III. CIRCULATION ELEMENT

2035

CITY OF ROSEVILLE CALIFORNIA

CIRCULATION

Functional Classification
Level of Service
Transit
Transportation Systems Management
Bikeways/Trails

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 balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel .This includes: bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

This element defines transportation facilities and includes the goals, policies and implementation measures for the City's circulation system. Public utilities and facilities are addressed in the Public Facilities Element. The Circulation Element's provisions are mandated by State law to be correlated with, and thus support, the goals and policies of the Land Use Element.

As in most suburban areas, to travel within or through the Roseville vicinity, one is very dependent on the automobile. Until recently, this dependence was not viewed as a critical issue. That is no longer the case. Traffic congestion is no longer confined to the central areas of downtown Sacramento. Some of the worst recurring traffic jams in the area occur along I-80 well east of Sacramento. Many of the City's arterials, particularly Douglas Boulevard, Sunrise Boulevard, and Cirby Way, are now experiencing regular peak hour congestion.

Travel demand is expected to increase substantially as the City and regional population increases. This population increase, coupled with increases in employment, will make it difficult for the City to find solutions that will maintain its roadway level of service standard. In addition, the California Clean Air Act will require trip reduction measures that promote alternative transportation modes. The City is further committed to reducing transportation-based emissions because they are a significant source of the air pollution that contributes to climate change. Policies that contribute to reduction of greenhouse gas emissions are designated with an icon: The Air Quality Element of the General Plan includes additional information regarding City policies addressing Climate Change.

For these reasons, the City is committed to actively pursuing policies and implementation measures that will promote car-pooling, transit and non-vehicular modes of travel (bicycles and walking) as alternatives to single-occupant automobile use. In this effort, the City will be making a long-term commitment to shift from the automobile to other forms of transportation.

No city or county is an island in its regional setting. It is, therefore, important that the City coordinate its Circulation Element provisions with neighboring jurisdictions and regional and state plans.

The provisions of the Circulation Element affect the community's physical, social and economic environment. The location, design and constituent modes of the City's circulation system will affect air quality (including global climate change), noise, energy use, community appearance, land use patterns and other factors. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly and the disabled. In addition, the efficiency of a community's circulation system can affect the community's economy. All of these factors must be considered in developing circulation policy.

The contents of the Circulation Element are divided into the following five 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. It includes a functional classification map and general criteria for each type of roadway.

Level of Service (LOS) expresses the City's targeted level of mobility during the life of the General Plan. Its policies and implementation measures reflect the City's desire to maintain uncongested traffic operations (LOS "C" or better at 70% of the signalized intersections during the a.m. and p.m. peak periods) on its roadway system for all hours of the day. The level of service implementation measures provide criteria to be evaluated where the City may consider a modification to the level of service "C" policy.

Transit details the City's policies and implementation measures to define potential transit corridors, and identify specific land use options and design standards that will maximize transit utilization.

Transportation System Management stresses the need to enforce and monitor the effectiveness of the City's TSM ordinance to help meet level of service (LOS) standards and regional air quality goals.

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.

It is the underlying goal of the entire Circulation Element that the City's circulation system promote 1) the safe, efficient, and reliable movement of people and goods; 2) shift from the single occupant automobile to other modes of transportation; and 3) provide an adequate level of transportation service for all persons traveling in and through Roseville.

FUNCTIONAL CLASSIFICATION

A. SETTING

The objective of functional classification is to group into connecting systems roads and streets having similar functions, purposes and importance in the roadway network. In turn, the systems (e.g., arterial, collector and local street systems) are distinguished by their more general functions and levels of importance.

Roadways have two functions that are incompatible from a design standpoint: to provide mobility and to provide land access. High and constant speeds are desirable for mobility, while low speeds are more desirable for land access. A functional classification system provides a functional specialization in meeting the access and mobility requirements of the roadways. Local streets emphasize the land access function, arterials emphasize a high level of mobility for through movement, and collectors offer a more balanced service for both functions.

The existing street network in the City of Roseville is a product of both roadways that have provided access to the older portions of the City for decades and roadways that were designed to serve the newer specific plan areas. In each of the City's ~~thirteen~~ fourteen existing specific plans, arterial and collector roadway classifications have been defined. In the older portions of the City, some roadways function as arterial or collector roadways, but they have not previously been classified as such.

As noted in the City's ~~thirteen~~ fourteen specific plans, the primary function of arterial roadways is to move large volumes of traffic through the plan areas to other sections of the City and beyond. In the specific plan areas the right-of-way for arterials varies from 76 to 100 feet and generally incorporates four to six travel lanes, bike lanes and a landscaped median. Outside the specific plan areas, some roadways function as arterials due to the current high traffic volumes and their key linkages between one section of the City and another. For these roadways, current right-of-way widths vary, but most contain more than two traffic lanes.

Collector streets generally link local residential streets and commercial and office parking areas to the arterials. In the specific plan areas, these streets are generally designed with a 54- or 60-foot right-of-way and contain two to four traffic lanes with bike lanes. Outside the specific plan areas, a number of roadways function as collectors due to moderate traffic volumes and their linkage to the arterial roadway system. Right-of-way widths vary, with most containing two traffic lanes.

Local streets provide direct access to abutting land and access to the collector street system. In the specific plan areas the right-of-way for local streets varies from 42 to 54 feet, which provides for two traffic lanes and a narrow parking lane that doubles as a Class III bikeway on both sides. Actual pavement widths for local streets vary in both specific plan and infill areas.

The City's existing (as well as planned) arterial and collector roadway systems are reflected in Table III-1 and Figure III-1. All roadways not included as freeway, arterial or collector roadways on Table III-1 and Figures III-1 are local streets.

Another important component of the City's functional classification is truck routes. Figure III-2 shows the existing designated truck routes within the Roseville City limits. These truck routes link with Sacramento County's designated truck routes on Roseville Road, Auburn Boulevard, Sunrise Boulevard and Hazel Avenue. They also recognize some of the key routes for significant volumes of large trucks, including access to the Western Regional landfill site on Fiddyment Road (north of Baseline Road and the City) and Athens Road.

B. OUTLOOK

Careful long-range planning of the City's roadways is needed to meet Roseville's circulation goals. This includes the establishment of a comprehensive designation of all roadways throughout the City. A sound functional classification is essential 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 class
- Developing budgets and funding programs according to priority
- Determining acceptable levels of traffic volumes, especially on the local and collector street systems

The implementation of the goals and policies of this component includes the establishment of a functional classification system as well as general design standards for each classification. These criteria and standards are utilized to classify existing and planned roadways and will also be applied to future roadway systems.

TABLE III-1
FUNCTIONAL CLASSIFICATION
CITY OF ROSEVILLE'S ARTERIAL AND COLLECTOR ROADWAY SYSTEMS[1]

	Arterials	Collectors
Northwest Roseville Specific Plan	Pleasant Grove Road Foothills Boulevard Woodcreek Oaks Boulevard Junction Boulevard Washington Boulevard Baseline Road	Country Club Drive McAnally Drive
North Central Roseville Specific Plan	Washington Boulevard Roseville Parkway Galleria Blvd/Stanford Ranch Road Pleasant Grove Boulevard	Diamond Oaks (east of golf course) Gibson Drive Antelope Creek Drive Reserve Drive Hallissy Drive Trestle Road
Northeast Roseville Specific Plan	Sunrise Avenue Roseville Parkway Eureka Road Douglas Boulevard Sierra College Boulevard Taylor Road	Lead Hill Boulevard Rocky Ridge Drive (north of Douglas Boulevard) Olympus Drive Professional Drive Stonepoint Drive
Southeast Roseville Specific Plan	Douglas Boulevard Roseville Parkway Sierra College Boulevard Eureka Road Rocky Ridge Drive (south of Douglas Boulevard)	Johnson Ranch Drive McLaren Drive Professional Drive Parkhill Road Old Auburn Road (South Cirby to Roseville Parkway) North Cirby Way
North Industrial Area	Washington Boulevard Foothills Boulevard Blue Oaks Boulevard Roseville Parkway Industrial Avenue	Industrial Avenue Winding Creek Way Parkside Drive New Meadow Drive HP Way Painted Desert Drive Crimson Ridge Drive
Del Webb Specific Plan	Blue Oaks Boulevard Fiddyment Road Pleasant Grove Boulevard	Del Webb Boulevard Sun City Boulevard
Highland Reserve North Specific Plan	Stanford Ranch Road Pleasant Grove Boulevard Fairway Drive	Highland Reserve Drive Central Park Drive
North Roseville Specific Plan	Blue Oaks Boulevard Woodcreek Oaks Boulevard Pleasant Grove Boulevard Junction Boulevard Baseline Road Fiddyment Road	Diamond Creek Road Northpark Drive Parkside Way Opal Drive Prairie Woods Drive Painted Desert Drive Crocker Ranch Road West Hills Drive Morning Star Drive

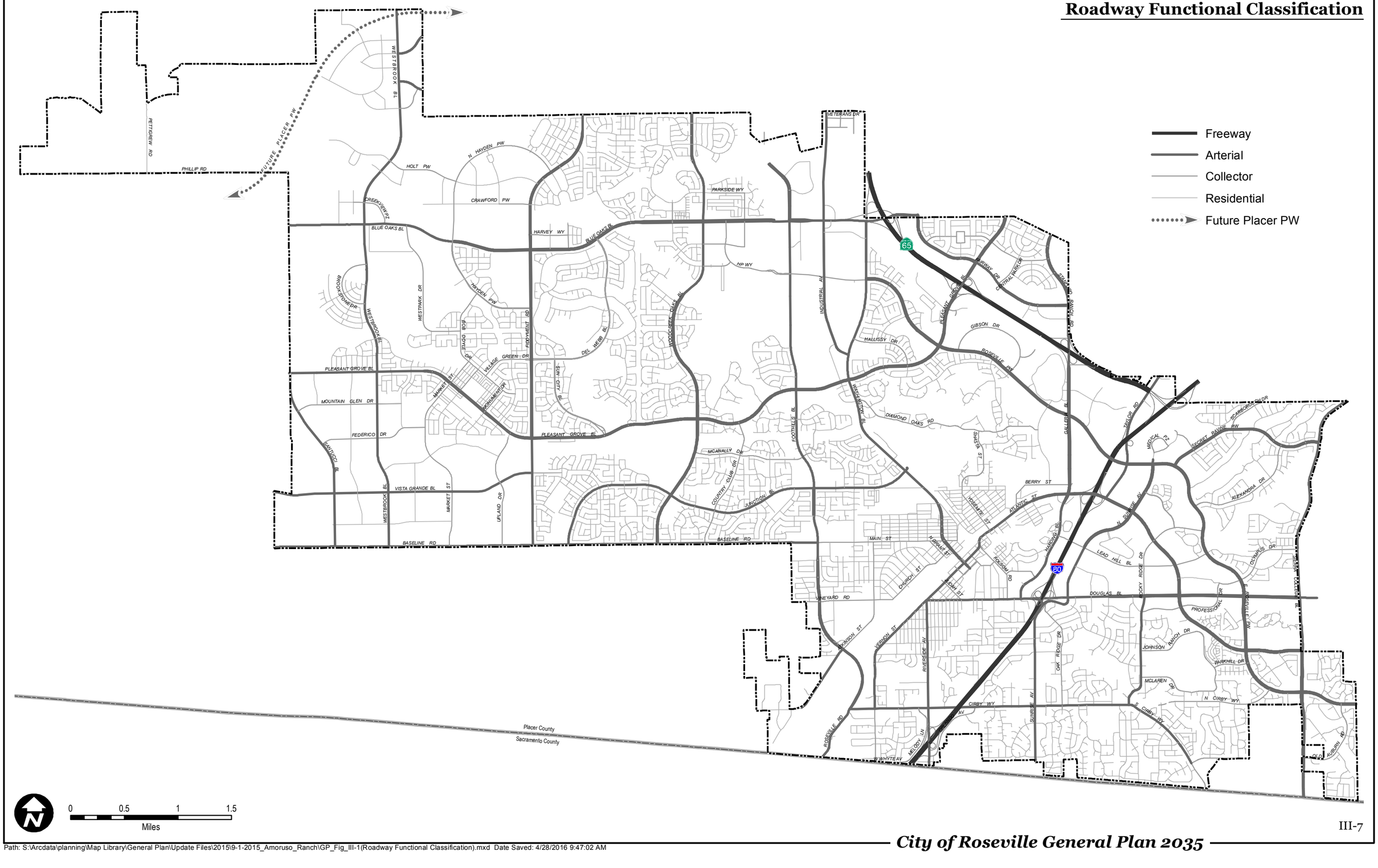
TABLE III-1 (continued)
FUNCTIONAL CLASSIFICATION
CITY OF ROSEVILLE'S ARTERIAL AND COLLECTOR ROADWAY SYSTEMS[1]

	Arterials	Collectors
Stoneridge Specific Plan	Roseville Parkway Sierra College Boulevard Secret Ravine Parkway North Sunrise Avenue	Olympus Drive Scarborough Drive Alexandra Drive
West Roseville Specific Plan	Fiddyment Road Pleasant Grove Boulevard Westbrook Boulevard Blue Oaks Boulevard	Hayden Parkway Bob Doyle Drive Village Green Drive Westpark Drive Village Center Drive Monument Drive Crawford Parkway Holt Parkway
Sierra Vista Specific Plan	Baseline Road Fiddyment Road Pleasant Grove Boulevard Vista Grande Boulevard Santucci Boulevard Westbrook Boulevard	Market Street Upland Drive Federico Drive
Creekview Specific Plan	Blue Oaks Boulevard Westbrook Boulevard	Holt Parkway Benchmark Drive Creekview Plaza
Amoruso Ranch Specific Plan	Westbrook Boulevard Road B Road D	Road A
Infill	Vernon Street (north of Cirby) Atlantic Street (Vernon to I-80) Cirby Way Riverside Avenue Auburn Boulevard Roseville Road Harding Boulevard (north of Douglas) Douglas Boulevard Atkinson Street (south of Foothills) Rocky Ridge Drive Sunrise Avenue	Main Street Folsom Road Vineyard Road Church Street (west of Washington) Atkinson Street (Foothills to Vineyard) Shasta Street (north of Yosemite) Sierra Boulevard (west of Yosemite) Vernon Street (south of Cirby) Sutter Avenue Lincoln Street (Sierra to Main and Vernon to Sutter) Oak Street (Judah to Lincoln) Grant Street Judah Street Estates Drive Melody Lane West Whyte Avenue Oak Ridge Drive Lead Hill Boulevard Orlando Avenue Berry Street Yosemite Street

	Old Auburn Road (South Cirby to Sacramento County line)

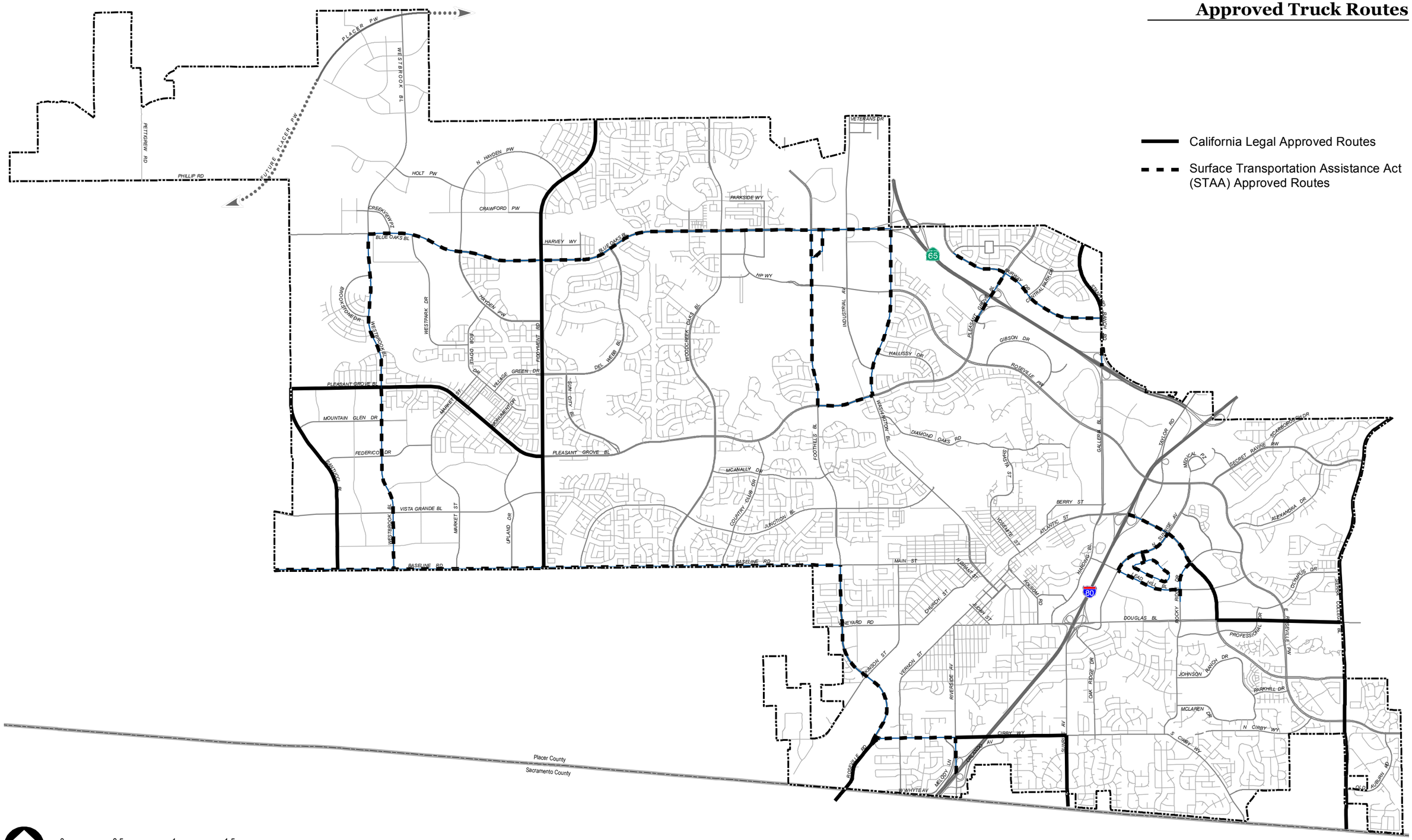
1. See Figure 1. All roadways not listed are designated as local street
2. Source: Roseville Specific Plans

Fig. III-1
Roadway Functional Classification



Path: S:\Arcdata\planning\Map Library\General Plan\Update Files\2015\9-1-2015_Amoruso_Ranch\GP_Fig_III-1(Roadway Functional Classification).mxd Date Saved: 4/28/2016 9:47:02 AM

Fig. III-2
Approved Truck Routes



Path: S:\Arcdata\planning\Map Library\General Plan\Update Files\2015\9-1-2015_Amoruso_Ranch\GP_Fig_III-2(Approved Truck Routes).mxd Date Saved: 2/22/2016 11:52:33 AM

C. GOALS AND POLICIES

GOAL: **FUNCTIONAL CLASSIFICATION**

Goal 1 **P**rovide guidance to the long-range planning of the City's roadway system including design standards, right-of-way requirements and coordination with surrounding jurisdictions.

Policies:	**Functional Classifications**	***Implementation Measures***
1.	**E**stablish a functional classification system to guide the planning and design of the City's roadway system.	*- Functional Classification Process* *- Specific Plans*
2.	**C**oordinate with surrounding jurisdictions to achieve compatible functional classifications for roadways that cross the City's boundaries.	*- Interagency Coordination*
3.	**E**stablish a comprehensive set of design standards for the City's roadway system by functional class.	*- Design Standards*
4.	**M**aintain a system of truck routes to provide for the safe and efficient movement of goods and to avoid impacting residential neighborhoods.	*- Truck Routes*

D. IMPLEMENTATION MEASURES

1. Functional Classification Process
(Ongoing)

Plan, design and regulate roadways in accordance with the functional classification system reflected in Table III-1 and Figure III-1.

Define the functional classification system of both existing and future roadways by a set of criteria to identify which streets will be placed in each class. The primary criteria are linkages, which represent the function of the facilities (mobility versus access). The remaining criteria are "general characteristics" rather than determinants. The criteria applied in the functional classification process are as follows:

Linkages

- Arterial streets will generally provide linkages to the freeway/highway system as well as linkages between sections of the City and major activity centers. At higher volumes, there will often be access restrictions to adjacent land uses. The motoring public uses these streets as primary circulation routes.
- Collector streets will generally distribute trips from the arterial street system to the local street system. The motoring public uses these streets as secondary circulation routes. Access to abutting land is normally permitted, but may be restricted to certain uses dependent upon projected vehicle volumes.
- Local streets provide direct access to abutting land and access to the collector street system. The motoring public uses these streets for local circulation.

Existing and future (year ~~2025~~2035) projected traffic volumes:

- Arterial streets will generally carry more than 12,000 average daily vehicles (ADT).
- Collector roadways will generally carry between 2,000 and 15,000 ADT.
- Local roadways will generally carry up to 3,000 ADT.

Current and planned travel lanes:

- Arterial streets will generally have 4 to 6 lanes, but there may be some 8-lane or 2-lane arterial streets.
- Collector streets will generally have 2 lanes, but there may be some 4-lane collector streets.
- Local streets will have 2 lanes
(Policy 1)

2. Specific Plans
(Ongoing)

Ensure that proposed specific plans are consistent with the provisions of the functional classification component and include incorporation of consistent design standards for roadways, associated bikeways and trails, and adjacent landscape areas. *(Policy 1)*

3. Interagency Coordination
(Ongoing)

Work with neighboring jurisdictions and regional planning agencies to coordinate the classification of roadways that cross the City's boundaries and strive to have compatible functional classifications for the City's gateway roadways. *(Policy 2)*

4. Improvement Standards
(Ongoing)

Continue to refine and improve the improvement standards for the City's roadway system. The design standards shall reflect functional classification and include the following elements:

- Right-of-way requirements
- Roadway cross-sections including land-scaping and bikeways
- Signalization and access control
- Intelligent Transportation Systems
- Land use compatibility, orientation and design standards
- Vehicle and pedestrian safety
- Bicyclist safety and access
- Safe access to schools
- Transit improvements

Exceptions to the standards may be necessary but should be kept to a minimum and should be evaluated on a case-by-case basis. The improvement standards address how amendments can be approved. *(Policy 3)*

5. Truck Routes
(Ongoing)

Enforce, evaluate and, as circumstances warrant, update the truck route system to ensure safe and efficient routes through the City.
(Policy 4)

LEVEL OF SERVICE

A. SETTING

While a primary goal of the City's Circulation Element is to promote alternative forms of transportation, the City recognizes that automobiles are and will continue to be the primary transportation mode for the City's residents and employees. To that end, the City must strive to provide adequate roadway capacity so that its system of roadways operates free of excessive traffic congestion and delay. Since peak hour congestion is a substantial source of air pollution, avoiding excessive congestion is an important aspect of the City's efforts to reduce transportation emissions that contribute to climate change.

In addition to the automobile, pedestrian travel is also considered to be an important mode of transportation. In response to the increasing desire to enhance the role of pedestrians in neighborhood design, the City recognizes that certain neighborhoods should be made more amenable to walking. Implementation of various pedestrian enhancements would improve neighborhood walkability.

Roadway Circulation System

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 specific terms in which each level of service is defined vary with the type of facility involved. Thus a freeway's level of service is generally defined by density (vehicles per mile per lane) and average travel speed, while an intersection's level of service is generally defined by the average vehicle delay. The capacity and operations of Roseville's major roadway system of arterial and collector streets is principally determined by the capacity of its signalized intersections, as well as the basic width of its roadway segments and the amount of access control on each segment. The level of service on the roadway networks would, therefore, be defined primarily by intersection delay and the average travel speed on roadway segments. Level of service definitions at signalized intersections are described in Table III-2.

In Roseville, levels of service are measured during ~~a~~ both the morning and afternoon weekday ~~afternoon~~ peak period~~s. since it generally represents the highest hour for overall traffic volumes during the week.~~ Table III-3 identifies the existing ~~2011~~ 2015 levels of service at 164 ~~key~~ signalized intersections in the City. Currently, there are ~~10~~ 3 intersections in the City that operate below LOS "C" during an average weekday A.M. peak hour (generally between 7:30 A.M. and 8:30 A.M.) and 30 during the P.M. peak hour (generally between 4:~~30~~ 45 P.M. and 5:~~30~~ 45 P.M.). ~~These are:~~

During the A.M. peak, these are:

- Blue Oaks at Foothills – LOS D
- Cirby at Sunrise – LOS D
- Douglas at Sierra College - LOS D

During the P.M. peak these are:

- Baseline at Fiddyment - LOS D
- Blue Oaks at Woodcreek Oaks – LOS D
- Cirby at Sunrise – LOS E
- Cirby at Foothills - LOS D
- Cirby at Riverside – LOS E
- Douglas at Eureka – LOS D
- Douglas at Rocky Ridge – LOS E
- Douglas at Sierra Gardens – LOS D
- Douglas at Sunrise – LOS E
- Douglas at E. Roseville Pkwy – LOS D
- Douglas at Harding – LOS D
- Douglas at Sierra College – LOS D
- Eureka at N. Sunrise – LOS D
- Foothills at Baseline/Main – LOS D
- Foothills at Pleasant Grove – LOS D
- Galleria at Roseville Pkwy – LOS D
- Lead Hill at N. Sunrise – LOS D
- Fairway at Pleasant Grove – LOS D
- Highland Pointe at Pleasant Grove – LOS D
- Washington at Pleasant Grove - LOS D
- Roseville Pkwy at Creekside Ridge – LOS D
- Roseville Pkwy at N. Sunrise – LOS D

- Roseville Pkwy at Reserve - LOS D
- Five Star at Stanford Ranch – LOS D
- Blue Oaks at Washington – LOS D
- Douglas at I-80 W/B Ramps – LOS D
- Stanford Ranch at SR 65 N/B Ramp – LOS D
- Eureka at Taylor/I-80 E/B Ramp – LOS D
- Pleasant Grove at Roseville Pkwy – LOS E
- Roseville Pkwy at Taylor – LOS E

- ~~Vernon at Cirby – LOS "D"~~
- ~~Sierra College at Douglas – LOS "D"~~
- ~~Sierra College at Old Auburn – LOS "D"~~
- ~~Sunrise at Douglas – LOS "E"~~
- ~~Cirby Way at Sunrise Avenue - LOS "D"~~
- ~~-~~
- ~~I-80 EB ramp/Taylor Road at Eureka Road – LOS "F"~~
- ~~Stanford Ranch Road at SR 65 N/B On Ramp – LOS "D"~~
- ~~Sunrise at Douglas Boulevard – LOS "E"~~
- ~~SR 65 N/B Off Ramp at Pleasant Grove – LOS "FD"~~
- ~~Stanford Ranch Road at SR 65 N/B On Ramp – LOS "F"~~

The level-of-service shown above was calculated using the ~~Circular 212 Planning Method~~ Highway Capacity Manual (Transportation Research Board, 2000) method. This ~~Circular 212 Planning~~ planning ~~Analysis~~ analysis is an appropriate method of forecasting future roadway needs and is consistent with the City's Level-of-service policy. This method ~~does not, however,~~ considers the actual operational characteristics of intersections utilizing the City's Intelligent Transportation System (ITS) which provide measurable improved level-of-service. Because the operational characteristics are a critical portion of a transportation system, the City should continue to place an emphasis on corridor and intersection operation to maximize the efficiency of its transportation system.

In an effort to maintain the General Plan policy of this document, and to provide a LOS "C" or better at a minimum of 70% of the signalized intersections during the AM and PM Peak Hours, the implementation of the City's Capital Improvement Program (CIP), mitigates roadway deficiencies to the extent feasible.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is the use of technology to help traffic flow more smoothly. By using high-speed equipment such as signal controllers and traffic cameras, traffic engineers can monitor real-time conditions, make modifications to signal operations and be alerted to problems with the traffic signal system. ITS can also obtain congestion data and traffic counts. Improved traffic flow resulting from ITS is ~~not~~ factored into LOS modeling and calculations for General Plan compliance purposes. However, by making traffic flow more ~~smoothly~~efficiently, ITS avoids excessive congestion and improves the operational performance of the City's roadway system. In addition, reduced congestion resulting from ITS substantially reduces auto emissions and Roseville's contribution to climate change.

Pedestrian Districts

In an effort to encourage increased pedestrian activity and safety, the City may seek to facilitate the designation of Pedestrian Districts within existing and future development areas. The intent of these Pedestrian Districts is to place a greater emphasis on the pedestrian rather than the automobile by implementing measures to improve walkability. This would be accomplished through enhanced safety, security, and convenience measures within and throughout the District. To that end, special consideration would be given to sidewalk widths, planter strips, street furniture, automobile travel lane widths, and curb radii, or other pedestrian enhancements. It is understood that the establishment of a Pedestrian District and the implementation of design features to enhance the walkability of a District may result in slowing the speed of vehicle travel and may reduce the vehicle level of service. In acknowledgement of this, intersections within Pedestrian Districts shall be excluded from the City's LOS policy which requires that 70 percent of City intersections function at LOS C or better during the pm peak hour.

The objectives that the City intends to achieve in designating, planning, and implementing Pedestrian Districts are as follows:

- Create a safe walking environment;
- Ensure the security of pedestrians;
- Create land use patterns conducive to walking;
- Create street environments conducive to walking and public spaces and destinations that encourage walking;

- Integrate walking with other modes of transportation;
- Reduce total vehicle miles traveled and auto emissions that contribute to climate change; and
- Integrate public services into a Pedestrian District.

B. OUTLOOK

Levels of service are estimated for future travel conditions to ensure that a roadway will provide acceptable operations for its "design life," which is commonly 20 years. For the General Plan-City build out and year ~~2025~~ 2035 development outside of the City will be used for estimating traffic demand and levels of service on the roadway system. The City's traffic impact fees will be based on year ~~2025~~ 2035 levels of development within and outside of the City.

The City has established level of service "C" as the goal for both the General Plan and the development of citywide traffic impact fees. Policy has been structured to allow the City, on a case-by-case basis, to allow exceptions to the LOS "C" standard. Such exceptions are to be based on the criteria established in this component.

An analysis of the roadway improvements needed to maintain a LOS "C" standard at City build out and year ~~2025~~ 2035 development levels outside of the City has been conducted using "market based" land use growth projections and the citywide travel model. The estimated year ~~2025~~ 2035 roadway improvement needs are shown in Table III-4 and Figure III-4 and are summarized as follows:

The ~~2025~~ 2035 CIP traffic model (City build-out and ~~2025~~ 2035 market absorption outside the City limits) includes a total of ~~204~~ 211 signals within the City limits, which excludes 8 signals within the Pedestrian Overlay District identified in the Downtown Specific Plan area. However, there will remain 24 City intersections that will function at less than LOS "C" during the AM peak hour and ~~47~~41 City intersections that will function at less than LOS "C" during the PM peak hour. This level of intersections operating at below LOS "C" during the PM peak hour is within the City's level of service policy.

New roadway widths are planned to accommodate projected year ~~2025~~ 2035 PM peak hour traffic volumes at a level of service "C" or better, although a number of existing roadways will require widening, as part of the City's CIP, to improve operating capacity in the year ~~2025~~2035. In some cases extraordinary improvements could provide acceptable traffic operations, however those improvement were deemed infeasible based on the criteria identified in this section.

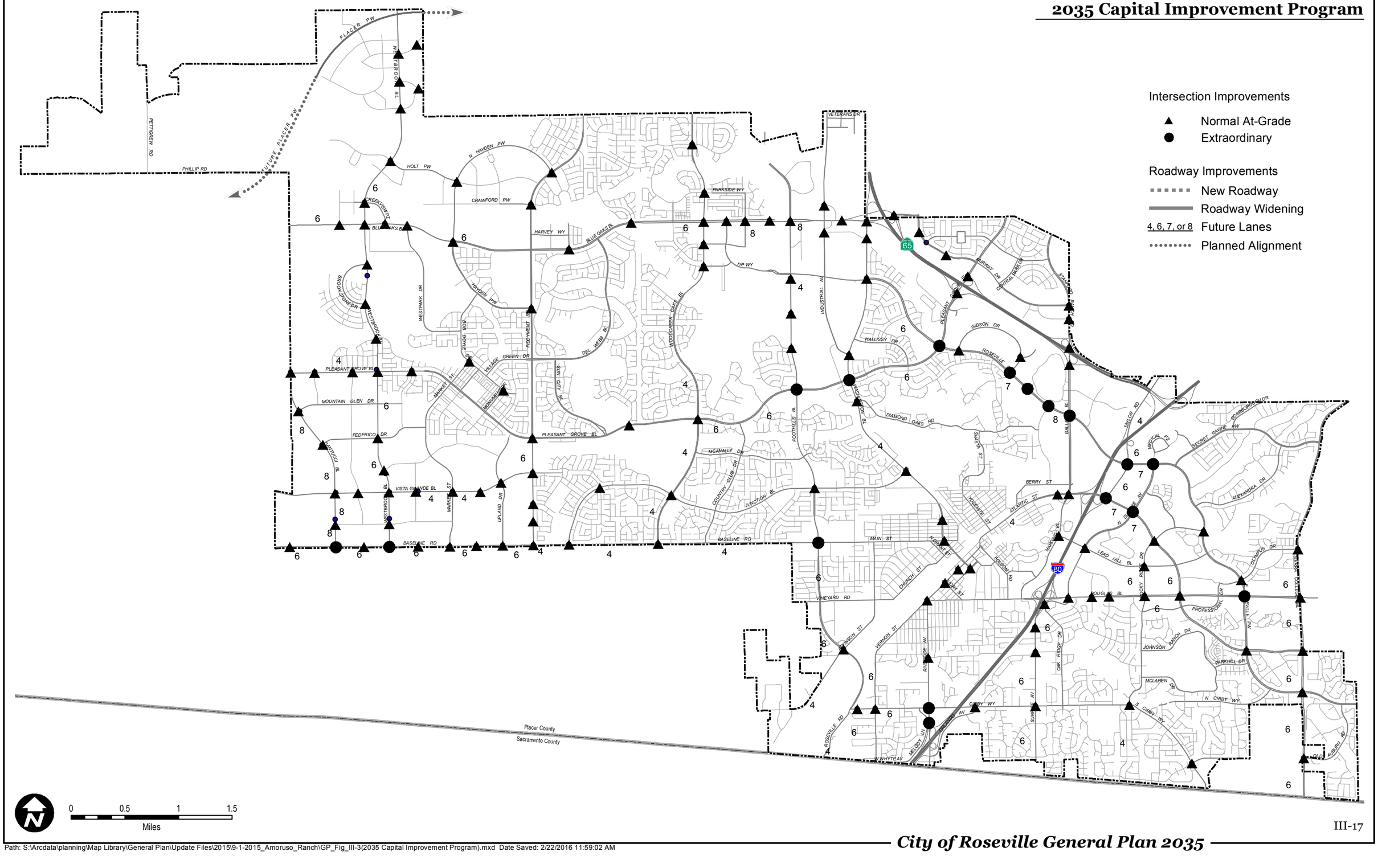
Intersections that would operate at LOS "D", **"**E**"** or "F" under the City Build Out/~~2025~~ 2035 CIP conditions are referenced in Table III-3A.

The City should continue to strive to provide level of service (LOS) "C" at all locations in Roseville. However, there may be locations where the City may decide that the impacts and/or costs of the required improvements exceed the benefits of having LOS "C" for all hours of the day.

At these locations, existing adjacent development and right-of-way limitations may make certain improvements infeasible or undesirable.

General Plan policy has been structured to allow the City some flexibility to identify any case where LOS "C" might not be able to be maintained or the identified major improvements (such as grade separations) are determined to be undesirable. Such determinations are to be based on the criteria established in this component. While this could lead to some intersections operating at worse than LOS "C" conditions for a limited amount of time per day, it is still intended that the City strive to maintain an overall high level of service standard for the City's roadway system.

Fig. III-3
2035 Capital Improvement Program



Path: S:\Arcdata\planning\Map Library\General Plan\Update Files\2015\9-1-2015_Amoruso_Ranch\GP_Fig_III-3(2035 Capital Improvement Program).mxd Date Saved: 2/22/2016 11:59:02 AM

TABLE III-2
LEVEL OF SERVICE DEFINITIONS
SIGNALIZED INTERSECTIONS

Level of Service (LOS)	~~Volume to Capacity Ratio~~[1]Average Delay (Seconds/Vehicle)	Description
A	~~0.00-0.59~~0.0 – 10.0	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	~~0.60-0.69~~>10.0 – 20.0	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	~~0.70-0.81~~>20.0 – 35.0	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	~~0.82-0.89~~35.0 – 55.0	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly without excessive delays.
E	~~0.90-0.99~~55.01 – 80.0	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	~~≥1.00~~>80.0	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000 ~~Special Report No. 209, Washington DC, l985.~~

~~1. The ratio of the traffic volume demand at an intersection to the capacity of the intersection.~~

TABLE III-3
EXISTING AND ~~2025~~ 2035 AM AND PM PEAK HOUR LEVELS OF SERVICE
AT SIGNALIZED INTERSECTIONS
IN THE CITY OF ROSEVILLE

INTERSECTION		EXISTING CONDITIONS LOS		~~2025~~2035 CONDITIONS LOS	
ID	NAME	~~LOS~~A	~~V/C~~PM	~~LOS~~A	~~V/C~~PM
1	Atlantic & Tiger/Center	~~A~~B	~~0.36~~B	~~A~~B	~~0.48~~C
2	Atlantic & Wills	~~A~~B	~~0.49~~B	~~C~~B	~~0.77~~B
3	Atlantic St & Yosemite St	~~A~~B	~~0.50~~B	B	~~0.69~~B
4	Baseline Rd & Fiddyment Rd	~~D~~C	~~0.95~~D	~~E~~D	~~0.97~~D
5	Blue Oaks & Crocker Ranch	A	~~0.23~~A	~~C~~B	~~0.80~~C
6	Blue Oaks & Del Webb	A	~~0.16~~A	B	~~0.67~~C
7	Blue Oaks & Fiddyment	~~A~~B	~~0.18~~B	~~C~~D	~~0.77~~D
8	Blue Oaks & New Meadow	A	~~0.38~~B	B	~~0.61~~B
9	Blue Oaks & Orchard View	A	~~0.09~~A	~~B~~A	~~0.66~~A
10	Blue Oaks Bl & Diamond Creek Bl	~~A~~C	~~0.30~~B	~~F~~C	~~1.06~~E
11	Blue Oaks Bl & Foothills Bl	~~A~~D	~~0.58~~C	~~F~~C	~~1.04~~F
12	Blue Oaks Bl & Woodcreek Oaks Bl	~~A~~C	~~0.41~~D	~~C~~E	~~0.72~~D
13	Cirby & Sunrise	D	~~0.82~~E	~~F~~D	~~1.10~~E
14	Cirby Wy & Foothills Bl	~~B~~C	~~0.68~~D	F	~~1.11~~E
15	Cirby Wy & Melody Ln	B	~~0.68~~A	B	~~0.62~~A
16	Cirby Wy & Northridge Dr	~~B~~A	~~0.65~~A	~~E~~C	~~0.94~~A
17	Cirby Wy & Oak Ridge Dr	~~A~~B	~~0.53~~B	B	~~0.70~~C
18	Cirby Wy & Orlando Av	~~C~~B	~~0.74~~B	~~D~~B	~~0.89~~C
19	Cirby Wy & Parkview Dr	A	~~0.46~~A	A	~~0.53~~A
20	Cirby Wy & Riverside Av	~~D~~C	~~0.83~~E	~~F~~D	~~1.17~~F
21	Cirby Wy & Rocky Ridge Dr	C	~~0.73~~C	B	~~0.65~~C
22	Cirby Wy & San Simeon Dr	A	~~0.53~~A	B	~~0.65~~B
23	Cirby Wy & Vernon St	~~D~~C	~~0.85~~C	~~F~~D	~~1.30~~E
24	Douglas & Eureka	~~A~~C	~~0.57~~D	~~B~~C	~~0.67~~E
25	Douglas & Rocky Ridge	C	~~0.74~~E	~~D~~C	~~0.83~~D
26	Douglas & Santa Clara	~~C~~A	~~0.71~~C	~~C~~B	~~0.71~~C
27	Douglas & Sierra Gardens	~~C~~B	~~0.72~~D	~~B~~A	~~0.69~~C

28	Douglas & Sunrise	~~D~~C	~~0.91~~**E**	~~D~~C	~~0.90~~**E**

TABLE III-3
(CONTINUED)
EXISTING AND ~~2025~~ 2035 AM AND PM PEAK HOUR LEVELS OF SERVICE
AT SIGNALIZED INTERSECTIONS
IN THE CITY OF ROSEVILLE

INTERSECTION		EXISTING CONDITIONS LOS		~~2025~~2035 CONDITIONS LOS	
ID	NAME	~~LOS~~A	~~V/C~~PM	~~LOS~~A	~~V/C~~PM
29	Douglas & Target	A	~~0.48~~C	~~B~~A	~~0.69~~C
30	Douglas Bl & E Roseville Pw	C	~~0.75~~**D**	~~C~~**D**	~~0.74~~**E**
31	Douglas Bl & Folsom Rd	~~A~~C	~~0.50~~B	B	~~0.63~~C
32	Douglas Bl & Harding Bl	~~D~~C	~~0.82~~**D**	~~E~~**D**	~~0.97~~**E**
33	Douglas Bl & Judah St	~~A~~B	~~0.49~~B	A	~~0.50~~C
34	Douglas Bl & Keehner Av	A	~~0.33~~A	A	~~0.49~~A
35	Douglas Bl & Park Dr	A	~~0.29~~A	A	~~0.42~~A
36	Douglas Bl & Sierra College Bl	**D**	~~0.85~~**D**	**D**	~~0.87~~**D**
37	Eureka & Lead Hill	~~A~~B	~~0.41~~C	~~A~~C	~~0.54~~C
38	Eureka & N. Sunrise	~~B~~C	~~0.66~~**D**	~~C~~B	~~0.76~~**D**
39	Eureka & Rocky Ridge	~~B~~C	~~0.70~~C	C	~~0.75~~C
40	Eureka Rd & Ashland Dr	~~A~~B	~~0.18~~A	~~A~~B	~~0.45~~B
41	Eureka Rd & Deer Valley Apts	~~A~~B	~~0.30~~A	~~A~~B	~~0.41~~A
42	Fairway & Central Park/Lowes	~~A~~B	~~0.38~~B	~~A~~B	~~0.54~~B
43	Fairway & Cortina Circle	~~A~~B	~~0.24~~B	~~A~~B	~~0.46~~B
44	Fairway & Five Star	~~A~~B	~~0.31~~B	~~A~~B	~~0.44~~C
45	Fairway & Home Depot	A	~~0.32~~C	A	~~0.52~~C
46	Fairway & Target/Rosehall	A	~~0.31~~B	A	~~0.44~~B
47	Fiddyment & Del Webb/Village Green	~~A~~B	~~0.20~~B	~~B~~C	~~0.68~~B
48	Fiddyment & Hayden Pkwy (North)	A	~~0.09~~A	~~A~~B	~~0.44~~C
49	Fiddyment & Hayden Pkwy (South)	A	~~0.20~~A	~~A~~B	~~0.54~~B
50	Foothills & Baseline/Main	~~B~~C	~~0.70~~**D**	~~D~~**E**	~~0.85~~**D**
51	Foothills & Misty Wood/NEC	A	~~0.23~~A	~~A~~B	~~0.55~~B
52	Foothills Bl & Albertsons Dr	~~A~~B	~~0.22~~A	~~C~~B	~~0.77~~C
53	Foothills Bl & Atkinson Rd	~~C~~B	~~0.72~~B	N/A	~~0.57~~N/A
54	Foothills Bl & Roseville Pkwy/HP (Central)	A	~~0.25~~A	~~D~~C	~~0.82~~**D**

55	Foothills Bl & HP (South)	~~A~~C	~~0.34~~C	A	~~0.54~~B
56	Foothills Bl & Junction Bl	C	~~0.74~~C	~~D~~C	~~**0.85**~~**D**

TABLE III-3
(CONTINUED)
EXISTING AND ~~2025~~ 2035 AM AND PM PEAK HOUR LEVELS OF SERVICE
AT SIGNALIZED INTERSECTIONS
IN THE CITY OF ROSEVILLE

INTERSECTION		EXISTING CONDITIONS LOS		~~2025~~2035 CONDITIONS LOS	
ID	NAME	~~LOS~~A	~~V/C~~PM	~~LOS~~A	~~V/C~~PM
57	Foothills Bl & McAnally Dr	~~A~~B	~~0.54~~B	~~D~~B	~~0.86~~C
58	Foothills Bl & Pleasant Grove Bl	~~B~~C	~~**0.67**~~**D**	~~**F**~~**D**	~~**1.01**~~**E**
59	Foothills Blvd & Rand/Pilgrims	A	~~0.43~~A	A	~~0.59~~A
60	Foothills Bl & Vineyard Rd	~~A~~B	~~0.55~~B	~~D~~C	~~0.84~~C
61	Galleria & Antelope Creek	A	~~0.54~~C	B	~~**0.66**~~**E**
62	Galleria & Berry	~~A~~B	~~0.49~~B	~~D~~B	~~0.84~~C
63	Galleria & Roseville Pkwy	~~D~~C	~~**0.85**~~**D**	~~**F**~~**D**	~~**1.03**~~**E**
64	Harding & Wills	~~A~~B	~~0.47~~B	~~C~~B	~~0.81~~B
65	Harding Bl & Estates Dr	~~A~~B	~~0.50~~B	~~C~~B	~~0.72~~C
66	Harding Bl & Lead Hill Bl	~~A~~B	~~0.60~~C	~~C~~B	~~0.79~~C
67	Harding Bl & Roseville Square	~~A~~B	~~0.49~~C	B	~~0.62~~C
68	Junction & Stonecrest/Magenta	~~A~~B	~~0.15~~B	~~A~~C	~~0.58~~B
69	Junction Bl & Americana Dr	~~A~~B	~~0.26~~A	~~A~~B	~~0.58~~A
70	Junction Bl & Baseline Rd	~~A~~B	~~0.46~~B	~~D~~C	~~0.87~~B
71	Junction Bl & Country Club Dr	~~A~~C	~~0.33~~B	C	~~0.75~~B
72	Junction Bl & Park Regency Dr	~~A~~N/A	~~0.19~~N/A	~~B~~C	~~0.64~~B
73	Junction Bl & Porter Dr	A	~~0.32~~A	~~B~~A	~~0.69~~B
74	Junction Bl & Revere Dr	A	~~0.26~~A	A	~~0.60~~A
75	Junction Bl & Washington Bl	B	~~0.61~~B	~~E~~B	~~0.99~~C
76	Junction Bl & Woodcreek Oaks Bl	~~A~~B	~~0.31~~B	~~B~~C	~~0.67~~C
77	Lead Hill Bl & N Sunrise Av	C	~~**0.80**~~**D**	C	~~0.74~~C
78	Lead Hill Bl & Rocky Ridge Dr	~~A~~B	~~0.54~~C	B	~~0.66~~C
79	Lead Hill Bl & Wal-Mart	A	~~0.33~~A	A	~~0.40~~A
80	N Sunrise Av & Automall Dr	A	~~0.51~~C	~~A~~B	~~0.53~~C
81	N Sunrise Av & Stone Point Dr	A	~~0.21~~A	A	~~0.60~~B

82	N. Sunrise & Sierra Gardens	~~A~~B	~~0.60~~C	B	~~0.62~~C
83	Olympus Dr & Europa St	~~A~~B	~~0.11~~A	A	~~0.20~~A
84	PFE & Hilltop	~~A~~B	~~0.30~~A	~~A~~B	~~0.45~~B

TABLE III-3
(CONTINUED)
EXISTING AND ~~2025~~ 2035 AM AND PM PEAK HOUR LEVELS OF SERVICE
AT SIGNALIZED INTERSECTIONS
IN THE CITY OF ROSEVILLE

INTERSECTION		EXISTING CONDITIONS LOS		~~2025~~2035 CONDITIONS LOS	
ID	NAME	~~LOS~~A	~~V/C~~PM	~~LOS~~A	~~V/C~~PM
85	Pleasant Grove & Fairway	~~B~~C	~~0.68~~D	~~E~~D	~~0.96~~F
86	Pleasant Grove & Fiddyment	~~A~~C	~~0.27~~C	~~F~~E	~~1.03~~D
87	Pleasant Grove & Gold Coast/Hallissy	~~A~~B	~~0.52~~C	~~C~~B	~~0.75~~C
88	Pleasant Grove & Highland Park	~~A~~B	~~0.41~~C	~~A~~B	~~0.57~~C
89	Pleasant Grove & Market	A	~~0.04~~B	B	~~0.61~~C
90	Pleasant Grove & Michener	A	~~0.30~~A	~~D~~A	~~0.83~~A
91	Pleasant Grove & Monument	~~A~~B	~~0.06~~B	~~A~~B	~~0.50~~B
92	Pleasant Grove & Rose Creek	A	~~0.30~~A	~~D~~A	~~0.83~~A
93	Pleasant Grove & Roseville Pkwy	~~A~~C	~~0.72~~E	F	~~1.26~~F
94	Pleasant Grove & Sun City	A	~~0.23~~A	~~C~~A	~~0.72~~A
95	Pleasant Grove & Wal-Mart/Highland Pointe	~~B~~C	~~0.68~~D	~~D~~C	~~0.84~~F
96	Pleasant Grove & Washington	~~B~~C	~~0.69~~D	~~E~~C	~~0.92~~D
97	Pleasant Grove Bl & Country Club Dr	~~A~~B	~~0.36~~A	~~B~~C	~~0.61~~A
98	Pleasant Grove Bl & Woodcreek Oaks Bl	~~A~~C	~~0.54~~C	~~D~~C	~~0.90~~D
99	Rocky Ridge Dr & Maidu Dr	A	~~0.49~~A	A	~~0.60~~A
100	Rocky Ridge Dr & Mclaren Dr	A	~~0.42~~A	A	~~0.50~~A
101	Rocky Ridge Dr & Professional Dr	~~B~~A	~~0.62~~B	~~B~~A	~~0.67~~B
102	Rocky Ridge Dr & Stone Point Dr	A	~~0.15~~A	A	~~0.27~~A
103	Roseville Parkway & Chase	A	~~0.45~~B	~~D~~A	~~0.86~~C
104	Roseville Parkway & Creekside Ridge	~~B~~A	~~0.63~~D	~~C~~B	~~0.80~~C
105	Roseville Parkway & Gibson	~~A~~B	~~0.44~~B	~~D~~B	~~0.85~~E
106	Roseville Parkway & N. Sunrise	C	~~0.75~~D	~~E~~C	~~0.92~~E
107	Roseville Parkway & Reserve	~~A~~B	~~0.46~~D	~~D~~C	~~0.83~~E
108	Roseville Parkway & Secret Ravine	~~A~~B	~~0.59~~C	~~C~~B	~~0.74~~D

109	Roseville Parkway & Taylor	~~B~~C	~~0.66~~**E**	**D**	~~0.83~~**E**
110	Roseville Parkway & West Mall	A	~~0.56~~C	~~B~~A	~~0.61~~B
111	Roseville Pw & Alexandra Dr	~~A~~B	~~0.53~~B	~~B~~A	~~0.61~~A
112	Roseville Pw & Eureka Rd	~~B~~C	~~0.62~~C	~~B~~C	~~0.70~~C

TABLE III-3
(CONTINUED)
EXISTING AND ~~2025~~ 2035 AM AND PM PEAK HOUR LEVELS OF SERVICE
AT SIGNALIZED INTERSECTIONS
IN THE CITY OF ROSEVILLE

INTERSECTION		EXISTING CONDITIONS LOS		~~2025~~2035 CONDITIONS LOS	
ID	NAME	~~LOS~~A	~~V/C~~PM	~~LOS~~A	~~V/C~~PM
113	Roseville Pw & Lead Hill/Orvietto	~~A~~B	~~0.48~~C	B	~~0.65~~B
114	Roseville Pw & N Cirby Wy	A	~~0.45~~A	A	~~0.51~~A
115	Roseville Pw & Olympus Dr	~~A~~B	~~0.59~~C	B	~~0.61~~C
116	Roseville Pw & Rocky Ridge Dr	A	~~0.48~~B	A	~~0.60~~B
117	Roseville Pw & Sierra College Bl	C	~~0.79~~C	C	~~0.80~~D
118	Roseville Pw & Trestle Rd	~~A~~B	~~0.22~~A	~~C~~A	~~0.72~~B
119	Roseville Pw & Village/Slate Creek	~~A~~B	~~0.32~~B	~~A~~B	~~0.52~~B
120	Roseville Pw & Washington Bl	~~A~~B	~~0.19~~B	C	~~0.80~~C
121	S Cirby Wy & Champion Oaks Dr	A	~~0.38~~A	~~A~~B	~~0.52~~A
122	S Cirby Wy & Old Auburn Rd	B	~~0.66~~B	~~C~~B	~~0.74~~B
123	Secret Ravine & Scarborough/ Poppy Field	~~A~~B	~~0.30~~B	~~A~~B	~~0.33~~B
124	Sierra College & Miners Ravine	A	~~0.37~~A	~~A~~B	~~0.45~~B
125	Sierra College & Secret Ravine	~~A~~B	~~0.46~~B	~~A~~B	~~0.59~~C
126	Sierra College Bl & Eureka Rd	~~B~~C	~~0.64~~C	~~A~~C	~~0.57~~C
127	Sierra College Bl & Indigo Creek Apts	~~A~~B	~~0.56~~C	C	~~0.78~~C
128	Sierra College Bl & Old Auburn Rd	~~D~~C	~~0.82~~C	C	~~0.79~~C
129	Sierra College Bl & Olympus Dr	~~A~~C	~~0.46~~B	~~A~~C	~~0.55~~C
130	Stanford Ranch & Fairway	~~A~~C	~~0.60~~C	~~B~~C	~~0.67~~C
131	Stanford Ranch & Five Star	~~A~~B	~~0.59~~**D**	B	~~0.63~~**D**
132	Stanford Ranch & Highland Park	~~A~~B	~~0.36~~A	~~A~~B	~~0.55~~B
133	Sunrise & Coloma	~~A~~B	~~0.60~~B	~~C~~B	~~0.74~~B
134	Sunrise & Sandringham/Kensington	A	~~0.55~~A	~~E~~A	~~0.93~~C
135	Sunrise & Sun Tree/Kensington	B	~~0.65~~B	~~C~~B	~~0.70~~B

136	Sunrise Av & Frances Dr	A	~~0.59~~A	~~B~~A	~~0.61~~A
137	Sunrise Av & Oak Ridge Dr	A	~~0.35~~A	A	~~0.46~~A
138	Washington & Diamond Oaks	~~C~~B	~~0.71~~B	~~C~~B	~~0.77~~B
139	Washington & Sawtell/Derek	~~A~~B	~~0.44~~B	~~D~~B	~~0.82~~B
140	Washington Bl & Hallissy Dr	A	~~0.21~~A	A	~~0.48~~A

TABLE III-3
(CONTINUED)
EXISTING AND ~~2025~~ 2035 AM AND PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS
IN THE CITY OF ROSEVILLE

INTERSECTION		EXISTING CONDITIONS LOS		~~2025~~2035 CONDITIONS LOS	
ID	NAME	~~LOS~~A	~~V/C~~PM	~~LOS~~A	~~V/C~~PM
141	Woodcreek Oaks & Baseline	~~B~~C	~~0.65~~C	~~D~~E	~~0.89~~D
142	Woodcreek Oaks & Canevari/Arsenault	~~A~~B	~~0.52~~B	~~C~~B	~~0.76~~B
143	Woodcreek Oaks & Horncastle	~~A~~B	~~0.41~~B	B	~~0.63~~B
144	Woodcreek Oaks & McAnally	~~A~~C	~~0.34~~B	~~C~~D	~~0.72~~C
145	Woodcreek Oaks & Trailee	~~A~~B	~~0.26~~B	~~A~~B	~~0.53~~B
146	Washington Blvd & Blue Oaks Blvd	~~A~~C	~~0.42~~D	~~B~~D	~~0.67~~E
147	I-80 EB On & Douglas Blvd	A	B	B	A
~~147~~148	I-80 WB Off & Douglas Blvd	~~B~~C	~~0.67~~D	C	~~0.80~~E
~~148~~149	I-80 WB On & Atlantic St	A	~~0.41~~B	A	~~0.55~~C
~~149~~150	SR 65 N/B Off & Pleasant Grove Blvd	~~D~~B	~~0.85~~B	~~C~~B	~~0.77~~C
~~150~~151	SR 65 S/B Off & Pleasant Grove Blvd	~~C~~B	~~0.78~~B	~~C~~A	~~0.72~~B
~~151~~152	I-80 WB Off & Riverside Ave	B	~~0.69~~C	B	~~0.63~~E
~~152~~153	Stanford Ranch & ~~Sr~~SR-65 N/B On	~~D~~A	~~.84~~D	~~D~~A	~~0.86~~B
~~153~~154	Stanford Ranch/Galleria & ~~Sr~~SR-65 S/B On	~~C~~A	~~0.74~~C	~~D~~E	~~0.83~~D
~~154~~155	Taylor & Eureka I-80 EB Off	~~F~~C	~~.96~~D	~~E~~C	~~0.96~~D
~~155~~156	Fairway & Highland Park	~~A~~		~~A~~B	~~0.58~~B
~~156~~157	I-80 EB Off/Orlando & Riverside Ave	~~B~~C	~~0.69~~C	~~D~~C	~~0.85~~E
~~157~~158	Roseville Pkwy & Old Auburn	n/a		A	~~0.41~~B
~~158~~159	Washington Blvd & Industrial	n/a		~~C~~B	~~0.74~~C
~~159~~160	Foothills Blvd & HP Far South/ NEC	n/a		~~B~~C	~~0.65~~C
~~160~~161	Blue Oaks Blvd & Wood Meadow	n/a		~~C~~B	~~0.78~~C
~~161~~162	Gibson Rd & ~~New~~ Convention Center ~~Rd~~Dr	n/a		~~C~~E	~~0.72~~B
~~162~~163	Blue Oaks Blvd & Westbrook Blvd	n/a		~~C~~E	~~0.80~~F

~~163~~164	Blue Oaks Blvd & Hayden Pkwy	n/a	~~A~~C	~~0.59~~C
~~164~~165	Fiddyment Rd & Westhills Dr	n/a	**D**	**~~0.87~~D**
~~165~~166	Pleasant Grove Blvd & Westbrook Blvd	n/a	~~D~~C	~~0.85~~C
~~166~~167	Fiddyment Rd & Westlake Dr	n/a	A	~~0.39~~A
~~167~~168	Woodcreek Oaks Blvd & Northpark Dr	n/a	~~A~~B	~~0.40~~B
~~168~~169	Woodcreek Oaks Blvd & Parkside Wy	n/a	~~A~~C	~~0.53~~B

TABLE III-3
(CONTINUED)
EXISTING AND ~~2025~~ 2035 AM AND PM PEAK HOUR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS
IN THE CITY OF ROSEVILLE

INTERSECTION		EXISTING CONDITIONS LOS		~~2025~~2035 CONDITIONS LOS	
ID	NAME	~~LOS~~A	~~V/C~~PM	~~LOS~~A	~~V/C~~PM
~~169~~170	Industrial Ave & Alantown Dr	n/a		~~D~~C	~~0.82~~B
~~170~~171	Roseville Pkwy & Gibson West	n/a		~~D~~C	~~**0.88**~~**D**
~~171~~172	Washington Blvd & All America	n/a		~~A~~B	~~0.57~~B
~~172~~173	Cirby & Cottonwood	n/a		~~A~~C	~~0.44~~B
~~173~~174	Secret Ravine & Alexandra	n/a		A	~~0.21~~A
~~174~~175	Fiddyment Rd & Fiddyment Ranch EW Rd	n/a		B	~~0.62~~B
~~175~~	~~Douglas Blvd & I-80 EB On~~	~~n/a~~		~~C~~	~~0.73~~
~~176~~177	Santucci Blvd & Pleasant Grove Blvd	n/a		~~A~~B	~~0.58~~C
~~177~~178	Santucci Blvd & Federico Dr	n/a		~~A~~B	~~0.40~~B
~~178~~179	Santucci Blvd & Vista Grande Blvd	n/a		~~A~~B	~~0.41~~B
~~179~~180	Santucci Blvd & Baseline Rd	~~n/a~~B	C	C	~~**0.78**~~**D**
~~180~~181	Westbrook Blvd & Federico Dr	n/a		~~A~~B	~~0.39~~B
~~181~~182	Westbrook Blvd & Vista Grande Blvd	n/a		~~C~~B	~~**0.72**~~**D**
~~182~~183	Westbrook Blvd & Baseline Rd	n/a		C	~~**0.80**~~**D**
~~183~~184	Market St & Vista Grande Blvd	n/a		~~A~~B	~~0.34~~B
~~184~~185	Market St & Baseline Rd	n/a		B	~~0.64~~B
~~185~~186	Pleasant Grove Blvd & Upland Dr	n/a		~~A~~B	~~0.57~~B
~~186~~187	Upland Dr & Vista Grande Blvd	n/a		~~A~~ B	~~0.39~~C
~~187~~188	Upland Dr & Baseline Rd	n/a		A	~~0.58~~A
~~188~~189	Baseline Rd & CMU4 Entrance	n/a		~~A~~B	~~0.58~~B
~~189~~190	Westbrook Blvd & ~~SV-EW-Coll~~Sierra Village Dr	n/a		~~A~~B	~~0.51~~B
~~190~~191	Vista Grande Blvd & ~~SV-NS-Primary-Residential~~Vista Park Dr	n/a		~~A~~B	~~0.23~~C

191192	Vista Grande Blvd & SV DF-20/JM 20B	n/a	AC	0.32B
192193	Santucci Blve & SV FD-80/FD-63	n/a	A	0.33A
193194	Santucci Blvd & Sierra Village Dr	n/a	AB	0.42C
194195	Vista Grande Blvd & Silver Spruce Dr	n/a	AB	0.06B
195196	Westbrook Blvd & Sierra Glen Dr	n/a	A	0.34A
196197	Baseline Rd & KT-41A/Kt-41B	n/a	B	0.64B

TABLE III-3
(CONTINUED)
EXISTING AND 2025 2035 AM AND PM PEAK HOUR LEVELS OF SERVICE
AT SIGNALIZED INTERSECTIONS
IN THE CITY OF ROSEVILLE

INTERSECTION		EXISTING CONDITIONS LOS		20252035 CONDITIONS LOS	
ID	NAME	LOSA	V/CPM	LOSA	V/CPM
197198	Baseline Rd & KT-43	n/a		A	0.58A
198199	Baseline Rd & DF-40/DF-41	n/a		CB	0.74B
199200	Santucci Blvd & Mountain GlenSolaire Dr	n/a		AB	0.41B
200201	Westbrook Dr & Mountain GlenSolaire Dr	n/a		AB	0.33B
201202	Pleasant Grove Blvd & Silver Spruce Dr0.	n/a		A	0.40A
202203	Westbrook Boulevard & Holt Parkway	n/a		AC	0.52C
203204	Westbrook Boulevard & Creekview Plaza	n/a		AB	0.52A
204205	Blue Oaks Boulevard & Creekview PlazaWoodcreek Oaks &	n/aB	B	AB	0.50B
206	Galleria Cir & JC Penney	B	B	B	B
205207	HP Way & Blue Oaks Bl.	n/a		CB	0.78C
206208	Painted Desert Dr & Woodcreek Oaks Bl	n/a		CA	0.73C
207209	Crimson Ridge Dr & Woodcreek Oaks Bl.	n/a		BA	0.62B
210	Westbrook & Road A	n/a		B	B
211	Westbrook & Road B	n/a		B	B
212	Westbrook & Road D	n/a		A	A
P1	Riverside Av & Darling Wy	AB	0.55B	BC	0.64B
P2	Vernon & Douglas/Riverside	AC	0.48C	BC	**0.65D**
P3	Vernon & Grant	A	0.38A	A	0.56A
P4	Vernon & Judah	A	0.33A	BA	0.59A
P5	Vernon & Lincoln	B	0.66B	E*B	0.99C
P6	Washington & Main	AC	0.59C	D*C	**0.84D**

P7	~~Washington~~ Lincoln & Oak	A	~~0.52~~B	~~C~~B	~~0.75~~C
P8	Grant & Oak	~~n/a~~A	B	~~n/a~~B	C
		~~207~~AM Peak		~~28~~ PM Peak	
Total Intersections Analyzed (2035 CIP)		211		211	
LOS A-C		187 (88.6%)		164 (77.7%)	
LOS D		15 (7.1%)		22 (10.4%)	
LOS E		7 (3.3%)		19 (9.0%)	
LOS F		2 (0.9%)		6 (2.8%)	

Note: **Bold** and shading represents intersections with LOS D or worse

Note: * Pedestrian Overlay: LOS D or Worse Excluded from LOS Policy

SOURCE: Fehr & Peers, ~~2011~~2015

TABLE III-3A
MAJOR INTERSECTIONS FUNCTIONING AT LESS THAN LOS "C" IN THE CITY OF ROSEVILLE UNDER ~~2025~~ 2035 BUILD OUT CONDITIONS

		2035 Build Out Conditions	
ID#	Intersection	AM LOS	~~V/C~~PM LOS
~~13~~94	~~Washington Bl & Sawtell/Derek~~Baseline &	**D**	**~~0.82~~D**
~~16~~97	~~Industrial Av & Alantown Dr~~Blue Oaks &	**D**	**~~0.82~~D**
~~103~~10	~~Roseville Parkway & Chase Dr~~Blue Oaks &	**~~D~~**	**~~0.86~~E**
~~107~~11	~~Roseville Parkway & Reserve Dr~~Blue Oaks &	**~~D~~**	**~~0.83~~F**
~~109~~12	~~Roseville Parkway & Taylor~~Blue Oaks &	**~~D~~E**	**~~0.83~~D**
~~2~~513	~~Douglas & Rocky Ridge~~Cirby & Sunrise	**D**	**~~0.83~~E**
~~5~~614	Cirby & Foothills ~~Bl & Junction Bl~~	**~~D~~F**	**~~0.85~~E**
~~60~~20	~~Foothills Bl & Vineyard Rd~~Cirby & Riverside	**D**	**~~0.84~~F**
~~90~~23	~~Pleasant Grove Bl & Michener Dr~~Cirby &	**D**	**~~0.83~~E**
~~92~~24	~~Pleasant Grove Bl & Rose Creek Rd~~Douglas	**~~D~~**	**~~0.83~~E**
~~153~~25	~~Stanford Ranch/Galleria & Sr 65 S/B~~	**~~D~~**	**~~0.83~~D**
~~105~~28	~~Roseville Parkway & Gibson~~Douglas &	**~~D~~**	**~~0.85~~E**
~~62~~30	~~Galleria & Berry~~Douglas & E Roseville Pkwy	**D**	**~~0.84~~E**
~~5~~432	~~Foothills Bl & Roseville Pkwy/HP~~	**D**	**~~0.82~~E**
~~95~~36	~~Pleasant Grove & Wal Mart/Highland~~	**D**	**~~0.84~~D**
~~98~~38	~~Pleasant Grove Bl & Woodcreek Oaks~~	**~~D~~**	**~~0.90~~D**
~~36~~50	~~Douglas Bl & Sierra College Bl~~Foothills &	**~~D~~E**	**~~0.87~~D**
~~165~~54	~~Pleasant Grove Bl & Westbrook Bl~~Foothills &	**~~D~~**	**~~0.85~~D**
~~170~~56	~~Roseville Pkwy & Gibson West~~Foothills &	**~~D~~**	**~~0.88~~D**
~~5~~058	Foothills & ~~Baseline/Main~~Pleasant Grove	**D**	**~~0.85~~E**
~~7~~061	~~Junction Bl & Baseline Rd~~Galleria & Antelope	**~~D~~**	**~~0.87~~E**
~~134~~63	~~Sunrise & Sandringham/Kensington~~Galleria &	**~~E~~D**	**~~0.93~~E**

1528~~5~~	~~Stanford Ranch & Sr 65 N/B On~~Pleasant	D	~~0.86~~F
1648~~6~~	Pleasant Grove & Fiddyment ~~Rd. & Westhills~~	~~D~~E	~~0.87~~D
~~18~~93	~~Cirby Wy & Orlando Av~~Pleasant Grove &	~~D~~F	~~0.89~~F
~~57~~95	~~Foothills Bl & McAnally Dr~~Pleasant Gtrove &	~~D~~	~~0.86~~F
~~28~~96	~~Douglas & Sunrise~~Pleasant Grove &	~~D~~	~~0.90~~D
~~156~~98	~~I-80 EB Off/Orlando & Riverside Ave~~Pleasant	~~D~~	~~0.85~~D
~~96~~105	~~Pleasant Grove & Washington~~Roseville Pkwy	~~E~~	~~0.92~~E
106	Roseville Parkway & N. Sunrise	~~E~~	~~0.92~~E
~~16~~107	~~Cirby Wy & Northridge Dr~~Roseville Pkwy &	~~E~~	~~0.94~~E
~~154~~108	~~Taylor & Eureka I-80 EB Off~~Roseville Pkwy	~~E~~	~~0.96~~D
~~32~~109	~~Douglas Bl & Harding Bl~~Roseville Pkwy &	~~E~~D	~~0.97~~E
~~75~~117	~~Junction Bl & Washington Bl~~Roseville Pkwy	~~E~~	~~0.99~~D
~~85~~131	~~Pleasant Grove & Fairway~~Stanford Ranch &	~~E~~	~~0.96~~D

TABLE III-3A (cont)
MAJOR INTERSECTIONS FUNCTIONING AT LESS THAN LOS "C" IN THE CITY OF ROSEVILLE UNDER ~~2025~~ 2035 BUILD OUT CONDITIONS

		2035 Build Out Conditions	
ID#	**Intersection**	**AM LOS**	**~~V/C~~PM LOS**
~~10~~141	~~Blue Oaks Bl & Diamond Creek~~	~~F~~E	~~1.06~~D
~~58~~144	~~Foothills Bl & Pleasant Grove Bl~~Woodcreek	~~F~~D	~~1.01~~
~~63~~146	~~Galleria & Roseville Pkwy~~Washington &	~~F~~D	~~1.03~~E
~~86~~148	~~Pleasant Grove Bl & Fiddyment Rd~~I-80	~~F~~	~~1.03~~E
4152	~~Baseline Rd & Fiddyment Rd~~I-80 W/B Off	~~E~~	~~0.97~~E
~~13~~154	~~Cirby & Sunrise~~Stanford Ranch/Galleria &	~~F~~E	~~1.10~~D
~~14~~155	~~Cirby Wy & Foothills Bl~~Taylor & Eureka/I-	~~F~~	~~1.11~~D
~~20~~157	~~Cirby Wy~~I-80 E/B Off/Orlando & Riverside	~~F~~	~~1.17~~E
~~93~~162	~~Pleasant Grove & Roseville Pkwy~~Gibson &	~~F~~E	~~1.26~~
~~23~~163	~~Cirby Wy & Vernon St~~Blue Oaks &	~~F~~E	~~1.30~~F
~~11~~165	~~Blue Oaks Bl & Foothills Bl~~Fiddyment &	~~F~~D	~~1.04~~D
171	Roseville Pkwy & Gibson W		D
180	Santucci & Baseline		D
182	Westbrook & Vista Grande		D
~~141~~183	~~Woodcreek Oaks~~Westbrook & Baseline	~~D~~	~~0.89~~D
Total Intersections Operating at LOS D or Worse at ~~2025~~ 2035 Build Out conditions		~~47~~24	47

TABLE III-4

YEAR ~~2025~~ 2035 MITIGATED NETWORK

Roadway Improvement	Number of Lanes	
	Existing (~~2008~~2015)	~~2025~~2035
ATKINSON ST.		
~~City limits~~March Rd. to Foothills Blvd.	2	4
ATLANTIC ST.		
Vernon St. to Harding Blvd.	4	4
BASELINE RD.		
City limits to Fiddyment Road	2	6
Fiddyment Road to Junction Blvd.	3	6
Junction Blvd. to Foothills Blvd.	3	4
BLUE OAKS BLVD [1]		
Washington Blvd. to ~~Crocker Ranch Road~~Foothills Blvd.	4	~~6~~8
Industrial connector loop (realign existing)	2	2
~~Crocker Ranch Road~~Foothills Blvd. to ~~Fiddyment Rd~~Woodcreek	6	~~6~~8
~~Industrial connector loop (realign existing)~~Woodcreek Oaks to	~~2~~6	~~2~~6
Fiddyment Rd. to Hayden Pkwy	2	6
~~Fiddyment Road~~Hayden Pkwy to City Boundary	0	6
CIRBY WAY		
Foothills Blvd. to Riverside Ave.	4	4
Riverside Ave. to Regency	4	4
Regency to Sunrise Ave.	4	4
Sunrise Ave. to ~~Oak~~ Rocky Ridge Dr.	4	4
EUREKA ROAD		
Douglas Blvd. to Professional	4	6
Professional to Sierra College	4	4
~~I-80 to Douglas Blvd.~~	~~6~~	~~6~~
1000' East of Sunrise Ave to I-80	~~6~~7	7
Sierra College to 1900' east	2	4
Miners Ravine Bridge	~~6~~7	7
Douglas Blvd. to 1000' East of Sunrise Ave	6	6
FAIRWAY DRIVE		
Stanford Ranch to Pleasant Grove	4	4
Pleasant Grove to Blue Oaks	4	4
FIDDYMENT ROAD		
Baseline to Pleasant Grove	~~2~~5	6
Pleasant Grove to Blue Oaks	4	4
Blue Oaks to northern City Limits	~~2~~4	4
FOOTHILLS BLVD.		
Cirby to ~~Main St.~~Vineyard Rd.	~~4~~-65	6
Atkinson connector loop	0	2
Vineyard Rd. to Baseline Rd./Main St.	6	6
Baseline Rd. Main St. to Pilgrims Dr.	5	6
Pilgrims Dr. to Pleasant Grove Blvd.	6	6
Pleasant Grove Blvd. to HP South Entrance	5	6
HP South Entrance to 600' S of Albertsons Dr.	4	6
600' S of Albertsons Dr. to Blue Oaks Blvd.	5	6
Blue Oaks Blvd. to 2700' N	4	4
2700' N of Blue Oaks to City Limits	0	4
Bridge at N. Pleasant Grove Creek	0	4
GALLERIA BLVD.		
Atlantic to NCRSP	4	4
NCRSP to Roseville Parkway	6	6
Roseville Parkway to SR 65	6	7
HOLT PARKWAY		
WRSP to west of Westbrook Boulevard	0	2

JUNCTION BLVD.		
Revere to Country Club	4	4
Country Club to 300' W. of Woodcreek Oaks	4	4
300' W. of Woodcreek Oaks to Baseline	4	4
LEAD HILL ROAD		
Rocky Ridge Dr. to Eureka Road	4	4
Eureka Road to Roseville Parkway	4	4

TABLE III-4

YEAR ~~2025~~ 2035 MITIGATED NETWORK

Roadway Improvement	Number of Lanes	
	Existing (~~2008~~2015)	~~2025~~2035
OLD AUBURN ROAD		
S. Cirby E. of Placer County limit	2	2
Realign Placer County line to N. Cirby	2	2
OLYMPUS DRIVE		
Sierra College to Roseville Parkway	4	4
Roseville Parkway to Professional Drive	2	2
PLEASANT GROVE BLVD.		
Rocklin limits to Highland Park Drive	4	6
Highland Park Drive to 1200' S/O SR65	6	6
1200 ' S/O SR 65 to Roseville Parkway	6	6
Roseville parkway to 600' W/O Foothills	6	6
600 ' W/O Foothills to Woodcreek Oaks	4	6
Woodcreek Oaks to Fiddyment	4	4
Fiddyment to Western Edge Westpark Ph 1	4	4
Western Edge Westpark Ph 1 to western City Limits	~~0~~2	4
ROCKY RIDGE DRIVE		
Douglas Blvd. to 800' North	4	6
N. Line of Target to Lead Hill	4	4
Lead Hill to Eureka Road	4	4
Eureka Road to Roseville Parkway	4	4
Douglas Blvd. to Professional	4	6
ROSEVILLE PARKWAY		
City Limits to Sierra College	2	4
Sierra College to Douglas Blvd.	4	4
Douglas Blvd. to Galleria Blvd	6	6
Galleria Blvd to East end of Fountains	6	8
East End of Fountains to Gibson	6	7
Gibson to Pleasant Grove	6	6
Pleasant Grove to Washington	4	6
Washington to Foothills	0	4
ROSEVILLE ROAD		
City limits to Cirby	2	4
SANTUCCI BLVD		
Baseline Road to North of Federico Dr	0	6 + BRT
SIERRA COLLEGE BLVD.		
City limits to Olympus Drive	4	~~6~~4
Olympus Drive to Douglas Blvd.	6	6
~~Roseville Parkway~~Eureka Rd. to 600' N/O Old Auburn Road	4	6
Old Auburn Rd. to 650' S. of Old Auburn	4	6
SOUTH CIRBY WAY		
Wildwood Way to Rocky Ridge Dr.	4	4
STANFORD RANCH ROAD		
SR 65 to Fairway	6	6

Fairway to City Limits	6	6
SECRET RAVINE PARKWAY		
Sierra College to False Ravine	4	4
False Ravine Bridge	4	4
False Ravine Bridge to Roseville Pkwy.	4	4
SUNRISE AVE.		
Roseville Parkway to Lead Hill	6	6
Lead Hill to Douglas	4	5
Madden to Douglas Blvd.	4	4

TABLE III-4

YEAR ~~2025~~ 2035 MITIGATED NETWORK

Roadway Improvement	Number of Lanes	
	Existing (~~2008~~2015)	~~2025~~2035
Cirby to Madden	4	6
Cirby to Sac County Line	4	6
TAYLOR ROAD		
City limits to I-80	2	4
I-80 to Roseville Pkwy	2	6
Roseville Parkway to Eureka	4	6
VISTA GRANDE BLVD		
Fiddyment Rd to City limit	0	4
WASHINGTON BLVD.		
Sawtell to Pleasant Grove	2	4
Diamond Oaks to Industrial	2	6
WESTBROOK BOULEVARD		
Baseline Road to Pleasant Grove Blvd.	0	6
Pleasant Grove to Blue Oaks Boulevard	0	6
Blue Oaks Boulevard to City boundary	0	6
WOODCREEK OAKS BLVD.		
Baseline Rd. to Junction Blvd.	4	4
Junction Blvd to Pleasant Grove	4	4
Pleasant Grove to 6400' North	2	4
6400' North of Pleasant Grove to Blue Oaks	2	4
Blue Oaks to 800' S/O Pleasant Grove Creek Bridge	4	4
800' S/O Pleasant Grove Creek Bridge to 400' North of Bridge	2	4
~~Blue Oaks~~400' N/O Pleasant Grove Creek Bridge to City boundary	~~2~~4	4

1 Ultimate right-of-way for an eight-lane road exists. It is anticipated that this roadway may ultimately extend west of the city and, either directly or indirectly, link with Highway 99/70.

C. GOALS AND POLICIES

GOALS: **LEVEL OF SERVICE**

Goal 1 **M**aintain an adequate level of transportation service for all of Roseville's residents and employees through a balanced transportation system, which considers automobiles, transit, bicyclists, and pedestrians.

Policies:	**Level of Service**	***Implementation Measures***
1.	**M**aintain a level of service (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 for intersections where the City finds that the required improvements are unacceptable based on established criteria identified in the implementation measures. In addition, Pedestrian Districts may be exempted from the LOS standard.	*-Capital Improvement Program/ LOS Criteria* *-Development Review Process* *-Specific Plans*
2.	**S**trive to meet the level of service standards 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.	*-Capital Improvement Program* *-Development Review Process* *-Specific Plans* *-Long-range Transit Master Plan and Short-range Transit Plan* *-Transportation System Management Ordinance* *- Bicycle Master Plan*
3.	**W**ork with neighboring jurisdictions to provide acceptable and compatible levels of service on the roadways that cross the City's boundaries.	*-Capital Improvement Program* *-Development Review Process* *-Specific Plans* *-Interagency Coordination*
4.	**S**ecure adequate funding for all components of the City's transportation system to ensure level of service policy is maintained.	*-Capital Improvement Program* *-Development Review Process* *-Specific Plans* *-Transportation Funding*
5.	**E**nable the City to designate a Pedestrian District over a geographic area for the purpose of implementing measures that promote pedestrian walkability and reduce total vehicle miles traveled and resultant air pollution emissions that contribute to climate change. In these districts, the City recognizes that pedestrian travel takes a higher priority than automobile travel, which could reduce the vehicular level of service.	*- Strategies for Pedestrian Districts* *- Development Review Process* *- Specific Plans*

D. IMPLEMENTATION MEASURES

1. Capital Improvement Program/LOS Criteria

(Existing)

Continue to update the City's Capital Improvement Program (CIP) to implement policy that strives to maintain LOS "C" at all locations during the weekday A.M. and P.M. peak hours. In addition, continue to implement Intelligent Transportation System Improvements. For the development of the CIP, the Public Works Department shall define "normally accepted maximum" improvements for roadways and intersections. Such improvements include three through lanes in each direction with dual left turn lanes and separated right turn lanes at all approaches. If "normally accepted maximum" improvement cannot maintain LOS "C," the City Council may consider additional "extraordinary" improvements, such as additional lanes or grade separations.

The City Council, following a public hearing, may determine, on a case-by-case basis that "extraordinary" improvements are not feasible or desirable and may relax the LOS "C" standard for a particular intersection or roadway segment. In considering exceptions to the LOS "C" standard, the City Council shall weigh the following overriding factors:

- The number of hours per day that the intersection or roadway segment would operate below LOS "C."
- The ability of the improvement to reduce peak hour delay and improve traffic operations.
- The impact on accessibility to surrounding properties.
- The right-of-way needs and the physical impacts on surrounding properties.
- The visual aesthetics of the required improvements and their impact on community identity and character.
- Environmental impacts including air quality, climate change and noise impacts.
- Construction and right-of-way acquisition costs.
- The impacts on pedestrian and bicycle accessibility and safety.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social or economic factors on which the City Council may base findings to allow for exceeding LOS "C."

Allow exceptions to the LOS "C" standard only after all feasible measures and options are explored, including alternative forms of transportation

Base the CIP on a 20-year horizon and update the CIP a minimum of every 5 years, or concurrently with the approval of any significant modification to the land use allocation assumed in the citywide travel model as determined by the Public Works Director. *(Policy 1)*

2. Development Review Process

(Ongoing)

Refer all development proposals to the ~~Public Works~~Development Services Department for review and comment. Development proposals determined by the City to require a traffic impact study shall prepare such analysis consistent with the assumptions and methodology of the citywide travel model. The traffic impact study shall include the following:

- A "full build-out" analysis that evaluates traffic conditions assuming build-out of the City and ~~2025~~ 2035 Market development outside of the City.

The traffic impact study shall define what transportation improvements or measures are necessary to maintain the level of service standard and address funding impacts. Utilize the "full build-out" traffic analysis to identify locations where additional right-of-way should be

preserved beyond that required under the 20-year CIP analysis.

The Public Works Department shall monitor the level of service (LOS) on a regular basis and provide periodic reports to the Council on existing LOS and shall look for additional opportunities to improve intersection LOS where it is reduced to less than LOS "C".
(Policy 1)

3. Specific Plans
(Ongoing)

Specific plans shall contain transportation improvements consistent with the standards of this element. Plans must demonstrate what measures will be required to maintain the City's level of service standard and how these measures will be funded. Utilize development agreements to secure improvement, sequencing and funding provisions. *(Policy 1)*

4. Long-Range Transit Master Plan
(Ongoing)

Continue to update the Long-Range Transit Master Plan and Short-range Transit Master Plan in accordance with the provisions of the Transit component of this element. The Long-Range Transit Master Plan should explore potential benefits of improved transit service on the City's level of service standards. *(Policy 2)*

5. Transportation Systems Management Ordinance
(Ongoing)

Assess, on a triennial basis, the effectiveness of the City's TSM ordinance in reducing vehicle trips and in making streets, parking facilities, public transit and bikeways more effective. If the trip reduction goals are not being achieved, the TSM ordinance should be revised so that measures are taken to achieve stated goals. *(Policy 2)*

6. Bicycle Master Plan
(Existing)

Implement the Bicycle Master Plan as specified in the Bikeway/Trails component of this element. The Bicycle Master Plan was developed according to State standards and provides a prioritized list of bikeway projects, improvements, and programs that will result in a comprehensive, inter-connected bikeway system. *(Policy 2)*

7. Interagency Coordination
(Ongoing)

Work with surrounding jurisdictions to provide acceptable and compatible levels of service on roadways connecting to the City. This will include working with: 1) the Placer County Transportation Planning Agency to implement the level of service standards in the Placer County Congestion Management Plan; 2) the Placer County Air Pollution Control District to implement transportation improvements and measures that help meet the goals and standards in the Air Quality Attainment Plan and the Air Quality Element of the General Plan. *(Policy 3)*

8. Transportation Funding
(Ongoing)

Secure adequate funding to ensure the City's level of service policies are met. Continue to implement and update the City's traffic impact fees on new development and obtain gas tax money and other revenue to fund its Capital Improvement Program. Explore funding for transit as identified in the Transit Component of this element and for bikeway/trails as identified in the Bicycle Master Plan. Alternative funding sources, such as the establishment of assessment district(s), should be considered. The City should also work with regional planning agencies to explore funding opportunities for all components of its transportation system that are required to meet its level of service standards. *(Policy 4)*

9. Strategies for Pedestrian Districts
(Ongoing)

The City Council, following a public hearing, may determine, on a case-by-case basis, to adopt a Resolution establishing a Pedestrian District over a geographic area. The City recognizes that within such a District, pedestrian travel takes a higher priority than automobile travel. The result is that there could be a reduction in the vehicular level of service because the strategies employed to enhance the walkability of these Districts will have an effect on the motoring public. This has the potential to reduce total vehicle miles traveled and the air pollutant emissions that contribute to climate change.

In those instances where the City Council determines that a Pedestrian District enhances the neighborhood objectives, the Council also acknowledges that, through their action to approve a Pedestrian District, the vehicular level of service (LOS) policy may not be met within the District.

Establishment of a Pedestrian District is intended to promote walkability within it and would allow for the construction and/or implementation of the following types of enhancements:

1. Mid-block crossing treatments
    - High-visibility crosswalk markings
    - Overhead signs and flashing beacons
    - In-pavement flashers
    - Pedestrian-actuated signals
    - Grade-separated pedestrian crossings

2. Intersection Crossing Treatments
    - Signal timing changes
    - Head-start pedestrian phases
    - All-pedestrian “scramble” phases
    - Pedestrian actuators
    - Countdown pedestrian signals
    - Animated eye pedestrian signals
    - Audible signals
    - Reduced corner radii
    - Right-turn on red restrictions
    - “Watch Turning Vehicles” signage and legends
    - “Yield to Pedestrians” signage

3. Traffic Calming
    - Raised crosswalks (Speed Tables)
    - Raised intersections
    - Textured pavement

- Neckdowns
- Pedestrian refuge islands
- Split Pedestrian Crossovers

4. Pedestrian Enhancements
   - Comprehensive Sidewalk Networks
   - Pedestrian Only Walkways
   - Street Furniture
   - Covered Areas
   - Street Trees
   - Lighting
   - Building Setback
   - Parking Lot Walkways
   - Consolidation of Driveways
   - Use of On-Street Parking

TRANSIT

A. SETTING

The City of Roseville has a single distinct public transit operator within its corporate boundaries, Roseville Transit. Roseville Transit is owned and operated by the City of Roseville.

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, The Capitol Corridor, operated by the Capitol Corridor Joint Powers Authority (CCJPA).

Roseville Transit operates three services, Commuter Service; Local Service; and Dial-A-Ride service. All current local transit routes are shown in Figure III-5 and III-6. These services help provide as many as 400,000 passenger trips annually.

Other public and private transportation systems which have connections within the Roseville Transit service area includes Amtrak, Greyhound Bus, Yellow Taxi and other local taxi services, Health Express, and Foothills Volunteers. Other social service agencies also provide limited transportation services for their clients in the City of Roseville, such as The Gathering Inn.

The existing transit services are described below:

Roseville Transit Local Service is a fixed-route transit system operated six days per week (Monday-Saturday) within Roseville City limits. The number and location of routes and the hours of operation for Local Service are dependent on the availability of transit funding. 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. Students and employees who commute to work within Roseville City limits are the predominant users of the Local Services. Approximately 30% of Local Service riders are elderly or persons with disabilities. Most Local Service riders have a household income that is well below the median income in Roseville. Local Service can be an affordable transportation option for persons who travel to or from home, employment locations, or to personal service appointments located in and outside the City's corporate boundaries.

Roseville Transit Dial-A-Ride offers origin to destination paratransit service to persons with disabilities as a complement to the Local Service. Roseville Transit Dial-A-Ride also offers curb-to-curb, service to the general public. Dial-A-Ride service operates seven days per week within the Roseville City limits. Approximately 80 percent of Dial-A-Ride users are elderly or persons with disabilities.

Roseville Transit Commuter Service offers express transit service to and from downtown Sacramento Monday-Friday, during peak commute hours. Commuter Service riders are often professionals who choose to ride transit to reduce transportation costs associated with driving a car, to enjoy a reliable, safe and stress-free option for getting to work, or to reduce the air quality impacts from using a single occupant vehicle.

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 and Louis/Orlando transfer points. 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.

Sacramento Regional Transit provides fixed route transit service, paratransit dial-a-ride service and Light Rail service in the City and County of Sacramento. Sacramento Regional Transit connects with Roseville Transit and Placer County Transit at the Louis/Orlando transfer point, 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 and Bay Area Rapid Transit and other transit providers along the Union Pacific Railroad line. Service to Placer County, which

includes stops in Roseville, Rocklin, Auburn, Bowman, and Colfax, is limited due to track constraints between Sacramento and Roseville.

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 Nation.

Taxi Service is provided by several private companies.

Additional information regarding transit services can be found in the City's Short-range Transit Master Plan.

B. OUTLOOK

While there are currently transit services within the City limits, there are several planned improvements that will greatly enhance transit service to the City. These include the following:

Bus Rapid Transit – BRT is a rapid and cost effective mode of transportation that can provide the quality of rail transit and the flexibility of buses. BRT includes dedicated running ways, attractive stations, distinctive and easy-to-board vehicles, off-street fare collections, use of Intelligent Transportation System technologies, and frequent all-day "express" service. BRT is comparable to light rail transit, but with greater operating flexibility and potentially lower costs.

A Bus Rapid Transit (BRT) Implementation Study for South Placer County was completed by the Placer County Transportation Planning Agency in 2006. The study provides guidance to agencies and developers about the land use and station requirements for a future BRT system, as well as to recommend future BRT routes and stations in developing areas of south Placer County. In Roseville, the study identifies several potential BRT corridors. The City of Roseville and other nearby agencies have not yet adopted BRT as a transit strategy.

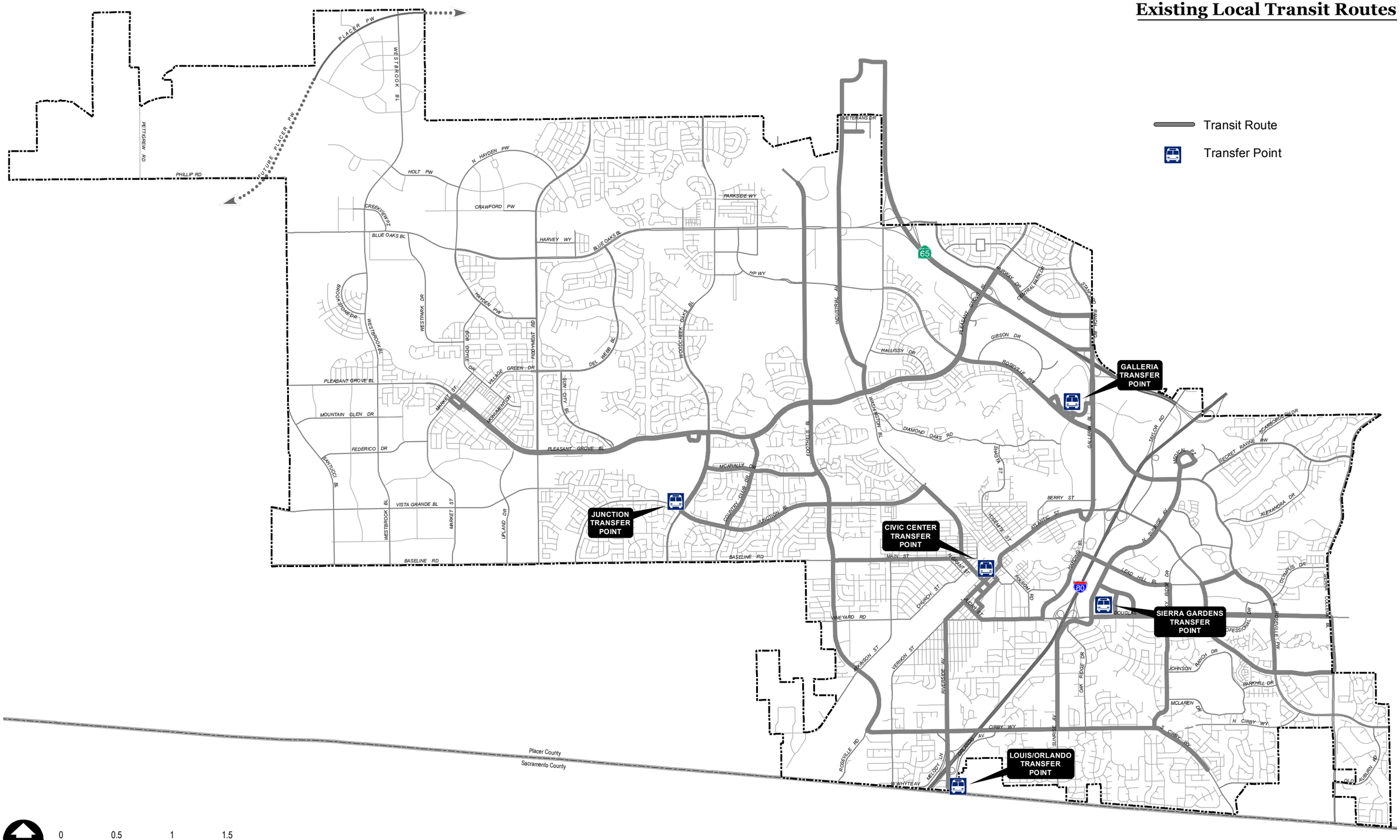
Capitol Corridor Expansion –Capitol Corridor service to Roseville is limited due to track limitations. To provide additional trips to Roseville, a third track must be constructed between the Elvas Tower in Sacramento and the Union Pacific Railroad Yard in Roseville. A planning study is underway to evaluate project alternatives for the construction of a third track, including how an expanded service would connect with Roseville and impacts to the existing intermodal facility at Pacific Street and Grant Street in Roseville.

Light Rail Expansion – A Systems Planning Study evaluated a number of light rail extensions throughout the Sacramento metropolitan area including an extension of light rail to Roseville. Light Rail extension to Roseville has been discussed as part of the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan. (MTP) process. Some planning documents have also identified potential light rail routes to Roseville, including a route along the Union Pacific Rail corridor with potential stops near Cirby Way, Downtown, Harding Boulevard, and Roseville Parkway. However, a plan for light rail extension to Roseville has not been adopted by the Roseville City Council or the Placer County Transportation Planning Agency (PCTPA). Limited availability of right-of-way, high capital costs and operational expenses are some of the challenges facing a light rail extension to Roseville. Further analysis would be required for this potential transit improvement.

Long-range Transit Master Plan – As in many suburban areas, to travel within or through the Roseville area, one is currently very dependent on the automobile. With the anticipated large increases in population and employment in Roseville and South Placer County, it will be difficult for the City to maintain its roadway level of service standard and meet the goals and standards of the Placer County Air Quality Attainment Plan and the Placer County Congestion Management Plan. For these reasons, the need for intra- and inter-city transit services will be very important to the City as future development occurs.

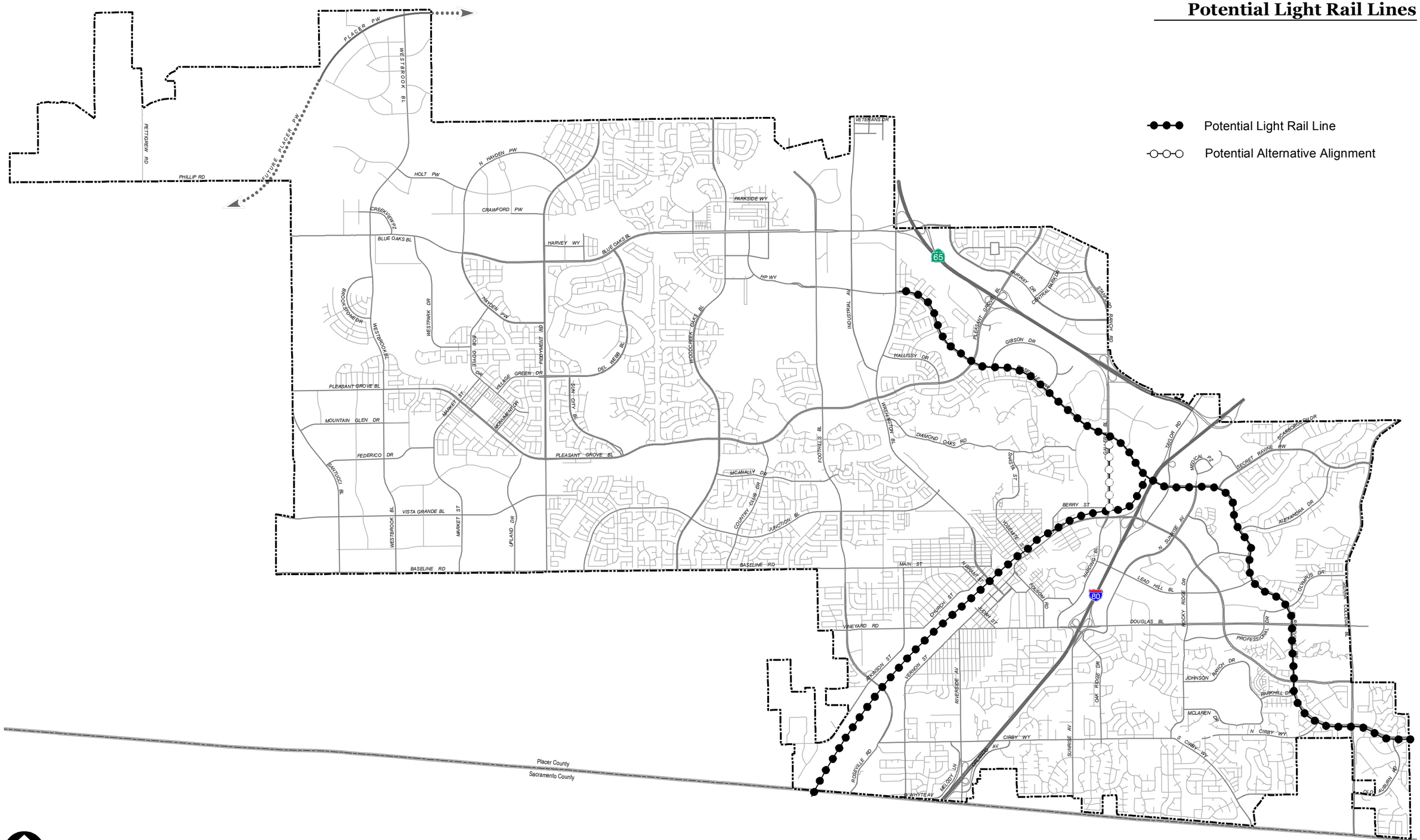
The City's Long-range Transit Master Plan will be periodically updated. The critical questions to be addressed by this study include funding availability, the feasibility of providing expanded public transit services within the City limits and identified transportation corridors.

Fig. III-4
Existing Local Transit Routes



Path: S:\Arcdata\planning\Map Library\General Plan\Update Files\2015\9-1-2015_Amoruso_Ranch\GP_Fig_III-4(Existing Local Transit Routes).mxd Date Saved: 10/6/2015 11:51:31 AM

Fig. III-5
Potential Light Rail Lines



Path: S:\Arcdata\planning\Map Library\General Plan\Update Files\2015\9-1-2015_Amoruso_Ranch\GP_Fig_III-5(Potential Light Rail Lines).mxd Date Saved: 2/22/2016 1:04:37 PM

C. GOALS AND POLICIES

GOAL: TRANSIT

Goal 1 **P**romote a safe, convenient and efficient mass transit system, utilizing both bus and rail modes, to 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.

Policies	Transit	*Implementation Measures*
1.	**P**ursue and support transit services within the community and region and pursue land use, design and other mechanisms that promote the use of such services.	- *Short-Range Transit Plan* - *Long-Range Transit Master Plan* - *Transit Funding and Interagency Coordination* - *Specific Plans*
2.	**P**ursue all available sources of funding for sustainable transit services.	- *Transit Funding and Interagency Coordination*
3.	**C**ontinue to study options for introducing Bus Rapid Transit or extending light rail service to Roseville.	- *Transit Funding and Interagency Coordination*
4.	**S**upport and remain actively involved in planning for the expansion of Capitol Corridor rail service, as well as other regional linkages.	- *Transit Funding and Interagency Coordination*
5.	**C**onsider the transit needs of seniors, minorities, low-income persons, persons with disabilities, and other persons who may be transit-dependent when making decisions regarding transit service.	- *Short-Range Transit Plan* - *Long-Range Transit Plan* - *Transit Funding and Interagency Coordination*

D. IMPLEMENTATION MEASURES

1. Short-Range Transit Plan
(Ongoing)

The City should continue to update its Short-Range Transit Plan every three to five years. The Short-Range Transit Plan is required by state and federal law as a condition for the receipt of funding under the State Transportation Development Act (TDA) and Federal Transportation Act (FTA). This Plan addresses existing and short-range (seven years) transit needs for the City and includes a capital improvement and financing plan. *(Policies 1 and 5)*

2. Long-Range Transit Master Plan
(Ongoing)

The City should continue to update its Long-Range Transit Master Plan every five to seven years or whenever significant modifications to the current General Plan land use allocation occur. At a minimum, the plan shall include:

- Evaluation of Roseville's existing transit capital and services and development of long-range solutions.
- An analysis of transit demand based upon expected growth and demographics.
- Definition of potential transit corridors, opportunities for transit service, and identification of linkages to other transit providers, including rail service.
- Estimation of the potential benefits of improved transit services including impacts on the City's LOS standard.
- Evaluation of the cost effectiveness of transit service improvements and forecasts of available funding.
- An analysis of service, capital, financial, institutional and management alternatives to provide improved services and revenues.
- Investigation of a range of travel modes and transportation system management/ travel demand management (TSM/TDM) relationships.
- Consideration of the transit needs of all segments of the community.

(Policies 1 and 5)

3. Transit Funding and Interagency Coordination
(Ongoing)

Prepare an annual monitoring report outlining the status of transportation funding efforts through the Public Works Department. This report shall be presented for review by the Transportation Commission and City Council

In conjunction with the planned update to the City's Roadway Cost Shares (traffic impact fees), explore the development and implementation of a transit impact fee. Pursue all available sources of funding for existing and expanded transit services including federal (i.e., FTA), state (i.e., TDA, Proposition 1B and State Transportation Improvement Program funds) and local (i.e., potential assessment districts).

As the City expands its transit services, it should continue to meet the state requirements for Transportation Development Act (TDA) funding. This includes provision of paratransit services complementary to Local Service and with equal or greater hours of operation, and maintenance of the mandated fare box recovery ratio. The City should review paratransit needs annually.

Work with regional partners to further study the potential for Bus Rapid Transit and/or the extension of light rail transit to Roseville.

Work with the Capitol Corridor and Placer County Transportation Planning Agency (PCTPA) to further study and fund expansion of Capitol Corridor commuter rail services.

Work with Placer County Transit, Sacramento Regional Transit, and other transit providers in the area to coordinate transit policies, transit routes, schedules and fares, and to facilitate transit patronage. *(Policies 1, 2, 3, 4, and 5)*

4. Specific Plans
(Ongoing)

Ensure that Specific Plans are consistent with the goals and policies of the transit component. All future specific plans shall include a transit component and analysis that identifies opportunities for the use and extension of transit services, funding and timing options, and

land/design standards to encourage the use of identified transit services. Such analysis should be coordinated and consistent with the Long-Range Transit Master Plan. *(Policy 1)*

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

A. SETTING

During the past two decades the South Placer region has experienced significant development activity that has increased population and employment in the City of Roseville. In an effort to mitigate the negative aspects of increased traffic due to this growth, including auto emissions that contribute to climate change, the City of Roseville has revised its Rideshare Ordinance enacted in 1983. The Transportation Systems Management (TSM) ordinance is the result. In 1994 the City adopted Ordinance #3335 amending Chapter 11.33 and Section 2.24.030 of the Roseville Municipal Code relating to Transportation System Management.

Transportation Systems Management (TSM) is a recognized strategy to promote more efficient use of streets, highways, parking facilities, public transit and bikeways. TSM promotes public transit, carpools, vanpools, biking and walking as alternatives to single occupant vehicle trips. Promotional concepts include: Local and regional carpool matching programs promoted by the Sacramento Area Council of Governments; vanpool, transit and commuter biking subsidies; preferential carpool and vanpool parking; and secure bike parking and/or showers and lockers at work sites. TSM programs are typically part of a written TSM plan, and TSM programs include implementation of the plan and subsequent monitoring.

Roseville's TSM ordinance ensures that developers, property owners, and employers will share in the mitigation of impacts of increased growth by developing, implementing, and monitoring a Transportation Systems Management (TSM) plan intended to:

A. Reduce total vehicle emissions and in the City of Roseville by reducing the number of vehicle trips that might otherwise be generated by home-to-work commuting.

B. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and vehicular miles traveled that might otherwise be generated by peak hour home-to-work commuting by a minimum of twenty percent (20%).

C. Increase the efficiency of the existing transportation network and contribute to achieving the Level of Service (LOS) goals identified in the Roseville General Plan.

D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.

E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

The City of Roseville Engineering Division and Alternative Transportation Divisions also participate in the nationally-recognized Safe Routes to School program. This program includes right-of-way improvements that enhance safe access to schools as referenced in the Functional Classification section. This program may also 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 ways to create safer streets. The benefits of this program include decreasing traffic and air pollution which reduces Roseville's contribution to climate change, and improving the health of children and the community.

B. OUTLOOK

The City of Roseville has been at the forefront in Placer County in developing TSM ordinances. The current ordinance provides developers, property owners and/or employers with flexibility in meeting its goals, and it has monitoring and enforcement measures. The TSM ordinance has the proper elements to help reduce single-occupant automobile travel within the City.

There are several reasons why the level of trip reduction achieved by the City's TSM ordinance is important. One is the need to achieve identified roadway level of service standards. Another is to

adjust trip patterns or otherwise modify vehicle use in ways that reduce vehicle miles traveled (VMT) and reduce air pollutant emissions.

Roseville is located within the Sacramento Valley Air Basin (SVAB) portion of Placer County which is designated as a non-attainment area under the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS).

The Placer County Air Pollution Control District (APCD), in cooperation with the Sacramento Area Council of Governments (SACOG), has identified Transportation Control Measures (TCMs) that demonstrate the region's ability to come into attainment with the CAAQS and NAAQS. The TCMs are 1) of specific value to the County's efforts to attain compliance with the Federal and State air quality standards and (2) considered to be workable and feasible at this time in Placer County, given the County's population distribution, annual VMT, and emission reduction needs. The TCMs include:

- Transportation Demand Management (TDM) programs such as:
    - Area wide carpool/ vanpool matching assistance
    - City or county trip reduction ordinances
    - Employer-sponsored carpool and vanpool programs
    - Staggered work schedules, flexible work hours, compressed work week and telework programs
    - Park and ride lots
- Provision of bikeway and bicycling support facilities
- Enhancement of pedestrian facilities and the pedestrian environment
- Public awareness campaign such as Spare the Air
- "Smart Growth" land use concepts

These measures are outlined in the "*Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2009)."*

Roseville's TSM ordinance is a key step in meeting the requirements of the California Clean Air Act. Its overall results should be evaluated periodically (i.e., every 3 years). The General Plan Air Quality Element also contains policies and implementation measures related to TSM measures.

C. GOALS AND POLICIES

GOALS:	**TRANSPORTATION SYSTEMS MANAGEMENT**
Goal 1	**R**educe travel demand on the City's roadway system.
Goal 2	**R**educe total vehicle emissions in the City of Roseville and the South Placer County region.

Policies:	**Transportation Systems Management**	***Implementation Measures***
1.	**C**ontinue to enforce the City's TSM ordinance and monitor its effectiveness.	- *Transportation Systems Management Ordinance* - *Specific Plans* - *Development Review Process*
2.	**W**ork with appropriate agencies to develop measures to reduce vehicular travel demand and total vehicle miles traveled and meet air quality goals.	- *Interagency Coordination*

D. IMPLEMENTATION MEASURES

1. Transportation Systems Management Ordinance

(Ongoing)

Assess, on a triennial basis, the effectiveness of the City's TSM ordinance in reducing vehicle trips, reducing total vehicle miles traveled, and in making street, parking facilities, public transit and bikeways more effective. If the trip reduction goals are not being achieved, the TSM ordinance should be revised so that measures are taken to achieve stated goals. *(Policy 1)*

2. Specific Plans

(Ongoing)

Ensure that specific plans are consistent with the standards of the Circulation Element and the TSM Ordinance. Development agreements may be utilized to secure TSM provisions. *(Policy 1)*

3. Development Review Process

(Ongoing)

Refer all development proposals to the Public Works Department for review and comment. Development proposals shall be required to ensure compliance with the required actions and measures in the City's TSM ordinance. *(Policy 1)*

4. Interagency Coordination

(Ongoing)

Work with the Placer County Transportation Planning Agency (PCTPA) and the Placer County Air Pollution Control District to develop and implement traffic control measures (TCMs) that meet the goals and standards of the Placer County Congestion Management Program (CMP), the Placer County Air Quality Attainment Plan, and the Air Quality Element of the General Plan. *(Policy 2)*

BIKEWAYS/TRAILS

A. SETTING

Bicycling originated in the mid 1800's and by the end of the 19th century had become an important means of transportation, and a popular form of recreation. By the 1920's, the affordability of mass-produced automobiles began to reduce the use of bicycles for transportation purposes in the United States, and by the 1940's most bicycle use in the United States was recreational in nature.

During the latter half of the 20th century, recreational bicycling increased in popularity. At the same time, Americans increasingly became concerned with energy, the environment, quality of life and health. The bicycle was recognized as a mode of transportation with many beneficial qualities. The benefits include improved traffic, cleaner air due to a reduction in total vehicle miles traveled resulting in reduced air pollutant emissions, including emissions that contribute to climate change, reduced dependence on petroleum products, and improved physical fitness and health.

As the 21st century begins, bicycling remains an important means of transportation throughout the world. Most Americans continue to use bicycles primarily for recreation, but less so for transportation, and this holds true in Roseville. The bikeways component of the General Plan provides the framework for increasing bicycle usage in Roseville.

Likewise, walking is an important mode of recreation and transportation that, together with biking and transit, is a key component in meeting the overall goals of the Circulation Element. Walking is important since not all people are able to drive cars or ride bikes. Pedestrians and bicyclists frequently use the same system of off-road facilities. Safe, convenient and adequate facilities are essential to accommodate and encourage walking and bicycle riding.

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** that 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** that provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Class II lanes are generally developed within the right-of-way of collector streets and arterials.

- ***Class III Bike Routes*** that provide a right-of-way designated by signs or permanent markings and shared with motorists. Class III routes are generally located on local streets within residential neighborhoods.

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 still desirable for bicyclists of lower skill levels, such as children, as well as others who are hesitant to utilize on-street routes. Class 1A 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-6 shows the existing bikeways within the Roseville City limits by facility class. It shows that bikeway connections are currently limited in the City, especially in the older infill areas. Most of the existing bikeways are located in recently developed areas since bikeways were included in the City's nine specific plans. Figure III-7 shows Roseville's planned bikeway system, which includes the existing bikeway system. It also shows existing and proposed regional connections.

B. OUTLOOK

The popularity of the bicycle has grown and will certainly increase in the City of Roseville for both recreational and transportation/commuter uses. This growth in popularity is due to many factors: social and economic as well as new City and regional programs, such as the Sacramento Area Council of Governments Blueprint as implemented by the City of Roseville's Smart Choices for Roseville policy document.

There is renewed interest in physical fitness and better health among a large portion of the population that has fueled the popularity of the bicycle. 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, often being used in conjunction with transit service. The current and projected growth of the City and the rest of South Placer County will necessitate the development of safe and efficient facilities to handle current and long-range increases in bicycle usage.

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.

One of the greatest challenges in accomplishing the goals and objectives identified in the Bicycle Master Plan is obtaining adequate funding, particularly for projects in the City's infill area. While federal, state and local funding sources are available for bikeways and related facilities, most grant sources require matching funds and the grant application process can be highly competitive. In addition to aggressively pursuing existing sources of funding, such as grants, the City needs to develop innovative new sources of funding.

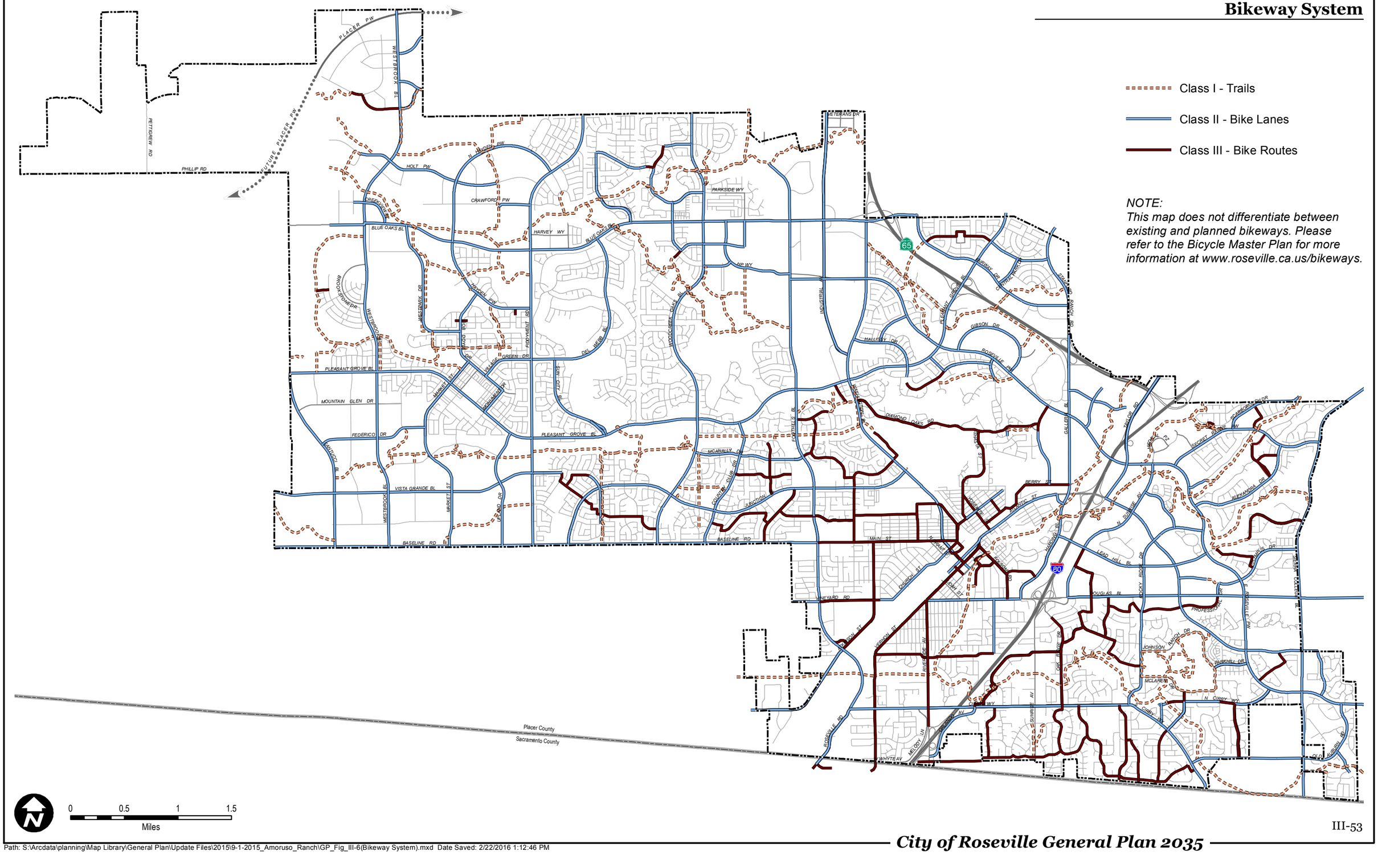
The success of the bikeway/trails component is predicated on implementation. Implementation is possible through the development of policies that will ensure that the goals for bicycle transportation can be achieved. The most important policy will be a commitment by the City to implement the Bicycle Master Plan.

C. GOALS AND POLICIES

GOAL:	**BIKEWAYS/TRAILS**
Goal 1	**I**ncrease the percentage of all trips made by bicycles in Roseville.
Goal 2	**E**stablish 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 3	**E**stablish education, encouragement and enforcement programs that increase bicyclist and motorist awareness of the rights and responsibilities of bicyclists in order to foster a climate of acceptance for bike riding.
Goal 4	**O**btain the Bicycle Friendly Community Designation from the League of American Bicyclists.

Policies:	**Bikeway/Trails**	***Implementation Measures***
1.	**D**evelop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.	- *Bicycle Master Plan* - *Development Review Process* - *Specific Plans*
2.	**C**oordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections.	- *Interagency Coordination* - *Bicycle Master Plan*
3.	**P**ursue available sources of funding for bikeways and trails.	- *Trail Funding*
4.	**E**nhance bicycle education, encouragement and enforcement programs targeted to adult and child bicyclists and motorists.	- *Bicycle Master Plan*

Fig. III-6
Bikeway System



Path: S:\Arcdata\planning\Map Library\General Plan\Update Files\2015\9-1-2015_Amoruso_Ranch\GP_Fig_III-6(Bikeway System).mxd Date Saved: 2/22/2016 1:12:46 PM

D. IMPLEMENTATION MEASURES

1. Bicycle Master Plan
(Ongoing)

Actively implement the Bicycle Master Plan that meets State standards and addresses commuter and recreation needs, inter-connectivity, implementation, funding, maintenance, education, encouragement, enforcement, the environment, and safety. The Bicycle Master Plan provides a prioritized list of bikeway projects, improvements, and programs that will result in a comprehensive, interconnected bikeway system and foster a climate of acceptance for bike riding.

An annual report should be prepared which includes the status of bikeway and trails implementation, status of funding sources and projected need, and an analysis of the need to update or modify the Bicycle Master Plan. *(Policy 1 & 4)*

2. Development Review Process
(Ongoing)

Refer all development proposals to the Public Works and Parks and Recreation Departments as appropriate for review and comment. Include bikeway and trail components integrated with and incorporating the same elements as the Bicycle Master Plan in both private development proposals and public projects. *(Policy 1)*

3. Specific Plans
(Ongoing)

Ensure that all specific plans are consistent with the provisions of the Bikeway/Trails component. Update the Bicycle Master Plan upon adoption of future specific plans to reflect approved trails provisions. Development agreements may be utilized to secure trail funding and sequencing provisions. *(Policy 1)*

4. Interagency Coordination
(Ongoing)

Work with neighboring jurisdictions to integrate the City's bikeway, pedestrian and equestrian trail system with the rest of the region. Strive to provide connections to bikeways identified in the Placer County Bikeway Master Plan and the Sacramento County Bikeway Master Plan, as well as the planned bikeways in other City and community plans. The City should also coordinate the interconnection of bicycle, pedestrian, and equestrian trails to adjoining regional recreational attractions (e.g., Folsom Lake, Sacramento). *(Policy 2)*

5. Bikeway/Trail Funding
(Ongoing)

Identify and pursue funding sources for bikeways and trails. These shall include State, Federal and local sources. Local sources may include, but are not limited to, General Fund, fees, assessment districts, and developer contributions. *(Policy 3)*