6

circulation plan

6.1 Overview

The circulation system for the Sierra Vista Specific Plan includes a hierarchy of roadways and other improvements that are designed to link with existing and planned City and regional facilities. These facilities address all forms of mobility and include roadways, bikeways, pedestrian paths, and public transit, which collectively are intended to provide multiple transportation options and encourage people to rely less on their automobiles.

The design of Sierra Vista's mobility systems emphasizes connectivity between uses, transportation choices, and the provision of a safe and efficient circulation system for drivers, bicyclists, and pedestrians.

This chapter discusses each element of the circulation plan including roadways, bikeways, pedestrian paths, public transit, park and ride lots, as well as other transportation system management tools.

6.2 Roadways

A. Existing System and Connections

At the time of Specific Plan approval, several existing and planned roadways provided access to the SVSP. These included:

- **Fiddyment Road –** Located along the eastern boundary of the Plan Area, this roadway was a two-lane facility at the time of Specific Plan approval.
- **Pleasant Grove Blvd. –** Located to the north of the Plan Area, this east/west, four-lane facility within the West Roseville Specific Plan is planned to align with the northern boundary of the SVSP and continue to the west.
- **Baseline Road –** Located along the southern boundary of the Plan Area, this roadway was a two-lane facility at the time of Specific Plan approval, and functioned as an automobile linkage between the City and Highway 99/Interstate 5.
- **Westbrook Blvd. (formerly West Side Drive) –** At the time of Specific Plan approval, Westbrook Blvd. (formerly referred to as West Side Drive) was a planned north/south arterial roadway located to the north of the SVSP in the West Roseville Specific Plan (WRSP). When constructed in the WRSP, Westbrook Blvd. will ultimately be a 6-lane roadway between Blue Oaks Blvd. and Pleasant Grove Blvd. and will adjoin the northern edge of the SVSP. With the SVSP, Westbrook Blvd. will complete the north/south linkage between Pleasant Grove Blvd. and Baseline Road, which provides a connection from Baseline Road to Blue Oaks Blvd. that parallels both the planned alignment of Santucci Blvd. and existing Fiddyment Road.
- **Upland Drive and Market Street –** At the time of Specific Plan approval, planned and/or partially constructed two-lane collector streets were located to the north in the WRSP. These roadways provide connection opportunities along the northern boundary of the Plan Area, west of Fiddyment Road and east of Westbrook Blvd. Both of these roadways provide direct connections to Pleasant Grove Boulevard, an east/west arterial located to the north of the Plan Area.
- **Watt Avenue –** The northern end of Watt Avenue terminates at the southern boundary of the Plan Area, approximately two miles west of Fiddyment Road. This north/south roadway provides a connection to Interstate 80 and Sacramento County. The extension of this facility through the Plan Area is referred to as Santucci Boulevard.

Each of the roadways described above provide connections to the Plan Area, demonstrating how existing circulation systems links the Plan Area with Roseville and western Placer County.

B. Planned System and Improvements

The SVSP roadway system includes arterial, collector, and local roadways, which are illustrated on Figure 6-1, with lane capacity, right-of-way, and landscape requirements summarized in Table 6-1. Typical roadway design sections are illustrated in this chapter, with corresponding landscaping standards and related design details included in Appendix B, Design Guidelines. The construction of arterial and collector roadways will be phased as described in the Specific Plan Development Agreements. All public roads will be constructed to City of Roseville standards.

Table 6-1: Roadway Summary

Roadway Type/Name	Roadway		Landscape Corridor		Landscape Median	Parking	Fig. #
	Reserved Lane Capacity	Right of Way	Adjacent to LDR & MDR [1]	Adjacent to Other Uses [2]			
Arterial Roadways [3]							
Santucci Boulevard [4]	8	122'	40'	40'	14'	None	6-2
Baseline Road [4]	6	100'	50'	50'	14'	None	6-3
Fiddyment Rd. & Westbrook Blvd.	6	100'	35'	50'	14'	None	6-4
Vista Grande Boulevard & Pleasant Grove Boulevard	4	76'	35'	50'	14'	None	6-5
Collector Roadways [3]							
Collector	2	34'	30/60'	30/60'	None	None	6-7
Modified Collector w/ Parking	2	44'	20/50'	20/50'	None	one side	6-8
Local Roadways							
Primary Residential (attached walk)	2	46' [7]	n/a	n/a	n/a	on street	6-9
Primary Residential (detached walk) [6]	2	58' [7]	n/a	n/a	n/a	on street	6-10
Modified Residential w/ Paseo	2	63'	n/a	n/a	n/a	on-street	6-11
Minor Residential (attached walk)	2	42'	n/a	n/a	n/a	on street	6-12
Minor Residential (detached walk)	2	54'	n/a	n/a	n/a	on street	6-13
Wide Alley (no parking) [8]	2	22'	n/a	n/a	n/a	None	6-14
Wide Alley (parking permitted) [8]	2	22'	n/a	n/a	n/a	on apron	6-15
Narrow Alley (with curb & gutter) [8]	1	16'	n/a	n/a	n/a	on apron	6-16
Narrow Alley (without curb & gutter) [8]	1	16'	n/a	n/a	n/a	on apron	6-17

1. Landscape corridors adjacent to LDR and MDR along arterial and collector roadways will be incorporated within the ROW.
2. Landscape corridors will not be constructed adjacent to parks. Adjacent to open space, a PUE/LSE is provided (width varies depending on roadway type) with post and cable fencing constructed 3' from back of walk. At culvert crossings, sidewalk is monolithic.
3. Ancillary right-turn lanes, bus turn-out's, and standard tapers are permitted reductions to the landscape corridors (PUE/LSE) or paseos. See Figure 6-18.
4. A center median, 8-feet in width, is required as a pedestrian refuge at all Santucci Blvd. intersections and those Baseline intersections that have triple left's. A 6-foot reduction in overall landscaping adjacent to these areas is allowed (in no case shall landscaping width be less than 25-feet).
5. Rolled curb and gutter is permitted with detached walks where residential units' driveways access the street.
6. BOC to BOC width may be reduced from 38' to 34' where adjacent to open space and no on-street parking is provided. The design of Solaire Dr., between Santucci Blvd. and Daylight Dr., has a BOC to BOC width of 38-feet (to match the primary residential roadway width), with a 25'-wide landscape corridor on the north side and no landscape corridor on the south side (landscape setback provided on adjacent HDR parcel). Additional pavement width will accommodate dedicated left, through and right turn lanes at the intersection of Santucci Blvd.
7. Alleys are publicly-maintained.

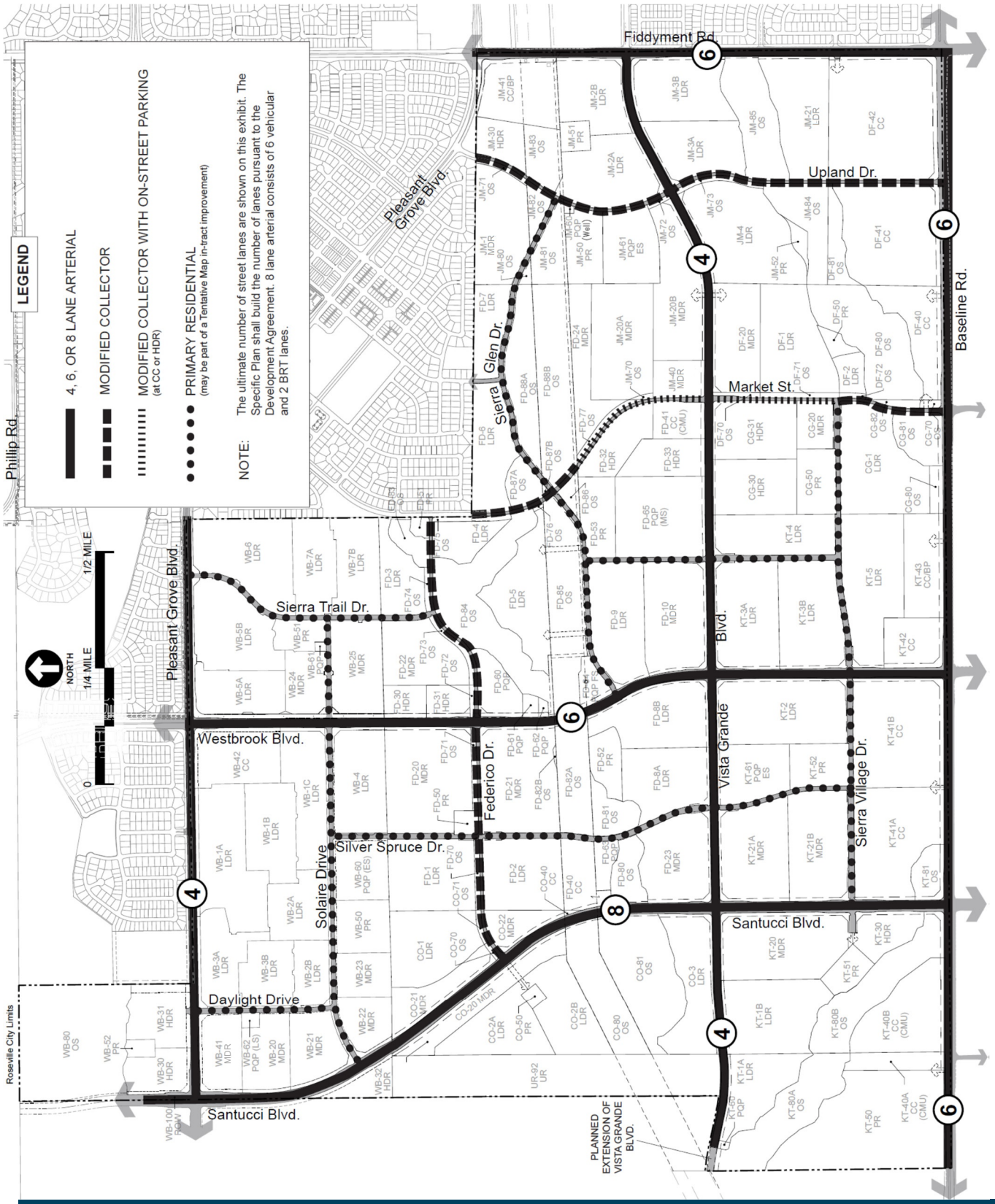


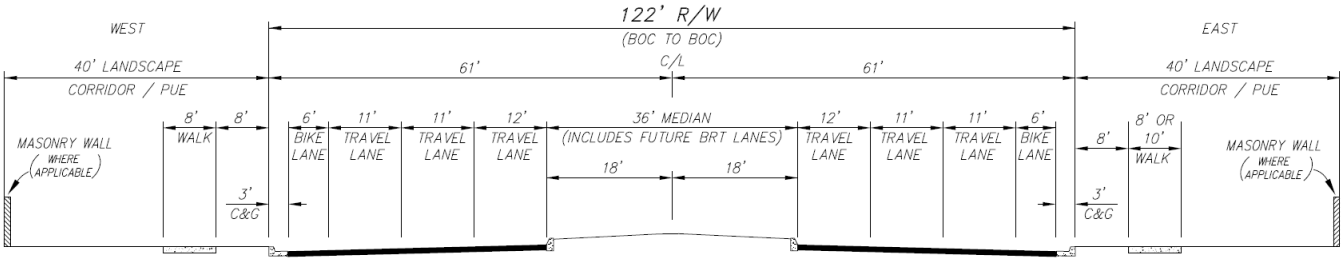
Figure 6-1: Roadway System

Arterial Roadways

Arterial streets are primary circulation routes that provide linkages between sections of the City and the regional circulation system. These roadways generally carry relatively high traffic volumes and do not permit on-street parking. In the SVSP, arterials range from 4 to 6 lanes and include landscape medians, bikeways, and adjacent landscape corridors with 8-foot wide detached sidewalks. Where provided, 8-foot wide sidewalks along arterial streets also function as Class IA paths, which provide an option for bicyclists to ride on a street-separated path versus riding on the street. See Figures 6-2 through 6-5 for the design of SVSP arterial roadways. Where adjacent to LDR and MDR land uses, the right-of-way dedication will include the landscape corridor.

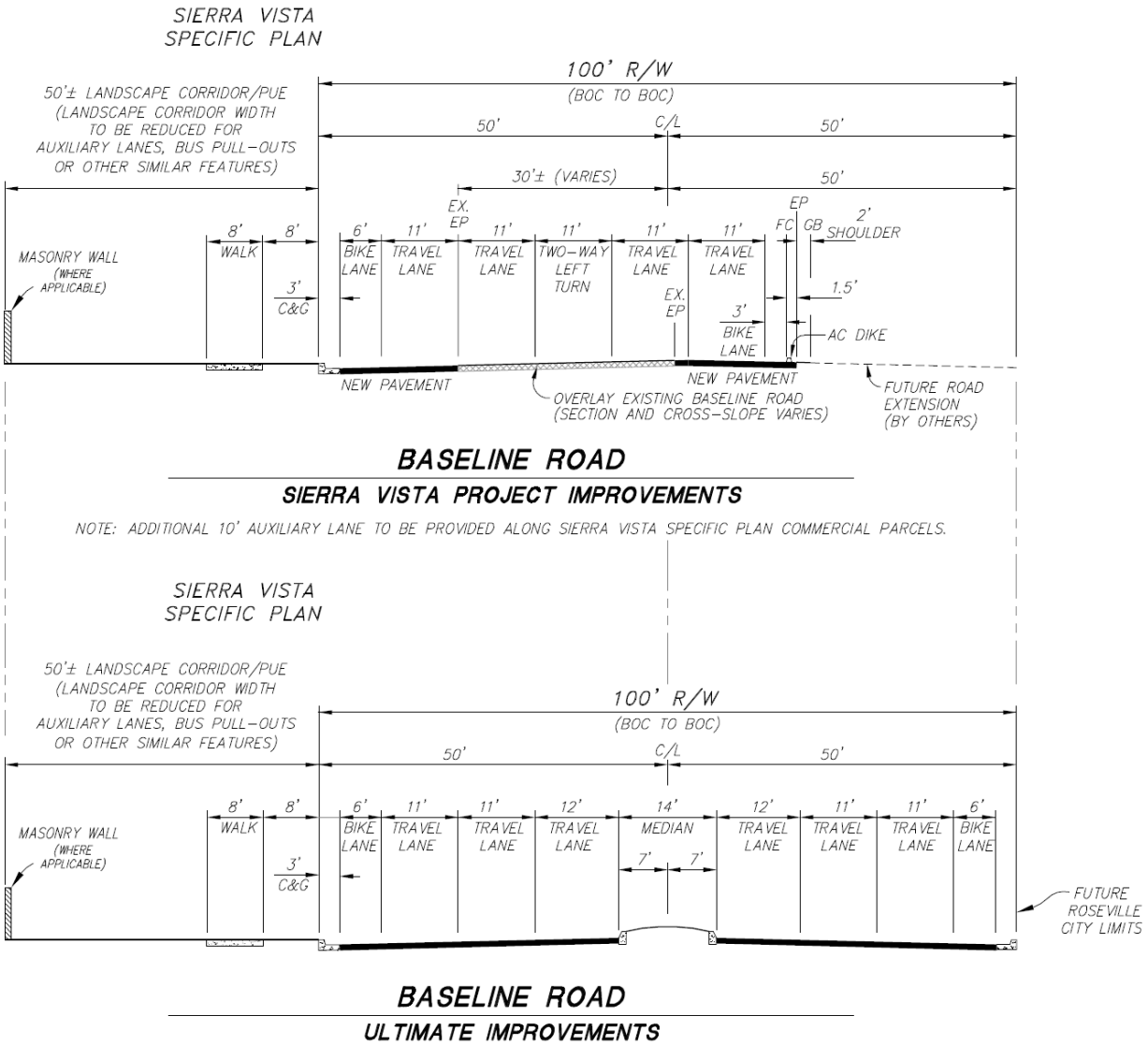
- **Santucci Blvd. –** This roadway is planned to be constructed or improved in phases, with an ultimate buildout of 6 lanes (122-foot right-of-way). The design standard for this roadway is unique in that it incorporates a wider than typical median that can be converted to future Bus Rapid Transit (BRT) lanes if needed in the future. Dimensions for the design of travel lanes, bike lanes, and turn pockets are consistent with the City's improvement standards and include a 36'-wide median, which can accommodate 2 future BRT lanes and a center median. 40'-wide landscape corridors are also provided on either side of the right of way.
- **Baseline Road –** This roadway is planned to be constructed or improved in phases, which consists of a 4-lane arterial roadway with a two-way left turn lane with the SVSP. With adjacent land development in the County of Placer, the ultimate buildout of Baseline Road accommodates 6 lanes (100-foot right-of-way). Consistent with the City's improvement standards, the ultimate design provides for a 14'-wide landscaped median, which can be converted to left turn pockets where appropriate. Landscape corridors are also provided on either side of the right of way.
- **Westbrook Blvd. & Fiddyment Road –** These roadways are planned to be constructed and improved in phases, with an ultimate buildout of 6 lanes (100-foot right-of-way). Consistent with the City's improvement standards, these arterials provide for 14'-wide landscaped medians, which can be converted to left turn pockets where appropriate. Landscape corridors are also provided on either side of the right of way. To accommodate Roseville Electric's existing 60kV overhead power line on Westbrook Blvd., the landscape corridor on the road's east side has a modified design (compared to the City's standard arterial design) between Pleasant Grove Blvd. and the WAPA corridor/substation site where the landscape corridor includes a 50'-wide power line easement.
- **Vista Grande Blvd. & Pleasant Grove Blvd. –**These roadways are planned as 4-lane arterials (76-foot right-of-way). Consistent with the City's improvement standards, their design includes a 14'-wide landscaped median, which can be converted to a left turn

pocket where appropriate. A landscape corridor is provided on either side of the right of way.



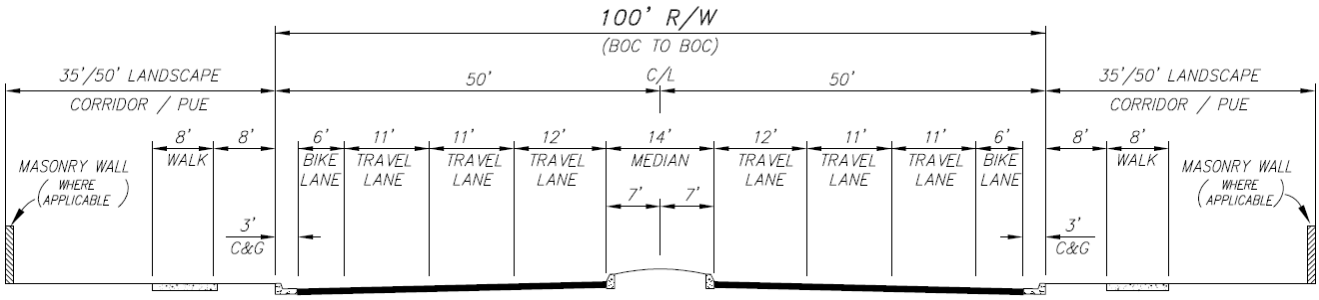
Notes: - See Table 6-1 for additional information about landscape corridor/PUE
- Sidewalk on east side of Santucci Blvd., between parcels FD-80 & KT-51, and between WB-20 & WB-30, is 10'-wide, per Paseo Plan (see Figure B-5).

Figure 6-2: Santucci Boulevard



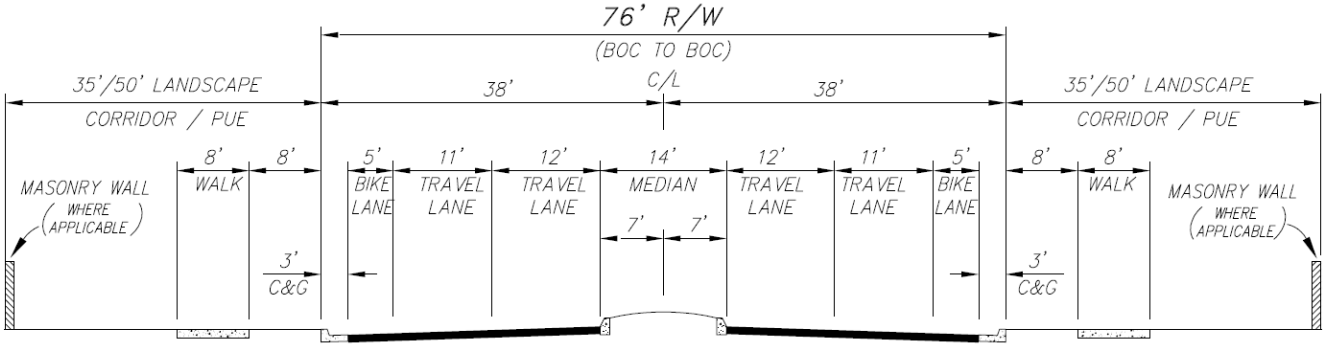
Note: See Table 6-1 for additional information about landscape corridor/PUE

Figure 6-3: Baseline Road



Notes: - See Table 6-1 for additional information about landscape corridor/PUE
- A powerline easement will be included in the landscape corridor on the east side of Westbrook Blvd., from the electric substation north to Plan Area boundary, and shall be 50'-wide to accommodate existing overhead power lines.
- Sidewalk on west side of Westbrook Blvd. between parcels WB-33 & WB-44 is 10'-wide, per Paseo Plan (see Figure B-5).

Figure 6-4: Fiddyment Road and Westbrook Boulevard



Notes: - See Table 6-1 for additional information about landscape corridor/PUE
- Sidewalks at school sites shall be installed within the 35-foot landscape corridor.
- Sidewalk on north side of Pleasant Grove Blvd., between parcels WB-31 & WB-40 is 10'-wide, per Paseo Plan (Figure B-5).
- See Appendix A, Section A.3 for exceptions for HDR units fronting on Vista Grande Boulevard.

Figure 6-5: Vista Grande Boulevard and Pleasant Grove Boulevard

Arterial Roadway Traffic Signals and Median Breaks

The circulation system of arterial and collector roadways is designed to maximize efficiency for automobiles while remaining safe for bicyclists and pedestrians. To this end, the SVSP includes a plan that identifies planned traffic signals and median breaks throughout the Plan Area. The intent of identifying planned traffic signals and potential median breaks is to consolidate left turn movements along arterial roadways, thereby enhancing the efficiency of traffic flow and minimizing interruptions to the landscaped medians. Depending on the final development plan for individual projects, other median breaks may be allowed without amending this Specific Plan, provided that the design guidelines in Appendix B are met. The location of signals and median breaks on arterial roadways is illustrated on Figure 6-6.

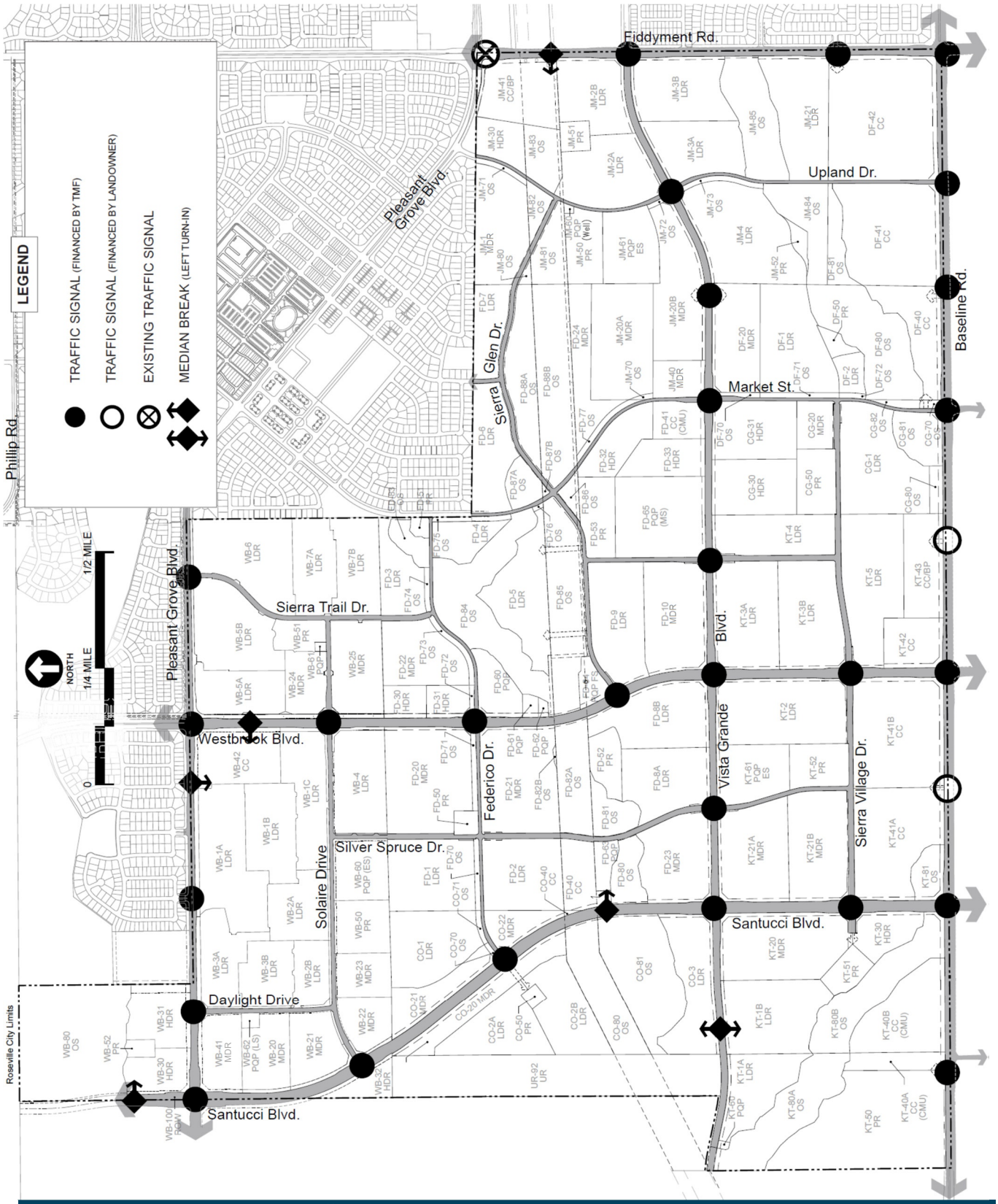


Figure 6-6: Arterial Roadway Traffic Signals and Median Breaks

Collector Roadways

Collector streets are secondary circulation routes that generally distribute trips from the arterial street system to the local street system. Consistent with the City's improvements standards, collector streets provide for two travel lanes and on-street Class II bike lanes, with the ability to provide on-street parallel parking adjacent to commercial and high-density residential land uses. A modification to the City's standard collector street design is incorporated into the SVSP, which reduces the pavement and travel lane widths by 14' and increases the adjacent landscape corridor. This modification is intended to reduce travel speeds and create a more walkable street corridor for pedestrians. Where adjacent to LDR and MDR land uses, the right-of-way dedication will include the landscape corridor. In addition, the design standards for collectors in Sierra Vista include paseos along the street edge. The design standards for each street are illustrated below. Other design standards may be approved where a collector is located between commercial parcels (applies to DF-41/42 and JM-40/FD-41) in order to create a pedestrian-friendly street edge in conjunction with the commercial center, subject to City approval.

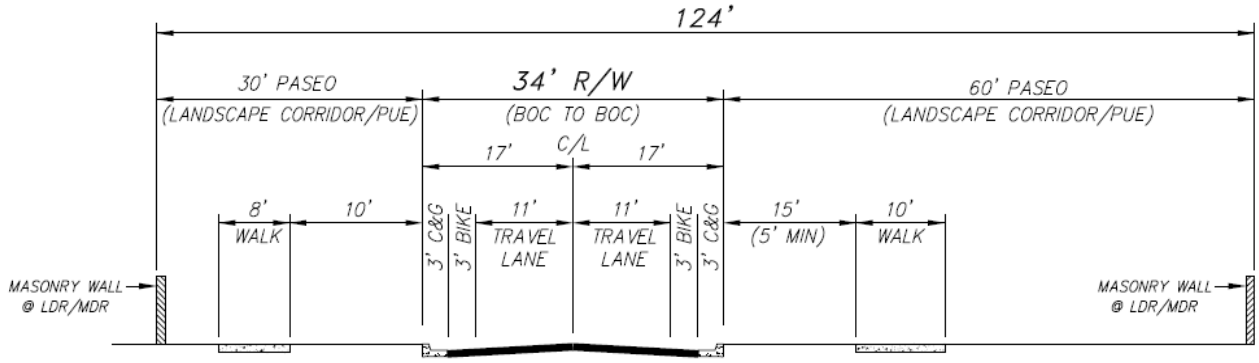
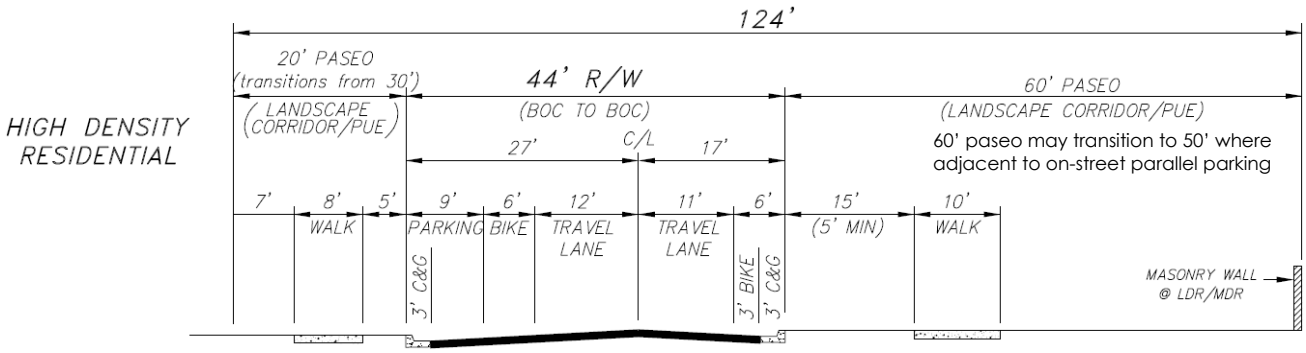


Figure 6-7: Modified Collector Street (No On-Street Parking)



Notes: - See Design Guidelines Table B-1 and Figure B-5 for additional information about paseo.
- At signalized intersections, approaches shall have dedicated lanes for right turn, through, and left turn movements. See Figure 6-18.

Figure 6-8: Optional Modified Collector with On-Street Parking

Local Roadways and Alleys

Local roadways provide direct access from collector streets to homes. The typical design standards for local streets include 2 travel lanes with space for on-street parking and an adjacent sidewalk. Sierra Vista provides for several types of local roadway design standards, depending on the application and desired interface between homes and the street. The SVSP provides options for the design of local streets, which allow the use of either detached or attached sidewalks. These street types are provided in several classifications as summarized below:

- **Primary Residential Street** (Figures 6-9 and 6-10) – Used to accommodate higher traffic volumes and where adjacent to schools and parks, per the City's roadway improvement standards. Type 2 (vertical) curbs are used adjacent to open space areas, schools, and parks. The SVSP provides two design standards, one with an attached 4'-wide sidewalk, and one with a 5'-wide sidewalk separated from the curb by a 5'-wide planter.
- **Primary Residential Street with Paseo** (Figure 6-11) – Used on residential streets that include a paseo, as designated on the Paseo Plan in Section B.6 (Design Guidelines). This street design is similar to the Primary Residential street with detached sidewalks, with a wider 10'-wide sidewalk (paseo) provided on one side of the street to accommodate and encourage pedestrian/bike uses. Type 2 (vertical) curbs are used adjacent to open space areas, schools, parks, and along the street edge adjacent to a paseo. Driveway cuts are generally not permitted along the street edge having a paseo, except as noted in the Paseos Plan (Section B.6) or otherwise permitted by the City on a case-by-case basis.
- **Minor Residential Street** (Figures 6-12 and 6-13) – Used to carry lower traffic volumes than Primary Residential Streets, per the City's roadway improvement standards. Two design sections are provided, both of which include two travel lanes, but have different right of ways to accommodate attached and detached sidewalk conditions.
- **Wide Alley** (Figures 6-14 and 6-15) – Used to provide automobile access and service areas for residential lots with rear-loaded garages. The design standard for this street type provides a 22'-wide back-of-curb to back-of-curb dimension that allows two-way travel.
- **Narrow Alley** (Figures 6-16 and 6-17) – An optional design for automobile access and service areas for residential lots with rear-loaded garages. The design standard for this street type provides a 16'-wide dimension for automobile travel, which can be widened in areas where parking is needed. The narrow alley shall not be considered as emergency fire apparatus access.

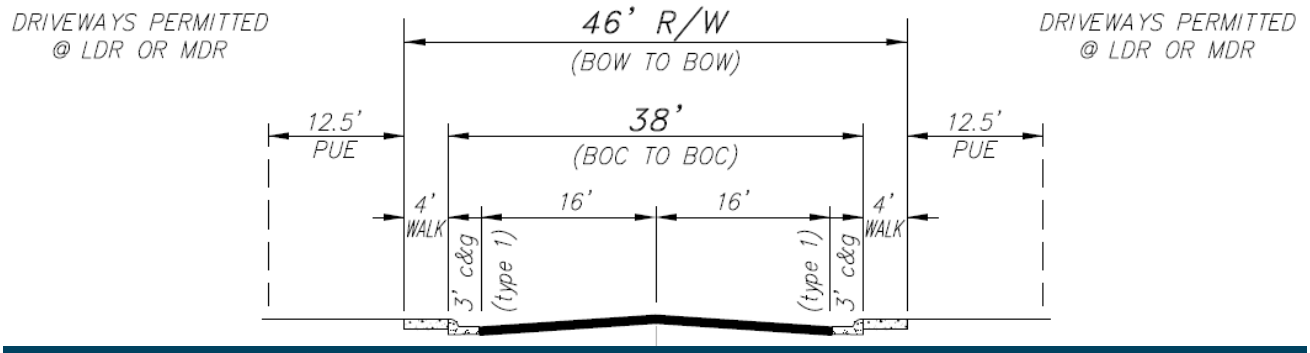


Figure 6-9: Primary Residential Street

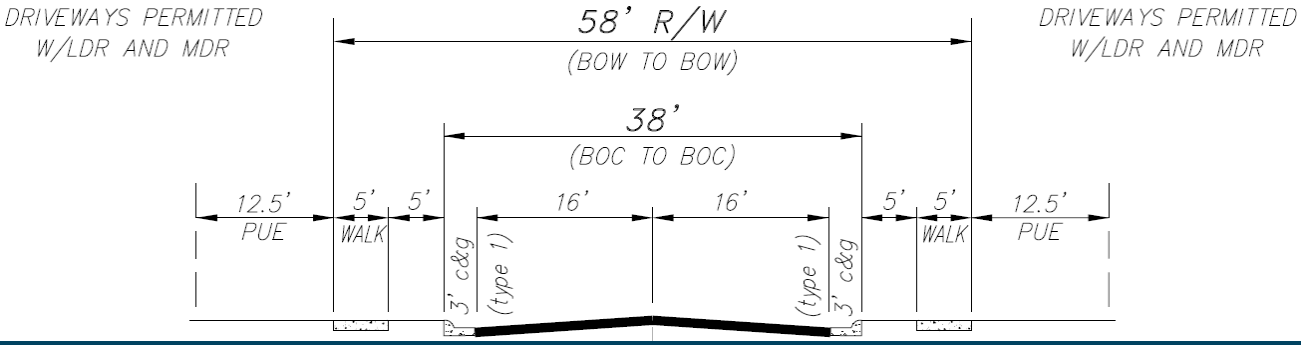
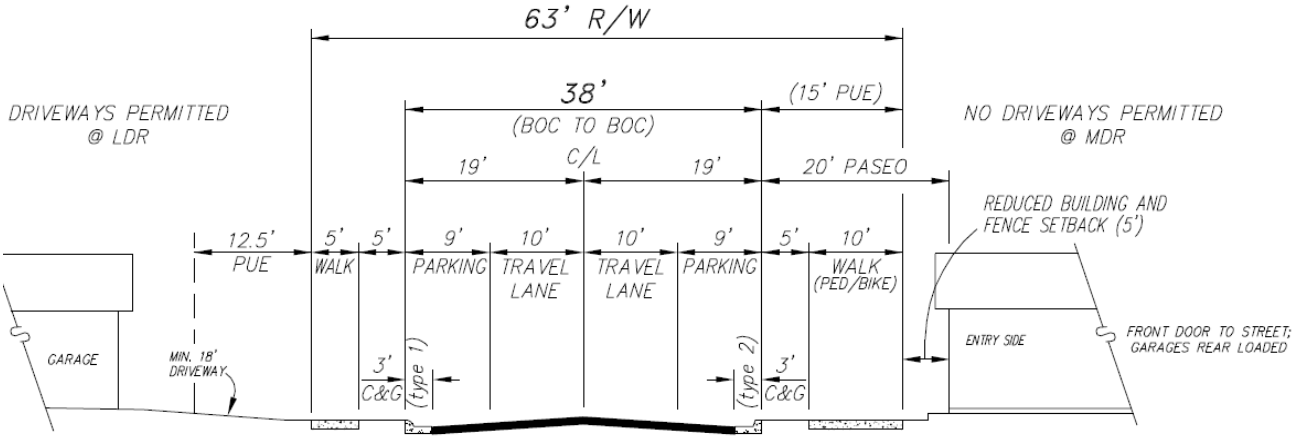


Figure 6-10: Primary Residential Street with Separated Sidewalk



Notes: - See Design Guidelines Table B-1 and Figure B-5 for additional information about paseo.
- Rolled curb and cutter is permitted with detached walks where unit driveways access the street.

Figure 6-11: Primary Residential Street with Paseo

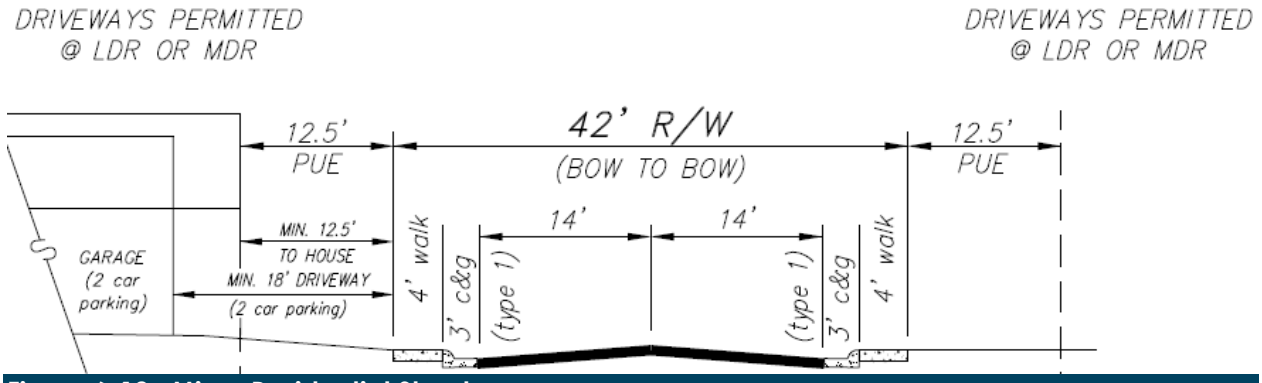


Figure 6-12: Minor Residential Street

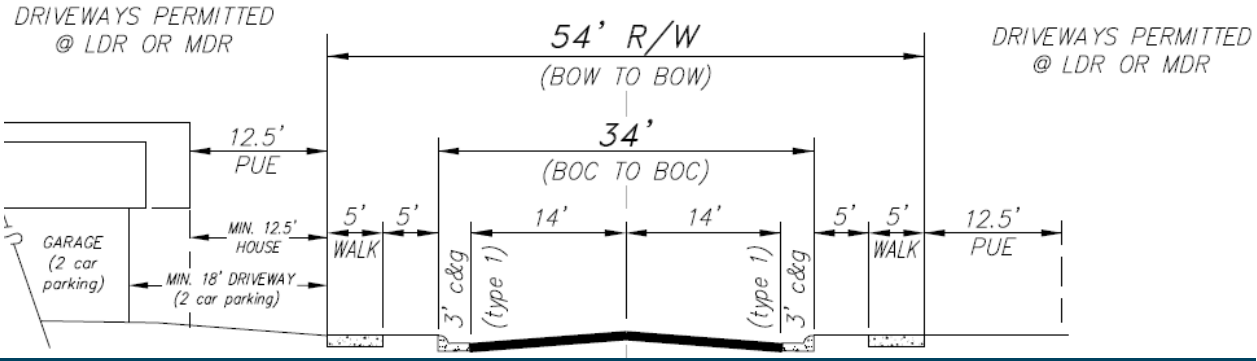


Figure 6-13: Minor Residential Street with Separated Sidewalk

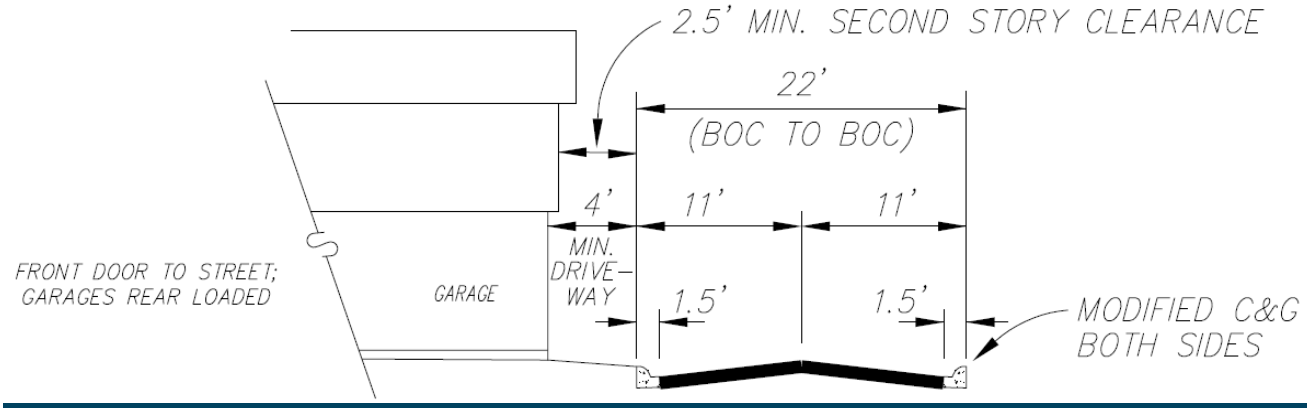
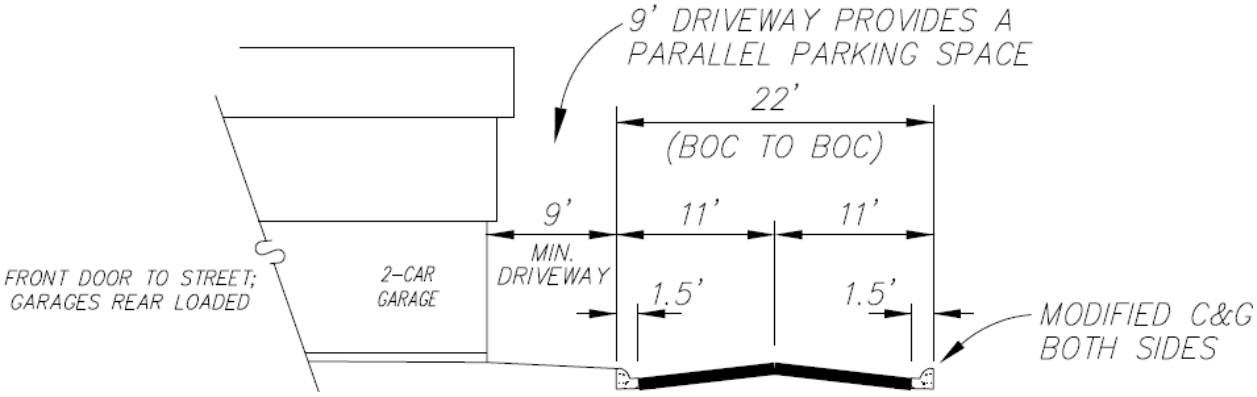
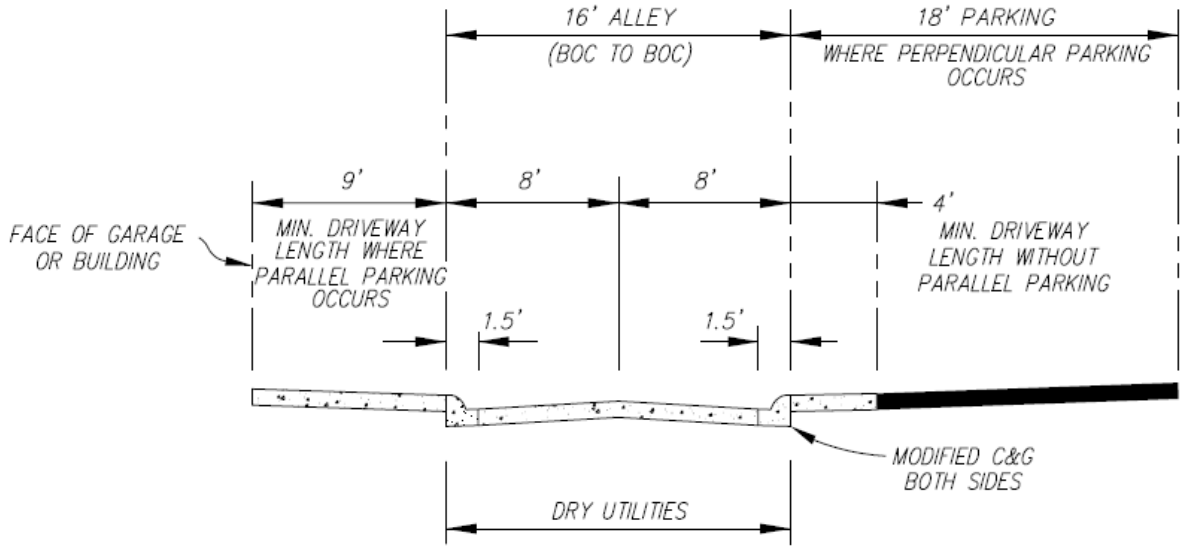


Figure 6-14: Wide Alley (No Parking)



Note: Parking restrictions may apply per Table A-1 in Appendix A or if alley is needed for Fire Department access.

Figure 6-15: Wide Alley (Parking Permitted on Aprons)



NARROW ALLEY CROSS-SECTION DESIGN AND FINISHED GRADE MATERIALS MAY VARY.

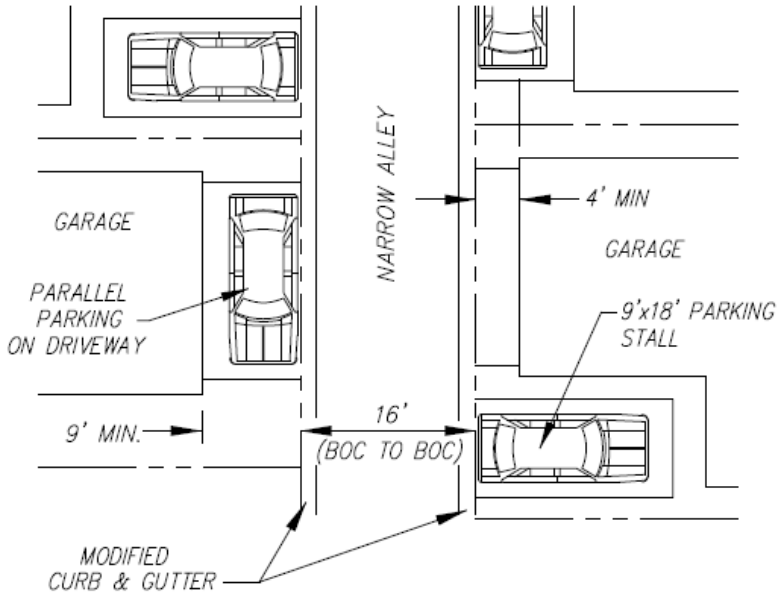
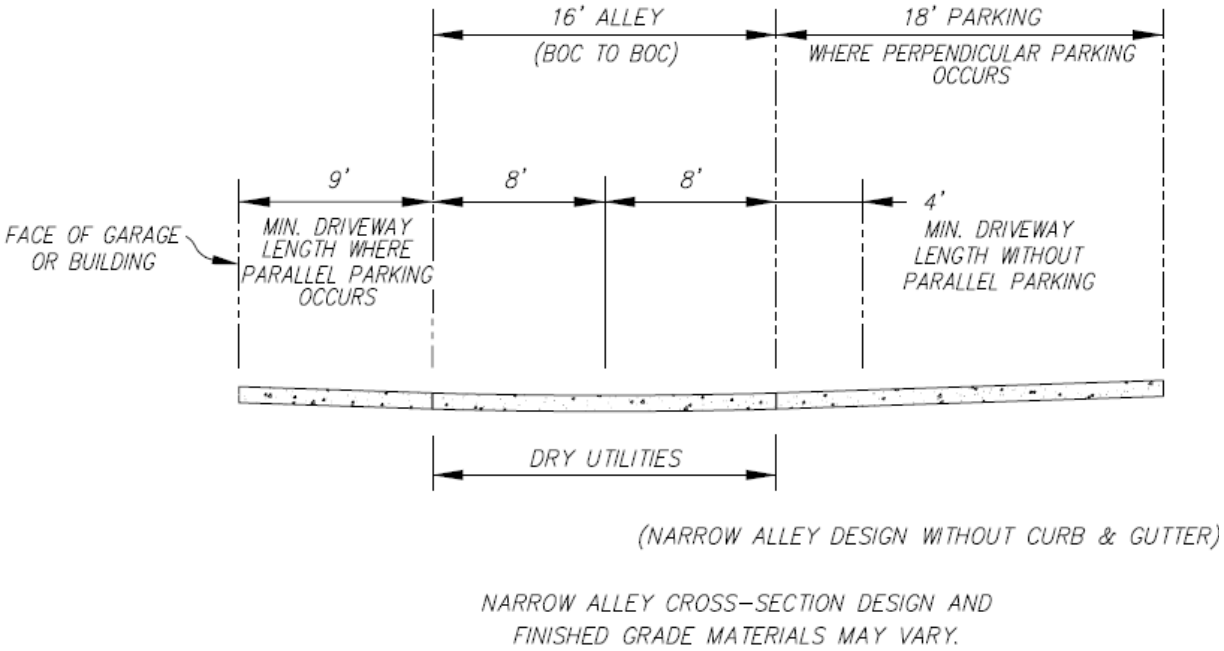


Figure 6-16: Narrow Alley with Curb & Gutter



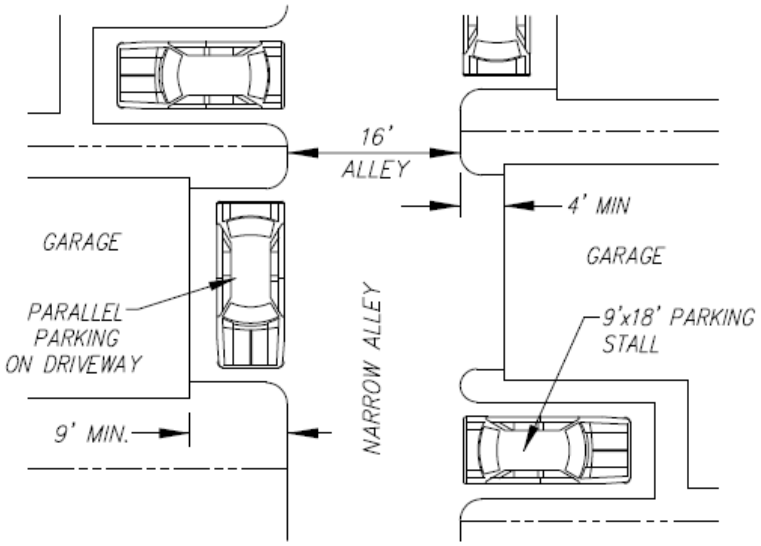


Figure 6-17: Narrow Alley without Curb & Gutter

C. Additional Street Design Standards

Intersection Corner Clips

As noted in the design standards for arterial and collector streets, standard City turn lanes such as turn pockets, acceleration/deceleration lanes/tapers, and bus turn outs must be accommodated at street intersections. To ensure that these roadway elements do not significantly degrade the landscape corridors at street intersections, a typical design standard has been developed for corner clips. The intent is that a certain level of landscaping at major roadway intersections is maintained to ensure a high-quality streetscape, while accommodating the lanes needed for efficient automobile travel. The minimum design standards for intersections, including a typical design for a corner clip, is illustrated below.

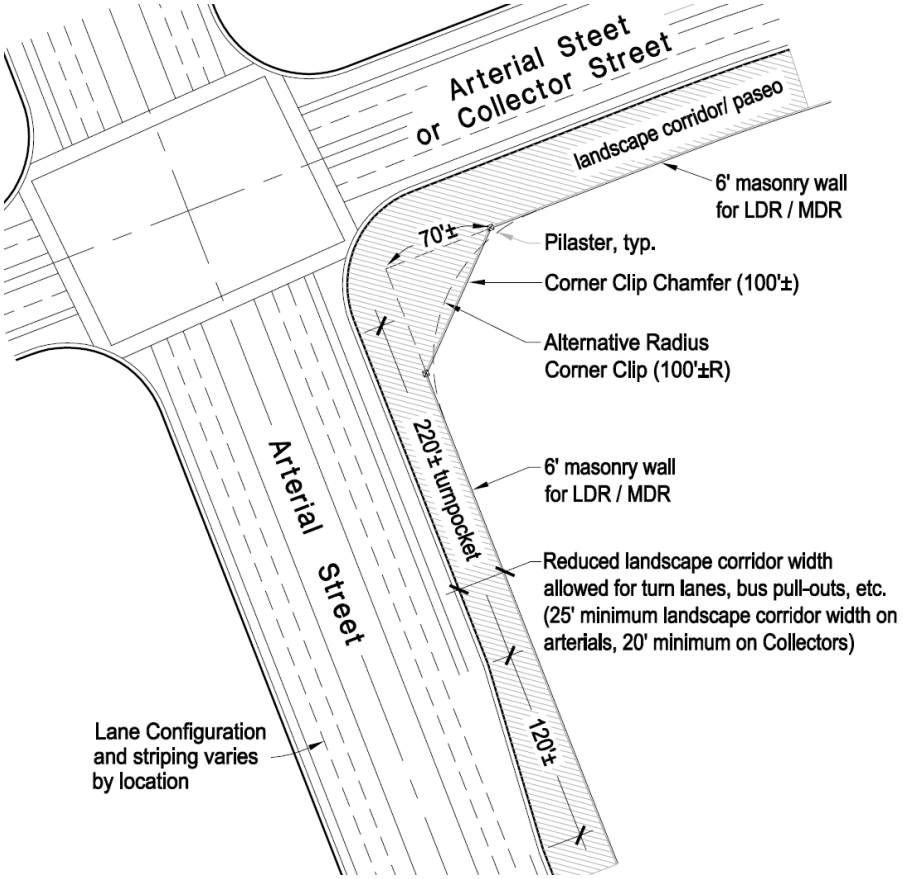
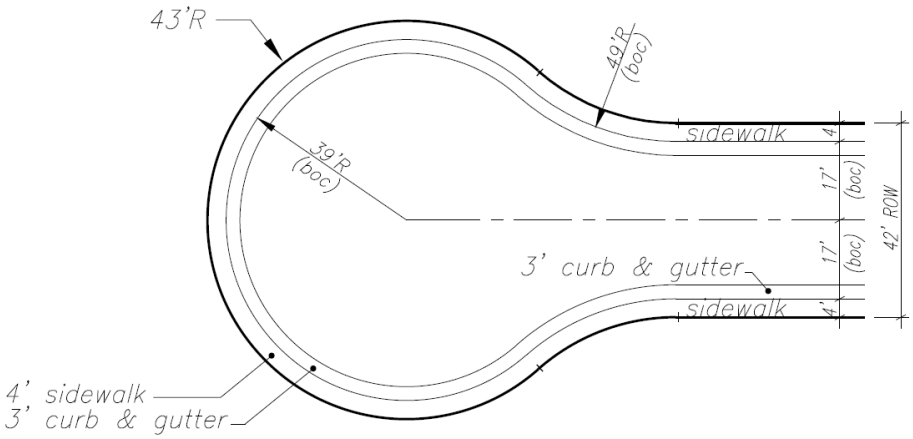


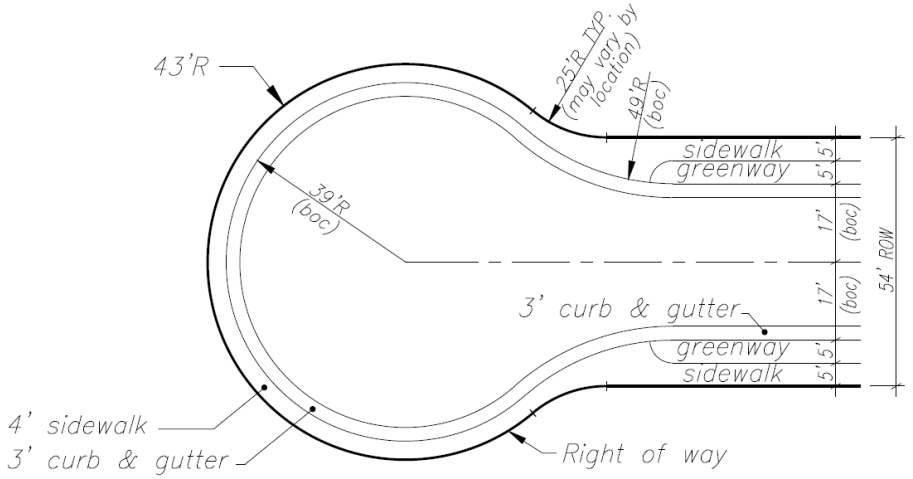
Figure 6-18: Corner Clip Design Standards

Cul-De-Sacs and Elbows

Depending on the residential street type used in each neighborhood, there may be variation in the types of cul-de-sacs and street elbows. Sierra Vista includes two design sections for each of these elements; one for streets with attached sidewalks, and one for streets with detached sidewalks, which are illustrated below.

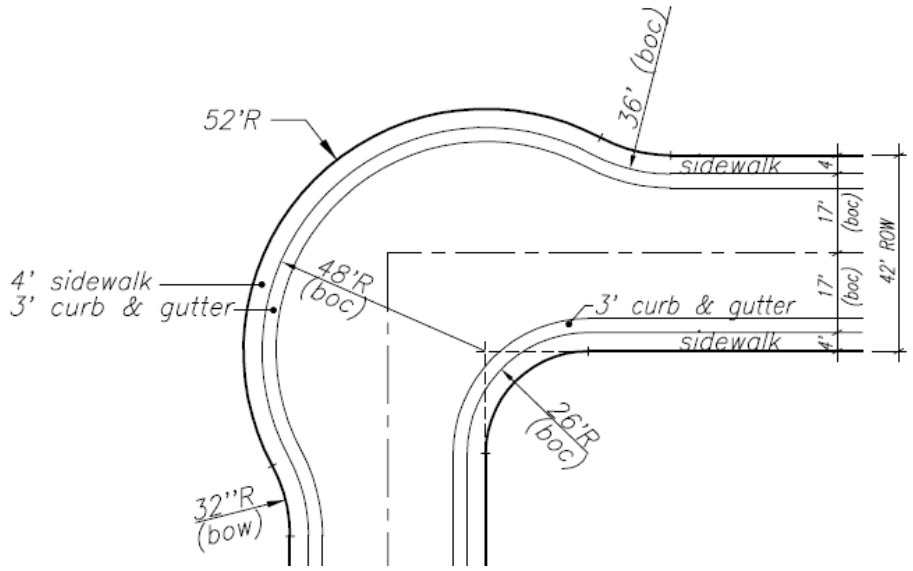


Standard Cul-de-sac – Attached Sidewalk

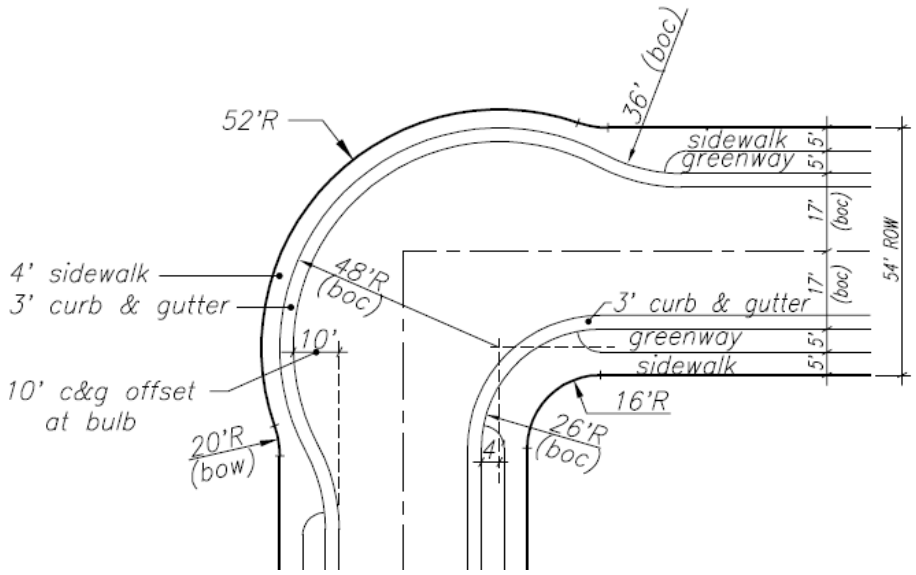


Modified Cul-de-sac – Detached Sidewalk

Figure 6-19: Cul-De-Sac Design Standards (Standard and Modified)



Standard Street Elbow – Attached Sidewalk



Modified Street Elbow – Detached Sidewalk

Figure 6-20: Elbow Design Standards

6.3 Bikeway & Pedestrian Network

A comprehensive system of multi-use paths and bikeways is planned throughout Sierra Vista, complementing the transportation choices available for the Plan Area's residents, employees, and visitors. This network is an important component in providing connectivity for non-vehicular travel within the SVSP. As planned, the system of bikeways and multi-use paths provides off-street linkages throughout the community, connecting with Roseville's existing facilities, and with Reason Farms and the Pleasant Grove Creek corridor via planned bikeway facilities in the West Roseville Specific Plan. For Sierra Vista, this network consists of three key components:

- Enhanced Pedestrian Paths;
- Class I and II Bikeways; and
- Sidewalks.

A. Enhanced Pedestrian Paths

Enhanced pedestrian paths consist of two key elements: The multi-use pathways located in the system of paseos, and Class IA paths located along arterial roadways. These features are the most prominent elements of the bikeway and pedestrian network, providing street-separated linkages throughout the community.

Paseos are specially-designed corridors along key roadways that help form a plan-wide network of off-street pathways for bicycle and pedestrian circulation. Within the paseo corridors, pathways are typically 8-10' wide and serve both bicycles and pedestrians. They are also a significant component of Sierra Vista's circulation system, that enhances neighborhood design and adds value and quality of life to the community and its residents.

Pedestrian paths include the Class IA paths within the landscape corridors of arterial roadways. These paths are also multi-use, providing connections between most parks, schools, open space areas, and residential neighborhoods within the community. These features connect to the natural open space areas, linking with the Class I bikeway system (described in next section) to provide enhanced access throughout the SVSP. These pathways typically consist of an 8' wide sidewalk.

Specific details regarding the design of paseos, their application throughout the Plan Area, and their interface with homes is provided in Section B.6 of Appendix B, Design Guidelines. In addition, design of the Class IA paths are illustrated in the various street sections for arterial roadways, provided earlier in this chapter.

B. Class I and II Bikeways

As illustrated on Figure 6-21, the bikeway network consists of both Class I and Class II bikeways. When complete, approximately 29 miles of Class I and II bikeways will be provided within Sierra Vista. This extensive system will enhance pedestrian and bicycle use and access throughout the community, linking various land uses and providing connections to existing and planned bikeway facilities within Roseville.

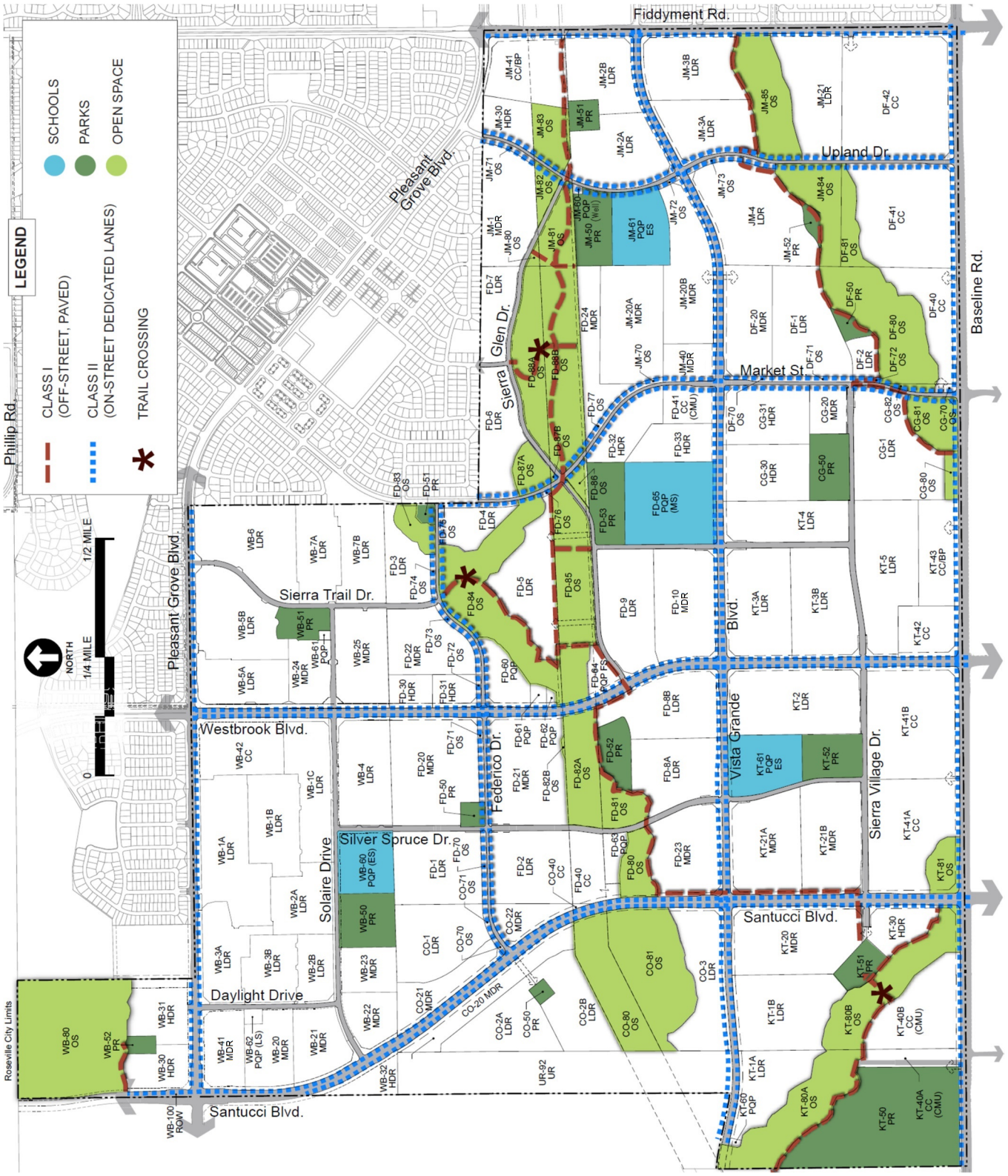
The planned network of bikeways consists of two key components: Class I bike paths located in or adjacent to open space corridors, and Class II bikeways within arterial and collector streets. Together, these components provide a comprehensive system of on and off-street bikeways that link all neighborhoods of the community.

The backbone of the Class I bike path network is located within the WAPA corridor, which allows pedestrians and bicycle riders to move in an east/west direction within the Plan Area, and connect to existing facilities to the east. A design section for the segment of pathway adjacent to Parcels JM-41 and JM-2B within the WAPA corridor is provided in Figure 6-22. Class I bike paths located along Curry Creek will provide northeast-southwest access in the southern portion of the site. Per City standards, these facilities typically consist of a 10'-wide paved path with lane striping.

Class II bikeways are designated bike lanes located on arterial roadways and collector streets. The width of these lanes varies depending on the roadway type. (Refer to the street sections on Figures 6-2 through 6-8 for the design and location of these facilities.) All Class II bike lanes are delineated with signage and painted stripes.

The Class I bikeway system has been designed to minimize barriers and reduce potential travel disruptions. At grade crossings of streets will occur where the Class I path intersects at or near signalized intersections. Signage and delineation of bikeway crossings will be provided at these crossings, per City standards, as shown on Figure 6-23.

The SVSP promotes frequent connections between the Class I system and adjacent uses. Where a single loaded street abuts open space, park or paseos, the Class I path (separated from street) may replace the standard sidewalk on the open space side of the street and paved links to the Class 1 bikeway will be provided. Where a cul-de-sac or loop street, multi-family or non-residential project abuts the Class I path, a paved link may be provided to the path when feasible. The Class I system within an open space area may meander to minimize environmental impacts and create visual interest. In accordance with City standards, all Class I bike paths typically require 10-feet of pavement with lane striping, plus a 2-foot decomposed granite/gravel shoulder on each side.



Notes: Creek crossings are subject to approvals from the appropriate federal and state agencies.
Decomposed granite/gravel shoulders not included for Class I bikeways along Santucci Blvd.

Figure 6-21: Class I and II Bikeways

Barriers (bollards, rail fence, vertical curbs, post and cable, posts, etc.) will be provided along bike paths to separate the pathways from the open space preserve areas, if required by a Section 404 permit issued under the federal Clean Water Act. Such barriers shall comply with the 404 permit regarding use of the preserve area, and with City design, maintenance and public safety requirements.

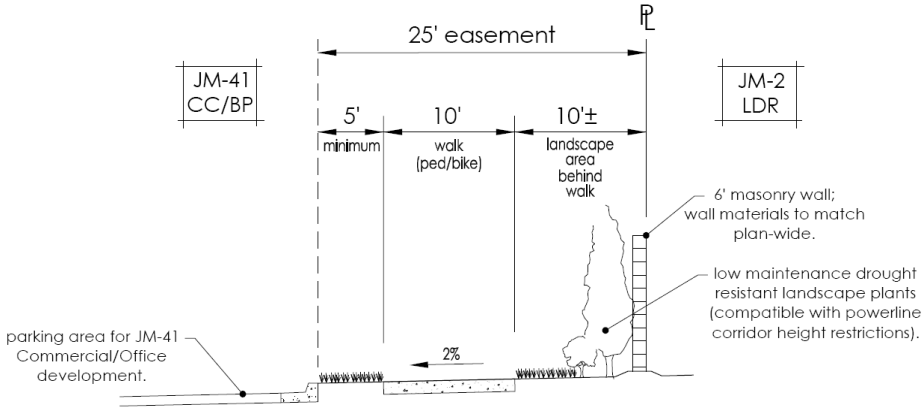


Figure 6-22: Class I Bike Path Design Section at Parcel JM-41

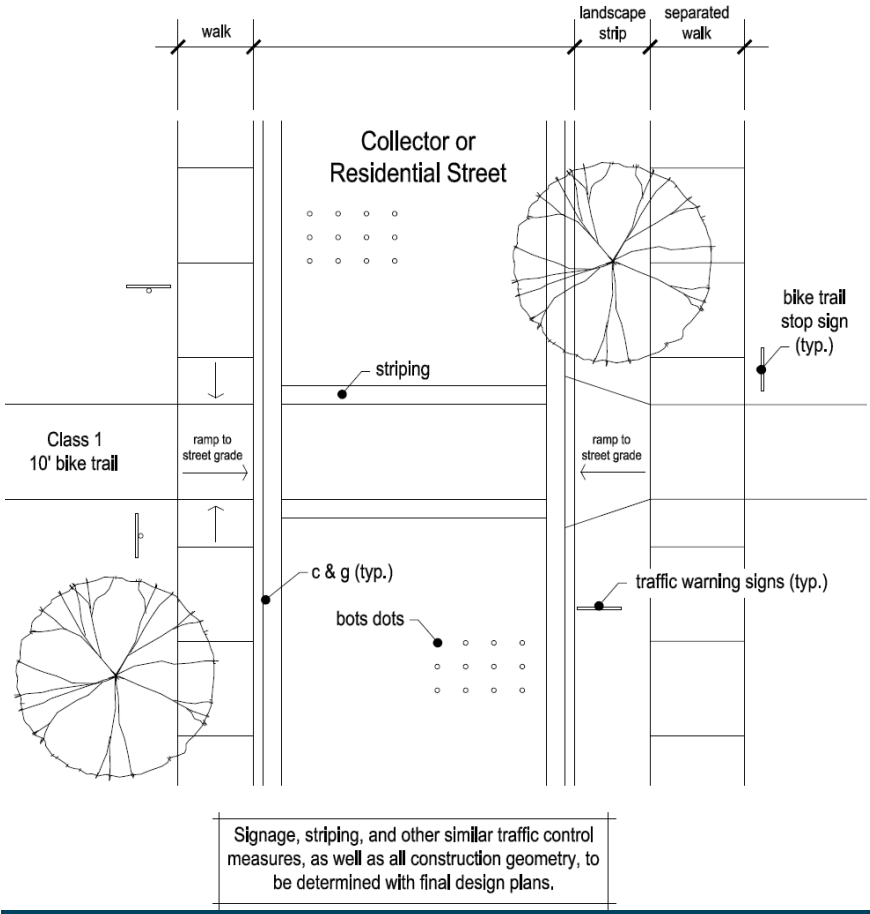


Figure 6-23: Bike Path Street Crossing (Collector or Residential)

C. Sidewalks

Sidewalks are required along all Sierra Vista public roadways (except alleys) and are a key component of the pedestrian circulation system at the neighborhood level. For local streets, sidewalks consist of either a 4-foot wide attached sidewalk or a 5-foot wide detached sidewalk. Collector streets include 8-10-foot wide detached sidewalks within landscape corridors. In applications where a paseo is located along a collector or primary residential street, the sidewalk is typically 8-10'-wide (per Paseo Plan in Section B.6 of Design Guidelines) and is intended to be shared with pedestrians and bicyclists. Also, the typical 8-foot wide detached sidewalks within landscape corridors along arterial streets are considered Class IA enhanced pedestrian paths, which are also shared by bicyclists and pedestrians.

6.4 Public Transit

Public transit, another transportation choice supported in the SVSP, may include a combination of bus service systems via Roseville Transit with connections to Sacramento Regional Transit and Placer County Transit. These services will utilize Sierra Vista's roadway systems to provide local and regional transit connections for community residents. Roseville Transit provides fixed route and Dial-A-Ride services within the City, as well as fixed route commuter services between Roseville and downtown Sacramento. The fixed route local and commuter systems operate on regularly scheduled routes, with the Dial-A-Ride system providing demand responsive curb-to-curb service. Roseville Transit users can connect to both Placer County Transit and to Sacramento Regional Transit at designated transfer points. The transfer points are at the Galleria Mall and Orlando Avenue at Louis Street.

In addition, Santucci Blvd. is planned to accommodate a future route for bus rapid transit (BRT). At the time of Specific Plan approval, the South Placer Regional Transportation Authority had identified several potential routes for BRT, one of which is located in Sierra Vista's planned extension of Watt Avenue (as Santucci Blvd.). If ultimately implemented, BRT would provide an express bus commuter service throughout western Placer County and to downtown Sacramento employment centers. This service would also provide connections to other transit hubs, including light rail facilities, in Sacramento County.

To facilitate the expansion and use of transit, the highest intensity land uses in the SVSP have been located in proximity to major transportation corridors and potential transit stops. These uses include high density residential, mixed-use developments, employment, and the Signature Park. As an example, highest intensity commercial uses are planned at the intersections of Santucci Blvd. and Fiddyment Road with Baseline Road, which maximizes transit accessibility to a regional service area.

Bus turnouts and shelters will be located and constructed in accordance with City Improvements Standards and as otherwise required by the Public Works Director for specific projects. In addition, a transfer station is planned near the intersection of Baseline and Fiddyment Roads, and will include queuing space for buses and a location for pedestrian shelters. Additional details regarding the obligations for the transfer station, including related facilities, is included in the project development agreements. The location of these facilities are conceptually shown on Figure 6-24.

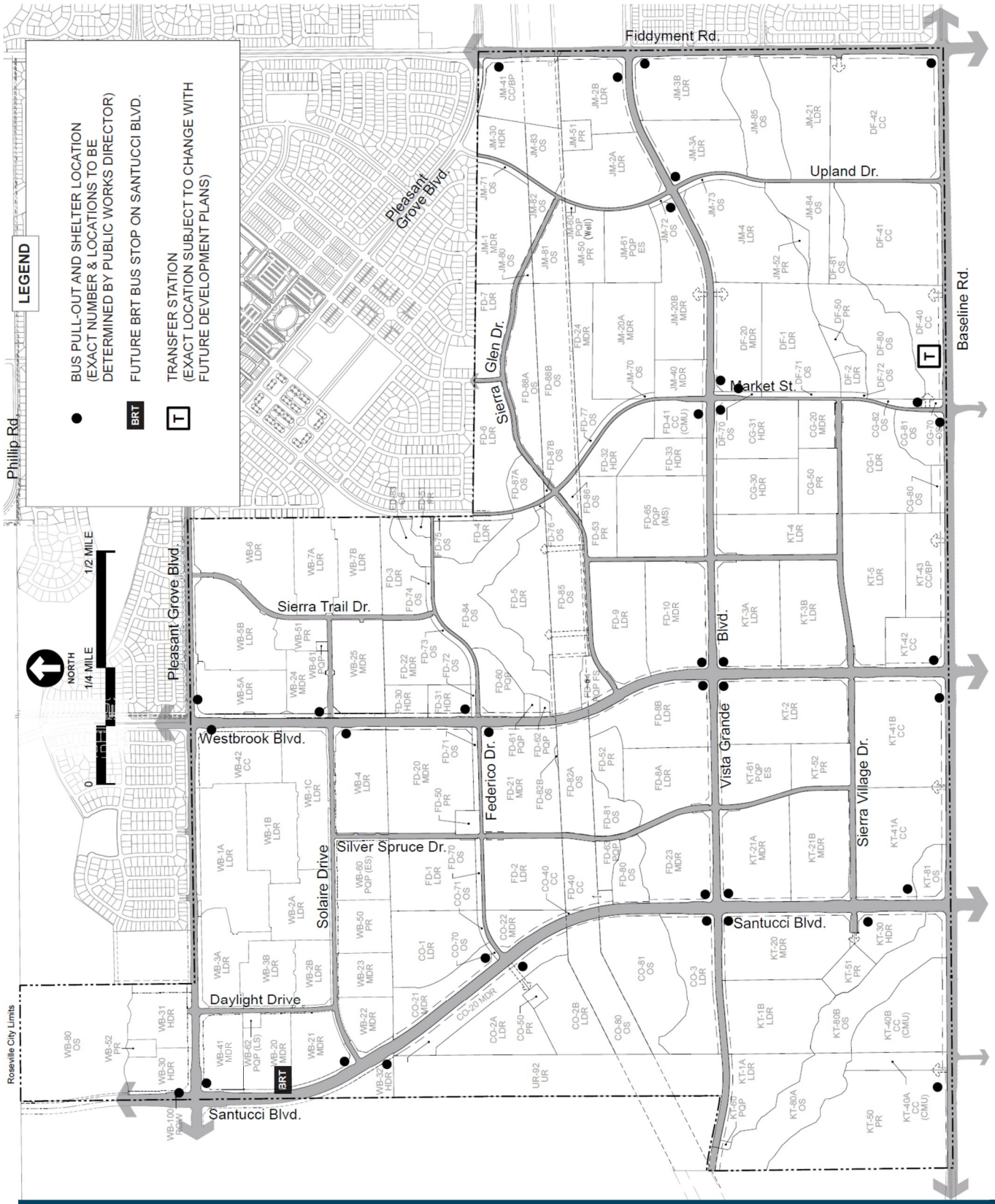


Figure 6-24: Bus Pull-Out and Shelter Locations

6.5 Park and Ride Facilities

Park and ride lots provide parking for commuters to leave their vehicles to meet carpools, vanpools or access transit. In the SVSP, a total of 2 park and ride lots are dispersed throughout the Plan Area near major roadway intersections on the Baseline Road, Fiddyment Road, and Santucci Blvd. corridors. The park and ride locations shown on SVSP Parcels DF-40 and KT-41A shall provide for 50 park and ride spaces each. Sites designated to provide park and ride facilities are identified on Figure 6-25.

Park and Ride spaces are in addition to the minimum required parking spaces for each project. These spaces will be installed with project development and maintained by the project developer, with all designated spaces signed in accordance with City standards. Park and Ride lots are intended to be made available to commuters during normal commute hours on a daily basis. Additional details regarding the obligations for the construction of park and ride lots, including related facilities, is included in the project development agreements.

6.6 Transportation Systems Management

Transportation System Management (TSM) measures are designed to reduce the number and length of home-to-work commute trips through actions such as ridesharing, flexible work hours, and support of public transportation. Any project site, common work location, or employer with 50 or more employees is required to comply with the City of Roseville TSM Ordinance and shall incorporate TSM measures to the degree required by the Ordinance.

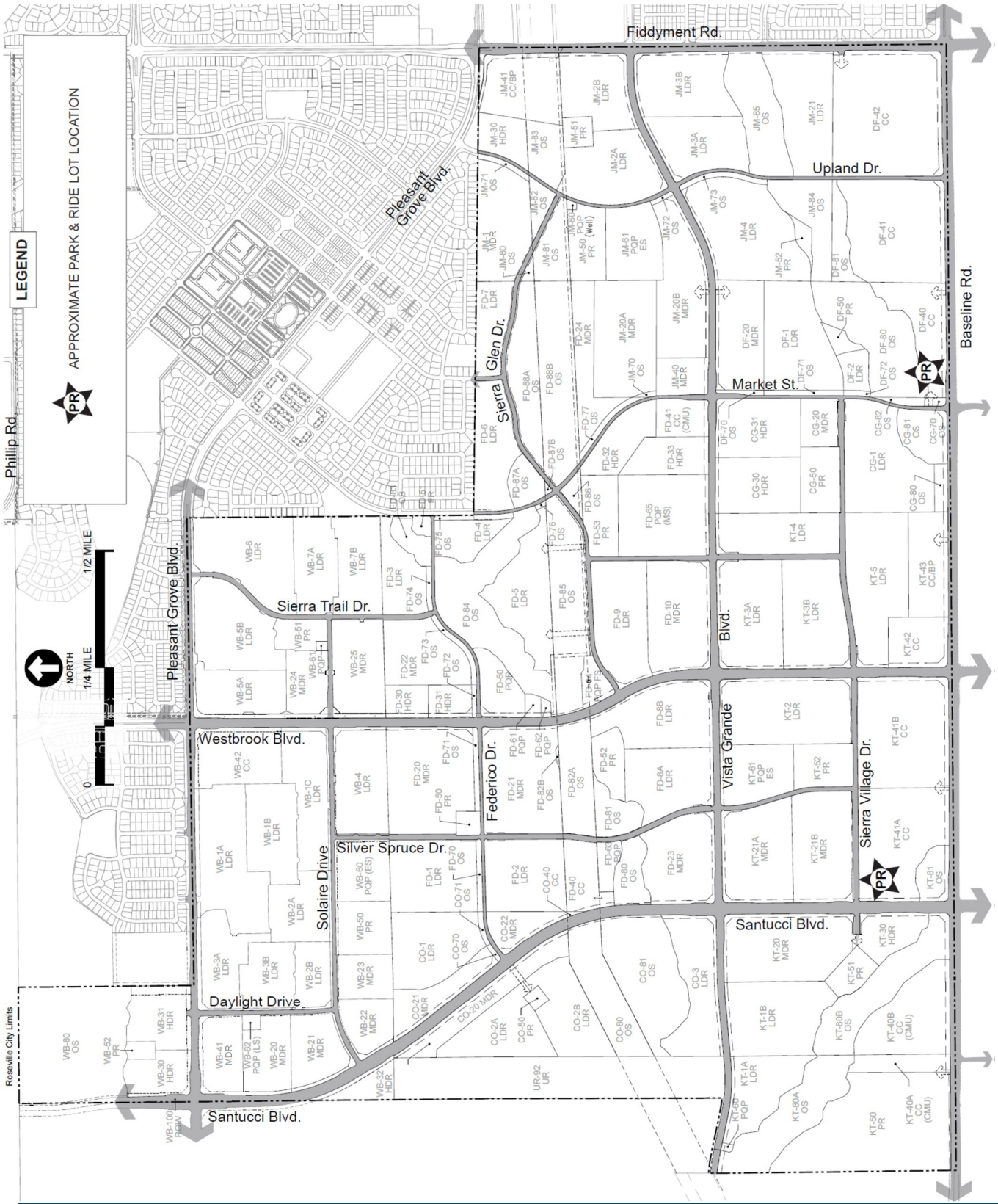


Figure 6-25: Park & Ride Facilities