



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 for all users in mind, and may include sidewalks, bike lanes, dedicated transit lanes, and safer intersections. 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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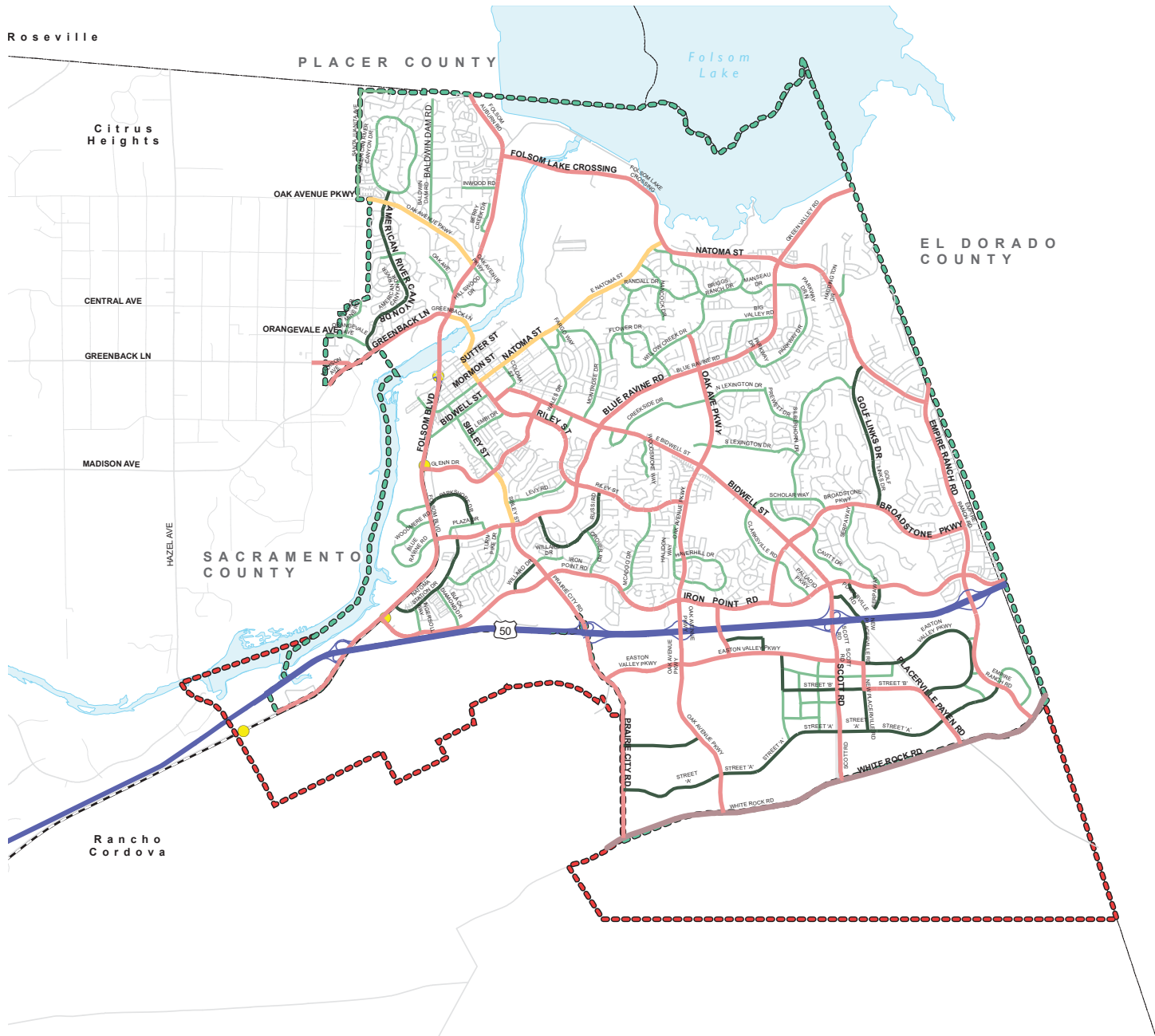
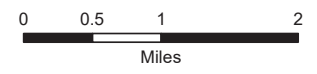
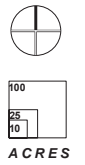


Figure M-1:
City of Folsom
Folsom 2035 Circulation Diagram

- Planning Area
 - Folsom City Boundary
 - County Boundary
 - Light Rail Station
 - Light Rail Line
- Functional Classification**
- Freeway
 - Ramp
 - Expressway
 - Arterial
 - Minor Arterial
 - Major Collector
 - Collector
 - Local
 - Alley



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Source: DKS Associates, 2016; City of Folsom, 2016;
County of Sacramento, 2009; SACOG, 2009



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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. (New Goal)

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. (New Policy) **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. (New Policy) **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. (New Policy) **SO**

M 1.1.4 Existing Streets Retrofits

Update existing streets with new bikeways, sidewalks, and exclusive transit lanes, where these facilities are designated in this Mobility Element, when funding and staff resources are available. (New Policy)

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. (New Policy) **SO**

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, 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 1.1.6 Intermodal Connections

Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots. (New Policy)

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. (Existing GP, 17.19, edited)

MPSP

M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan

Prepare and adopt 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. (New Policy)

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. (New Policy)

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. (New Policy)

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. (New Goal)

M 2.1.1 Pedestrian Master Plan

Maintain and implement a pedestrian master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. (Existing GP, 17.10, edited) **MPSP**

M 2.1.2 New Sidewalks

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. (New Policy) **RDR**

M 2.1.3 Sidewalk Network

Strive to fill gaps in the city's existing sidewalk network. (New Policy) **SO**

M 2.1.4 Bikeway Master Plan

Maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. (Existing GP, 17.10, edited) **MPSP**

M 2.1.5 Bicycle Facility Hierarchy

Maintain a hierarchy of bicycle facilities consisting of the following:

1. Class 1 bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.
2. Class 2 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 3 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. (Existing GP, 17.3, edited) **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. (New Policy) **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). (Existing GP, 17.11, edited) **SO**

M 2.1.8 Bicycle Safety Education

Provide public education on bicycle safety and encourage bicycle safety programs for cyclists and motorists. (Existing GP, 17.12, edited) **MPSP**

M 2.1.9 Bicycle Parking

Encourage adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses. (New Policy) **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. (New Policy) **SO**

M 2.1.11 Trail Network

Develop a continuous, interconnected system of trails and bikeways. (New Policy) **SO JP**

M 2.1.12 American River Path

Coordinate with Sacramento County to preserve the existing American River bicycle trails and pedestrian paths. (Existing GP, 17.10, edited) **IGC**

M 2.1.13 Intersections

Ensure new intersections are designed to safely accommodate pedestrians and bicycles, along with all other transportation modes. (New Policy) **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. (New Policy) **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. (New Policy) **IGC**

M 2.1.16 Public Involvement

Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs. (New Policy) **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 two transit systems. Sacramento Regional Transit District (SacRT) provides Gold Line light rail service, with three stations within Folsom’s city limits. The Gold Line connects Folsom with downtown Sacramento. Folsom Stage Line is the City of Folsom’s transit service. It operates three 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.

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. (New Goal)

M 3.1.1 Access to Public Transit

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

M 3.1.2 Transit for Elderly and Persons with Disabilities

Continue to provide accessible, on-demand transit for the elderly and persons with disabilities. (New Policy) **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. (New Policy) **JP**

M 3.1.4 Light Rail Double-Tracking

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

M 3.1.5 Extended Light Rail Service

Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening. (New Policy) **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. (New Policy) **MPSP**

M 3.1.7 Transit to Key Locations

Provide Folsom Stage Line transit stops and associated amenities at key destinations in Folsom. (New Policy) **SO**

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.

Vehicular Traffic and Parking

Policies in this section provide for the needs 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. (New Goal)

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 divided four or six-lane roadways, and 2) “minor arterials,” which are 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) “collectors,” which are two-lane roadways with center turn lanes, and 2) “minor collectors,” which are 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 of all vehicles, including pedestrians and cyclists. The City shall implement a pavement management plan and emphasize preventative

maintenance to reduce costs associated with frequent road surface replacement. (New Policy) **SO**

M 4.1.3 Level of Service

Strive to achieve at least traffic Level of Service “D” throughout the city. Level of Service “E” conditions can be acceptable due to costs of mitigation or when there would be other unacceptable impacts, such as right-of-way acquisition or degradation of the pedestrian environment due to increased crossing distances or unacceptable crossing delays. Level of Service “F” may be accepted during peak commute periods at major intersections within one-quarter mile of a freeway interchange or river crossing. (New Policy) **SO**

M 4.1.4 Capital Southeast Connector

Support the planning and construction of the Capitol Southeast Connector. (New Policy) **IGC**

M 4.1.5 Interchange Improvements

Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges along Highway 50. (Existing GP, 17.18, edited) **IGC**

M 4.1.6 Capital Improvement Plan (CIP)

Maintain and implement a three-year capital improvement plan for road improvements. (Existing GP, Policy 17.8, edited) **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. (Existing GP, 17.7) **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. (New Policy) **SO**

Capital Southeast Connector

The Capitol Southeast Connector is a planned 35-mile parkway that will connect Folsom with Interstate 5 and Highway 50 in El Dorado County. The Capital Southeast Connector Joint Powers Authority, consisting of the Cities of Elk Grove, Folsom, and Rancho Cordova, as well as El Dorado and Sacramento Counties, is responsible for the planning, design, and construction of the connector.



Goal M 4.2

Provide and manage a balanced approach to parking that meets economic development and sustainability goals. (New Policy)

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. (New Policy) **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. (New Policy) **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. (New Policy) **RDR**

M 4.2.4 Electric Vehicle Charging Stations

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city. (New Policy)

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. (New Goal)

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. (New Policy) **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. (New Policy) **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. (New Policy) **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. (New Policy) **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. (New Policy) **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. (New Goal)

- 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. (New Policy) IGC
- 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. (New Policy) IGC
- 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). (New Policy) IGC

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. (New Goal)

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. (New Policy) **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. (New Policy) **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. (New Policy) **FB**

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