



April 25, 2022

VIA EMAIL

Brett Bollinger
City of Folsom- Senior Trails Planner
50 Natoma St.,
Folsom, CA 95630

RE: Folsom Active Transportation Plan (Draft)

Dear Mr. Bollinger:

Thank you for providing Civic Thread with the opportunity to comment on Folsom's Draft Active Transportation Plan (DATP). It is our mission to elevate institutionally underserved voices and priorities to co-create neighborhoods, places, and communities where everyone can thrive. Providing routine updates to plans such as these ensures the plan's policies, recommendations, and programming are current and reflect the needs and priorities of the communities in which they are intended to be implemented. In particular, as it is well documented, the disproportionate burden of safety is placed on active transportation users while they place the least strain on spatial, environmental, and financial systems.

In review of the DATP, Civic Thread commends the plan for the following:

Implementing transportation demand management program development.

The implementation of transportation demand management (tdm) plan is an effective way to ensure that both alternative modes of transportation are being supported while simultaneously ensuring that the burden of externalities are more appropriately placed on users of single occupancy vehicles. The most effective tdm policies are systemwide reaching both diverse travel modes and geographic areas.

Trail and road intersection considerations.

Intersections are the most hazardous road environment to navigate both from the vantage point of driver's as well as active transportation users. It can be easy to overlook

the shared use path and roadway intersections as they remain few when compared to roadway intersections alone, however, offering prioritized consideration for these crossings benefits everyone. As those who use shared use paths do not interact with cars along these routes, the sudden interaction at crossing can prove challenging. Shared use paths are also the most accessible place for active transportation users of all abilities to walk, ride, or roll and creating safe road interactions ensure a complete network of safety for these users.

Inclusion of e-bike considerations within secure parking facilities.

E-bikes serve the greatest opportunity for people replace single occupancy vehicle (SOV) trips with trips made by bike. Their range, pedal assistance features, and ability to carry large weights make e-bikes a vastly more sustainable mode of transportation than SOV's and the provision of charging and rack accommodations removes lingering barriers that potential or current riders may face.

Inclusion of Safe Routes to School programming.

The inclusion of Safe Routes to School (SRTS) programming ensures that not only a population of our most vulnerable road users are prioritized but across all populations, the priority is established that the safety of children is prioritized over that of the convenience of driver's speed. We are honored to be named in the plan as the SRTS programming providers, however our comments omit this consideration and focus alone on the benefit that is provided by considering and prioritizing such an agenda.

While the above aspects of the plan have been found to be commendable, we offer the following recommendations that we hope will be considered to the effect of improving the overall effectiveness of the document.

We recommend the following:

Offer greater emphasis on transit and bike coordination.

Multimodal efforts such as biking and transit offer alternative modes of transportation with a broader city and often, regional level of accessibility. By coordinating around the placement of bike parking at transit hubs or prioritizing future bus stops along bike priority corridors, these two modes will more seamlessly integrate and therefore entice further use.

Weight equity above other categories with 15 points.

While the most weight any category is given in the implementation is 10 points and equity is included in this weighted category, due to disproportionate impacts of traffic safety, collisions, deaths, exposure to poor air quality, and many others, it is our belief that equity should be weighted with 15 points to fully prioritize projects that may benefit low-income, underserved, BIPOC, and other marginalized populations. By bringing these communities to a baseline of safety and accessibility already achieved elsewhere in the city, the city can continue to grow and truly move forward in an equitable manner.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day to promote physical health and well-being. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more people with chronic conditions due to inactivity and poor air quality.

Civic Thread is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved public health and physical fitness, better air quality, a stronger sense of cohesion and safety in neighborhoods, and more sustainable communities and local economies.

Please notify Civic Thread of future routings or notices for this project.

Sincerely,

David Moore

Author Title

