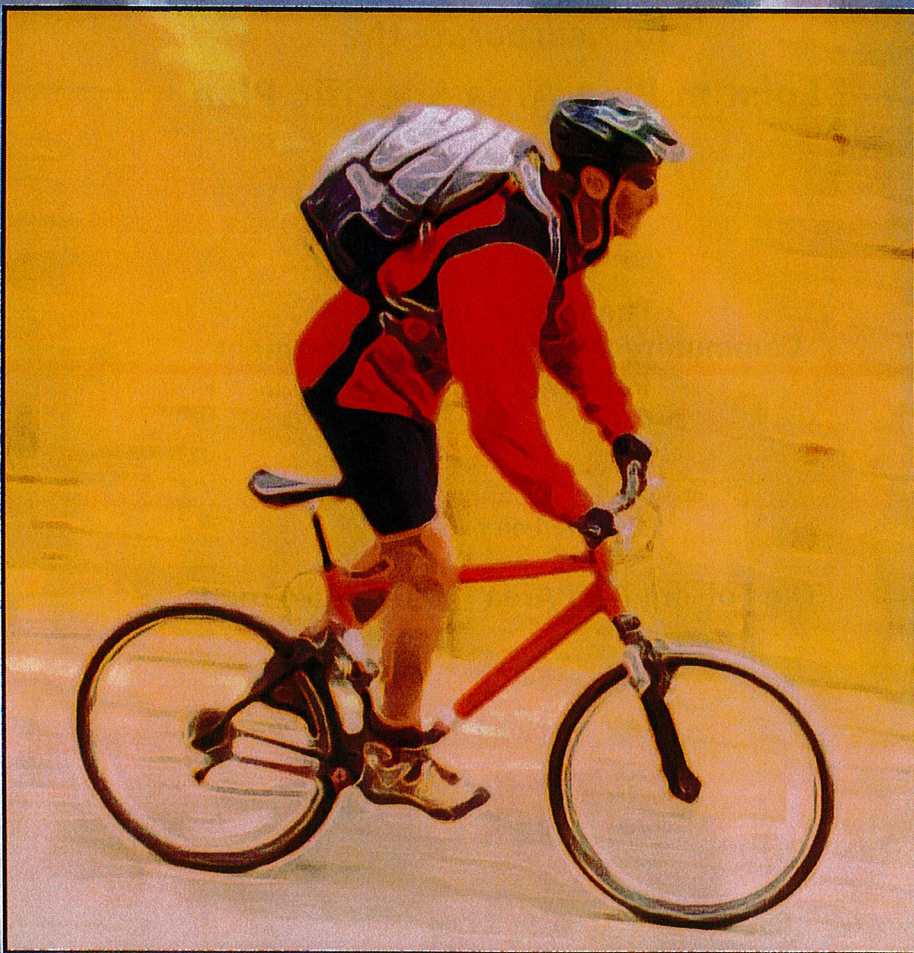


Appendix to the  
**City of Folsom  
Bikeway Master Plan**  
(July 2007)  
to incorporate the  
Folsom Plan Area Specific Plan



July 2011



**Appendix to the  
City of Folsom  
Bikeway Master Plan  
(July 2007)  
to incorporate the  
Folsom Plan Area Specific Plan**

Prepared for

**The City of Folsom  
Community Development Department  
Folsom, California**

Prepared on behalf of

**The Folsom Plan Area Ownership Group**

Prepared by

**MACKEY & SOMPS**  
ENGINEERS PLANNERS SURVEYORS

*July 2011*

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1.0 Setting

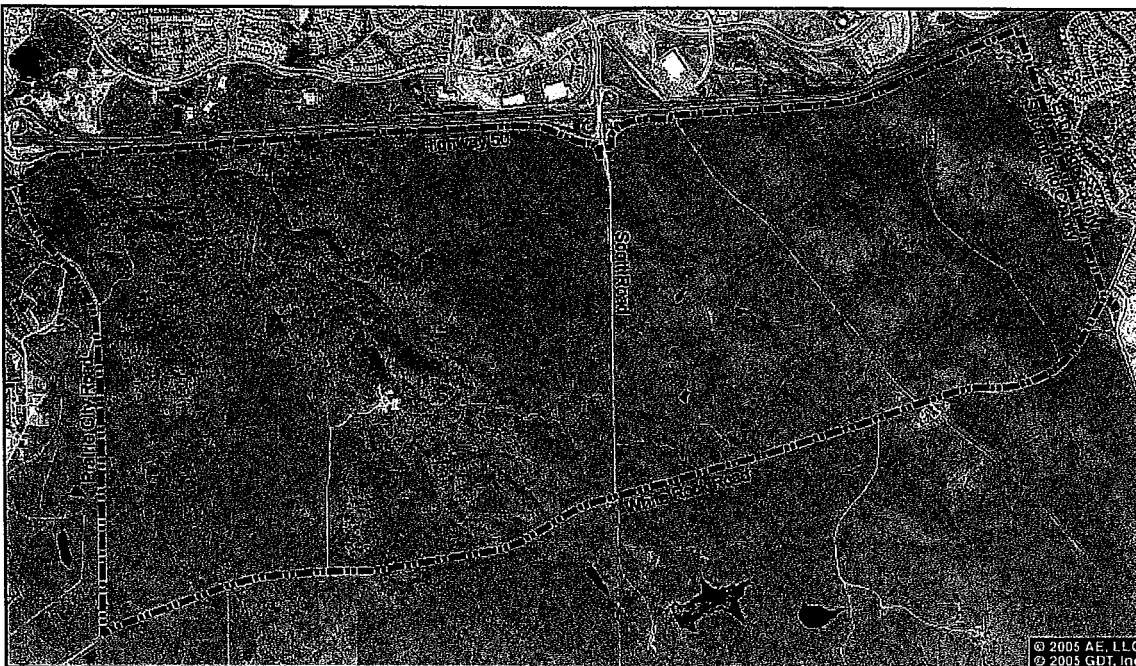


## 1.1 Purpose

The City of Folsom is one of the most bike friendly settings in California, with an existing comprehensive bikeway system that is extensive and connects to a vast number of historical and recreational attractions. This Appendix incorporates the Folsom Plan Area Specific Plan (FPASP) bikeway system into the adopted City of Folsom Bikeway Master Plan, and attempts to further the goals of the City of Folsom's Bikeway Master Plan. This document is intended to provide a framework for the design of a bikeway system that meets the California Street and Highway Code Section 890-894.2 – Bicycle Transportation Act and improves safety and convenience for all users. The primary goal of this document is to expand and enhance the existing bikeway system found in the City of Folsom and be consistent with the adopted Bikeway Master Plan.

## 1.2 Site Conditions

The Folsom Plan Area Ownership Group consists of 11 owners, controlling 24 separate parcels. The site is located in the southern portion of the city and is comprised of approximately 3,510 acres. The project is intended to expand the existing City of Folsom boundary and connect in several locations to Highway 50. The Folsom Plan Area is bounded by the Sacramento/ El Dorado County line to the east, Prairie City Road to the west, White Rock Road to the south, and Highway 50 to the north. The Aerojet property and Glenborough at Easton lie to the west of the Plan Area and a combination of residential, office and commercial uses, both existing and planned, lie north of Highway 50. These include several regional retail centers that serve residents from the City of Folsom, El Dorado Hills and beyond.



REFER TO FPASP FIGURE 2.2 FOR OWNERSHIP



A photograph of two people in a field. One person is standing on the left, wearing a red shirt and dark pants. The other person is kneeling on the right, wearing a red shirt and dark pants. They appear to be working in a field. The text "2.0 Land Use" is overlaid in the center of the image.

## 2.0 Land Use



## 2.1 Land Use Relationships

Sensitive integration of a broad mix of land uses is critical to the development of a good land plan. Design of the FPASP land use plan carefully considers the various relationships that occur between uses. The FPASP outlines three major goals for the project design:

- **Create a Regional Transportation Network**
- **Establish a Walkable and Bikeable Community Through the Design of Complete Streets**
- **Establish an Extensive and Connected Open Space System**

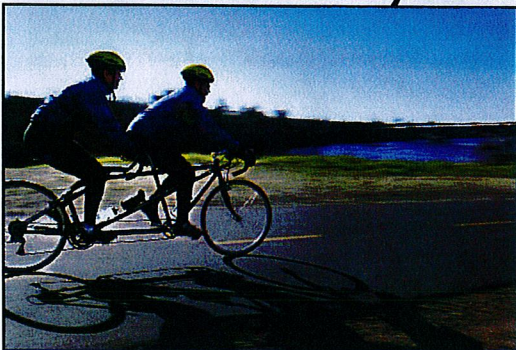
The FPASP Bikeway Master Plan identifies an additional goal.

- **Establish a Bikeway Network Connecting Schools, Parks, Employment and Other Destinations with Residential Neighborhoods**

All four goals contribute to the effective integration of land use, bikeway, and pedestrian modes of transportation.

REFER TO FIGURE 2.1 FOR THE LAND USE PLAN

## 2.2 Circulation System



The FPASP circulation system has been specifically designed to provide a variety of transportation options for future residents. By accommodating walking, biking, carpooling and public transit in addition to the automobile, the project defines itself as a sustainable community that is responsive to the needs of future residents.

The following elements have been included in the design of the FPASP circulation system:

### Complete Streets

Signed into law in 2008, the Complete Streets Act (Assembly Bill 1358) strives to account for the needs of all roadway users. Complete streets are designed and operated to enable safe access for pedestrians, bicyclists, motorists and transit riders, as well as the elderly, children, and people with disabilities. Components of complete streets might include sidewalks, bike lanes, bus lanes, transit stops, high frequency crossing opportunities, median islands, and accessible pedestrian signals. The FPASP circulation system incorporates many of these components in an effort to provide a safe, convenient system that encourages biking, walking and the use of public transit.

### Limited Barriers

Many community designs include barriers such as walls, berms, and landscaping that essentially block bicycle and pedestrian access from one neighborhood to another. Non-grid street patterns can also act as barriers to pedestrian and bicycle connectivity. This plan strives to minimize the use of such barriers, and provides accessibility to all modes of travel throughout the Plan Area.



## Interconnected System

The overall circulation system within the Plan Area is developed as a macro-grid, which generally orients the street system on a north-south and east-west configuration. Development of grid pattern street systems on a neighborhood level encourages walking and biking by increasing inter and intra-neighborhood travel. However, the circulation system also respects sensitive resource areas and topographic variation across the site, which dictates some deviation. Residents are much more inclined to bike or walk if there is a simple, direct route from place to place, something an interconnected system inherently creates.

## Public Transit

A comprehensive public transportation network has been designed for the Plan Area, providing convenient service to both local and regional destinations. Frequent transit stops, coupled with the provision of sufficient bicycle facilities at these nodes, will encourage alternative modes of travel. The public transit system is a critical component of increased transportation choices for the FPASP and an integral part of the overall circulation system.



## Traffic Calming

The FPASP recognizes that traffic calming features benefit an entire community. These techniques slow traffic, alert drivers of decision points, reduce pedestrian exposure on streets, and direct traffic movements for pedestrian safety. The FPASP lists three types of traffic calming features which may be incorporated into the Plan Area design.

- **Mid-block Bulb-outs**
- **Special Pavement Markings**
- **Roundabouts/ Traffic Circles**

Each of these design features contribute to a safer, more friendly neighborhood experience for pedestrians and bicyclists alike.



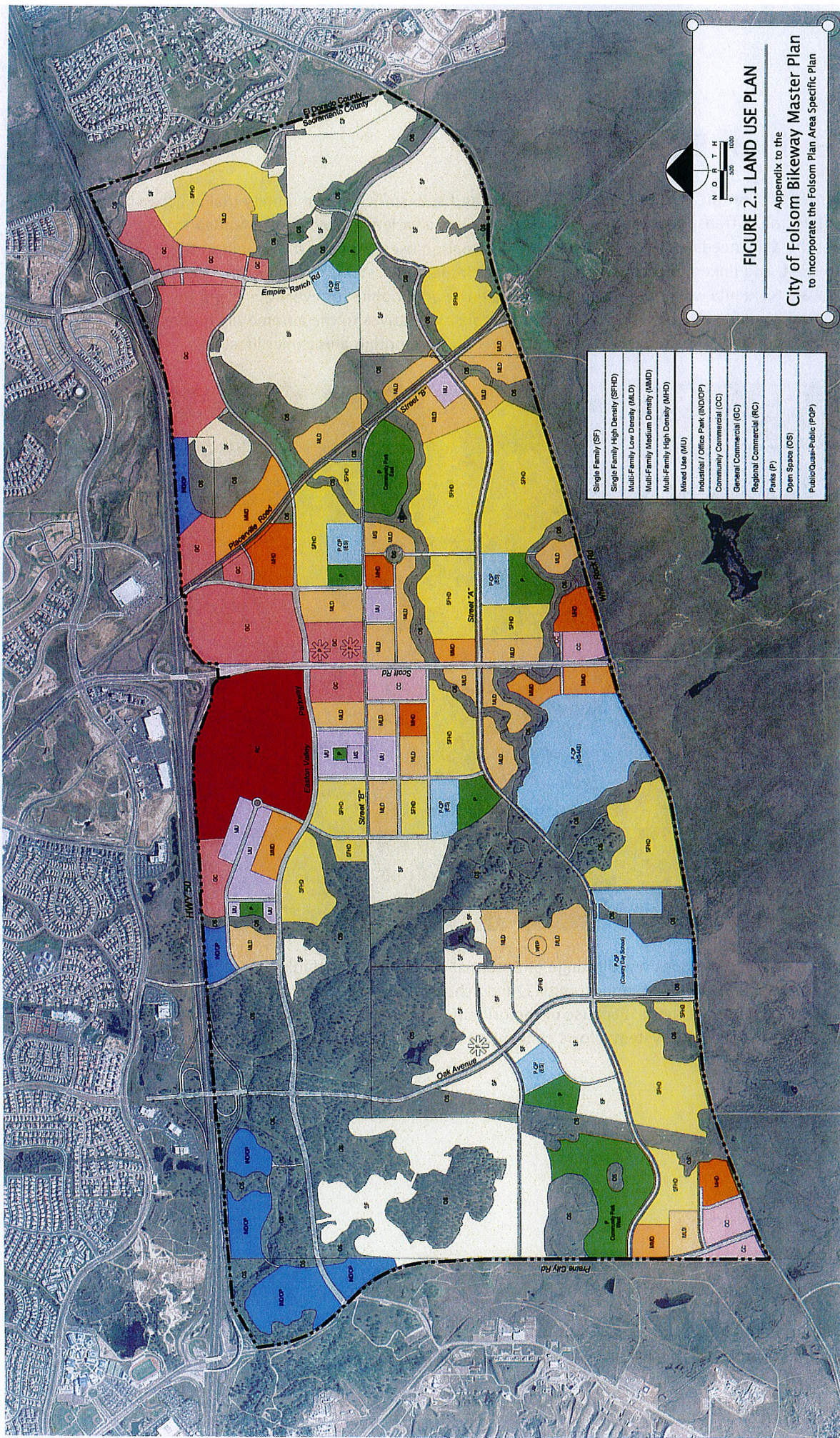
## 2.3 Plan Destinations

In order to meet the goal of creating a compact and self-sufficient community that is accessible by all forms of transportation, the Plan Area provides a variety of land uses intended to meet the daily needs of its residents. These destination uses are spread throughout the Plan Area, and linked to each component of the circulation system. By organizing uses in this way, residents will not feel obligated to take the automobile for every quick trip to the store. Walking and bicycling will become viable alternatives to the automobile in the FPASP community, thus reducing vehicular travel and promoting a healthier lifestyle.



The land use plan provides a wide range of potential destinations, including employment centers, shopping nodes, recreational opportunities, and schools and parks, all surrounded by a diverse range of residential neighborhoods. Because of the grid street system and the project wide dispersal of open space, the bikeway system allows convenient access to each destination within the Plan Area.





Single Family (SF)
Single Family High Density (SFHD)
Multi-Family Low Density (MLD)
Multi-Family Medium Density (MMD)
Multi-Family High Density (MHD)
Mixed Use (MU)
Industrial / Office Park (INDIOP)
Community Commercial (CC)
General Commercial (GC)
Regional Commercial (RC)
Parks (P)
Open Space (OS)
Public/Quasi-Public (POP)

**FIGURE 2.1 LAND USE PLAN**

Appendix to the  
**City of Folsom Bikeway Master Plan**  
 to incorporate the Folsom Plan Area Specific Plan



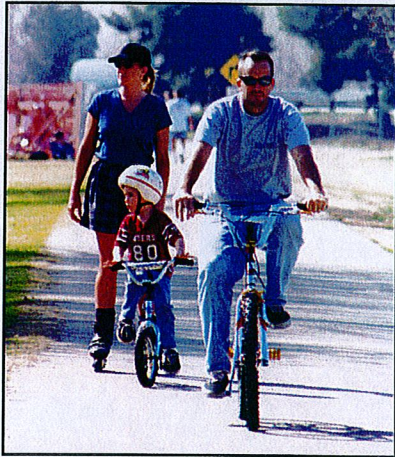


A photograph of two mountain bikers riding on a dirt trail. The biker on the left is wearing a red jersey and a blue helmet. The biker on the right is wearing a white jersey and a blue helmet. They are both riding towards the camera. The background is a blurred green forest.

## 3.0 Trail System



### 3.1 Bikeway System



The primary goal of the FPASP Bikeway Master Plan is to expand and enhance the existing bikeway system found in the City of Folsom. Planning and design of the system takes into consideration a wide spectrum of needs, based on the various types of users and the critical destinations within the Plan Area. The plan emphasizes a convenient, safe, aesthetic, and highly interconnected bikeway system that seamlessly blends into Folsom's other transportation systems.

Factors given major consideration during the planning and design of the FPASP bikeway system include:

- **Safety and Education**

The system compliments Folsom's other transportation alternatives by providing the highest level of safety through the use of signage, education, physical design, and minimized roadway crossings.

- **Regional Connections**

The system links to both existing and proposed bikeways and trail systems for maximum external connectivity and the creation of long uninterrupted rides through Folsom and into the greater Sacramento region.

- **Destinations**

The system connects to valuable Plan Area destinations and provides bicycle parking consistent with the approved FPASP (Res. No.8863, 6/28/11), Section 7.9.4.

- **Bicyclists**

The system carefully considers the needs all bicyclists, from beginner to advanced, and balances those needs in a comprehensive plan that provides something for everyone.

- **Aesthetics**

The system provides permeable linkages to expanses of rolling grasslands, oak groves, creeks and ponds, where a meandering trail system takes advantage of key viewsheds.

- **Topography**

The system works with the existing terrain, blending into the rolling landform to create a higher value experience not only for the rider, but also for those viewing the trail system from afar.

- **Site Resources**

The system avoids impacts to cultural and historic resources, considers oak grove locations and reduces creek crossings in order to lessen impacts to waterways.

- **Internal Access**

The system provides connections to residential, schools, parks, commercial, industrial/office, and open space, as well as several transit facilities.



As shown in Figure 4.1, the FPASP bikeway system includes 18.6 miles of Class 1 paths and 18.5 miles of Class 2 lanes, totaling approximately 37 miles of new bikeways (not including the internal Class 3 routes). This represents a significant expansion of Folsom's existing bikeway system.

Similar to the design of the vehicular circulation, the FPASP bikeway system follows an interconnected gridlike pattern. The Class 1 system consists of a 12' wide paved surface with stabilized shoulders of decomposed granite on both sides (4' on one side and 2' on the other). This system has three primary north/ south routes; the powerline corridor, the Alder Creek corridor, and along the SPRR line. The Class 1 system includes east/ west connections along Highway 50, between the residential neighborhoods west of the Town Center, and along the major tributaries to Alder Creek.

Class 2 lanes within the Plan Area consist of a minimum 5' wide striped lane. Moving across the site from east to west, the Class 2 system can be found in each of the major arterial streets; Empire Ranch Road, Scott Road, Oak Avenue, and Prairie City Road. North/south Class 2 connections also occur in the realigned Placerville Road section, Rowberry Drive, as well as the streets east and west of the Town Center. The Class 2 system provides east/west connections within Street "B", Easton Valley Parkway, Street "A", and the minor collectors between the two.

Class 3 routes will appear on many of the internal streets and are intended to provide additional linkages to the larger system. These will be designated on high demand roadways with important connections to the Class 1 and Class 2 systems. Class 3 routes will play an important role in the Town Center, which is anticipated to become an important destination for bicyclists. Class 3 routes in other portions of the Plan Area will essentially fill any major gaps in the grid.

Each of these bikeway types is critical to the overall system and provides a number of choices for the bicyclist. Residents will be able to travel by bicycle to every major destination within the Plan Area. An even more valuable resource for the Folsom community is the extension of the existing Folsom bikeway system. The FPASP bikeway proposes linkages in 6 different locations across Highway 50, linking into the Class 1 and Class 2 system already in place. These linkages will open bikeway travel to parks, libraries, shopping, and a number of other attractions within the City of Folsom.

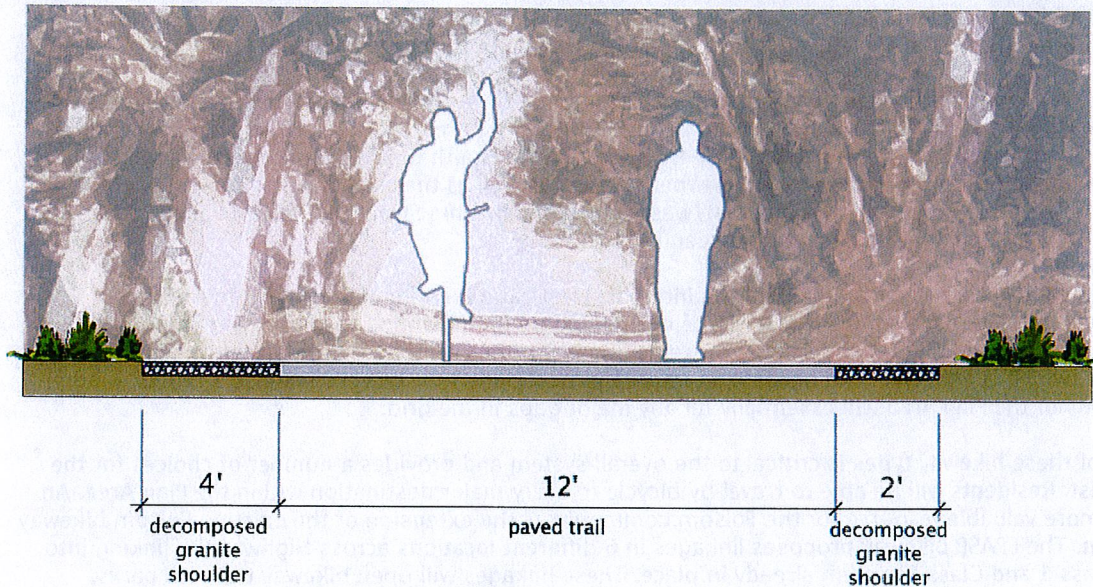


White Rock Road is planned to become a portion of the South East Connector Road, which will eventually link to I-5. The Class 1 system proposed by the FPASP will be an important component of that roadway. In addition, plans are currently underway to link the Alder Creek Class 1 system through Glenborough at Easton and connect to the American River Bike Trail, a major regional bicycling destination that carries users all the way to Old Sacramento. Ultimately, the Alder Creek trail system is projected to continue south of White Rock Road to the Deer Creek Hills Preserve and eventually reach all the way to the Cosumnes River. The FPASP bikeway system is a critical link to these important, regionally valuable amenities.



## Class 1 Bikeways

The Class 1 system is separated from Plan Area streets and the majority can be found following creeks and weaving through oak groves within open space areas. These pathways are wide enough to comfortably accommodate both bicyclists and pedestrians.



Class 1 paths consist of a 12 foot wide paved surface for bicyclists and pedestrians, with decomposed granite shoulders on both sides (4 feet on one side and 2 feet on the other). These paths also serve as emergency vehicle access roads for police, wildfire protection and open space maintenance.



## 3.3 Trail Crossings

### Street Crossings

The potential for conflict arises whenever two circulation systems intersect. It is important to treat these areas with special consideration given to safety and convenience. The FPASP proposes a number of traffic calming devices (refer to Section 3.2) to increase safety at street crossings.



Because intersection spacing sometimes exceeds 600 feet on collector and arterial class streets, the FPASP proposes midblock crossings which would reduce crossings to half that distance. Midblock crossings would be clearly signed and striped and sited in locations of high visibility for both the driver and trail user. Class 1 Bike Trail intersections at grade shall incorporate traffic calming features including bulb-outs when not located at intersecting streets including neighborhood serving local streets. At crossings where a median exists, pedestrian and bicyclist refuge areas should be designed that allow the user to pause in the median, check the street, and continue

through to the other side. Signage is important at all crossing locations, and street signals may be required in portions of the plan area for additional safety.

### Waterway Crossings

Trail crossings of waterways occur throughout the Plan Area. In addition to safety and convenience, these areas must also consider impacts to sensitive natural resources. Crossings shall be sited to minimize impacts to sensitive trees, topography, wetlands, and wildlife, while at the same time considering the aesthetic and tactile experience for the trail user. Class 1 Bike Trail waterway crossings shall be brought to grade and shall incorporate traffic calming features including bulb-outs when intersecting streets without a grade separated crossing.

The bridge is a unifying motif for the City of Folsom and bridge design should address that sense of community pride. Crossing structures should consider shading and intersection angle to the waterway. Bridge design can include areas for respite and reflection and should provide enough contrast to emphasize the crossing experience as a unique component of the overall trail system.





