City of Roseville
Active Transportation Plan

MAY 2025 | FINAL PLAN

CITY OF ROSEVILLE
CALIFORNIA
Public Works

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About the Plan

About the Plan

The *City of Roseville Active Transportation Plan* equips the City with a practical vision for a safe, connected, and comfortable active transportation network to serve our neighbors and offers strategies and recommendations to achieve this vision. The Plan is part of Transportation 360, a City initiative to help:

Increase human-powered mobility (walking, biking, and rolling) for transportation to work, school, errands, and recreation purposes

Improve connectivity between existing active transportation facilities

Better serve transit users and boost ridership

Help the City of Roseville secure future grant funding for improvements

This Plan was created through a collaborative approach with residents, community groups, and City departments, building upon previous planning efforts to develop implementable solutions that best meet the needs of every Roseville resident and visitor.

Active Transportation is the movement of people or goods using non-motorized methods powered by human activity. Forms of active transportation include walking, biking, skateboarding, riding a scooter, or using a mobility device (e.g., wheelchair).

What's in the Plan?

We've designed this Plan to provide a roadmap to **improving conditions for people walking, biking, and rolling**. The plan contains the following elements:

Chapter 1 About the Plan

Defines the scope of the City of Roseville Active Transportation Plan. This chapter captures the goals for the future of our transportation system and lays out specific actions for the City to get started on advancing its transportation vision.

Chapter 2 Roseville Today

Provides an overview of the present-day context of the city, including the state of walking, biking, and rolling; community health; economic conditions; and environmental burdens.

Chapter 3 Public Engagement

Chronicles our extensive community engagement efforts and strategies used and summarizes what we heard from community members during outreach events.

Chapter 4 Recommendations

Offers the proposed infrastructure recommendations and complementary programmatic recommendations to improve walking, biking, and rolling in the city.

Chapter 5 Implementation and Funding

Outlines how we can get started on implementing this vision. It identifies planning level costs for recommended improvements, as well as strategies on how they could be implemented. This chapter also considers ongoing maintenance and monitoring approaches as the network expands.

Vision, Goals, and Objectives

The vision, goals, and objectives were developed to reflect input from the community **to help improve walking, biking, and rolling** for Roseville residents, employees, students, and visitors.

Vision is a broad aspirational statement for the desired future state of biking and walking in Roseville.

Goals are general statements of what the City hopes to achieve for active transportation over time.

Objectives further define how/what actions are part of meeting these goals.

Vision Statement

The City of Roseville strives to provide **safe** and **convenient** active transportation travel **for people of all ages and abilities** by creating a **well-connected network of bicycle and pedestrian facilities** designed for a wide variety of users and trip purposes.

Goals

The following goals have been set forth as part of this planning process:

Access, Connectivity, and Multimodal Consistency

Provide a well-connected multimodal transportation network that offers safe, comfortable, and convenient mobility options for all Roseville residents and visitors.

Safety and Comfort

Provide a safer and more comfortable environment for people walking, biking, and rolling on Roseville roads through projects, policies, and programs.

Health, Well-Being, and Sustainability

Advance public health, environmental quality, and economic prosperity by providing appealing sidewalks, bikeways, and trails that encourage frequent use and improve access to other non-vehicle modes of travel.

Funding, Implementation, and Maintenance

Pursue federal, state, and regional grant funding for new projects, and establish regular facility maintenance strategies.

Education and Encouragement

Increase awareness and promote safe travel behaviors for all road users, which will encourage more walking, biking, and rolling for commuting and recreation.

Objectives

The following objectives have been developed to help City staff help keep track of the progress of achieving the goals.

Access, Connectivity, and Multimodal Consistency

Provide a well-connected multimodal transportation network that offers safe, comfortable, and convenient mobility options for all Roseville residents and visitors.

OBJECTIVES	ACTIONS
Support access to jobs, shopping centers, parks, recreation centers, transit, grocery stores, and other local and regional destinations.	• Work with adjacent cities and regional agencies to eliminate barriers and find new ways to bypass those barriers, which may include gaps in bike lanes, sidewalks, and multi-use trails. • Prioritize projects that connect people walking and biking to schools, parks, healthcare, community services, employment centers, grocery stores, and other key destinations.
Establish a safe, comfortable, and connected network of public sidewalks and street crossings that meets the needs of users of all ages and abilities.	• Ensure sidewalks and street crossings provide access for all people, regardless of physical abilities, consistent with the Americans with Disabilities Act (ADA) and the city's ADA Transition Plan. • Update Design/Construction Standards to include safe, accessible provisions for people walking and bicycling in construction zones, such as safe alternate walking and biking routes and signage that does not obscure biking/walking paths.
Conduct before and after studies of new bicycle facilities to measure effectiveness.	• Track rates of people biking/walking, motorist speeds, and number of collisions involving people walking and biking.
Provide adequate end-of-trip facilities for active transportation users.	• Conduct a baseline inventory of existing end-of-trip facilities in Roseville. • Increase the availability of short-term bicycle parking throughout the community and upgrade deficient existing bike parking facilities. • Install secure, long-term bicycle parking at key transit hubs.

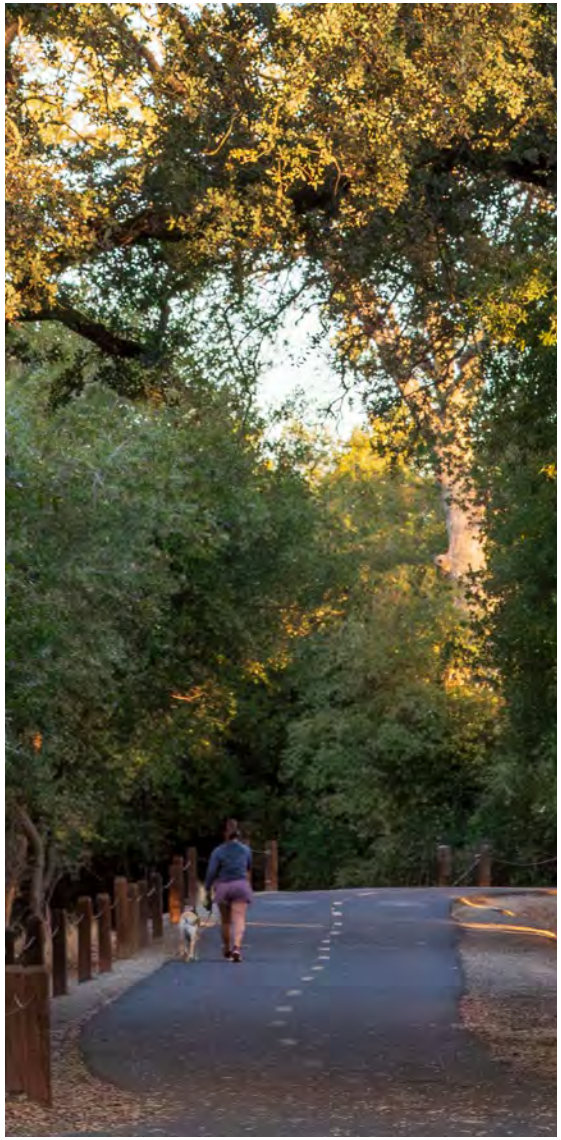
Access, Connectivity, and Multimodal Consistency (continued)

OBJECTIVES	ACTIONS
Plan for Safe Routes to Schools that allow for increased mode choice and safety for students traveling to and from school.	• Work with school districts, Roseville Transit, other City departments, and the broader school community (teachers, administrators, students, parents/caregivers, and neighbors) to identify infrastructure improvements that make walking and bicycling to school a safer option for students. • Identify infrastructure improvements in the Capital Improvement Program (CIP) to enhance pedestrian and bicycle safety to adjacent schools. • Assist school districts, as needed, with providing bicycle racks to public schools or add additional racks at schools in need of more bicycle parking. • Install measures to bring awareness to reduced speed limit in school zones, as needed.
Allow for new modes of active transportation, such as electric-powered micromobility, to expand options for residents and visitors.	• Incorporate design flexibility into public spaces, including bus stops and transit hubs, to allow for new mobility devices in the future.

Safety and Comfort

Provide a safer and more comfortable environment for people walking, biking, and rolling on Roseville roads through projects, policies, and programs.

OBJECTIVES	ACTIONS
Reduce frequency and severity of collisions involving people walking and biking.	• Monitor bicycle and pedestrian crash data (including causes) to implement ongoing infrastructure improvements throughout the active transportation system. • Install safety enhancements to improve conditions for the most vulnerable road users, such as people using mobility devices, youth, and older people. • Continue to update the Local Road Safety Plan.
Reduce conflicts between transportation modes by using a layered Complete Streets approach.	• Encourage the expansion of the existing streetlight network and prioritize new lighting installations at locations where higher numbers of walking and biking trips are expected, or where known safety concerns exist. • Design context-sensitive safe crossing locations to increase visibility of people biking and walking at high-volume intersections. • Use innovative designs to create safety enhancements using guidance from organizations such as National Association of Transportation Officials (NACTO) and the Institute of Transportation Engineers (ITE), as well as applicable state and federal design guidelines.
Apply best practices for the development of facilities for people walking, biking, and rolling.	• Designate and classify a network for active transportation facilities and amend existing City design standards accordingly to allow for multimodal use of the road network. • Apply Complete Streets and trail design standards that meet best practices and community needs, monitor effectiveness, and update the recommendations as needed.

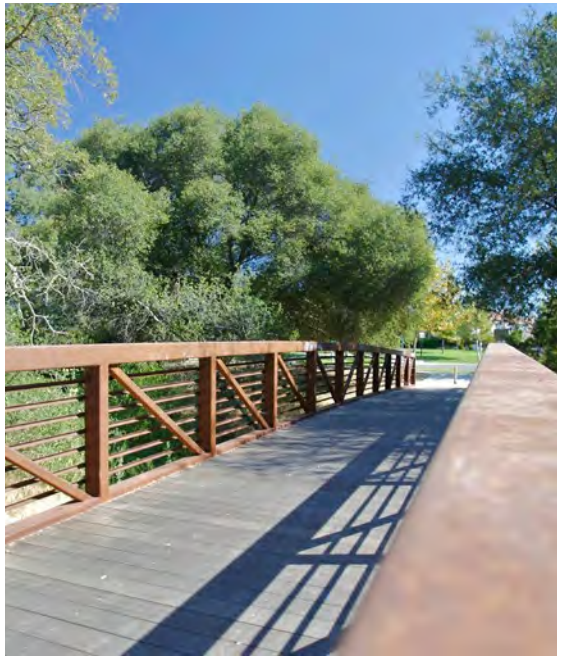


Safety and Comfort (continued)

OBJECTIVES	ACTIONS
Reduce traffic stress for people walking, biking, and rolling (i.e., Level of Traffic Stress or LTS).	• Provide more comfortable and physically separated active transportation facilities, such as Class I multi-use trails, Class IV separated bikeways, and wider sidewalks in locations where higher pedestrian demand is expected, such as near schools or parks. Provide better connections between on- and off-street facilities for people walking, biking, and rolling. • Provide alternative facilities on lower-stress neighborhood streets, such as well-connected Class III bicycle boulevards. • Include sidewalks in the planning and design of new or reconstructed streets, on both sides of the street, when feasible.
Facilitate multimodal transportation through first- and last-mile mobility options and smooth transitions between modes.	• Design facilities for people biking and walking that safely facilitate first- and last-mile connections to transit and provide amenities at transit locations. • Ensure regular maintenance of sidewalks, bikeways, and trails to enhance user experience, safety, and comfort. • Coordinate with Roseville Transit to improve amenities at bus stops such as benches and shelters. • Ensure and install appropriate sidewalk and ramp widths to accommodate and improve access for people experiencing mobility challenges.

Health, Well-Being, and Sustainability

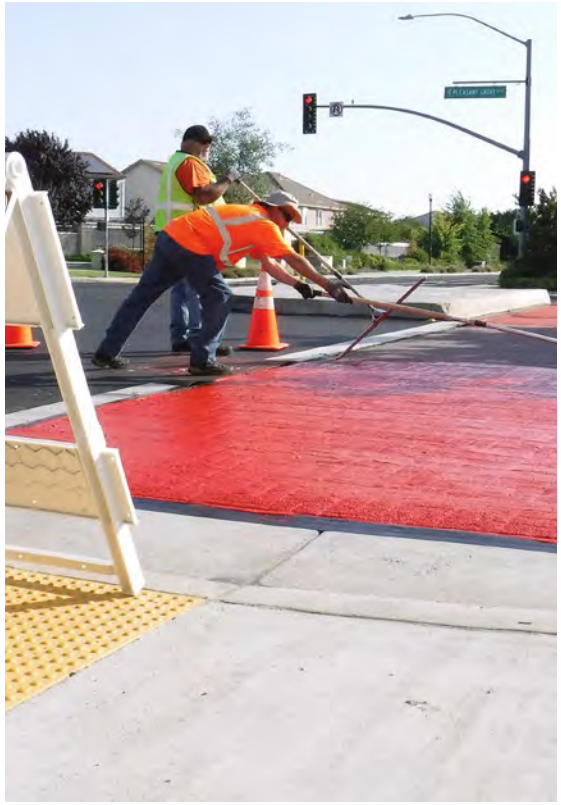
Advance public health, environmental quality, and economic prosperity by providing appealing sidewalks, bikeways, and trails that encourage frequent use and improve access to other non-vehicle modes of travel.



OBJECTIVES	ACTIONS
Improve opportunities for residents and visitors to engage in healthy activities.	• Enhance access to parks, open spaces, recreational facilities, local businesses, and other key destinations throughout the city. • Support active, walkable streets, and safe travel conditions for all users. • Promote existing active transportation facilities through community events and programs, signage, and education campaigns. • Consider additional opportunities for people to use micromobility, such as electric scooters and other small, wheeled devices. Include consideration of micromobility devices in active transportation design standards.
Apply best practices in environmental stewardship.	• Follow best practices in environmental stewardship during planning, design, and construction of active transportation facilities in or near environmentally sensitive areas and habitats. • Pursue policies and incentives that encourage alternative transportation modes, reduce vehicle miles traveled, and reduce vehicle travel speeds. • Consider innovation and demonstrative technologies that contribute to sustainable maintenance practices.

Funding, Implementation, and Maintenance

Pursue federal, state, and regional grant funding for new projects, and establish regular facility maintenance strategies.



OBJECTIVES	ACTIONS
Identify the most relevant and applicable funding opportunities for implementing the recommendations in the City of Roseville Active Transportation Plan.	• Work across City departments, neighboring jurisdictions, and other agencies to submit grant applications for the most competitive projects to federal, state, and regional funding sources to implement active transportation infrastructure projects and programs. • Identify local funds through the City's capital budget process to leverage external funding. • Obtain consultant assistance services, as needed, to pursue grant opportunities for planned active transportation projects, plans, and programs. • Participate in training and workshops to learn about available grant programs.
Establish ongoing sources of funding for active transportation projects and programs.	• Update planning documents, City building code, and ordinances to require development projects to construct or contribute to the construction of an increased level of active transportation projects as conditions of approval through the development review process.
Develop a strategy for maintaining active transportation facilities.	• Regularly update City design standards for planning, design, and maintenance of bicycle and pedestrian facilities to reflect best practices from Federal Highway Administration, NACTO, and other agencies. • Support efforts of local advocacy groups, neighborhood associations, businesses, and the City's Parks, Recreation & Libraries Department to establish an "Adopt a Path" program that addresses cleanup and maintenance of multi-use trails. • Regularly inspect sidewalks, trails, and other active transportation facilities in the city to identify any damage or barriers. Maintain on an ongoing basis, such as repairing uplifted or broken sidewalk segments and working with property owners to clear overgrown vegetation.

Funding, Implementation, and Maintenance (continued)

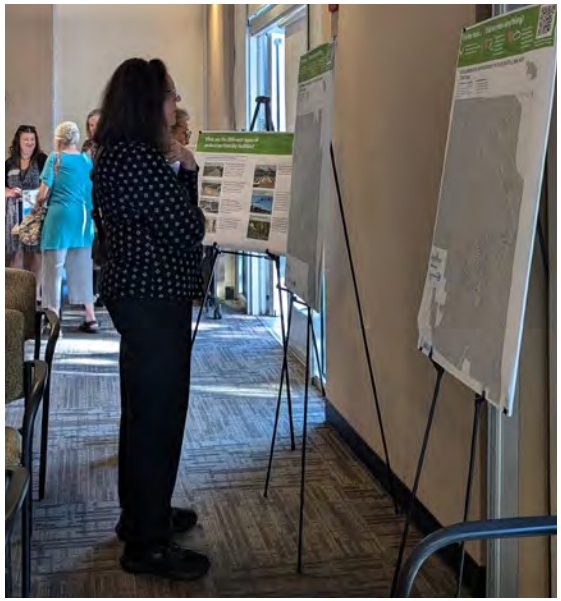
Miner's Ravine Trail.

OBJECTIVES	ACTIONS
Test out new types of improvements.	• Conduct temporary demonstrations, pilots, and quick-build projects, etc., to test designs and materials before permanent projects are installed. • Survey participants, local businesses, and community members about the temporary installations to collect feedback on the treatment and desired modifications to the design. • Use feedback and outcomes from demonstrations and pilots to apply for additional grant funding for permanent construction.

Education and Encouragement

Increase awareness and promote safe travel behaviors for all road users, which will encourage more walking, biking, and rolling for commuting and recreation.

OBJECTIVES	ACTIONS
Identify the most relevant and applicable funding opportunities for implementing the recommendations in the City of Roseville Active Transportation Plan.	• Work across City departments, neighboring jurisdictions, and other agencies to submit grant applications for the most competitive projects to federal, state, and regional funding sources to implement active transportation infrastructure projects and programs. • Identify local funds through the City's capital budget process to leverage external funding. • Obtain consultant assistance services, as needed, to pursue grant opportunities for planned active transportation projects, plans, and programs. • Participate in training and workshops to learn about available grant programs.
Educate the public on active transportation safety and encourage increased walking and biking.	• Coordinate education and encouragement activities with other City departments, such as providing helmet fittings and giveaways and other information at City events. • Continue existing public education campaign to educate users on the rights and responsibilities of people walking, biking, and rolling; road safety; and road and trail etiquette. • Routinely update a public-facing Roseville Parks, Trails & Bikeways Map so it reflects the most up-to-date bicycle network and end-of-trip facilities. • Work across City departments and with local advocates and community-based organizations to host regular open streets events that close particular streets to vehicle traffic for part of a day, allowing people to walk, bike, and roll in the street safely.



Education and Encouragement (continued)

OBJECTIVES	ACTIONS
Establish lasting partner and stakeholder relationships to support ongoing education and encouragement efforts.	• Host a League of American Bicyclists Cycling Instructor (LCI) seminar to increase the number of local LCIs in Roseville, enabling the City to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, and have experts available to assist in encouragement programs. • Establish an official Bicycle and Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing resident input into the development of active transportation policies, plans, and projects. • Provide training to Development Services and Public Works Department staff on best practices for active transportation facility planning, design, and maintenance. • Provide active transportation safety training to Roseville Police Department, such as common causes of collisions involving people walking, biking, and rolling, and which traffic laws promote bicyclist and pedestrian safety.

Chapter 2
Roseville Today

Roseville Today

To develop the Plan, we considered previously identified needs and issues and evaluated the present state of the transportation system to improve safety and comfort for people walking, biking, and rolling.

We looked at the transportation system from different perspectives including demographics, community health, economic conditions, environmental burdens, and street systems. This helped us better understand what motivates or deters people in how they choose to travel. This chapter provides a summary of findings. Additional details can be found in Appendix A: Existing Conditions Memo.

Roseville residents move around the city in various ways.

Local Context

To understand previous efforts, our team reviewed local and regional plans for a 17-year period. During this period, 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 Plan demonstrates the City's commitment to improving active transportation throughout its roadway corridors. This also shows the impetus of equitably addressing transportation safety, sustainability, public health, and air quality. This Plan will further support these communitywide goals by acting as the guide to implementing active transportation facilities. Additional details can be found in the Appendix B: Plan Review.

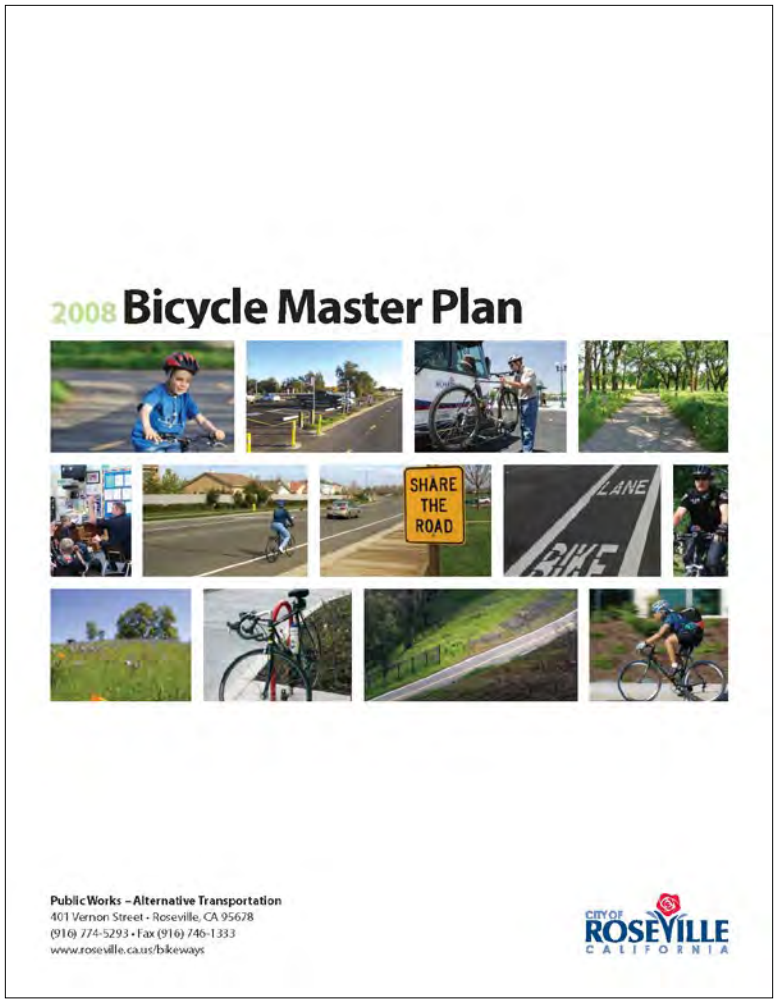


Figure 1 *Roseville Bicycle Master Plan (2008)*

Equity

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. 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.

Our team used data from CalEnviroScreen 4.0 (CES), Healthy Places Index (HPI), and the Heat Health Action Index to identify the areas and populations in the city that may benefit the most from improvements to the active transportation network.

CalEnviroScreen 4.0 (CES) examines census tracts based on the combined indicators for pollution burden (i.e., exposures and environmental effects) and population characteristics (i.e., sensitive populations and socioeconomic factors). 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.[1] While none of Roseville's census tracts fell within the top 25th percentile, several were categorized within the top 40th percentile of CES, as shown in Figure 2. These areas (above 40%), depicted in orange, tend to face higher levels of pollution and population characteristic burdens, particularly near the Historic Old Town and Vernon Street area to the west of I-80 and along the railroads.

The *Healthy Places Index* (HPI) is a composite of 25 metrics, which cover economics, education, social, transportation, healthcare access, neighborhood composition, housing, and environmental factors. Census tracts scoring in the bottom 25th percentile are typically considered the most vulnerable. In Roseville, these areas, depicted by orange in Figure 3, are located north and east of Sierra Gardens Park, and to the south and east of Del Webb Boulevard in Sun City Roseville community.

The *Heat Health Action Index* measures heat vulnerability, combining social, health, and environmental factors. People with limited vehicle access who rely on walking, biking, or transit tend to be more vulnerable to high temperatures, making shade availability crucial. The Heat Health Action Index ranges from 0 to 100, with higher scores indicating higher heat vulnerability. In Roseville, these areas, depicted by orange on Figure 4 include:

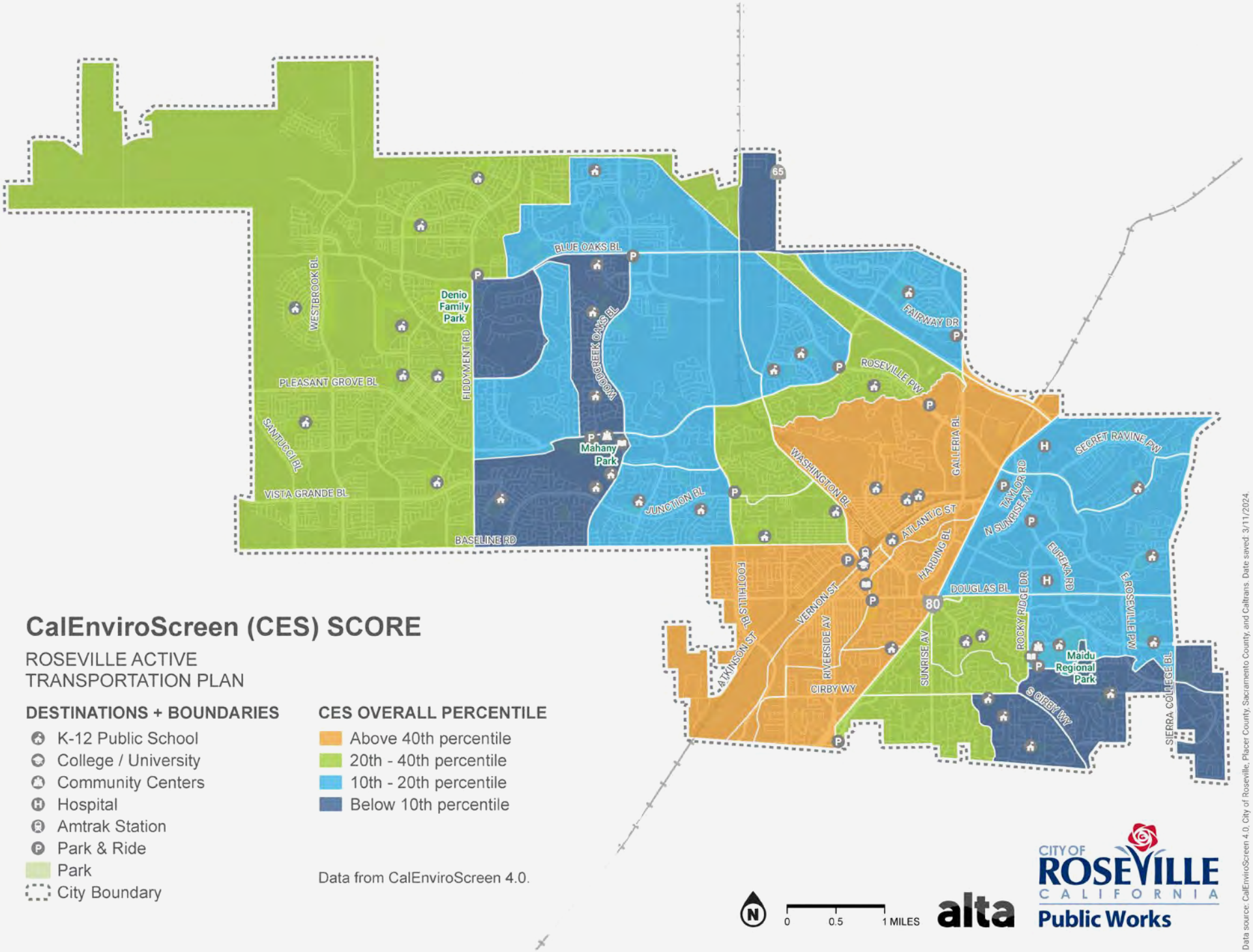
- Neighborhoods between Pacific Union Rail Yard and I-80 (Folsom Road, Cherry Glen, Theiles Manor)
- Neighborhoods east of I-80 between Douglas Boulevard and Cirby Way (Sierra Gardens and portions of Meadow Oaks, Maidu, and Johnson Ranch)
- Neighborhoods along the west Roseville power line corridor between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

A detailed analysis of each reviewed measurement can be found in Appendix A: Existing Conditions Memo.

Cyclists of different abilities biking around Roseville.

1 Senate Bill 535 establishes minimum funding requirements and definitions for disadvantaged communities.

Figure 2 City of Roseville CalEnviroScreen Score



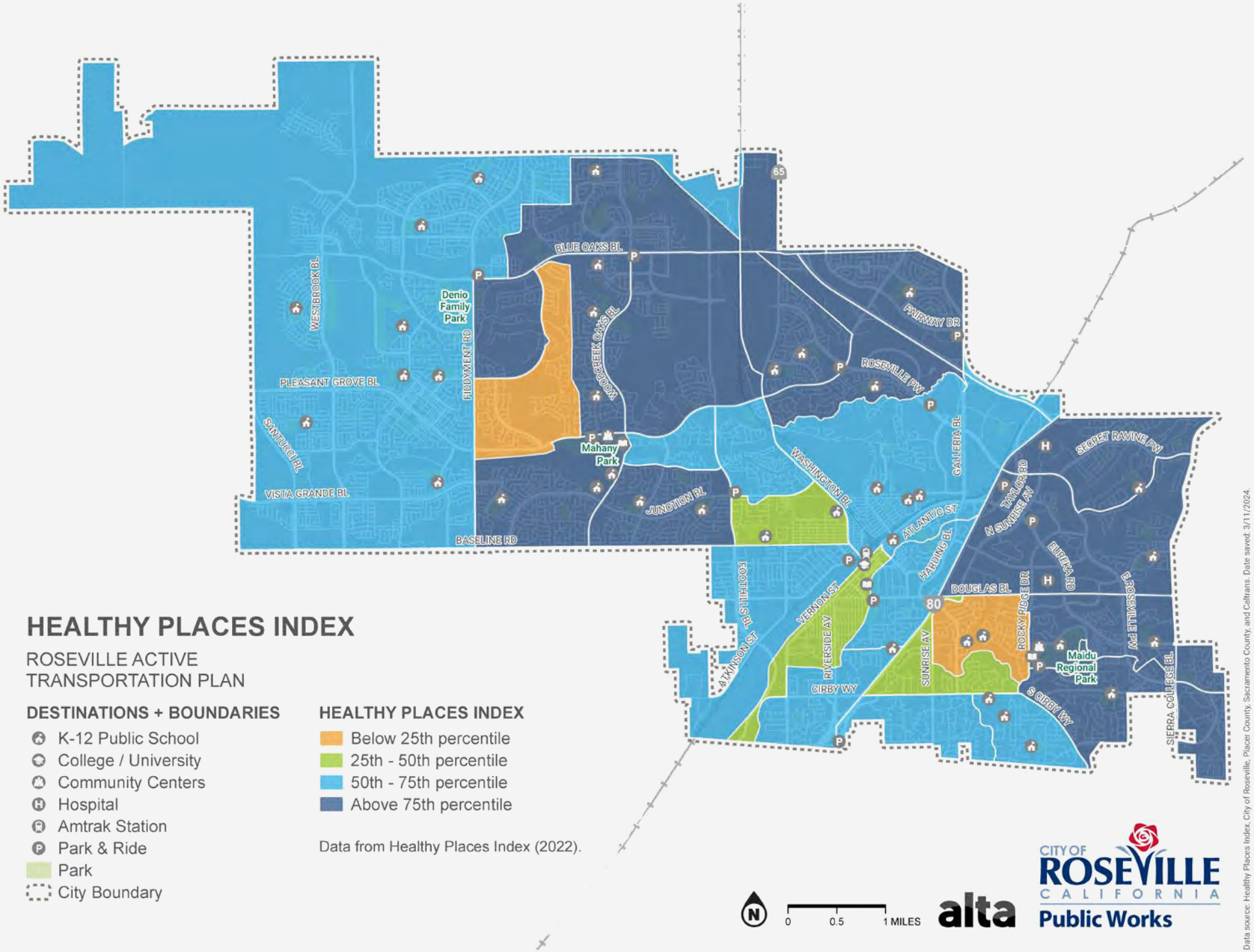
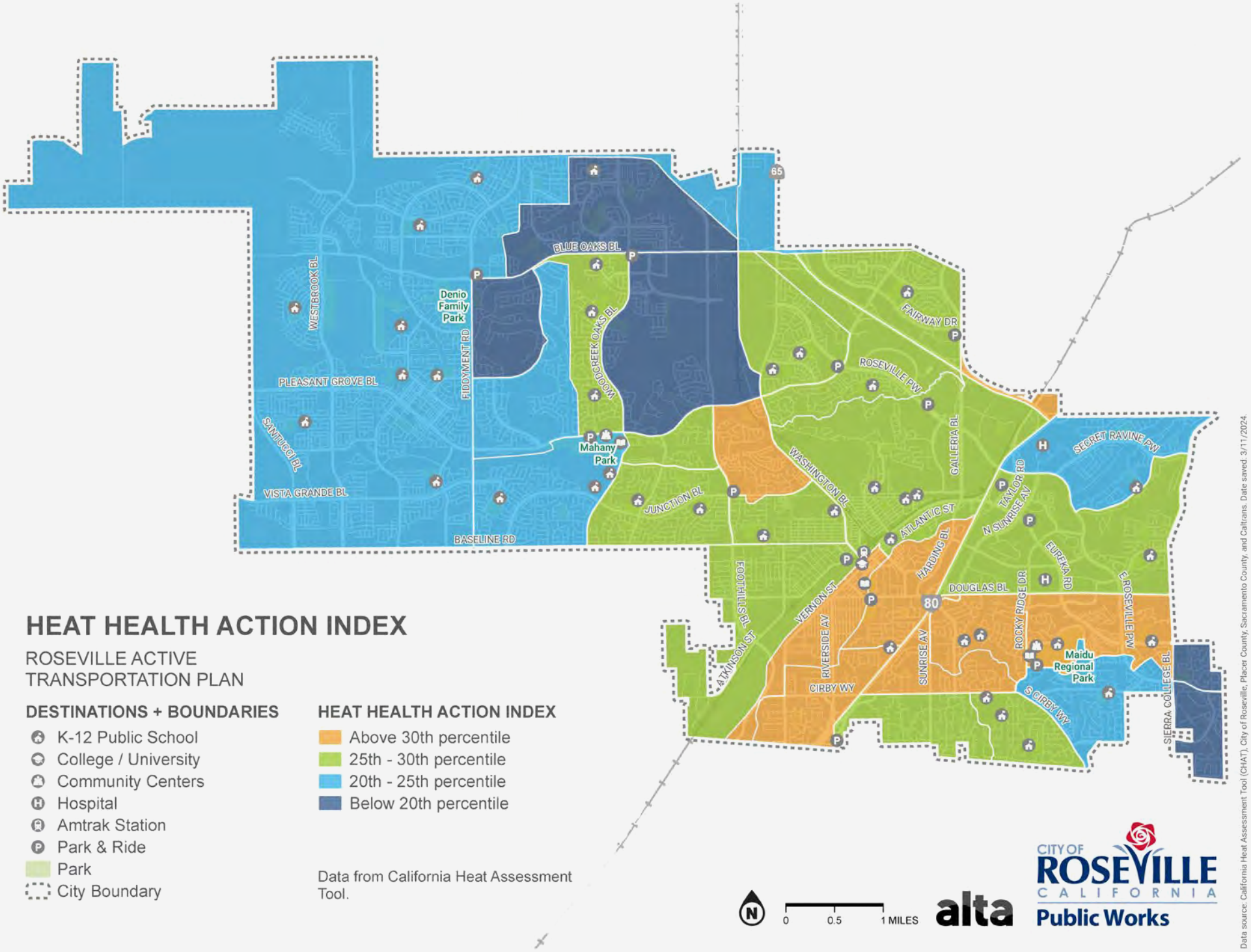

HEALTHY PLACES INDEX
ROSEVILLE ACTIVE TRANSPORTATION PLAN
DESTINATIONS + BOUNDARIES
K-12 Public School
College / University
Community Centers
Hospital
Amtrak Station
Park & Ride
Park
City Boundary
HEALTHY PLACES INDEX
Below 25th percentile
25th - 50th percentile
50th - 75th percentile
Above 75th percentile
Data from Healthy Places Index (2022).
BLUE OAKS BL
WESTBROOK BL
Denio Family Park
FIDDYMENT RD
WOODCREEK OAKS BL
FAIRWAY DR
ROSEVILLE PW
PLEASANT GROVE BL
SANTUCCI BL
VISTA GRANDE BL
Mahany Park
WASHINGTON BL
GALLERIA BL
SECRET RAVINE PW
TAYLOR RD
N SUNRISE AV
JUNCTION BL
BASELINE RD
ATLANTIC ST
HARDING BL
EUREKA RD
DOUGLAS BL
ROCKY RIDGE DR
E ROSEVILLE PW
FOOTHILLS BL
VERNON ST
ATKINSON ST
RIVERSIDE AV
SUNRISE AV
CIRBY WY
S CIRBY WY
Maidu Regional Park
SIERRA COLLEGE BL
65
80
0 0.5 1 MILES
alta
CITY OF ROSEVILLE CALIFORNIA
Public Works
Data source: Healthy Places Index, City of Roseville, Placer County, Sacramento County, and Caltrans. Date saved: 3/11/2024.

Figure 4 City of Roseville Heat Health Action Index

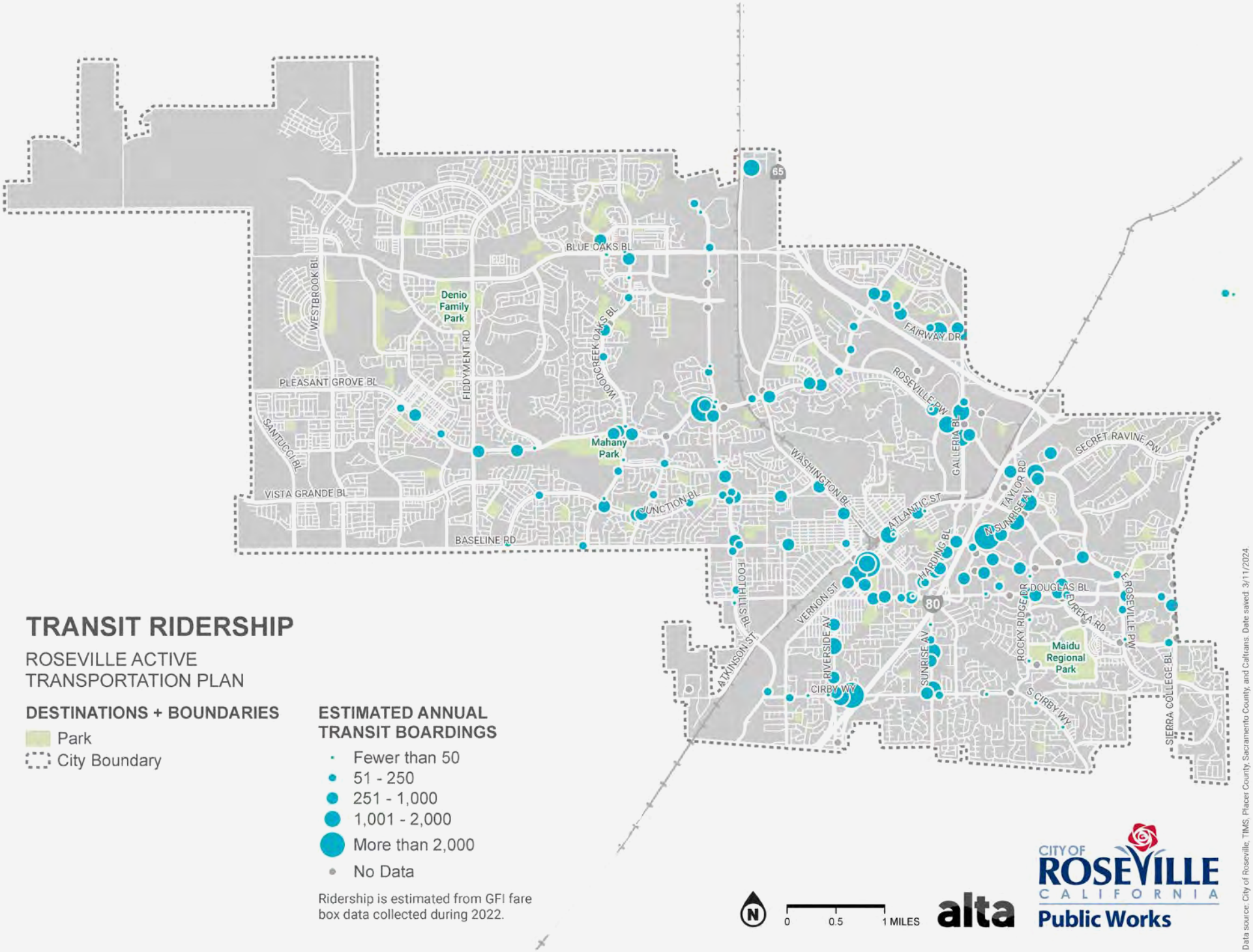



Commuter
Special Service

Transit

Active transportation is a key link to public transit, and thus supports its congestion relief benefits. Additionally, active transportation investments can increase the resilience of our transportation systems by providing safe, convenient travel options alongside other modes. Roseville is served by several transit providers and routes that offer connections to local and regional destinations including Sacramento and the greater Bay Area. The local network includes 10 bus routes, 13 park-and-ride lots, and 28 electronic bike lockers at seven locations.[2] 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. The highest ridership transit stops are depicted in Figure 5.

2 At the time of the development of this Plan, the City completed a Comprehensive Operations Analysis of existing transit service in tandem with this Plan as part of the Transportation 360 initiative. This Plan evaluated existing transit service and provided recommendations to help enhance services throughout many of the city's main corridors serving local and regional destinations.


TRANSIT RIDERSHIP
ROSEVILLE ACTIVE TRANSPORTATION PLAN
DESTINATIONS + BOUNDARIES
Park
City Boundary
ESTIMATED ANNUAL TRANSIT BOARDINGS
Fewer than 50
51 - 250
251 - 1,000
1,001 - 2,000
More than 2,000
No Data
Ridership is estimated from GFI fare box data collected during 2022.
BLUE OAKS BL
WESTBROOK BL
Denio Family Park
FIDDYMENT RD
WOODCREEK OAKS BL
PLEASANT GROVE BL
SANTUCCI BL
VISTA GRANDE BL
Mahany Park
JUNCTION BL
BASELINE RD
WASHINGTON BL
FAIRWAY DR
ROSEVILLE PW
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VERNON ST
RIVERSIDE AV
CIRBY WY
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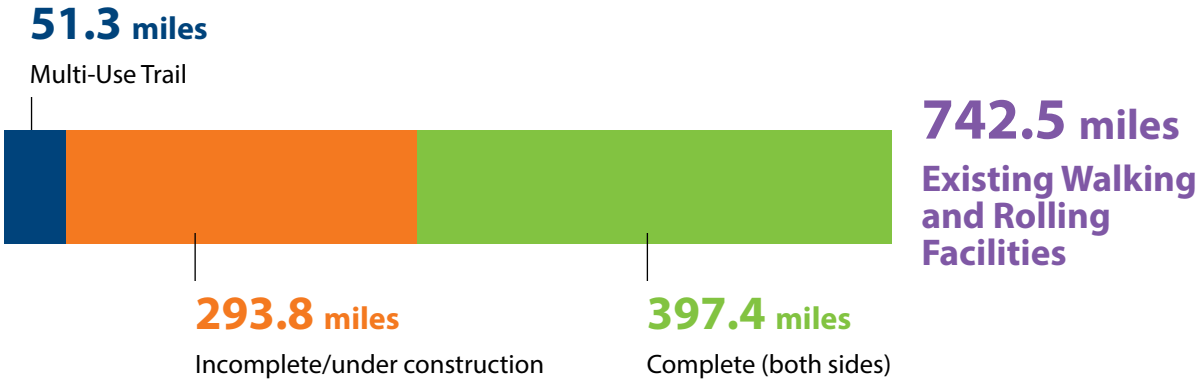
CITY OF ROSEVILLE CALIFORNIA
Public Works
Data source: City of Roseville, TIMS, Placer County, Sacramento County, and Caltrans. Date saved: 3/11/2024.

Walking and Rolling

The sidewalk inventory completed during the existing conditions phase of this Plan helped identify gaps in the existing sidewalk network that hinder local connectivity. Sidewalk data was obtained from Ecopia.[3] The city's existing walking and rolling facilities include nearly 400 miles of complete sidewalks (both sides of the street) and 51.3 miles of existing multi-use trails (see Figure 6), creating many opportunities for residents to make local trips on foot. As an expanding city, there are also nearly 300 miles of roadways with incomplete walking networks, where sidewalks are largely absent from one or both sides of the street, though many of these are under construction. 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.

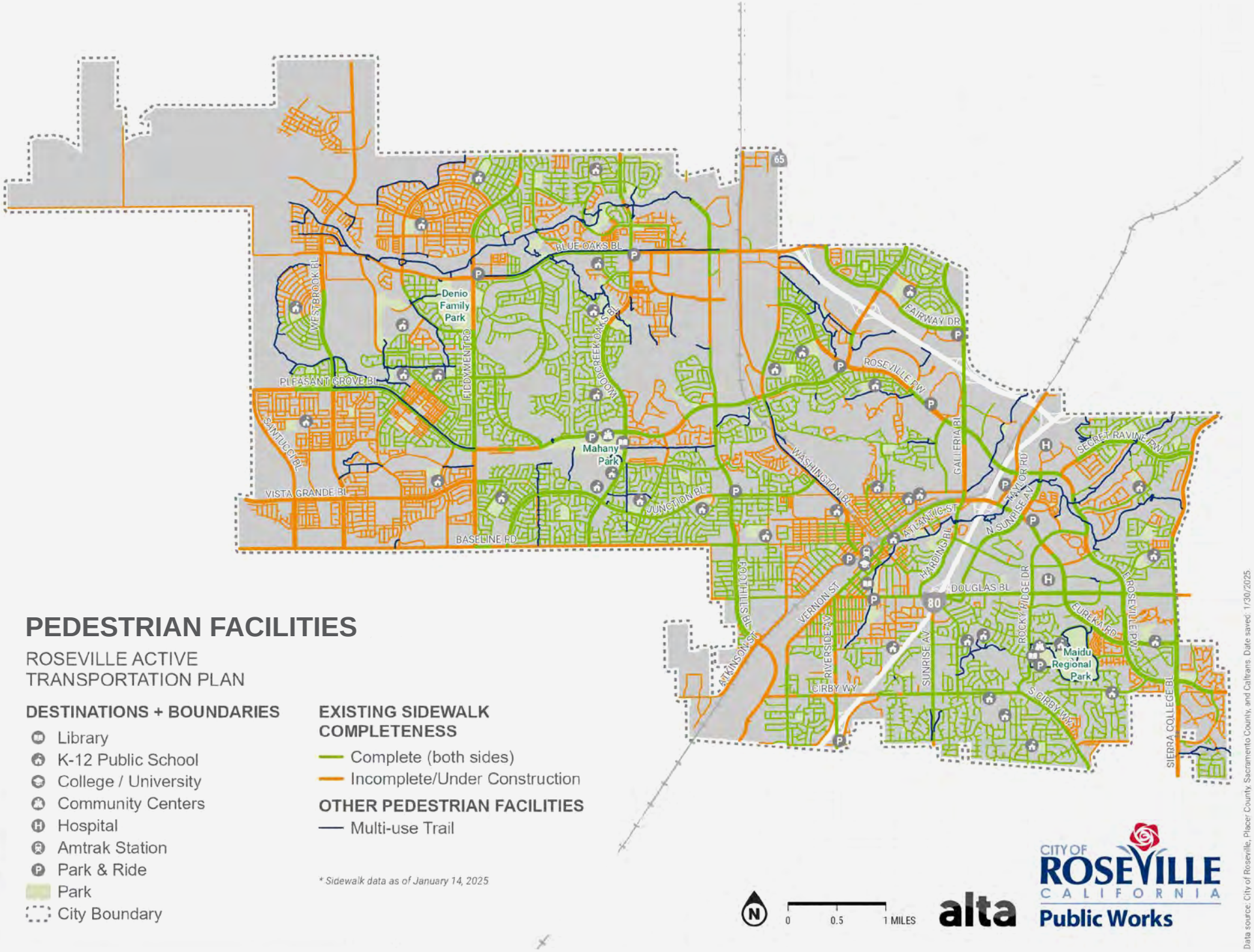
It is important to note that the western portions of the city have been developing rapidly, including the installation of many new sidewalks, crossings, and multi-use trails. Figure 7 shows the city's sidewalk completeness and multi-use trail network. The area north of the Amtrak station and around downtown 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 data shown in Figure 6 and Figure 7 may not adequately reflect pedestrian infrastructure built after the development of this Plan.

Figure 6 Pedestrian Facilities in Roseville



A family safely crossing the street.

3 Ecopia AI. https://www.ecopiatech.com/.


PEDESTRIAN FACILITIES
ROSEVILLE ACTIVE TRANSPORTATION PLAN
DESTINATIONS + BOUNDARIES
Library
K-12 Public School
College / University
Community Centers
Hospital
Amtrak Station
Park & Ride
Park
City Boundary
EXISTING SIDEWALK COMPLETENESS
Complete (both sides)
Incomplete/Under Construction
OTHER PEDESTRIAN FACILITIES
Multi-use Trail
* Sidewalk data as of January 14, 2025
Denio Family Park
Mahany Park
Maidu Regional Park
BLUE OAKS BL
PLEASANT GROVE BL
VISTA GRANDE BL
BASELINE RD
WESTBROOK BL
FLOOD MENTO RD
WOODCREEK OAKS BL
SANTUCCI BL
JUNCTION BL
WASHINGTON BL
FAIRWAY DR
ROSEVILLE PW
GALLERIA BL
ATLANTIC ST
HARDING BL
N SUNRISE AV
TAYLOR RD
SECRET RAVINE PW
DOUGLAS BL
VERNON ST
ROCKY RIDGE DR
EUREKA RD
E ROSEVILLE PW
SUNRISE AV
RIVERSIDE AV
FOOTHILLS BL
ATKINSON ST
CIRBY WY
S CIRBY WY
SIERRA COLLEGE BL
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CITY OF ROSEVILLE CALIFORNIA
Public Works
Data source: City of Roseville, Placer County, Sacramento County, and Caltrans. Date saved: 1/30/2025

Most collector and arterial streets in the city are wide and have long crossing distances. Similarly, many intersections feature channelized traffic islands that could be difficult for people walking or using mobility devices to maneuver (see photo below). Curb ramps generally exist at major intersections across the city, but 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. Figure 8 shows the locations and types of marked crossings at intersections. The City's new standard when updating or installing crosswalks is a "triple four" pattern, which has a center channel that is less slippery for people walking or using mobility devices and has bars spaced to help reduce maintenance costs.

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

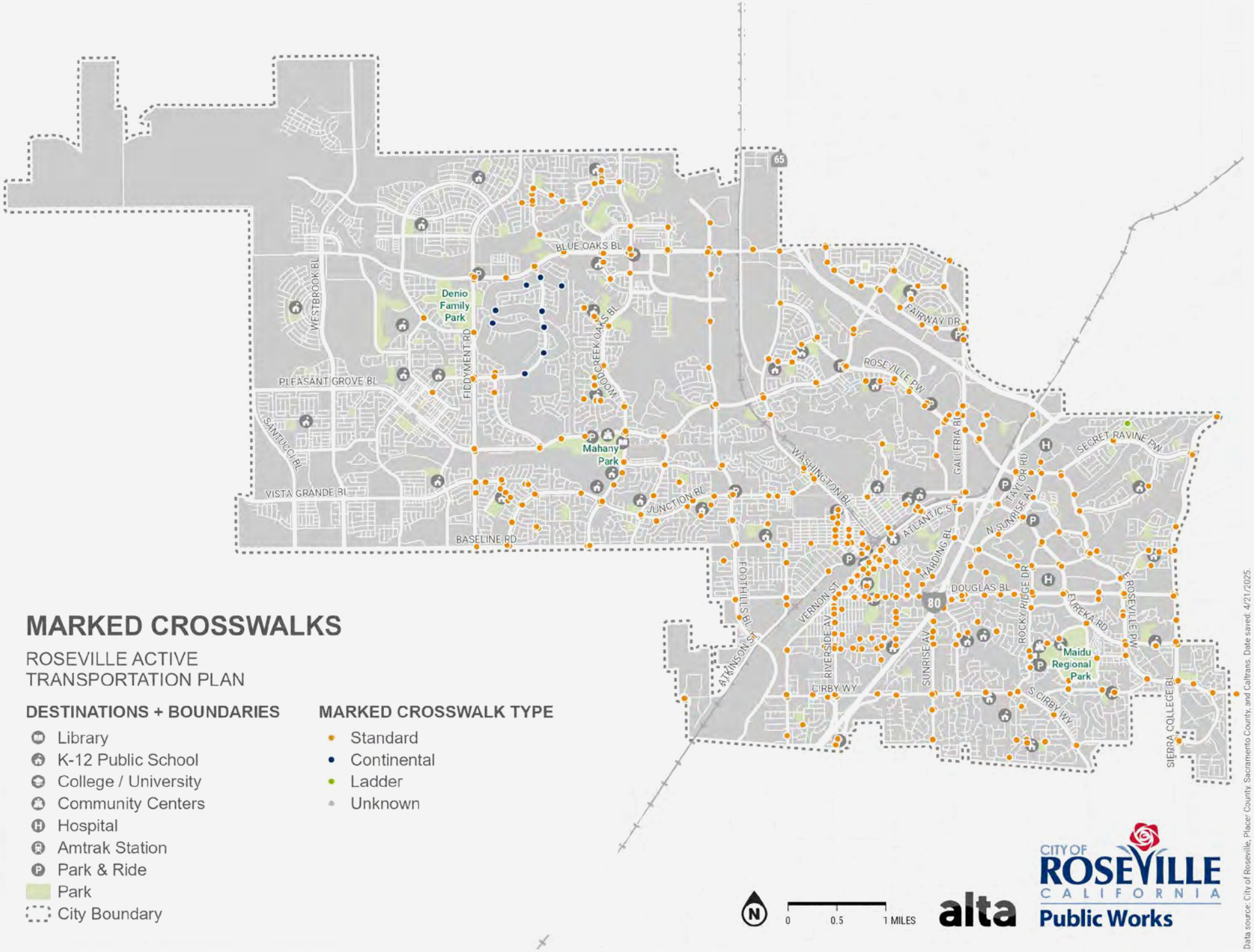
Examples of marked crosswalks

Standard

Continental

Triple Four

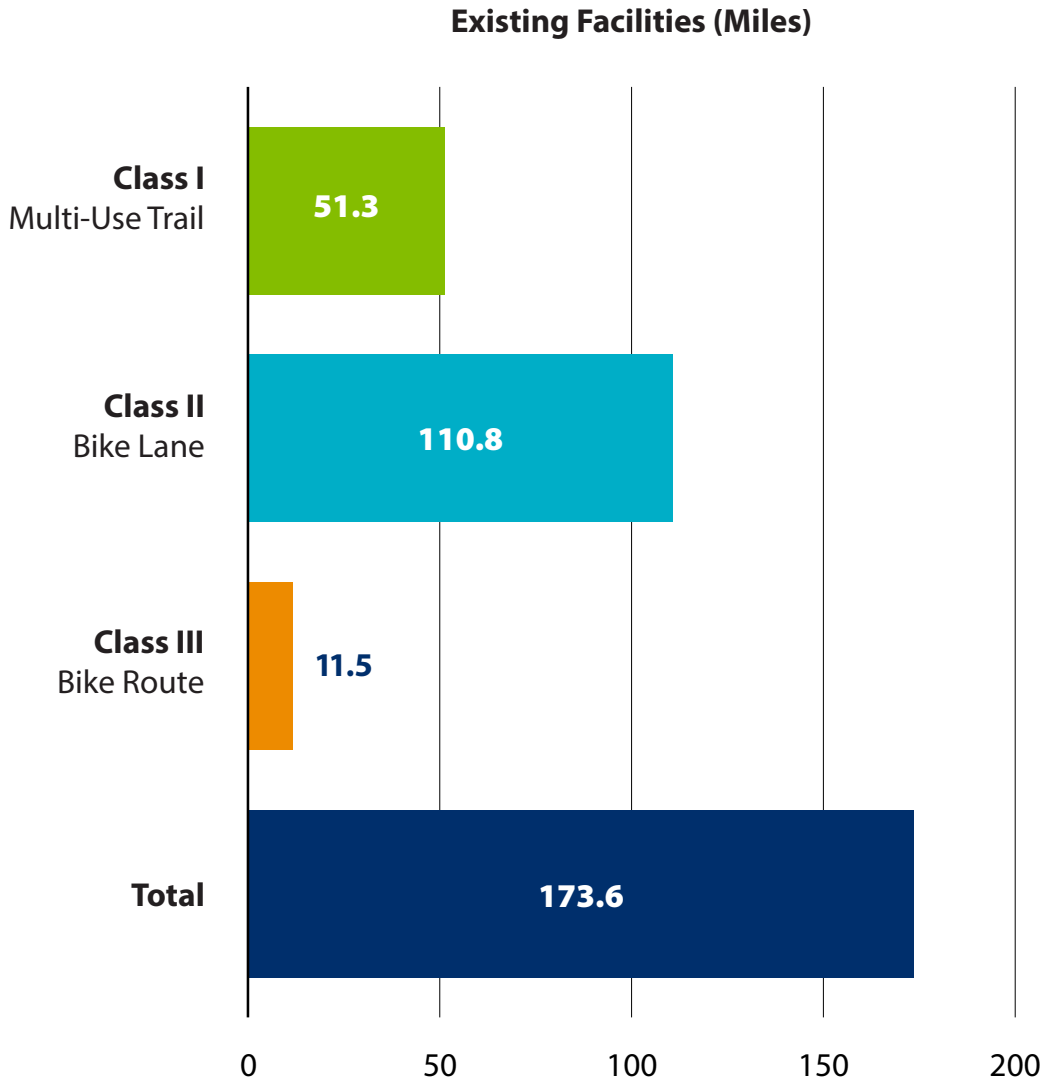
Ladder

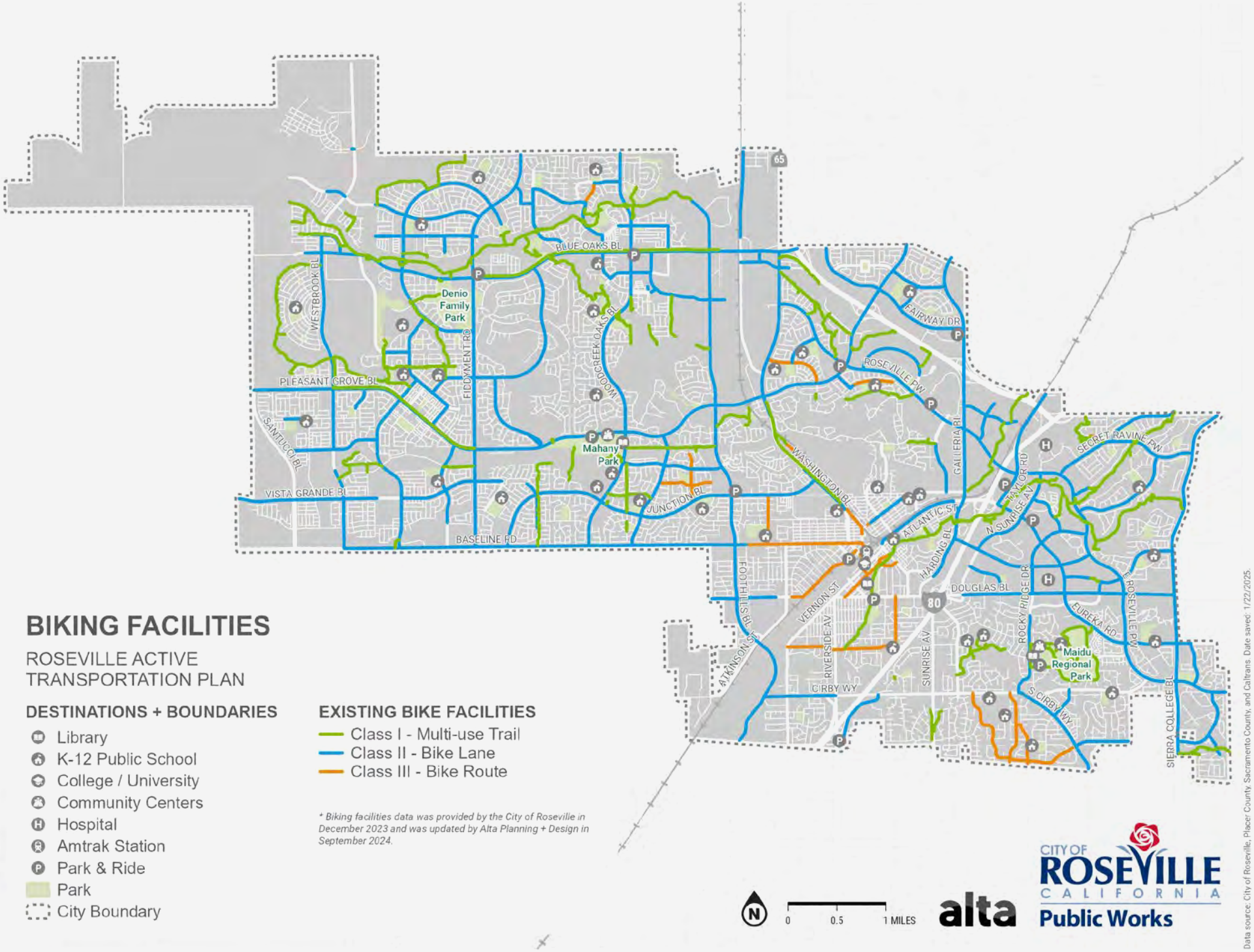

MARKED CROSSWALKS
ROSEVILLE ACTIVE TRANSPORTATION PLAN
DESTINATIONS + BOUNDARIES
Library
K-12 Public School
College / University
Community Centers
Hospital
Amtrak Station
Park & Ride
Park
City Boundary
MARKED CROSSWALK TYPE
Standard
Continental
Ladder
Unknown
BLUE OAKS BL
WESTBROOK BL
Denio Family Park
FIDDYMENT RD
CREEK OAKS BL
WOODCREEK
PLEASANT GROVE BL
SANTUCCI BL
VISTA GRANDE BL
BASELINE RD
Mahany Park
JUNCTION BL
WASHINGTON BL
FAIRWAY DR
ROSEVILLE PW
GALLERIA BL
ATLANTIC ST
HARDING BL
TAYLOR RD
N SUNRISE AV
SEGRET RAVINE PW
DOUGLAS BL
ROCKY RIDGE DR
EUREKA RD
S ROSEVILLE PW
Maidu Regional Park
S CIRBY WY
CIRBY WY
SUNRISE AV
RIVERSIDE AV
VERNON ST
FOOTHILLS DR
ATKINSON ST
SIERRA COLLEGE BL
65
80
0
0.5
1 MILES
alta
CITY OF ROSEVILLE CALIFORNIA
Public Works
Data source: City of Roseville, Placer County, Sacramento County, and Caltrans. Date saved: 4/21/2025.

Biking

Roseville has **173.6 miles of existing bikeways** (Figure 9). These existing facilities consist of **51.3 miles of Class I multi-use trails**, over **110.8 miles of Class II bike lanes**, and an additional **11.5 miles of Class III bike routes**. Many of the bike routes are concentrated in older portions of the city. Roseville does not have existing Class IV separated bikeways. The bicycle facility types are defined in the Bicycle Facility Toolbox.

Figure 9 Existing Bike Facilities in Roseville

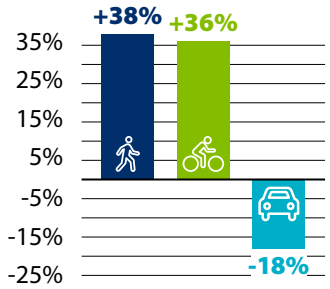



BIKING FACILITIES
ROSEVILLE ACTIVE TRANSPORTATION PLAN
DESTINATIONS + BOUNDARIES
Library
K-12 Public School
College / University
Community Centers
Hospital
Amtrak Station
Park & Ride
Park
City Boundary
EXISTING BIKE FACILITIES
Class I - Multi-use Trail
Class II - Bike Lane
Class III - Bike Route
* Biking facilities data was provided by the City of Roseville in December 2023 and was updated by Alta Planning + Design in September 2024.
BLUE OAKS BL
WESTBROOK BL
Denio Family Park
FIDDYMENT RD
WOODCREEK OAKS BL
PLEASANT GROVE BL
SANTUCCI BL
VISTA GRANDE BL
BASELINE RD
Mahany Park
JUNCTION BL
WASHINGTON BL
FOOTHILLS DR
ATKINSON ST
VERNON ST
RIVERSIDE AV
CIRBY WY
ATLANTIC ST
HARDING BL
SUNRISE AV
FAIRWAY DR
ROSEVILLE PW
GALLERIA BL
TAYLOR RD
N SUNRISE AV
SECRET RAVINE PW
DOUGLAS BL
ROCKY RIDGE DR
EUREKA RD
E ROSEVILLE PW
Maidu Regional Park
S CIRBY WY
SIERRA COLLEGE BL
65
80
0
0.5
1 MILES
alta
CITY OF ROSEVILLE CALIFORNIA
Public Works
Data source: City of Roseville, Placer County, Sacramento County, and Caltrans. Date saved: 1/22/2025.

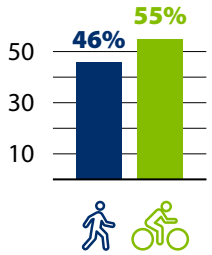
Safety

Our team completed a collision analysis to understand where the highest incidences of bicycle and pedestrian collisions were in Roseville. We used data for the five-year period between 2018 and 2022 from the Transportation Injury Mapping System (TIMS). Figure 11 depicts locations for collisions involving people walking and biking. The results from our analysis revealed the following trends:

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.**



Most collisions involving people **walking (46%)** and **biking (55%)** occurred at arterial roadways with **posted speed limits of 40 mph or higher.**

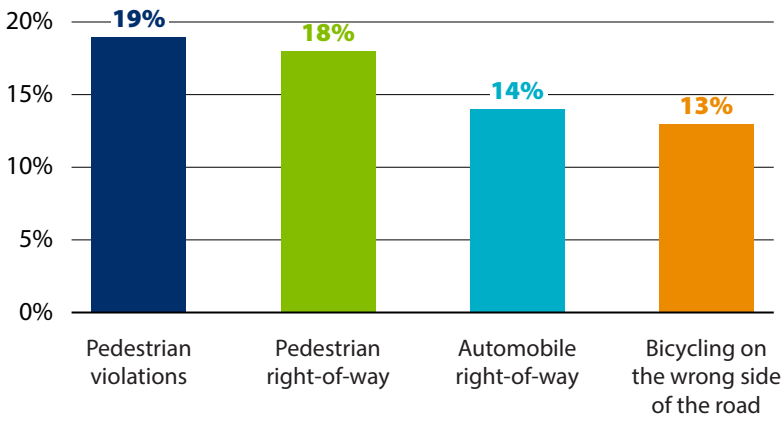


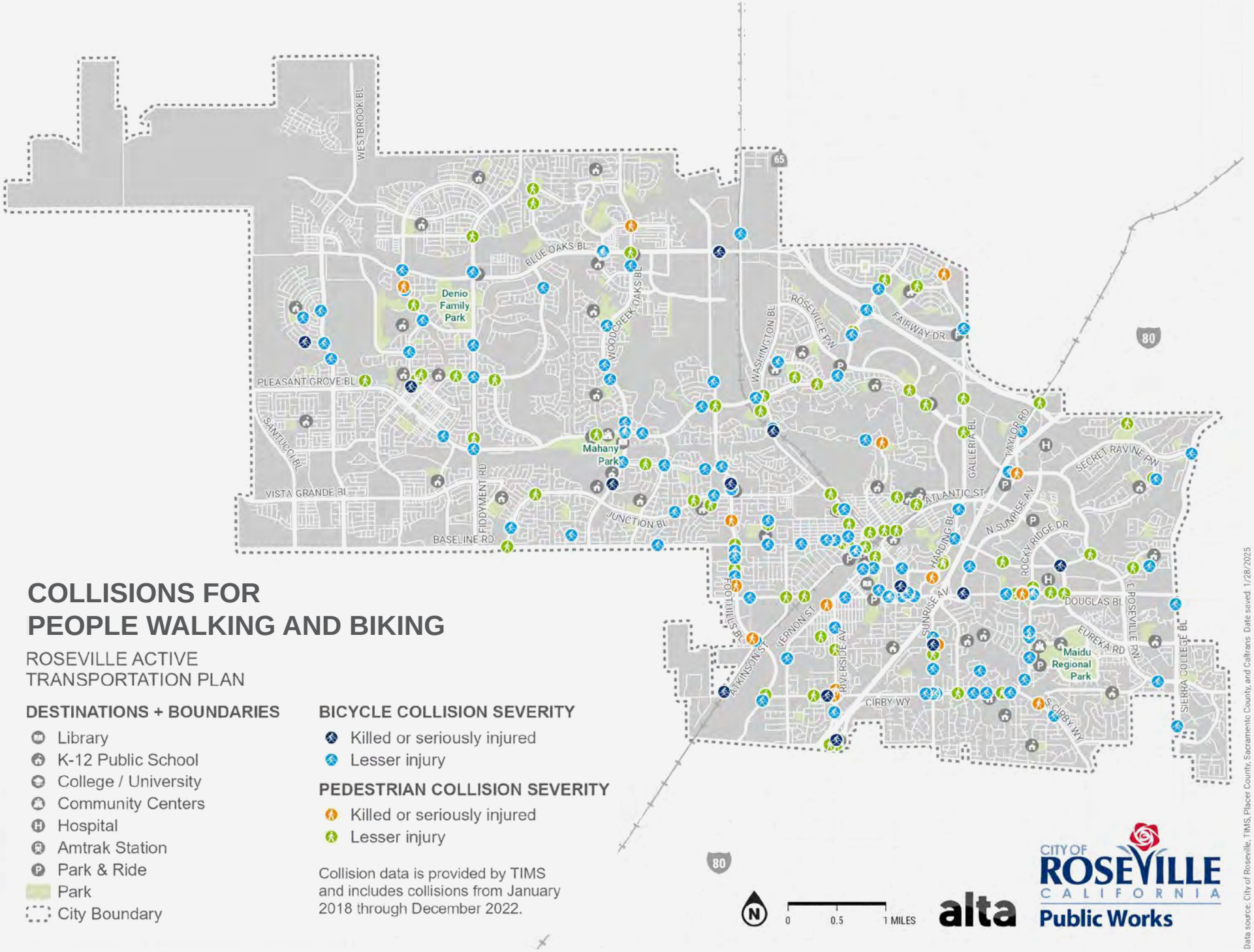
2018-2022, **1 in 5 of all KSI collisions involve people walking or biking**

On average, **24 people walking** and **28 people biking killed or seriously injured in city streets per year.**

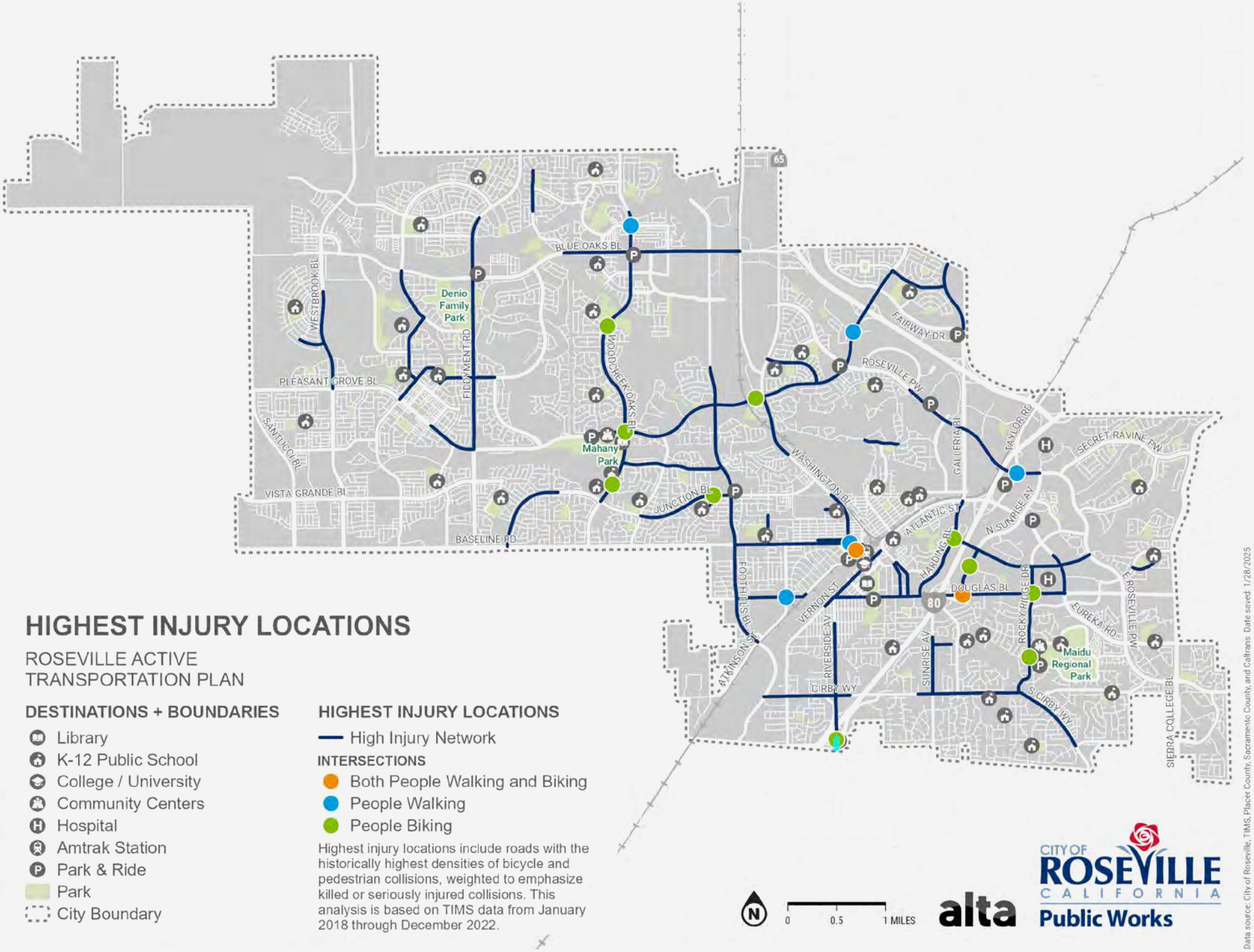
These were the most common collision types for people **walking** and **biking** (all severities, including KSI [killed or seriously injured]):

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




COLLISIONS FOR
PEOPLE WALKING AND BIKING
ROSEVILLE ACTIVE
TRANSPORTATION PLAN
DESTINATIONS + BOUNDARIES
Library
K-12 Public School
College / University
Community Centers
Hospital
Amtrak Station
Park & Ride
Park
City Boundary
BICYCLE COLLISION SEVERITY
Killed or seriously injured
Lesser injury
PEDESTRIAN COLLISION SEVERITY
Killed or seriously injured
Lesser injury
Collision data is provided by TIMS and includes collisions from January 2018 through December 2022.
WESTBROOK BL
BLUE OAKS BL
Denio Family Park
WOODCREEK OAKS BL
ROSEVILLE PW
WASHINGTON BL
FAIRWAY DR
PLEASANT GROVE BL
SANTUCCI BL
VISTA GRANDE BL
FIDDYMENT RD
Mahany Park
JUNCTION BL
BASELINE RD
GALLERIA BL
TAYLOR RD
ATLANTIC ST
SECRET RAVINE PW
N SUNRISE AV
ROCKY RIDGE DR
HARDING BL
SUNRISE AV
DOUGLAS BL
E ROSEVILLE PW
EUREKA RD
Maidu Regional Park
FOOTHILLS BL
ATKINSON ST
VERNON ST
RIVERSIDE AV
CIRBY WY
S CIRBY WY
SIERRA COLLEGE BL
65
80
80
0
0.5
1 MILES
alta
CITY OF ROSEVILLE CALIFORNIA
Public Works
Data source: City of Roseville, TIMS, Placer County, Sacramento County, and Caltrans Date saved: 1/28/2025

Between 2018 and 2022, people walking and biking in Roseville were more likely to be involved in a collision at the collision hot spots shown in Figure 12. Intersections along Woodcreek Oaks Boulevard have the most collision hot spots for both people walking and people biking. 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 KSI. These roadway sections are where investments in safety infrastructure could have the greatest benefit for people in Roseville. Additional details on the safety analysis completed for this Plan can be found in Appendix A: Existing Conditions Memo.


HIGHEST INJURY LOCATIONS
ROSEVILLE ACTIVE TRANSPORTATION PLAN
DESTINATIONS + BOUNDARIES
Library
K-12 Public School
College / University
Community Centers
Hospital
Amtrak Station
Park & Ride
Park
City Boundary
HIGHEST INJURY LOCATIONS
High Injury Network
INTERSECTIONS
Both People Walking and Biking
People Walking
People Biking
Highest injury locations include roads with the historically highest densities of bicycle and pedestrian collisions, weighted to emphasize killed or seriously injured collisions. This analysis is based on TIMS data from January 2018 through December 2022.
BLUE OAKS BL
WESTBROOK BL
Denio Family Park
FIDDYMENT RD
PLEASANT GROVE BL
SANTUCCI BL
VISTA GRANDE BL
BASELINE RD
WOODCREEK OAKS BL
Mahany Park
JUNCTION BL
WASHINGTON BL
FAIRWAY DR
ROSEVILLE PW
GALLERIA BL
TAYLOR RD
SECRET RAVINE PW
ATLANTIC ST
N SUNRISE AV
HARDING BL
DOUGLAS BL
80
VERNON ST
FOOTHILLS BL
ATKINSON ST
RIVERSIDE AV
SUNRISE AV
ROCKY RIDGE DR
EUREKA RD
E ROSEVILLE PW
Maidu Regional Park
CIRBY WY
S CIRBY WY
SIERRA COLLEGE BL
0 0.5 1 MILES
alta
CITY OF ROSEVILLE CALIFORNIA
Public Works
Data source: City of Roseville, TIMS, Placer County, Sacramento County, and Caltrans Date saved: 1/28/2025

Chapter 3
Public Engagement

Public Engagement

Public engagement is an important part of the planning process to understand the needs, challenges, and priorities of community members and stakeholders in Roseville.

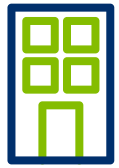
Robust public engagement between 2023 and 2024 drove high participation and valuable feedback from a cross section of the community as part of the City's Transportation 360 initiative. A comprehensive and transparent effort to inform, involve, consult, and collaborate with the public resulted in thousands of comments. This meaningful level of input has helped shape the plans for future active transportation improvements.

Public Open House hosted on October 8, 2024 at the Roseville Civic Center.

Key Community Participation Included

Current and prospective transit riders

Under-represented groups (including people with disabilities, zero-vehicle and low-income households, etc.)



Businesses, including large employers

Local schools, including higher education

Community advocacy organizations

Healthcare

Local elected officials

Key neighborhoods identified through the California Healthy Places Index

Other public sector and nonprofit partners (e.g., Placer County Transportation Authority (PCTPA), Sacramento Council of Governments (SACOG), Health Education Council, Placer County Public Health, etc.)

Outreach by the Numbers

52,413
recipients of project email updates

2,242
interactive map surveys: 856 comments

13
pop-up events to meet the community at public spaces, events, and other locations

4
informational presentations at Transportation Commission meetings

40
signs posted on the trails

2
open houses: 60+ attendees

Outreach phone calls to
40+
community organizations and stakeholder groups

Please see Appendix C: Summaries of Public Engagement for the full public engagement report.

Open House. Roseville Civic Center. October 8, 2024.

Public engagement pop-up during Phase I of public engagement.

Chapter 4
Recommendations

Recommendations

This chapter presents the infrastructure recommendations for people walking, biking, and rolling, as well as supporting non-infrastructure recommendations.

The recommendations included align with the Plan's vision of creating an active transportation network that is robust, accessible, and connected to the entire community, regardless of age and ability. These recommended improvements were informed by residents' feedback and best practices for the development of bicycle and pedestrian infrastructure.

Recommendations are considered planning level, meaning they should be used as a guide when implementing projects and are subject to change. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

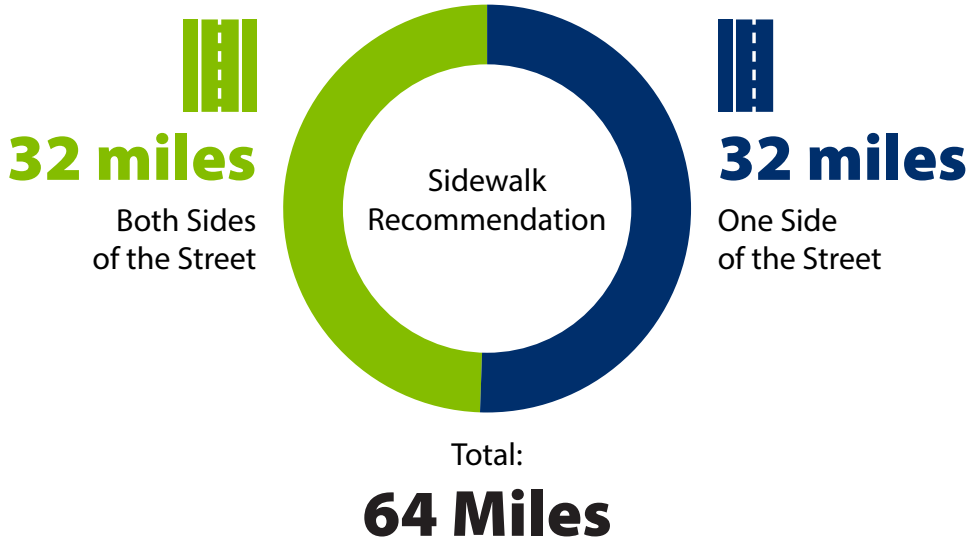
Walking and Rolling Network Recommendations

The recommendations for people walking and rolling include new and upgraded multi-use trails, sidewalks, and crossing improvements. Together these recommendations (Figure 13 though Figure 17) aim to create a safer, more comfortable, and better-connected network for those who walk or use mobility devices in Roseville.

Sidewalk and Multi-Use Trail Recommendations

Sidewalks form the foundation of the pedestrian linear network, connecting residents to destinations such as schools, transit, parks, and shopping. This Plan recommends a total of 64 miles of new sidewalks. Many of the sidewalk recommendations are located near the Historic Old Town area, the Hillcrest neighborhood, and the Los Cerritos neighborhood.

As multi-use trails are used by people walking, rolling, and biking, they have been included as part of the bicycle network recommendations. *Roseville ATP* recommends over 49.8 miles of new multi-use trails. Many of the recommended multi-use trails were identified in previous planning efforts, such as the Sierra Vista Trail on the west side of the city, and the Mahany Park Trail connecting Fiddyment Road to Mahany Park.



Crossing Improvements

This Plan recommends a total of 403 pedestrian crossing improvements. The crossing improvements aim to enhance safety and comfort for people walking or rolling as they cross the street at intersections, multi-use trail crossings, or midblock. We identified these improvements based on the following factors:

- Location along a major roadway (arterial or collector)
- Location at a shared-use path crossing
- Location of an unmarked crosswalk
- Proximity to schools, the Amtrak station and major bus stops, and major job and commercial destinations
- Highway on- and off-ramps (SR 65 and Highway 80)
- Location of KSI collisions involving people walking, biking, and rolling that resulted in a severe injury or fatality
- Identified through community input
- Identified in a previous or current plan or design process

Appendix D: Development of Recommendations Memo provides a detailed account methodology for developing recommendations.

The Pedestrian Facility Toolbox in the following pages show the citywide pedestrian recommendations in Roseville and zoomed in recommendations maps.

High-visibility crossing in Roseville.

Certain recommendations, such as curb ramps and daylighting, should be made throughout the city. Specific infrastructure recommendations for each of the identified pedestrian crossing improvements will require additional design and engineering judgment based on the context of the location. The Pedestrian Facility Toolbox provides a list of potential infrastructure recommendations for each pedestrian crossing improvement based upon best practices and design guidance.

Pedestrian Facility Toolbox

Sidewalk on Riverside Avenue in Roseville.

Sidewalks

Provide an area for people walking to travel separated from motor vehicle traffic. Typically constructed out of concrete and separated from the roadway by a curb or gutter and sometimes a landscaped buffer.

Curb Ramp in Roseville.

Curb Ramps

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.

Raised Crosswalks

Raised crosswalks are physical traffic-calming elements that allow pedestrians to cross at grade with the sidewalk. Raised crosswalks are typically placed midblock on local roads to improve the visibility of crossing pedestrians and to slow drivers. Implementation of raised crosswalks is subject to Roseville Fire Department approval and to a drainage study.

High-Visibility Crosswalk in San Diego, CA.

Triple-four Crosswalk in Roseville.

High-Visibility Crosswalks

High-visibility crosswalks draw additional attention and awareness to the crossing through a variety of designs. The City's new standard for high-visibility crosswalks is a "triple four" pattern, which has a center channel that is less slippery for people walking or using mobility devices and has bars spaced to help reduce maintenance costs. In school zones, these crossings are yellow instead of the standard white color.

Pedestrian Facility Toolbox (continued)

Median Refuge Island in Roseville.

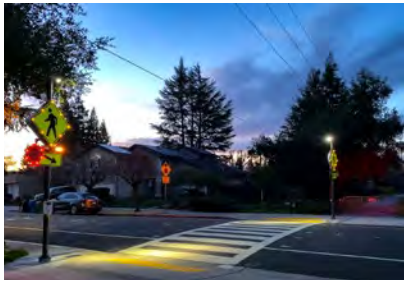
Median Refuge Island

Median refuge islands improve access for people walking by increasing visibility and allowing pedestrians to cross one direction of traffic at a time.

Curb Extension in Moraga, CA.

Curb Extensions

Curb extensions minimize exposure for people crossing the street by shortening crossing distance and giving them a better chance to see and be seen before committing to crossing. The City may also use non-hardscape curb extensions, for example, painted extensions for this purpose.



Rectangular Rapid-Flashing Beacon in Danville, CA.

Rectangular Rapid-Flashing Beacon

Rectangular Rapid-Flashing Beacons (RRFBs) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance on multi-lane or high-volume roadways.

Leading Pedestrian Interval in San José, CA.

Leading Pedestrian Interval

A leading pedestrian interval is a traffic signal phase that gives people crossing an intersection the opportunity to enter the crosswalk a few seconds before vehicles are given a green light. This allows people to establish their presence in the crosswalk before drivers have priority to turn right.

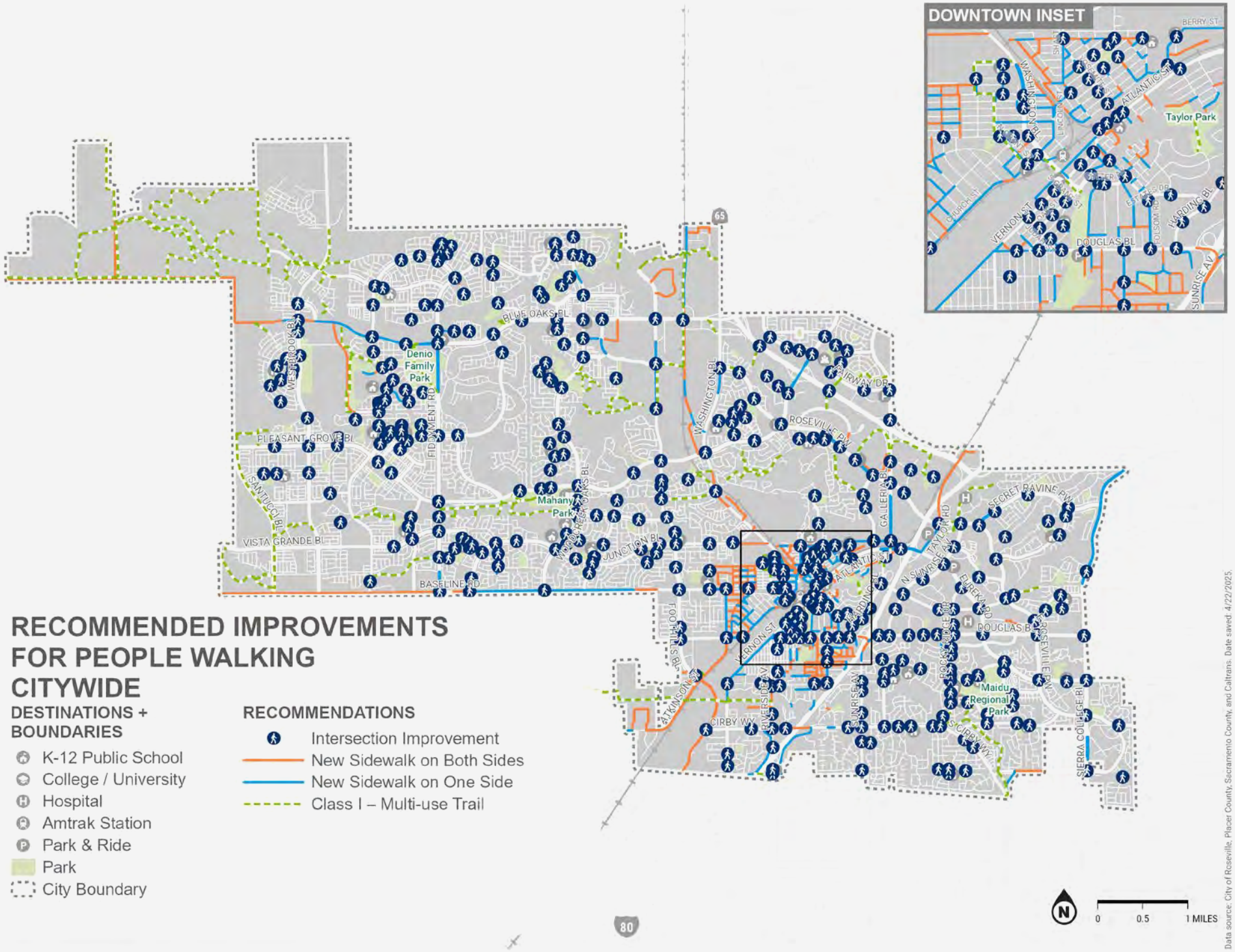
Intersection Daylighting in Richmond, CA.

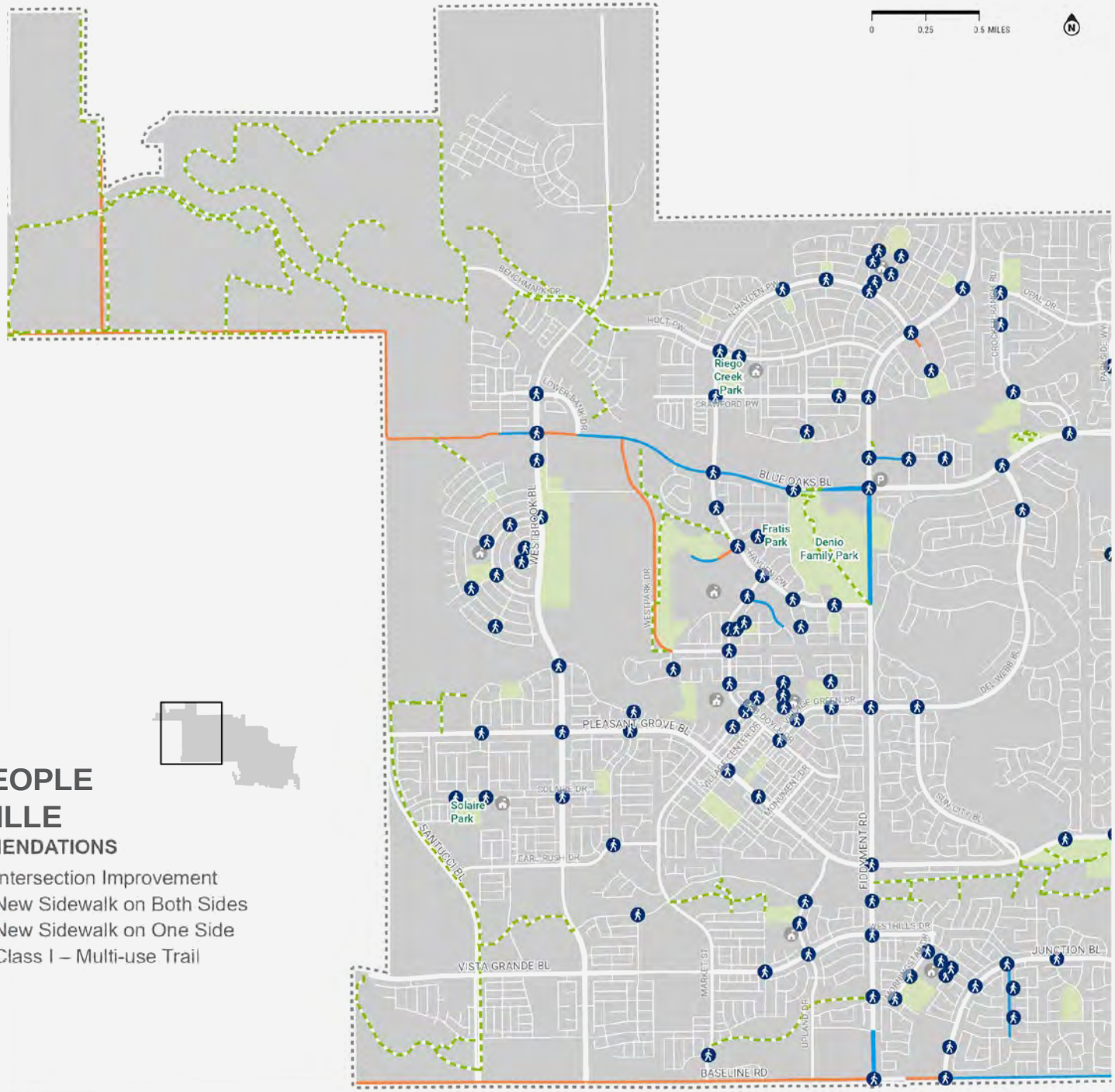
Daylighting

Daylighting a crosswalk involves the removal of street parking at the approach to a crosswalk, including painting the curb red. Daylighting eliminates blind spots caused by the parked vehicles and increases visibility of people crossing at an intersection.[4]

4 Daylighting does not remove legal parking spaces but reinforces existing regulations under State Assembly Bill (AB) 413, which prohibits parking within 20 feet of either side of any marked or unmarked crosswalk, or within 15 feet of any crosswalk where a curb extension is present. Parking is also prohibited in areas where stopped vehicles impair visibility or endanger public safety.

Figure 13 Pedestrian Recommendations (Citywide)





RECOMMENDED IMPROVEMENTS FOR PEOPLE WALKING WEST ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

RECOMMENDATIONS

- Intersection Improvement
- New Sidewalk on Both Sides
- New Sidewalk on One Side
- Class I – Multi-use Trail

Figure 15 Pedestrian Recommendations (Central West)

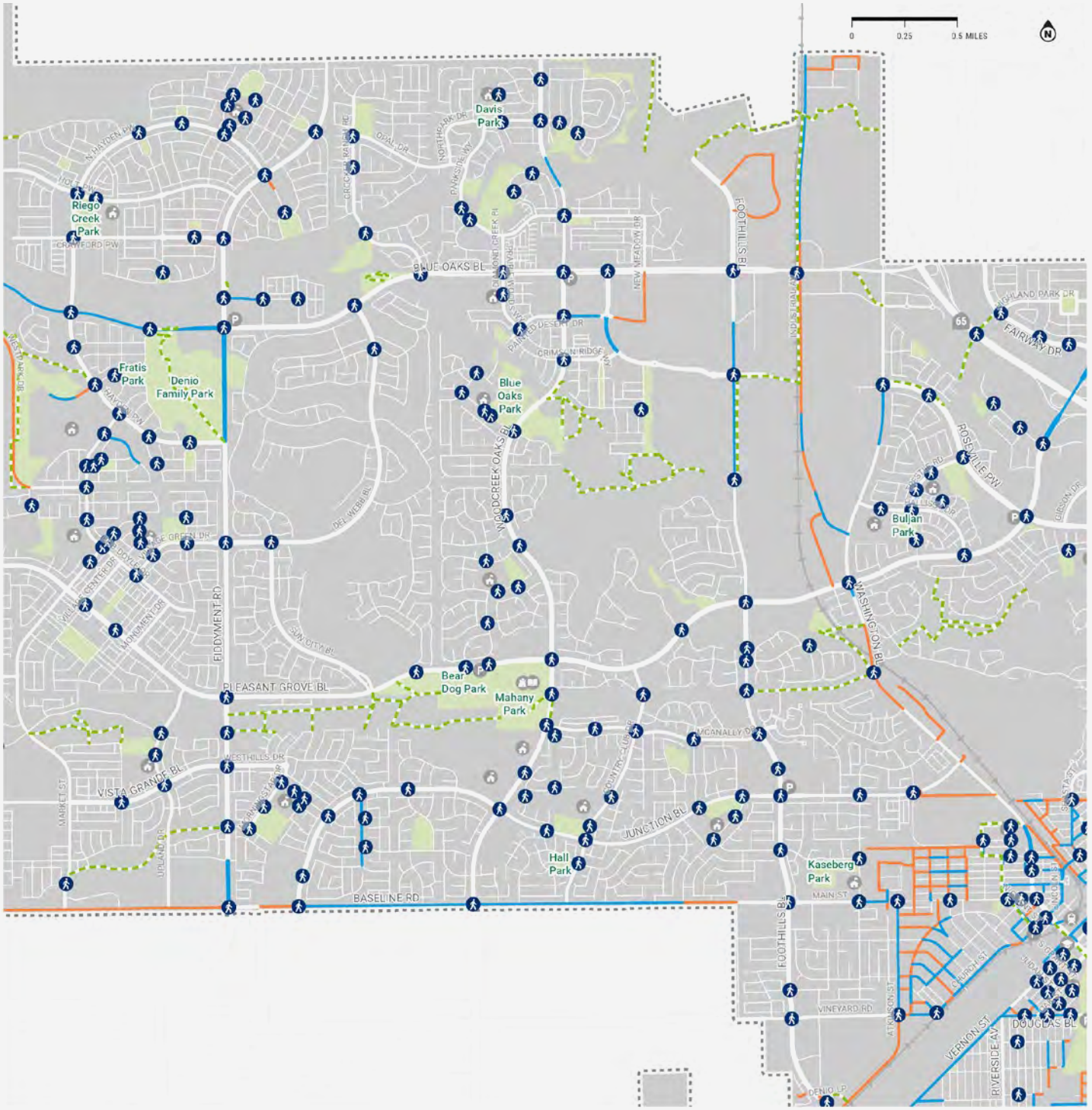
RECOMMENDED IMPROVEMENTS FOR PEOPLE WALKING CENTRAL WEST ROSEVILLE

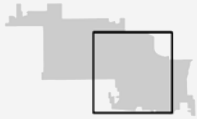
DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

RECOMMENDATIONS

- Intersection Improvement
- New Sidewalk on Both Sides
- New Sidewalk on One Side
- Class I – Multi-use Trail





RECOMMENDED IMPROVEMENTS FOR PEOPLE WALKING CENTRAL ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

RECOMMENDATIONS

- Intersection Improvement
- New Sidewalk on Both Sides
- New Sidewalk on One Side
- Class I – Multi-use Trail

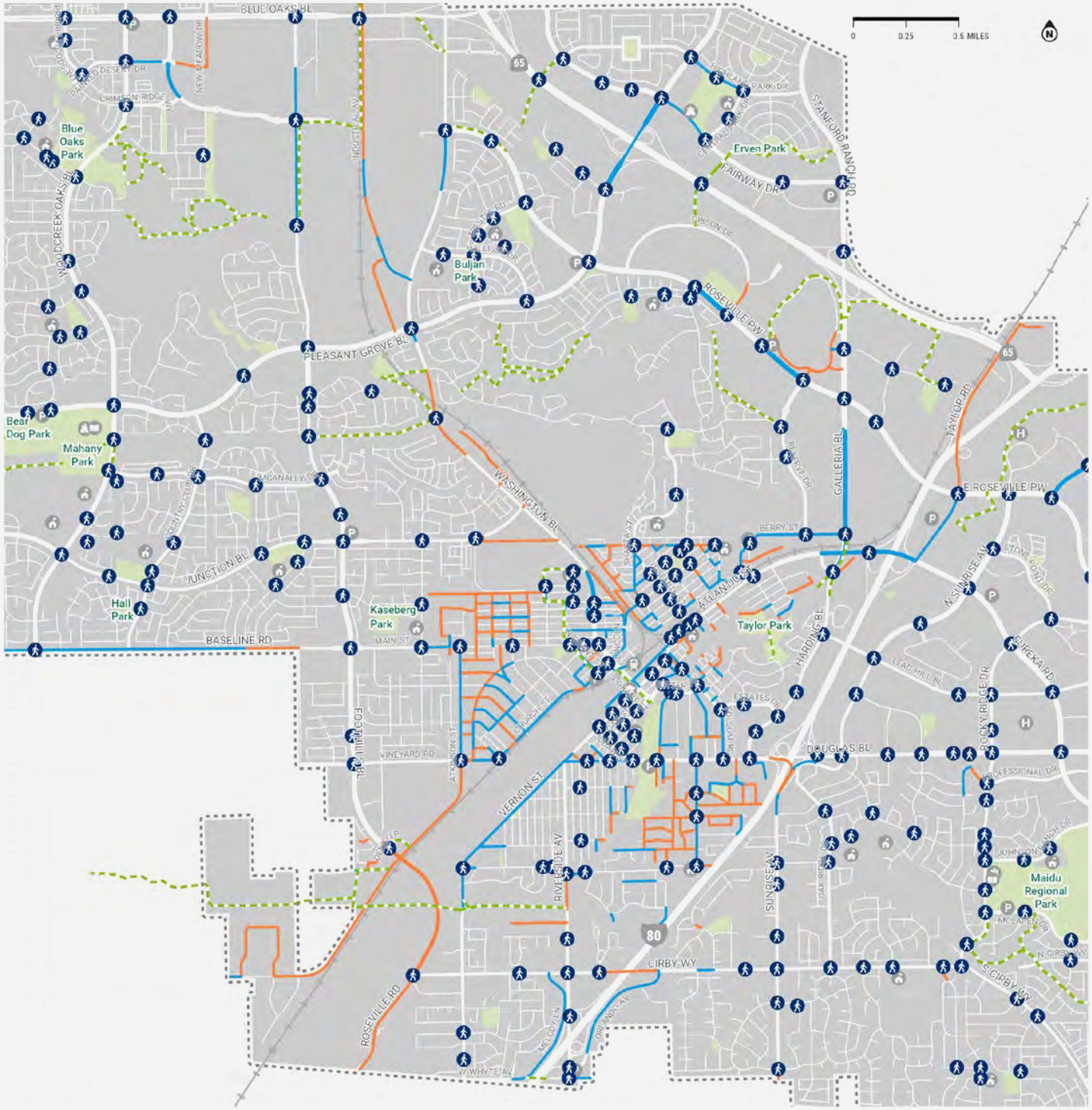
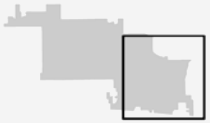


Figure 17 Pedestrian Recommendations (East)



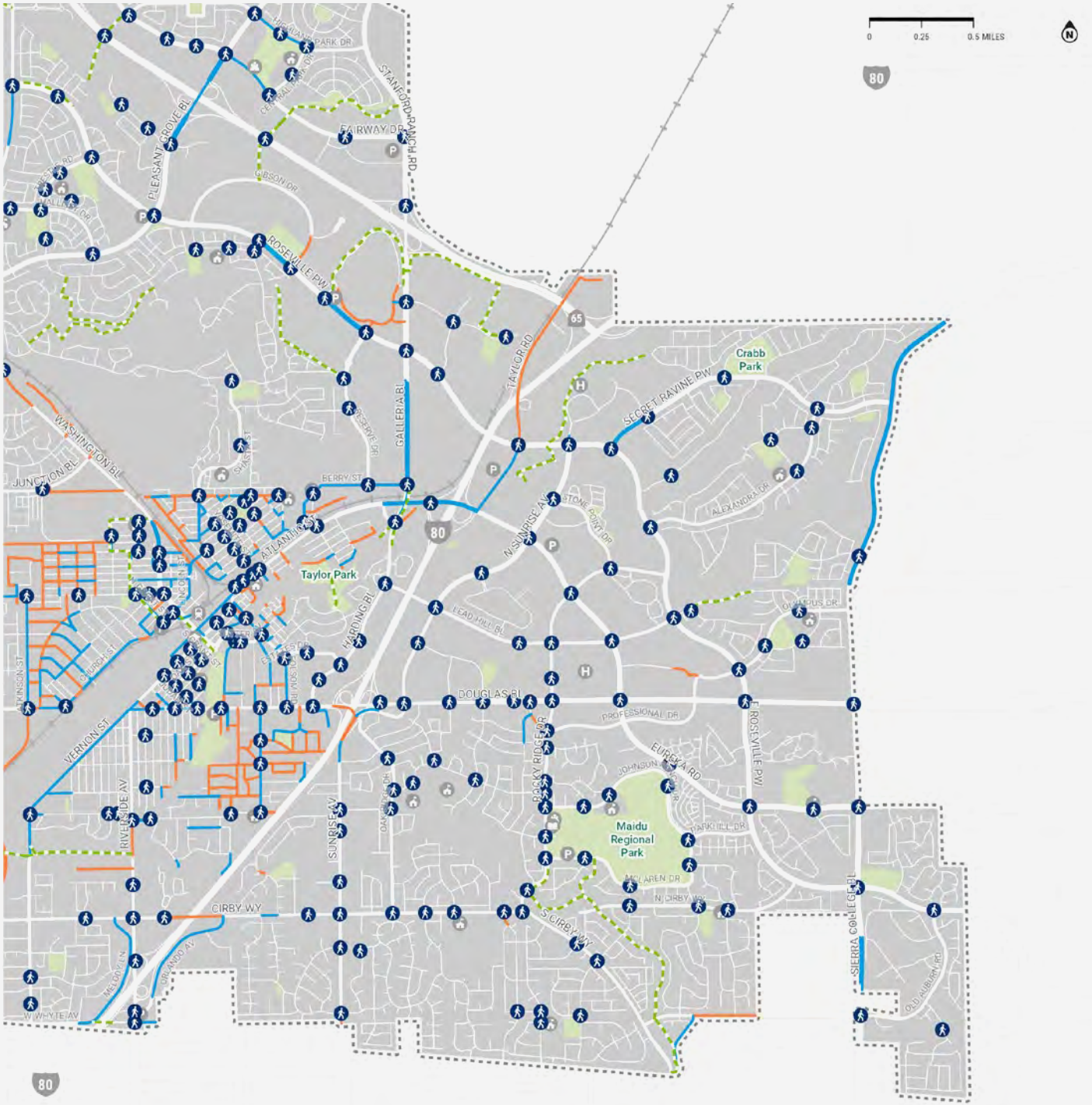
RECOMMENDED IMPROVEMENTS FOR PEOPLE WALKING EAST ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

RECOMMENDATIONS

- Intersection Improvement
- New Sidewalk on Both Sides
- New Sidewalk on One Side
- Class I – Multi-use Trail



Bicycle Network Recommendations

The recommendations for people biking include new and upgraded multi-use trails, bike lanes and routes, and bike crossing improvements. Together, these recommendations (Figure 19 though Figure 23) aim to create a safer, more comfortable, and better-connected network for those who bike in Roseville.

Please refer to Appendix E: Bicycle Facility Design Standards for detailed information about the design of various types of bicycle facilities.

Please note that in some instances, Specific Plans dictate bikeway dimensions. For a list of Specific Plans, see: https://www.roseville.ca.us/government/departments/development_services/planning/specific_plans_planning_areas

Based on community input and existing conditions analyses, the recommended bicycle network focuses on providing a connected network of low-stress facilities that offer convenient access both within neighborhoods and across the city such as to parks, schools, downtown, the Amtrak station and bus stops, and shopping centers. Low-stress bicycle facilities are aimed at being comfortable for a wide range of potential bicycle riders and include multi-use trails, separated bike lanes, and bicycle boulevards. The recommended low-stress bicycle network emphasizes the following:

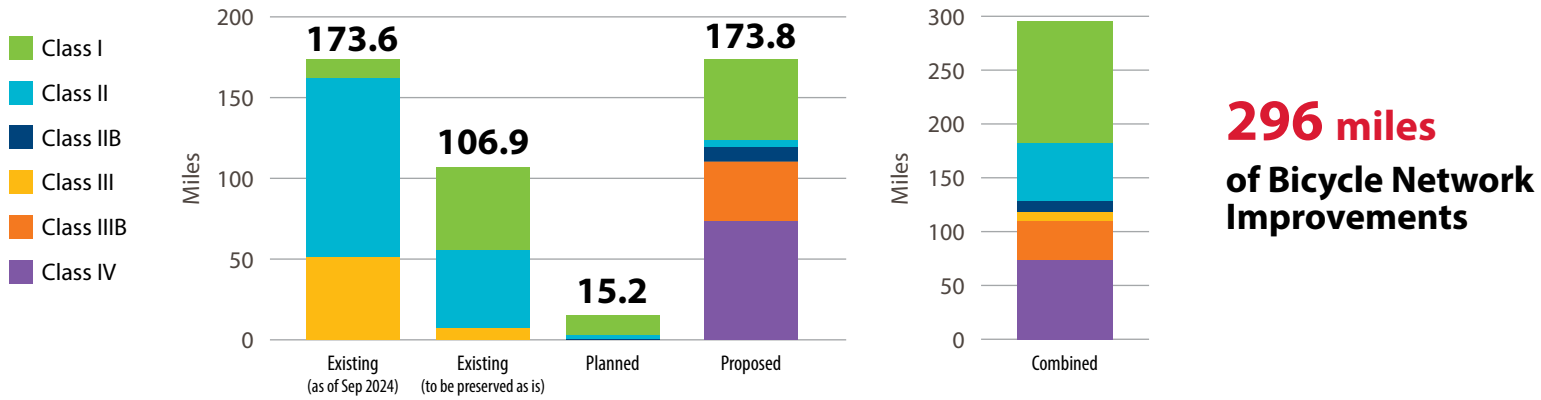
Improving the safety and comfort of local, neighborhoods routes for biking (e.g., bicycle boulevard recommendations for the Historic Old Town area and low-density residential communities, such as the Sierra Gardens neighborhood)

Building upon and improving access to the extensive multi-use trail network in Roseville (e.g., Pleasant Grove Creek Trail, Mahany Park Trail)

Providing additional separation, where feasible, between motor vehicles and people biking along major roadways (e.g., separated bike lane recommendations along Fiddyment Road, Foothills Boulevard, Woodcreek Oaks Boulevard, and Baseline Road).

The following pages show the citywide bicycle recommendations.

Figure 18 Recommended Bike Improvements in Roseville



Bicycle Facility Toolbox

A multi-use trail in Roseville.

Class I

Shared-Use Paths

Shared-use paths (Class I), or multi-use trails as the City of Roseville generally refers to these facilities, provide a completely separated right-of-way designated for the exclusive use of bicycles, including Class 1 and 2 e-bikes, and pedestrians with crossflows by motorists minimized. Class I paths often follow natural amenities such as creeks, drainage, or utility line easements, and are used by both commuter and recreational riders.

The city has also an additional classification for Class IA paths which have been developed as parallel widened sidewalk routes along major roadways and are separated from the roadway by a landscape strip.

Bike lane along Stone Point Drive.

Class II

Bike Lane

Class II bike lanes provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, prohibiting through travel by motor vehicles or pedestrians but permitting crossflows by pedestrians and motorists. These are generally developed within the right-of-way of collector streets and arterials.

Buffered bike lane along Sierra Boulevard in Roseville.

Class IIB

Buffered Bike Lane

Class IIB buffered bike lanes are striped lanes for people biking with a striped "buffer" area of paint either between the bike lane and the travel lane, between the bike lane and parked cars, or both.

Bicycle Facility Toolbox (continued)

Bike route in Long Beach, CA.

Class III

Bike Route[5]

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

Bicycle boulevard in Palo Alto, CA.

Class IIIB

Bicycle Boulevard

Class IIIB bicycle boulevards include signed routes for people biking on local neighborhood roadways, where lanes are shared with motorists. What separates bicycle boulevards from a Class III bike route is the inclusion of traffic-calming features or other treatments to prioritize comfort for people biking and deliberately slow vehicles down or reduce vehicle volumes.

Separated bike lane in Sacramento, CA.

Class IV

Separated Bike Lane

provide a physical vertical barrier between the bicycle space and motor vehicle lanes. The barrier could include bollards, flex posts, curbs, planted medians, or parked cars.

Please refer to Appendix E: Bicycle Facility Design Standards for detailed information about the design of various types of bicycle facilities.

5 Senate Bill 1216, signed into law in 2024, governs the maximum allowable speed limit when installing sharrows as part of a Class III facility. As of January 1, 2025, cities and agencies are prohibited from installing sharrows on any roadway with a speed limit above 30 mph. Exceptions are allowed when sharrows are used at, or near, an intersection for the purpose of connecting Class I, Class II, or Class IV bikeways through an intersection. Furthermore, the bill stipulates that any project funded through the California Active Transportation Program may not install a Class III facility or sharrows on a roadway with a speed limit above 25 mph. This requirement goes into effect as of January 1, 2026. Roadways with speeds over 25 mph are still eligible for Class III facilities or sharrows if they can demonstrate the project will reduce the speed limit to 25 or lower or if they can demonstrate the Class III marking is appropriate for the local community context and advances a lower-stress environment or low-stress network.

Bicycle Crossing Recommendations

This Plan includes a total of 53 recommended bicycle crossing improvements, including protected intersections, bicycle and trail crossings, and locations for potential grade-separated bike crossing studies. Most bicycle crossing improvements will be considered on a case-by-case basis and in conjunction with the pedestrian crossing improvements identified in this Plan. Many of the pedestrian crossing improvements also overlap with and benefit people biking. Potential improvements will vary depending on the context such as whether the intersection is unsignalized, signalized, and/or requires crossing a major or minor roadway. Bicycle crossing improvements generally aim to reduce motor vehicle turning speeds, increase the visibility of people biking, and give priority to people biking.

Some example bicycle crossing improvements include a dedicated bike signal or intersection bike conflict markings. Additionally, protected intersections are one of the most advanced bicycle crossing improvements because they tend to combine a large variety of strategies to keep people biking physically protected from motor vehicles right up until the intersection (right). Protected intersections can be applied at a variety of intersection types but can be particularly useful at intersections with major roadways.

This Plan also identifies study locations for potential grade-separated crossings to better connect neighborhoods divided by railroads, creeks, and highways (top right). These crossings would also enable seamless trail connections, allowing people biking to continue uninterrupted without stopping for traffic signals or taking detours. However, grade-separated crossings can be costly and require further studies to assess engineering feasibility and right-of-way considerations.

Grade-separated crossing in Roseville.

Protected Intersection in Fremont, CA.

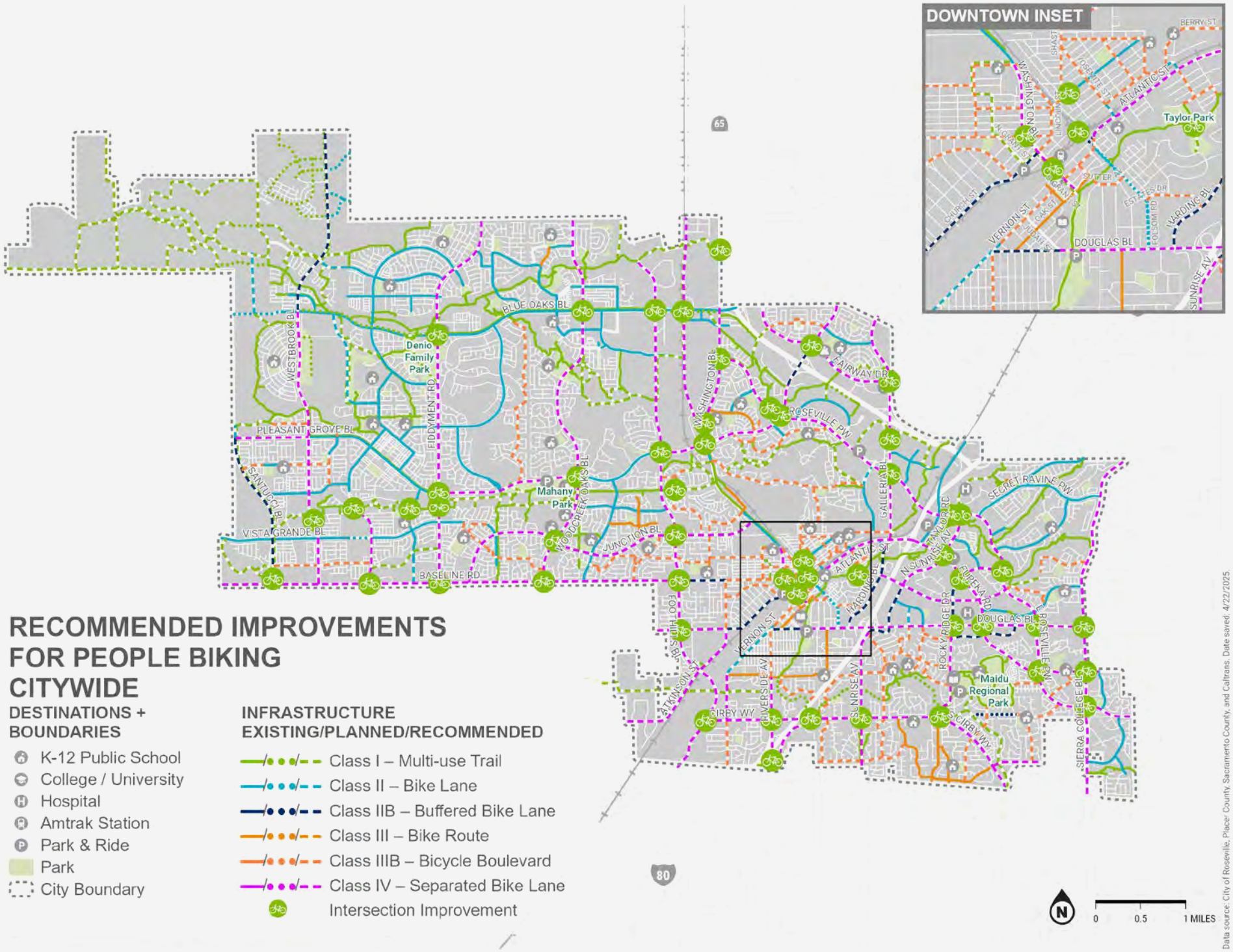
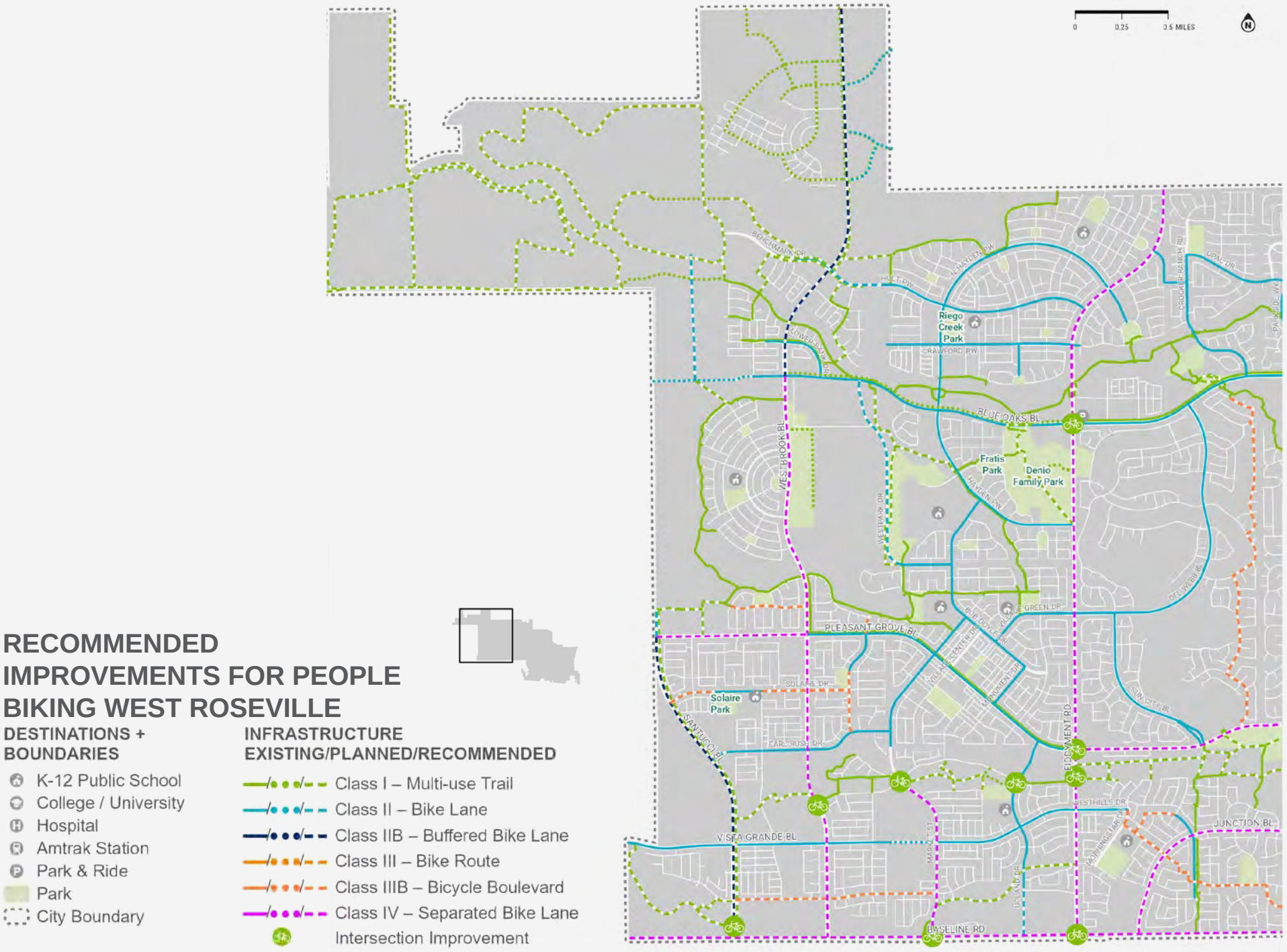

DOWNTOWN INSET
RECOMMENDED IMPROVEMENTS FOR PEOPLE BIKING CITYWIDE
DESTINATIONS + BOUNDARIES
K-12 Public School
College / University
Hospital
Amtrak Station
Park & Ride
Park
City Boundary
INFRASTRUCTURE EXISTING/PLANNED/RECOMMENDED
Class I – Multi-use Trail
Class II – Bike Lane
Class IIB – Buffered Bike Lane
Class III – Bike Route
Class IIIB – Bicycle Boulevard
Class IV – Separated Bike Lane
Intersection Improvement
Denio Family Park
Mahany Park
Taylor Park
Maidu Regional Park
BLUE OAKS BL
WESTBROOK BL
FIDDYMENT RD
PLEASANT GROVE BL
SANTUCCI BL
VISTA GRANDE BL
BASELINE RD
WASHINGTON BL
FAIRWAY DR
ROSEVILLE PW
GALLERIA BL
SECRET RAVINE PW
JUNCTION BL
ATLANTIC ST
HARDING BL
DOUGLAS BL
VERNON ST
FOOTHILLS BL
ATKINSON ST
RIVERSIDE AV
SUNRISE AV
ROCKY RIDGE DR
EUREKA RD
DIRBY WY
SIERRA COLLEGE BL
65
80
0
0.5
1 MILES
Data source: City of Roseville, Placer County, Sacramento County, and Caltrans. Date saved: 4/22/2025

Figure 20 Bicycle Recommendations (West)



RECOMMENDED IMPROVEMENTS FOR PEOPLE BIKING CENTRAL WEST ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

INFRASTRUCTURE EXISTING/PLANNED/RECOMMENDED

- Class I – Multi-use Trail
- Class II – Bike Lane
- Class IIB – Buffered Bike Lane
- Class III – Bike Route
- Class IIIB – Bicycle Boulevard
- Class IV – Separated Bike Lane
- Intersection Improvement

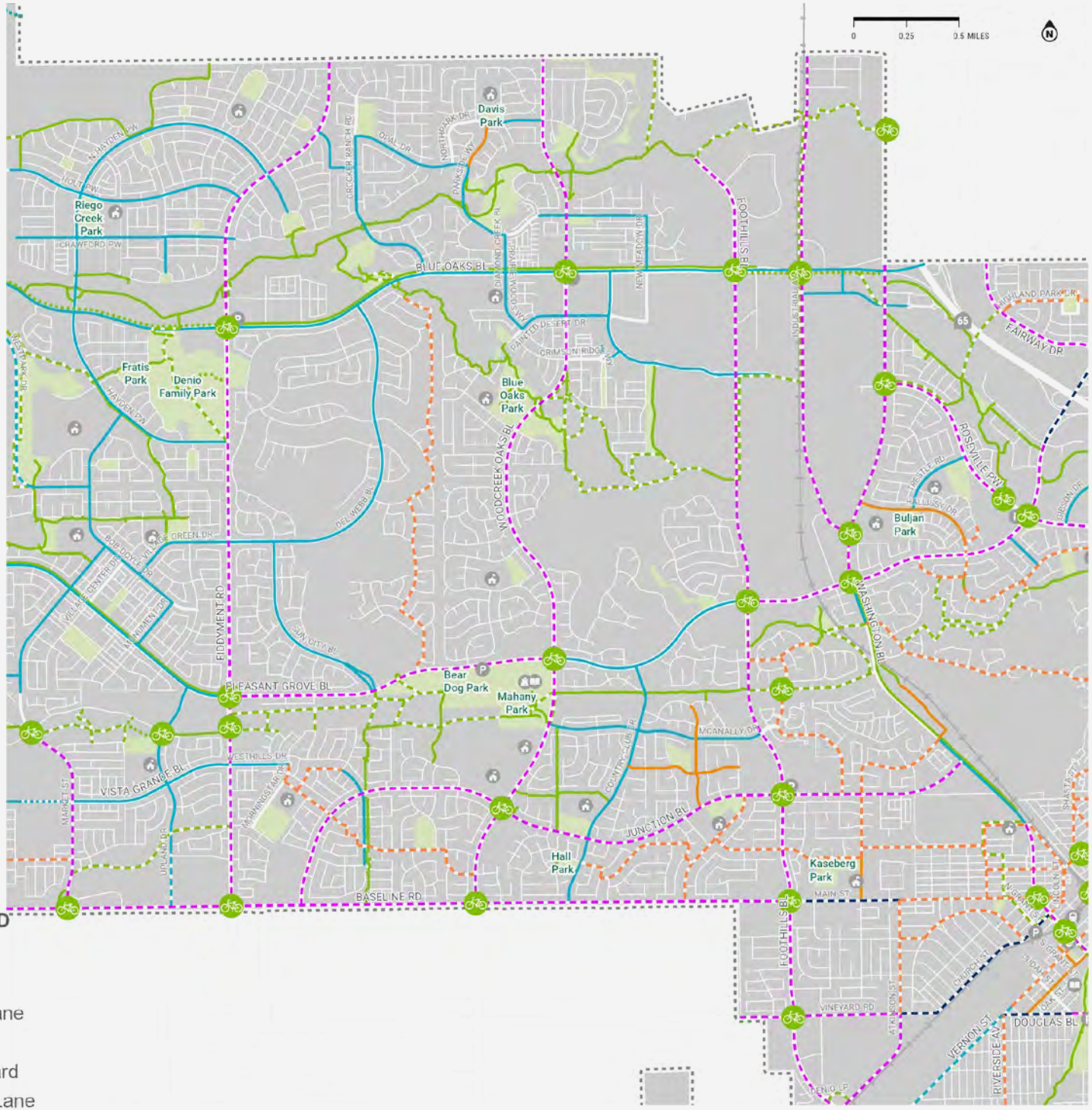
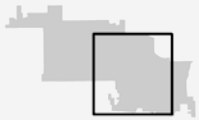


Figure 22 Bicycle Recommendations (Central)



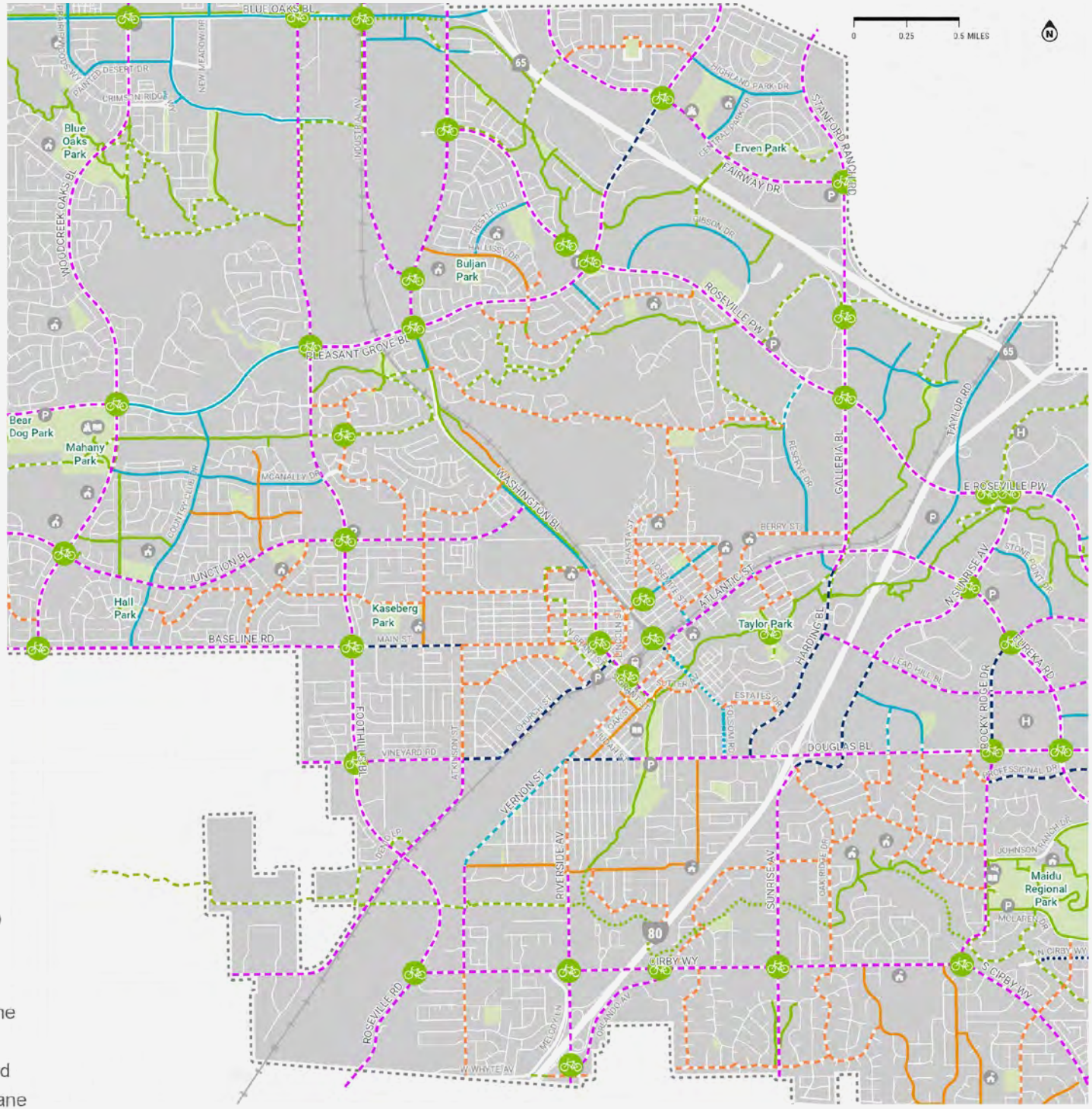
RECOMMENDED IMPROVEMENTS FOR PEOPLE BIKING CENTRAL ROSEVILLE

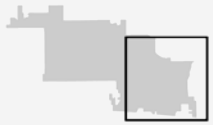
DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

INFRASTRUCTURE EXISTING/PLANNED/RECOMMENDED

- Class I – Multi-use Trail
- Class II – Bike Lane
- Class IIB – Buffered Bike Lane
- Class III – Bike Route
- Class IIIB – Bicycle Boulevard
- Class IV – Separated Bike Lane
- Intersection Improvement





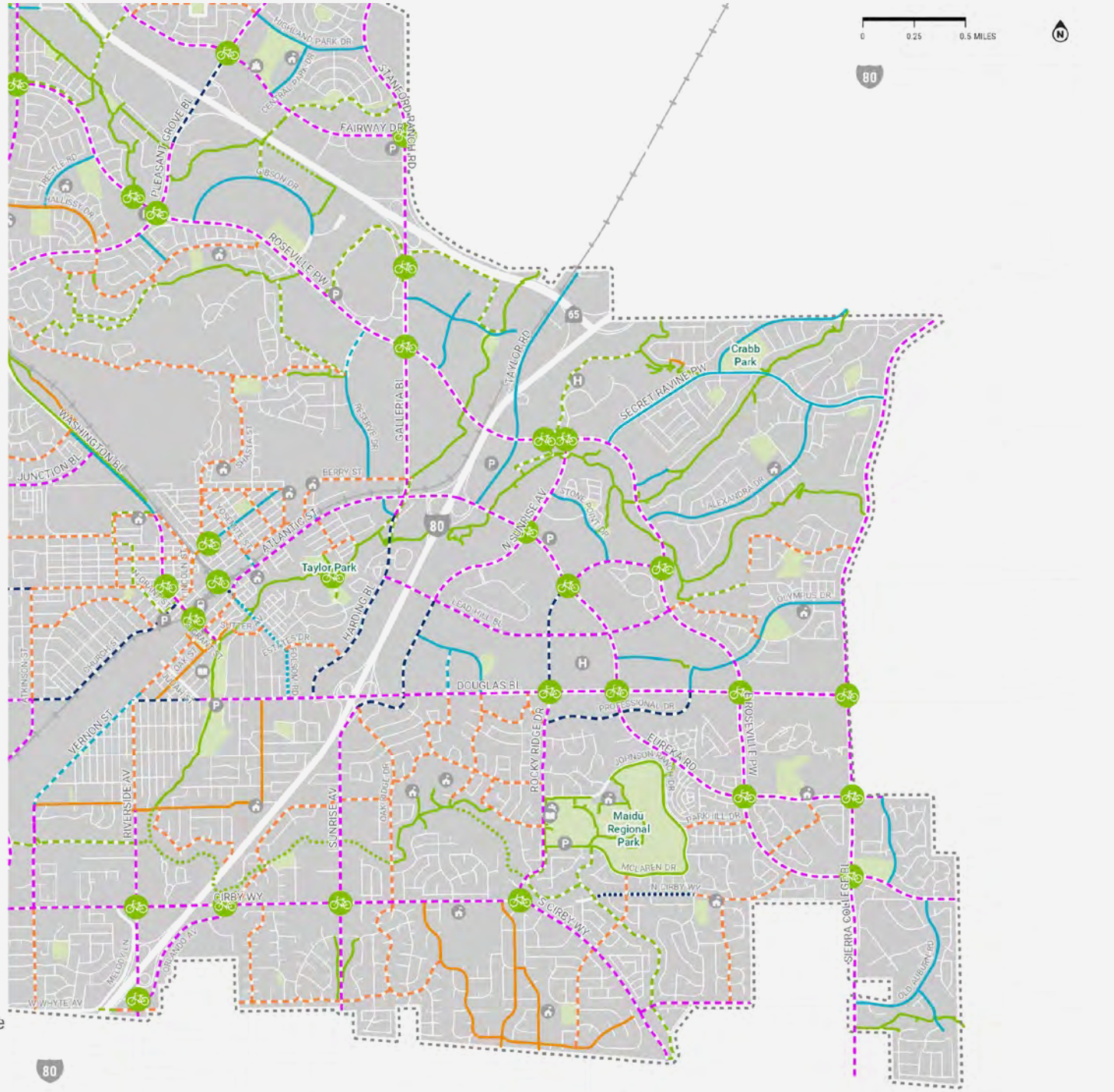
RECOMMENDED IMPROVEMENTS FOR PEOPLE BIKING CENTRAL EAST ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

INFRASTRUCTURE EXISTING/PLANNED/RECOMMENDED

- Class I – Multi-use Trail
- Class II – Bike Lane
- Class IIB – Buffered Bike Lane
- Class III – Bike Route
- Class IIIB – Bicycle Boulevard
- Class IV – Separated Bike Lane
- Intersection Improvement



Non-Infrastructure Recommendations

Making Roseville more walkable and bikeable requires not only new infrastructure investments but also ongoing programs that educate, support, and encourage people to use active transportation. Developing new initiatives and expanding existing programs is crucial for Roseville to effectively invest in the communities that will benefit from this Plan. This section outlines complementary programs and policies to help make biking and walking more accessible to residents and visitors in Roseville. A detailed documentation of existing programs and policies as well as proposed new or expanded programs can be found in Appendix F: Non-Infrastructure Recommendations Memo.

Roseville youth getting their helmet fitted during BIKEFEST event.

Education

Bicycle and pedestrian education programs help those interested in active transportation feel more comfortable, safe, and confident navigating streets and multi-use trails. Table 1 outlines recommended education programs and program expansions for Roseville.

Table 1 Recommended Education Programs

SUPPORT PROGRAM/FACILITY	DESCRIPTION	PLAN GOAL
Bicycle and Pedestrian Safety Education	Continue supporting existing community education programs, such as BikeFest, and collaborate with schools and neighborhoods to offer more consistent bike and walk safety education.	
Mini Main Street Education Events (SRTS)	Host mini main street safety education events and install permanent traffic gardens at select schools. Mini main streets and traffic gardens provide safe environments for children to practice roadway safety.	
Bicycle Repair and Bicycle Kitchen	Create a network of local bicycle repair shops that offer low-cost or free maintenance opportunities and lessons for residents to learn and conduct bicycle repairs. Seek partnerships and opportunities to start a bicycle kitchen in Roseville.	

 *Access, Connectivity, and Multimodal Consistency*

 *Health, Well-Being, and Sustainability*

 *Safety and Comfort*

 *Funding, Implementation, and Maintenance*

 *Education and Encouragement*

Enforcement

Enforcement programs help to institutionalize safe biking and walking transportation systems. By prioritizing relationships between law enforcement and people who walk, bike, and roll, these programs help create safe environments for all users. Table 2 lists the proposed enforcement programs for the city.

Table 2 Recommended Enforcement Programs

SUPPORT PROGRAM/FACILITY	DESCRIPTION	PLAN GOAL
Bike Patrol Program	Partner with the Roseville Police Department to develop a program that provides routine bicycle patrolling. The program would allow for increased community contact and promotion of bicycle safety.	

Encouragement

Encouragement programs help to create a lasting active transportation culture and can encourage overall mode share shifts. Table 3 provides an overview of recommended bicycle and pedestrian encouragement programs.

Table 3 Recommended Encouragement Programs

SUPPORT PROGRAM/FACILITY	DESCRIPTION	PLAN GOAL
Bicycle/Pedestrian-Friendly Community	Continue efforts to pursue a Bicycle Friendly Community award from the League of American Bicyclists' Friendly America program and a Walk Friendly Community designation from Walk Friendly Communities. First awarded in 2008, Roseville currently has a bronze award level in the Bicycle Friendly Communities program from the League of American Bicyclists. The city will strive to earn a Silver designation by 2030.	
Open Streets	Start a regular Open Streets program to encourage biking, walking, and rolling and strengthen local bike culture.	
Transportation Systems Management Plan	Periodically update the Transportation Systems Management Plan to identify additional opportunities to increase support for commuters bicycling or walking to work. Updates to the plan may include identifying additional metrics for businesses to count active transportation-supportive policies towards their TSM plans and goals.	
Social Walks/Rides	Continue supporting the Parks & Recreation Department and local organizations in hosting social rides or walks.	
E-Bike Rebates and Incentives	Continue to seek and provide funding for e-bike purchases.	

 *Access, Connectivity, and Multimodal Consistency*

 *Health, Well-Being, and Sustainability*

 *Safety and Comfort*

 *Funding, Implementation, and Maintenance*

 *Education and Encouragement*

Table 3 Recommended Encouragement Programs (continued)

SUPPORT PROGRAM/FACILITY	DESCRIPTION	PLAN GOAL
Safe Routes to School	The City will continue the existing Safe Routes to School Program and expand the program into other Roseville schools.	
Walking and Biking Clubs	Expand the reach of Weekly Walking and Biking Clubs to include more schools throughout Roseville.	
Every Day Is Bike Day	Build on existing programs that encourage youth to walk or bike to school at least one day a week (e.g., "Weekly Walking and Biking Clubs" or "MOVE it! Walk/Bike Clubs"). A long-term goal is moving the program to "Every Day is Bike Day."	

Roseville residents at BIKEFEST event.

Access, Connectivity, and Multimodal Consistency *Health, Well-Being, and Sustainability* *Safety and Comfort* *Funding, Implementation, and Maintenance* *Education and Encouragement*

Evaluation

Programs to help evaluate and track progress toward reaching the Plan's goals are important for measuring long-term success of project implementation. Table 4 lists proposed programs supporting evaluation efforts.

Table 4 Recommended Evaluation Programs

SUPPORT PROGRAM/FACILITY	DESCRIPTION	PLAN GOAL
Annual Bicycle and Pedestrian Program Activities Reports	Catalog bicycle and pedestrian education and encouragement program activities from the previous fiscal year, and share best practices and lessons learned to improve future activities.	
Annual Bicycle and Pedestrian Collision Reports	Conduct annual reviews of bicycle and pedestrian collisions to assess traffic safety issues and track progress toward a safer community for bicyclists and pedestrians.	
Bicycle and Pedestrian Count Program	Obtain counting equipment through the SACOG free loan program to measure bikeway activity and analyze the impact of infrastructure improvements. Consider incorporating signal equipment that enables active transportation counting into signal maintenance activities for a more permanent installation.	
End of Year Workplan Reporting	Catalog all finished projects from the previous fiscal year and calculate number of miles of new and/or upgraded bicycle and pedestrian facilities installed. This will help keep city staff and the public informed on progress towards implementing the City of Roseville Active Transportation Plan, as well as identify potential new projects.	

 *Access, Connectivity, and Multimodal Consistency*

 *Health, Well-Being, and Sustainability*

 *Safety and Comfort*

 *Funding, Implementation, and Maintenance*

 *Education and Encouragement*

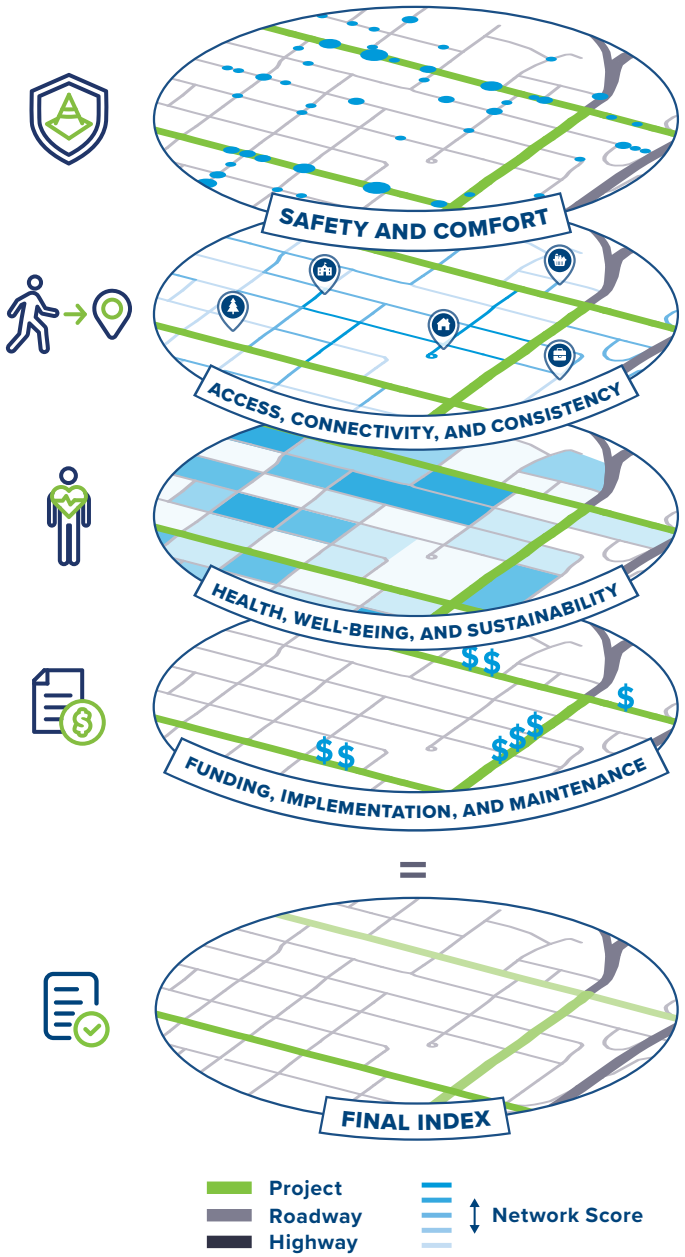
Chapter 5
Implementation and Funding

Implementation and Funding

Project Prioritization

The process of prioritizing the implementation of the improvements included in the Plan considered what is realistic given historical and anticipated funding, while also providing Roseville with flexibility to respond to changing conditions and opportunities that may arise. The prioritization of proposed projects helps formulate a strategic list to guide project implementation. Prioritization results are flexible concepts that serve as guidelines.

Over time as development occurs or changes to existing land uses and the city's transportation network take place, this framework can be used to re-evaluate remaining projects and continue pursuing implementation of the recommended improvements. This Plan recommends that the City re-evaluate the proposed projects and rankings every five years.



Methodology

Focusing investments into areas with the greatest needs helps to leverage the greatest public benefits from scarce grant dollars for improving transportation access, connectivity, and project sustainability. This Plan used a weighted prioritization process for pedestrian and bicycle improvements based on the project goals. This Plan used a set of criteria (see Table 5 and Table 6) to identify metrics that facilitated the ranking of each project. For detailed prioritization scoring and methodology, please see Appendix G: Prioritization Methodology.

The overall prioritization reflects an order of which projects may provide the greatest community benefit by improving safety and connectivity. The projects were sorted into high-priority, medium-priority, and opportunity projects. Ideally, the City would like to implement high-priority projects first, followed by medium-priority projects. Opportunity projects may be completed when funding and other opportunities like repaving or development projects occur. The rankings are not intended to reflect an order in which to complete projects but rather a guide for staff to select projects based on a variety of factors that present opportunities to move projects forward. Figure 24 through Figure 33 show maps of all prioritized projects. Table 7 through Table 9 show the high priority projects.

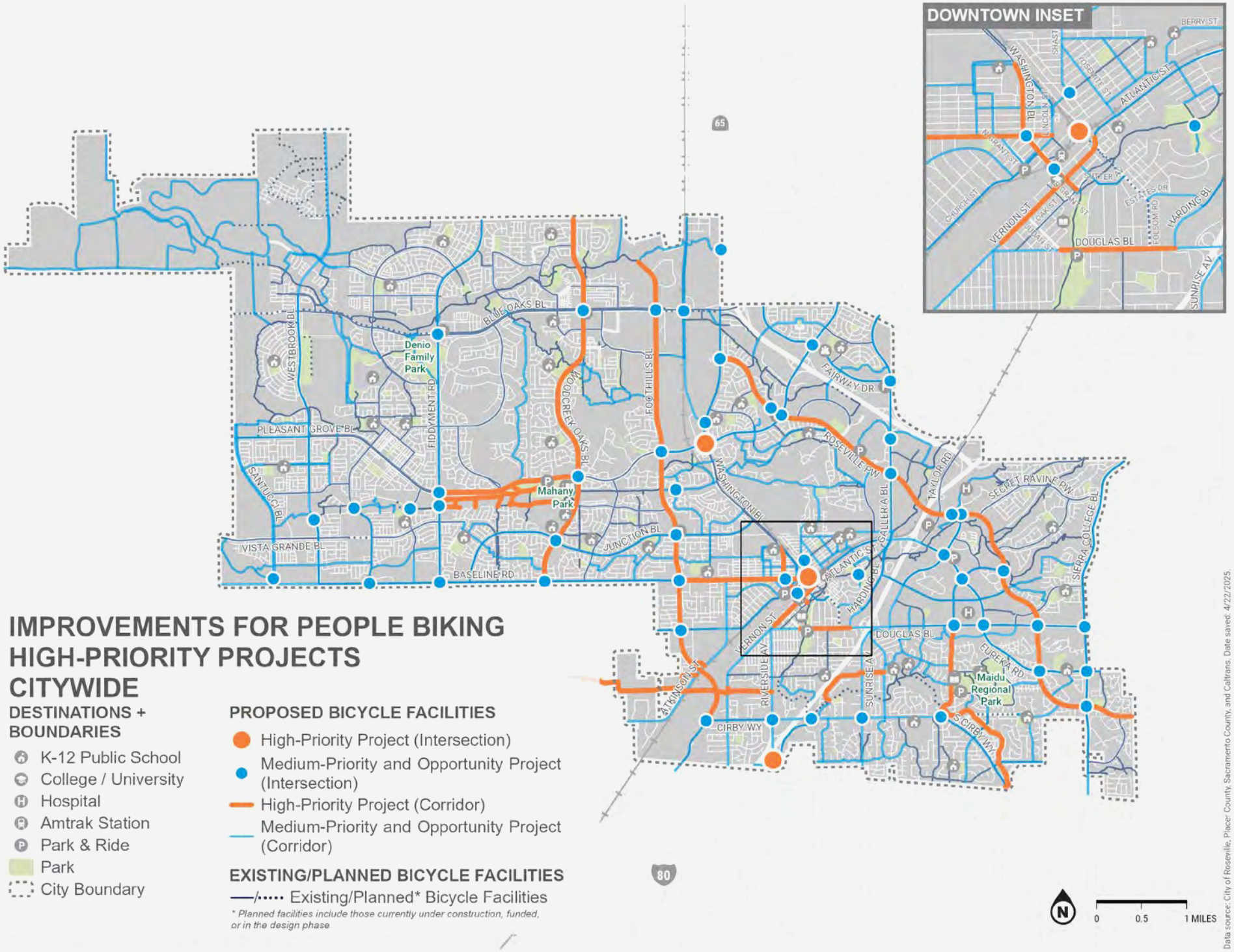
Table 5 Bicycle Facility Improvements Prioritization Metrics

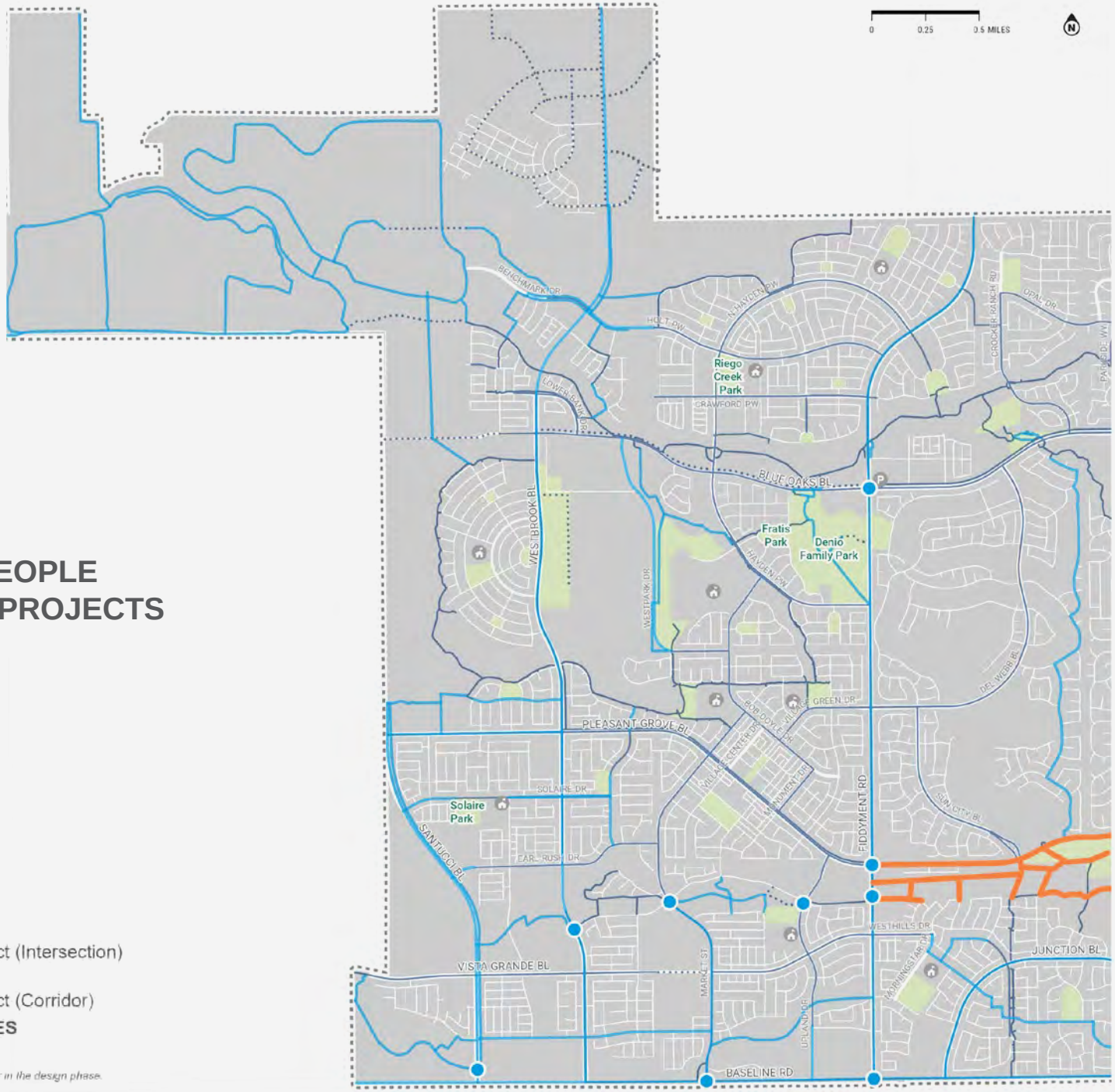
GOAL	CRITERIA	METRIC (SOURCE)
Safety and Comfort	**Collision History**	Bicyclist killed or seriously injured (KSI) along segment
		Segment is considered a higher-collision segment (top 10 collision corridors with at least six collisions involving pedestrians and bicyclists)
		At least one intersection along segment is considered a higher-collision intersection (top 10 collision intersections with at least one pedestrian-involved collision and two or more bicyclist-involved collisions)
Access, Connectivity, and Multimodal Consistency	**Transit**	Proximity of transit stops near the segment
	Demand	Proposed improvement provides direct connection to local destinations (i.e., schools, parks, college/ university, Amtrak, community centers)
	Existing City and Regional Networks	Segment connects to an existing or already planned/ approved low-stress bike facility (Class IV, Class I)
Health, Well-Being, and Sustainability	**Health and Equity Analyses**	Segment borders or travels within region with high (40th percentile) CalEnviroScreen score
		Segment borders or travels within region with high health needs
Funding, Implementation, and Maintenance	**Cost**	Planning level cost estimates
	Public Support	Improvement receiving high level of public support through interactive map

Table 6 Pedestrian Facility Improvements Prioritization Metrics

GOAL	CRITERIA	METRIC (SOURCE)
Safety and Comfort	**Collision History**	Pedestrians killed or seriously injured (KSI) along roadway
		Roadway is considered a higher-collision segment (top 10 collision corridors with at least six collisions involving pedestrians and bicyclists)
		At least one intersection along segment is considered a higher-collision intersection (top 10 collision intersections with at least one pedestrian-involved collision and two or more bicyclist-involved collisions)
Access, Connectivity, and Multimodal Consistency	**Transit**	Proximity of transit stops near the segment
	Demand	Proposed improvement provides direct connection to local destinations (i.e., schools, parks, college/ university, Amtrak, community centers)
	Existing City and Regional Networks	Fills facility gap within a segment
Health, Well-Being, and Sustainability	**Health and Equity Analyses**	Segment borders or travels within region with high (40th percentile) CalEnviroScreen score
		Segment borders or travels within region with high health needs
Funding, Implementation, and Maintenance	**Cost**	Planning level cost estimates
	Public Support	Improvement receiving high level of public support through interactive map

Figure 24 Bicycle Infrastructure Improvements Prioritization (Citywide)





IMPROVEMENTS FOR PEOPLE BIKING HIGH-PRIORITY PROJECTS WEST ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

PROPOSED BICYCLE FACILITIES

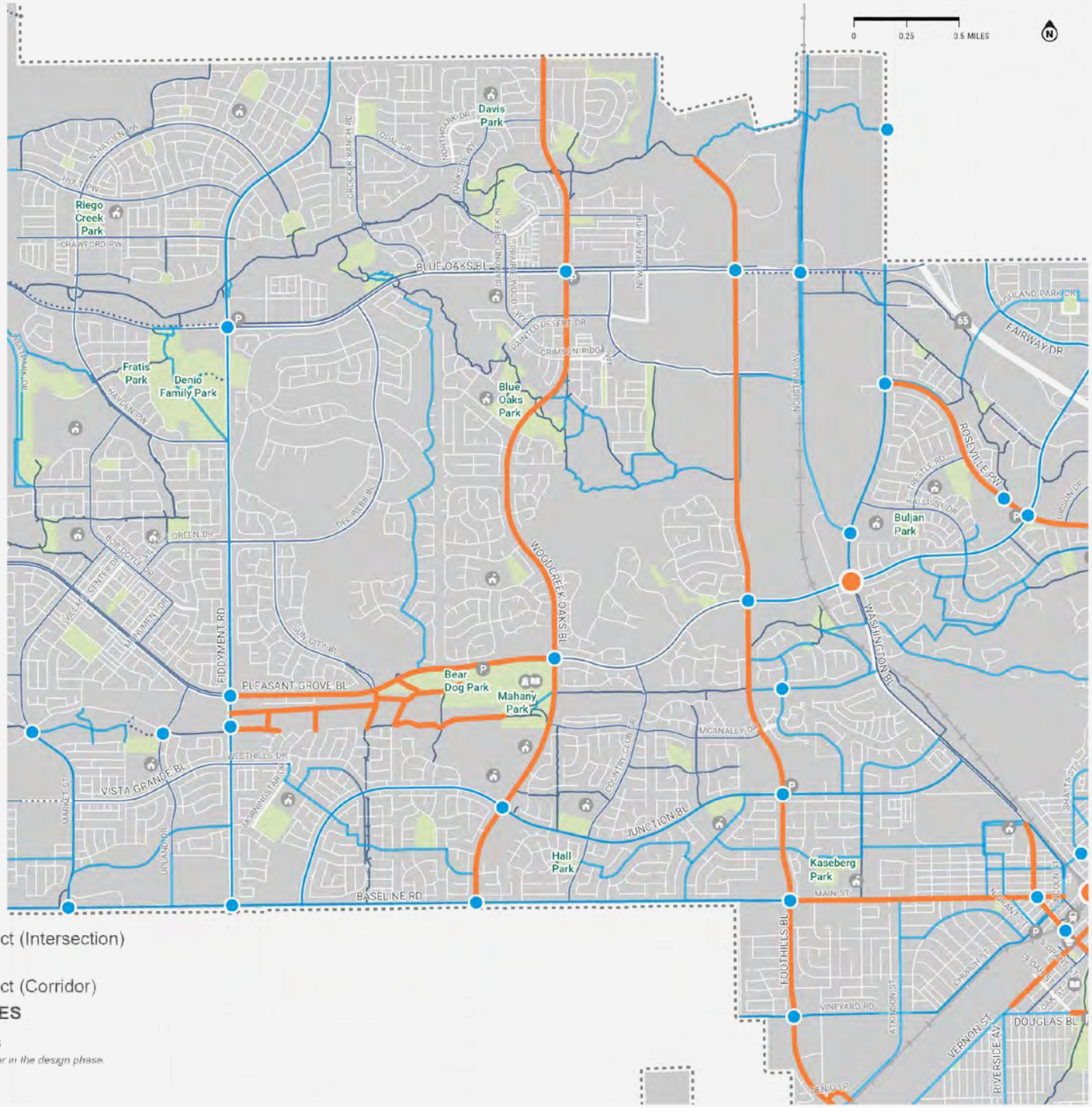
- High-Priority Project (Intersection)
- Medium-Priority and Opportunity Project (Intersection)
- High-Priority Project (Corridor)
- Medium-Priority and Opportunity Project (Corridor)

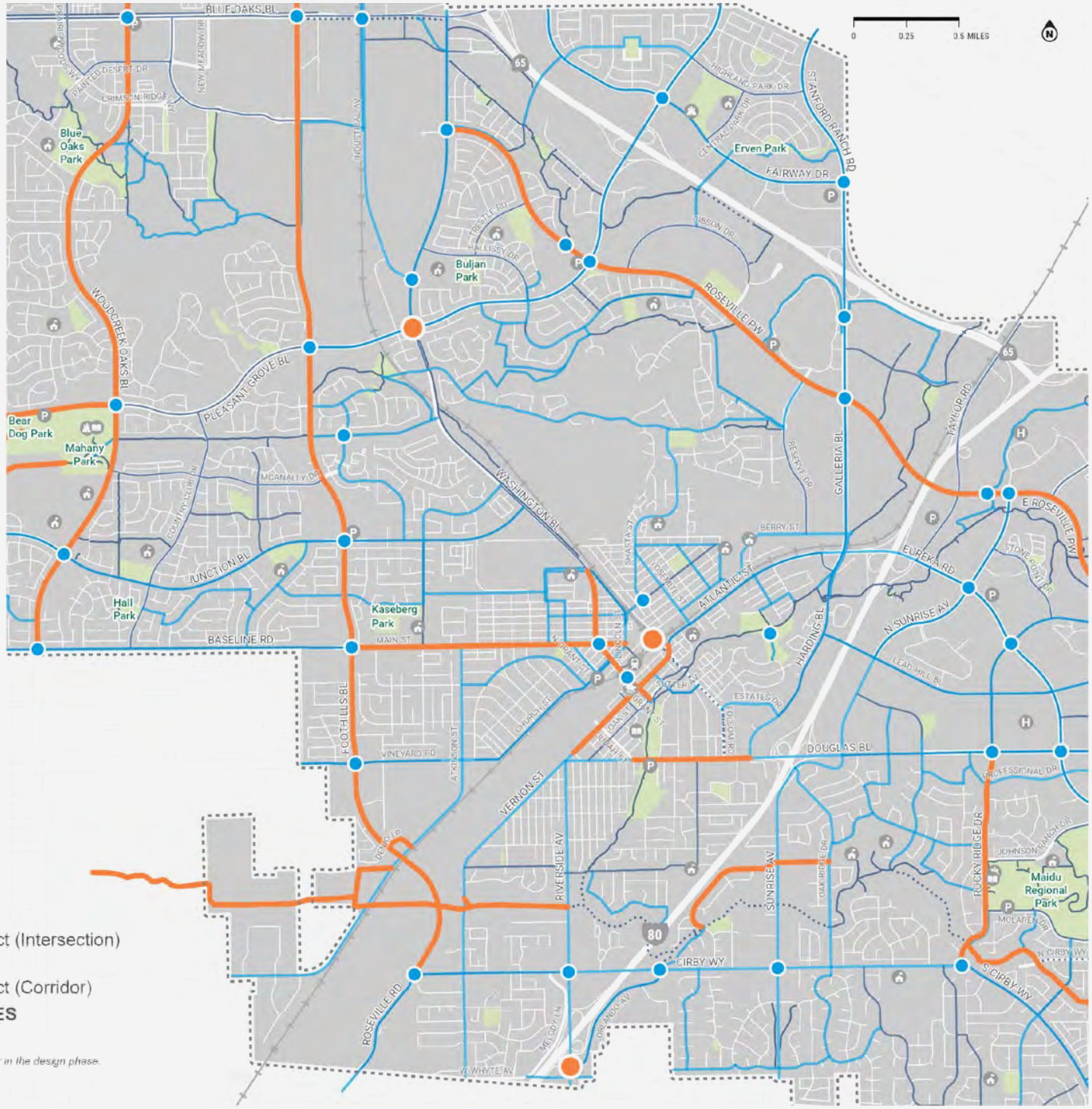
EXISTING/PLANNED BICYCLE FACILITIES

—/····· Existing/Planned* Bicycle Facilities

** Planned facilities include those currently under construction, funded, or in the design phase.*

Figure 26 Bicycle Infrastructure Improvements Prioritization (Central West)





IMPROVEMENTS FOR PEOPLE BIKING HIGH-PRIORITY PROJECTS CENTRAL ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

PROPOSED BICYCLE FACILITIES

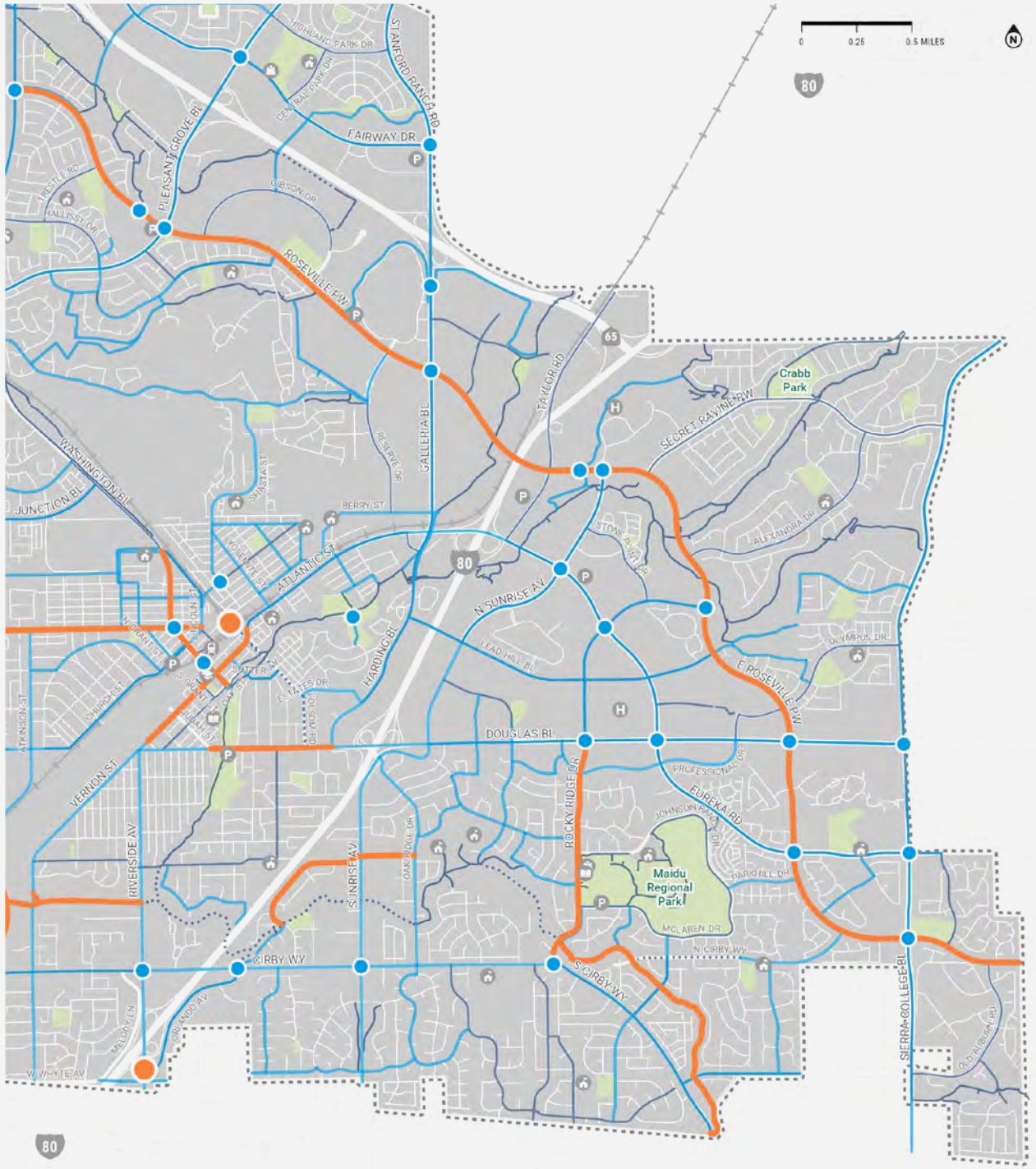
- High-Priority Project (Intersection)
- Medium-Priority and Opportunity Project (Intersection)
- High-Priority Project (Corridor)
- Medium-Priority and Opportunity Project (Corridor)

EXISTING/PLANNED BICYCLE FACILITIES

—/····· Existing/Planned* Bicycle Facilities

** Planned facilities include those currently under construction, funded, or in the design phase.*

Figure 28 Bicycle Infrastructure Improvements Prioritization (East)



IMPROVEMENTS FOR PEOPLE BIKING HIGH-PRIORITY PROJECTS EAST ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

PROPOSED BICYCLE FACILITIES

- High-Priority Project (Intersection)
- Medium-Priority and Opportunity Project (Intersection)
- High-Priority Project (Corridor)
- Medium-Priority and Opportunity Project (Corridor)

EXISTING/PLANNED BICYCLE FACILITIES

- Existing/Planned* Bicycle Facilities

** Planned facilities include those currently under construction, funded, or in the design phase.*

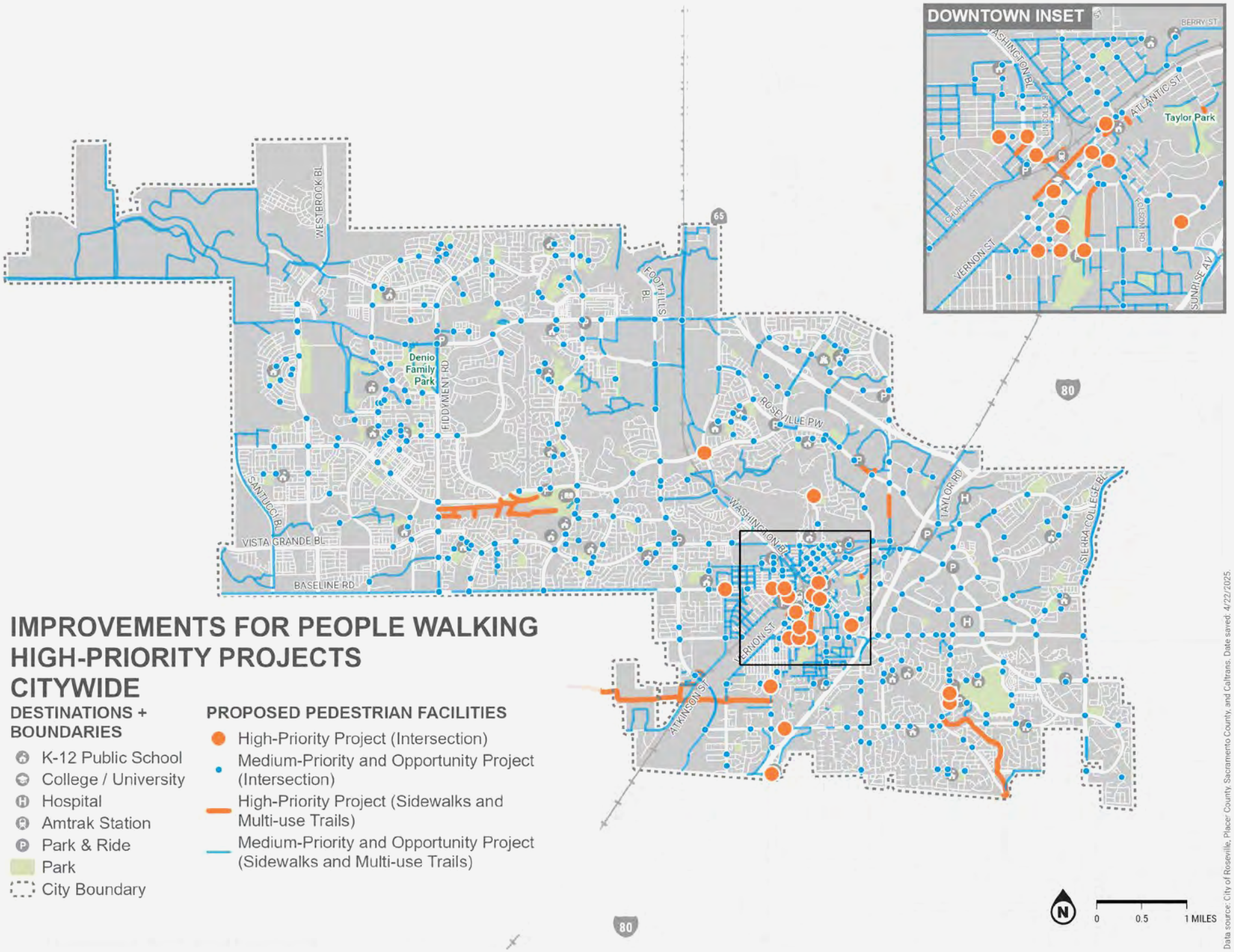
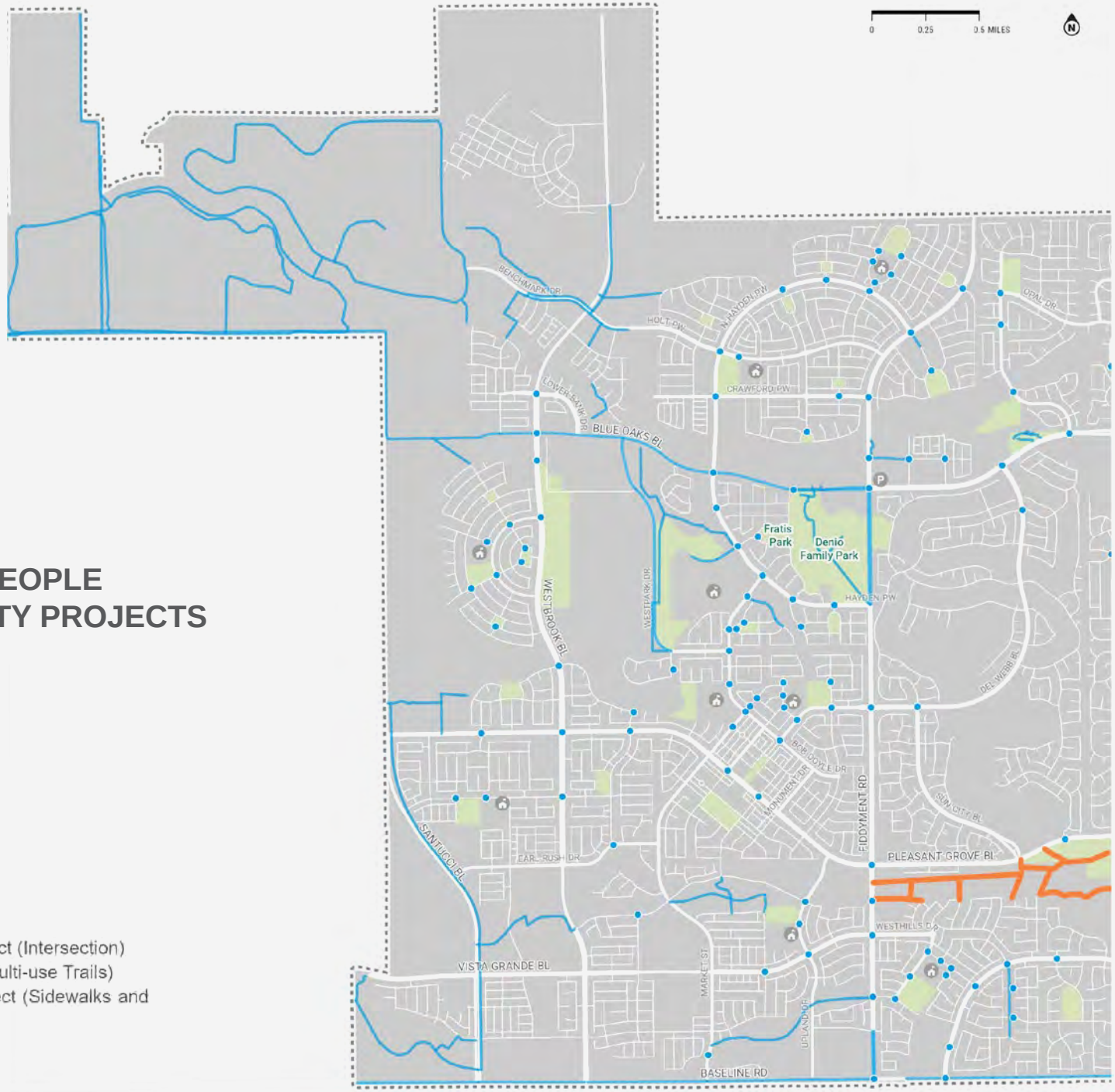

DOWNTOWN INSET
Taylor Park
Denio Family Park
WESTBROOK BL
FIDDYMENT RD
FOOTHILLS BL
ROSEVILLE PW
WASHINGTON BL
TAYLOR RD
SIERRA COLLEGE BL
ATKINSON ST
VERNON ST
SANTUCCI BL
VISTA GRANDE BL
BASELINE RD
ATLANTIC ST
CHURCH ST
FOLSOM RD
SUNRISE AV
BERRY ST
LINCOLN ST
65
80
IMPROVEMENTS FOR PEOPLE WALKING
HIGH-PRIORITY PROJECTS
CITYWIDE
DESTINATIONS + BOUNDARIES
K-12 Public School
College / University
Hospital
Amtrak Station
Park & Ride
Park
City Boundary
PROPOSED PEDESTRIAN FACILITIES
High-Priority Project (Intersection)
Medium-Priority and Opportunity Project (Intersection)
High-Priority Project (Sidewalks and Multi-use Trails)
Medium-Priority and Opportunity Project (Sidewalks and Multi-use Trails)
N
0
0.5
1 MILES
Data source: City of Roseville, Placer County, Sacramento County, and Caltrans. Date saved: 4/22/2025.

Figure 30 Pedestrian Infrastructure Improvements Prioritization (West)



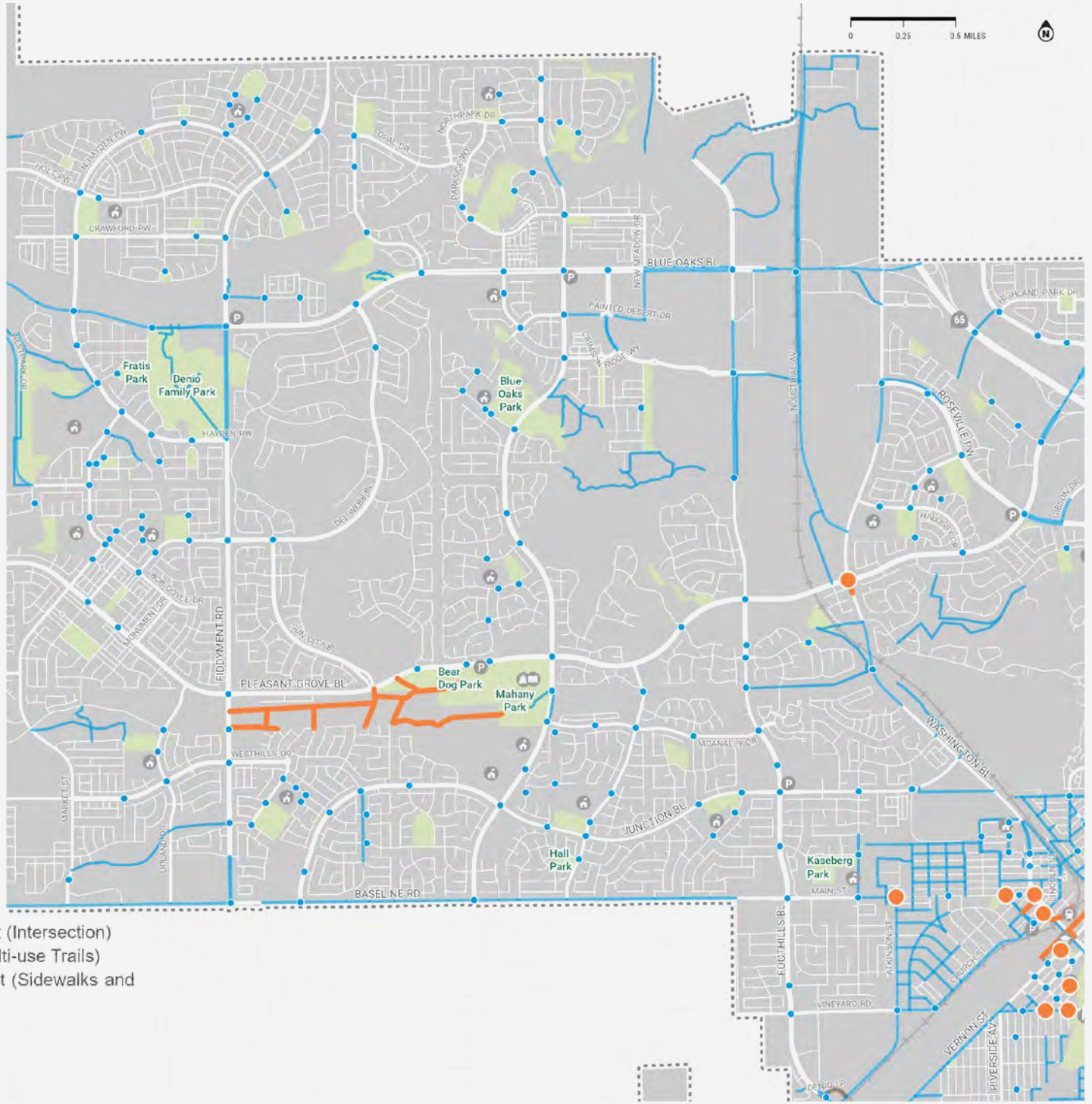
IMPROVEMENTS FOR PEOPLE WALKING HIGH-PRIORITY PROJECTS WEST ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

PROPOSED PEDESTRIAN FACILITIES

- High-Priority Project (Intersection)
- Medium-Priority and Opportunity Project (Intersection)
- High-Priority Project (Sidewalks and Multi-use Trails)
- Medium-Priority and Opportunity Project (Sidewalks and Multi-use Trails)



IMPROVEMENTS FOR PEOPLE WALKING HIGH-PRIORITY PROJECTS CENTRAL WEST ROSEVILLE

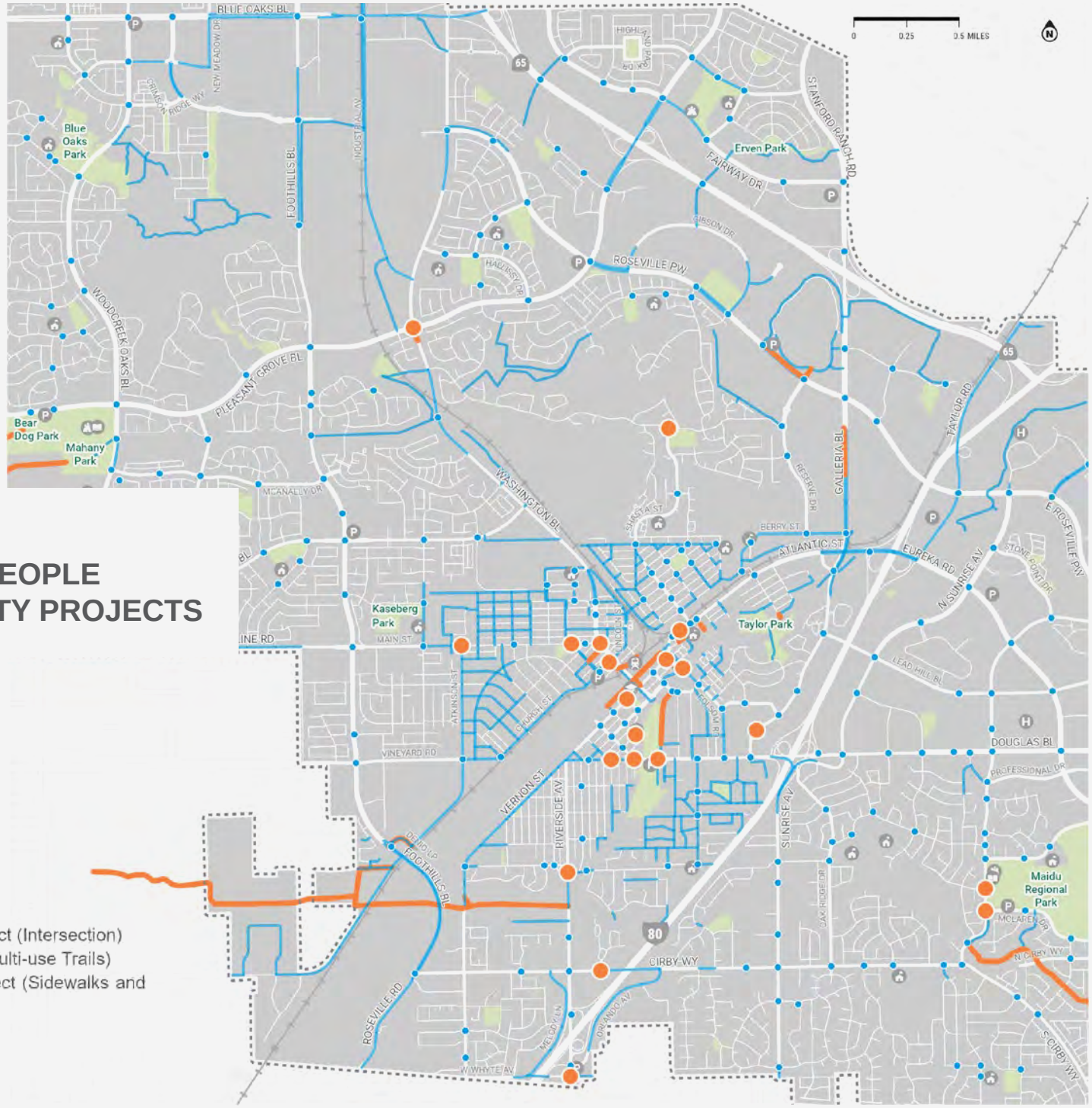
DESTINATIONS + BOUNDARIES

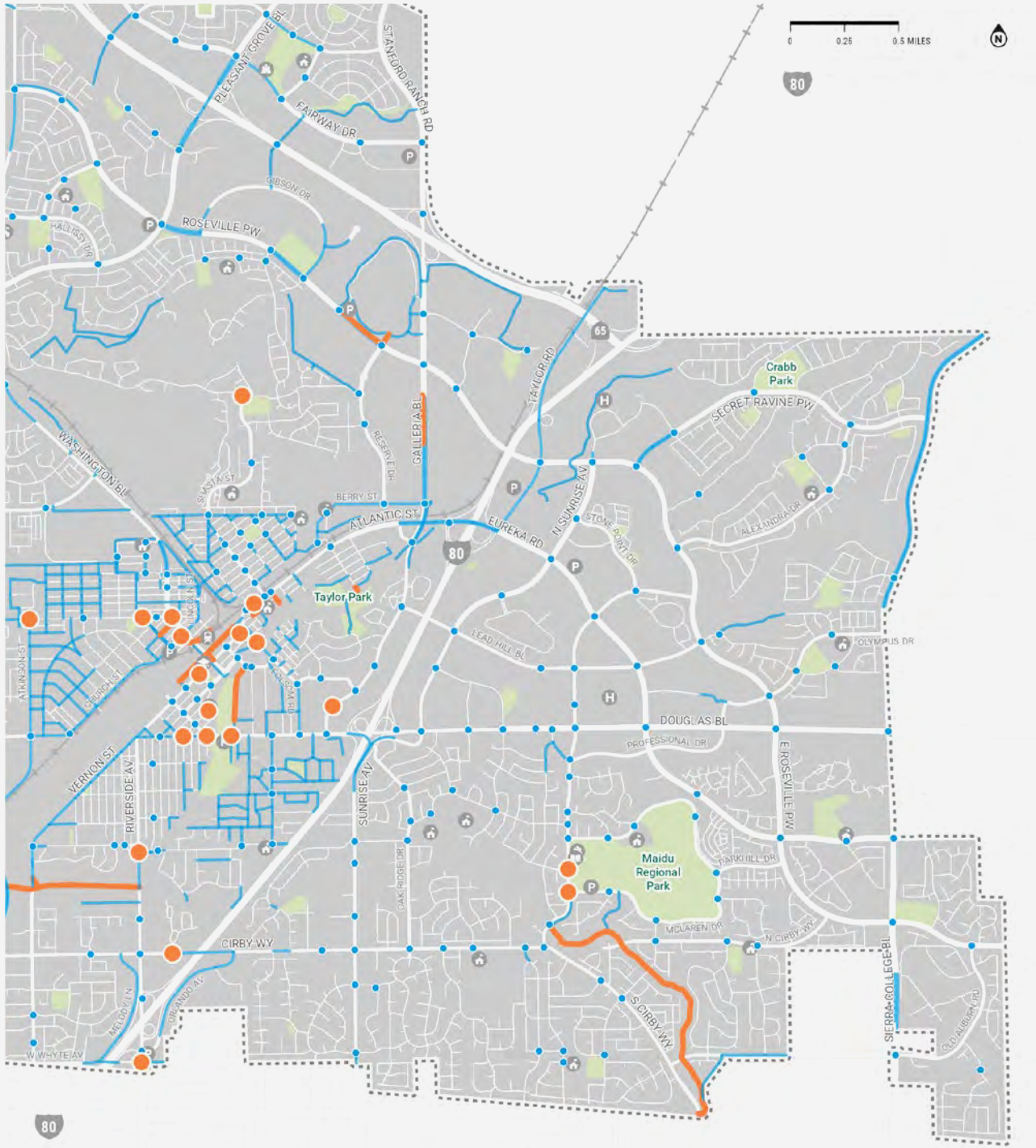
- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

PROPOSED PEDESTRIAN FACILITIES

- High-Priority Project (Intersection)
- Medium-Priority and Opportunity Project (Intersection)
- High-Priority Project (Sidewalks and Multi-use Trails)
- Medium-Priority and Opportunity Project (Sidewalks and Multi-use Trails)

Figure 32 Pedestrian Infrastructure Improvements Prioritization (Central)





IMPROVEMENTS FOR PEOPLE WALKING HIGH-PRIORITY PROJECTS CENTRAL EAST ROSEVILLE

DESTINATIONS + BOUNDARIES

- K-12 Public School
- College / University
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

PROPOSED PEDESTRIAN FACILITIES

- High-Priority Project (Intersection)
- Medium-Priority and Opportunity Project (Intersection)
- High-Priority Project (Sidewalks and Multi-use Trails)
- Medium-Priority and Opportunity Project (Sidewalks and Multi-use Trails)

Prioritized Projects

Table 7 High Priority Linear Bicycle Improvements

STREET	FROM	TO	RECOMMENDED BICYCLE FACILITY	PRIORITIZATION CATEGORY
Rocky Ridge Dr	Cirby Way	Douglas Blvd	Class IIB - Buffered Bike Lane	High-Priority
Roseville Pkwy/E Roseville Pkwy	Washington Blvd	City east boundary	Class IV - Separated Bike Lane	High-Priority
Pleasant Grove Blvd	Fiddyment Rd	Woodcreek Oaks Blvd	Class IV - Separated Bike Lane	High-Priority
Main St	Atkinson St	Foothills Blvd	Class IIIB - Bicycle Boulevard	High-Priority
Woodcreek Oaks Blvd	Baseline Rd	City north boundary	Class IIIB - Bicycle Boulevard	High-Priority
Douglas Blvd	Judah St	Harding Blvd	Class IV - Separated Bike Lane	High-Priority
Vernon St	Almond St	Pratt St	Class IV - Separated Bike Lane	High-Priority
Main St	Lincoln St	Atkinson St	Class IV - Separated Bike Lane	High-Priority
Coloma Way	Oak Ridge Dr	Linda Creek Trail	Class IIB - Buffered Bike Lane	High-Priority
Foothills Blvd	Pleasant Grove Creek Trail	Cirby Way	Class IV - Separated Bike Lane	High-Priority
Washington Blvd	All America City Blvd	Oak St	Class IV - Separated Bike Lane	High-Priority
Mahany Park connection	Mahany Park connection	Bear Dog Park / Mahany Park	Class I - Multi-Use Trail	High-Priority
Mahany Park connection	Mahany Park Trail	Pleasant Grove Blvd	Class I - Multi-Use Trail	High-Priority
Mahany Park Trail	Mahany Park	Fiddyment Rd	Class I - Multi-Use Trail	High-Priority
Dry Creek West Trail	Riverside Ave	Creekview Ranch School	Class I - Multi-Use Trail	High-Priority
Dry Creek Greenway East Trail	Rocky Ridge Dr	Sierra College Blvd	Class I - Multi-Use Trail	High-Priority

Table 8 High Priority Sidewalk Improvements

STREET	FROM	TO	RECOMMENDED SIDEWALK SIDE	PRIORITIZATION CATEGORY
Reserve Dr	Roseville Pw	Galleria Ci	Both sides	High-Priority
Roseville Pw	West Dr	Reserve Dr	One side	High-Priority
Taylor St	Royer St	Gopher Gulch Al	One side	High-Priority
Douglas Bl	Irene Av	Irene Av Willow Ave Al	One side	High-Priority
Center Ct	East At	End Of Center Ct	Both sides	High-Priority
Jefferson St	Vernon St	Republican Al	One side	High-Priority
Church St	Pacific St	Washington Bl	One side	High-Priority
Pacific St	Church St	N Grant St	One side	High-Priority
Doyle St	Adelante High School Driveway (175 Ft South Of Atlantic St)	End Of Doyle St	One side	High-Priority
Short St	Atlantic St	End Of Short St	Both sides	High-Priority
Brittain St	Branstetter St	Almond St	Both sides	High-Priority
High St	Washington Bl	N Grant St	Both sides	High-Priority
Pacific St	N Grant St	Lincoln St	One side	High-Priority
Park Dr	Sutter Av	Claiborne Av	One side	High-Priority
Atlantic St	Jefferson St	Lincoln St	One side	High-Priority
Atlantic St	Washington Bl	S Grant St	One side	High-Priority
Atlantic St	S Grant St	Tylor St	One side	High-Priority
Atlantic St	Lincoln St	Washington Bl	One side	High-Priority
Galleria Bl	Fountains At Roseville Driveway (745 Ft South Of E Roseville Pkwy)	901 Galleria Bl	One side	High-Priority
Old Washington Bl	Atlantic St	Vernon St	One side	High-Priority
Washington Bl	Pleasant Grove Bl	Adora Trail	One side	High-Priority

Table 9 High Priority Intersection Improvements

CROSS STREET 1	CROSS STREET 2	RECOMMENDATION	PRIORITIZATION CATEGORY
BICYCLE INTERSECTION IMPROVEMENTS			
Washington Blvd	Pleasant Grove Blvd	Protected Intersection	High-Priority
Riverside Ave	Orlando Ave	Protected Intersection	High-Priority
UPRR rail road	Atlantic St / Vernon St area	Bike Bridge	High-Priority
PEDESTRIAN INTERSECTION IMPROVEMENTS			
Pacific St	Church St	Crosswalks; Curb Extensions	High-Priority
Vernon St	Jefferson St	Planned	High-Priority
Main St	Grant St	Crosswalks; Curb Ramps; Curb Extensions	High-Priority
Vernon St	S Grant St	Crosswalks; Curb Extensions; Raised Crossings	High-Priority
Douglas Blvd	Irene Ave / Royer St / Bulen St	RRFBs	High-Priority
Taylor St	Royer St	Crosswalks; Curb Extensions; Daylighting	High-Priority
Cirby Wy	Cirby Hills Dr	Crosswalks; Signal Timing Change	High-Priority
Washington Blvd	Main St	Curb Extensions; Signal Timing Change	High-Priority
Douglas Blvd	Park Dr	Crosswalks; Curb Extensions; Signal Timing Change; Median Refuge Islands; Slip Lane Reconfiguration	High-Priority
Judah St	Barjo Aly	Crosswalks; Curb Extensions; Signal Timing Change; Slip Lane Reconfiguration	High-Priority
Harding Blvd	Roseville Sq	Crosswalks; Signal Timing Change	High-Priority

Table 9 High Priority Intersection Improvements (continued)

CROSS STREET 1	CROSS STREET 2	RECOMMENDATION	PRIORITIZATION CATEGORY
Auburn Blvd	Whyte Ave	Crosswalks; Planned	High-Priority
Riverside Ave	Darling Wy	Signal Timing Change	High-Priority
Diamond Oaks Rd	Shasta St	Crosswalks; Curb Ramps; Curb Extensions	High-Priority
Rocky Ridge Dr	McLaren Dr	Crosswalks; Signal Timing Change	High-Priority
Rocky Ridge Dr	Meadowlark Wy/Maidu Dr	Crosswalks; Signal Timing Change	High-Priority
Main St	Atkinson St	Crosswalks; Curb Extensions	High-Priority
Altantic St	Branstetter St	Crosswalks	High-Priority
Folsom Rd	Linda Dr / Miners Ravine Trl	Crosswalks; Curb Ramps; RRFBs	High-Priority
Pleasant Grove Blvd	Washington Blvd	Crosswalks; Curb Extensions; Signal Timing Change; Median Refuge Islands; Slip Lane Reconfiguration	High-Priority

Cost Estimates

The *Roseville Active Transportation Plan* recommends over $616,349,494 in projects for people walking, biking, and rolling throughout the city. This includes construction of NEW or UPGRADED facilities. Table 10 and Table 11 provide generalized planning level cost estimates for each bicycle and pedestrian facility type as well as assumptions to develop said costs.

Table 10 Generalized Costs for Bicycle Facilities[6]

CLASSIFICATION	GENERALIZED COST	ASSUMPTIONS
Multi-Use Trail (Class I)	$$$$	Cost includes hot mix asphalt path surface, minor at-grade crossing improvements, and signal modification. Cost does not include right- of-way acquisition. Assumes 10 ft paved width (3 in hot mix asphalt over 6 in aggregate base) with 2 ft wide 4 in aggregate base shoulders.
Bike Lane (Class II)	$$	Cost assumes signage and striping. Cost range depends on green conflict marking and traffic signal modification, including bike signal detection. Does not include pavement remediation (microsurfacing) or cross slope correction.
Buffered Bike Lane (Class IIB)	$$	Cost assumes signage, striping, and a painted buffer with bollards/delineators. Cost range depends on green conflict marking, traffic signal modification (including bike signal detection), and wayfinding signage. Does not include pavement remediation (microsurfacing) or cross slope correction.
Bike Route (Class III)	$	Cost includes signage and striping. Does not include pavement remediation or striping removal.
Bicycle Boulevard (Class IIIB)	$$$	Cost assumes signage, striping, and minor traffic calming (up to three elements such as medians or a raised crosswalk). Cost range depends on low-cost items plus curb extensions, traffic signal modification (including bike signal detection), and wayfinding signage.
Separated Bikeway (Class IV)	$$$$	Cost assumes signage, striping, and a painted buffer with flexible delineators. Cost range depends on green conflict marking, traffic signal modification (including bike signal detection), and a raised concrete buffer.

6 Costs are based on values obtained from bid documents of local agencies and recent projects (i.e., Placer, Sacramento, and San Joaquin counties, and the Cities of Roseville, Sacramento, Rancho Cordova, Galt) projects from 2019 to present, or historical planning level costs generated for local agency planning efforts from 2018 to present. Values derived from bid documents were multiplied by a planning level contingency factor (25%) to account for additional project needs not explicitly stated in the descriptions. Costs include the cost of materials, labor, and administration of the identified facilities and items, and do not include environmental approvals, permitting, design fees, public outreach efforts, construction management, or inter-agency coordination. The range shown attempts to cover the large number of variabilities when providing planning level estimates including the extent of the projects, secondary impacts associated with projects, variety of size and scale of specific improvements, impacts to utilities/traffic/access, fluctuating materials, and labor prices.

Table 11 Generalized Costs for Pedestrian Improvements[7]

PROPOSED IMPROVEMENT	GENERALIZED COST	ASSUMPTIONS
LINEAR RECOMMENDATIONS		
Multi-Use Trail (Class I) per mile	$$$$	Cost includes hot mix asphalt path surface, minor at-grade crossing improvements, and signal modification. Cost does not include right- of-way acquisition. Assumes 10' paved width (3" HMA over 6" AB) with 2ft wide 4" AB shoulders.
Sidewalk per Linear Foot	$	Assumes 5ft to 10 ft wide sidewalk gap closure with no roadway widening, drainage modifications, or right-of-way acquisition. Roadway cross slopes are assumed to accommodate standard 2' sawcut and AC conform. Assumed will need to add curb and gutter.
CROSSING AND ACCESSIBILITY IMPROVEMENTS[8]		
High-Visibility Crosswalk	$	Ranges from triple four crosswalk striping to additional signage lighting and pavement markings.
Pedestrian Refuge Island	$$	Assumed small in nature to provide pedestrian refuge. No landscaping.
Curb Ramps	$	Cost per curb ramp. Assumes no drainage changes, no right-of-way acquisition, and that existing roadway cross slopes are ADA compliant.
Curb Extensions	$$	Would typically involve new curb ramps and drainage modifications.
Raised Crosswalk	$	Not applicable
Enhanced Lighting	$$	Assumed at key locations. Would involve new street lighting (two light standards) and electric service.
Slip Lane Removal	$$	Varies by size.
Red Curb per Linear Foot	$	Not applicable
Protected Intersection	$$$	Assume all four corners of intersection, traffic signal modifications, striping, and civil costs. If adding drainage or accounting for utility relocations, the cost can reach over $1 million.

7 Costs are based on values obtained from bid documents of local agencies and recent projects (i.e., Placer, Sacramento, and San Joaquin counties, and the Cities of Roseville, Sacramento, Rancho Cordova, Galt) projects from 2019 to present, or historical planning level costs generated for local agency planning efforts from 2018 to present. Values derived from bid documents were multiplied by a planning level contingency factor (25%) to account for additional project needs not explicitly stated in the descriptions. Costs include the cost of materials, labor, and administration of the identified facilities and items, and do not include environmental approvals, permitting, design fees, public outreach efforts, construction management, or inter-agency coordination. The range shown attempts to cover the large number of variabilities when providing planning level estimates including the extent of the projects, secondary impacts associated with projects, variety of size and scale of specific improvements, impacts to utilities/ traffic/access, fluctuating materials, and labor prices. Per unit based on assumptions.

8 Per unit based on assumptions.

Table 11 Generalized Costs for Pedestrian Improvements (continued)

PROPOSED IMPROVEMENT	GENERALIZED COST	ASSUMPTIONS
TRAFFIC CONTROL IMPROVEMENTS[9]		
All-Way Stops	$$	Assumes some minor improvements to curb ramps, signage, striping, crosswalks.
Rectangular Rapid-Flashing Beacons (RRFBs)	$$$	Assumes RRFB system at existing pedestrian crossing with a new electrical service connection. Existing curb ramps are assumed to be ADA compliant without needing major reconstruction. Roadway cross slopes are assumed to be ADA compliant, and no right-of-way acquisition is anticipated.
Signal Timing Changes	$	Could be a negligible cost item versus having to upgrade signal components like the controller.
LED Backed Crossing Signs	$	Assumed to be for a pair.

9 Per unit based on assumptions.

Implementation Strategy

Project implementation requires a deliberate strategy and exploration of innovative approaches. With limited resources and high demand for improvements, the City should coordinate with relevant departments and regional partners to identify opportunities for project delivery. The strategies explored below are opportunities for the City to support the implementation of this Plan's programs, recommended project improvements, and goals and objectives over time.

Capital Projects

Include the projects of this Plan in the annual Capital Improvement Plan (CIP). Identify additional opportunities for coordination among projects in the CIP that advance both the Plan and the City's Public Works and Parks, Recreation, and Libraries Departments' CIP goals.

Identify Quick-Build Projects

Quick build refers to projects that are implemented using relatively low-cost materials compared to long-term capital projects. Quick-build projects are not only faster and less costly to implement, they also create an opportunity to pilot a project design or treatment for community feedback and observation. Quick-build projects can also more quickly respond to safety concerns, compared to long-term capital improvements. Where feasible, the City should identify specific network improvements or packaged improvements that can advance on an accelerated timeline through quick-build implementation.

Quick-build curb extensions and high-visibility crosswalks in Redwood City, CA.

Flexible Project Delivery

The City will need to work internally and across City departments to find flexibility within any existing processes and how projects are implemented. Remaining flexible will help reduce hurdles typically faced in project delivery and streamline decision-making. Recommended projects will require ongoing evaluation and pivoting within an annual work plan and project development.

As conditions change, the City should review projects periodically, considering new needs, the impact of implemented projects, and available funding. The City should evaluate this Plan's project list every five years and update as needed.

Cross-Department Opportunities

Interdepartmental City staff coordination is key to successful implementation of projects in this Plan. Aligning with existing or future projects across City departments will promote a shared understanding that Plan project delivery is a priority across the city. Aligning across City departments is also an opportunity to share the need for the proposed improvements and how all the city's networks interact.

Funding Strategy

It is crucial for the City to identify and secure funding for programs and infrastructure projects to advance the goals established in this Plan. A variety of sources exist to fund bicycle and pedestrian infrastructure programs, projects, and studies. These sources include local, regional, state, and federal funding opportunities. See page 99 for a list of potential funding sources.

Roseville staff conducting updates at intersection.

Facility Maintenance

Regular maintenance to existing pedestrian and bicycle facilities is important to preserve a safe and comfortable walking and cycling environment for users of all ages and abilities in Roseville. Regular maintenance of these active transportation facilities will keep them in a state of good repair and maximize the useful life of the City's infrastructure investment. Without regular maintenance, these facilities may need costly rehabilitation or reconstruction prior to the end of their anticipated useful life.

Typical maintenance activities for pedestrian and bicycle facilities include sweeping, vegetation control, tree trimming, drainage system repair, sign repair, lighting repair, re-striping, adding shoulder backing, crack sealing, and asphalt repair. The need, timing, scope, and funding of the maintenance activities in Roseville varies depending on the type of pedestrian and bicycle facility as discussed in the following pages.

Street Maintenance crew reconstructing a section of Oak Street in Roseville.

Debris and Litter Control

Along On-Street Facilities

Accumulated debris and litter at the roadway edge or along on-street facilities like bike lanes is a common obstacle to safe use of said facilities for people of all ages and abilities. While Roseville conducts regular sweeping of all roads, the City should consider street sweeping operations more frequently on arterial and collector roads, which represent the more direct routes with existing bike lanes. Regular street sweeping is usually sufficient to keep these facilities clear of debris. If debris accumulates in the intervening period, spot sweeping should be considered as needed based upon visual surveys and service requests.

Along New Facilities

The Plan proposes a new bike routes/bicycle boulevards (Class III) as well as separated bikeways (Class IV). Proposed bike routes and bicycle boulevards will be located primarily on residential streets that already receive regular sweeping. As additional bicycle boulevard routes are implemented, the City should consider increasing the frequency of regular street sweeping along these routes if needed based upon visual inspections.

Separated bikeways (Class IV) can be implemented as one-way or two-way facilities that are separated from the adjacent road by a barrier consisting of delineators, bollards, planters, raised curbs, or other features. One-way separated bikeways may be as narrow as five feet wide, but are typically about eight feet wide. Two-way separated bikeway widths vary from 10 to 14 feet. Standard street sweepers are too wide to fit into one-way and two-way separated bikeways. A light-duty pick-up truck with a sweeper attachment is typically an efficient option for maintenance when a separated bikeway is wide enough (seven feet or wider between the curb and vertical buffer element). A front-facing maintenance attachment may be angled to fit within a bikeway of this width. Seven feet represents the absolute minimum width for a pick-up mounted sweeper to maintain a single separated bikeway lane and this may require angling of the sweeper attachment. Ten feet is the preferred minimum width for bikeways to accommodate pick-up trucks with mounted sweepers. The City should consider purchasing a new narrow sweeper and updating the street sweeping schedule to accommodate protected bike lanes. Sweeper design and scheduling needs to be considered when designing protected bike lanes.

Along Multi-Use Trails

The City's existing and planned multi-use trails are typically located within open space and park areas. The paths can accumulate leaf fall, dirt, gravel, and other debris. Spot sweeping is conducted by the City's open space maintenance crews as needed based upon visual surveys and service requests. The City Streets Maintenance Division should consider using the existing smaller sweeper for debris and litter control along trails. The City should consider placing additional trash cans and "doggie pots" at regular intervals along open space trails to help control litter issues along trails. Doggie pots should be refilled as needed.

Specialized sweeper example (source: multihog).

Along Sidewalks

Sidewalks may still accumulate leaves and other debris, but they do not typically require regular sweeping. Raised curbs and landscaped setbacks typically reduce the amount of roadway debris that accumulates on sidewalks. Adjoining property owners typically conduct spot sweeping when needed. The City's maintenance crews should also conduct spot sweeping as needed based upon service requests.

Vegetation Control

Along On-Street Facilities

Vegetation control is not typically needed for on-street bikeways, but there may be times when spot treatments are needed when weeds grow through cracks.

Along Multi-Use Trails

Multi-use trails and their shoulders often experience encroachment from grasses, weeds, and shrubs at the trail shoulder due to their location in open space areas. Vegetation may prevent proper drainage and result in damage to the asphalt surface. Vegetation can also become an obstacle to safe use of said facilities by people walking or biking. The City schedules regular weed control efforts each year for multi-use trails that includes use of pre-emergent weed control and hand trimming of weeds and shrubs as needed.

Along Sidewalks

Sidewalks are often located within landscape corridors that are maintained by the adjacent property owner. However, they are sometimes located adjacent to open space areas, and in those cases, weed control may become necessary. To streamline the vegetation control process, the City should consider combining the sidewalk and multi-use trails weed control efforts into one singular program.

Overgrown vegetation along Church Street.

Lighting and Video Repair

Along On-Street Facilities

Lighting is provided for sidewalks, pedestrian crossings, and on-street bikeways at regular intervals and at crosswalk locations throughout Roseville. Street light maintenance is provided by Roseville Electric. Traffic signals and streetlights at intersections are maintained by the City's Traffic Signal Maintenance team. Maintenance for streetlights is typically provided as needed based upon service requests.

Along New Facilities

The Plan proposes several new pedestrian and bikeway crossing improvements. Some of these may include traffic signals or similar lighted improvements such as RRFBs. It will be critical to integrate these into the traffic signal maintenance program as the crossing improvements are installed.

Along Multi-Use Trails

Multi-use trails (Class I bike paths) in Roseville do not typically include lights except at longer roadway undercrossings. In those locations as well as trail crossings along major roadways, installation of lighting should be considered to enhance nighttime visibility and user sense of safety. Installation of video surveillance cameras should also be considered at key locations. Multi-use trail lighting and video equipment should be incorporated into the existing traffic signal maintenance program. The City should also consider annual inspections of multi-use trail lighting.

Sign Repair

On-street regulatory and wayfinding signs are part of the roadway sign maintenance program. The City periodically inspects them for vandalism, graffiti, and regular wear and tear. Replacement/repair occurs as needed to meet state and federal standards. Multi-use trails also include regulatory and wayfinding signs but are not currently included in the roadway sign maintenance program. Instead, these are replaced/repaired as needed based upon service requests. The City should consider a regular inspection program for signs along multi-use trails, which would include completing an inventory of all signs along these facilities.

High-visibility crosswalk and lighting on Iron Horse Trail crossing in Danville, CA.

Trailhead Parking Lots, Restrooms, and Benches

As the City's regional trail system grows, the need for trailhead parking lots and associated amenities such as landscaping, restrooms, and drinking fountains will also grow. These amenities will typically require stand-alone electrical, water, and sewer services. Since trailheads include amenities commonly found in parks, consideration should be given to their placement within parks if feasible. If trailheads are stand-alone, then the City should consider coordinating operations and maintenance with the Parks Department. Trailhead parking areas should be put on a regular maintenance schedule as appropriate per the asphalt and concrete repair and re-striping section. Benches are located periodically along multi-use trails and at trailheads. Benches should be inspected regularly and repaired as needed.

Asphalt and Concrete Repair and Re-Striping

Uneven surfaces can be a trip hazard for people walking and rolling and a fall hazard for people bicycling. Uneven surfaces can also be an impediment to persons with disabilities, including those using accessibility devices. It is desirable to minimize bumps, cracks, edges or drop-offs, ridges, and potholes.

Along On-Street Facilities

On-street bikeways and multi-use trail surfaces are typically made of asphalt; however, some may be concrete, such as in floodplains. On-street bikeways are included in the City's regular street resurfacing program. Asphalt requires regular maintenance including crack sealing and resurfacing every 7 to 10 years to minimize cracking and reduce wear over time and to extend the useful life of the surface. Resurfacing also provides an opportunity to refresh pavement markings.

Pavement markings and striping require regular maintenance and re-application, especially where vehicular traffic may cause deterioration of pavement markings. Pavement markings on streets are regularly inspected by the City's Streets Maintenance Division. As green pavement markings are used more, consideration should be given to their placement, to the extent feasible, out of the vehicle path of travel to minimize wear. Pavement markings on trails may benefit from annual inspections.

Along Multi-Use Trails

Many multi-use trail surfaces are asphalt. In the city, multi-use trails have their own regular resurfacing program since they may use different resurfacing techniques and striping. For example, multi-use trails in Roseville do not use thermoplastic stripes and instead use reflective paint for striping. The City should ensure that new multi-use trails are integrated into the resurfacing program.

Along Sidewalks

Sidewalks in Roseville are typically concrete. Concrete surfaces do not need regular maintenance except where lifting or cracking occurs. When cracking and uplifting are identified through regular inspections and requests for service, the City Streets Maintenance Division assesses the appropriate maintenance activity, which may include grinding the uneven surface or removal and replacement of sidewalk sections. For areas with sidewalk replacement, these may be incorporated into a larger sidewalk repair project and bid annually.

Bridge and Drainage Repair

The City's multi-use trails include drainage features (culverts and swales) and pedestrian/bicycle bridges that need periodic repair such as re-contouring swales and re-painting or re-decking bridges. The City recently developed a bridge maintenance and inspection program. The City should consider incorporating new pedestrian/bicycle bridges into this program. Repairs to drainage facilities should be made on an as-needed basis, but the City should consider mapping and regularly inspecting drainage facilities.

Dry Creek Greenway drainage and construction.

Funding

While the City does not currently have a dedicated funding allocation for the implementation of the improvements included in the Plan, a variety of funding opportunities are available to support project design and construction. The following represent a few of the potential funding sources the City may pursue for project implementation. Additional information can be found in Appendix H.

Federal

- Infrastructure Investment and Jobs Act
- Active Transportation Infrastructure Investment Program
- Enhanced Mobility for Seniors and Individuals with Disabilities
- Highway Safety Improvement Program (HSIP)
- Safe Streets and Roads for All (SS4A)
- U.S. House of Representatives - Community Project Funding
- Pilot Program for Transit-Oriented Development Planning
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- U.S. Senate - Congressionally Directed Spending
- Thriving Communities Program (TCP)
- National Endowment for the Arts – Grants for Art Projects

State

- Statewide Active Transportation Program
- Caltrans Sustainable Transportation Planning Grants
- Recreation Trails Program
- Affordable Housing and Sustainable Communities Program (AHSC)
- California Infrastructure and Economic Development Bank
- California Office of Traffic Safety Grants
- Solutions for Congested Corridors Program
- Local Partnership Program (LPP)
- Clean Mobility Options
- Land and Water Conservation Fund Program
- State Highway Operation and Protection Program (SHOPP)
- State of California Infill Infrastructure Grant (IIG) Program
- Transformative Climate Communities (TCC)
- Urban Greening Grant Program

Regional/Local

- Regional Active Transportation Program
- SACOG Regional Federal Funding Program
- PCTPA State Transportation Improvement Program
- Transportation Development Act
- Clean Air Grant Program
- Senate Bill 125 (SB 125) Funding Program
- Carbon Reduction Program
- Developer Fees

Appendices

Appendices

A. Existing Conditions Memo

B. Plan Review

C. Summaries of Public Engagement

D. Development of Recommendations Memo

E. Bicycle Facility Design Standards

F. Non-Infrastructure Recommendations Memo

G. Prioritization Methodology

H. Funding Programs

I. Recommended Projects

CITY OF
ROSEVILLE
CALIFORNIA
Public Works