

# III. CIRCULATION







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## CIRCULATION

### PURPOSE

The physical, social, and economic well-being of the City depends on successful planning for the circulation of people, goods, and services. This Element identifies Roseville's goals for circulation, the framework circulation system, level of service standards, design requirements, and policies for circulation that are balanced with the City's other planning, economic, social, and environmental goals. The underlying goals for the Circulation Element are to provide accessibility to essential destinations by all travel modes, to maximize the travel choices of residents, workers, and visitors, and to maintain the transportation network in a state of good repair.

### SETTING

State law requires that a Circulation Element include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities." In addition, State law requires cities to plan for a multimodal transportation network that meets the needs of all users for safe and convenient travel. This includes bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Circulation in Roseville includes:

- Motor vehicles, including cars and trucks
- Heavy rail trains, for both freight and passenger traffic
- Transit
- Bicycles
- Pedestrian travel

Other public utilities and facilities are addressed in the Public Facilities Element.

There are crucial relationships between the City's transportation goals and goals for economic development, fiscal sustainability, and public and environmental health. The operation of the City's circulation system affects air quality, noise, energy use, community appearance, public safety, and other factors. The efficiency and affordability of a community's circulation system influences economic opportunities. The City's economic development goals and fiscal sustainability will be enhanced with development patterns that allow for more efficient and cost-effective circulation systems. Policies that encourage walking, biking, and transit provide for better air quality, reduce household transportation costs, improve energy efficiency, and minimize up-front and ongoing infrastructure costs. The City's land use and circulation planning policies determine whether the community is accessible for all segments of the population, including the disadvantaged, the young, the poor, the elderly, the disabled, and those that prefer active transportation. These and related factors must be considered in developing and implementing the City's circulation policies.

Roseville and surrounding areas are expected to experience continued population and employment growth over the next 15 years, which will increase travel demand in the City. The increase in travel demand will make it difficult to implement the City's vehicular level of service (LOS) policy in many locations. At the same time, the State of California has adopted laws and regulations intended to improve air quality and reduce greenhouse gas (GHG) emissions which will facilitate reductions in vehicular travel demand. The City's goals for public and environmental health and fiscal sustainability will be advanced by a reduction in vehicular travel demand and an increase in transit use, bicycling, and walking. However, the anticipated patterns and density of development in Roseville, and the typical distance between the locations of residents' homes and workplaces create challenges for transit, bicycle, and pedestrian modes of travel.

The Circulation Element addresses these challenges in an effort to expand circulation system and mode access, while also accommodating planned development. The City is committed to actively pursuing policies and implementation measures that promote carpooling, transit, and non-vehicular modes of travel (bicycles and walking) as alternatives to single-occupant automobile use. The City's plans also include coordination of circulation improvements with neighboring jurisdictions and regional and state plans. In this effort, the City is making a long-term commitment to provide more freedom in the circulation mode choices for local residents, employees, and visitors.

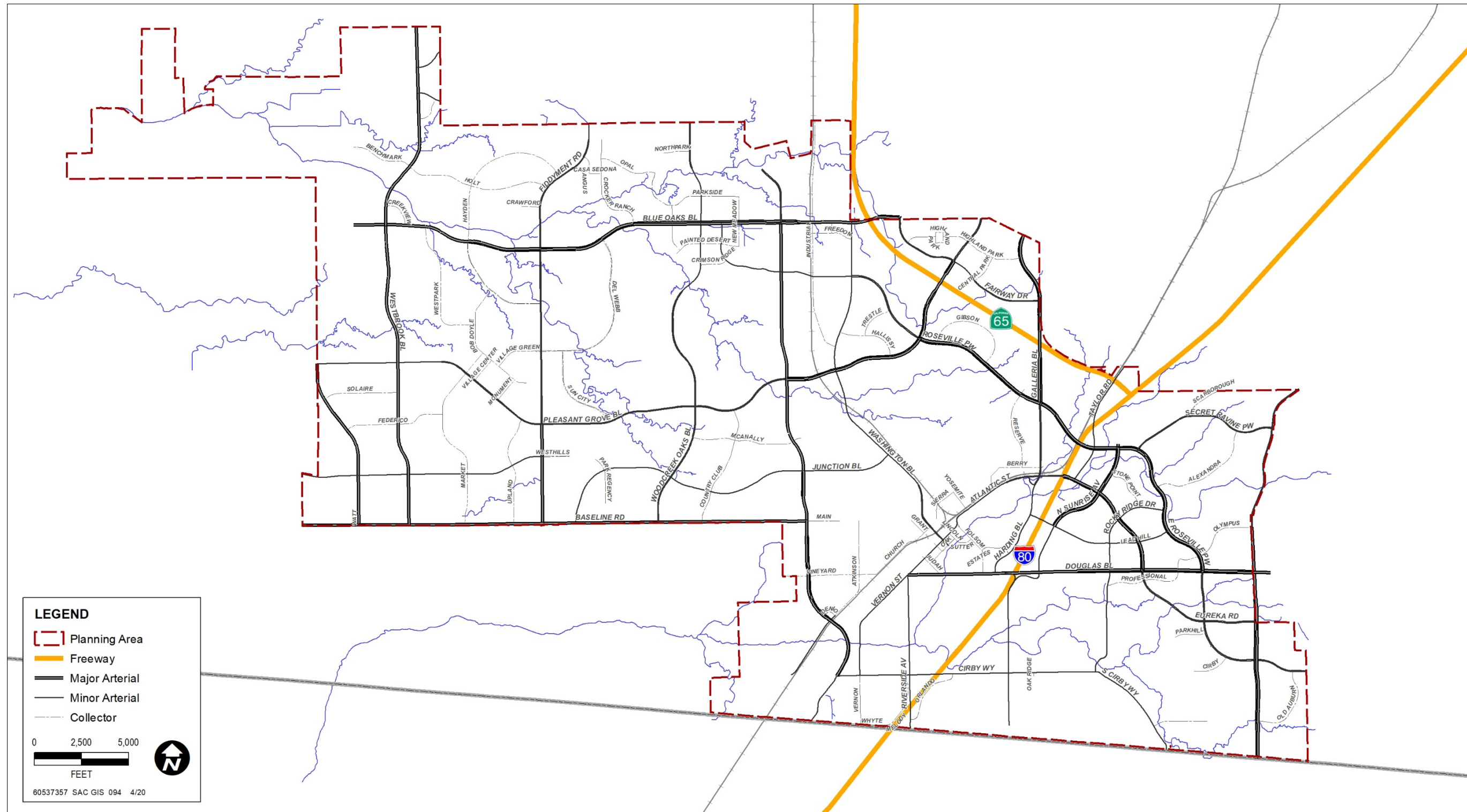
## ORGANIZATION

The contents of the Circulation Element are divided into the following six components:

- **Functional Classification** underscores the need to guide long-range planning of the City's roadway system by establishing a comprehensive designation of all roadways throughout the City. General criteria for each type of roadway is provided as well as a functional classification map of arterial and collector roadways (Figure III-1).



Figure III-1 | Roadway Functional Classification



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- **Level of Service (LOS)** expresses the City's targeted level of driver comfort and convenience, provides exceptions in designated Pedestrian Districts, and describes the technology utilized to monitor traffic flows in the City.
- **Transit** details the City's policies to define potential transit corridors, identify areas where service is desired, and identify the transit types and levels of service desired to provide residents, employees, and visitors with an alternative to driving.
- **Travel Demand Management** stresses the need to manage the operation of the roadway network and the demand for automobile travel generated within the City. The main objectives of this management framework are to better allow the City to implement its LOS policies and minimize future increases in vehicular travel demand. Consistent with guidance from the State, vehicle miles traveled (VMT) is a measurement of travel demand - it is the number of miles traveled by vehicles in some amount of time (e.g., VMT per day or annual VMT). Since VMT is directly related to fuel consumption and emissions for non-electric vehicles, it serves an important role in understanding how the City's land use and transportation decisions influence subsequent environmental effects, especially for air quality and greenhouse gas emissions.
- **Bikeways/Trails** discusses implementation of the Bicycle Master Plan for the planning and implementation of an integrated bikeway and trail system. A map illustrating the City's planned bikeway system is provided (Figure III-5).
- **Pedestrian Access** promotes walking as a form of transportation, discusses implementation of the Pedestrian Master Plan, and provides policies to encourage a complete pedestrian network.

## FUNCTIONAL CLASSIFICATION

The objective of functional classifications is to identify and group roads and streets according to their role and function. The primary function of a roadway is to provide access to destinations. The speed of travel on roadways is directly influenced by the design of the roadway and specific priorities for its function. A functional classification system describes the hierarchy of street types based on the desired speeds and whether the street provides direct access to destinations. The City's functional classification system is used for:

- Long-range planning and coordination
- Determining right-of-way requirements and preserving right-of-way
- Defining design standards and operations of facilities in each classification
- Integrating the appropriate bicycle and pedestrian facilities within the roadway network
- Developing budgets and funding programs according to priority
- Determining acceptable levels of traffic volumes, especially on the local and collector street systems

The City's functional classification system includes:

- **Arterials:** The primary function of arterials is to move large volumes of traffic at relatively high speeds through the City and beyond.
- **Collectors:** Collectors link residential and commercial districts to arterials.
- **Local Streets:** Local streets provide direct access to residences, services, and other destinations from collector streets.

- **Truck Routes:** Truck Routes link with Sacramento County’s designated truck routes on Roseville Road, Auburn Boulevard, Sunrise Boulevard, and Hazel Avenue. Within Placer County, they link routes associated with major truck destinations, including the Western Regional Sanitary Landfill and Materials Recovery Facility.

The existing and planned arterial and collector system is summarized in Figure III-1. Generally, roadways not included as freeway, arterial, or collector roadways on Figure III-1 are local streets. Figure III-2 displays designated truck routes.

The City’s functional classification system, along with design standards, will implement the Circulation Element. These standards are used to classify existing and planned roadways and will also be applied to future roadway systems.

Vehicle and mobility technology is changing. The disruptive nature of these changes could influence how the City allocates use of roadway right-of-way and pavement between vehicle types and modes. While it would be speculative today to modify roadway cross-sections and curb space treatments, the City recognizes that the roadway network use is evolving, and that future updates to the General Plan or other planning documents could establish changing priorities on how City right-of-way is used and allocated.

## GOALS AND POLICIES

### FUNCTIONAL CLASSIFICATION

**Goal CIRC1**      **Provide guidance to the long-range planning of the City's roadway system, including design standards, right-of-way requirements, and coordination with surrounding jurisdictions.**

**Policy CIRC1.1**      *The functional classification system shall guide the planning and design of the City's roadway system.*

**Policy CIRC1.2**      *Coordinate with surrounding jurisdictions to achieve compatible functional classifications for roadways that cross the City's boundaries.*

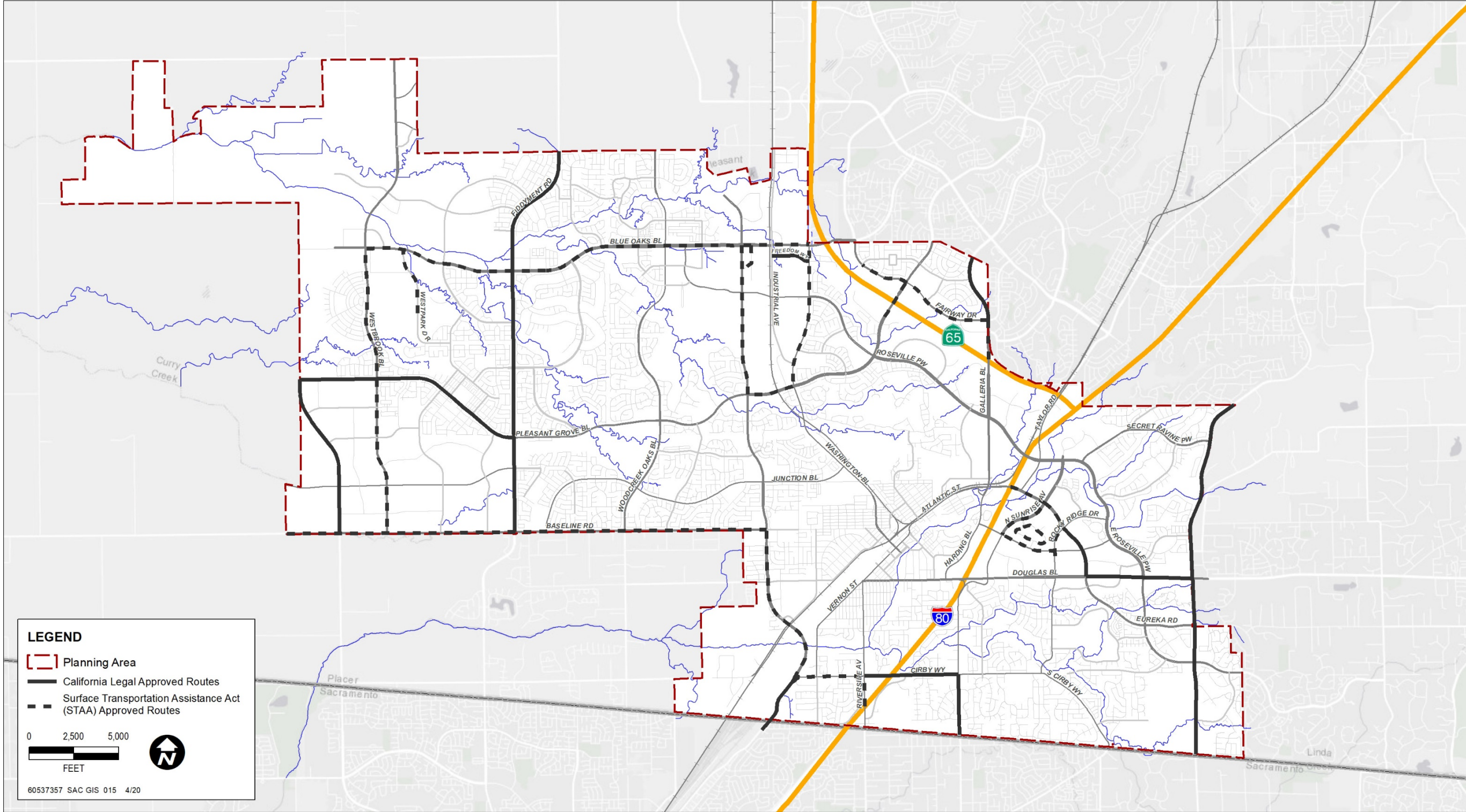
**Policy CIRC1.3**      *Maintain a comprehensive set of design standards for the City's roadway system by functional class.*

**Policy CIRC1.4**      *Maintain a system of truck routes to provide for the safe and efficient movement of goods and to avoid impacting residential neighborhoods.*

**Policy CIRC1.5**      *Design intersections and public rights-of-ways in accordance with state and federal accessibility requirements.*



Figure III-2 | Truck Routes



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*There are crucial relationships between the City's transportation goals and goals for economic development, fiscal sustainability, and public and environmental health.*

## LEVEL OF SERVICE

The operational performance of the City's roadway system is expressed using "levels of service" that generally describe traffic operations, as perceived by the motorist. There are six levels of service (LOS), ranging from "A" through "F," with LOS "A" representing the best range of operating conditions (high speeds and low delay) and LOS "F" representing the worst (low speeds and high delay). The transition between LOS E and LOS F tends to represent peak-hour capacity conditions. These ratings do not capture the perspectives of pedestrians or bicyclists.

The specific terms in which each LOS is defined vary with the type of facility involved. A freeway's LOS is generally defined by density (vehicles per mile per lane) and average travel speed, while an intersection's LOS is generally defined by the average vehicle delay. The capacity and operations of Roseville's major roadway system of arterials and collectors are principally determined by the operation of its signalized intersections, as well as the width of its roadway segments and the amount of access control on each segment. The LOS on the roadway networks is, therefore, defined primarily by intersection delay and the average travel speed on roadway segments.

## Pedestrian Districts

To encourage active transportation and infill development, the City has identified Pedestrian Districts, where there is a greater emphasis on non-vehicular travel – in particular, an emphasis on pedestrian activity and safety. In these areas, special design consideration will be given to sidewalk widths, planter strips, street furniture, automobile travel lane widths, curb radii, and other enhancements that improve the

pedestrian experience. It is understood that the establishment of a Pedestrian District and the implementation of these design features may reduce vehicle LOS, and the City's LOS policy does not apply to projects proposed within these areas.

Pedestrian Districts are shown in Figure III-3.

For more on the City's goals and policies related to walking, see the "Pedestrian Access" component, later in this Element.

## Intelligent Transportation System

Intelligent Transportation System (ITS) is the use of technology to help traffic flow more smoothly. The City invests in ITS equipment, including interconnecting traffic signals, enhanced signal controllers, and traffic cameras that allow traffic engineers to monitor real-time conditions, to make modifications to signal operations and to be alerted to problems at intersections or within the traffic signal system. ITS can also obtain congestion data and traffic counts. By making traffic flow more efficiently, the ITS prevents excessive congestion and improves the operational performance of the City's roadway system.

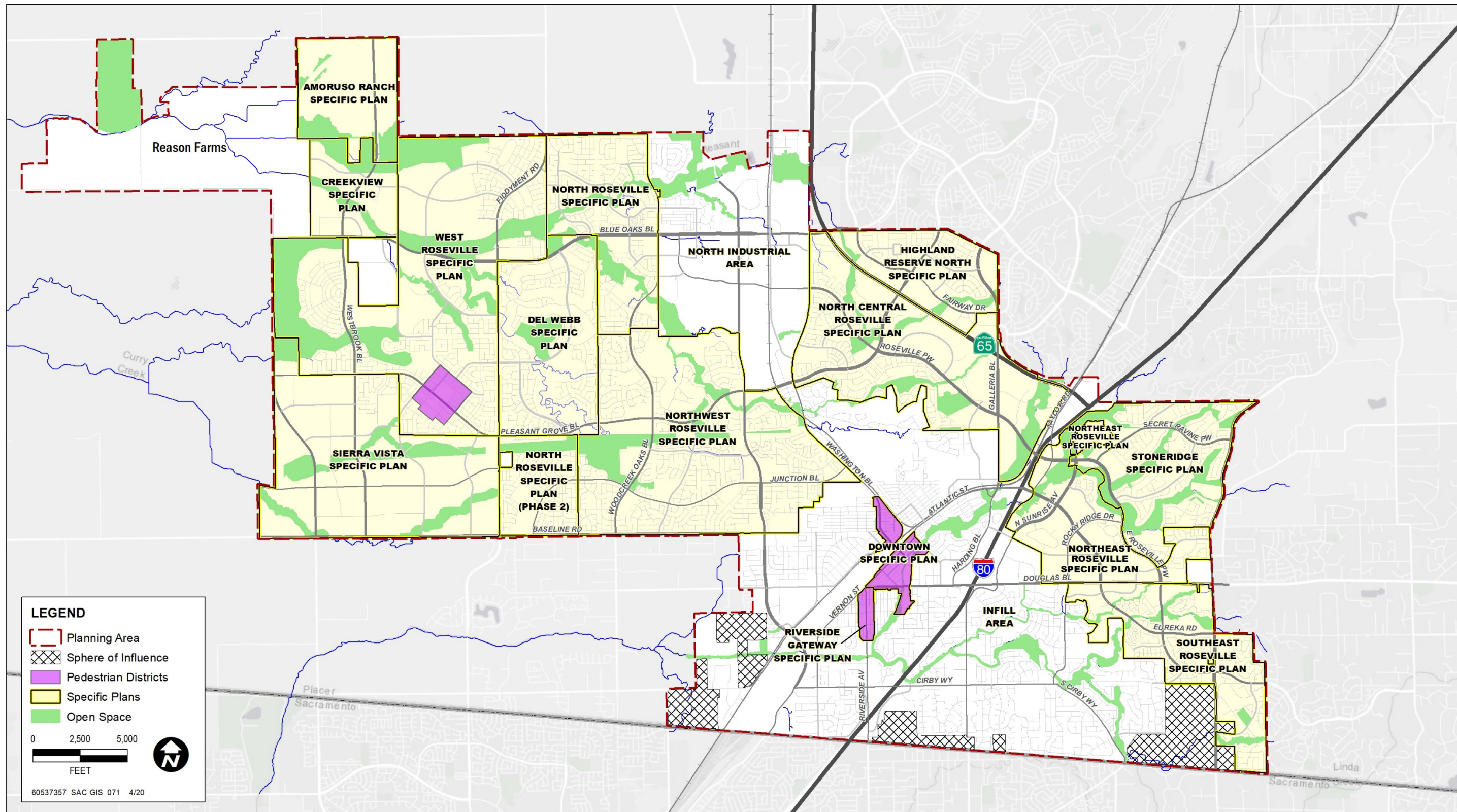
## GOALS AND POLICIES

### LEVEL OF SERVICE

**Goal CIRC2**      **Maintain an appropriate level of transportation service for all of Roseville's residents, employees, and consumers through a balanced transportation system that considers automobiles, transit, bicyclists, and pedestrians.**

- Policy CIRC2.1**      *Maintain a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the City during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered where improvements required to achieve the standard would adversely affect pedestrian, bicycle, or transit access, and where feasible LOS improvements and travel-demand-reducing strategies have been exhausted.*
- Policy CIRC2.2**      *Strive to meet the level of service standard through a balanced transportation system that reduces the auto emissions that contribute to climate change, by providing alternatives to the automobile and avoiding excessive vehicle congestion through roadway improvements, Intelligent Transportation Systems, and transit improvements.*
- Policy CIRC2.3**      *Work with neighboring jurisdictions to provide acceptable and compatible levels of service on the roadways that cross the City's boundaries.*
- Policy CIRC2.4**      *Secure adequate funding for all components of the City's transportation system to ensure level of service policy is maintained.*
- Policy CIRC2.5**      *Pedestrian, bicycle travel, and transit access have a higher priority than automobile travel in the City's Pedestrian Districts, and development projects in these areas are exempt from the City's LOS standard.*
- Policy CIRC2.6**      *Prioritize investments in pedestrian, bicycle, and transit access in Pedestrian Districts.*

Figure III-3 | Pedestrian Districts



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*In Pedestrian Districts, such as Downtown Roseville, the City will prioritize investments in pedestrian, bicycle, and transit access.*

## TRANSIT

Roseville Transit, which is owned and operated by the City, operates three services: Commuter Service, Local Service, and Paratransit/General Public Dial-A-Ride service. Local transit routes are generally located along arterial roadways and are shown in Figure III-4.

Roseville Transit connects with two other area transit operators, Placer County Transit and Sacramento Regional Transit. Roseville Transit also has connecting service with the regional rail service, Capitol Corridor, operated by the Capitol Corridor Joint Powers Authority (CCJPA). There are several other public and private transportation systems that operate in Roseville, along with social service agencies that provide limited transportation services for their clients. Public transit options in Roseville include:

- **Roseville Transit Local Service** is a fixed-route transit system operated six days per week (Monday–Saturday) within Roseville City limits. The City has four main transfer points (Sierra Gardens, Civic Center, Louis/Orlando, and Galleria Mall) that allow Local Service users to transfer with other local transit systems.
- **Roseville Transit Paratransit/General Public Dial-A-Ride** offers origin to destination paratransit service to persons with disabilities to supplement the Local Service. Roseville Transit Dial-A-Ride also offers curb-to-curb service to the general public, operating seven days per week within the Roseville City limits.
- **Roseville Transit Commuter Service** offers express transit service to and from Downtown Sacramento, Monday to Friday, during peak commute hours.
- **Placer County Transit** is a transit system operated by Placer County that offers local, commuter and paratransit/general public dial-a-ride services principally along the Interstate 80, Highway 49, and Highway 65 corridors. The Auburn to Light Rail service connects to Roseville Transit at the Galleria Mall Transfer Point and Louis/Orlando Transit Center. The Lincoln/Rocklin/Sierra College service parallels Highway 65 and includes a stop at the Galleria Mall Transfer Point. The Placer Commuter

Express offers peak-hour commuter service between Colfax and Downtown Sacramento, including a stop in the City of Roseville at the Taylor Road Park-N-Ride Lot.

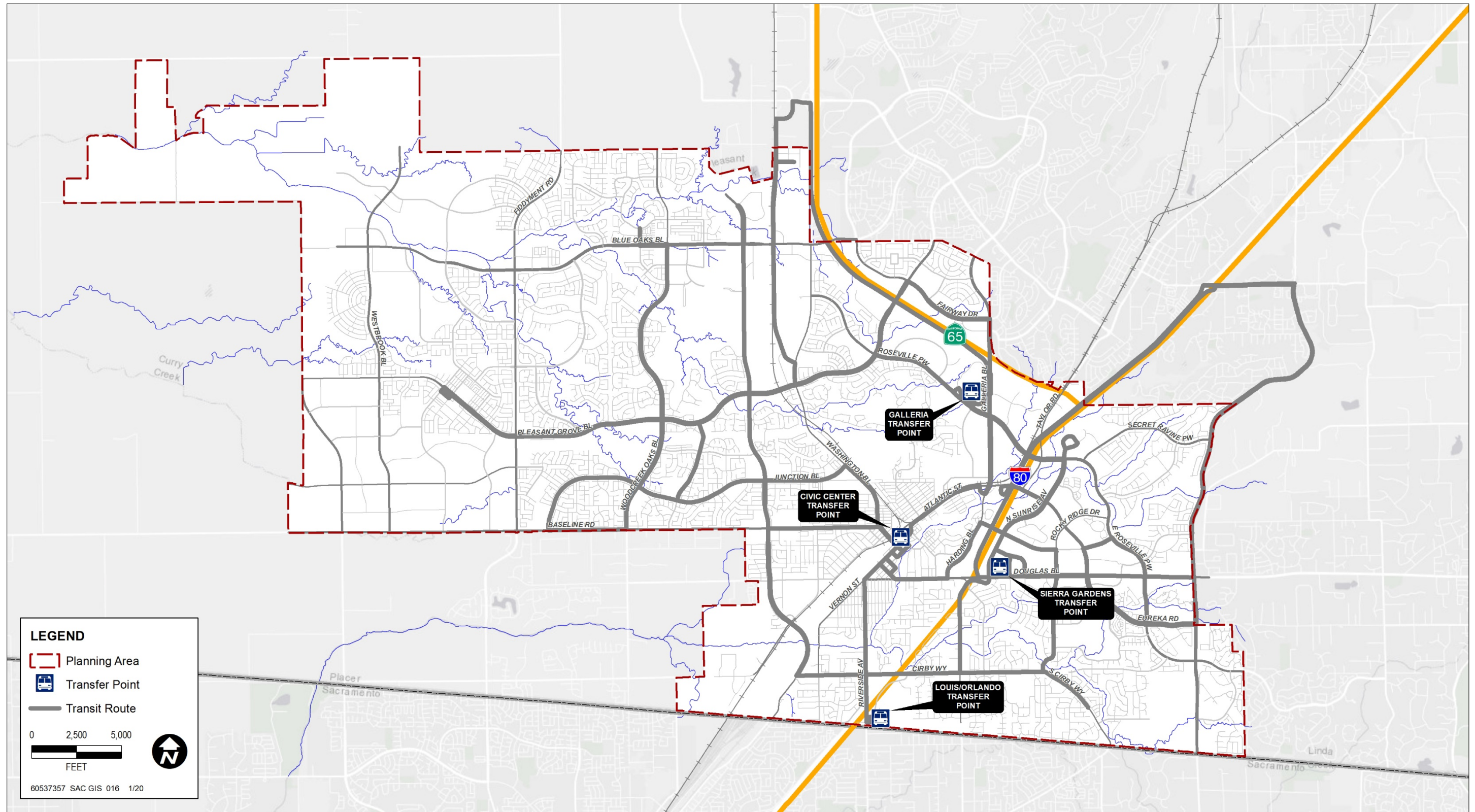
- **Sacramento Regional Transit** provides fixed-route transit service, paratransit dial-a-ride service, and Light Rail service in the city and county of Sacramento, connecting to Roseville Transit and Placer County Transit at the Louis/Orlando Transit Center, near the southern limits of the City along the I-80 corridor.
- **Capitol Corridor** is a passenger rail service that provides service from Auburn to San Jose roughly paralleling the I-80 corridor. Capitol Corridor includes connections to Sacramento Regional Transit, Bay Area Rapid Transit, and other transit providers along the Union Pacific Railroad line. The Sacramento to Roseville Third Track project will allow 10 round trips per day between Roseville and Downtown Sacramento.
- **Greyhound Bus Lines** provides service to the intermodal facility in Old Town Roseville on Pacific Street. From Roseville, passengers can continue to destinations throughout the state and country.
- **Taxi Service** is provided by several private companies.
- **Transportation Network Companies (TNC)** offer online-enabled platforms to connect passengers with drivers using their personal, non-commercial vehicles. TNCs may also offer what are referred to as micro-transit services, which are shared ride shuttle services along fixed or semi-fixed routes.

Although Roseville remains one of the largest employment centers in the region, many residents will continue to work in Downtown Sacramento, creating continued demand for commuter services. Not all of Roseville's residents desire or are able to drive, creating the need for continued local transit options. Continued technological advancement will present opportunities for innovation in transportation services. This could include continued expansion of TNC and microtransit, which may compete with traditional public transit for ridership. This may also include the use of autonomous vehicles. These technologies may provide opportunities for transit innovation and service improvements, especially those involving public/private partnerships. To this end, the City of Roseville constantly evaluates options to enhance transit services, which may be implemented as a part of the Specific Plans, in coordination with other local and regional agencies.

## Short-Range and Long-Range Transit Master Plans

The City of Roseville Short-Range Transit Plan, updated every five to seven years, evaluates transit performance within the City and offers recommended strategies to enhance transit service and meet transit demand. The South Placer County Long-Range Transit Plan is periodically updated to examine improvements, funding, and feasibility of providing expanded public transit services within the City limits and on identified transportation corridors, among other topics.

Figure III-4 | Roseville Transit Local Routes



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## GOALS AND POLICIES

### TRANSIT

**Goal CIRC.3** Provide a safe, convenient, and efficient transit system to enhance mobility; reduce congestion; reduce auto emissions, including emissions that contribute to climate change; improve the environment; and provide viable non-automotive means of transportation in and through Roseville.

- Policy CIRC3.1** *Promote transit service that is convenient, cost-effective, and responsive to the challenges and opportunities of serving Roseville and surrounding communities, and explore opportunities for transit innovation and service improvements.*
- Policy CIRC3.2** *Pursue all available sources of funding for sustainable transit services.*
- Policy CIRC3.3** *Continue to study options for introducing high quality transit and/or other regional transit linkages to Roseville and developing convenient connections to Sacramento Regional Transit light rail service.*
- Policy CIRC3.4** *Support and remain actively involved in planning for the expansion of Capitol Corridor rail service, as well as other regional linkages.*
- Policy CIRC3.5** *Consider access to health care, community services and employment, and the needs of persons who may be transit-dependent when making decisions regarding transit service.*
- Policy CIRC3.6** *Identify opportunities to increase the number and/or capacity of park-and-ride lots as needed, to increase transit and carpool/vanpool use.*
- Policy CIRC3.7** *Pursue transit routes that optimize ridership.*
- Policy CIRC3.8** *Include transit improvements with new roadway or roadway expansion projects.*



Roseville Transit is owned and operated by the City and operates Commuter Service, Local Service, and Paratransit/General Public Dial-A-Ride service.

## TRAVEL DEMAND MANAGEMENT

Travel Demand Management (TDM) reduces the need for vehicular trips by increasing use of transit, carpools, vanpools, biking, and walking as alternatives to single-occupant vehicle trips. A successful TDM plan reduces vehicle miles traveled and: allows more efficient use of roadway capacity; reduces costs associated with roadway construction and maintenance; improves the public health by reducing air pollutant emissions and promoting active transportation; and reduces transportation-related impacts to the natural environment.

Managing travel demand requires a complementary approach to land use and community design, this Element focuses on the transportation related components. For goals and policies guiding land use and community design, please see the Land Use Element.

### Transportation Systems Management

In Roseville, Transportation Systems Management (TSM) programs are codified in a TSM ordinance. TSM strategies include, but are not limited to: local and regional carpool matching programs promoted by the Sacramento Area Council of Governments (SACOG); vanpool, transit, and commuter biking subsidies; preferential carpool and vanpool parking; and secure bike parking, showers, and lockers at work sites. Roseville's TSM ordinance facilitates developer, property owner, and employer implementation of these programs, typically through preparation of a TSM plan intended to:

- Reduce total vehicle emissions in the City of Roseville by decreasing the number of vehicle trips that might otherwise be generated by home-to-work commuting.
- Reduce daily and peak period vehicle trips and VMT in the City of Roseville and reduce peak-hour home-to-work commuting.
- Increase the efficiency of the existing transportation network and contribute to achieving the goals identified in the Roseville General Plan Circulation Element.
- Cooperate and coordinate with other cities, counties, communities, and regional agencies in these endeavors.
- Continue to promote the participation of local developers, businesses, institutions, and public and private agencies to fulfill the purposes expressed herein.

The TSM ordinance provides developers, property owners, and employers with flexibility in meeting the performance standards, along with monitoring and enforcement measures.

### Safe Routes to School

The City of Roseville Engineering and Alternative Transportation Divisions participate in the nationally recognized Safe Routes to School program. This program includes right-of-way improvements that enhance safe access and promote walking and biking to school through education and incentives. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring other context-specific ways to create safer streets.

### Transit Priority Areas and Low-VMT Areas

Transit Priority Areas and Low-VMT Areas play a vital role in managing travel demand. In order to support legislation that promotes infill development, improves public health through active transportation, and reduces greenhouse gas emissions, the State has defined Transit Priority Areas as infill opportunity zones where development should be encouraged. Transit Priority Areas are located within one-half mile



of an existing or planned major transit stop. A major transit stop includes rail transit stations, ferry terminals served by bus or rail transit service, or the intersection of two or more bus routes with a frequency of service of 15 minutes or less during peak commute periods. Transit Priority Areas change over time, and in the Sacramento region, they are mapped by the SACOG. SACOG has also mapped Low-VMT Areas, where household VMT per-capita is at least 15 percent lower than the regional average. Together, the mapping of Transit Priority Areas and Low-VMT Areas can be used to focus member jurisdictions on areas where travel demand management programs would be most effective.



*The City of Roseville Engineering and Alternative Transportation Divisions participate in the nationally recognized Safe Routes to School program.*

## GOALS AND POLICIES

### TRAVEL DEMAND MANAGEMENT

**Goal CIRC4**      **Reduce vehicle miles traveled on the City's and regional roadway systems, while expanding mobility options for residents, employees, and visitors.**

- Policy CIRC4.1**      *The City will review and condition projects as appropriate, to reduce travel demand per capita and per employee by promoting increased density near transit, improving the quality of non-vehicular transportation options, providing incentives for non-vehicular travel, encouraging the mixing of complementary land uses in proximity to one another, and using other feasible methods.*
- Policy CIRC4.2**      *Work with appropriate agencies to develop implementation measures to reduce vehicular travel demand and total vehicle miles traveled and meet air quality and greenhouse gas emissions goals.*
- Policy CIRC4.3**      *Specific Plan Amendments and land use development projects not included in a Specific Plan shall be evaluated for consistency with the City's VMT Impact Standards.*
- Policy CIRC4.4**      *If the evaluation required by CIRC4.3 finds a Specific Plan Amendment or land use development project not included in an adopted Specific Plan is inconsistent with thresholds established within the City's VMT Impact Standards, on-site land use, transportation, and urban design-related VMT-reducing features should be prioritized to demonstrate consistency. If feasible on-site features cannot achieve the VMT threshold, Specific Plan Amendments and land use development projects outside Specific Plan Areas may demonstrate equivalent consistency through off-site actions or fair-share fee contributions, or if consistency cannot be achieved, shall implement all feasible measures.*
- Policy CIRC4.5**      *Policy CIRC4.3 does not apply to projects that propose residential or office uses in Transit Priority Areas or low-VMT areas. Low-VMT areas are those shown to have per-capita, per-employee, or per-service-population VMT rates that are at least 15 percent less than the baseline citywide or regional rate.*
- Policy CIRC4.6**      *Promote and incentivize Infill development, particularly affordable housing development, through assistance in obtaining outside grant funding and reductions or deferrals in impact fees.*
- Policy CIRC4.7**      *Continue to educate the public and business community about alternative modes of travel through Safe Routes to School, Transportation Systems Management, and other local and regional programs and events.*



## BIKEWAYS/TRAILS

The popularity of bicycle use has grown and will increase in Roseville for both recreation and transportation. A renewed interest in physical fitness and better health has fueled the rise of bicycle use. Bicycling is also a “clean” form of transportation that appeals to a large and growing part of the population. In addition, the bicycle is gradually proving itself in many communities to be a viable alternative to automotive transportation, one that is often used in conjunction with transit service.

Demand for safe and convenient routes for recreational and transportation-related bicycling is growing. The City’s Bicycle Master Plan provides a prioritized list of bike routes and paths to systematically expand and improve Roseville’s bikeway system. The Plan ultimately provides a blueprint for a bikeway system that will make bicycling safer, more convenient, and enjoyable for all bicyclists.

### Bicycle Routes

Bicyclists may legally share (with limited exceptions) all roadways with motor vehicles. However, many bicyclists feel uncomfortable about sharing roads with automobiles, due to either perceived or real safety disadvantages of the bicycle. The provision of separated or designated shared bikeway facilities encourages bicycling. Bikeways are defined as specific routes and classes that meet minimum design standards. Roseville generally follows Caltrans’ design standards for the following classes of bikeways:

- **Class I Bike Paths** provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Class I paths often follow natural amenities such as creeks, drainage, or utility line easements, and are used by both commuter and recreational riders.
- **Class II Bike Lanes** provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, prohibiting through travel by motor vehicles or pedestrians but permitting vehicle parking and crossflows by pedestrians and motorists. Class II lanes are generally developed within the right-of-way of collector streets and arterials.
- **Class III Bike Routes** provide a right-of-way designated by signs or permanent markings and are shared with motorists. Class III routes are generally located on local streets within residential neighborhoods.
- **Class IV Separated Bikeways** are bikeways for the exclusive use of bicycles with a separation required between the separated bikeway and the through vehicular traffic. The separation may include landscaping, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking. A separate pedestrian walkway is also provided when Class IV bikeways are provided.

Roseville also has an additional classification for bikeways:

- **Class IA Bike Paths** are paths that have been developed as parallel widened (8’–12’) sidewalk routes along major roadways and are separated from the roadway by a landscape strip. These paths are for the use of pedestrians and beginning bicyclists. Caltrans does not consider sidewalk facilities to be Class I facilities and does not recommend that they be signed as bike routes. However, the Class IA facilities are desirable, particularly for bicyclists of lower skill levels, such as children, as well as others who are hesitant to use on-street routes. Class IA bike paths are intended to supplement, not replace on-street bike lanes, but there may be occasions where they are used in lieu of on-street bike lanes.

The City continues to develop Class I bike paths in parks, greenways, paseos, and open space/recreational/creek corridors. The City develops Class II bike lanes on collector streets and arterials, and Class III routes continue to develop along local streets. Figure III-5 shows bikeways within the Roseville City limits by facility class.

## GOALS AND POLICIES

### BIKEWAYS/TRAILS

**Goal CIRC5.1** Increase the percentage of all trips made by bicycles in Roseville.

**Goal CIRC5.2** Establish and maintain a safe, comprehensive, and integrated bikeway and trail system that encourages the use of bikes and walking for commuting, recreational, and other trips.

**Goal CIRC5.3** Maintain the Bicycle Friendly Community Designation from the League of American Bicyclists.

**Policy CIRC3.1** *Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major destinations (including employment) and housing areas and between its existing and planned bikeways.*

**Policy CIRC3.2** *Coordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections.*

**Policy CIRC3.3** *Pursue available sources of funding for bikeways and trails.*

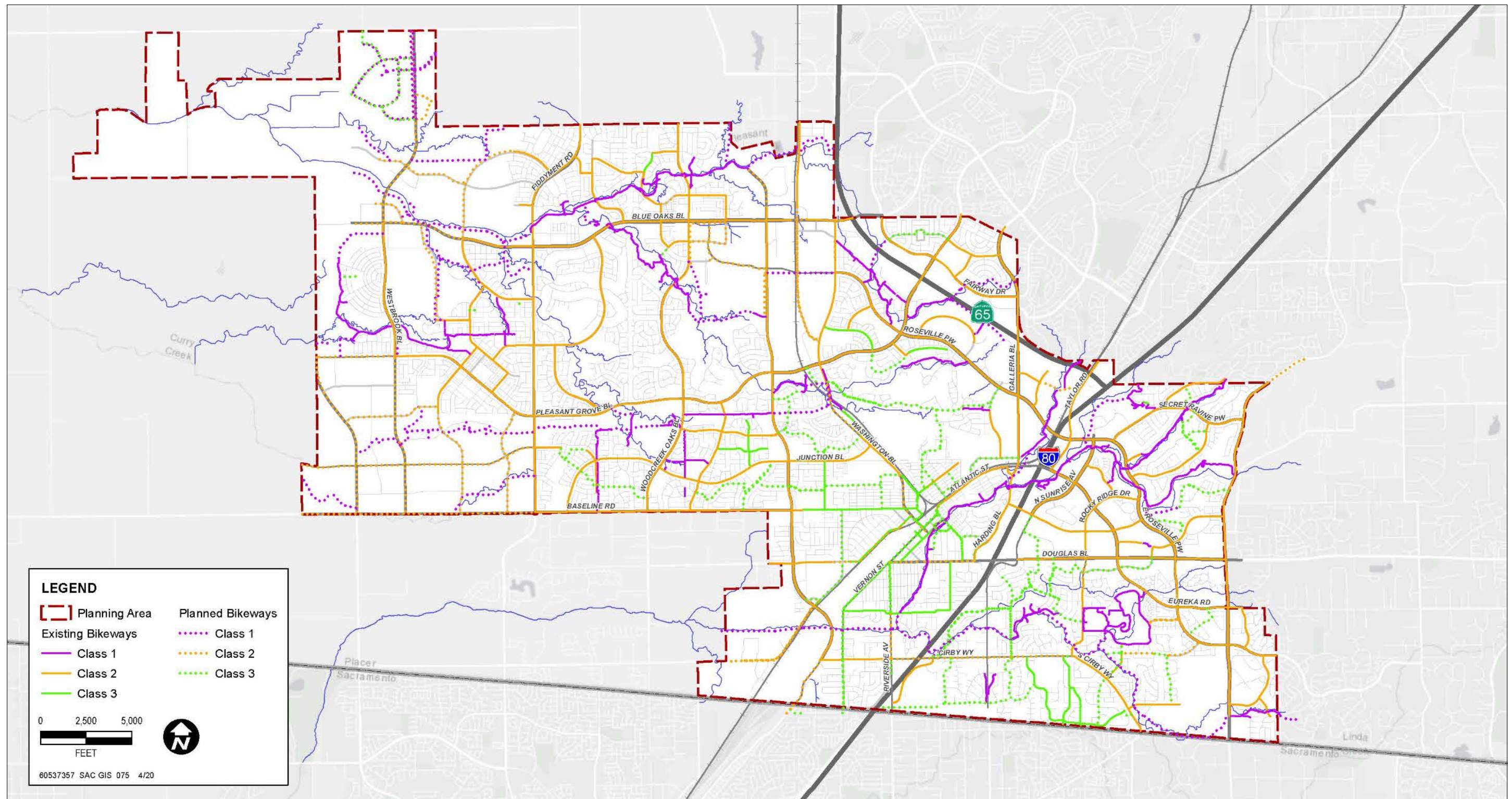
**Policy CIRC3.4** *Enhance bicycle education, encouragement, and enforcement programs targeted at adult and child bicyclists and motorists.*

**Policy CIRC3.5** *Specific Plans shall incorporate an off-street, Class I bicycle system as part of the comprehensive on-street and off-street bikeway plan.*

**Policy CIRC3.6** *Educate, encourage, and enforce programs that increase bicyclist and motorist awareness of the rights and responsibilities of bicyclists in order to foster a climate of acceptance for bicycle riding.*

**Policy CIRC3.7** *Include on-street and off-street bicycle improvements with new roadway and roadway expansion projects.*

Figure III-5 | Bikeways



Note: This map represents planned bikeways at the citywide level. The actual location of bikeways constructed to implement this diagram may be somewhat different than that represented here.

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## PEDESTRIAN ACCESS

Most travelers walk or use a mobility assistance device during some portion of their journey. Whether it is from their home to the bus stop, between home and work or school, or as a means of connecting trips, walking is the most basic form of transportation. Walking is also an important part of a healthy and an active lifestyle for many people.

To promote walking requires a continuous pedestrian network that is free of barriers and connected to related networks (transit, bicycle, etc.); a pedestrian network that promotes a feeling of safety and security; and, development patterns with destinations that are within walking distance and oriented to the pedestrian. As with any part of the transportation network, funding is required to construct and maintain pedestrian networks.

In order to allow more residents, employees, and visitors to reach more destinations by walking, these destinations need to be within walking distances of homes and places of employment. The “rule of thumb” of one-quarter mile is often used to describe the typical walking distance for most people. The City can expect a higher proportion of trips made by walking if development is planned in coordination with pedestrian facilities to increase the number of residents and employees within one-quarter mile of parks, schools, trails, commercial and civic services, and other destinations.

The Pedestrian Master Plan is the primary implementing document for Citywide goals and policies related to pedestrian access. This Plan is intended to improve the pedestrian system in Roseville and increase walking for transportation, recreation, and health by creating a safe, efficient, well-connected and aesthetically pleasing pedestrian environment that serves all types of pedestrians. The Pedestrian Master Plan covers facilities and programs for people who walk or travel by means of a wheelchair, electric scooter, crutches, or other walking devices or mobility aids. Facilities for pedestrians generally consist of walkways, roadway crossing aids, and amenities. The City has identified a recommended pedestrian network and the improvements required as a part of the Capital Improvement Program to provide this recommended pedestrian network. While the Pedestrian Master Plan focuses only on transportation facilities and not the land use environment required to support pedestrian access, the Community Design Guidelines’ design principles and guidelines promote development that supports a variety of transportation modes and facilitates pedestrian mobility, convenience, and safety.

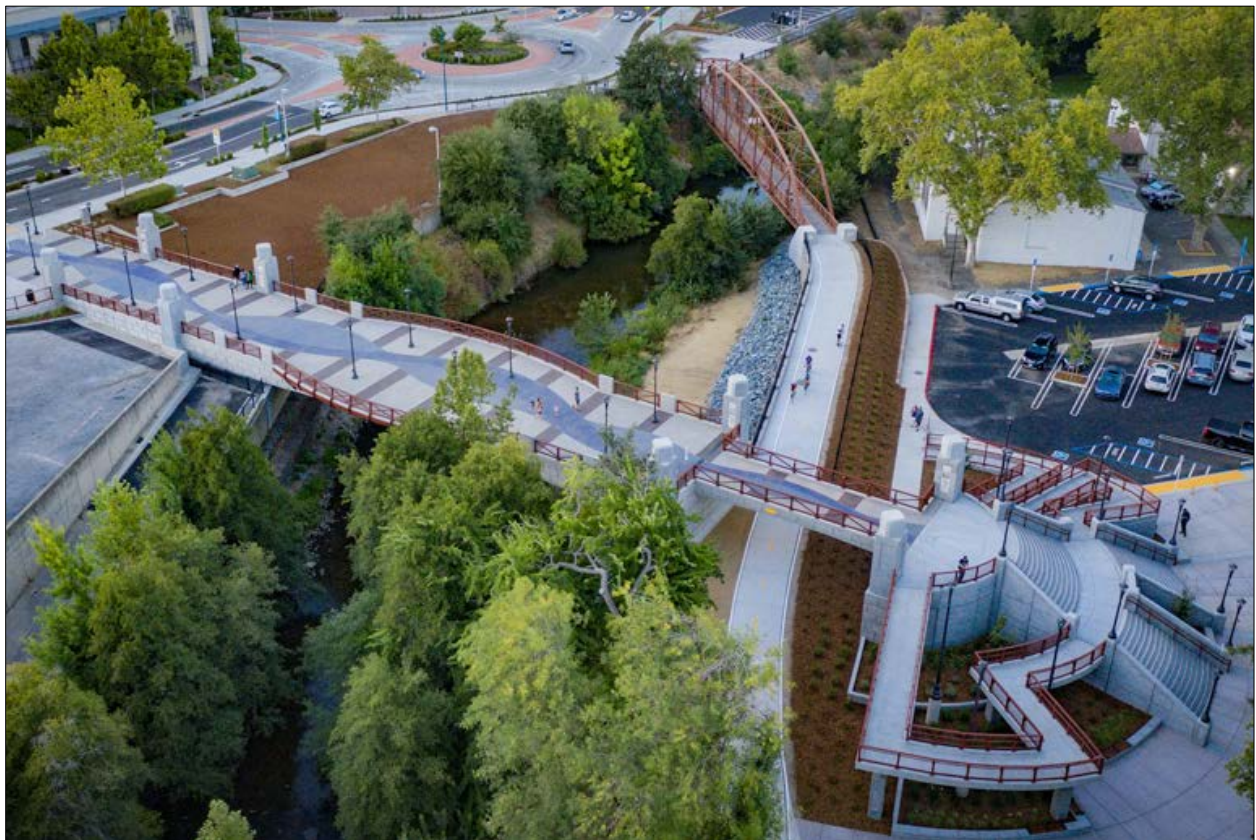
In addition to the Pedestrian Master Plan, the City’s Specific Plans play an important role in implementing the General Plan’s direction by identifying the pedestrian network within each plan area, the required width of sidewalks, streetscape designs, separation of sidewalks from curbs, and the trail systems.

## GOALS AND POLICIES

### PEDESTRIAN ACCESS

#### Goal CIRC6.1 Increase the percentage of pedestrian trips in Roseville.

- Policy CIRC6.1** *Establish and maintain a safe and continuous pedestrian network that provides connections between residential areas and commercial retail and services, employment, public services, parks, and public transit.*
- Policy CIRC6.2** *Promote development patterns that encourage people to walk to destinations.*
- Policy CIRC6.3** *Enhance pedestrian-friendly street environments and design public spaces and destinations in a way that encourages walking.*
- Policy CIRC6.4** *Sidewalks shall be required in all new Specific Plan Areas, with new roadway construction, and with roadway expansion.*
- Policy CIRC6.5** *In reviewing proposed development projects and implementing public projects, the City will incorporate standards designed to protect the security of pedestrians and minimize the potential for collisions involving pedestrians.*
- Policy CIRC6.6** *In the Infill Area, the City will actively seek funding sources to complete and maintain sidewalk networks.*



*To promote walking requires a continuous pedestrian network that is free of barriers and connected to related networks.*