Appendix A:
Existing Conditions Memo

MEMORANDUM

To: Suzanne Engelke, City of Roseville

From: Mauricio Hernández, Alta Planning + Design

Date: March 22, 2024

Re: Roseville Active Transportation Plan - Existing Conditions Memo (Final)

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Introduction

Project Background and Description

The *Roseville Active Transportation Plan's purpose is to* improve conditions for people walking, biking, and rolling (i.e., wheeled mobility devices used by people with disabilities, strollers, scooters, skateboards, etc.) in the City of Roseville. This plan will address active transportation needs throughout the city (**Figure 1**). Through this effort, the project team will focus on addressing citywide barriers for people walking, biking, and rolling. Data analysis will inform and support public engagement and identify community needs. Recommendations from the *Roseville Active Transportation Plan* will focus on improving safety, connectivity, and accessibility for people walking, biking, or rolling through specific engineering enhancements, policy improvements or adjustments, and new or adapted programs across the city. The comprehensive recommendations will be part of the final plan, which will provide project and policy guidance for active transportation for years to come.

Memo Overview

This memo summarizes the existing conditions for people walking, biking, and rolling in Roseville based on data from various sources including past planning documents and geospatial data. This section provides an overview of the memo as well as general findings concerning active transportation in the city. These findings will be combined with outcomes from the public engagement process to develop community-driven and data-informed recommendations and improvements in the final *Roseville Active Transportation Plan*.

The memo is organized into the following sections:

- Community Overview: Summary of demographic, income, and land use data
- Equity Profile: Summary of equity analysis metrics (*CalEnviroScreen 4.0*) and health analysis metrics (*Healthy Places Index*, access to schools, heat vulnerability)
- Transportation Profile: Overview of existing sidewalk, bicycle, transit, and roadway networks, and typical housing and transportation costs as a percentage of income
- Collision Analysis: Collision data overview highlighting trends from the 5 most recent years of available collision data
- Plan Review: High-level summary of plans and policies reviewed to inform the development of this plan
- Appendix: Full summary details from the plans reviewed as part of this existing conditions memo

Summary of Findings

Conditions for people walking, biking, and rolling vary significantly across the city based on equity, health, housing costs, and transportation safety metrics. The greatest concentration of equity and health deficiencies, as detailed by the analyses completed, are located in the central/eastern portions of the city around Interstate 80 (I-80) and the existing rail lines. From access to parks and grocery stores to the number of predicted extreme heat events, this portion of Roseville consistently ranked as the highest need for mobility investments (**Figure 2**). See the Equity Profile for more information about environmental and health burdens across the city.

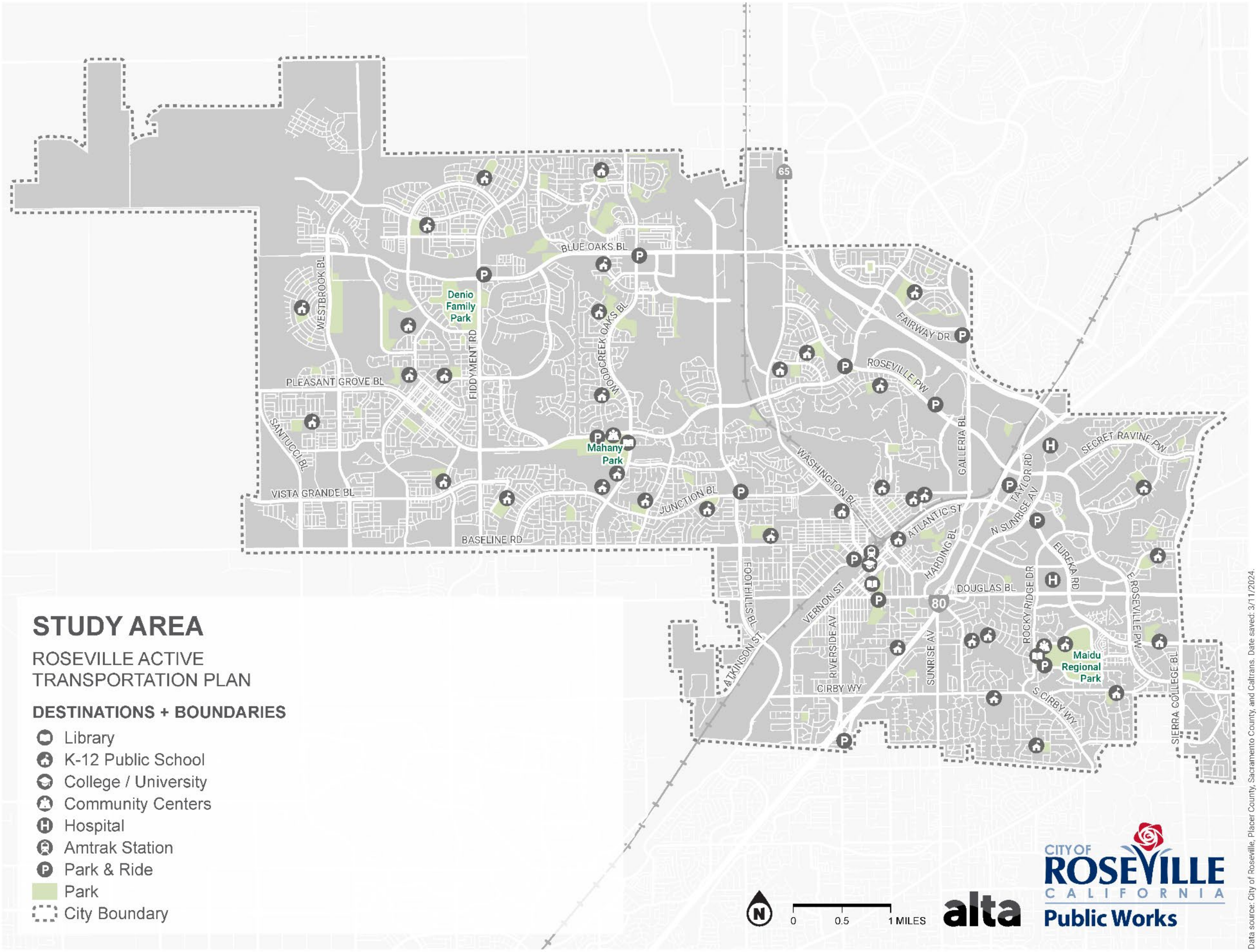

Figure 1. Project Study Area

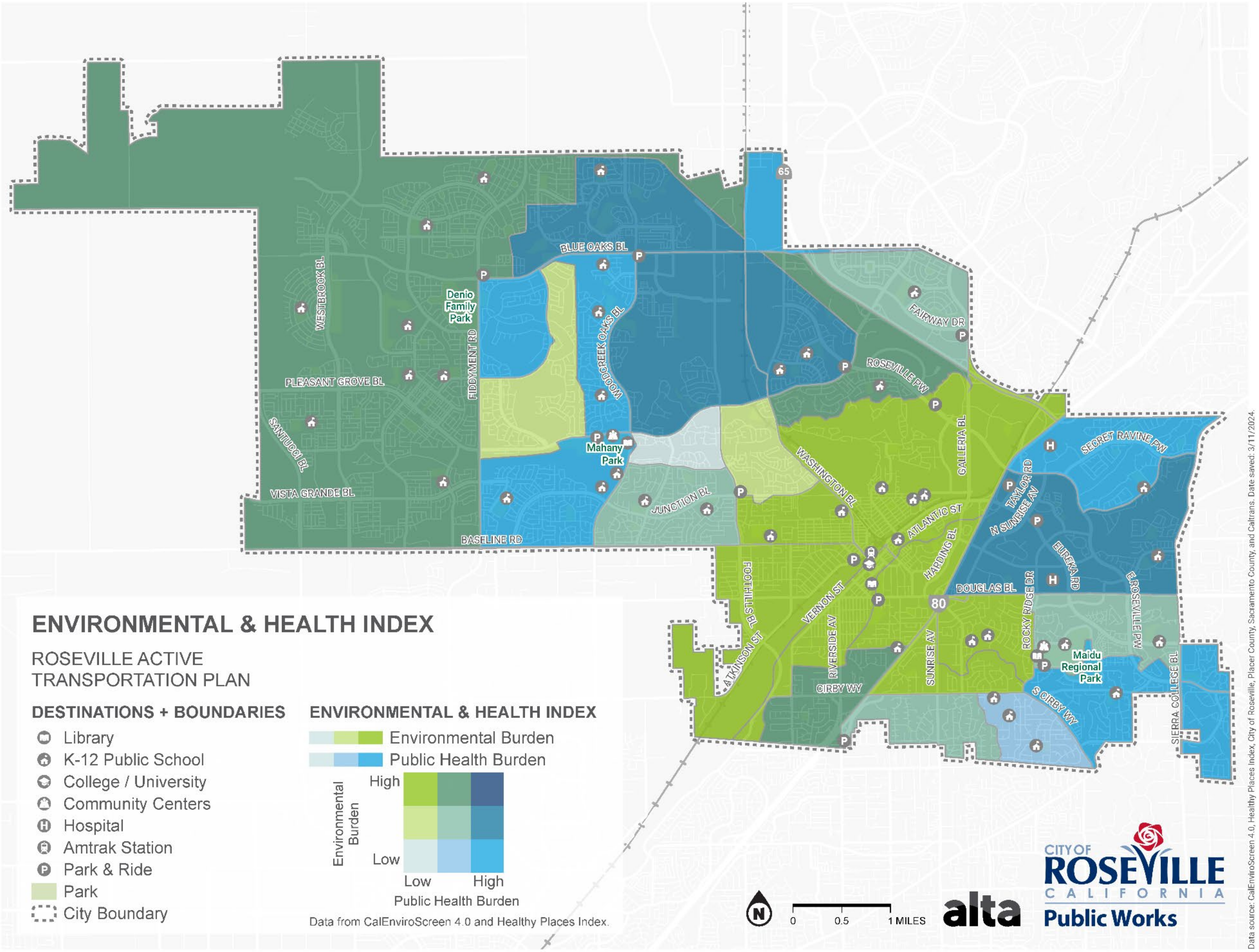

Figure 2. Environmental and Health Index

Roseville is a regional transportation hub and as such, major roadways and rail lines including I-80, State Route 65 (SR-65), and Amtrak's Capital Corridor, act as barriers for people walking and biking to employment centers concentrated in the city's eastern portions. Most of the city's roadways include sidewalks on at least one side of the street. While streets in the western portions of the city show incomplete sidewalk networks, full development and implementation of facilities is still occurring. The city's bicycle infrastructure is made up of multi-use trails and on-road facilities including bike lanes and signed bike routes. The city has over 40 miles of existing multi-use trails which provide comfortable facilities for people of all ages to connect to various destinations. However, the network is not fully connected for residents from western parts of the city to areas in the core, where most employment is concentrated. There are on-street facilities throughout most of the city's major and minor arterials however, these facilities do not provide much separation from motor vehicles, making it less comfortable for more inexperienced bicyclists to utilize the network.

High posted speed limits and limited separation between users serve as contributing factors to higher collision rates for people biking and walking. Several patterns emerged from the collision analysis conducted for the latest 5-year period (2018–2022) utilizing Transportation Injury Mapping System (TIMS) data:

- The number of collisions for people walking and biking has increased by 38% and 36% respectively (compared to a decrease of 18% for motor vehicle collisions).
- Bicycle and pedestrian-related collisions occurred at a higher rate at intersections on arterials.
- Areas with commercial and mixed-use land use designations also experienced higher rates of collisions compared to other land use categories.
- Two intersection locations emerged as key locations where multiple bicycle and pedestrian-related collisions occurred:
    - Washington Blvd and Church St
    - Sunrise Ave and Douglas Blvd
- The following corridors emerged as key roadways segments where multiple bicycle and pedestrian-related collisions occurred:
    - Douglas Blvd (Vernon St to Eureka Rd)
    - Foothills Blvd (Misty Wood Dr to Atkinson St)
    - Woodcreek Oaks Blvd (Deschutes Dr to Junction Blvd)
    - Pleasant Grove Blvd (Michener Dr to Highland Park Dr)
    - Cirby Way (Regency Ave to Old Auburn Dr)
    - Riverside Ave (Fourth St to City Boundary)

Additional information about the highest-injury locations in Roseville is presented in the Collision Analysis later in this document.

Next Steps

Findings from the analyses conducted as part of this memo will be used in conjunction with public feedback to inform the development of recommendations in further phases of the Active Transportation Plan.

Community Overview

Roseville is the largest and most populous city in Placer County, covering approximately 43 square miles. The city is 16 miles north and east of Sacramento. Roseville's topography is characterized by its valleys and foothills. The city has a Mediterranean climate: summers are warm, dry, and predictable with high temperatures averaging in the low 90s. Winters are short with cooler and wetter weather, with daytime highs averaging in the 50s. These mostly moderate temperatures year-round provide comfortable environments for walking and biking.

Established at the junction of several railroads, Roseville was officially incorporated as a city in 1909. Roseville was primarily a railroad town for many decades, but the city's recent growth and expansion have been driven by the emergence of other employment sectors. Today, Roseville is a diverse city with a wide range of businesses and employers. In 2022, the city had roughly 10,000 businesses operating, sustaining around 80-90,000 jobs. The largest industry sector is healthcare and social assistance, accounting for approximately 18.0% of all businesses. Retail businesses are the second largest sector, accounting for approximately 16.4% of all businesses. The remaining top business sectors are food service, government, and construction. As of 2022, the three largest employers in Roseville are the Kaiser Permanente Medical Group & Foundation Group, PRIDE Industries, and Sutter Health Roseville Medical Group.[1] Roseville is also the region's retail center and is home to one of the largest malls in northern California, Westfield Galleria at Roseville, which provides additional employment opportunities.

Demographics

Age and Sex

In 2022, Roseville had an estimated population of 148,879,[2] almost evenly split by sex, with 51% women and 49% men. Roseville (median age of 40) has a slightly younger population than Placer County (median age of 42) and a slightly older population than the state (median age of 37).[3] Figure 3 through Figure 5 on the next page provide a breakdown of Roseville, Placer County, and California populations by age and sex.

[1] City of Roseville, CA – Annual Comprehensive Financial Report Fiscal Year Ended June 30, 2022. For current (as of 2023) City economic development data: https://www.roseville.ca.us/demographics
[2] American Community Survey, 5-year estimates (2018–2022).
[3] Ibid.

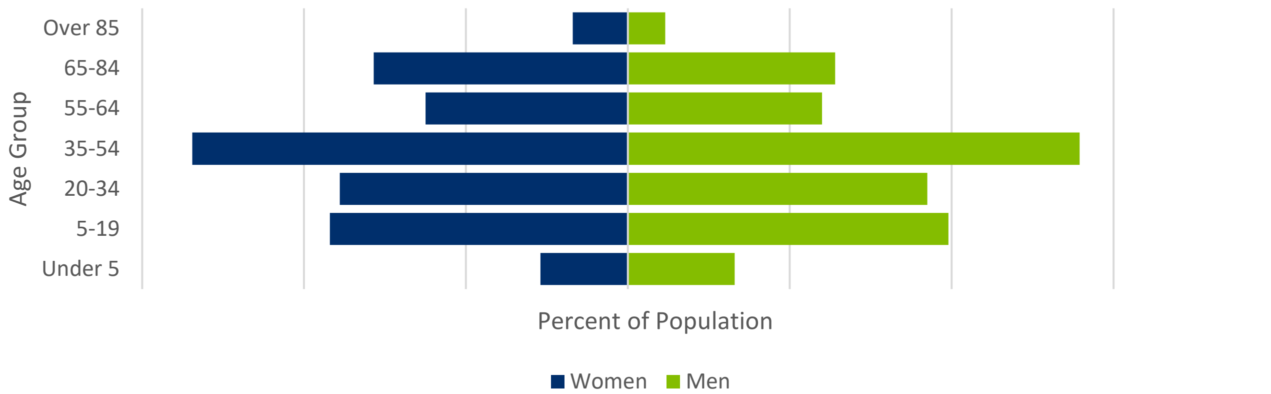

Figure 3. Age and Sex – Roseville

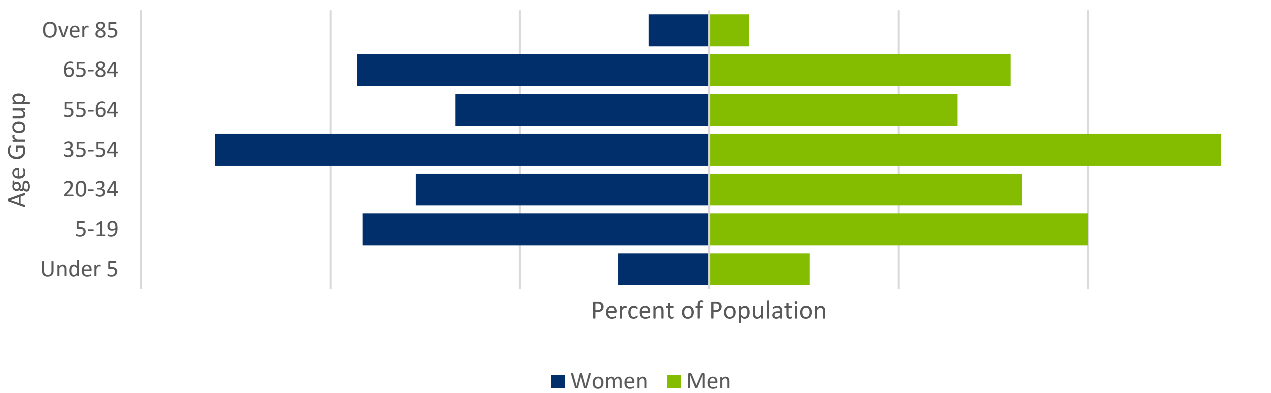

Figure 4. Age and Sex – Placer County

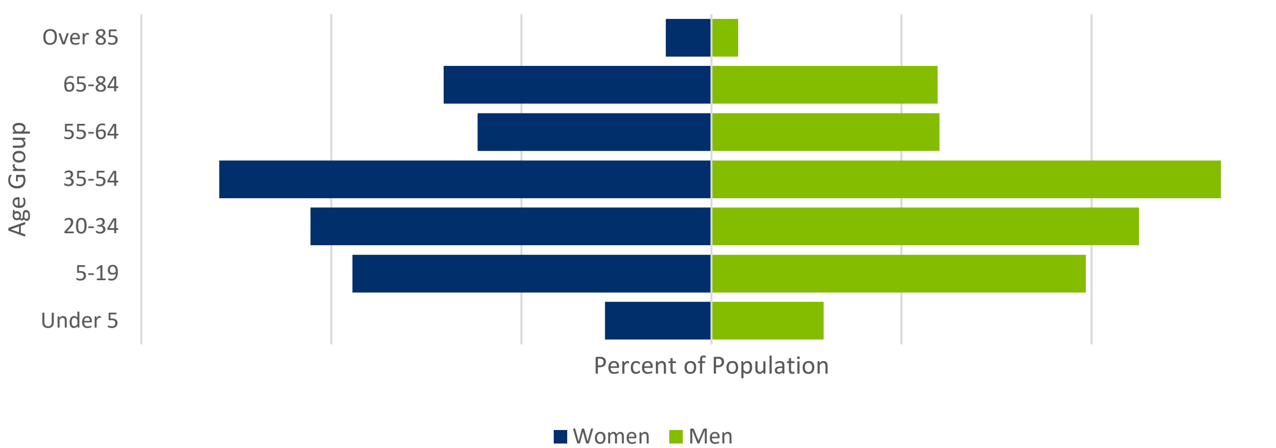

Figure 5. Age and Sex — California

Race and Ethnicity

Roseville has a comparable racial composition to Placer County, where nearly two-thirds of residents identify as White. This contrasts with the state of California, where about only one-third (35%) of people identify as White. Residents who identify as Asian make up 13% of Roseville's population, Black/African American residents account for 2%, and residents of Hispanic descent account for 16%. The complete racial profile of the city is presented in Figure 6. Table 1 compares the racial/ethnic breakdown of city residents to the county and state.

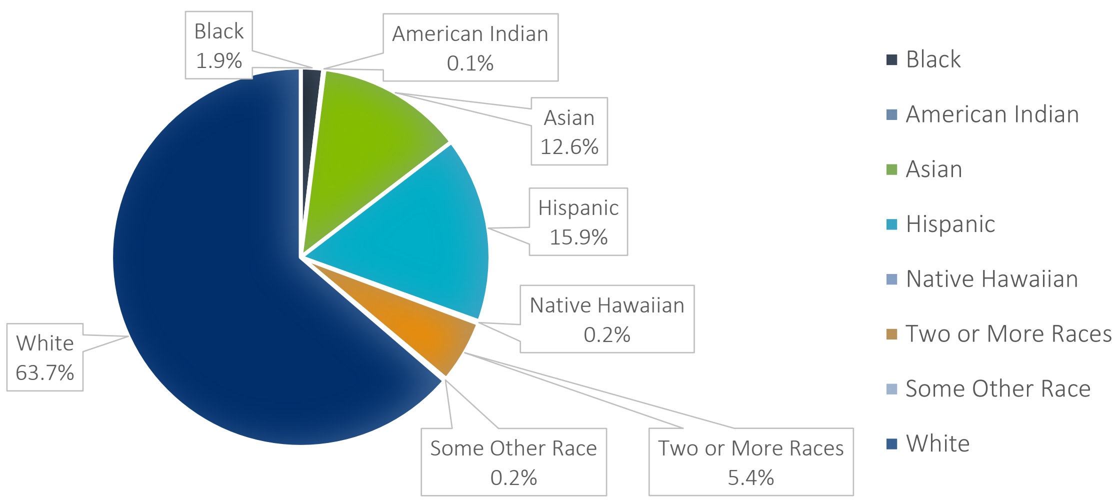

Figure 6. City of Roseville Race/Ethnicity

Table 1. City of Roseville, Placer County, and California Race/Ethnicity

Race/Ethnicity	City of Roseville	Placer County	California
African American or Black	2%	2%	5%
American Indian	0.1%	0.2%	0.3%
Asian	13%	9%	15%
Hispanic	16%	15%	40%
Native Hawaiian	0.2%	0.1%	0.3%
Two or More Races	5%	5%	4%
Some Other Race	0.2%	0.4%	0.4%
White	64%	69%	35%

Source: American Community Survey, 5-year estimates (2018–2022)

Income

The median household income (MHI) for city residents is approximately $112,265, which is higher than the MHI for both Placer County ($109,375) and California ($91,905).[4] Additionally, 6.3% of Roseville residents live below

[4] American Community Survey, 5-year estimates (2018–2022).

the poverty line, compared to 6.8% of the county and 12.1% of the state.[5] Figure 7 shows the MHI across the city, broken down by census tract. The geography of Roseville that exhibits the highest concentration of households making less than $75,000 is in the core of the city along I-80 and Vernon Street, as well as in the neighborhood located to the west of Washington Boulevard (Kaseberg-Kingswood, Roseville Heights, Folsom Road, Cirby Side neighborhoods).

Housing

Data from the Housing and Urban Development Comprehensive Housing Affordability Strategy was used to determine the Housing Burden Indicator within the *CalEnviroScreen* 4.0 dataset. The indicator shows the percentage of households in a census tract that are both low-income (making less than 80% of their county's MHI) and severely burdened by housing costs (paying greater than 50% of their income for housing costs). For this data set, a higher percentile means that a higher proportion of households in a census tract are both low-income and pay greater than 50% of their income for housing costs, compared to other census tracts in the state. Figure 8 shows the housing burden percentile across census tracts in Roseville. Areas near Historic Downtown and Vernon Street next to the Union Pacific Rail Yard, as well as the stretch of Washington Boulevard south of Pleasant Grove Boulevard (Folsom Road, Cherry Glen, Theiles Manor, Cresthaven, Diamond Oaks, and portions of Johnson Ranch), are more housing burdened than other neighborhoods in the city.

Land Use

Planning for land uses and transportation together helps create safer, more walkable environments. Designating local land uses with mobility in mind can create more access to destinations and resources, as well as support the local economy. Diverse land uses with higher density encourage walking or bicycling trips as destinations are closer together and easier to access. Conversely, segregated land uses that are low-density and further apart can promote driving trips.

Roseville features a range of land uses, though most areas are designated for low-to-medium-density residential uses, as shown in Figure 9. Downtown, Historic Old Town, and several Downtown-adjacent neighborhoods feature grid-based street networks and exhibit higher-density commercial uses. Connected across the Union Pacific railroad corridor by the Washington Boulevard underpass, Downtown Vernon Street and Historic Old Town are both core areas of the Downtown Specific Plan. The central business district is located around Roseville's main transit hub (i.e., Civic Center Transfer Point), while mixed-use commercial centers and office parks are located along I-80, State Route 65 (SR-65), and Douglas Boulevard (Lead Hill, Harding neighborhoods). These locations include several essential destinations such as Sierra College, Kaiser Permanente Roseville Medical Center, Sutter Roseville Medical Center, and Westfield Galleria.

Most major arterials in outer neighborhoods (ex. Fiddyment Farm, Westpark, Solaire) consist of low-density commercial land uses. There are pockets of medium- to high-density residential projects scattered throughout

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[5] Ibid. Following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, the Census Bureau measures poverty by using a set of money income thresholds that vary by family size and composition. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using the Consumer Price Index (CPI-U).

these outer neighborhoods. The City of Roseville aims to promote mixed-use development by using two or more designations for certain areas that include complementary land uses.

In addition to commercial and residential uses, Roseville's open spaces and parks are scattered across the residential neighborhoods, along local creeks, and the West Roseville power line corridor. Industrial uses are primarily concentrated along railroads. Figure 9 provides a general summary of the existing land use throughout the city.

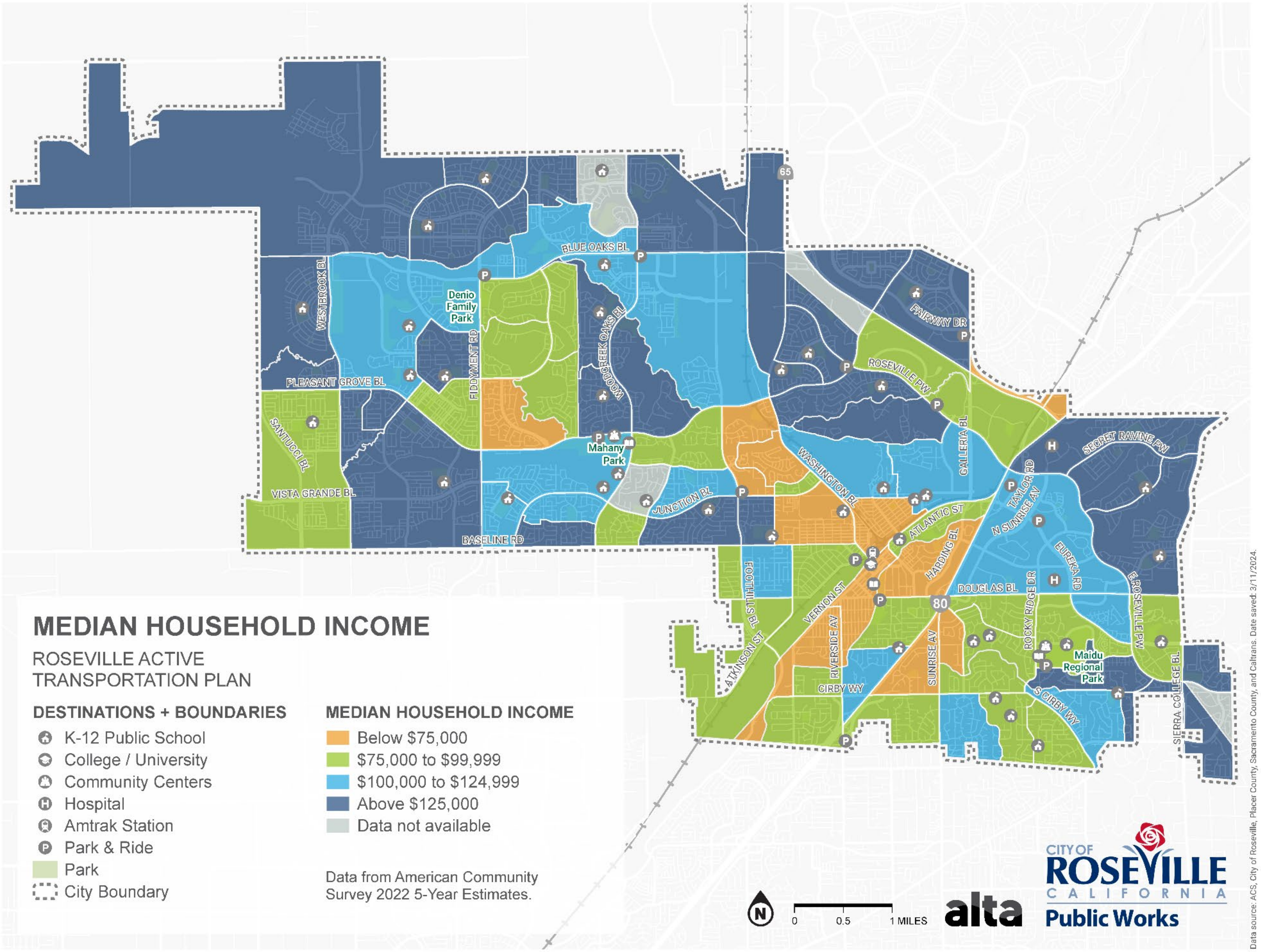

Figure 7. Median Household Income

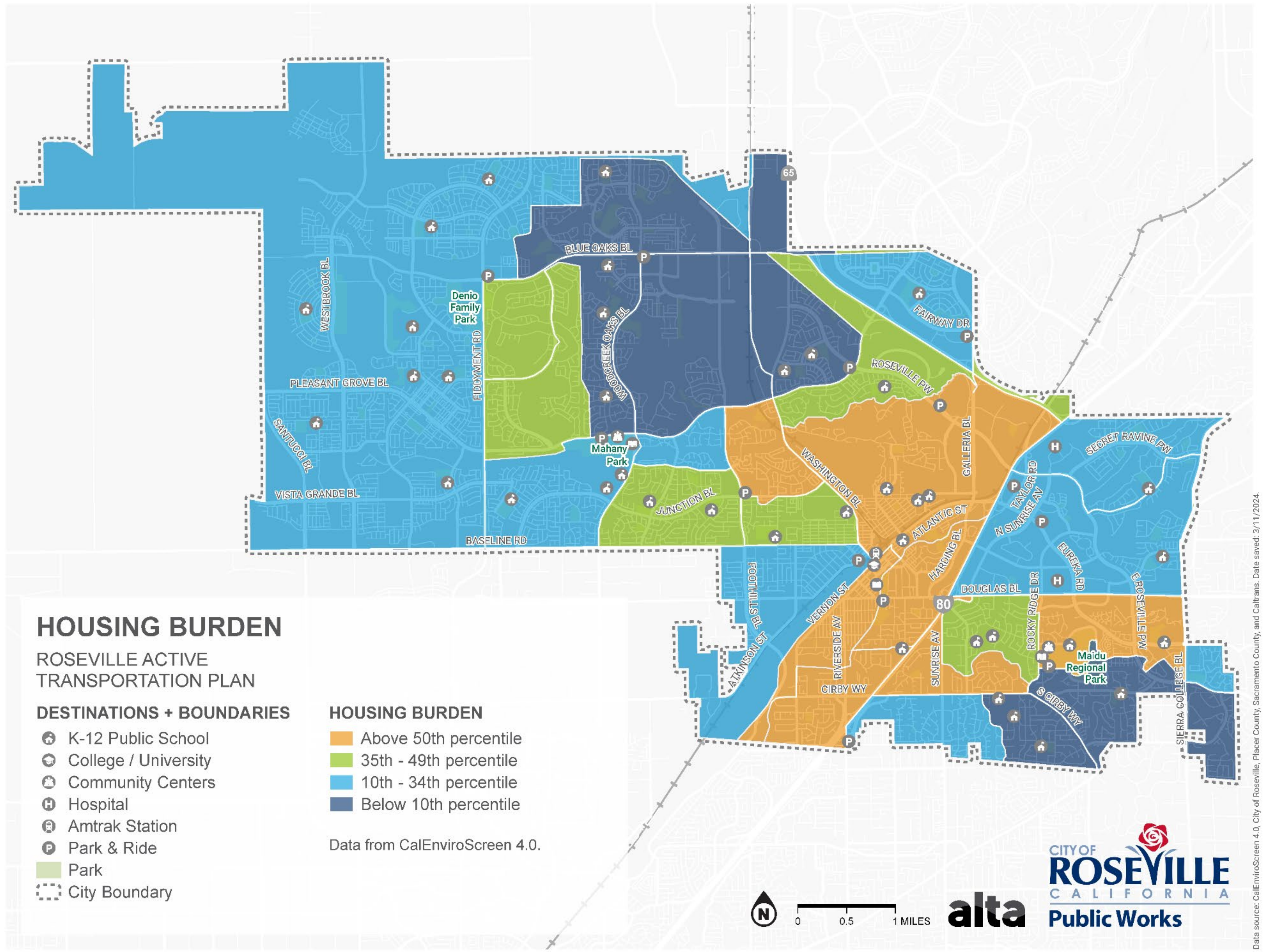

Figure 8. CalEnviroScreen 4.0 Housing Burden Percentile

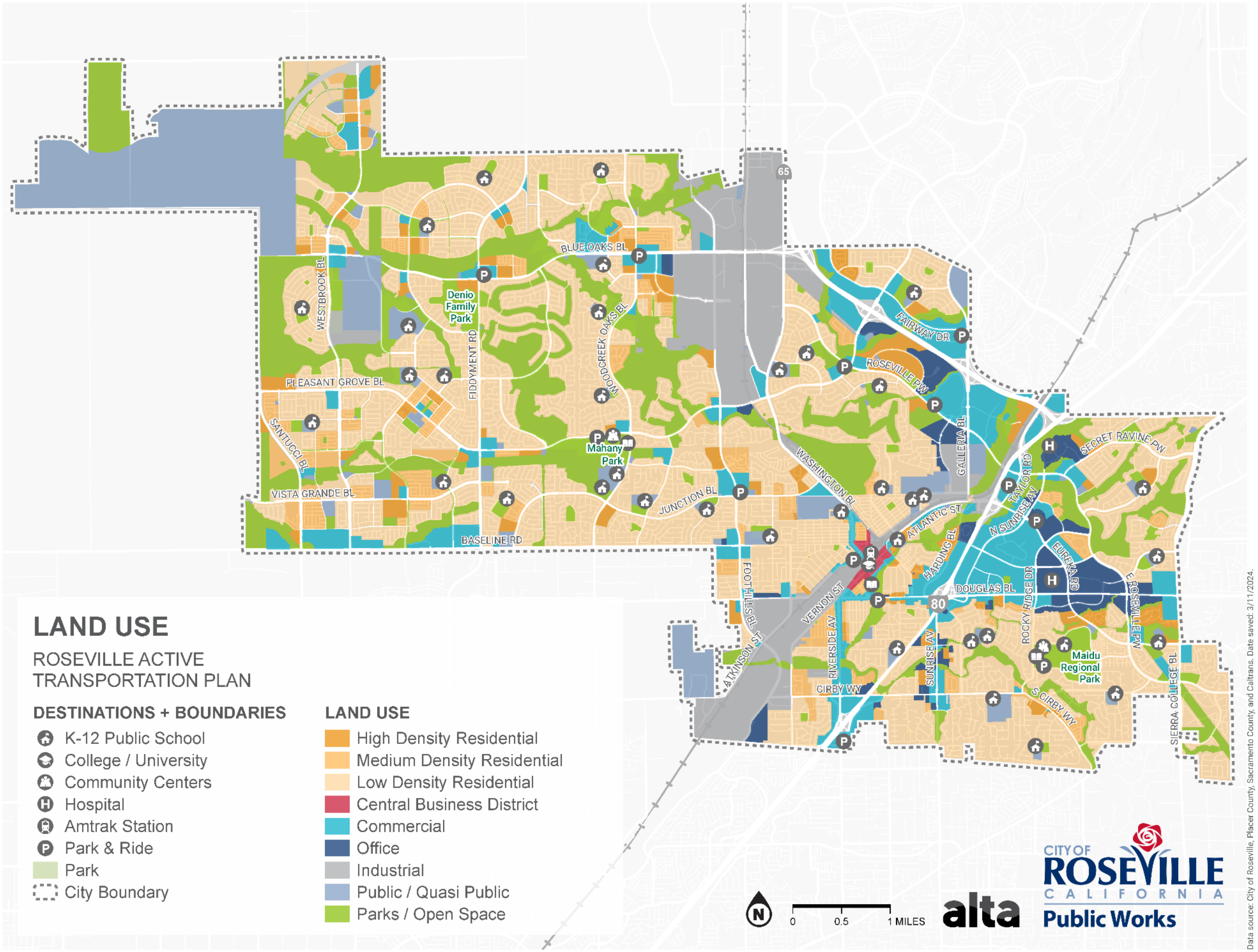

Figure 9. City of Roseville Existing Land Use Map

Commute Profile

The National Household Travel Survey dataset was used to provide insight into personal and household travel behavior across the city.[6] This data focuses primarily on detailed **commute data; however, the data showed that** approximately **13% of all trips** completed in Roseville were completed through active transportation modes.

On the commute to work, the data indicated that around 26% of transportation trips in Roseville were commute-related trips.[7] Of these trips, 70.9% were completed driving alone and 6.5% were via carpool.[8] Across the city, transit use accounts for approximately 0.8% of all commute trips; however, American Indian residents use public transit at a significantly higher rate (18.2%) than other races/ethnicities. Overall, people walking (1.1%) and people biking (0.2%) to work account for around 1.3% of total commuting trips. However, African American or Black and Hispanic residents walk and bike to work at higher rates than others in Roseville. **Table 2** provides a complete breakdown of commute modes by race/ethnicity.

Table 2. City of Roseville Commute to Work by Race/Ethnicity

Race	Drive Alone	Carpool	Transit	Walk	Bike/Taxi/ Motorcycle[9]	Work from Home
African American or Black	60.0%	5.0%	4.0%	2.3%	2.6%	26.2%
American Indian	78.3%	0.0%	18.2%	0.0%	0.0%	3.5%
Asian	71.2%	7.9%	1.0%	1.1%	0.7%	18.1%
Hispanic	70.0%	10.1%	1.3%	2.6%	1.5%	14.6%
Native Hawaiian	69.4%	30.6%	0.0%	0.0%	0.0%	0.0%
Two or More Races	66.1%	11.8%	0.4%	1.0%	3.3%	17.3%
Some Other Race	68.8%	10.7%	0.8%	5.1%	2.4%	12.2%
White	71.9%	5.3%	0.7%	0.9%	1.4%	19.8%
Total Average	70.9%	6.5%	0.8%	1.1%	1.5%	19.1%

Source: American Community Survey, 5-year Estimate (2018–2022).

Employment

Roseville offers a multitude of employment opportunities, with several employment hubs concentrated on the east side of the city, as shown in **Figure 10**. The highest concentration of employment is centered around Kaiser Permanente Roseville Medical Center, while several other high employment areas are located around the business centers near the interchanges of I-80 and SR-65. Westfield Galleria, anchored by Macy's, JCPenney, Nordstrom, Pottery Barn, and Crate & Barrel, offers some of the many retail, food services, and accommodation employment opportunities that make up 23% of jobs in Roseville, according to 2022 U.S. Census data.

[6] Federal Highway Administration. 2020. 2020 NextGen NHTS National Passenger OD Data, U.S. Department of Transportation, Washington, DC. Available online: https://nhts.ornl.gov/od/.
[7] National Household Travel Survey, 2022.
[8] American Community Survey, 5-year estimates (2018–2022).
[9] NOTE: The numbers presented in this table have been aggregated for bike, taxi, and motorcycle as the American Community Survey combines these commute-to-work categories when presented by race/ethnicity.

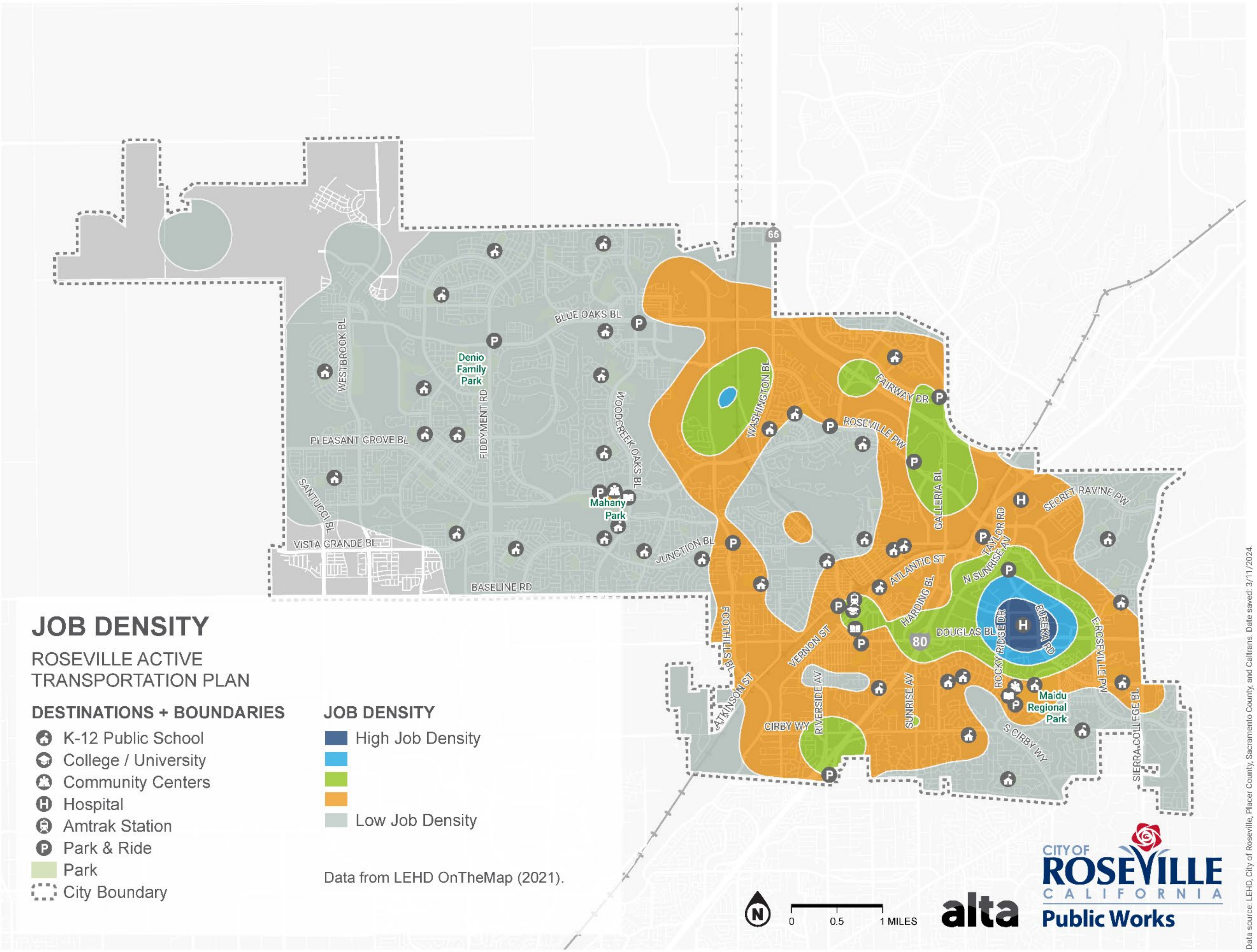

Figure 10. City of Roseville Employment Hubs (Jobs/Square Mile)

Equity Profile

This section identifies the areas and populations in the city that may benefit the most from improvements in the active transportation network due to disproportionate societal, environmental, health, and economic burdens. When distributed equitably, active transportation improvements can help address these burdens and begin to address decades of historical disinvestment. Improving infrastructure and access for people walking and biking can help improve safety, connectivity, air quality, and public health for communities that often rely on active modes of transportation to get around.

Environmental Health – CalEnviroScreen 4.0

CalEnviroScreen 4.0 (CES)[10] examines census tracts based on the combined indicators for 1) pollution burden (i.e., exposures and environmental effects), and 2) population characteristics (i.e., sensitive populations and socioeconomic factors). Pollution burden and population characteristics consist of 21 statewide indicators ranging from low educational attainment to existing ozone levels (more information on each indicator is available from the Office of Environmental Health Hazard Assessment). Census tracts that score in the top 25th percentile are considered the most disadvantaged statewide and have been targeted for greenhouse gas reduction funding through Senate Bill 535.[11]

Overall CES Score

According to overall CES scores, none of Roseville's census tracts fall within the top 25th percentile as shown in **Figure 11**; however, various vulnerable census tracts in the city fall within the top 40th percentile of CES. These higher scores (above 40%) are depicted in orange on the map and signify higher levels of pollution and population characteristic burdens. These areas of the city have the greatest need, and most of these census tracts are located near the Historic Downtown and Vernon Street area to the west of I-80 and along the railroads. **Figure 12** and **Figure 13** show the separate pollution burden and population characteristics scores, respectively.

Pollution Burden

As shown in **Figure 12**, areas of the city with the highest pollution burden vary slightly from the overall CES scores. Census tracts exhibiting a higher pollution burden are located in the core of the city (along the railroad and I-80 corridors). This is likely due to the higher concentration of industrial land uses in these census tracts, resulting in increased air pollutants from greater truck traffic, manufacturing emissions, and proximity to highways where a significant amount of air pollution is generated. Additionally, the neighborhoods located west of Fiddyment Road also experience a significant pollution burden based on the CES data.

[10] CalEnviroScreen 4.0 available online: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40.
[11] Senate Bill 535 establishes minimum funding requirements and definitions for disadvantaged communities.

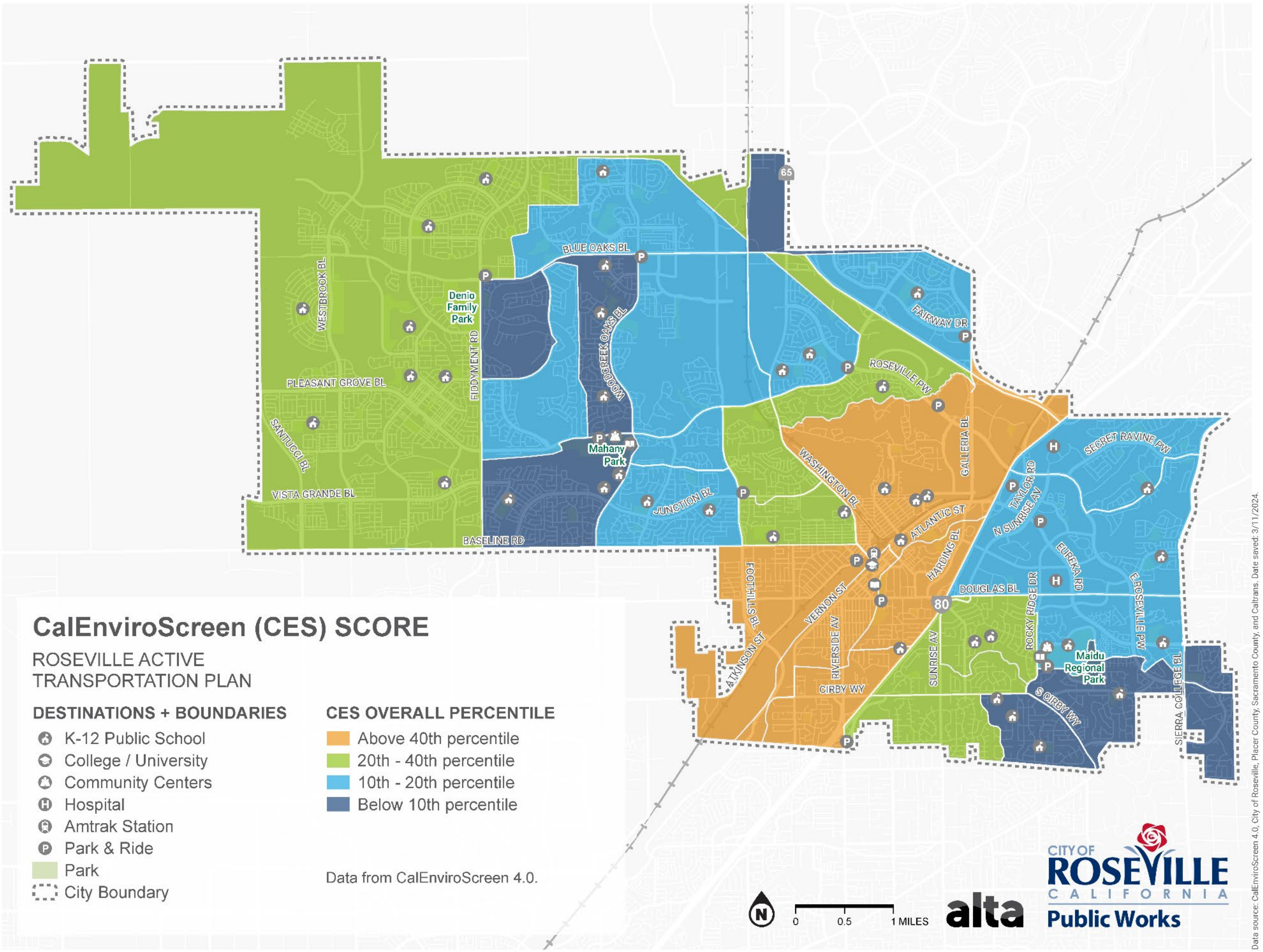

Figure 11. CalEnviroScreen 4.0 – Overall Score

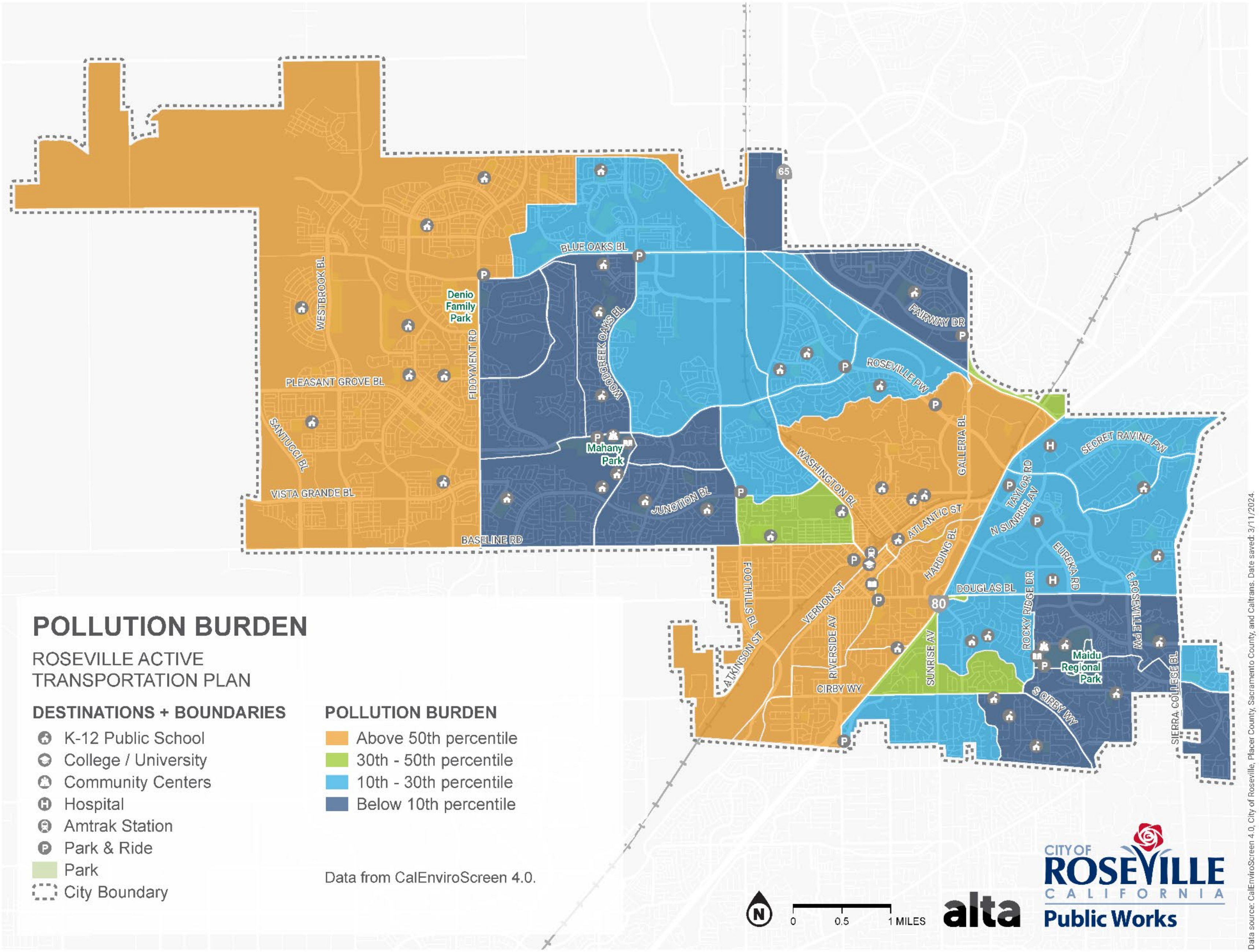

Figure 12. CalEnviroScreen 4.0 – Pollution Burden

Population Characteristics

CalEnviroScreen 4.0 also uses a combined index for summarizing population characteristics that result in increased vulnerability to pollution. These population characteristics include the following indicators:

- High incidence of asthma
- High incidence of cardiovascular disease
- Low birth weight of infants
- Low educational attainment
- Housing burden[12]
- Linguistic isolation[13]
- Poverty[14]
- High unemployment rates

The eastern areas of Roseville that are near the Union Pacific Rail Yard, as well as the neighborhoods between Washington Boulevard and SR-65, scored above the 40th percentile for CES population characteristics (**Figure 13**). On the west side of Roseville, the neighborhoods located to the south and east of Del Webb Boulevard, in the Sun City community, also scored above the 40th percentile for population characteristics that result in increased vulnerability to pollution.

[12] Based on data from Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy. This indicator identifies the percentage of households in a census tract that are both low income (making less than 80% of their county's median family income) and severely burdened by housing costs (paying greater than 50% of their income for housing costs).
[13] Based on data from the American Community Survey. Identifies percentage of limited English-speaking households, which are households where no one over age 14 speaks English well.
[14] Based on data from the American Community Survey. Identifies the percentage of the population with incomes less than two times the federal poverty level.

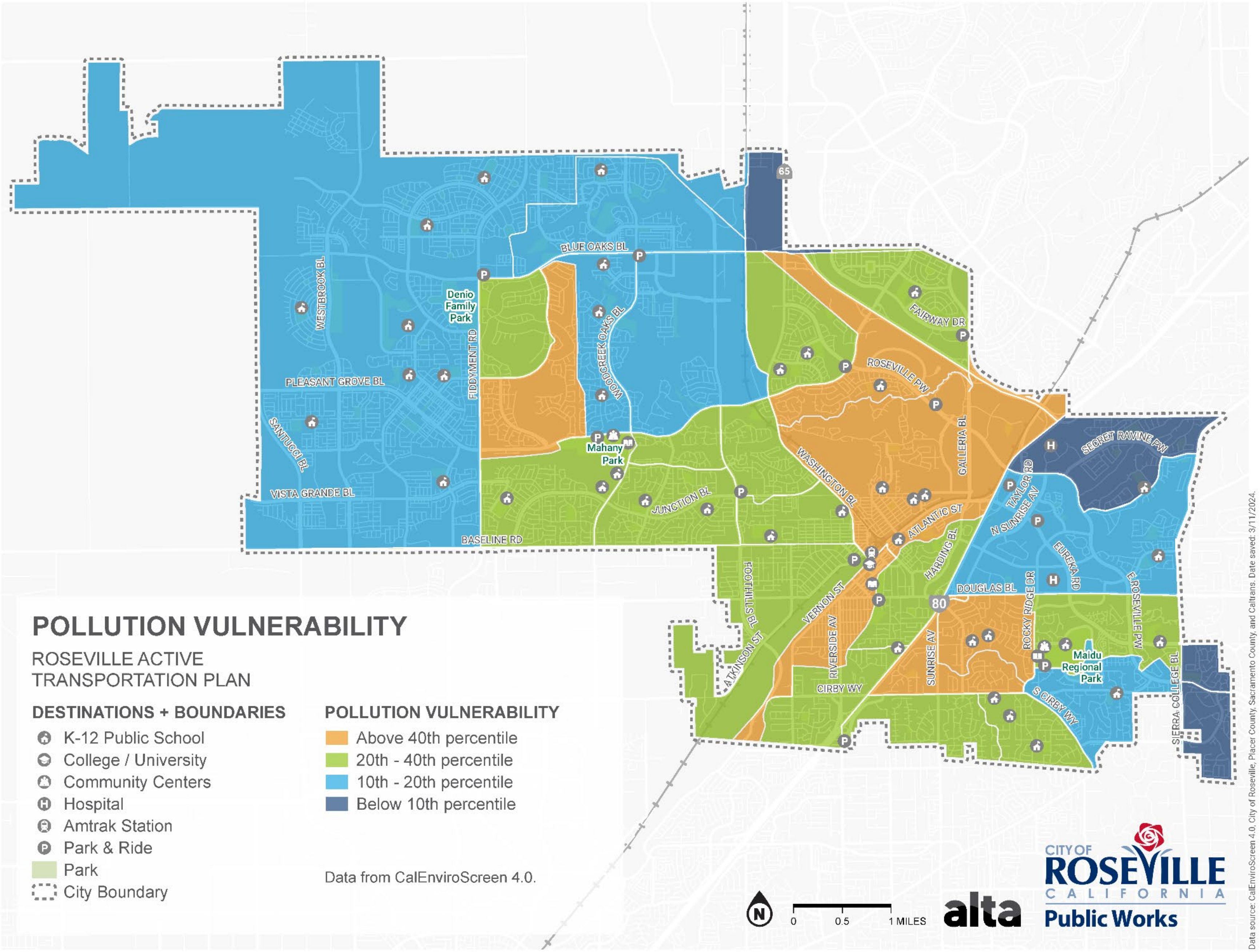

Figure 13. CalEnviroScreen 4.0 – Population Vulnerability

Public Health – Healthy Places Index

The Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California, provides valuable insights into specific public policy and health considerations. The overall index is a composite of 25 individual metrics, which cover economics, education, social, transportation, healthcare access, neighborhood composition, housing, and environmental factors.[15] Census tracts that score in the bottom 25th percentile are typically considered the unhealthiest at the statewide level.

Overall HPI Score

Overall HPI scores for the city area are shown in **Figure 14**. Lower HPI scores (depicted by orange on the map) signify higher levels of health vulnerability. Two significant metrics related to public health and transportation include *access to parks* (**Figure 15**) and *grocery store access* (**Figure 16**). Parks are important community assets and provide outdoor open space and places for recreation and exercise. Having access to a grocery store can improve residents' health by encouraging a better diet, reducing chronic disease, and lowering the risk of food insecurity. These metrics are explained in greater detail in the following sections.

The most health-vulnerable census tracts, or those that score within the bottom 25th percentile of HPI overall, are located north and east of Sierra Gardens Park, and to the south and east of Del Webb Boulevard in Sun City Roseville community. According to the HPI, these census tracts experience worse health conditions, including poorer transportation options and greater housing burdens, than 88% and 79% of other tracts in California.

Access to Parks

There are parks distributed throughout the city including small neighborhood parks, larger City-owned parks, regional parks, and open space areas. **Figure 15** displays access to parks for Roseville residents.[16] The areas with limited park access (below the 30th percentile) are concentrated on the west side of the city, beyond Fiddyment Road. It is important to note, however, that these areas of the city have not been fully built out and planned amenities like parks, schools, and community centers continue to be developed.

Grocery Store Access

Grocery store access is evaluated by the percentage of people in an urban area who live within a one-half-mile radius from a grocery store. Using this threshold, census tracts located along the city's southern and eastern boundaries have the least access to grocery stores, as shown in **Figure 16**. Conversely, census tracts along SR-65 and near the I-80 interchange at Douglas Boulevard have the highest access to grocery stores, based on HPI data.

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[15] Healthy Places Index 3.0, Public Health Alliance of Southern California.
[16] Healthy Places Index 3.0, Public Health Alliance of Southern California.

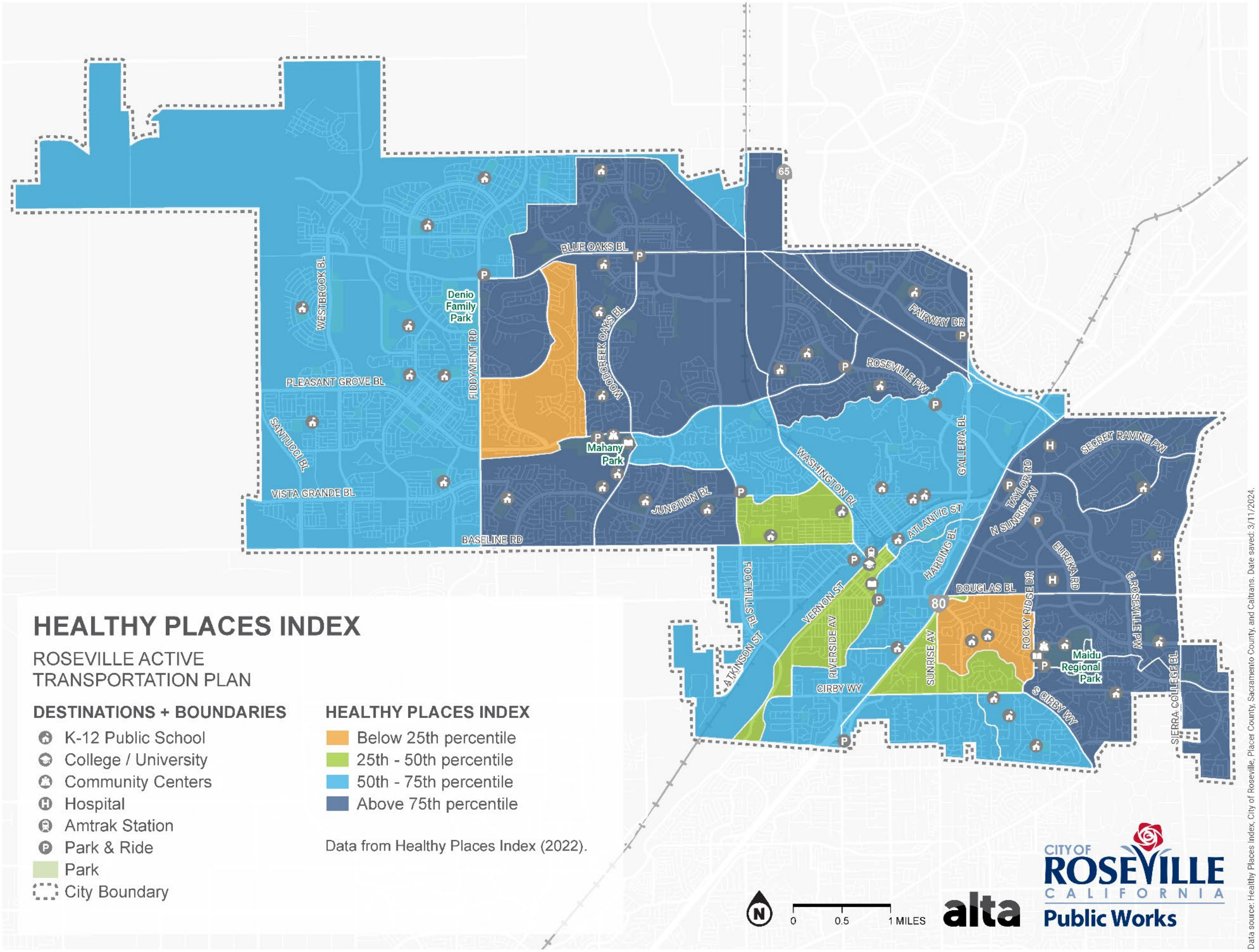


Figure 14. Healthy Places Index – Overall Score

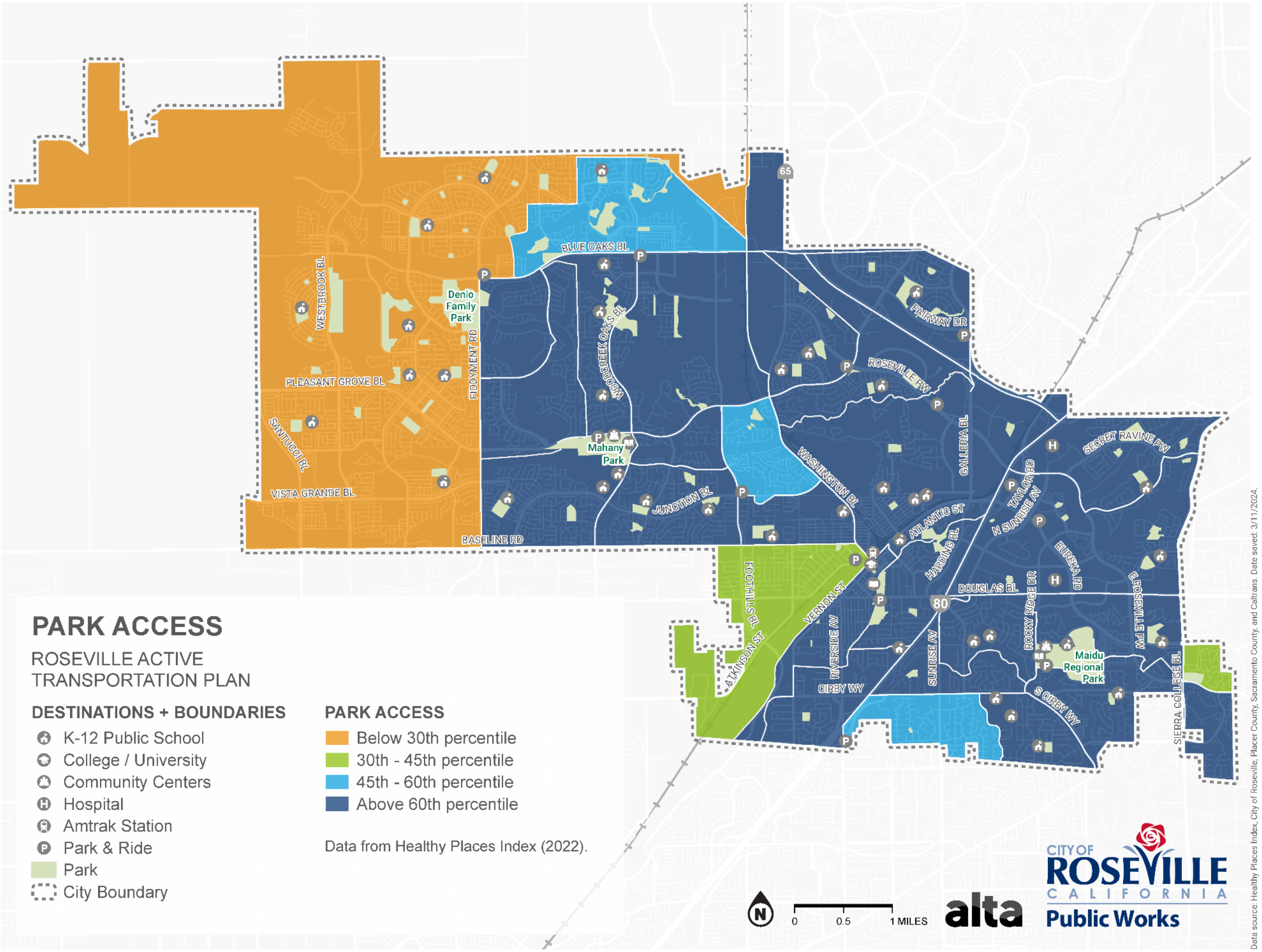


Figure 15. Healthy Places Index – Access to Parks

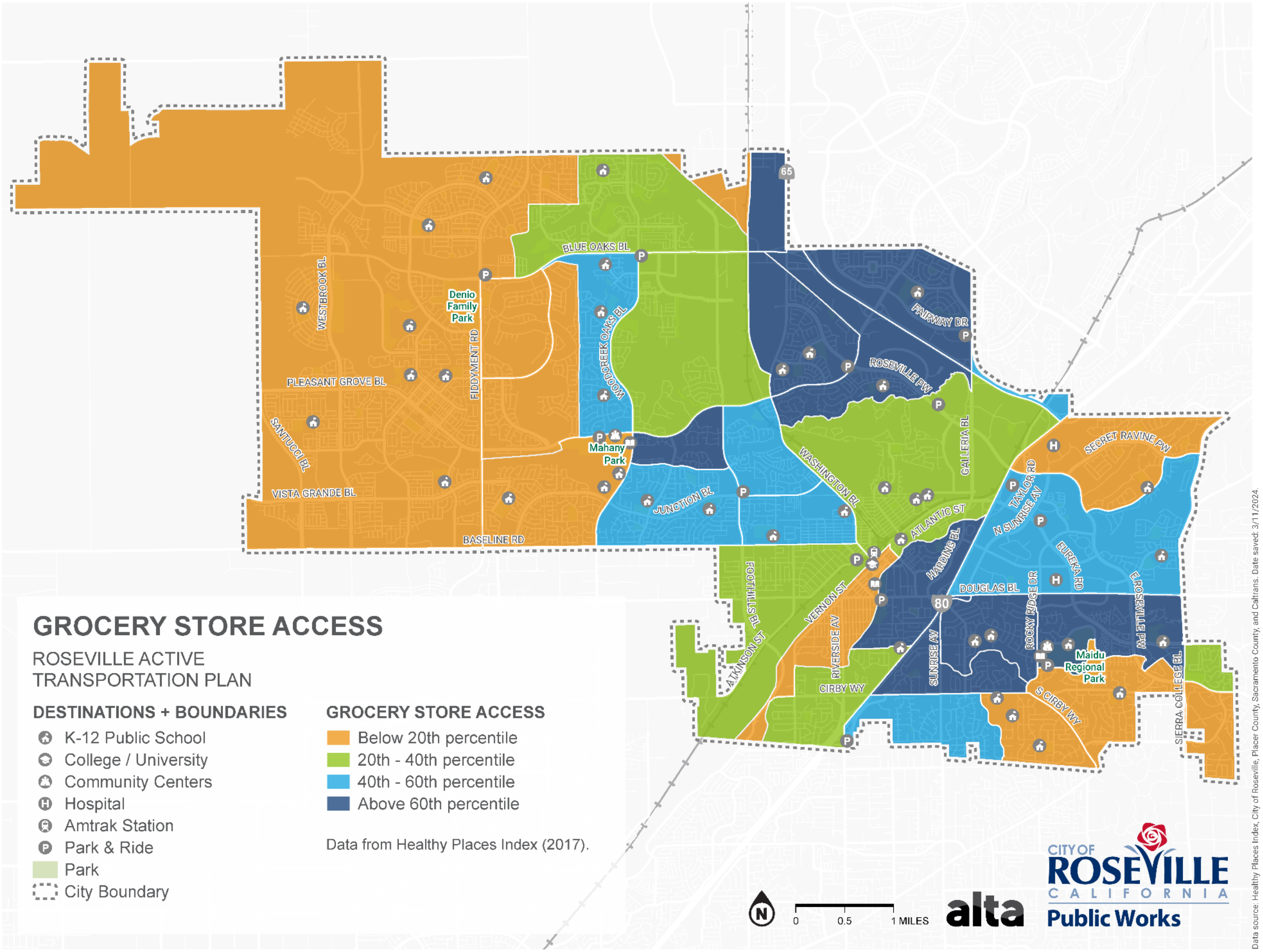


Figure 16. Healthy Places Index – Grocery Store Access

Heat Vulnerability Analysis

Heat Health Action Index

The Heat Health Action Index is composed of several variables that represent heat vulnerability, a metric that indicates the relative effects of social vulnerability factors (e.g., race, education, age, income, and transportation), health factors (e.g., physical disability, asthma, and heart health), and environmental factors (e.g., land development, ozone, particulate matter, tree canopy, and urban heat islands) to gauge how vulnerable communities may be to relative changes in temperature and increases in the number of heat events. People with limited vehicle access who must walk, bike, or take transit tend to be more vulnerable to high temperatures; therefore, the availability or lack of shade can be a major factor in opting to walk, bike, or access transit.

The Heat Health Action Index is based on a score of 0 to 100, with lower scores indicating less heat vulnerability. The average summer temperature in California is projected to increase by 4 to 5 degrees Fahrenheit by the year 2100.[17] As the average temperature increases, the frequency and severity of extreme heat events—periods of relatively hotter and more humid conditions that impact the social, health, and environmental factors listed in the preceding paragraph—will also increase in frequency and severity. Figure 17 shows the Heat Health Action Index for Roseville. Areas with higher heat vulnerability (depicted by orange on the map) include:

- Neighborhoods located between Pacific Union Rail Yard and I-80 (Folsom Road, Cherry Glen, Theiles Manor)
- Neighborhoods to the east of I-80 between Douglas Boulevard and Cirby Way (Sierra Gardens and portions of Meadow Oaks, Maidu, and Johnson Ranch)
- Neighborhoods situated along the West Roseville power line corridor between Foothills Boulevard and Washington Boulevard

Environmental and Public Health Index

Figure 18 is a bivariate map illustrating the relationship between the level of environmental burdens and the level of public health burdens in the same location. Areas of the city showcased in a darker blue color indicate higher environmental burdens, while those with a darker green color indicate a higher public health burden. The neighborhoods to the west of I-80, along the Pacific Union Rail Yard (depicted by a deep bright green color on the map), show a high environmental burden but a low public health burden. The southeast and northeast corners of the city are shown in bright blue, indicating higher public health burdens but lower environmental burdens. The areas to the west of Fiddyment Road are shown in a green-blue color, indicating high environmental burdens but median public health burdens in this area.

[17] California's Fourth Climate Change Assessment - Summary Report (2018).

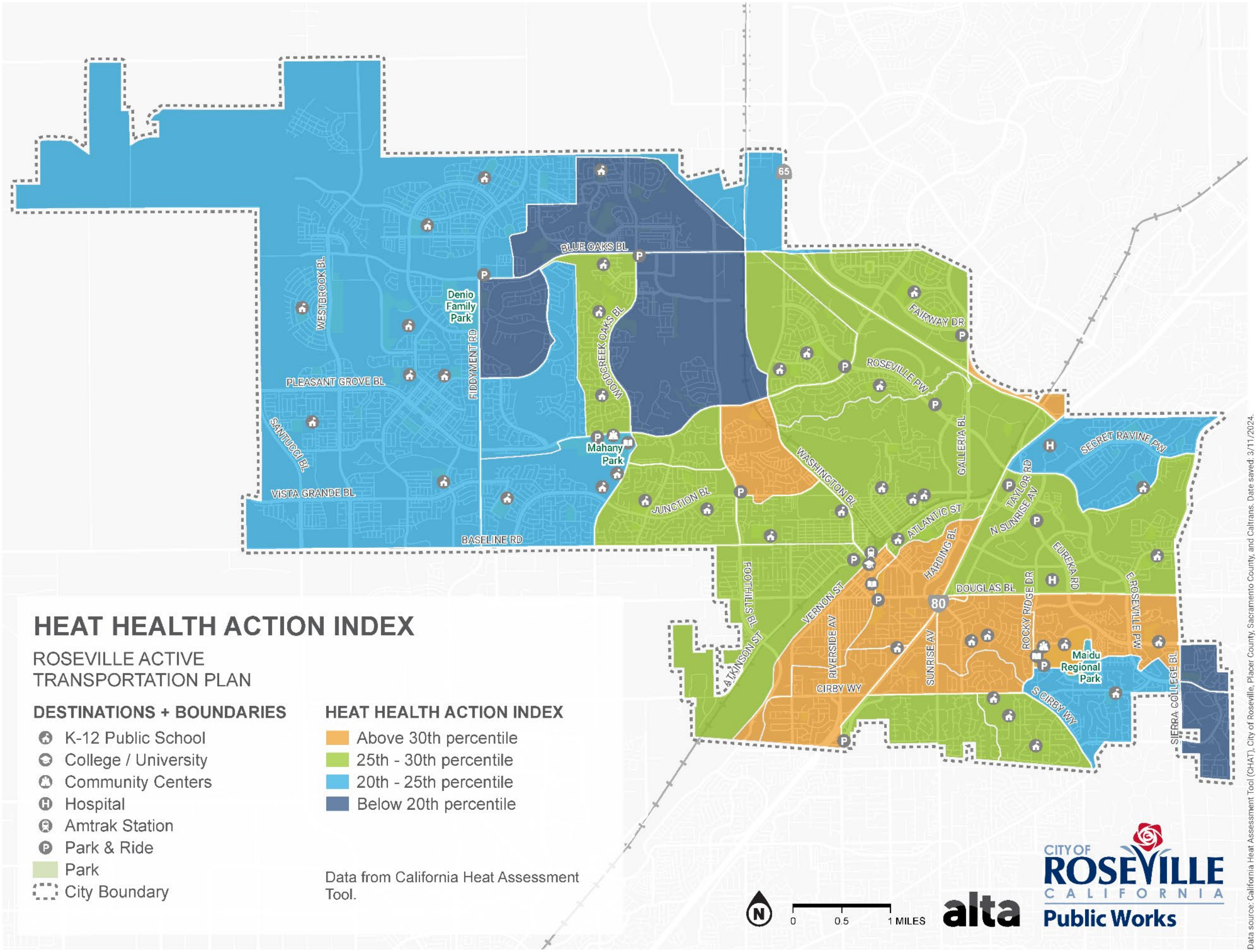


Figure 17. Heat Health Action Index

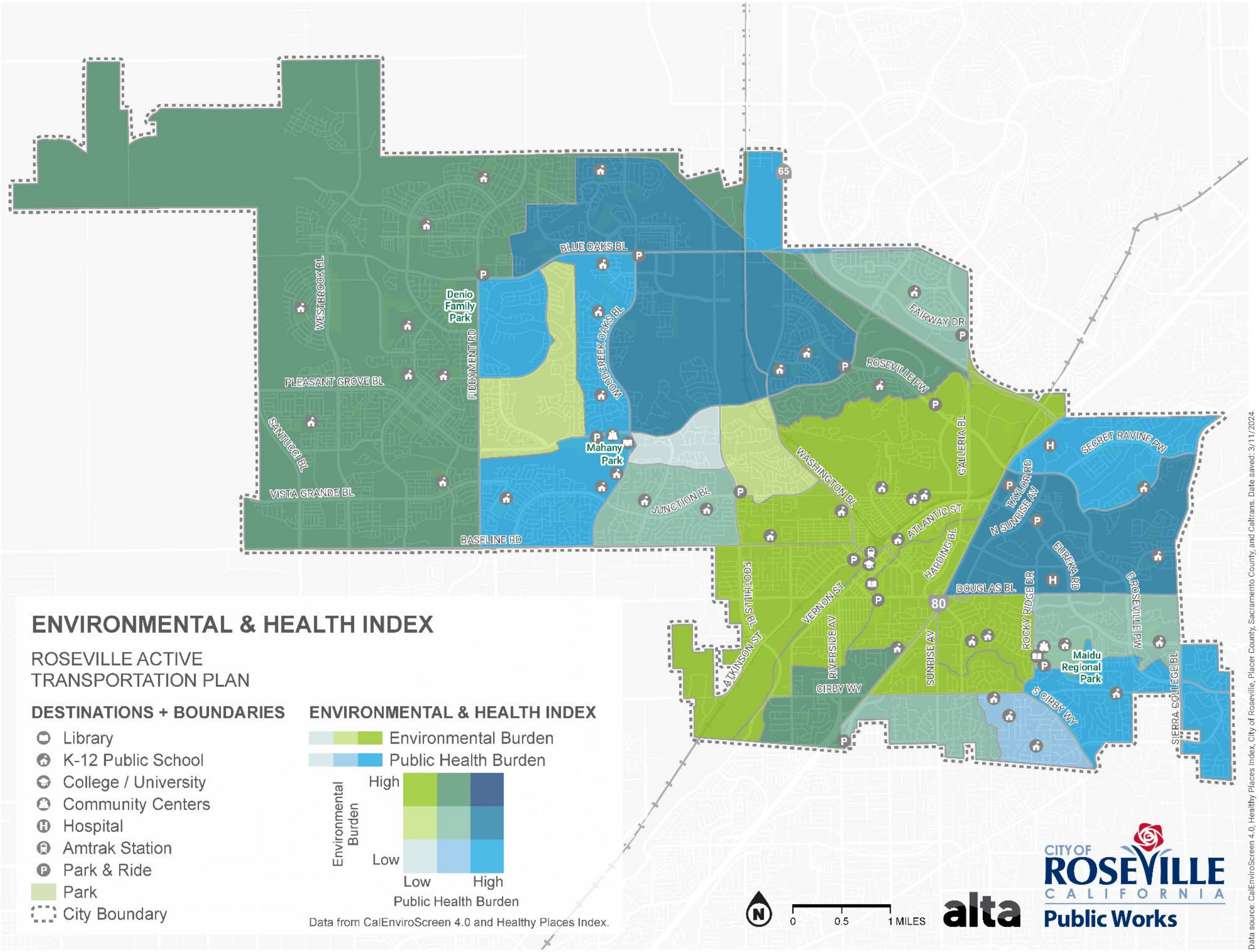


Figure 18. Environmental and Health Index

Transportation Profile

Roseville is a major transportation hub in the region, set between Sacramento and the foothills of the Sierra Nevada Mountains along the I-80 corridor, with its own northern bypass—State Route 65 (SR-65), the Roseville Bypass. The city is also built around the rail lines passing through, providing service for both freight and Amtrak's Capital Corridor and California Zephyr routes. It is important to note that the western portions of the city have been developing rapidly, including the installation of many new sidewalks and bike lanes. This memo aims to identify ways to connect these growing and changing parts of Roseville to the greater transportation network.

Major arterials that run through the city include:

- Roseville Parkway
- Foothills Boulevard
- Douglas Boulevard
- Baseline Road
- Santucci Boulevard
- Westbrook Boulevard
- Blue Oaks Boulevard
- Fiddyment Road
- Sierra College Boulevard
- Pleasant Grove Boulevard
- Galleria Boulevard
- Eureka Road
- Sunrise Avenue

Minor arterials include but are not limited to Cirby Way, Rocky Ridge Drive, Harding Boulevard, Junction Boulevard, Washington Boulevard, Vista Grande Boulevard, and Secret Ravine Parkway. As noted in **Figure 19,** the existing street network is more compact and grid-like in the core of the city (Downtown) and becomes less connected with more winding streets the further away from the city's central business district.[18]

[18] City of Roseville 2035 General Plan.

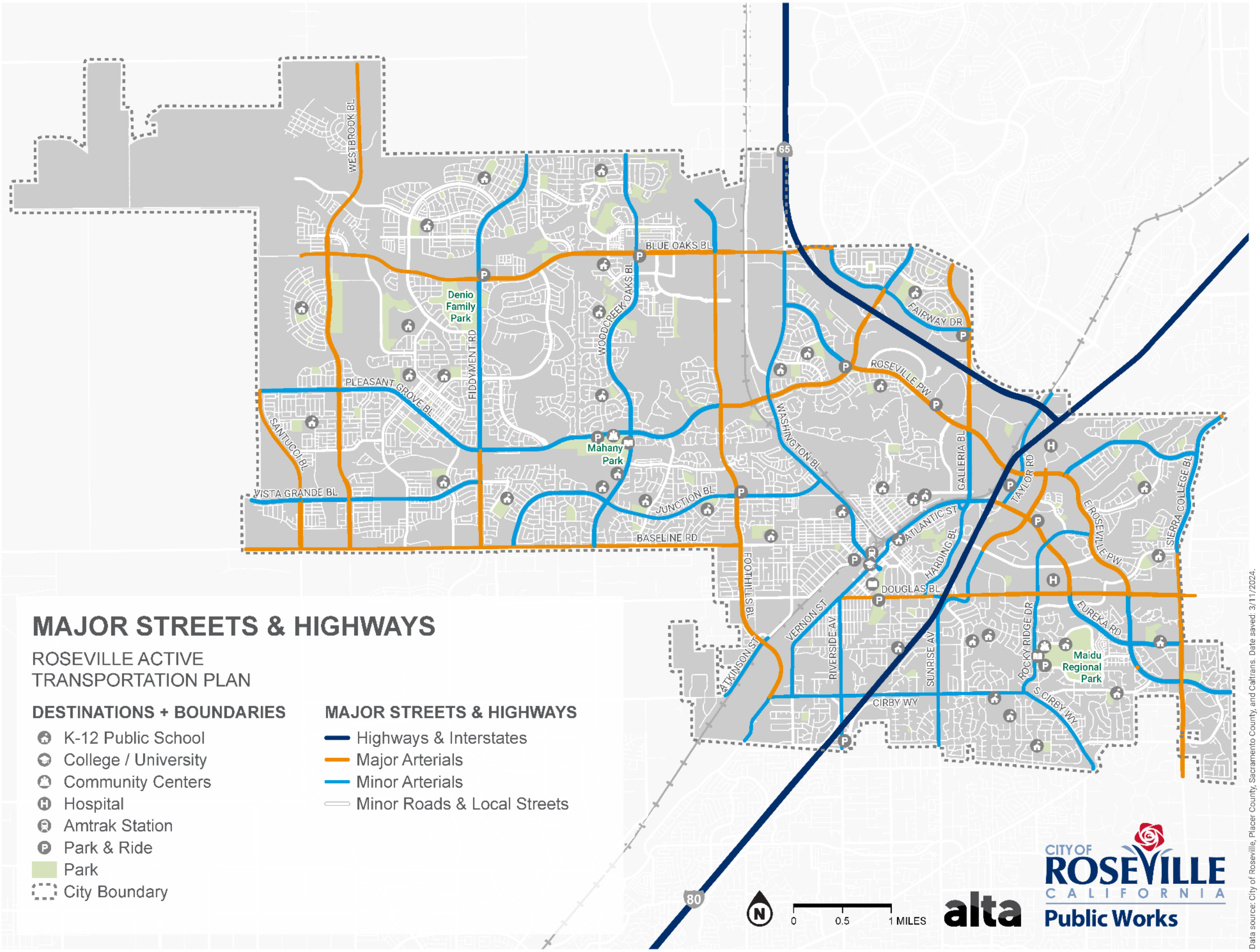


Figure 19. Map of Existing Streets and Highway Network

Walking Facilities

Roseville has nearly 400 miles of complete sidewalks (see **Table 3**) and 51 miles of existing trails, creating many opportunities for residents to make local trips on foot. There are also nearly 300 miles of roadways with incomplete or under-construction walking networks, where sidewalks are largely absent from one or both sides of the street. There are opportunities for the City to fill network gaps in key areas to provide greater access to local and regional destinations for people walking. It is important to note that the western portions of the city have been developing rapidly, including the installation of many new sidewalks, crossings, and multi-use trails. **Figure 20** shows the city's existing pedestrian sidewalk and multi-use trail network. The area north of Amtrak and around Downtown in particular features a high number of older, narrow alleys and streets without space for sidewalks. However, many of these streets see lower traffic volumes and speeds than nearby major arterials with sidewalks, and therefore may still serve as preferred walking routes. Additionally, the west side of Roseville is developing rapidly, therefore the existing data shown in **Table 3** and **Figure 20** may not adequately reflect pedestrian infrastructure built after the development of this memo.

Sidewalks along Washington Boulevard.

Multi-use trail in Roseville.

Table 3. Existing Pedestrian Network

Facility	Miles*
Multi-Use Trails	63.2
Existing	51.3
Previously Planned	11.9
Sidewalks	691.2
Incomplete/Under Construction	293.8
Complete (both sides)	397.4
Total	754.4

*Excludes freeways and on/off-ramps

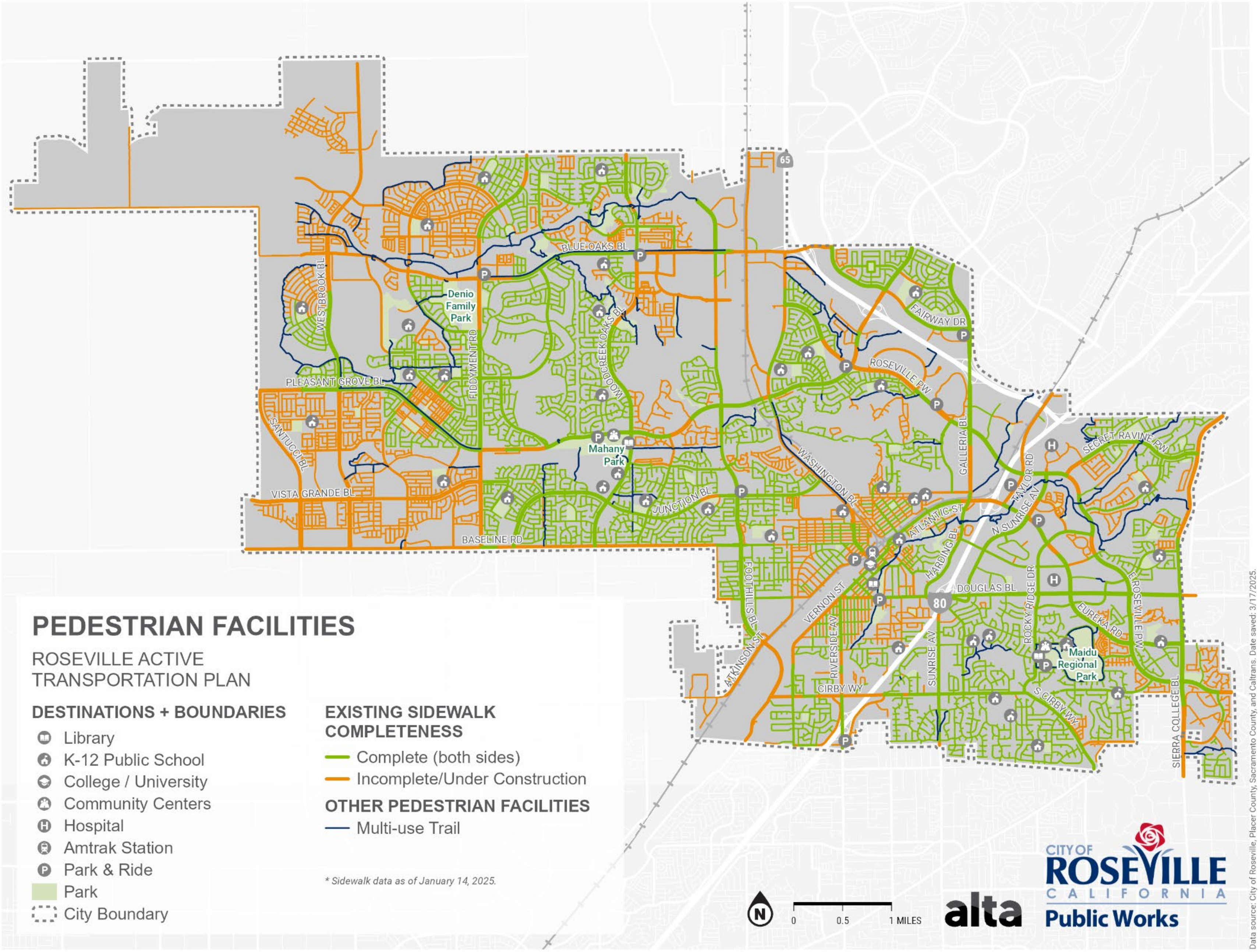


Figure 20. Map of Sidewalk Network and Gap

Curb ramps, standard crosswalks, and channelized traffic island on Pleasant Grove.

Most collector and arterial streets in the city are wide and have long crossing distances. Further, many intersections feature channelized traffic islands that could be difficult for people walking or using mobility devices to maneuver (see image above). Curb ramps generally exist at major intersections across the city, but there are some intersections along collector and local streets do not have existing curb ramps. Similarly, standard marked crosswalks exist at most intersections between two major or minor arterials, as well as at some intersections near schools, parks, and other destinations. Several locations also feature high-visibility marked crosswalks, pedestrian refuge islands, and pedestrian crossing signage. Table 4 and Figure 21 show the breakdown of what percent of all intersections in the city feature marked crosswalks, based on existing data from the City of Roseville.

*Table 4. Existing Crosswalks**

Intersections	Percent with 1 or More Marked Crosswalks	Percent with Marked Crosswalks on All Legs
All Intersections (4,417 total intersections)	8%	1%
Intersection with Collector/Arterial (936 total intersections)	28%	4%

* Note: at the time of completion of this memo, crosswalk data for western parts of the city was not available.

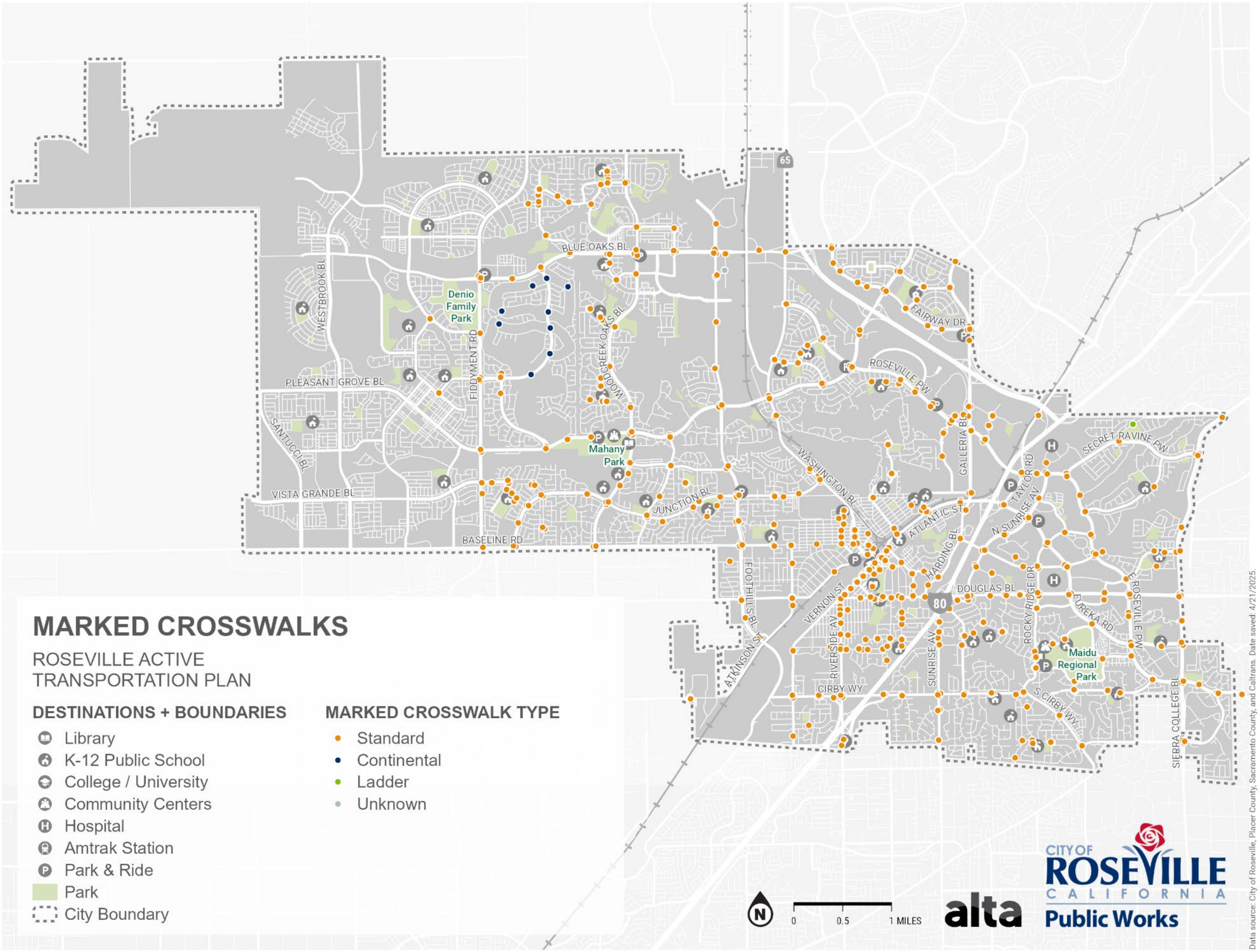


Figure 21. Map of Marked Crosswalks

Biking Facilities

As listed in **Table 5** and shown in **Figure 22,** Roseville has 174 miles of existing bikeways, with plans to build nearly 15.2 miles more in the coming years. These existing facilities consist of Class II bike lanes (nearly 111 miles), with an additional 51 miles of Class I paths and 12 miles of Class III bike routes. Many of the bike routes are concentrated in older portions of the City of Roseville, and others serve as connections between new developments in the western part of Roseville. The city does not have any existing Class IV separated bikeways.

Table 5. Existing Bikeways by Class

Bike Facility Class	Existing Facilities (Mi.)	Planned Facilities (Mi.)	Previously Proposed Facilities (Mi.)
Class I – Multi-Use Trail	51.3	11.9	22.2
Class II – Bike Lane	110.8	2.7	21.6
Class IIB – Buffered Bike Lane	0.0	0.6	0.0
Class III – Bike Route	11.5	0.0	39.4
Total	**173.6**	**15.2**	**83.2**

The Caltrans Highway Design Manual (HDM) defines four types of bicycle facilities:

Class I – Shared Use Path (Multi-Use Trail)

Class I facilities are dedicated paths for walking and bicycling that might parallel streets, but are completely separated from the roadway by at least 5 feet.

Class I path in Roseville. Source: City of Roseville

Class II – Bike Lane

Class II bike lanes are striped lanes for bicyclists located against the curb or next to a parking lane. This includes buffered bike lanes which include a striped "buffer" area of paint either between the bicycle lane and the travel lane, between the bicycle lane and parked cars, or both.

Class II bike lane on Douglas Blvd.

Class III bike boulevard with traffic circle in Palo Alto, CA.

Class III – Bike Route or Bike Boulevard

Signed routes for bicyclists, where lanes are shared with motorists. These low-speed and volume streets can also include traffic-calming features or other treatments to prioritize bicyclist comfort and deliberately slow vehicles down. An example of a bicycle boulevard with traffic calming is shown in the image above.

Class IV – Separated Bikeway

Separated bikeways provide a physical vertical barrier between the bicycle space and motor vehicle lanes, including bollards, flex posts, curbs, or parking. An example of a separated bikeway is shown in the image to the right. Please note that at the time of completion of this memo, the city does NOT have any existing Class IVs facilities.

Class IV separated bikeway in Davis, CA.

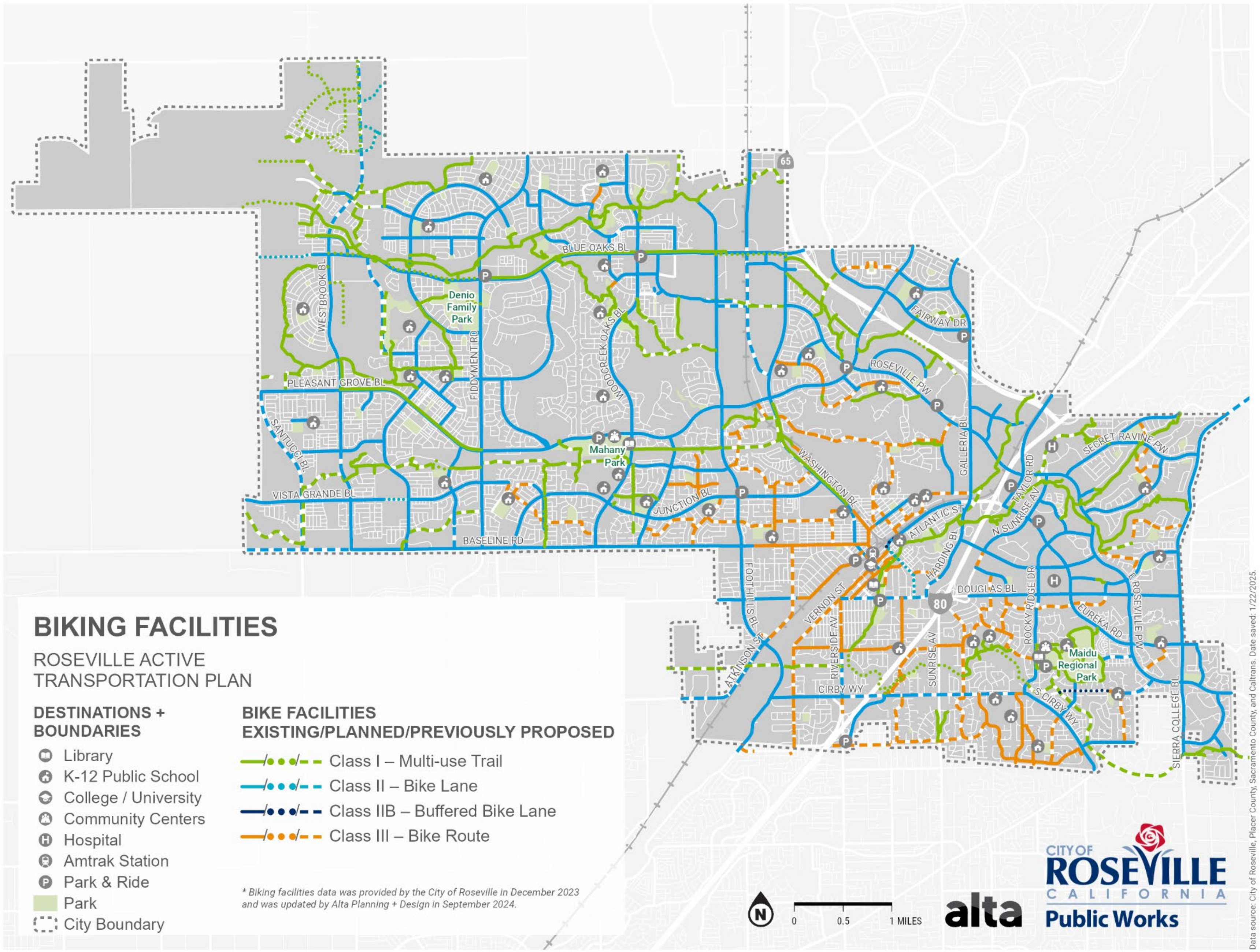


Figure 22. Bicycle Facilities – includes Existing, Planned (Budgeted or in Design), and Previously Proposed Bikeways

Transit Network

The city is linked to Sacramento and the greater Bay Area through Amtrak and Capitol Corridor rail, which both stop at Roseville Station. Roseville Transit provides commuter bus service between Roseville and downtown Sacramento, and operates fixed routes throughout the city with connections to Placer County Transit and Sacramento Regional Transit (**Figure 23**). Additional services include Arrow on-demand service, accessible Paratransit service, and Game Day Express service to Kings games at the Golden 1 Center. The local network includes 10 bus routes, 13 park-and-ride lots, and 24 electronic bike lockers at six locations. Additionally, all Roseville Transit buses are equipped with two front-mounted bike racks. The local bus lines, including neighborhood lines and cross-city routes, connect riders to four major transit hubs from the edges of the city: Galleria Transfer Point, Civic Center Transfer Point, Sierra Gardens Transfer Point, and Louis Orlando Transit Center. In particular, the Louis Orlando Transit Center is designed to connect riders from local bus routes to Placer County Transit (Route 10) and Sacramento Regional Transit (Routes 21, 25, 93, and 193). Placer County Transit also stops at Galleria Transfer Point (Routes 10 and 20) and Sierra College (Routes 10, 20, and 50) within Roseville city limits. A map of all existing bus routes can be seen in **Figure 23** while a list of the busiest bus stops serving the city are in **Table 6** and shown in **Figure 24**.

Table 6. Top 10 Busiest Bus Stops Citywide

Stop Location	Estimated Annual Boardings[19]
N Sunrise Avenue and Lead Hill Boulevard (Northbound)	6,003
Vernon Street and Grant Street (Northbound)	3,155
Cirby Way and Cirby Hills Drive (Westbound)	2,511
Pleasant Grove Boulevard and Foothills Boulevard (Eastbound)	2,161
N Sunrise Avenue and Eureka Road (Southbound)	1,927
Justice Center Drive and Industrial Avenue (Westbound)	1,876
Sunrise Avenue and Cirby Way (Northbound)	1,793
Vernon Street and Taylor Street (Northbound)	1,699
Roseville Parkway and Reserve Drive (Eastbound)	1,611
Fairway Drive and Five Star Boulevard (Eastbound)	1,593

[19] GFI Data. January – December 2022 ridership data.

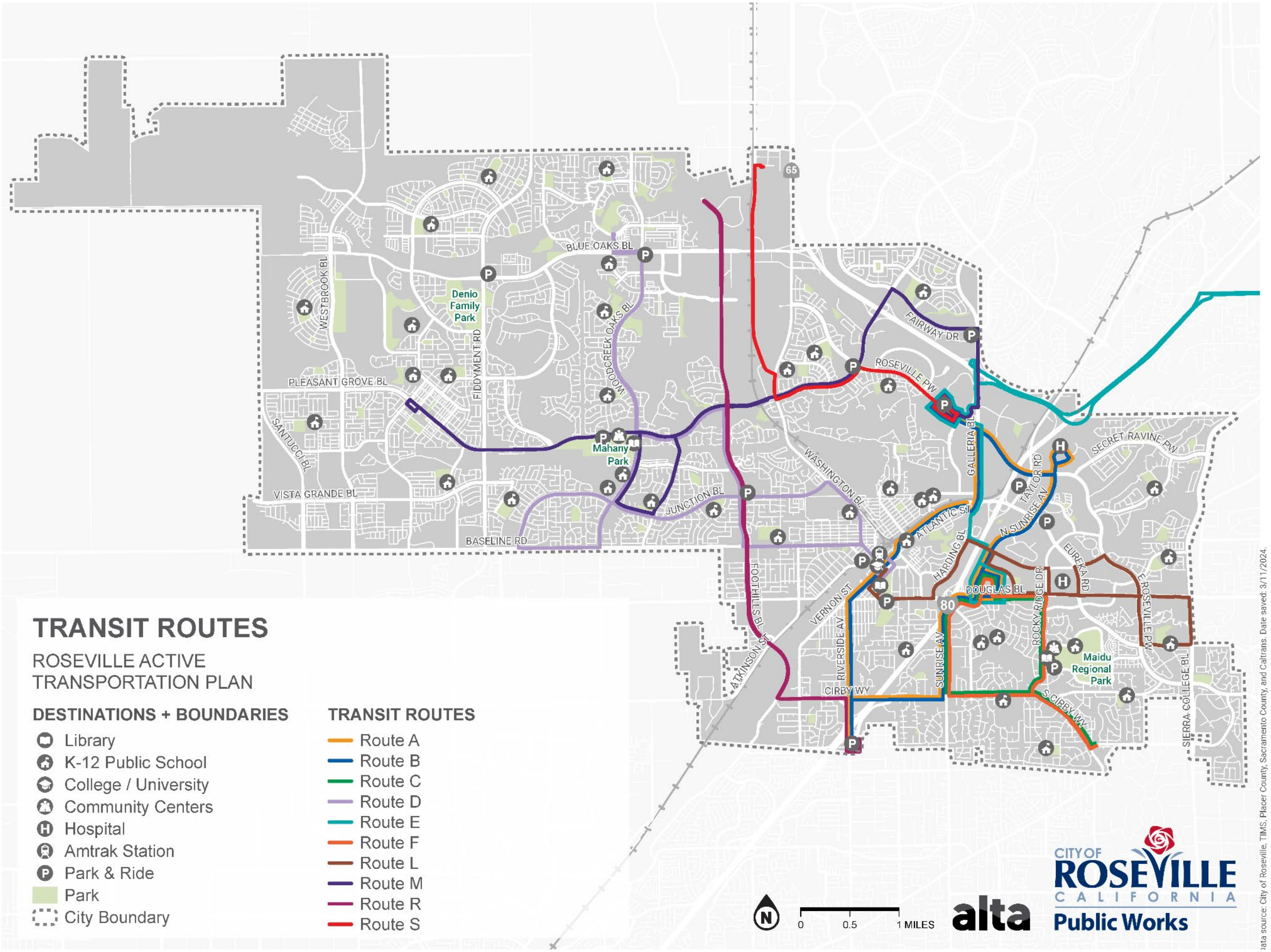


Figure 23. Map of Transit Routes

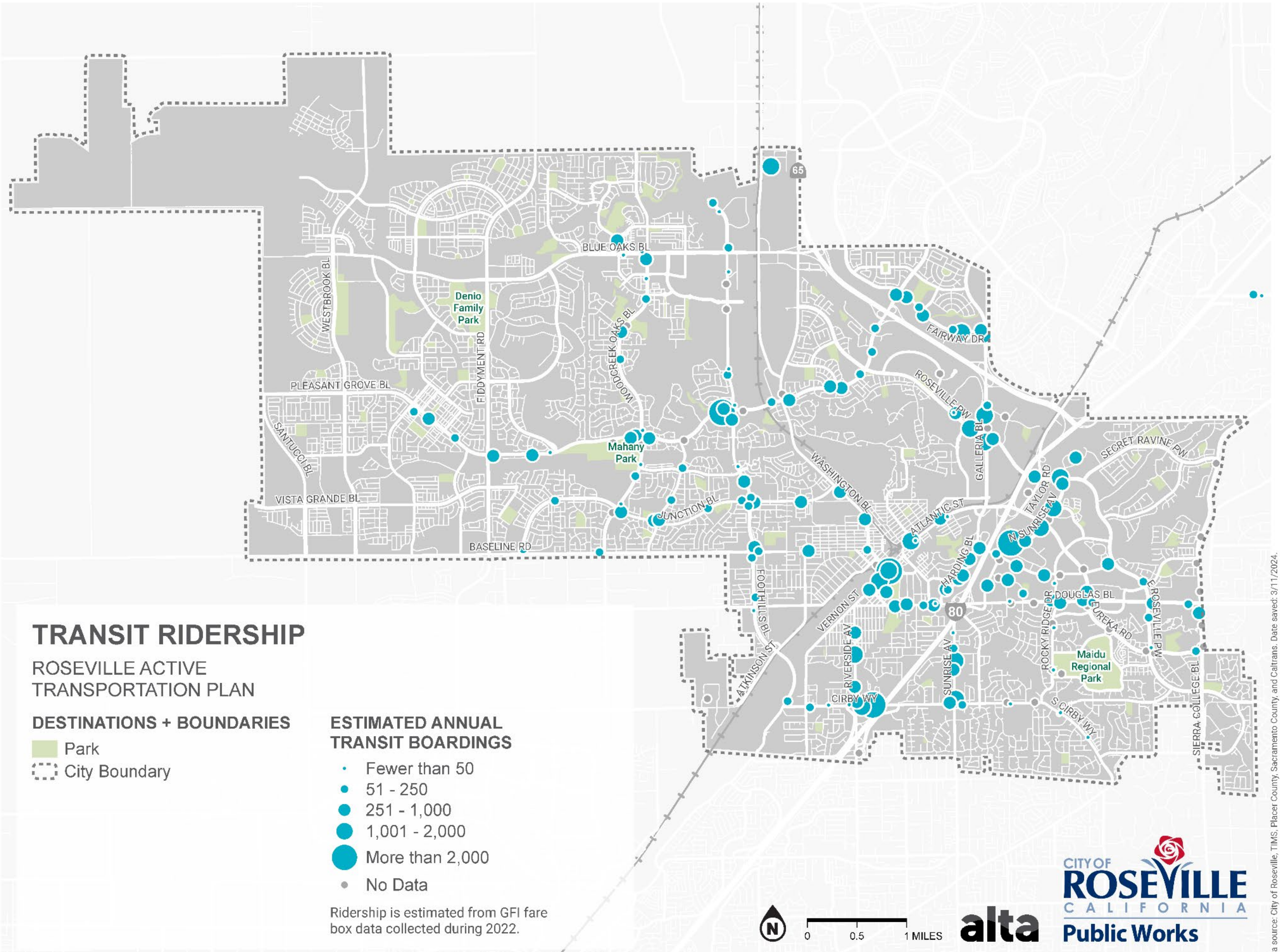


Figure 24. Map of Transit Ridership at Bus Stops

Collision Analysis

To understand where the highest incidences of bicycle and pedestrian collisions are occurring in Roseville, a collision analysis was undertaken utilizing data from the Transportation Injury Mapping System (TIMS) for the most recent 5 years available, 2018 to 2022. The following collision patterns emerged:

- Bicycle and pedestrian-related collisions occurred at a higher rate at intersections on major and minor arterials.
- Areas with commercial and mixed-use land use designations also experienced higher rates of collisions compared to other land use categories.
- Two intersection locations emerged as key locations where multiple bicycle and pedestrian-related collisions occurred:
  - Washington Blvd and Church St
  - Sunrise Ave and Douglas Blvd
- The following corridors emerged as key roadways segments where multiple bicycle and pedestrian-related collisions occurred:
  - Douglas Blvd (Vernon St to Eureka Rd)
  - Foothills Blvd (Misty Wood Dr to Atkinson St)
  - Woodcreek Oaks Blvd (Deschutes Dr to Junction Blvd)
  - Pleasant Grove Blvd (Michener Dr to Highland Park Dr)
  - Cirby Way (Regency Ave to Old Auburn Dr)
  - Riverside Ave (Fourth St to City Boundary)

The following section provides additional details on overall trends and breaks down the data for collisions involving people walking and biking.

Collision Trends

Collisions involving people walking and biking collisions represent 4% and 5%, respectively, of all collisions that occurred in Roseville between 2018 and 2022.[20] However, the number of collisions for people walking and biking has increased (shown in **Figure 25**) by 38% and 36%, respectively, compared to a decrease of 18% for motor vehicle collisions.[21] Similarly, the proportion of pedestrian and bicycle-related collisions resulting in a fatality or serious injury (killed or seriously injured – KSI) continued their upward trend for the 5-year period as noted in **Figure 26.** To put these numbers in perspective, Roseville has, on average, 23.8 people walking and 28.0 people biking killed or injured per year. For comparison, the City of Elk Grove has 23.8 people walking and 33.4 people biking killed or injured annually, and the City of Folsom has around 6.8 people walking and 13.8 people biking killed or injured annually.

[20] Transportation Injury Mapping System (TIMS). Collisions from 2018–2022
[21] Please note that these numbers reflect the total number of bicycle and pedestrian related collisions. They do not reflect changes in total population (i.e., decrease/increase).

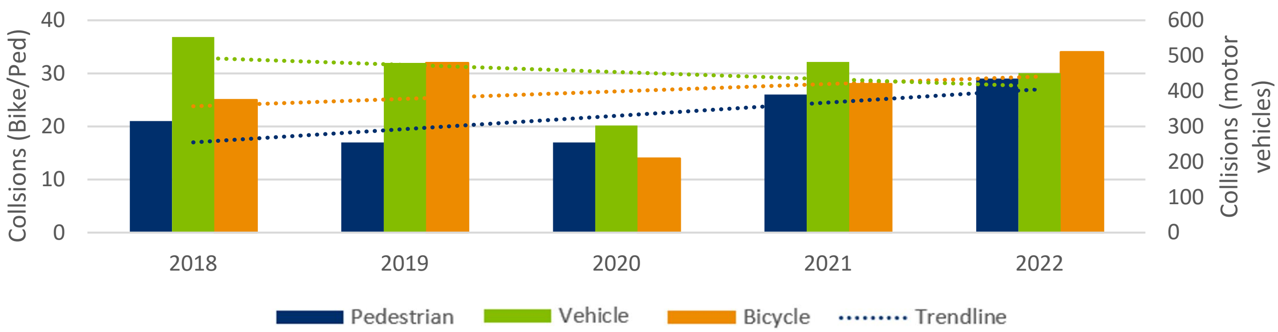


Figure 25. Collisions By Mode – All Collisions (2018–2022)

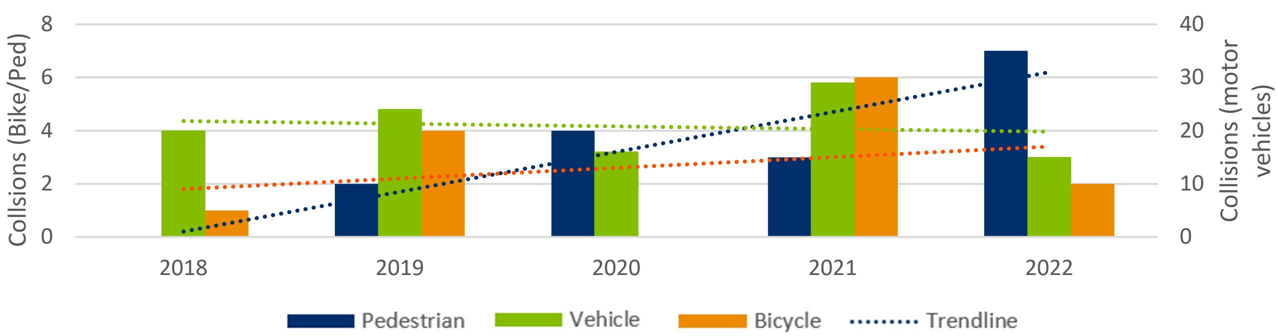


Figure 26. Collisions by Mode – Killed or Seriously Injury (KSI) (2018–2022)

Figure 27 shows a map of collisions involving people biking and walking for the years between 2018 and 2022. As noted, a higher proportion of collisions occurred in the eastern one-third of the city (east of the Union Pacific railroad corridor). Additionally, most collisions occurred at intersections and on arterial roadways (i.e., major and minor arterials). Of the collisions that occurred at intersections, speed did not play a major factor in the number of collisions, though the highest number of collisions in Roseville occurred when posted speed limits were 40+ miles per hour (MPH). Furthermore, most collisions involving people walking and biking (**all severities**) occurred between 7AM and 6PM (180 collisions or 76%), with the highest number occurring during peak commute hours (24 or 10% at 7AM and 22 or 9% at 5PM). The majority of **KSI collisions** involving people biking and walking occurred between 5 and 8PM (16 collisions or 55%). The most common violation categories reported for collisions involving people walking and biking (all severities, including KSI) were:

- Pedestrian violations (e.g., people walking crossed against a red light) (19%)
- Pedestrian right-of-way (people walking failed to yield to the vehicle right-of-way) (18%)
- Automobile right-of-way (people driving failed to yield to the pedestrian or bicyclist right-of-way) (14%)
- Bicycling on the wrong side of the road (13%)

Additional details are provided in the sections below for collisions involving people walking and people biking.

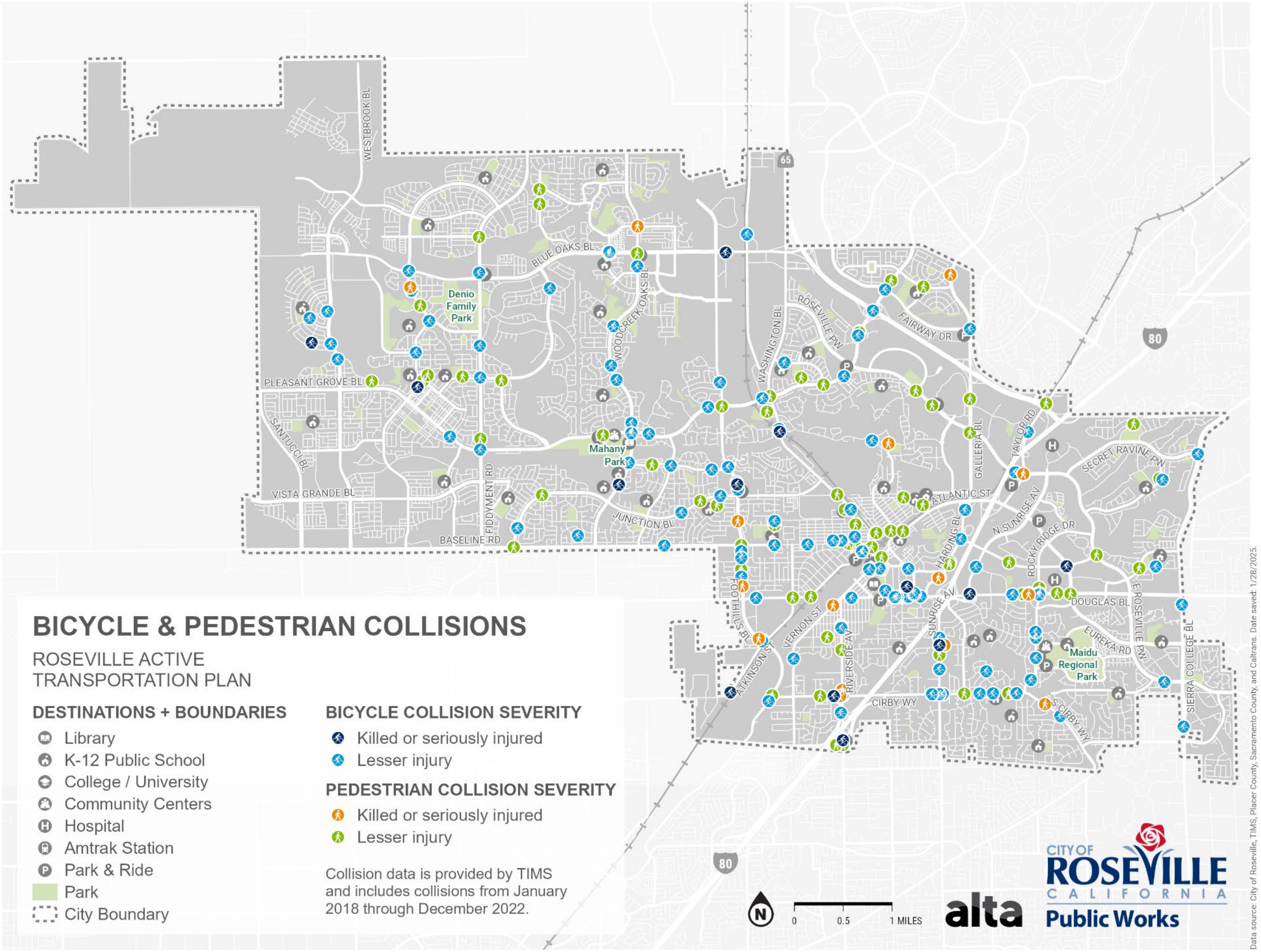


Figure 27. Bicycle and Pedestrian Collisions (2018–2022)

Collision Hot Spots

Between 2018 and 2022, people walking and biking in Roseville were more likely to be involved in a collision at the top intersections and corridors shown in Table 7 and Table 8. Intersections along Woodcreek Oaks Boulevard were the top collision locations for both people walking and people biking. Two specific intersections also appeared in both lists: Washington Boulevard and Church Street, and Douglas Boulevard and Sunrise Avenue.

Table 7. Top Collision Intersections for People Walking (All Severities)

Intersection Name	Collisions Involving People Walking
Woodcreek Oaks Blvd and Parkside Way	3
Roseville Pkwy and Taylor Rd	3
Atkinson St and Church St	2
Washington Blvd and Main St	2
Washington Blvd and Church St	2
Highland Pointe Dr and Pleasant Grove Blvd	2
Sunrise Ave and Douglas Blvd	1

Table 8. Top Collision Intersections for People Biking (All Severities)

Intersection Name	Collisions Involving People Biking
Woodcreek Oaks Blvd and Trailee Ct	3
Auburn Blvd and Orlando Ave	3
Sunrise Ave and Douglas Blvd	2
Americana Dr and Junction Blvd	2
Sunrise Ave and Sierra Gardens Dr	2
Harding Blvd and Lead Hill Blvd	2
Woodcreek Oaks Blvd and Horncastle Ave	2
Galilee Rd and Pleasant Grove Blvd	2
Rocky Ridge Dr and Maidu Dr	2
Washington Blvd and Church St	2
Rocky Ridge Dr and Douglas Blvd	2
Woodcreek Oaks Blvd and Pleasant Grove Blvd	2

Several top collision corridors are also identified as part of a *Highest-Injury Network*—roads in Roseville with historically higher densities of collisions involving people walking or biking than other locations in the city, weighted to emphasize severe and fatal collisions. These roadway sections, shown in Table 9 and Figure 28, are where investments in safety infrastructure could have the greatest benefit for people in Roseville. The city's highest-injury locations includes segments of Douglas Boulevard, Woodcreek Oaks Boulevard, Pleasant Grove Boulevard, Cirby Way, Washington Boulevard, and Foothills Boulevard.

Table 9. Top Collision Corridors for People Walking and Biking (2018 and 2022, All Severities)

Corridor Sections	Section Length (Miles)	Collisions Involving People Walking & Biking
Douglas Blvd (Vernon St to Eureka Rd)	2.4	18
Foothills Blvd (Misty Wood Dr to Atkinson St)	2.9	16
Woodcreek Oaks Blvd (Deschutes Dr to Junction Blvd)	3.2	16
Pleasant Grove Blvd (Michener Dr to Highland Park Dr)	4.0	13
Cirby Way (Regency Ave to Old Auburn Dr)	1.8	12
Riverside Ave (Fourth St to City Boundary)	1.3	11
Harding Blvd (Wills Rd to Douglas Blvd)	1.0	7
Washington Blvd (Corporation Yard Rd to Pacific St)	0.7	7
Sunrise Ave (Conroy Ln to Cirby Way)	0.6	7
Rocky Ridge Dr (Lead Hill Blvd to Cirby Way)	1.3	6

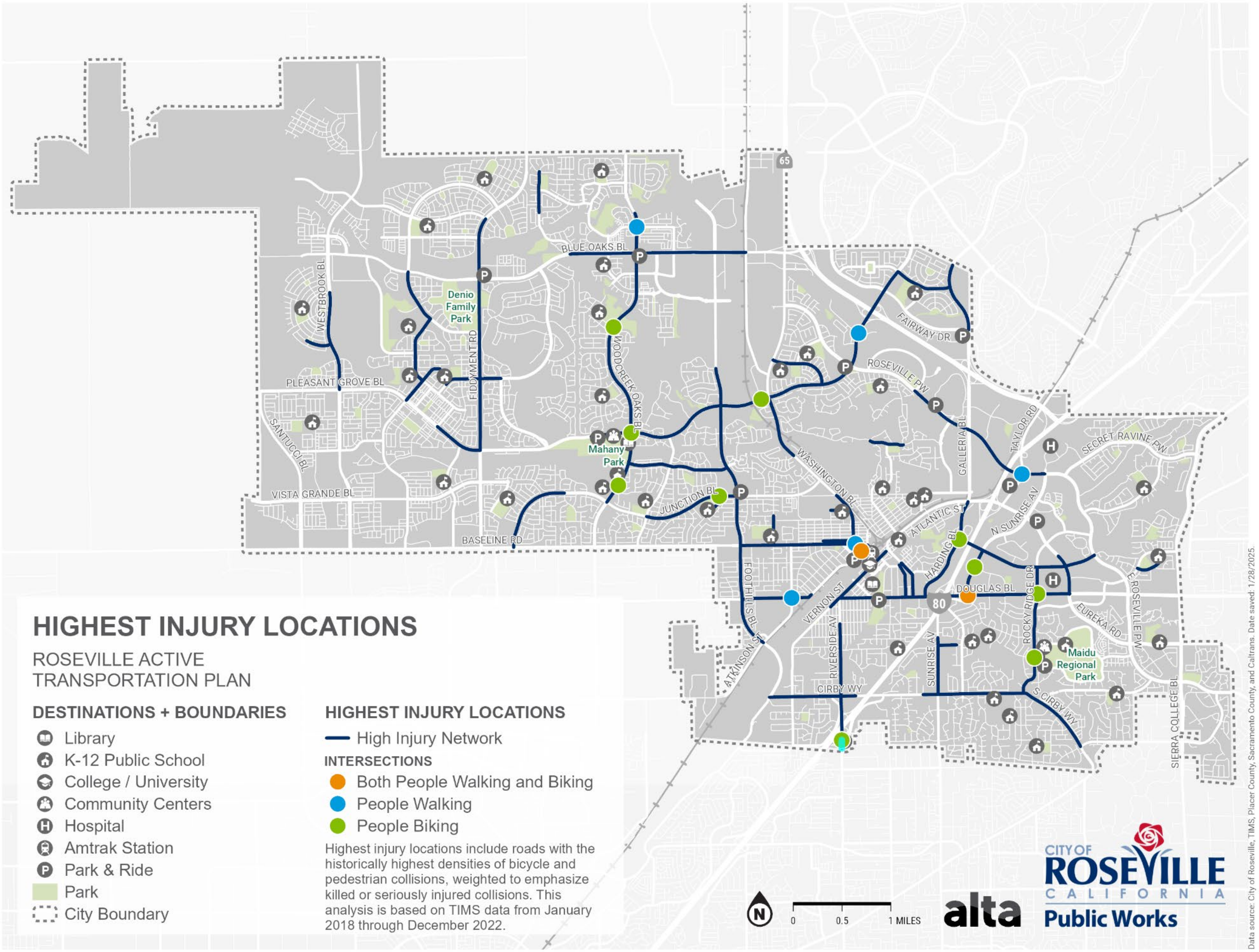


Figure 28. Map of Highest-Injury Locations

Collisions Involving People Walking

From 2018 to 2022, there were 110 people injured in collisions while walking, with 16 of those resulting in a serious injury or fatality (**Figure 28**). Most collisions occurred at intersections (as opposed to mid-block locations, or the singular roadways beyond the approach and centers of intersections) and on arterial roadways (i.e., major and minor arterials). Of the collisions that occurred at intersections, speed did not play a major factor in the number of collisions, though the highest number of collisions occurred on posted speed limits of 40+ MPH (44%). Additionally, the highest number of collision victims were walking in marked crosswalks at the intersections. While mid-block collisions were less frequent, they tended to occur when posted vehicle speed limits were 40+ MPH. These collision factors are depicted in **Figure 30,** where collisions are sorted by posted roadway speed limit. Collisions involving people walking are shown by location type in **Figure 31** and severity in **Figure 32.**

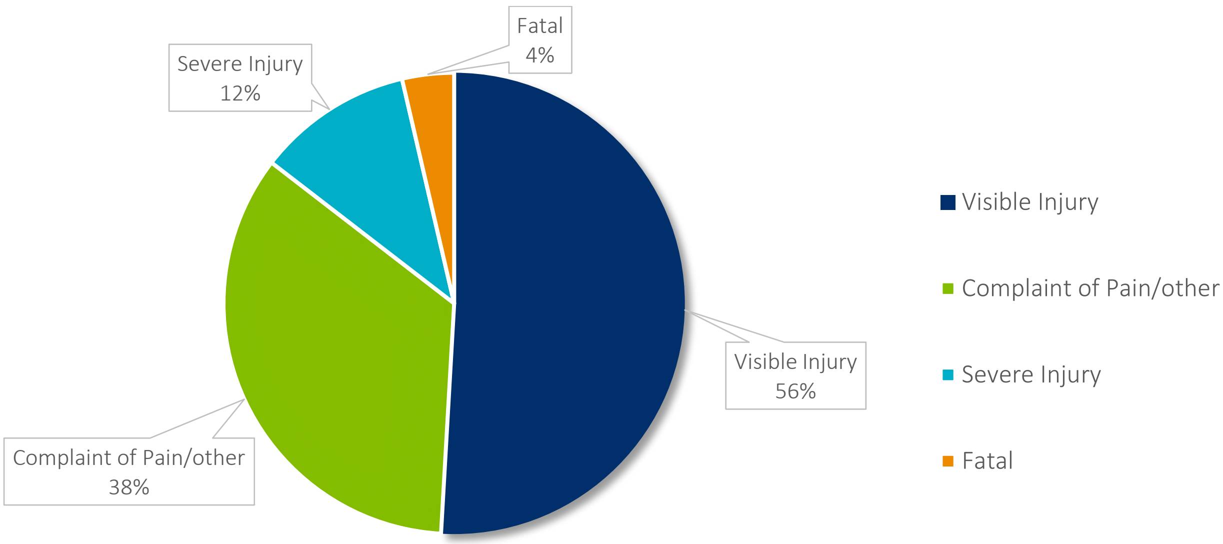


Figure 29. Collisions Involving People Walking - Type of Injury (2018–2022)

Further, collisions involving people walking (**all severities**) were dispersed across most hours of the day, with the majority occurring at 5PM (13 collisions or 12%), followed by 7AM, 4PM, and 10PM, which each had 9 collisions or 8%. The majority of **KSI collisions** occurred between 5 and 10PM (11 or 69%). Additionally, the most common violation categories reported for collisions involving people walking (all severities, including KSI) were pedestrian violations (38%) and pedestrian right-of-way (30%). Moreover, 56% of KSI collisions involving people walking were attributed to pedestrian violations, such as crossing against a red light.

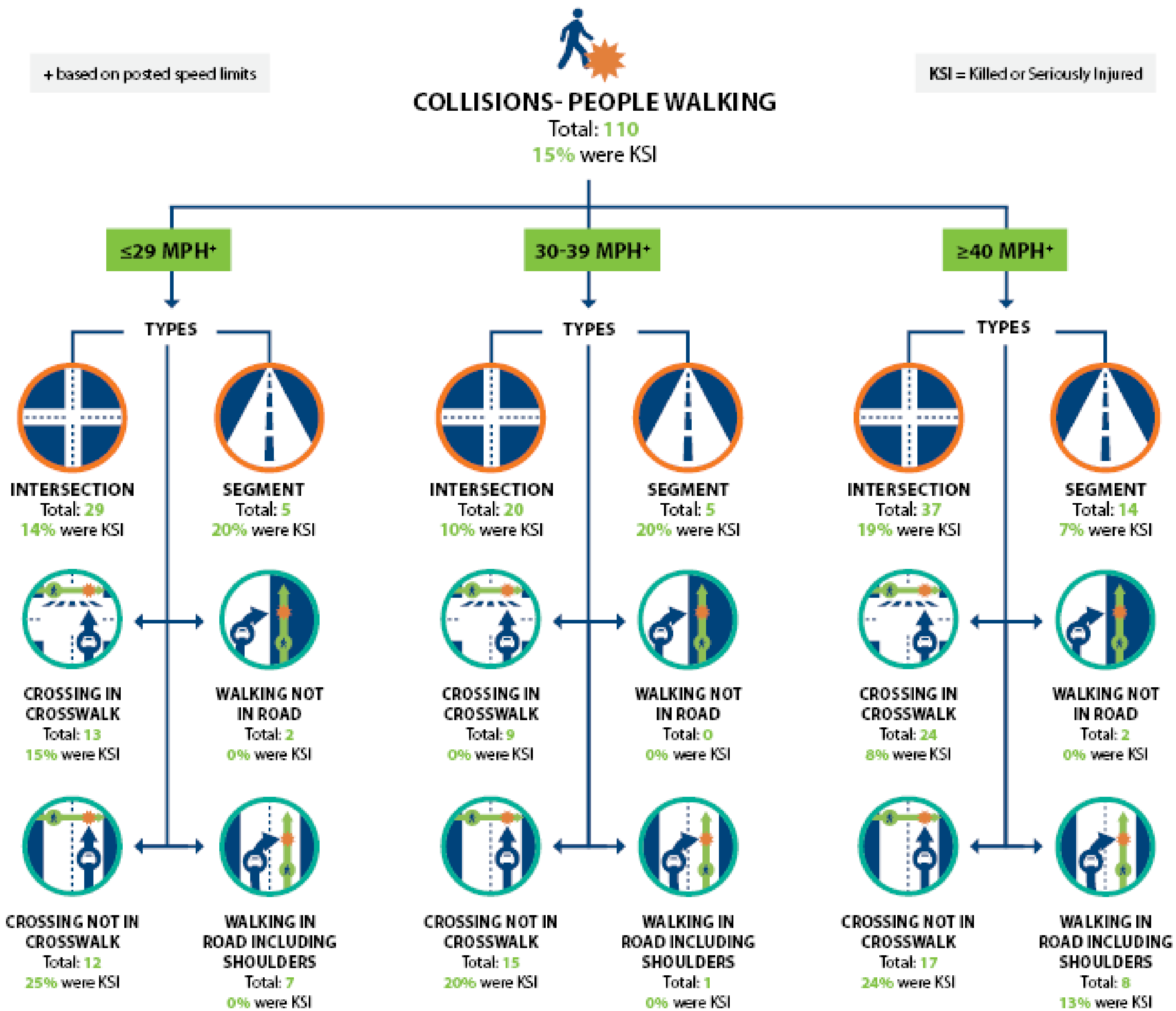


Figure 30. Collision Tree for People Walking

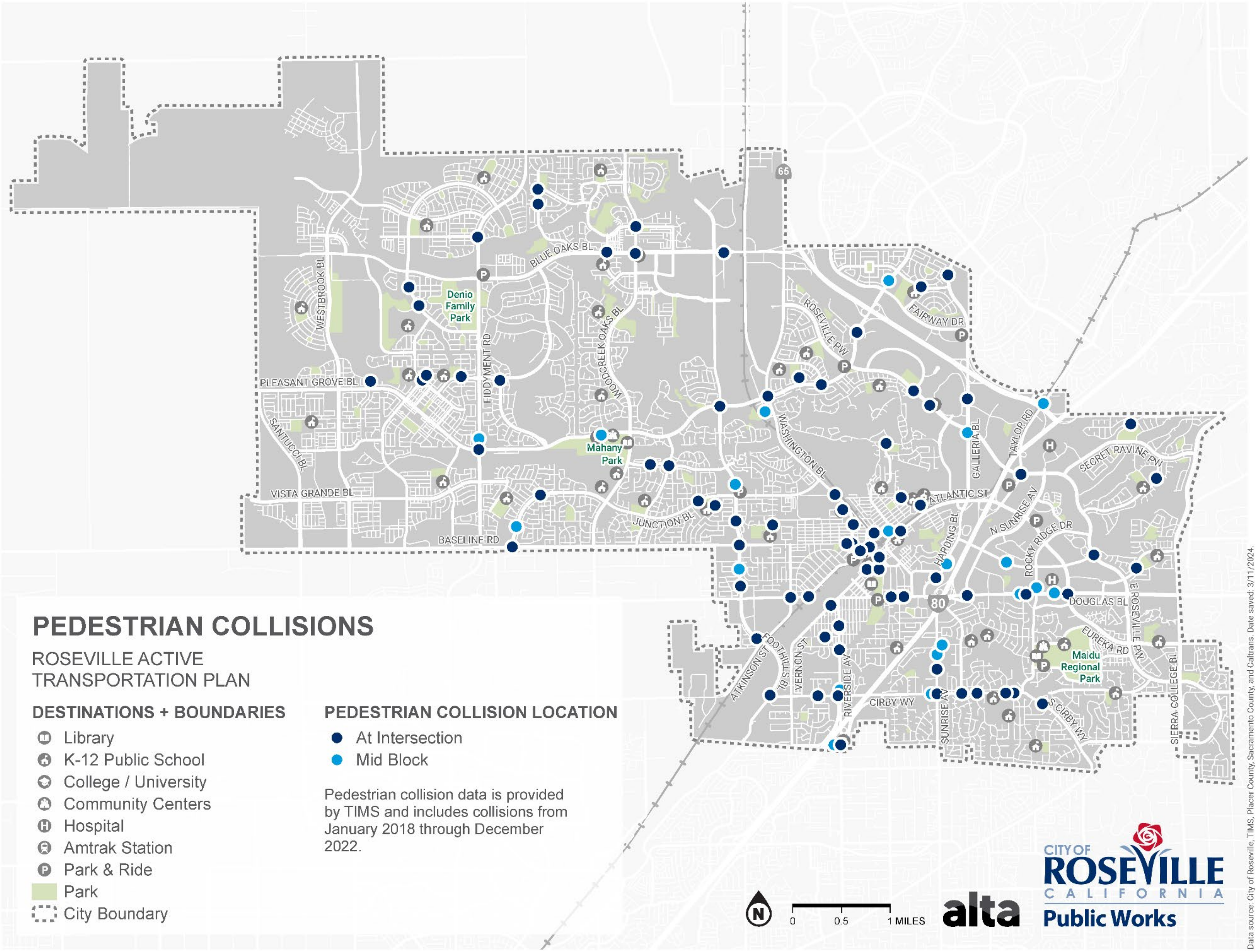


Figure 31. Collisions Involving People Walking by Location Type

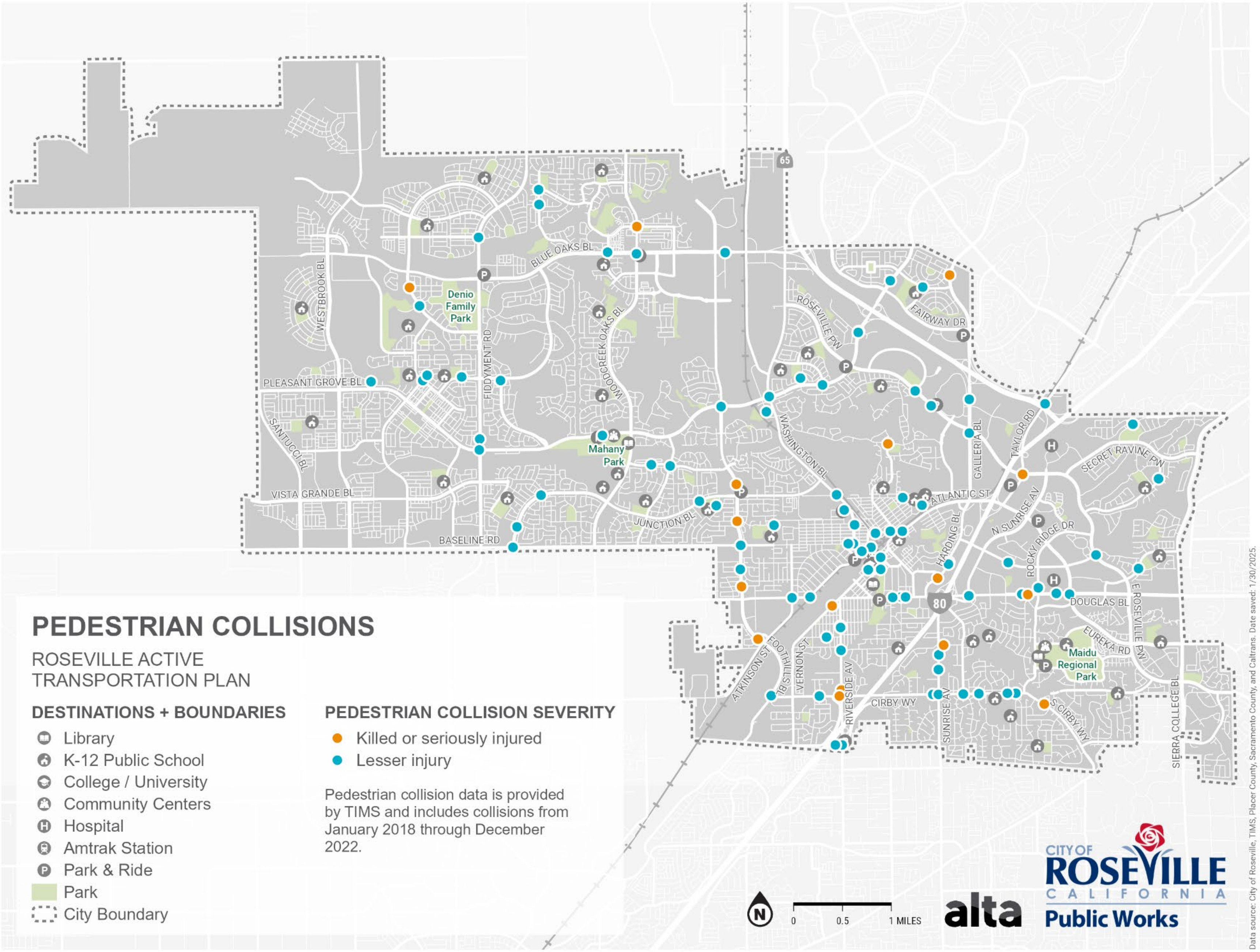


Figure 32. Collisions Involving People Walking by Severity

Collisions Involving People Biking

From 2018 to 2022, there were 133 people injured in collisions while riding bikes, with 13 of those resulting in serious injuries or fatalities (**Figure 33**). As with collisions involving people walking, most people riding bikes were in an intersection when struck. However, speed was much more of an indicator for people riding bikes, with most of the collisions occurring where posted speed limits were 40+ MPH. These intersection collisions were most often attributed to people riding bikes on the wrong side of the road or automobiles failing to yield to the bicyclists' right-of-way. These causes are depicted in **Figure 34**.

Unlike collisions involving people walking in Roseville, mid-block collisions are a substantial issue for people riding bikes, making up nearly a quarter of collisions. Moreover, all mid-block KSI collisions involving people riding bikes occurred where posted vehicle speed limits were 40+ MPH. These collisions are shown by location type in **Figure 35** and by severity in **Figure 36.**

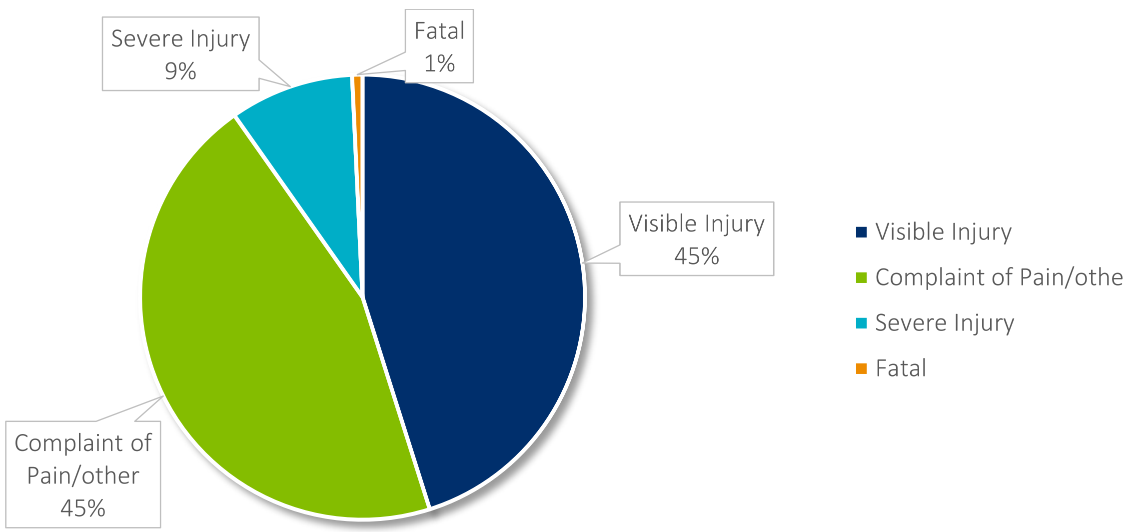


Figure 33. Collisions Involving People Biking - Type of Injury (2018–2022)

Further, most collisions involving people biking (**all severities**) occurred between 7AM and 8PM, with the highest number occurring at 7AM (15 collisions or 12%), followed by 2 and 3PM (14 collisions or 11% each), and 12PM (13 collisions or 10%). The majority of **KSI collisions** involving people biking occurred between 4 and 9PM (11 or 85%). Additionally, the most common violation categories reported for collisions involving people biking (all severities, including KSI) were biking on the wrong side of the road (24%), people driving failing to yield to the bicycle right-of-way (23%), and improper vehicle turning (14%). Moreover, 31% of KSI collisions involving people biking were attributed to biking on the wrong side of road.

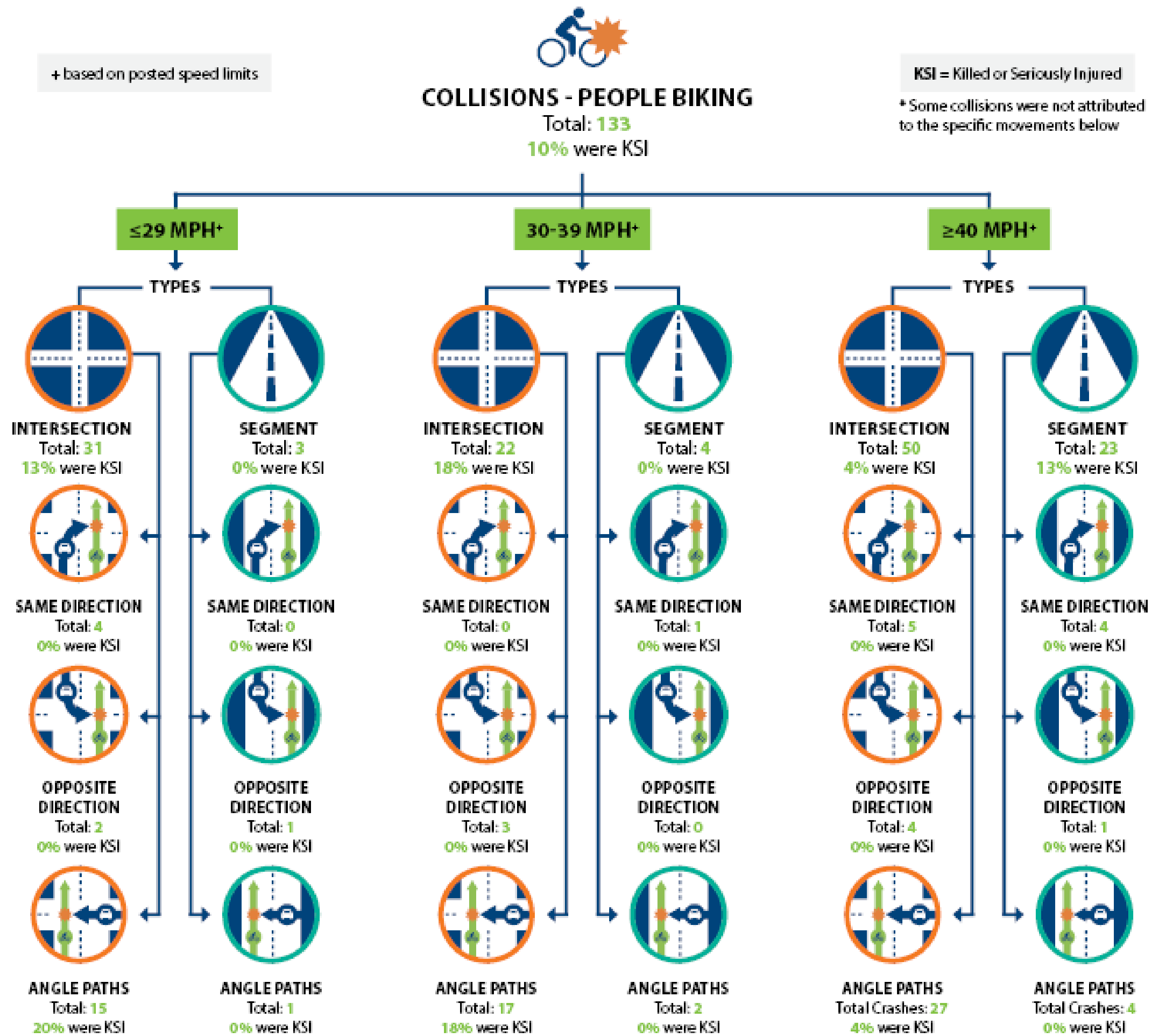


Figure 34. Collision Tree for People Biking

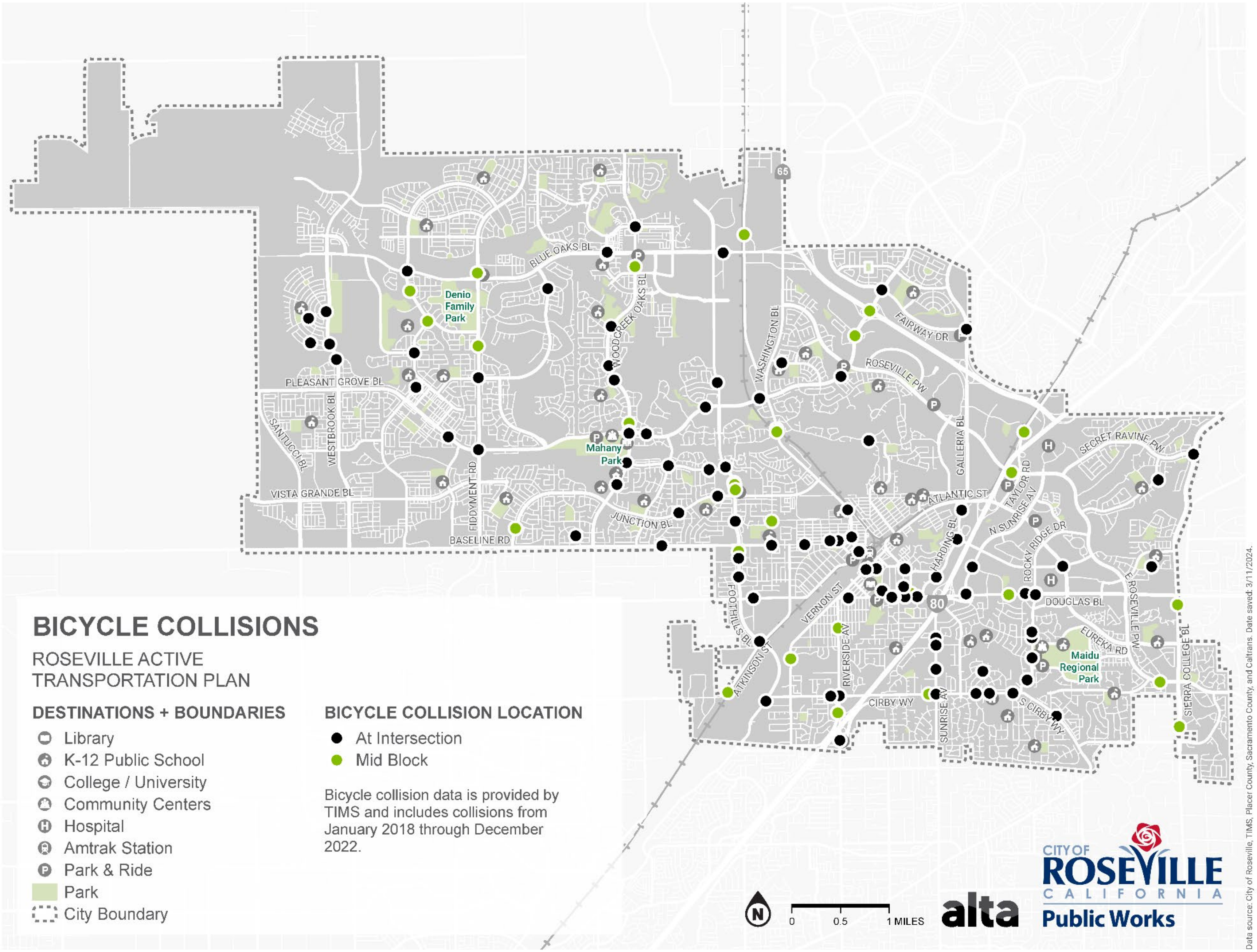


Figure 35. Collisions Involving People Biking by Location Type

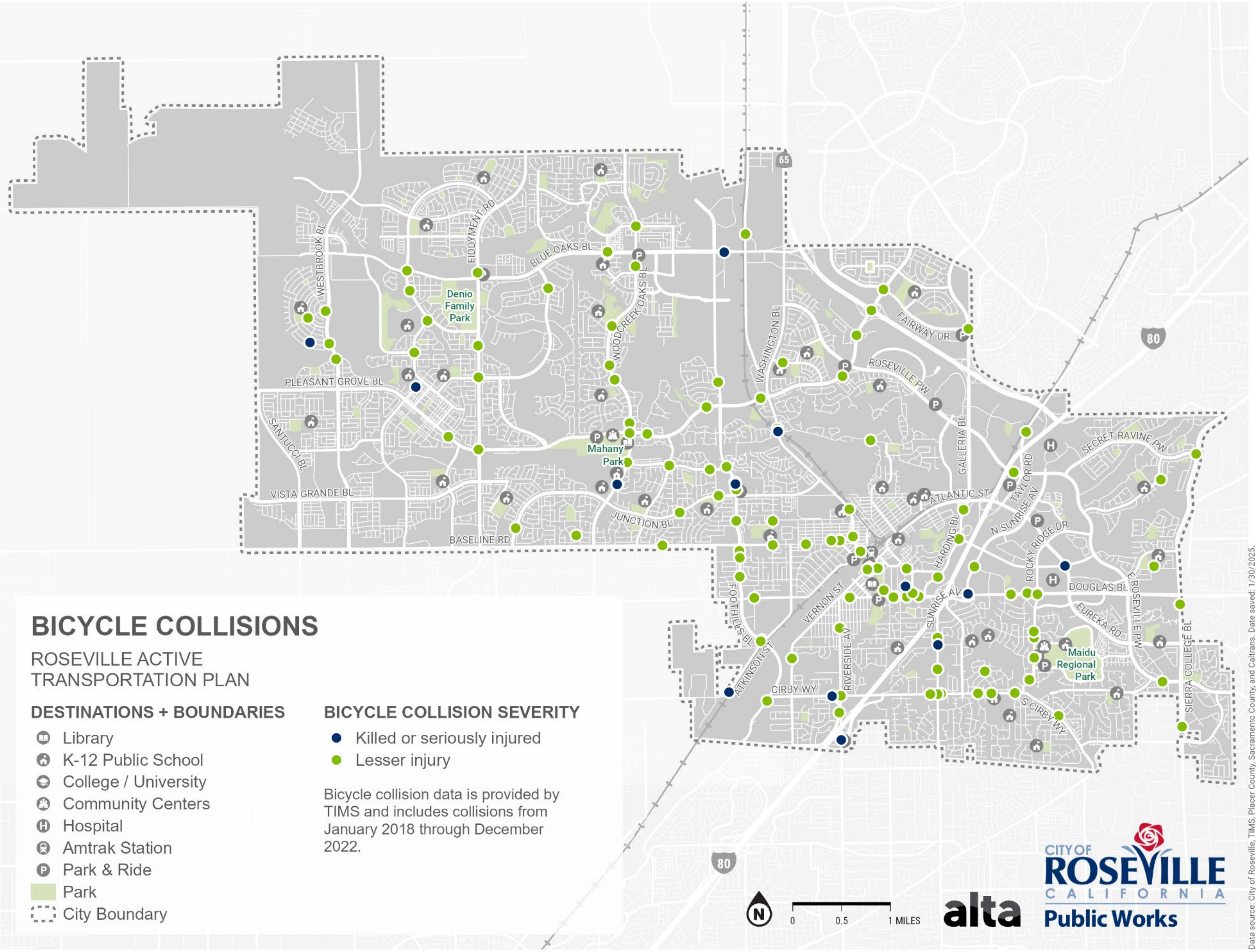


Figure 36. Collisions Involving People Biking by Severity

Plan Review

This section summarizes local and regional plans, policies, and standards that impact active transportation in the City of Roseville. These planning studies and reports were reviewed to gain a better understanding of existing conditions in Roseville as it pertains to active transportation. The plans and studies reviewed are listed in Table 10. Key takeaways from each of these plans are described in the following sections, and a full document review is included in the appendix.

Table 10. Plans Reviewed by Jurisdiction

Jurisdiction	Year	Plan
Local Plans		
City of Roseville	2023	Roseville Design & Construction Standards
City of Roseville	2022	Atlantic Street Corridor Specific Corridor
City of Roseville	2022	Douglas-Sunrise Specific Plan
City of Roseville	2021	Local Road Safety Plan
City of Roseville	2020	Roseville General Plan
City of Roseville	2018	Short Range Transit Plan
City of Roseville	2016	Amoruso Ranch Specific Plan
City of Roseville	2015	Campus Oaks Specific Plan
City of Roseville	2012	Creekview Specific Plan
City of Roseville	2011	Pedestrian Master Plan
City of Roseville	2010	Communitywide Sustainability Action Plan
City of Roseville	2010	Sierra Vista Specific Plan
City of Roseville	2009	Downtown Specific Plan
City of Roseville	2009	ADA Transition Plan
City of Roseville	2008	Bicycle Master Plan
City of Roseville	2008	Community Design Guidelines
City of Roseville	2006	Roseville Gateway Specific Plan
City of Roseville	2005	Smart Choices for Roseville's Future
City of Roseville	2004	West Roseville Specific Plan
City of Roseville	1998	Stoneridge Specific Plan
City of Roseville	1998	North Roseville Specific Plan
City of Roseville	1997	Highland Reserve North Specific Plan
City of Roseville	1993	Del Webb Specific Plan
City of Roseville	1992	North Roseville Industrial Area Guidelines
City of Roseville	1990	North Central Roseville Specific Plan
City of Roseville	1989	Northwest Roseville Specific Plan
City of Roseville	1987	Northeast Roseville Specific Plan
City of Roseville	1985	Southeast Roseville Specific Plan

Jurisdiction	Year	Plan
Regional Plans		
Sacramento Area Council of Governments	2022	Sacramento Region Trail Network Action Plan
Placer County Transportation Planning Agency	2021	Placer-Sacramento Gateway Plan
Sacramento Area Council of Governments	2020	Metropolitan Transportation Plan/Sustainable Communities Strategy
Placer County Transportation Planning Agency	2018	Placer County Regional Bikeway Plan

Key Takeaways

The local and regional plans reviewed span a 17-year period during which the City implemented enhancements to the walking and biking networks, as well as supportive policies and programs. In recent years, the City has worked to evaluate and analyze existing safety and connectivity issues, most notably with the *Local Road Safety Plan* (LRSP). Adopted in 2021, the LRSP analyzed collision data to identify citywide trends, high-collision locations, high-risk locations, and locations with unusual collision patterns or high collision severities. The City's decision to update both its 2008 *Bicycle Master Plan* and 2011 *Pedestrian Master Plan* in this *Roseville Active Transportation Plan* shows that the City's focus on improving active transportation has increased. Implementation of active transportation projects is a strategy in both plans to equitably address transportation safety, sustainability, public health, and air quality. The *Roseville Active Transportation Plan* will further support these communitywide goals by acting as the guide to the implementation of active transportation facilities. Additional details can be found in the appendix.

Appendix: Plan Review

This appendix includes a detailed summary of the plans reviewed.

Roseville Design & Construction Standards (2023)

PLAN NAME	AGENCY	YEAR	COUNTY
2023 Design & Construction Standards	City of Roseville	2023	Placer

<table>
<tr><th colspan="2">HIGH-LEVEL INTRODUCTION/ SUMMARY</th></tr>
<tr><td colspan="2">Summary: The City of Roseville Design & Construction Standards guide the design and construction of public infrastructure associated with both City projects and development projects. The D/C standards are maintained by the Development Services Department’s Engineering Division.

Corridor Level Improvements
• The D/C standards provide detailed guidance for the preparation of construction drawings for sidewalks and bikeways.

Key Takeaways
• The last comprehensive update for bikeway standards was in 2006 or 2007. The standards should be revisited to consider modern bikeway facility types (bike boulevards, cycle tracks, etc.).
• The sidewalk improvement standards should be considered for minor updates.</td></tr>
<tr><th colspan="2">TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS</th></tr>
<tr><td colspan="2">Section 7 - Streets</td></tr>
<tr><td>7-6 Sidewalk Requirements</td><td>In Table 7-3, in the last row, correct the spelling of “Multi-modal” Path.</td></tr>
<tr><td>7-7 Pedestrian Walks and Bike Paths</td><td>This section contains sidewalk standards for Roseville, including standards for some modern pedestrian facilities such as bulb-outs, but may not have guidance for all pedestrian crossing treatments.

This section states “Combined pedestrian/bike paths (see Class 1A Bikeways within Section 13) shall be a minimum of 12 feet wide.” The terminology for the Class 1A path type differs in Section 13-7 where it is referred to as a Class 1A sidewalk bikeway. Consider modifying the terminology in Section 7-7 and as needed 13-7 to refer to these as Class 1A sidewalk bikeway to avoid confusion.

Section 13-7 and section 7-7 should reference that Class 1A sidewalk bikeways shall be designed per Section 7-6 sidewalk standards, except that the minimum width should be 12’ <u>or as otherwise determined in a specific plan or master plan</u>. This change is recommended since the Class 1A facilities are typically specified at 8’ or 10’ wide.

Strike the word “other” from the last sentence referencing Section 13.</td></tr>
<tr><td colspan="2">Section 13 Bikeways Design Standards & Bikeway Details</td></tr>
<tr><td>13-2 Design Criteria</td><td>This section references and requires design conformity to AASHTO Guide for Development of Bicycle Facilities, Caltrans HDM Chapter 1000 Bikeway Planning and Design, and the Cal MUTCD. This section was written prior to the HDM’s rewrite that moved Class II bikeway guidance into other chapters related to highway design and consideration should be given to updating this reference.</td></tr>
</table>

13-4 Class I	This is a comprehensive list of guidance for Class I trail design, primarily written in 2006 with minor tweaks since then. Items for consideration: • Review against latest AASHTO and HDM standards and update as needed. • Review in consideration of the US Access Board's ADA standards for bike paths. • Consider adding guidance for design of Class I street crossings, including width of curb ramps in consideration of newer standards and other measures for trail user safety. • Consider adding guidance for wayfinding signs.
13-5 Bike Paths in Floodplains	Consider adding guidance for saw cutting joints (instead of tool joints) in PCC bike paths.
13-7 Class IA Sidewalk Bikeways	This section states that Class 1A sidewalk bikeways shall be designed per Section 7-7.
13-8 Class II	Consider adding design guidance for buffered bike lanes.
13-9 Class III	Consider adding further guidance for Class III bikeways.
Other	Consider adding design standards and/or details for buffered bike lanes, bike boulevards, Class IV Cycle Tracks, bike boxes and bicycle signal heads.

Atlantic Street Corridor Specific Plan (2022)

PLAN NAME	AGENCY	YEAR	COUNTY
Atlantic Street Corridor Specific Plan & Douglas-Harding Corridor Specific Plan	City of Roseville	2022	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Atlantic Street Corridor Specific Plan (ASCSP), located northeast of Downtown Roseville, envisions the Atlantic Street area as a vibrant, mixed-use corridor that connects to the city's Downtown. The Douglas-Harding Corridor Specific Plan (DHCSP), located southeast of Downtown Roseville, envisions the area as a vibrant, mixed-use corridor that serves as a gateway to the city.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Overall	The circulation systems for ASCSP and DHCSP are mapped together within each specific plan due to the plan area's close proximity. The plans document existing circulation conditions on Figures 4-1, 4-2, 4-3 and 4-4 (map numbering varies between plans) including: • The Miners Ravine Trail, located in the open space between the two plan areas, and trail access points; • Existing bike lanes on Atlantic Street, Harding Blvd and Lead Hill Blvd; • Existing striped crosswalks; • Sidewalk gaps.		
Street Improvement Standards	The specific plans do not propose changes to the pavement width of roads, but Section 4.4 Streetscape Plan does identify a menu of active transportation improvement opportunities that may be effectuated when properties develop including: • Crossing treatments such as enhanced paving and striping, separated sidewalks, wayfinding, street furniture, lighting, and landscaping.		
Bikeway System	The specific plans do not include a bikeway plan, but does offer the following:		

	• Policy 2.2: Consider transportation system improvements that support choice in travel modes. This policy notes “the City will consider the feasibility of multi-modal system improvements as part of any future roadway project or circulation design project in the Plan Area.” • Policy 2.6: Consider improvements to enhance the function and use of bicycle facilities. This policy notes “As funding is available, the City will determine the most appropriate location for improvements and the most appropriate type of improvement. The determination of suitability, location, and design of improvements will depend on a more detailed site- or project-specific evaluation of needs and constraints.” • Policy 2.7: Consider trailhead improvements to enhance community identity and expand trail access opportunities.
Pedestrian Overlay	The SRSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The SRSP’s implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Douglas-Sunrise Specific Plan (2022)

PLAN NAME	AGENCY	YEAR	COUNTY
Douglas-Sunrise Specific Plan	City of Roseville	2022	Placer

HIGH-LEVEL INTRODUCTION/ SUMMARY	
Summary: The Douglas-Sunrise Corridor Specific Plan (DSCSP) is envisioned as an attractive and vibrant corridor providing a mix of commercial and residential uses, serving as a gateway to East Roseville from Interstate 80 (I-80) and the western areas of the city.	
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
Overall	Chapter 4 Circulation describes the Plan Area’s circulation system, including existing transit and facilities for alternative transportation. It includes an overview of the Plan Area’s existing circulation system, to provide a baseline upon which to build the goals, objectives, and policies that support improvements and enhancements to the streetscape and streetscape environment. The purpose of this chapter is to describe the existing constraints and opportunities within the Plan Area, establish policies, and define improvement options. Figure 4-1 and 4-2 identify existing circulation conditions in the area that include: • Bike lanes not present on the portions of Sunrise Blvd within the plan area; • Existing bike lanes on Douglas Blvd, Lead Hill Blvd and Sierra Gardens Dr; • Existing striped crosswalks at signalized intersections; and • Sidewalk gaps on the west side of Sunrise Avenue.
Street Improvement Standards	The specific plans do not propose changes to the pavement width of roads, but Section 4.4 Streetscape Plan does identify a menu of active transportation improvement opportunities that may be effectuated when properties develop including: • Crossing treatments such as enhanced paving and striping, separated sidewalks, wayfinding, street furniture, lighting, and landscaping.

Bikeway System	The specific plan does not include a bikeway plan, but does offer the following: • Policy 2.2: Consider transportation system improvements that support choice in travel modes. This policy notes "the City will consider the feasibility of multi-modal system improvements as part of any future roadway project or circulation design project in the Plan Area." • Policy 2.6 Consider improvements to enhance the function and use of bicycle facilities. This policy notes "As funding is available, the City will determine the most appropriate location for improvements and the most appropriate type of improvement. The determination of suitability, location, and design of improvements will depend on a more detailed site- or project-specific evaluation of needs and constraints."
Pedestrian Overlay	The DSCSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.

Sacramento Region Trail Network Action Plan (2022)

PLAN NAME	AGENCY	YEAR	COUNTY
Sacramento Region Trail Network Action Plan	SACOG	2022	Regional

HIGH-LEVEL INTRODUCTION/ SUMMARY

Summary: The Sacramento Regional Trail Network will spark a new wave of walking, biking, and rolling to daily destinations throughout the region. The trail network is primarily off-street paths, but may include Class IV cycle tracks.

Corridor Level Improvements

- Attachment B of Appendix A includes a table for each top tier regional trail project, including Roseville's Dry Creek Greenway Trail project.
- Attachment C of Appendix A includes a table for lower tier regional trail projects, including Roseville's Pleasant Grove Creek, Washington/Andora, Mahany, Ridgewood, Secret Ravine (Sutter Hospital), Old Roseville Crossing, Woodcreek Oaks, Foothills (HP) Trail projects.
- The plan also identifies a trail corridor along Industrial Avenue connecting Lincoln to Roseville.

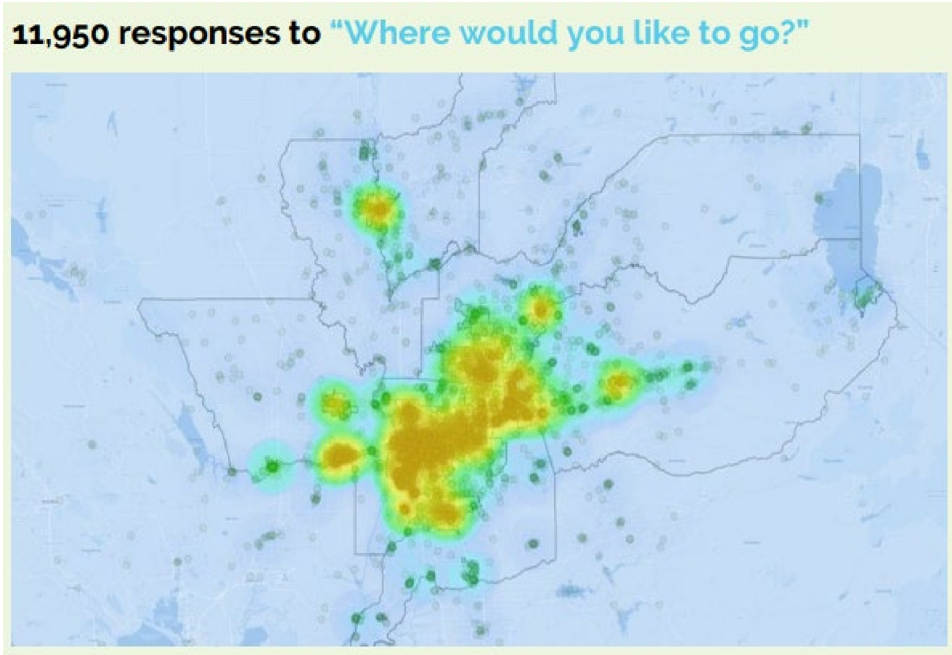
Key Takeaways

The plan also identifies several trail study corridors, including:

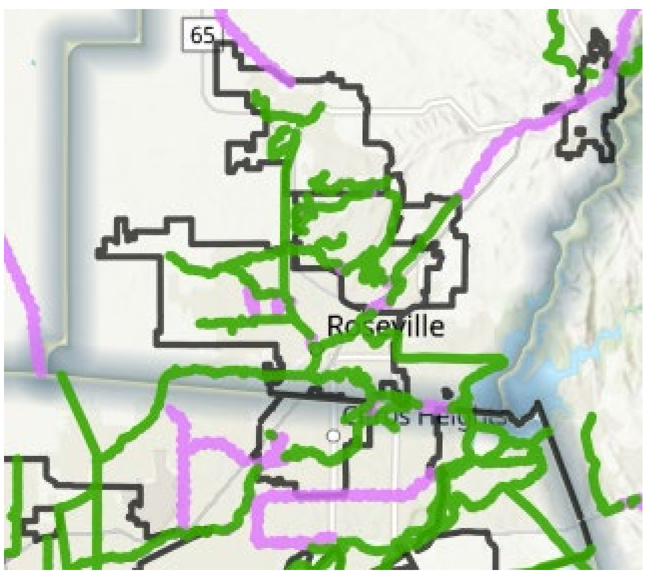
- Pleasant Grove Creek Trails to Power Line Corridor Trails near Woodcreek Golf Course
- Industrial Avenue Trail to Washington Boulevard Trail
- Washington/Andora Phase 1 Trail to Amtrak Train Station across/under tracks to Miners Ravine Trail

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

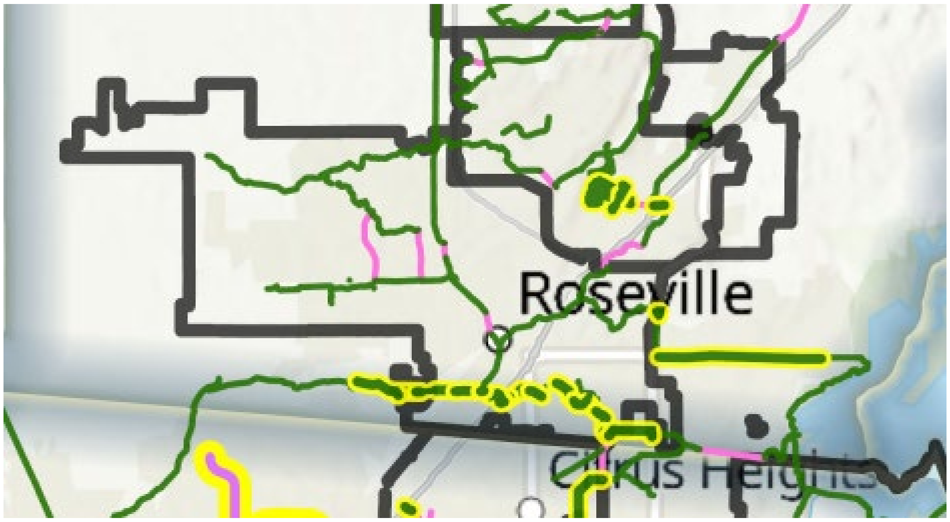
Policies	Below is a heat map of responses to the question Where would you like to go?" from the plan's public survey:



The following map shows the regional trail network in proximity to Roseville:



Infrastructure	The plan identifies a map and list of "Tier 1" Trail Projects, some of which are considered "regional" and others "network" trails. The plan also identifies trail study corridors, several of which are in Roseville, as shown in the following graphic.

	 
	Attachment B of Appendix A includes a table for each top tier regional trail project, including Roseville's Dry Creek Greenway Trail project. Attachment C of Appendix A includes a table for lower tier regional trail projects, including Roseville's Pleasant Grove Creek, Washington/Andora, Mahany, Ridgewood, Secret Ravine (Sutter Hospital), Old Roseville Crossing, Woodcreek Oaks, Foothills (HP) Trail projects.

Roseville Local Road Safety Plan (2021)

PLAN NAME	AGENCY	YEAR	COUNTY
Local Road Safety Plan	City of Roseville	2021	Placer
HIGH-LEVEL INTRODUCTION/SUMMARY			
Summary: The LRSP analyzes collision data to identify citywide trends, high-collision locations, high-risk locations, and locations with unusual collision patterns or high collision severities. This information is used to develop a toolbox of countermeasures applicable to conditions in the city that can be used for proactive identification and implementation of			

opportunities, without relying solely on a reaction and response to collisions as they occur. The overall vision of the LRSP is to: “Support the California vision of moving towards significantly reducing fatalities and serious injuries for all road users.”

Corridor Level Improvements

The LRSP identifies potential countermeasures for five priority intersections and one priority road segment:

- Sunrise Avenue and Cirby Way
- Pleasant Grove Boulevard and Highland Pointe Drive
- Cirby Way and Riverside Avenue
- Cirby Way and Melody Lane
- Blue Oaks Boulevard and Washington Boulevard
- Atlantic Street/Vernon Street, between Jefferson Street and Branstetter Street (road segment)

Key Takeaways

- The LRSP was undertaken prior to Safe Streets for All (SS4A) program guidance. It is not clear if the LRSP qualifies as a SS4A Comprehensive Safety Action Plan (i.e., Vision Zero Plan) for SS4A funding. If the LRSP does qualify, it should be noted that the list of projects in the LRSP that would then be eligible for SS4A funding is limited.
- Per Section 7.7, the majority of bicycle and pedestrian collisions (five-year period from 2015 to 2019) occur at intersections as opposed to roadway segments. Pedestrian collisions are more prevalent at unsignalized intersections and bicycle collisions are more prevalent at signalized intersections.
- There were 162 bicycle-involved collisions (2015–2019), making up 2.7% of all collisions in the city. Of the 162 bicycle-involved collisions, none were fatal, nine were reported with serious injury, 81 with visible injuries, and 46 with complaints of pain.
- Over the span of 2015 to 2019, a total of 113 pedestrian-involved collisions occurred, making up just over 1% of all collisions within the city. Of the 102 pedestrian-involved injury collisions, three were fatal (compared to 14 fatal collisions overall), 10 were reported with serious injury, 50 with visible injuries, and 39 with complaints of pain.
- There were 2,211 aggressive driving collisions between 2015-2019, accounting for 36% of collisions within the city of Roseville. The California Strategic Highway Safety Plan (SHSP) data definition for aggressive driving is a collision where primary collision factor violation category is unsafe speed, following too closely, or traffic signals and signs or the other associated factor violation category is failure to heed stop signal, failure to heed stop sign, unsafe speed, reckless driving, or following too closely.
- Approximately 11% of collisions within the City of Roseville were associated with alcohol or drugs. Ten of the collisions resulted in fatalities and 30 resulted in serious injuries. Furthermore, 10 of the 14 fatal collisions within Roseville during the study period involved impaired drivers. In the City of Roseville, collisions related to impaired driving represent approximately 30% of all fatal and serious injury collisions, which is more than the state average of 25%.
- There were 420 collisions reported as distracted driving collisions between 2015-2019 accounting for 7% of collisions within the City of Roseville.

TRANSIT RELATED/ORGANIZATIONAL MANAGEMENT TOPICS

Overall	Collision data for the 5-year period from January 1, 2015, through December 31, 2019, was used for the collision analysis. Pertinent collision data summaries are provided below:

Table 1 – City K+SI Crashes Compared to Statewide K+SI Crashes

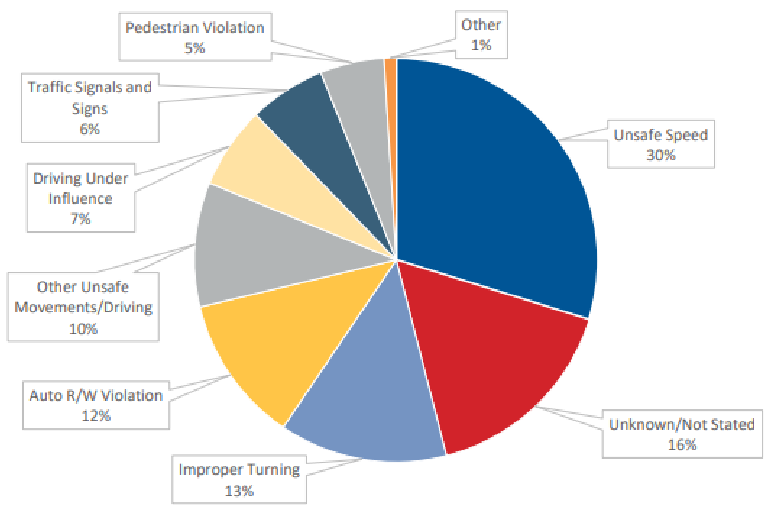
California SHSP Challenge Area	Roseville Comparison to Statewide Percentages	Roseville	California SHSP
Aggressive Driving	Higher	39.5%	33.1%
Aging Drivers (≥65)	Higher	19.5%	12.4%
Bicyclists	Lower	4.5%	8.3%
Commercial Vehicles	Lower	2.5%	6.4%
Distracted Driving	Higher	6.5%	5.0%
Impaired Driving	Higher	30.0%	25.1%
Intersections	Higher	25.5%	23.6%
Lane Departure	Lower	38.5%	43.3%
Motorcyclists	Lower	20.0%	21.0%
Occupant Protection (Seat Belts, Helmets, Child Seats)	Higher	15.5%	14.2%
Pedestrians	Lower	13.5%	19.2%
Work Zones	Higher	3.0%	1.4%
Young Drivers (15-20)	Higher	15.5%	13.1%

Source: Statewide Integrated Traffic Records System (2015 – 2019).
Notes:
1. *Percentages will not add up to 100%, as a fatality or serious injury could have involved multiple Challenge Areas (i.e., a young driver that was impaired and unrestrained)*
2. *California SHSP does not have reported crash data for the following three challenge areas: Driver Licensing, Emergency Response, and Emerging Technology*

7.3. Cause of Crash

As shown in **Figure 4**, the most frequent contributing factor as identified by the responding officer for collisions was unsafe speed (30%), followed by improper turning (13%), auto right-of-way (R/W) violation (12%), and other unsafe driving movements and maneuvers (10%). Sixteen percent of the collisions either did not have a contributing factor stated or were unknown. The remaining causes make up approximately 19% of all collisions. The remaining causes included driving under the influence (7%), traffic signals and signs (6%), pedestrian violations (5%), and other (1%).

Figure 4 – Crashes by Cause

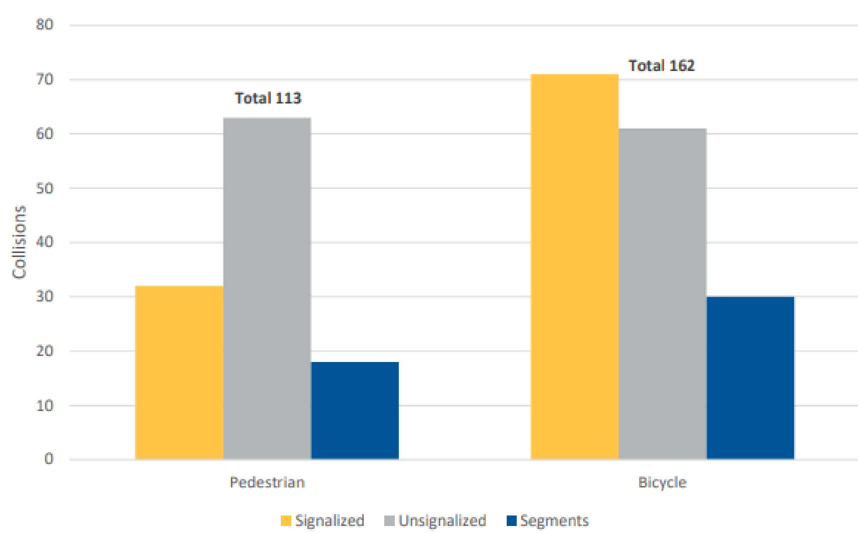


Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

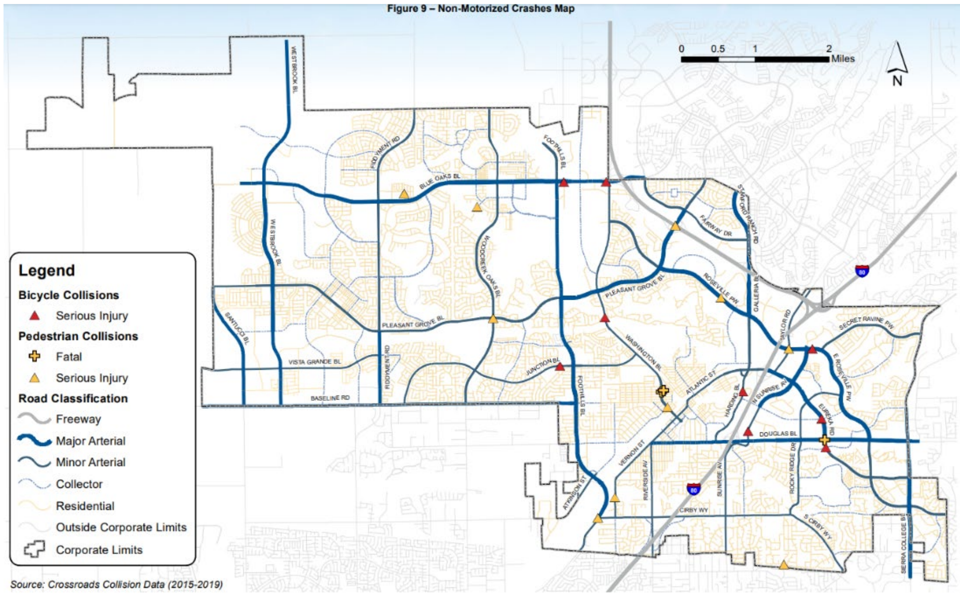
7.7. Bicycle and Pedestrian Crashes

As shown in **Figure 8**, the majority of bicycle and pedestrian crashes are occurring at intersections as opposed to roadway segments. Pedestrian crashes are more prevalent at unsignalized intersections and bicycle crashes are more prevalent at signalized intersections. **Figure 9** illustrates the locations of pedestrian and bicycle crashes within the City. Additional information on pedestrian and bicycle crashes is provided in the following sections.

Figure 8 – Bicycle and Pedestrian Crashes



Source: Statewide Integrated Traffic Records System (2015 – 2019); processed by Crossroads.

	
Policies	Table 3 of the LRSP includes a list of the Roseville Engineering Countermeasures Toolbox.

Infrastructure

From the citywide analysis, six project case study locations and one systemic signalized intersections project were selected for further analysis and development of safety improvement recommendations. Table 4 summarizes the recommendations.

Table 4 – Priority Location Summary

Location	Potential Countermeasures	B/C
Intersections		
Sunrise Avenue and Cirby Way	Install Retroreflective Backplates	97.2
	Implement Leading Pedestrian Interval (LPI)	113.5
	Install advance stop bar	105.1
	Install raised median to restrict driveway access	694.0
	Install "Stop Here on Red" sign	3,643.4
Pleasant Grove Boulevard and Highland Pointe Drive	Install Retroreflective Backplates	93.4
	Install green bike lane markings at conflict zones	2.6
	Install additional/enhanced pavement markings for downstream freeway access	342.5
	Signal Timing (Coordination)	308.3
Cirby Way and Riverside Avenue	Install Retroreflective Backplates	83.9
	Install additional signal heads (eastbound)	209.7
	Install additional street lighting	78.6
	Install additional/enhanced pavement markings for downstream freeway access	1,572.6
Cirby Way and Melody Lane	Install advanced warning flashing beacon system	78.3
	Install additional/enhanced pavement markings for downstream freeway access	507.6
	Install additional signage for downstream freeway access	1,713.2
	Install speed limit pavement markings	1,015.2
Blue Oaks Boulevard and Washington Boulevard	Install green bike lane striping and raised delineators (eastbound Blue Oaks Blvd)	94.7
	Install signalized bicycle crossing across SR-65 SB on-ramp	16.4
Segment		
Atlantic Street/Vernon Street, between Jefferson Street and Branstetter Street	Install roundabout	1.1
	Install additional street lighting	1.3
	Install enhanced pedestrian crossing with flashing beacons	6.6
	Install additional curve warning signage	761.3

Table 5 contains countermeasures that have demonstrated effectiveness and could be applied at the City level.

Table 5 – Roseville Non-Infrastructure Countermeasures Toolbox

Countermeasure	Effectiveness	Cost to Implement	Use	Time to Implement
Impaired Driving				
Publicized Sobriety Checkpoints	*****	$$$	Medium	Short
High-Visibility Saturation Patrols	****	$$	High	Short
Occupant Protection (Seat Belts, Helmets, Child Seats)				
Short-term high visibility enforcement	*****	$$$	Medium	Medium
Integrated nighttime seat belt enforcement	****	$$$	Unknown	Medium
Distracted Driving				
High visibility cellphone/text messaging enforcement	****	$$$	Low	Medium

Effectiveness:
****** Demonstrated to be effective by several high quality evaluations with consistent results*
***** Demonstrated to be effective in certain situations*
Cost to Implement:
$$$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current resources
$$ Requires some additional staff time, equipment, facilities, and/or publicity
$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity
†Can be covered by income from citations
Use:
High: More than two-thirds of states, or a substantial majority of communities
Medium: Between one-third and two-thirds of states or communities
Low: Less than one-third of states or communities
Unknown: Data not available
Time to Implement:
Long: More than 1 year
Medium: More than 3 months but less than 1 year
Short: 3 months or less

Roseville General Plan (2020)

PLAN NAME	AGENCY	YEAR	COUNTY
General Plan	City of Roseville	2009	Placer

HIGH-LEVEL INTRODUCTION/ SUMMARY

Summary: The City of Roseville General Plan (Plan) establishes long-range development policies for private development proposals and public projects. https://RosevilleGeneralPlan

The plan includes the following elements:

- Land Use Element
- Circulation Element
- Air Quality and Climate Change Element
- Open Space and Conservation Element
- Parks and Recreation Element
- Public Facilities Element
- Safety Element
- Noise Element

<table>
<tr><td colspan="2">

- Housing Element

Corridor Level Improvements

- See General Plan Exhibit III_5 Bikeway Plan

Key Takeaways

- The General Plan includes several goals and policies that support multimodal bicycle and pedestrian improvements.

</td></tr>
<tr><th colspan="2">TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS</th></tr>
<tr><td>Overall – Circulation Element</td><td>

The Circulation Element includes Goals and Policies in the following sections:

- Functional Classification
- Level of Service
- Transit
- Travel Demand Management
- Bikeways/Trails
- Pedestrian Access

Key policies from these sections are:

Level of Service

Policy CIRC2.1 Maintain a LOS "C" standard at a minimum of 70 percent of all signalized intersections and roadway segments in the city during the a.m. and p.m. peak hours. Exceptions to the LOS "C" standard may be considered where improvements required to achieve the standard would adversely affect pedestrian, bicycle, or transit access, and where feasible LOS improvements and travel demand-reducing strategies have been exhausted.

Policy CIRC2.5 Pedestrian, bicycle travel, and transit access have a higher priority than automobile travel in the City's Pedestrian Districts, and development projects in these areas are exempt from the City's LOS standard.

Policy CIRC2.6 Prioritize investments in pedestrian, bicycle, and transit access in Pedestrian Districts.

Bikeways/Trails (see also Figure III-5 Bikeways)

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

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

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

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</table>

	Policy CIRC3.1 Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major destinations (including employment) and housing areas and between its existing and planned bikeways. Policy CIRC3.2 Coordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections. Policy CIRC3.3 Pursue available sources of funding for bikeways and trails. Policy CIRC3.4 Enhance bicycle education, encouragement, and enforcement programs targeted at adult and child bicyclists and motorists. Policy CIRC3.5 Specific Plans shall incorporate an off-street, Class I bicycle system as part of the comprehensive on-street and off-street bikeway plan. Policy CIRC3.6 Educate, encourage, and enforce programs that increase bicyclist and motorist awareness of the rights and responsibilities of bicyclists to foster a climate of acceptance for bicycle riding. Policy CIRC3.7 Include on-street and off-street bicycle improvements with new roadway and roadway expansion projects. *Pedestrian Access* Goal CIRC6.1 Increase the percentage of pedestrian trips in Roseville. Policy CIRC6.1 Establish and maintain a safe and continuous pedestrian network that provides connections between residential areas and commercial retail and services, employment, public services, parks, and public transit. Policy CIRC6.2 Promote development patterns that encourage people to walk to destinations. Policy CIRC6.3 Enhance pedestrian-friendly street environments and design public spaces and destinations in a way that encourages walking. Policy CIRC6.4 Sidewalks shall be required in all new Specific Plan Areas, with new roadway construction, and with roadway expansion. Policy CIRC6.5 In reviewing proposed development projects and implementing public projects, the City will incorporate standards designed to protect the security of pedestrians and minimize the potential for collisions involving pedestrians. Policy CIRC6.6 In the Infill Area, the City will actively seek funding sources to complete and maintain sidewalk networks.
Air Quality & Climate Change Element	Goal AQ1.2 Integrate air quality planning with the land use and transportation planning process.

	Goal AQ.4 Increase the capacity of the pedestrian, bicycle, and public transportation systems and promote vehicular transportation that uses less-polluting fuels, such as electricity. Goal AQ1.5 Provide adequate pedestrian and bicycle facilities for present and future transportation needs. Goal AQ1.7 Improve transit, bicycle, and pedestrian access to lessen dependence on automobile travel and reduce household transportation costs. Policy AQ1.12 Develop transportation systems that reduce vehicle emissions by improving the desirability of walking, bicycling, and public transportation relative to vehicular travel. Policy AQ1.13 Identify feasible strategies to reduce transportation emissions from new projects and existing development within the Planning Area. Policy AQ1.14 Encourage alternative modes of transportation, including pedestrian, bicycle, and transit use.
Open Space & Conservation Element	Goal OS1.2 Utilize the open space system to connect neighborhoods within the City. Goal OS1.3 Provide access to public open space areas through a network of pedestrian and bicycle trails that will be adequately managed and protected. Policy OS1.1 Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths. Policy OS1.2 Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service, and residential areas. Policy OS1.3 Work with adjacent jurisdictions to connect the City with regional open space and trail systems, providing a network of open space and habitat resources, pathways, and, where feasible, equestrian trails through the City to link nearby communities. Policy OS1.4 Require all new development to provide pedestrian and bicycle linkages to existing and planned open space systems. Where such access cannot be provided through the creation of open space connections, identify alternative linkages. Policy OS2.5 Limit recreation activities within the City’s Regulatory Floodplain, as defined in the Safety Element, and require appropriate setback areas for trails and other public recreation uses so that natural resource areas are not adversely impacted. Policy OS2.9 Limit the access of pedestrians and cyclists to vernal pool and wetland areas so that access is compatible with long-term protection of these natural resource areas, consistent with the City’s Open Space Preserve Overarching Management Plan.

Parks and Recreation Element	Goal PR1.2 Maximize the use of dedicated parklands and open space areas to provide residents with both active/formal/programmable and passive/informal/nonprogrammed recreation opportunities. Policy PR1.5 The City shall prioritize discretionary and grant funding for areas of the community that are underserved in terms of access to passive and active recreation opportunities. Policy PR1.6 Identify opportunities to develop additional parks or other public recreation facilities in underserved areas of the community where access to such facilities exceeds one-half mile walking distance for residents.
Safety Element	*Flood Protection* Policy SAFE2.5 Minimize the potential for flood damage to public and emergency facilities, utilities, roadways, and other infrastructure. Policy SAFE2.9 Where feasible, maintain natural stream courses and adjacent habitat and combine flood control, recreation, water quality, and open space functions. *Police Services* Policy SAFE3.7 Design parks that are conducive to surveillance by adjoining residents, security services, and police. Policy SAFE3.9 Coordinate with patrol officers in patrolling parks, open space, and trails, and continue coordination with other law enforcement agencies.
Housing Element	Table X-22 includes a list of Affordable Housing Developments (Senior Apartments and Multi-family Apartments).
Appendix B (Implementation Measures)	Page 16 – Lists status of Bikeway/Trails measures. Page 17 – Lists status of Pedestrian Access measures. Also includes Strategies for Pedestrian Districts, including street treatment types for mid-block and intersection crossings: **Mid-block crossing treatments** • High-visibility crosswalk markings • Overhead signs and flashing beacons • In-pavement flashers • Pedestrian-actuated signals • Grade-separated pedestrian crossings **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 Page A-18 Implementation Measures • Reduced corner radii • Right-turn on red restrictions • "Watch Turning Vehicles" signage and legends • "Yield to Pedestrians" signage **Traffic Calming** • Raised crosswalks (Speed Tables) • Raised intersections • Textured pavement • Neckdowns • Pedestrian refuge islands • Split Pedestrian Crossovers

	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

Placer-Sacramento Gateway Plan (2020)

PLAN NAME	AGENCY	YEAR	COUNTY
Placer-Sacramento Gateway Plan	PCTPA/SACOG/Caltrans/CCJPA	2020	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			

Summary: The Placer-Sacramento Gateway Plan (Gateway Plan) was developed as a comprehensive multimodal corridor plan to qualify for funding through the Solutions for Congested Corridors Program. The Gateway Corridor includes segments of I-80, Business 80, Highway 65, and Highway 50, as well as parallel local roadways, transit lines, and bikeways located within two miles of the corridor.

Corridor Level Improvements

- The Gateway Plan identifies bicycle/pedestrian, transit, road, and transportation management projects along the designated corridor. Roseville projects identified in the plan are identified in current planning documents such as the BMP and others.

Key Takeaways

- The Gateway Plan is updated periodically to include newer projects along the SR 65/I-80 corridor. Upon completion of the Active Transportation Plan Update, the City should work with Placer County Transportation Planning Agency (PCTPA) to incorporate appropriate projects into the Gateway Plan to facilitate additional grant funding opportunities.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
Overall	The Gateway Plan identifies bicycle/pedestrian, transit, road, and transportation management projects along the designated corridor. Roseville projects identified in the plan are identified in current planning documents such as the Bicycle Master Plan and others.

SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (2020)

PLAN NAME	AGENCY	YEAR	COUNTY
SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)	SACOG	2020	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			

Summary: The 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. https://www.sacog.org/planning/blueprint/2020-mtp-scs Corridor Level Improvements ● Several projects are identified in the MTP/SCS. Key Takeaways ● The MTP/SCS includes several goals and policies that support multimodal bicycle and pedestrian improvements.	
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
	GOAL 1 - Build Vibrant Places for Today's and Tomorrow's Residents *Supporting Policy 1* - Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through: Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit. GOAL 2 - Foster the next generation of mobility solutions *Supporting Policy 3* - Implement pilot projects aimed at making microtransit and micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region. GOAL 4 - Build and maintain a safe, resilient, and multimodal transportation system *Supporting Policy 22* - Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.

Roseville Short Range Transit Plan 2018-2025 (2018)

PLAN NAME	AGENCY	YEAR	COUNTY
Short Range Transit Plan 2018-2025	City of Roseville	2018	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The City of Roseville Short-Range Transit Plan (SRTP) was prepared to assess transit and related transportation issues in Roseville and the surrounding region and provide a "road map" for improvements to the public transit program over the upcoming seven years. The review of the SRTP focuses on first/last mile active transportation improvements that enhance access to transit.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Chapter 4 Existing Services	Page 50 includes a list of park-and-ride facilities served by Roseville Transit and whether they have bike lockers. Most major transit stations have electronic bike link lockers (Amtrak Station, Louis Orlando Transit Center, Mahany Regional Park, Saugstad Park, Taylor Road). Although not noted, we understand that bike link lockers were recently installed near the Civic Center Transfer Point. The Galleria is the one		

	major transit center without bike link lockers, though an E-bike locker is planned for installation at this location.
Chapter 10 Capital Alternatives	This chapter includes guidance on bus stop improvements, but it does not clearly identify pedestrian or bike improvements that are needed to facilitate enhanced access to transit. Gaps in the sidewalk system are identified in the Pedestrian Master Plan, but considerations should the relation between planned sidewalks and bus stops, and sidewalk accessibility at bus stops.
Pedestrian Overlay	The DSCSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.

Placer County Regional Bikeway Plan (2018)

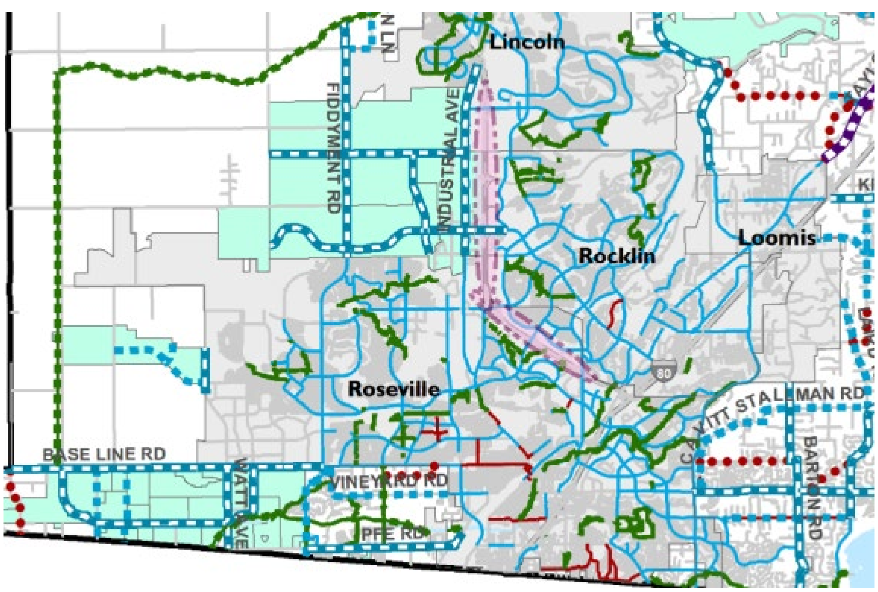
PLAN NAME	AGENCY	YEAR	COUNTY
Placer County Regional Bikeway Plan	PCTPA	2018	Placer

HIGH-LEVEL INTRODUCTION/ SUMMARY

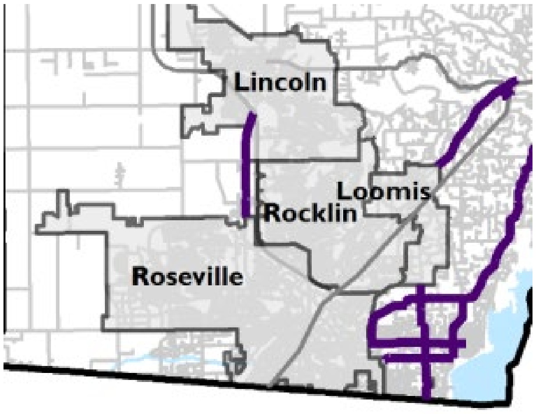
Summary: The Plan identifies a vision and goals for bicycling, a network of bikeways to connect the county, and supportive programs and practices to encourage bicycling. The Plan develops a regional system of bikeways that connects the six incorporated cities and numerous unincorporated community areas.

Corridor Level Improvements

● The plan identifies a network of bikeways tin the unincorporated county, or bikeways requiring multijurisdictional coordination.



For Roseville the plan shows primarily existing and some planned and existing shared use paths/multi-use trails (green), Class II bike lanes (blue) and Class III bikeways (red). The plan also identifies a Hwy. 65 Crossing Study area that includes Roseville. A couple of priority projects (purple) abut Roseville:



Key Takeaways

- The plan supports some of Roseville's existing BMP projects that are multijurisdictional.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
Overall /Standards	The plan identifies a network of bikeways tin the unincorporated county, or bikeways requiring multijurisdictional coordination.
Policies	One of the strategies for integrated bikeway planning is "Ensure consistency between the regional bikeway planned network and General/Community/Specific Plan bikeways through revisions to the bikeway policies and facilities in these Plans when the same are updated."

Amoruso Ranch Specific Plan (2016)

PLAN NAME	**AGENCY**	**YEAR**	**COUNTY**
Creekview Specific Plan	City of Roseville	2016	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Amoruso Ranch Specific Plan (ARSP) establishes a comprehensive land use and regulatory framework to guide the development of approximately 694.4-acres located in the northwest edge of the City of Roseville, north of the CSP, with unincorporated Placer County and W. Sunset Boulevard (a County street) to the north.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Overall	The circulation system for the ARSP provides a hierarchy of streets, bikeways, walkways, and multi-use trails throughout the development area that provide both connectivity to and the expansion of existing and planned future city and regional facilities, and public transit options that will serve the community. The placement of parks, landscape corridors and the alignment of the streets organize the community and promote traffic calming and pedestrian use		

Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: Future Placer Parkway: The plan sets aside right-of-way for this future regional limited access highway project. The ROW includes area for an interchange with Westbrook Blvd. The Placer Parkway bisects the plan area developments, with one connecting road (Road G) proposed under Placer Parkway. Major Arterial Street (Westbrook Blvd): 6' Class II bike lanes (exclusive of curb and gutter); 8' off-street sidewalk within landscape corridors of varying width; except Westbrook has a 10' path adjacent to open space as it connects to the CSP to the south. Minor Arterial Street (Road B & Road D): 5' Class II bike lanes (exclusive of curb and gutter); 8' off-street sidewalk within landscape corridors 35'-50' wide. Modified Collector Street (Road A): The Modified Collector standards provide: 5' Class II bike lanes (exclusive of curb and gutter) and 5' to 10' wide sidewalks within landscape paseos of varying widths. Primary Residential Streets: The primary residential streets do not include Class II bike lanes but do have sidewalks varying in width from 5' to 10', with 10' wide sidewalks provided in locations where continuous paseos are desired, and 8' wide sidewalks on both sides of the street where Road G goes under Placer Parkway. Specific details regarding the design of paseos, their application throughout the Plan Area, and their interface with homes is provided in Section B.6 of Appendix B, Design Guidelines. Local residential: 5' sidewalks Section 7.7 provides design guidance for bulb-outs, mid-block crossings and other traffic-calming measures.
Bikeway System	In addition to the on-street bikeways, Figure 7.6 Bikeways identifies a short Class I trail at the southwest corner of the plan area that will provide future access to future trails in the Al Johnson Wildlife Area. This plan also identifies the Class II bike lanes, the paseos, and Class III bike routes on Roads D, E, F and G.
Pedestrian Overlay	The ARSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.

Campus Oaks Master Plan (2015)

PLAN NAME	AGENCY	YEAR	COUNTY
Campus Oaks Master Plan	City of Roseville	2015	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Hewlett-Packard Campus Oaks (HPCO) Master Plan area is formerly a part of the Hewlett-Packard Campus and the North Roseville Industrial Area Guidelines (NRIAG). The HPCO is not a specific plan, but it does provide land use and design guidance for a mixed-use community on 375.7-acres.			

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
Overall	The HPCO Project Area mobility system is identified in HPCO Section 3.2 and designed to maximize connectivity, walkability, and convenience. Included is a modified grid street pattern that compliments and helps to complete the city's larger roadway network; a safe and interconnected system of paths, sidewalks, and bike lanes; and multiple transit stops.
Street Improvement Standards	Figure 3-2 identifies the backbone roadway system and includes the following active transportation improvements: Primary Arterial (Blue Oaks Blvd): 6' Class II bike lanes (exclusive of curb and gutter); 8' off-street sidewalk within landscape corridors 35-55' wide. Minor Arterial (Woodcreek Oaks Blvd): 5' Class II bike lanes (exclusive of curb and gutter); 8' off-street sidewalk within 20' wide landscape corridors. Modified Collector Street (Roseville Parkway): 5' Class II bike lanes with 2' buffer (exclusive of curb and gutter), Roseville's first buffered bike lane; 6' sidewalks within landscape corridors of 25'-30'. Modified Collector Streets (Painted Desert Dr, New Meadow Dr., Crimson Ridge Dr): 5' Class II bike lanes (excluding curb and gutter); 5' sidewalks within 25' wide landscape corridor Park Couplet and Residential Streets: 5' sidewalk each side
Bikeway System	Figure 3-13 Pedestrian and Bicycle Network includes a network of Class I paths within open space areas, parks, and paseos, some of which will be built with the project and one at the south end that connects from the Pleasant Grove Creek Trail to Foothills Blvd that will be built separately, with some seed money provided by the HPCO Development Agreement. The plan also identifies the Class II bike lanes on arterial and collector roads.
Pedestrian Overlay	The HPCO plan does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.

Creekview Specific Plan (2012)

PLAN NAME	AGENCY	YEAR	COUNTY
Creekview Specific Plan	City of Roseville	2012	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Creekview Specific Plan (CSP) includes 501 acres north of Blue Oaks Blvd and north and west of the West Roseville Specific Plan.			

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
Overall	The circulation system for the CSP includes a hierarchy of roadways and other improvements designed to link with existing and planned city and regional facilities. These facilities address mobility within the CSP and include roadways, bikeways, pedestrian paths, and public transit.

Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: Major Arterial Street (Blue Oaks Blvd, Westbrook Blvd): 6' Class II bike lanes (exclusive of curb and gutter); 8' off-street sidewalk within landscape corridors of varying width; except Westbrook has a 10' path adjacent to open space as it approaches the Amoruso Ranch Specific Plan to the north. Modified Collector Streets (Holt Parkway, Benchmark Dr, Lower Bank Dr): The Modified Collector standards provide: 3' Class II bike lanes (exclusive of curb and gutter) and 8' to 10' wide sidewalks within landscape paseos of varying widths. Residential Streets (Primary and Local): 4'-5' sidewalks.
Bikeway System	In addition to the on-street bikeways, Figure 6-18 Class I and II Bikeways identifies Class I paths within open space and parks including two bridge crossings of Pleasant Grove Creek and an undercrossing of Westbrook Blvd, Class II bike lanes on arterial and collector streets, and a paseo system for enhanced connectivity. Figure 6-19 includes guidance for street crossings of bike paths.
Pedestrian Overlay	The CSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.

Roseville Pedestrian Master Plan (2011)

PLAN NAME	AGENCY	YEAR	COUNTY
Pedestrian Master Plan	City of Roseville	2011	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Pedestrian Master Plan is intended to establish policies, projects, and programs that improve the pedestrian system in Roseville and increase walking for transportation, recreation, and health. The PMP identifies a recommended pedestrian network and establishes a 20-year framework of improvements that will enhance the pedestrian environment. Corridor Level Improvements ● Table 19 identifies the top priority missing sidewalk segments as those that received a rank of 4 or 5, or those segments where specific requests were received by the public. ● Appendix A-1 identifies all the missing sidewalk segments by rank. Key Takeaways ● The 2011 PMP was adopted prior to adoption of the Sierra Vista, Creekview, Amoruso Ranch and Commercial Corridor (Atlantic Street, Douglas-Harding, and Douglas-Sunrise) Specific Plans. The base maps and proposed and other mapping do not include those Specific Plans. ● The PMP focuses on completeness of sidewalk segments, but does not review or evaluate street crossings for safety, comfort, and convenience. ● When preparing the 2011 PMP, a policy decision was made to not inventory sidewalks on residential streets. Figure 6 does, however, identify mature neighborhoods that have no sidewalks or are missing sidewalks.			

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
Overall	The PMP documents the federal, state, regional, and local context for pedestrian planning. The PMP notes that "Pedestrian Districts" have been designated in the West Roseville, Riverside Gateway, and Downtown Specific Plans. This designation means that pedestrian travel takes a higher priority than automobile travel in these districts.
	The 2011 PMP was adopted prior to adoption of the Sierra Vista, Creekview, Amoruso Ranch, and Commercial Corridor (Atlantic Street, Douglas-Harding, and Douglas-Sunrise) Specific Plans. The base maps and proposed and other mapping do not include those Specific Plans. https://www.roseville.ca.us/SpecificPlans
	The PMP included an inventory of 755 sidewalk segments along arterial and collector streets. Of these, 75% of segments included full sidewalk on both sides of the street. The remaining segments had some or all the sidewalk missing on one or both sides of the street. The inventory did not include residential streets, but Figure 6 identifies mature residential areas that have no sidewalks or are missing sidewalks.
Standards	The PMP includes Appendix B, Best Practices Manual for Pedestrian Design. The manual includes guidelines for pedestrian design that are intended to enhance accessibility for all pedestrians including individuals with disabilities, and improve safety, connectivity, and ease of use. The guidelines contain many but not all modern pedestrian design treatments.
Policies	Overall, the goals, policies & implementation measures are thorough and understandable but are length and consideration should be given to updating them to focus on the most salient policies and measures. Policies and Implementation Measures of note are described below:
	Implementation Measure 5 (Pedestrian Access and Circulation) states "When traffic impact studies are prepared, consider the effect on pedestrian safety as well as increased pedestrian crossing times and distances or pedestrian wait times due to longer cycle lengths."
	Implementation Measure 6 (Pedestrian Access and Circulation) states "Consider adopting a "Pedestrian Safety Action Plan" tailored to Roseville pursuant to Federal Highway Administration publication FHWA SA-05-12."
	Implementation Measure 1 (Pedestrian Education, Encouragement, and Enforcement Programs) states "Consider formation of a Pedestrian Safety Task Force comprised of City staff and community members to coordinate education, encouragement and enforcement strategies."
Infrastructure	Figure 5 identifies the areas of the city, mostly located near Downtown Roseville, that participate in the City's annual sidewalk repair program.
	Figure 7 shows the street segments with missing sidewalks. The missing sidewalks are classified within three categories: Those to be installed with other CIP projects; those that are developer responsibility; and the remainder that are part of the PMP Implementation Plan.

	The PMP prioritizes sidewalk improvements based upon a missing sidewalk's proximity to transit centers and bus stops, secondary and elementary schools, critical sites (government, health care, or elderly facilities), and Pedestrian Districts. Figure 8 shows the sidewalks by scoring. Table 19 identifies the top priority missing sidewalk segments as those that received a rank of 4 or 5, or those segments where specific requests were received by the public. Appendix A-1 identifies missing sidewalk segments by rank.
	Aerial mapping shows the following sidewalk segments from Table 18 and Appendix A-1 have been completed: Country Club (Danielle to Pleasant Grove); Pleasant Grove (Hemingway to Country Club); Oak Ridge (Vinmar to Rampart); Fairway (Central Park to Home Depot); Industrial (Blue Oaks to Alantown); Industrial (Alantown to Finesteria).
	The PMP did not review or evaluate street crossings for safety or other upgrades.
	Table A-2 identifies a variety of potential funding sources but should be updated to reflect current grant funding program opportunities.

Roseville Communitywide Sustainability Action Plan (2010)

PLAN NAME	AGENCY	YEAR	COUNTY
Communitywide Sustainability Action Plan	City of Roseville	2010	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The main objective of the City of Roseville Communitywide Sustainability Action Plan (SAP) is to set forth a comprehensive strategy to address emerging sustainability issues related to land use patterns, transportation, building design, energy use, water demand, and waste generation. The SAP outlines a road map to reduce GHGs and air pollutant emissions within the community (i.e., vehicle emissions, emissions related to energy production) and to promote economic growth based on clean technology and sustainable practices. Key Takeaways ● The Communitywide Sustainability Action Plan includes several policies that support increased bicycling and walking as a climate adaptation, but approaches and Pedestrian upgrades, but at nearly 20 years old, this document may not be referenced as often as newer plans.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Existing and Ongoing Transportation Policies	E. Regularly (i.e., every 4 years) update and implement the Bicycle Master Plan, including construction of capital improvements for bike facilities, especially facilities used for work commutes. Explore funding and staffing options to accelerate bikeway development. Seek community (e.g., Roseville Coalition of Neighborhood Associations [RCONA]) and regional inputs when updating the plan. F. Continue to provide community programs and other incentives for commuter biking.		

	G. Adopt, regularly update (i.e., every 3 years) and implement a Pedestrian Master Plan that includes a Capital Improvement Program to close sidewalk gaps, identifies other design measures and best practices that improve the pedestrian environment. Seek community (e.g., RCONA) and regional input when updating the plan, and evaluate pedestrian needs using walk scores. H. Adopt, regularly update (i.e., every 3 years) and implement an ADA Transition Plan for public rights-of-way. I. Identify ongoing funding to continue the existing Safe Routes to School Pilot Program and expand the program into other Roseville schools. J. Promote a program that encourages youth to ride bicycles to school at least 1 day a week. (e.g., “Walking School Bus Day" or "Move It" walk and bike clubs at Coyote Ridge Elementary School.) Long-term goal is moving the program to "Every Day is Bike Day." K. Expand efforts to have Roseville youth participate in a National Bike Month and/or a City-sponsored Bike to School Month. L. Actively pursue funding for adaptive traffic signals (through 2016). Objective T-5: Expand and enhance the bikeway network and support facilities and encourage their use to increase bike ridership (~1% biking and walking combined mode shift). Objective T-6: Improve the pedestrian environment to increase walking in the community (~1% biking and walking combined mode shift). Objective T-9: Enhance efficiency of the City's roadway network to reduce vehicle delays and emissions while maintaining or enhancing the bicycle and pedestrian environment. Measure T-1.1 Collaborate with adjacent cities to identify inadequate links in regional connectivity for alternative transportation (e.g., biking and walking) and prioritize filling gaps to maintain continuity through the edge of the city. Measure T-5.1 Maximize bicycle use through high-quality design, enhanced infrastructure, and enforcing bike travel rights.

Timeline	Action		Development		Responsibility
			Existing	New	
Short Term (by 2013)	A.	Consider adopting a best practices manual for bicycle design that improves the bicycling environment.	*		Public Works
	B.	Consider amending the Municipal Code (Chapter 19 Zoning; Chapter 11.33, TSM Ordinance) to require new or substantially improved commercial and office centers to provide Class 1 bike parking, showers, locker rooms and other bike amenities for employees.		*	Planning & Redevelopment; Public Works
	C.	Consider amending the Municipal Code (Chapter 19, Zoning Ordinance) to require new or substantially improved multi-family housing to provide bike lockers or storage racks close to each unit.		*	Planning & Redevelopment; Public Works
	D.	Work with landscape contractors to identify and implement feasible alternatives to parking in bike lanes. When feasible alternatives are not available, identify procedures for parking in the bike lane that minimize safety concerns for bicyclists.	*	*	Public Works
Mid Term (by 2017)	E.	Where appropriate, include bicycle boxes and bicycle priority signals at intersections of bicycle routes and major streets.	*	*	Public Works
	F.	Consider establishing a network of bicycle rental stations close to major employment centers to encourage short trips on bikes.	*		Public Works
Progress Indicators					**Target**
1	0.5% increase in bike and pedestrian mode share from 2008.				By 2015
2	1% increase in bike and pedestrian mode share from 2008.				By 2020

Measure T-5.2 Promote bicycle use through focused community outreach and education programs.

Timeline	Action		Development		Responsibility
			Existing	New	
Short Term (by 2013)	A.	Promote biking by integrating bike racks and lockers as art forms throughout the City.	*	*	Public Works
	B.	Promote green delivery methods by encouraging businesses to use agencies that provide walking/biking delivery options at no-to-low cost.	*	*	
	C.	Coordinate with on-line automated route planning map service providers (including Google and SACOG), adjacent jurisdictions and the local community, including RCONA, to ensure that these systems provide accurate and efficient bicycle route recommendations and encourage people who live and/or work in Roseville to make use of on-line automated route planning services for route planning for bicycle trips.	*	*	Public Works
Mid Term (by 2017)	E.	Work with the Police Department to conduct bicycle and pedestrian specific training for officers.	*		Police; Public Works
	F.	Work with the Police Department to create bicycle and pedestrian specific education program for the public.	*	*	Police; Public Works
	G.	Where speed or other traffic issues are identified on bicycle routes, work with the Police Department to conducted targeted education and/or enforcement efforts as appropriate.	*	*	Police; Public Works

Measure T-6.1 Maximize pedestrian travel through high-quality design, enhanced infrastructure, and enforcing pedestrian travel rights.

Timeline		Action	Development		Responsibility
			Existing	New	
Short Term (by 2013)	B.	Where there is a gap between attractive uses due to the presence of an undeveloped site, investigate alternatives to install temporary asphalt concrete (AC) sidewalks to close the gap.		*	Public Works
	C.	Implement the CDG to encourage new development projects to enhance walking by providing shaded walkways and improving accessibility to daily destinations (e.g., neighborhood parks, restaurants, groceries) and transit stops.	*		Planning & Redevelopment
	E.	Where appropriate, consider modified street designs within new development that enhance the pedestrian environment.		*	Public Works; Planning
	F.	Evaluate the need for new mid-block pedestrian crosswalks where there are high volumes of pedestrians and a long distance between intersections.	*		Public Works

Measure T-7.1 Coordinate with SACOG's Community Design and Caltrans' Safe Routes to School programs to identify grants to increase alternative transportation networks that serve the community center, libraries, schools, recreational areas, and other public gathering spaces.

Timeline		Action	Development		Responsibility
			Existing	New	
Short Term (by 2013)	A.	Work with schools and future colleges to provide incentives for use or drop-off of non single-occupancy vehicles (e.g., parking or drop-off charges to create funds to support alternative travel modes).	*	*	Public Works, Local School Districts
	B.	Develop a program to track bicycle miles traveled by school children to promote walking and bicycling and discourage motor vehicle travel (bicycle trip mileage could be subtracted from motor vehicle miles traveled) and provide incentives and rewards for participation.	*		Public Works, Local School Districts
	C.	Work with local bicycle retailers to offer discounts for bikes and equipment for youth involved in promoting transportation bicycling.	*		Public Works, Local School Districts
	D.	Work with schools to develop a scholarship program awarded to high school students with a proven track record of promoting alternative transportation.	*		Public Works, Local School Districts
	E.	Sponsor a bike repair day or similar program for volunteers to help make minor bicycle repairs.	*		Public Works
	F.	Advise residents and workers that the City is encouraging youth (and others) to use bicycles for transportation and that increased traffic enforcement will be used as a tool to support and encourage bicycle use on City streets.	*		Public Works
	G.	Coordinate with all existing and new schools to include pedestrian, bike, and public transit streetscape improvements.	*	*	Public Works, Local School Districts
Mid Term (by 2017)	H.	Develop a School-Commute Bicycle Ambassador program that would promote parents/adults riding on trails and common school routes during school commute hours to provide more "eyes on the trail" and support for kids that might have bike mechanical issues.	*	*	Public Works, Local School Districts
	I.	Increase student incentives to ride transit year-round.	*		Public Works

Sierra Vista Specific Plan (2010)

<table>
<tr><th colspan="2">PLAN NAME</th><th>AGENCY</th><th>YEAR</th><th>COUNTY</th></tr>
<tr><td colspan="2">Sierra Vista Specific Plan</td><td>City of Roseville</td><td>2010</td><td>Placer</td></tr>
<tr><th colspan="5">HIGH-LEVEL INTRODUCTION/ SUMMARY</th></tr>
<tr><td colspan="5">Summary: The Sierra Vista Specific Plan (SVSP) establishes a comprehensive land use and regulatory framework to guide development of an approximately 2,075-acre Plan Area located to the west of Fiddyment Road and north of Baseline Road, along the western edge of the City of Roseville.</td></tr>
<tr><th colspan="5">TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS</th></tr>
<tr><td>Overall</td><td colspan="4">The circulation system for the SVSP includes a hierarchy of roadways and other improvements that are designed to link with existing and planned City and regional facilities, including roadways, bikeways, pedestrian paths, and public transit.</td></tr>
<tr><td>Street Improvement Standards</td><td colspan="4">The street section design guidelines call for the following active transportation improvements:

Major (6-lane plus bus lanes) Arterial Street (Santucci Blvd): Figure 6-2 shows 6’ Class II bike lanes (exclusive of curb and gutter); 8’ off-street sidewalk within 40’ wide landscape corridors on each side of the street, and right-of-way in median for future bus rapid transit lanes in each direction.

Major Arterial Street (Baseline Rd.): Figure 6-3 includes two plans for Baseline. One is an interim condition with two travel lanes in each direction and a 6’ Class II bike lane on one side of the street and a 3’ bike lane on the other side of the street (both exclusive of curb and gutter); the other includes full build-out by the County Riolo Vineyards Project, with 6’ Class II bike lanes (exclusive of curb and gutter) and 8’ off-street sidewalk within 50’ wide landscape corridors on each side of the street.

Major (6-lane) Arterial Streets (Fiddyment Road, Westbrook Blvd): 6’ Class II bike lanes (exclusive of curb and gutter); 8’ off-street sidewalk within 35’-50’ wide landscape corridors on each side of the street, except Baseline Rd. cross-section notes.

Minor (4-lane) Arterial Streets (Pleasant Grove Blvd, Vista Grande Blvd): 5’ Class II bike lanes (exclusive of curb and gutter); 8’ sidewalk within 35’-50’ wide landscape corridors on each side of the street.

Modified Collector Streets: The Modified Collector standards provide: 3’ Class II bike lanes (exclusive of curb and gutter) and, where on-street parking is allowed on one side of the street, a 6’ bike lane adjacent to the parallel parking; and 8’ to 10’ wide sidewalks within landscape paseos of varying widths.

Primary Residential Streets: The primary residential streets do not include Class II bike lanes but do have sidewalks varying in width from 4’ to 10’, with 10’ wide sidewalks provided in locations where continuous paseos were desired. Specific details regarding the design of paseos, their application throughout the Plan Area, and their interface with homes is provided in Section B.6 of Appendix B, Design Guidelines.

Local Residential Streets: 4’-5’ sidewalks</td></tr>
</table>

Bikeway System	Figure 6-21, Class I and Class II Bikeways, proposes approximately 29 miles of Class I and II bikeways. The Class II bikeways are built as arterial and collector roads are constructed. Class I paths are built as adjoining development are constructed, as parks are developed, or as city projects. The bikeway system is partially complete.
Pedestrian Overlay	The SVSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The SVSP's implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Downtown Specific Plan (2009)

PLAN NAME	AGENCY	YEAR	COUNTY
Downtown Specific Plan	City of Roseville	2009	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Downtown Specific Plan (DTSP) encompasses 176 acres and includes the Historic Old Town, Vernon Street District, and Royer and Saugstad Parks. The Plan area is divided into 11 districts and emphasizes the addition of mixed-use and residential development. At build-out, the Plan area is expected to accommodate 900,000 square feet of new ground floor retail development, 1,020 new residential units, and a cumulative total of 4.4 million square feet.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Overall	The Specific Plan envisions future transportation and parking improvements with the following: • Streetscape designs that improve the pedestrian environment, including wider sidewalks, pedestrian amenities and landscaping; • Street sections that slow traffic and improve pedestrian safety by narrowing streets, providing curb extensions at intersections, installing mid-block crossings and traffic control devices for the pedestrian; • Reconfiguration of street edges to provide angled parking and parallel parking; • New public parking garage(s) located based on the forecasted demand; and • The expansion of transit and bicycle facilities.		
Street Improvement Standards	The Downtown area is supported by older streets with a variety of street sections that typically do not include bike lanes.		

<table>
<tr><td></td><td>A comprehensive set of streetscape and sections is provided in Chapter 6 of the Downtown Code. The following provides street sections as follows:
Vernon Street Area
• Atlantic Street (Arterial Street)
• Vernon Street (Arterial Street)
• Douglas Boulevard (Arterial Street)
• Oak Street (Collector Street)
• Judah Street (Collector Street)
• South Grant Street (Collector Street)
• Typical Downtown Residential Street (Local Street)
• Taylor Street (Local Street)
• Typical Downtown Commercial Street (Local Street)
Historic Old Town Area
• Washington Boulevard (Arterial Street)
• Main Street (Collector Street)
• Church Street (Local Street)
• Lincoln Street (Local Street)
• Pacific Street (Local Street)
• Residential Street (Local Street)</td></tr>
<tr><td>Proposed Bicycle & Pedestrian Facilities</td><td>DTSP Chapter 6 proposes the following bike/ped improvements:
• Atlantic Street Pedestrian Promenade (Exhibit 6.3 & Figure 6.2) – Revised parking, new enhanced crossings, and new walkway along rail yard with overlook (not complete).
• Vernon Street – Minor changes to Vernon/Lincoln for fire response improvement… otherwise prior streetscape improvements remain).
• Douglas Blvd – When new development occurs, DTSP proposes to enhance sidewalk network by closing gaps, widening sidewalks, and enhancing crossings (not complete).
• Oak Street and Grant Street – Proposed mid-block crossing improvements (complete).
• The DTSP plan for the Washington/Oak intersection (Exhibit 6.5) was modified with the later installation of a roundabout at that intersection.
• Enhanced pedestrian crossings and curb ramps at the Oak/Lincoln, Oak/Grant, Grant/Vernon intersections (complete).
• Town Square pedestrian improvements for S. Grant, Oak St., Vernon St. (complete).
• Taylor Street landscape planters and sidewalk re-construction (complete).
• Washington/Pleasant Street – Exhibit 6.9 calls for bulb-outs, enhanced crosswalks and other features to enhance this primary pedestrian crossing of Washington (not complete).
• Washington/Lincoln intersection calls for signal but has since been replaced by a roundabout (under construction).
• Washington Boulevard Pedestrian Underpass – Figure 6.14 identifies potential widening improvements to enhance the underpass. This project is challenged by ADA standards and underground utilities beneath the walkway. Additional study is needed.
• Washington from UPRR to Main St. – No planned changes.
• Washington, Main to Lincoln – Wider 10’ sidewalks and 5’ bike lanes adjacent to parallel parking proposed (not complete).
• Main, Lincoln, Church, and Pacific Streets – No improvements proposed as all had been upgraded in late 90s.
• Residential Streets (Pleasant, Grove, Placer, Elefa) – To remain as existing except potential corner bulb-outs referenced to slow traffic and enhance pedestrian environment.
• The plan references a pedestrian crossing of the UPRR as a potential future improvement.
• The plan references construction of a new pedestrian bridge from Royer Park to align with the Town Square improvements and rotation of the Icehouse Bridge to facilitate extension of the Miners Ravine Trail into Royer Park. (Completed with Downtown Bridges & Trail Project.)</td></tr>
</table>

	• The plan proposes a "Creek Walk" on the west side of Dry Creek (opposite Royer Park) from the Icehouse Bridge to Douglas Blvd. • Per Section 6.3 and Exhibit 6.11- Existing and Proposed Bicycle Facilities, new bicycle lockers are proposed (complete) and wayfinding signs are proposed for the many proposed Class III routes (not complete). DTSP Exhibit 8.2 identifies connectivity opportunities within and to Royer and Saugstad Parks. Downtown Code Section 6 (Public Realm Improvements) includes the following: • PR - 17 - Bike racks. Bike racks should be located near 1. Transit stops, 2. Throughout commercial areas, 3. In parking lots, 4. Near the Civic Uses in Vernon Street area, and 5. Along Dry Creek and in the two parks. • Section 6.7 – Sidewalk & Pedestrian Improvement Design Guidance. • Section 6.11 – Streetscape Design guidance. • 6.12 – Washington Boulevard Underpass Canopy – This section identifies concepts for a canopy over the vehicular and pedestrian underpass, with plantings and artwork.
Pedestrian Overlay	The DTSP area is identified with a Pedestrian Overlay District with the intent to place a greater emphasis on the pedestrian rather than the automobile by implementing measures to improve walkability. Additionally, the General Plan specifies that 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.
Development Agreement	The SRSP's implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Roseville ADA Transition Plan (2009)

PLAN NAME	AGENCY	YEAR	COUNTY
ADA Transition Plan	City of Roseville	2009	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			

Summary: The ADA Transition Plan for Public Rights-of-Way documents the legal and functional goals and objectives of the City to make existing pedestrian facilities within the public right-of-way accessible and usable for persons with disabilities. The ADA Transition Plan has been prepared pursuant to the Americans with Disabilities Act (ADA), which requires that all public agencies develop a transition plan for the installation of curb ramps or other sloped areas at all locations where walkways cross curbs.

Corridor Level Improvements

- Appendix A of the ADA Transition Plan includes a prioritized list of potential ADA projects. The projects are focused on curb ramp construction or re-construction and prioritization is based upon land uses served and condition of the existing facility. City should review the list of projects to determine which have been completed and update the plan if determined necessary.

Key Takeaways

- The ADA Transition Plan standards were created in 2008/09. City may wish to verify that the standards are still current and that they have been incorporated into the City's Design & Construction Standards.

● The ADA Transition Plan recommends compliance documentation for all new curb ramps. The City may wish to confirm that the recommended documentation practices are being implemented and that data is readily available (see full document review for further information).	
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS	
Overall /Standards	The ADA Design Standards were developed to combine and resolve any conflicts between the Americans with Disabilities Act Accessibility Guidelines (ADAAG), published by the U.S. Architectural and Transportation Barriers Compliance Board in July 1991, and the California State Building Code, Title 24, Part 2, of the California Code of Regulation, 2007 edition. Draft Guidelines for Public Rights-of-Way, published by the U.S. Architectural and Transportation Barriers Compliance Board on November 5, 2005, which are expected to take effect soon, were also considered in the ADA Design Standards. In addition, all City-approved policies and standards affecting accessibility in the public right-of way were included in the standards. City should periodically review ADA standards to ensure that new curb ramps meet the latest standards. Update the ADA Transition Plan as needed.
Policies	Section 6 includes a compliance form for each new curb ramp constructed in the city, and a compliance form for each new sidewalk constructed in the city. City should verify that the forms are being used for new projects (city and development) and should also ensure that the forms are available for review if requested.
Infrastructure	Chapter 4 includes ADA standards for a variety of public right-of-way improvements. These include sidewalk access, curb ramps, detectable warnings, pedestrian crossings, accessible pedestrian signals, transportation and vehicle access, street & sidewalk furnishings, and temporary construction standards. City should verify that the applicable standards of the ADA Transition Plan have been incorporated into the City’s Design & Construction Standards.
	Table 6.1 provides a summary ADA Implementation Plan by Fiscal Year. The fiscal plan estimates the number of curb ramps to be constructed per year and identifies an anticipated annual cost for budgeting purposes. If not done already, City should document the actual work completed in any given year and the cost.
	Appendix A of the ADA Transition Plan includes a prioritized list of potential ADA projects. The projects are focused on curb ramp construction or re-construction and prioritization is based upon land uses served and condition of the existing facility. City should review the list of projects to determine which have been completed and update the plan if determined necessary.

Roseville Bicycle Master Plan (2008)

PLAN NAME	AGENCY	YEAR	COUNTY
Bicycle Master Plan	City of Roseville	2008	Placer

HIGH-LEVEL INTRODUCTION/ SUMMARY

Summary: The 2008 BMP has five chapters: Introduction; Existing Conditions; Goals, Policies & Implementation Measures (with measures for the topics of Bikeway Route Development, Bikeway Support Facilities, Maintenance, Enforcement, Education, Encouragement, Environmental and Funding); Recommended Bicycle Network; and Funding. The Roseville BMP includes standards and policies for development of a comprehensive bikeway system that includes Class I shared use paths (multi-use trails), Class II on-street bike lanes and Class III on-street bike routes.

Corridor Level Improvements

- Miners Ravine Trail (Downtown to Sierra College Boulevard)
- Dry Creek Greenway East Trail (Phase 1 under construction/Phased 2 funded/Phase 3 to be coordinated with adjoining agencies)
- Dry Creek Greenway West (Planning & Feasibility Study complete)
- Pleasant Grove Creek Trails
- Northwest Roseville Power Line Corridor Trails (Sierra Vista – Mahany Park – Foothills)
- Highway 65 Trail Corridor
- Washington Boulevard Trail Corridor (existing and future)

Key Takeaways

- The 2008 BMP was adopted prior to adoption of the Sierra Vista, Creekview, Amoruso Ranch and Commercial Corridor (Atlantic Street, Douglas-Harding and Douglas-Sunrise) Specific Plans. The base maps and proposed bikeway maps and bikeway miles do not include the bikeways within those Specific Plans.
- The BMP does not include guidance for development of modern bike facilities such as buffered bike lanes, Class IV cycle tracks, bike boxes, bike signals/intersection treatments, or bicycle boulevards. These types of facilities are not identified in Chapter V, Recommended Bicycle Network. Also, the BMP does not include Bikeway Design Guidelines. Also, Roseville's Design & Construction Standards do not include guidance for development of most modern bike facilities.
- Connections to transit are referenced in the BMP (including in the existing conditions, goals/policies, and route selection sections), but the plan does not reference the concept of first/last mile connections to transit.
- Since adoption of the 2008 BMP, Roseville has completed some pilot projects for modern bikeway facilities, including a buffered bike lane on Roseville Parkway within the Campus Oaks area, green bike lanes and enhanced intersections on Washington Boulevard, and bicycle signal heads on Junction Boulevard at Park Regency.

TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS

<table>
<tr><td rowspan="2">Overall</td><td>The 2008 BMP identified 119 miles of existing bikeways and 88 miles of proposed bikeways per Table 6:

<table>
<tr><th colspan="4">TABLE 6
Length of Existing and Proposed System by
Bikeway Classification Miles</th></tr>
<tr><th>Bikeway Classification</th><th>Existing</th><th>Proposed</th><th>Total</th></tr>
<tr><td>Class I</td><td>27</td><td>28</td><td>55</td></tr>
<tr><td>Class II</td><td>83</td><td>27</td><td>110</td></tr>
<tr><td>Class III</td><td>9</td><td>33</td><td>42</td></tr>
<tr><td>Total</td><td>119</td><td>88</td><td>207</td></tr>
</table>
Surveys at the time indicate a clear preference for separated bike facilities, with many respondents concerned about traffic speeds and volumes on roads with Class II bike lanes. Class I paths that provide regional or key access across the city include:

Miners Ravine Trail (Downtown to Sierra College Blvd)
Dry Creek Greenway East Trail (Phase 1 under construction/Phased 2 funded/Phase 3 to be coordinated with adjoining agencies)
Dry Creek Greenway West (Planning & Feasibility Study complete)
Pleasant Grove Creek Trails
Northwest Roseville Power Line Corridor Trails (Sierra Vista – Mahany Park – Foothills)
Highway 65 Trail Corridor
Washington Blvd Trail Corridor (existing & future)
</td></tr>
<tr><td>The 2008 BMP was adopted prior to adoption of the Sierra Vista, Creekview, Amoruso Ranch and Commercial Corridor (Atlantic Street, Douglas-Harding and Douglas-Sunrise) Specific Plans. The base maps and proposed bikeway maps and bikeway miles do not include the bikeways within those Specific Plans. https://www.roseville.ca.us/SpecificPlans</td></tr>
<tr><td rowspan="2">Standards</td><td>The BMP does not include guidance for development of modern bike facilities such as buffered bike lanes, Class IV cycle tracks, bike boxes, bike signals/intersection treatments, or bicycle boulevards. These types of facilities are not identified in Chapter V, Recommended Bicycle Network. Also, the BMP does not include Bikeway Design Guidelines. Also, Roseville's Design & Construction Standards do not include guidance for development of most modern bike facilities. (Note: Since adoption of the 2008 BMP, Roseville has completed some pilot projects for modern bikeway facilities, including a buffered bike lane on Roseville Parkway within the Campus Oaks area, green bike lanes and enhanced intersections on Washington Boulevard, and bicycle signal heads on Junction Boulevard at Park Regency.)</td></tr>
<tr><td>The BMP does not reference the California Green Building Code bike parking standards.</td></tr>
</table>

Goals, Policies & Implementation Measures	The goals, policies & implementation measures are thorough and understandable but are also very lengthy. Consideration should be given to updating these to focus on the most salient policies and measures and incorporate modern standards for bikeway design and current local practices. Policies and Implementation Measures of note are described below:
BMP Policies - Bikeway Route Development	The BMP does not reference the California Green Building Code bike parking standards.
	Policy 5 (Bikeway Route Development) states "In newly developing areas, the interval between designated bikeways should be approximately every 1/3-mile. Where feasible and where funding allows, the City should make efforts to approach a 1/3-mile bikeway interval in infill areas."
	Policy 7 & 8 (Bikeway Route Development) identify Class II bike lanes as standard facilities on arterial and collector roads, but identify instances where they may not be installed based upon engineering judgement.
	The City of Roseville allows bicycle riding on all sidewalks except for selected sidewalks in Downtown Roseville as identified in Section 11.14 of the Municipal Code.
	Policy 10 (Bikeway Route Development) states "Major roadway improvement projects proposed on existing arterial streets without bike lanes should include an investigation of the feasibility of installing Class II bike lanes." However, the BMP does not propose Class 2 bike lanes on all existing arterials without bike lanes. This inconsistency may confuse project managers and policy makers.
	Policy 11 (Bikeway Route Development) provides procedural guidance for changes to the designation of existing bikeways (I.e. removal of bike lanes).
BMP Policies – Bikeway Support Facilities	Implementation Measure 1 (Bikeway Support Facilities) recommends updating the Zoning Ordinance and TSM Ordinance to enhance bike parking for new development. The TSM Ordinance now references the Cal Green Building Code requirements. The Zoning Ordinance was changed to remove bike parking requirements. Prior to its change, the Zoning Ordinance bike parking requirements had been applied to high-density residential projects. Since TSM/GBC apply only to commercial development, this means that the City does not have bike parking requirements for apartments or other residential projects.
	Implementation Measure 2 (Bikeway Support Facilities) recommends developing standards for bicycle parking in the public realm in pedestrian activity areas. This has not been done.
	Implementation Measure 3 (Bikeway Support Facilities) recommends funding an annual bike parking project. The City has installed bike parking in some areas but has not funded an annual project.
	Implementation Measure 10 (Bikeway Support Facilities) recommends destination signs, trail maps, mile markers, open space and bikeway regulation signs on bike paths where appropriate. This has

	been partially accomplished on a case-by-case basis. The City has had plans to adopt more comprehensive guidance for this, but has not done so yet.
BMP Policies - Maintenance	Many of the Maintenance Policies and Implementation Measures are built into the regular practices of the City. City should consider: ● Formalizing the bikeway/trail inspections (Implementation Measure 1). ● Adopting an adopt-a-path program or integrating into the adopt-a-creek program (Implementation Measure 5).
BMP Policies - Enforcement	The enforcement section cites a goal of reducing violations and bicycle injuries and fatalities by 10% over 10 years. The policies and implementation measures identify specific enforcement effort areas that should be addressed. Consider coordination with Police Department to update this guidance.
Policies - Education	Implementation Measure 1 (Education) states "Create a coordinated and comprehensive bicycle safety education program that provides bicycle education annually to all school-age children..." Implementation Measure 2 (Education) states "Create a coordinated and comprehensive bicycle education program targeted to adult bike riders with information regarding bike rider rights and responsibilities and proper bike riding techniques." Roseville's bicycle education efforts are primarily focused on school-age children.
Policies - Encouragement	This section has the goal of increasing transportation and recreation bicycle riding to work, school, play and other destinations by 50 percent by 2020, and gain acceptance of bicycle commuting as a mainstream activity through incentive and encouragement efforts. This section does not identify methods for measuring progress.
Policies - Environmental	The Environmental policies discuss potential environmental benefits of cycling infrastructure and efforts to coordinate project review to minimize environmental impacts of new infrastructure. Roseville's project review processes and teaming implement these policies.
Policies - Funding	Referenced funding programs are older and need to be updated.
Policies - Evaluation	This section states that the City should strive to achieve a 50% increase in bicycle use over 10 years and recommends establishing a plan for measuring progress. This section recommends an annual report summarizing the bicycle program and collision data. This has been done informally at the Transportation Commission, but consideration should be given to creating a consistent approach to the annual report.
Infrastructure	Appendix D project ID #s do not always match numbering on Figure 5.
	Completed Projects: 1b, 3a, 3b, 4d, 5a, 5c, 35a, 35b, 9, 13a, 14, 17, 24.
	Partial Completion: 35 (West Roseville trails) & 36 (West Roseville Class II bike lanes)

	Under/Nearing Construction: 6f, 6g, 6h, 6j; 23.
	Note: #51 is being completed with Dry Creek Greenway Trail Phase II (6k & 6l)
	Remainder of project IDs not complete. Applicability of some projects needs to be revisited, and some may be considered for additional enhancement (I.e. Class IV)

Roseville Community Design Guidelines (2008)

<table>
<tr><th>PLAN NAME</th><th>AGENCY</th><th>YEAR</th><th>COUNTY</th></tr>
<tr><td>Community Design Guidelines</td><td>City of Roseville</td><td>2008</td><td>Placer</td></tr>
<tr><th colspan="4">HIGH-LEVEL INTRODUCTION/ SUMMARY</th></tr>
<tr><td colspan="4">Summary: The Community Design Guidelines are intended to provide design professionals, property owners, commissioners, staff, and residents with a clear and common understanding of the City’s expectations for the planning, design, and review of development proposals in Roseville. The guidelines are applied to private development projects, but do have guidance for the public realm when street frontages are privately constructed in association with Commercial (CC), Office & Industrial (OI), Multi-family (MF) and Compact Residential (CR) projects.

Key Takeaways
● The CDG guidance is qualitative and typically defers to specific guidance provided in Specific Plans.</td></tr>
<tr><th colspan="4">TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS</th></tr>
<tr><td>Guidelines</td><td colspan="3">Guidelines include:

CC-51, OI-44, MF-36, CR-31
• Use landscaping to provide physical separation from streets to encourage walking.

OI-44, MF-36, CR-31
• Wider sidewalks should be provided within the existing right-of-way to allow for two persons to walk comfortably side by side

CC-53, OI-46, MF-36, CR-32
• Traffic-calming elements such as enhanced paving and bulb-outs at intersections should be provided. Other traffic-calming measures should be explored.

CR-32
• Mid-block pedestrian crossings, bulb-outs and enhanced paving should be provided on higher volume roadways, subject to approval by the Public Works Department.</td></tr>
</table>

Riverside Gateway Specific Plan (2006)

<table>
<tr><th colspan="2">PLAN NAME</th><th>AGENCY</th><th>YEAR</th><th>COUNTY</th></tr>
<tr><td colspan="2">Riverside Gateway Specific Plan</td><td>City of Roseville</td><td>2006</td><td>Placer</td></tr>
<tr><th colspan="5">HIGH-LEVEL INTRODUCTION/ SUMMARY</th></tr>
<tr><td colspan="5">Summary: The Riverside Gateway Specific Plan (RGSP) envisions Riverside Avenue as an attractive and vital pedestrian-friendly corridor, providing a recognizable and visible gateway to central Roseville. A pedestrian-oriented and easily accessible mixed-use district is planned for Riverside Avenue, with a mixture of residential and live/work uses transitioning into the adjacent neighborhoods. The plan area extends one block to each side of Riverside Avenue from Douglas Boulevard to Darling Way and includes approximately 50 acres.</td></tr>
<tr><th colspan="5">TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS</th></tr>
<tr><td>Overall</td><td colspan="4">The circulation system for RGSP is intended to create a pedestrian-friendly corridor, with attractive streets and pedestrian accessible intersections and crosswalks.</td></tr>
<tr><td>Street Improvement Standards</td><td colspan="4">The right-of-way for existing streets remains primarily as existing, which includes 7’ sidewalks on Riverside Avenue and 3.5’-4’ sidewalks on parallel residential streets, but with upgrades to curb ramps and sidewalk segments in poor condition. The Streetscape Plan (Chapter 6) includes pedestrian improvements such as bulb-outs at unsignalized intersections and mid-block locations along Riverside Avenue, enhanced paving of crosswalks, historical interpretive signs along Riverside Avenue sidewalks, gateway features at each end of the plan area, new streetscape landscaping, street furniture and pedestrian-scale decorative lighting.</td></tr>
<tr><td>Bikeway System</td><td colspan="4">The Circulation Plan (Chapter 4) identifies bicycle facilities serving the area include:
• Class I path along Dry Creek connecting Douglas Boulevard to just north of Darling Way; and
• Class III bike routes on Sixth Street and Darling Way (identified through green bike route signs)

Future bicycle improvements included extension of the Dry Creek Trail south of Darling Way (under construction) and installation of Class III signs and striping on Vernon Street and Douglas Boulevard (not complete).</td></tr>
<tr><td>Pedestrian Overlay</td><td colspan="4">The RGSP area is identified with a Pedestrian Overlay District with the intent to place a greater emphasis on the pedestrian rather than the automobile by implementing measures to improve walkability. Additionally, the General Plan specifies that 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.</td></tr>
</table>

Smart Choices for Roseville's Future (2005)

<table>
<tr><th>PLAN NAME</th><th>AGENCY</th><th>YEAR</th><th>COUNTY</th></tr>
<tr><td>Smart Choices for Roseville's Future</td><td>City of Roseville</td><td>2005</td><td>Placer</td></tr>
<tr><th colspan="4">HIGH-LEVEL INTRODUCTION/ SUMMARY</th></tr>
<tr><td colspan="4">Summary: The purpose of this document is to outline a menu of options to be considered by the City of Roseville to implement the Blueprint Growth Principles adopted by the Sacramento Council of Governments (SACOG) in December 2004. The document includes goals & policies for transportation.

Key Takeaways
● The Smart Choices Plan includes several policies that advise for Bicycle and Pedestrian upgrades, but at nearly 20 years old, this document may not be referenced as often as newer plans.</td></tr>
<tr><th colspan="4">TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS</th></tr>
<tr><td>Goals</td><td colspan="3">Transportation Goal: Provide a variety of transportation choices. Development should be designed to encourage people to walk, ride bicycles, ride the bus, ride transit and heavy rail, or carpool. Land use concepts are intended to encourage the use of these modes of travel and reduce congestion.</td></tr>
<tr><td>Implementation Strategy</td><td colspan="3">Bicycle Access
● Off-street Bike access (class I): 16.5 miles existing and 21 miles proposed Class I bike trails. (ongoing)
● The City Public Works Transportation Staff provide information about Roseville's bikeway system (both on and off street). Class I bike trails provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal crossflows by motorists. (ongoing)
● Bicycle Safety Checklist: When reviewing development consider Checklist (Appendix B) for Safe Growth for Pedestrians and Bicyclists for existing and planned neighborhoods. (0-5 years)</td></tr>
<tr><td>Implementation Strategy</td><td colspan="3">Bicycle Master Plan
● Bicycle Master Plan Amendments: Consider amending the Community Design Guidelines and/or Bicycle Master Plan to identify & remove barriers to bicycle commuting (0-5 years)
● Bicycle Circulation Plan: Continue to update Bicycle circulation plan as new development is approved (Ongoing); aggressively move forward with completing bicycle trail connections throughout the City
● Bike Parking: Promote convenient bicycle parking. (ongoing)
● Education: Continue community education programs such as Bikefest – Pedalsafe, Develop and grow Transit Awareness Programs-Transit Marketing Efforts (ongoing). The City Public Works Transportation Staff serves as advisors to "PedalSafe!", the City's bicycle safety committee, which coordinates bicycle safety promotions and events, including the annual Bikefest, Roseville in Motion Month (Oct.)</td></tr>
<tr><td>Implementation Strategy</td><td colspan="3">Pedestrian Access
● Develop a pedestrian master plan. (6-15 years).</td></tr>
</table>

	● Require pedestrian circulation plans for new growth areas (0-5 years). Like the Bicycle Master Plan, prepare a pedestrian master plan that identifies standards to encourage pedestrian mobility. Develop pedestrian circulation plans for new growth areas. Design developments so that kids can walk to school through Class I bicycle trails, paseos, or other means to avoid needing to use heavily traveled streets. Develop walking awareness and promotion programs. ● Amend Design Guidelines to specifically encourage that developments be designed so that kids can walk to school. (6-15 years). ● Develop pedestrian-oriented policy to provide guidance for safe routes to transit. (General Plan Amendment, 6-15 years). ● Vernon St./Historic Old Town pedestrian bridge (6-15 years). Washington Blvd Pedestrian undercrossing improvements.
Implementation Strategy	Pedestrian Safety ● Use modern technology to increase pedestrian safety and visual cues and design elements to indicate pedestrian rights-of-way and minimize conflicts, beep/count down at various crosswalks. (ongoing for beep and count down at select crosswalks in the city, 6-15 years for consideration of more sophisticated elements) ● To facilitate frequent/safe pedestrian crossings of large streets consider a variety of mechanisms such as off-peak synchronization of pedestrian signals at key intersections and over crossings where appropriate at major arterials. (16-30 years) ● Develop walking awareness and promotion programs (combine with healthy living choices e.g. reduces obesity). (0-5 years) ● Continue to implement the CIP Sidewalk repair program. (ongoing)
Implementation Strategy	Design Guideline Amendments ● Amend the Design Guidelines to ensure appropriate pedestrian linkages are provided from parking facilities to primary destinations. (6-15 years) ● Consider amending the Design Guidelines to make places more walkable for aging populations. (6-15 years) ● Amend Community Design Guidelines to include design standards for sidewalks. (0-5 years)
Implementation Strategy	Streetscape Improvements ● Use trees and other green infrastructure to provide shelter, beauty, urban heat reduction, and separation from automobile traffic. (ongoing) ● Continue beautification and revitalization efforts to maintain and upgrade existing and future sidewalks to improve pedestrian circulation. (ongoing)
Implementation Strategy	Multi-use Facilities ● Continue looking for opportunities to transform park-and-ride lots into multiuse and multimodal facilities. (ongoing)
Implementation Strategy	Transportation System Management TSM ● Continue to implement Transportation System Management Program (promote showers in businesses etc.). ● Revise TSM ordinance to require amenities more aggressively, e.g. require minimum levels of amenities and or services to employees based upon size of development.
Implementation Strategy	Disabled Access ● As part of the CIP process upgrade bus stops in infill areas to be ADA compliant. (ongoing)

Implementation Strategy	Traffic Calming ● Consider traffic-calming techniques in existing and new residential neighborhoods such as street bulb-outs, street tables at intersections and other features. (ongoing)

West Roseville Specific Plan (2004)

PLAN NAME	AGENCY	YEAR	COUNTY
West Roseville Specific Plan	City of Roseville	2004	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The West Roseville Specific Plan (WRSP) establishes a development framework for approximately 3,162 acres of land located about 1 mile north of Fiddyment Road, extending to about ½-mile north of Blue Oaks Boulevard, primarily west of Fiddyment Road and extending to the western City limits. The WRSP land use, affordable housing, circulation, resource management, public services, utilities, and design.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			
Overall	The circulation system for WRSP includes a hierarchy of roadways, a pedestrian and bikeway network and public transit.		
Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: • Arterial Streets (Blue Oaks Blvd, Pleasant Grove, Fiddyment Road, Westbrook Blvd): 7’ Class II bike lanes (inclusive of curb and gutter); 8’ off-street bike & pedestrian path (sidewalk) within 35’-50’ wide landscape corridors on each side of the street. • Collector Streets (Holt Parkway, Hayden Parkway, Phillip Road): 7’ Class II bike lanes (inclusive of curb and gutter); 5’ off-street sidewalk within 25’ wide landscape corridors on each side of the street. Except Hayden Parkway has a 10’ wide trail/sidewalk adjacent to open space. • Primary Residential Streets: Some primary residential streets include 4’ or 6’ wide Class II bike lanes (excluding curb and gutter) with adjacent on-street parking; 4’ to 10’ wide sidewalks, varying depending on adjacent land use, within up to 40’ wide paseos. Others do not include bike lanes and have 4’ walkways on one or both sides, sometimes with a 10’ wide walkway within a paseo. The variations are based upon adjoining land uses, and paseo and bikeway connectivity. • Local Residential Streets: 4’-5’ sidewalks.		
Bikeway System	The WRSP provides approximately 12 miles of Class I off-street bike paths in open space, park, and paseo areas. Most of the planned trails are complete except for: • The trails west and north of Westpark High School (within Park Parcel F-56, Open Space F-86B and City-owned property south of Blue Oaks Boulevard); • The trails within Regional Park Parcel F-54; • The off-site trail within Veterans Park (a part of the NRSP); and • The short segment of trail at the west end of the WRSP, north of Pleasant Grove Boulevard and adjacent to Parcel W-16.		
Pedestrian Overlay	The WRSP Village Center has been adopted as a pedestrian overlay area. The Village Center Plan (Chapter 10) notes that pedestrian-friendly design elements within the Village Center include short block lengths in a grid pattern, wide sidewalks, enhanced pedestrian crossings, dense tree canopies,		

	street furnishings, pedestrian-scale lighting, signage, and front forward building designs, all of which are intended to promote a comfortable and inviting pedestrian environment. Gateways are provided at both ends of the Village Center along Pleasant Grove Boulevard. In addition, an enhanced pedestrian crossing is located at the signalized intersection of Pleasant Grove Boulevard and Market Street with the following elements: Extra wide street crossing; Change of texture/color within crossing (stamped concrete); Elevated design elements (such as planters or other elements) at the corners of the crossing; and Use of bollards at corners and within median to announce crossing.
Development Agreement	The SRSP's implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

North Roseville Specific Plan (1998)

PLAN NAME	AGENCY	YEAR	COUNTY
North Roseville Specific Plan	City of Roseville	1998	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The North Roseville Specific Plan (NRSP) comprises five neighborhood areas located in two separate geographic areas that were planned together. Neighborhoods A, B and C (referred to as Phase 1) are located west of the North Industrial Area (including the former Hewlett-Packard Campus), east of Fiddyment Road, and on both the north and south sides of Blue Oaks Boulevard, including to the city limits on the north. Neighborhood D (referred to as Phase 2 or Woodcreek West) is west of the NWRSP and south of the DWSP and Pleasant Grove Boulevard, north of Baseline Road and west of Fiddyment Road. Neighborhood E (identified as Phase 3 or the Doctor's Ranch) is located at the northeast corner of the plan area.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			

Overall	The circulation system for SRSP provides a coordinated system of streets which allow for efficient vehicular travel, public transit, bikeways, and pedestrian paths. The street system is organized in a hierarchy of roadways with one major arterial (Roseville Parkway) and two minor arterials (Sierra College Boulevard and Stoneridge Drive) carrying traffic to and through the Plan Area.
Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: ● Arterial Streets (Blue Oaks Blvd, Pleasant Grove, Junction, Woodcreek Oaks, Fiddyment Road): 7' Class II bike lanes (inclusive of curb and gutter); 8' off-street bike & pedestrian path (sidewalk) within 25'-90' wide landscape corridors on each side of the street. ● Collector Streets (Diamond Creek Way, Parkside Way, Crocker Ranch Drive, Opal Way, Casa Sedona Drive, Northpark Drive, Prairie Woods Way, Painted Desert Drive, West Lake Drive and Park Regency Drive): 7' Class II bike lanes (inclusive of curb and gutter); 5' off-street sidewalk within 20'-35' wide landscape corridors on each side of the street. Except Diamond Creek Way, which is within a utility corridor, has 12' sidewalks. ● Local Residential Streets: 4' sidewalks.
Bikeway System	In addition to the on-street bikeways, the NRSP Bikeway Plan (Exhibit 4-8) calls for the development of 14' (10' plus 2' shoulders) Class I Trails in parks, promenades, utility corridors and open space corridors. Figure 4-11 identifies the proposed Class I paths:

	• In neighborhoods A and C, along Pleasant Grove Creek from Veterans Park to Woodcreek Oaks Boulevard, including through Hughes Park. This project is mostly complete except for a short section that is unpaved between the North and South sides of Veterans Park. This unfinished segment has partial funding through the West Roseville Specific Plan. • In Neighborhood B, along the south branch of Pleasant Grove Creek. This segment is complete. • In Neighborhood D, through the north-south power line corridor to a connection with the Mahany Park open space. This segment is complete.
Pedestrian Overlay	The NRSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The NRSP's implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Stoneridge Specific Plan (1998)

PLAN NAME	AGENCY	YEAR	COUNTY
Stoneridge Specific Plan	City of Roseville	1998	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Stoneridge Specific Plan (SRS) re-establishes a development framework for approximately 1,088 acres of land located northeast of the center of the City of Roseville, and addresses land use, affordable housing, circulation, resource management, public facilities and services, infrastructure and land use sequencing, and design. The Plan Area is bounded on the north by the City of Rocklin, on the west by Interstate 80, Secret Ravine, and Roseville Parkway, on the south by Olympus Drive and on the east by Sierra College Boulevard.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			

Overall	The circulation system for SRSP provides a coordinated system of streets which allow for efficient vehicular travel, public transit, bikeways, and pedestrian paths. The street system is organized in a hierarchy of roadways with one major arterial (Roseville Parkway) and two minor arterials (Sierra College Boulevard and Stoneridge Drive) carrying traffic to and through the Plan Area.
Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: ● Arterial Streets (Roseville Parkway, Sierra College Boulevard, Secret Ravine Parkway): 4' Class II bike lanes; 8' sidewalks within a landscape corridor. (Note that the actual width of bike lanes along the SRSP arterials have been adjusted to meet the City's latest striping standards, which calls for wider bike lanes on 4-lane and 6-lane arterials.) ● Collector Streets (Alexandria Drive, Olympus Drive, Scarborough Drive, Miners Ravine Drive): 4' Class II bike lanes; 5' sidewalks within a landscape corridor. ● Local Streets: 4' sidewalks.
Bikeway System	In addition to the on-street bikeways, the SRSP Bikeway Plan (Exhibit 4-8) calls for the development of Class I Trails within Miners Ravine, Secret Ravine, False Ravine and Park Parcels PR-2, PR-3 and PR-4. The trails planned by the SRSP within Miners Ravine, Secret Ravine and False Ravine are complete. It should be noted that the City's 2008 Bicycle Master Plan proposed additional trail improvements within

	Secret Ravine Parcels 25 & 26 that are not reflected on the SRSP Bikeway Plan. Also, the trail within Secret Ravine is planned to connect to a planned trail in the City of Rocklin. Although not discussed in the SRSP, it should be noted that the segment of trail within SRSP parcels 60 and 61 is owned by the Placer County Flood Control District, but are maintained by the City per a maintenance agreement. The trail within PR-2, PR-3 and PR-4 (planned as a community park with a parking lot and restrooms) is mostly incomplete. There is a gravel area being used as a trailhead parking lot. This parking area was originally constructed as temporary parking for residential construction along Orvietto Drive and needs improvement.
Pedestrian Overlay	The SRSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The SRSP's implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Highland Reserve North Specific Plan (1997)

PLAN NAME	AGENCY	YEAR	COUNTY
Highland Reserve North Specific Plan	City of Roseville	1997	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Highland Reserve North Specific Plan (HRNSP) establishes, as an amendment to the NCRSP, a development framework for 615 acres of land located on the northeast side of SR-65 from Blue Oaks Blvd to Galleria Blvd/Stanford Ranch Road, with adjacency to the City of Rocklin on the north and east sides. The HRNSP addresses land use, housing, circulation, resource management, public facilities and services, phasing, and design.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			

Overall	The circulation system for SRSP provides a coordinated system of streets which allow for efficient vehicular travel, public transit, bikeways, and pedestrian paths. The street system is organized in a hierarchy of roadways with one major arterial (Roseville Parkway) and two minor arterials (Sierra College Boulevard and Stoneridge Drive) carrying traffic to and through the Plan Area.
Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: ● Arterial Streets (Pleasant Grove Blvd, Stanford Ranch Road, Fairway Drive): 7' Class II bike lanes (inclusive of curb and gutter); 8' off-street bike & pedestrian path (sidewalk) within 30'-50' wide landscape corridors on each side of the street. ● Collector Streets (Highland Park Drive and Central Park Drive): 7' Class II bike lanes (inclusive of curb and gutter); 5' off-street sidewalk within 25' wide landscape corridors on each side of the street.
Bikeway System	In addition to the on-street bikeways and walkways, the HRNSP Pedestrian/Bikeway System includes a key pedestrian pathway through Central Park from the Highland Park/Central Park intersection to the Nugget shopping center.

	The HRNSP does not plan for any off-street bike trails in its open space parcels, but the 2008 Bicycle Master Plan Update identified potential grade-separate crossings of SR-65 from NCRSP trail system to HRNSP at Commercial Parcel 47B and Open Space Parcel 72, with a connecting path through Open Space Parcel 71.
Pedestrian Overlay	The HRNSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The SRSP's implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Del Webb Specific Plan (1993)

PLAN NAME	AGENCY	YEAR	COUNTY
Del Webb Specific Plan	City of Roseville	1993	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Del Webb Specific Plan (DWSP) establishes a 3,500-unit active adult community on 1,200 acres of land. The DWSP addresses land use, housing, circulation, resource management, community open space & recreation facilities, public facilities and services, and design. The Plan Area is bounded on the north by Blue Oaks Boulevard, on the south by Pleasant Grove Boulevard on the east by the NWRSP and North Roseville Specific Plan (NRSP) and on the west by Fiddyment Road.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			

Overall	The circulation system for DWSP provides a coordinated system of streets, including bike lanes and sidewalks. Several streets are also designed to include golf cart lanes adjacent to bike lanes.
Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: ● Arterial Streets (Blue Oaks Blvd, Pleasant Grove Blvd and Fiddyment Road): 7' Class II bike lanes (inclusive of curb and gutter); 8' off-street bike & pedestrian path (sidewalk) within 25'-50' wide landscape corridors on each side of the street. ● Collector Streets (Sun City Blvd and Del Webb Blvd): 7' Class II bike lanes (inclusive of curb and gutter); 8' golf cart on-street lanes between the bike lane and vehicular lane; and 8' off-street sidewalk within 25' wide landscape corridors on each side of the street. (Note: These streets were originally envisioned as 4-lane minor arterial roads without golf cart lanes, but were later modified to be 2-lane collectors with golf cart lanes.) ● Local Streets: 4' sidewalks on both sides.
Bikeway System	In addition to the on-street bikeways, the DWSP Pedestrian and Bikeway Trail System (Figure 4-14) includes the following: • At the northeast corner of the plan area, the plan accommodates the Pleasant Grove Creek (South Branch) Trail alignment across Open Space Parcel 47, including an undercrossing of Blue Oaks Boulevard. This trail is complete, and there is a private gated path from Stagecoach Circle to the public trail. • At the southeast corner of the Plan Area, the plan accommodates a connection from Sun City to Mahany Regional Park via an undercrossing of Pleasant Grove Boulevard. The undercrossing may be paved with a connection to the sidewalks on the north side of Pleasant Grove Boulevard. Paved trails on the south side of Pleasant Grove Boulevard are not complete.

	• In the southwest corner of the DWSP, Figure 4-14 identifies a multi-use path (pedestrian, bike golf cart) access point from Mt. Rose Way to the adjoining church and commercial parcels. This path is partially complete through the church parcel.
Pedestrian Overlay	The DWSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The DWSP implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

North Roseville Industrial Area (1992)

PLAN NAME	AGENCY	YEAR	COUNTY
North Roseville Industrial Area Guidelines	City of Roseville	1992	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The North Roseville Industrial Area Guidelines (NRIAG)is not a specific plan, but it does provide design guidance for a 2,300-acre area of industrial lands at the north end of the city on both sides of Foothills Boulevard north of Pleasant Grove Blvd, to the northern city limits north of Blue Oaks Blvd. Some of this area was later encompassed by the NRSP and Campus Oaks Master Plan.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			

Overall	The circulation system includes arterial and collector roads that provide access to the industrial and office developments within the area.
Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: ● Primary Arterials (Washington, Pleasant Grove, Roseville Parkway, Foothills, Blue Oaks): These typically include Class II bike lanes and 8’ sidewalks within 50’ landscape corridors. ● Secondary Arterials (Industrial, Woodcreek Oaks): These sometimes include Class II bike lanes and 5-8’ sidewalks within 35’ landscape corridors. ● Collector Streets (Alexandria Drive, Olympus Drive, Scarborough Drive, Miners Ravine Drive): 4’ Class II bike lanes; 5’ sidewalks within a landscape corridor. ● Local Streets: 4’ sidewalks.
Bikeway System	The NRIAG does not include a bikeway plan. However, the Development Agreement for the Hewlett-Packard Master Plan Section 3.16, which is a part of and subject to the NRIAG, identifies a potential Class I bike path along its southern boundary intended to connect with Class I trails in the NWRSP and NRSP. The Development Agreement includes provisions for landowner dedication of right-of-way for the path.
Pedestrian Overlay	The NRIAG does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The SRSP’s implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

North Central Roseville Specific Plan (1990)

<table>
<tr><th>PLAN NAME</th><th>AGENCY</th><th>YEAR</th><th>COUNTY</th></tr>
<tr><td>North Central Roseville Specific Plan</td><td>City of Roseville</td><td>1990</td><td>Placer</td></tr>
<tr><th colspan="4">HIGH-LEVEL INTRODUCTION/ SUMMARY</th></tr>
<tr><td colspan="4">Summary: The North Central Roseville Specific Plan (NCRSP) re-establishes a development framework for approximately 2,330 acres of land located north of the city center. Some of this area has been incorporated into the Highland Reserve North Specific Plan (HRNSP). The remaining area is bounded roughly by I-80 on the east, Washington Boulevard on the west, SR-65 and the HRNSP on the north (except the northwest corner of SR-65/Stanford Ranch Road which is within the NCRSP), and Diamond Oaks Golf Course on the south.</td></tr>
<tr><th colspan="4">TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS</th></tr>
<tr><td>Overall</td><td colspan="3">Pedestrian and bikeway guidance is in both the Community Form and Design Element and the Circulation Element of the NCRSP.</td></tr>
<tr><td>Street Improvement Standards</td><td colspan="3">The Circulation Element street section guidelines call for the following:
Figure 5-3 and 5-4 - 4-Lane and 6-Lane Arterial Streets (Washington Blvd, Pleasant Grove Blvd, Stanford Ranch (Galleria) Blvd, Roseville Parkway): 7’ Class II bike lanes (inclusive of curb and gutter); 8’ off-street bike & pedestrian path (sidewalk) within a 30’-50’ wide landscape corridor on each side of the street.
Collector Streets: 8’ Class II bike lanes (inclusive of curb and gutter); 5’ sidewalks within a landscape corridor.
Local Streets: 4’ sidewalks.</td></tr>
<tr><td>Bikeway System</td><td colspan="3">In addition to the on-street bikeways reference above, Figure 5-14 Bikeway Master Plan identifies proposed Class I and Class III bikeways as follows:
Class I bikeway within power line corridor and along SR-65 from Washington Boulevard to the Galleria/Roseville Parkway intersection. This system is complete except for a ½-mile segment along SR-65.
Class I trail within Antelope Creek open space from SR-65 to Galleria Boulevard near Berry Street. This trail is complete.
Class III bikeways along a number of collector and primary residential roads. Striping and signs for Class III bikeways have not been installed, although a couple of these roads (Antelope Creek Drive and Creekside Ridge Drive have Class II bike lanes now).
Community Form and Design Element includes the following:
Section 3.2.2 identified Pedestrian Circulation policies.
Figure 3-5 delineates Neighborhoods A-D. The Neighborhood Plans identify pedestrian pathway/bikeway links on local roads within each neighborhood. The Neighborhood Plans identified three potential locations for grade-separated pedestrian overcrossings of major arterials, with two over Roseville Parkway and one over Pleasant Grove Boulevard. The overcrossings were eliminated from further consideration during build-out of the NCRSP infrastructure. Two of the overcrossings were originally shown on Figure 5-14, but were removed from the Bikeway Plan with a specific plan amendment in 2003.</td></tr>
</table>

	● Section 3.3.1 states that within the single-family village neighborhoods the pedestrian system will consist of 5-foot-wide sidewalks separated from the residential street by a 5-foot-wide planting strip. This section also calls for periodic breaks in soundwalls (between 600'-1,000' apart) for pedestrian walkways from neighborhoods to arterial streets. ● Section 3.9, #10, notes that the pedestrian/bikeway path adjacent to SR-65 is to be constructed as individual projects are built.
Pedestrian Overlay	The NCRSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The NCRSP's implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Northwest Roseville Specific Plan (1989)

PLAN NAME	AGENCY	YEAR	COUNTY
Northwest Roseville Specific Plan	City of Roseville	1989	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Northwest Roseville Specific Plan (NWRSP) establishes a development framework for approximately 2,650 acres of land located west of the city center. The NWRSP addresses land use, housing, circulation, open space and resources management, public facilities and services, and urban design. The Plan Area is bounded on the east by Washington Boulevard, on the south by Baseline Road, and on the west by Fiddyment Road and Sun City, and extends about ½-mile north of Pleasant Grove Boulevard.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			

Overall	The circulation system incorporates public streets. pedestrian paths, bikeways, parking areas, and public transit stops.
Street Improvement Standards	The street section design guidelines call for the following active transportation improvements: ● Figure 24 - 6-Lane Arterial Streets (Washington Blvd, Foothills Boulevard, Pleasant Grove Blvd): 7' Class II bike lanes (inclusive of curb and gutter); 8' off-street bike & pedestrian path (sidewalk) within a 30'-50' wide landscape corridor on each side of the street. ● Figure 25 - 4-Lane Arterial Streets (Junction Blvd, Pleasant Grove Blvd, Woodcreek Oaks Blvd, Baseline Road): 6' Class II bike lanes (inclusive of curb and gutter); 8' off-street bike & pedestrian path (sidewalk) within a 25'-35' wide landscape corridor on each side of the street. ● Figure 27 - Collector Streets (Alexandria Drive, Olympus Drive, Scarborough Drive, Miners Ravine Drive): 7' Class II bike lanes (inclusive of curb and gutter); 8' sidewalks within a 25'-35' wide landscape corridor on each side of the street. ● Local Streets: Section 4.1.3 and 4.3.3 note that all local streets may serve as Class III bikeways, although signs and striping so designating these streets was not planned and has not been installed. Figure 28 Typical Local Residential Street identifies 6' bike lanes and 4' sidewalks on each side of the street, without on-street parking. However, when residential streets were constructed within the NWRSP, on-street parking has been allowed and on-street bike lanes have not been striped.

	● Section 4.3.3 states and Figure 10 shows that periodic breaks in soundwalls will be provided to connect interior streets to arterials.
Bikeway System	In addition to the on-street bikeways and sidewalks, the NWRSP Bikeway Master Plan (Figure 29) and NWRSP Landscape Design Guidelines (LDG) Bikeway Master Plan include off-street bikeways through power line corridors and along creeks as follows: ● East-West Power Line Corridor south of Pleasant Grove Blvd from Washington to Mahany Park open space. This trail is mostly complete, but with segments remaining between Washington and Foothills, and west of Mahany Park. ● Within a north-south overhead power line easement from McAnally to south of Junction (partially adjacent to Silverado Middle School). This trail is complete. Although not shown in the specific plan there is an additional east-west trail in this area from Woodcreek Oaks to Country Club, including a portion of trail on middle school property. ● Within Open Space Parcel 78 from Foothills east towards the power line corridor and Diamond K Mobile Home Park. This trail is complete. ● Within an overhead power line easement at the north boundary of the NWRSP from Woodcreek Oaks Boulevard east to the South Branch of Pleasant Grove Creek (now the corporation yard area for Woodcreek Golf Course) and then west back towards Woodcreek Oaks Boulevard. The portion of this path within the power line easement was constructed, but it is not signed or mapped as a public path and is used for maintenance purposes. ● The NWRSP originally called for open space trails moving north-south within Open Space Parcels 79A and 79B, including a connection to the former Hewlett-Packard Campus (what is now Campus Oaks area). However, the LDG Bikeway Master Plan notes that “Bike path through the Parcel 38 Golf Course is subject to further design of the golf course.” Ultimately, the bike path through the Woodcreek Golf Course was not constructed.
Pedestrian Overlay	The NWRSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The NWRSP’s implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Northeast Roseville Specific Plan (1987)

PLAN NAME	AGENCY	YEAR	COUNTY
Northeast Roseville Specific Plan	City of Roseville	1987	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Northeast Roseville Specific Plan (NERSP) and subsequent amendments establishes a development framework for 1,628 acres of land located directly northeast of the city center, and addresses land use, affordable housing, circulation, open space and resource conservation, public facilities, and design. The Plan Area is bounded on the north by the Stoneridge Specific Plan, on the west by Interstate 80, on the east by Sierra College and on the south by Douglas Boulevard. (Note, some of the NERSP planning area was later incorporated into the SRSP).			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			

Overall	The Circulation Element's Circulation Plan identifies several Arterial Streets (E. Roseville Parkway, Eureka Road, Rocky Ridge Drive, Lead Hill Boulevard, Sierra College Boulevard, N. Sunrise Avenue, Taylor Road) carrying traffic to and through the Plan Area.
Street Improvement Standards	The Circulation Element states that on-street bikeways will be incorporated along all thoroughfares for commuter bike use, and that bike racks will be required for all non-residential developments. The Circulation Element also references a pedestrian system adjacent to street rights-of-way within a landscaped environment. The street sections contained in the Design Guidelines show 6' sidewalks on Major Streets but do not always identify bike lanes. However, per the above bike lanes were installed per then City standards.
Bikeway System	In addition to on-street bikeways, the NERSP Circulation Element notes that the off-street circulation system focuses upon the use of the ravines for connection between uses.
Pedestrian Overlay	The NERSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The NERSP's implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.

Southeast Roseville Specific Plan (1985)

PLAN NAME	AGENCY	YEAR	COUNTY
Southeast Roseville Specific Plan	City of Roseville	1985	Placer
HIGH-LEVEL INTRODUCTION/ SUMMARY			
Summary: The Southeast Roseville Specific Plan (SRSP) and subsequent amendments establishes a development framework for 1,004 acres of land located south of Douglas Boulevard, north and east of Maidu Park, on both sides of Sierra College Boulevard, and south to the border with Sacramento County. The SRSP addresses land use, affordable housing, circulation, resource management, public facilities and services, infrastructure and land use sequencing, and design. The Plan Area is bounded on the north by the City of Rocklin, on the west by Interstate 80, Secret Ravine, and Roseville Parkway, on the south by Olympus Drive and on the east by Sierra College Boulevard.			
TRANSIT RELATED/ ORGANIZATIONAL MANAGEMENT TOPICS			

Overall	The circulation system for SRSP provides a coordinated system of streets which allow for efficient vehicular travel, public transit, bikeways, and pedestrian paths. The street system is organized in a hierarchy of roadways with one major arterial (Roseville Parkway) and two minor arterials (Sierra College Boulevard and Stoneridge Drive) carrying traffic to and through the Plan Area.
Street Improvement Standards	Circulation Element Figure 13 identifies the following active transportation improvements: ● Arterial Streets (Douglas, E. Roseville Parkway, Sierra College, Eureka): 7' Class II bike lanes (inclusive of curb and gutter) and, within either 50' or 35' wide landscape corridors, an 8' Class 1 bikeway (sidewalk) on both sides of each street. ● Collector Streets (Johnson Ranch Road, McLaren Drive, Professional Drive, Parkhill Road, Old Auburn Road, N. Cirby Way): 7' Class II bike lanes (inclusive of curb and gutter) and, within 25' wide landscape corridors, a 5' sidewalk on one side of the street and 8' Class 1 bikeway (sidewalk) on the other side of the street.

Bikeway System	The SRSP Landscape Design Guidelines (LDG) Project Map (p. 7) shows the pedestrian paths identified in the Circulation Element per above, as well as potential 10’ wide meandering paths within Open Space Parcels 71 & 73 (Strap Ravine) and Open Space Parcels 74 & 75 (south of Old Auburn Road and east of Sierra College Boulevard). The path within parcels 74 & 75 has been constructed and is part of the planned Dry Creek Greenway trail system. The paths planned for Parcels 71 and 73 were not constructed and were removed from the City’s 2008 Bicycle Master Plan due to lack of adequate area for a trail within the open space. In addition to the above, SRSP ***Section 2.3 Business Professional and Office Land Use*** Figure 11 calls for a 7’ wide paved bike/ped path with 3’ gravel should for jogging within open space floodway parcels 70 and 72, which are located at the rear of office parcels 7E and 30. However, this path was not constructed with the adjoining offices and the paths were removed from the City’s 2008 Bicycle Master Plan due to lack of adequate area for a trail within the open space. Although not shown on the LDG Project Plan or elsewhere in the SRSP, a short Class 1 path has been constructed adjacent to Roseville Fire Station #4, extending about 530’ from Maidu Park to Eureka Road within either Public/Quasi-Public parcel 10 or Open Space Parcel 13B.
Pedestrian Overlay	The SRSP does not include a Pedestrian Overlay District or other pedestrian system guidance beyond the street improvement standards and multi-use trails included in the Bikeway Plan.
Development Agreement	The SRSP’s implementing Development Agreements identify funding mechanisms for trail construction through the Neighborhood Park fee program and trail maintenance through the SRSP Services District.