



**CITY OF ROSEVILLE PUBLIC WORKS
TRANSPORTATION 360
PUBLIC OPEN HOUSE #1
APRIL 11, 2024**

Introduction

The first Public Open House for the City of Roseville Public Works' Transportation 360 project was held on Thursday, April 11, 2024, from 5-7 p.m. The in-person meeting was hosted at the Martha Riley Community Library, located in Mahany Park. More than 40 community members attended the meeting, as well as City staff and project team members.

Project Overview

Transportation 360 is the culmination of two important City projects:

- Roseville Transit's **Comprehensive Operational Analysis** will explore the City's continued growth and changing needs and provide recommendations for how the transit system can better serve residents going forward.
- The **Active Transportation Plan** comprises an update and consolidation of the City's Bicycle and Pedestrian Master Plans and will provide a vision and action plan for improving safe and convenient active transportation travel in the city.

Purpose and Format

The purpose of this first public open house was to provide preliminary information to the public regarding the discovery phase for both projects, gather input from the community, and highlight next steps.

The event followed an open house format, with attendees able to come and go anytime between 5-7 p.m. There were two separate stations set up in the room, one for Roseville Transit and one for active transportation, with various exhibits and interactive maps on display for each. City and technical consultant team members staffed each of the stations.

During the event, attendees were invited to participate in the following:

- Roseville Transit station – Talk with project team members, learn more about the transit system analysis, and provide input on system improvements.
- Roseville Transit survey (computer) – Share feedback about how they currently use transit through the online survey.
- Active Transportation station – Talk with project team members, learn more about the City's active transportation system, and provide input on future plans/improvements.



- Interactive map (computer) – Share feedback about walking, biking, and rolling in Roseville through the online/interactive map.

The project team hosted a welcome table at the entrance that included a sign-in sheet; information on Roseville Transit routes and the upcoming BikeFest event; computer stations for the survey and interactive map; and comment cards for attendees to share additional input. The City also provided refreshments for attendees.

Notification

The meeting was promoted through the following platforms:

- City Newsletters/E-Blasts
 - Transportation 360
 - Walk, Bike & Roll
 - Traffic Alert newsletter
 - Transit news
 - We Are Roseville newsletter
- Social Media
 - Facebook – City of Roseville, California Government; Roseville Transit
 - X/Twitter – @CityofRoseville; @Roseville Public Works; @RSVL_Transit
 - Instagram – City of Roseville
 - Nextdoor
 - Post shares on local Facebook groups
- City of Roseville Website
- Outreach calls to more than 40 local stakeholders/community-based organizations

Community Feedback

The following is a summary of the comments and feedback shared by community members.

Roseville Transit

- Attendees understood the need for a study and were supportive of the efforts. Existing bus riders were happy with the service but found it to be slow.
- A lot of the discussion about where people wanted service centered around the West Park region. Outside of Roseville, most riders wanted a more direct connection to Rocklin and Antelope. There were no requests from riders to go to places like Granite Bay.
- A group of 5-6 attendees worked together on designing routes, with their discussion including a potentially new service along Blue Oaks, less transfers, and more direct connections.



- Attendees who commented about the buses being too slow were asked if they would be willing to transfer if the service was split up – all current bus riders said they would. They were also supportive of expanding on-demand services, such as Arrow.
- Current Commuter bus passengers were generally happy with the service and understood that fewer people are currently riding. Current riders said they do not ride daily, as most are still working hybrid shifts and only go in 1-2 times a week. They also mentioned that increasing State in-office workdays are currently in transition.
- Current Commuter bus passengers were interested in later trips into Sacramento, and earlier trips back. All riders were excited about the new service to Watt/I-80 on RapidLink.

Active Transportation

- Attendees mentioned the need for more separated facilities that connect with each other, e.g., separated bike lanes/trails.
- Attendees indicated they really enjoy using the trails throughout the city, but are concerned the trails are not well connected, and expressed the need to provide easy connections between them.
- Attendees mentioned that it's difficult to maneuver through large intersections, especially those that include "free right turn movements" for motorists. This was highlighted as a big obstacle for people walking *and* biking.
- The general sentiment was that the central portions of the city are better connected than the newer (west) and older (Downtown) areas, and that it's hard to connect between these areas.
- Attendees indicated that more comfortable connections over I-80 and CA-65 are needed. The current connections have very fast traffic, making it uncomfortable to use, particularly for inexperienced riders.
- Attendees would like to have better connections to the Roseville Amtrak station, and from the western side of the city to the portions east of I-80.
- Attendees would like to see better end-of-trip accommodations for e-bike users, e.g., lockers and charging stations.
- Attendees would like to have better/more comfortable connections to neighboring jurisdictions, including Rocklin, Citrus Heights, and even Sacramento. There is particular interest in having a trail that connects Roseville to Sacramento.

Next Steps

The current Local transit user survey closed on April 19. In May, another survey will be available for those who *do not* currently use transit. A separate survey will also be released for current Commuter passengers.



Pop-up outreach is being conducted over the next few months at community events, along trails, and at transit stops to connect with the public and gather additional input.

The online active transportation map will be open for feedback until May 31.

This summer, the City will host a second open house event, focused on final updates and input for the Comprehensive Operational Analysis.

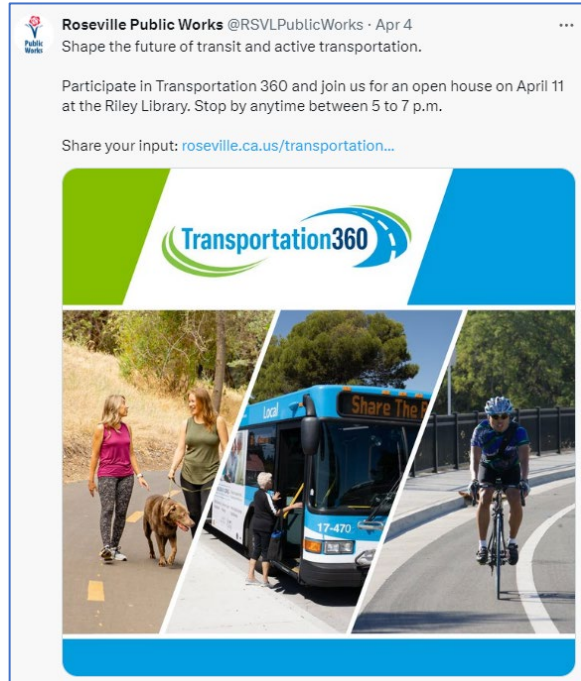
In the fall, the City will host the third and final open house event for the project, focused on final updates and input for the Active Transportation Plan.



Meeting Promotion



Facebook Post




X (Twitter) Post



Instagram Post





Shape the future of active transportation and public transit


Participate in [Transportation 360](#) and help the City of Roseville update master plans to provide a comprehensive road map for future Roseville Transit services and improvements to our pedestrian and bike network.

Share your input in the following ways.

Roseville Transit survey

Help shape the plans by participating in a short survey about how you currently use Local routes, ADA Paratransit, and Arrow on-demand services.


A future survey will be available for those who don't currently ride transit.



[Provide your input](#)

Active transportation interactive map and survey

Use the interactive map to share feedback about walking, biking, and rolling.




[Provide your input](#)

Open House #1

Thursday, April 11
Stop by any time between 5 and 7 p.m.
Riley Library
1501 Pleasant Grove Blvd. ([map](#))

Join us and get involved in Transportation 360. You're invited to share your ideas for improving active transportation and Roseville Transit services.

Getting there: Accessible via Roseville Transit - [Local](#) Route M and [Arrow](#) on-demand. Or, [plan your trip](#) walking, biking, or rolling.



Learn more

Learn more about Transportation 360, view the project timeline, and stay informed about more opportunities to participate.

roseville.ca.us/transportation360

Transportation 360 Newsletter/E-Blast



Shape the future of public transit and active transportation

Participate in Transportation 360 and help the City of Roseville update master plans to provide a comprehensive road map for future Roseville Transit services and improvements to our pedestrian and bike network.

[Learn more](#)

Walk, Bike & Roll Newsletter/E-Blast

TRANSPORTATION 360: OPEN HOUSE #1		
Date and Time	April 11 2024 5:00 PM to 7:00 PM	
Location	Riley Library	
Stop by any time between 5 and 7 p.m.		
Description	Shape the future of public transit and active transportation in your community. Participate in the first open house for Transportation 360 and help the City of Roseville update master plans to provide a comprehensive road map for future Roseville Transit services and improving our pedestrian and bike network.	
	Riley Library is accessible via Roseville Transit - Local Route M and Arrow on-demand.	
	Learn more about the project: roseville.ca.us/transportation360	

City Website/Calendar

Meeting Photos



Exhibits/Display Boards – Roseville Transit

Is Roseville Transit Effective?

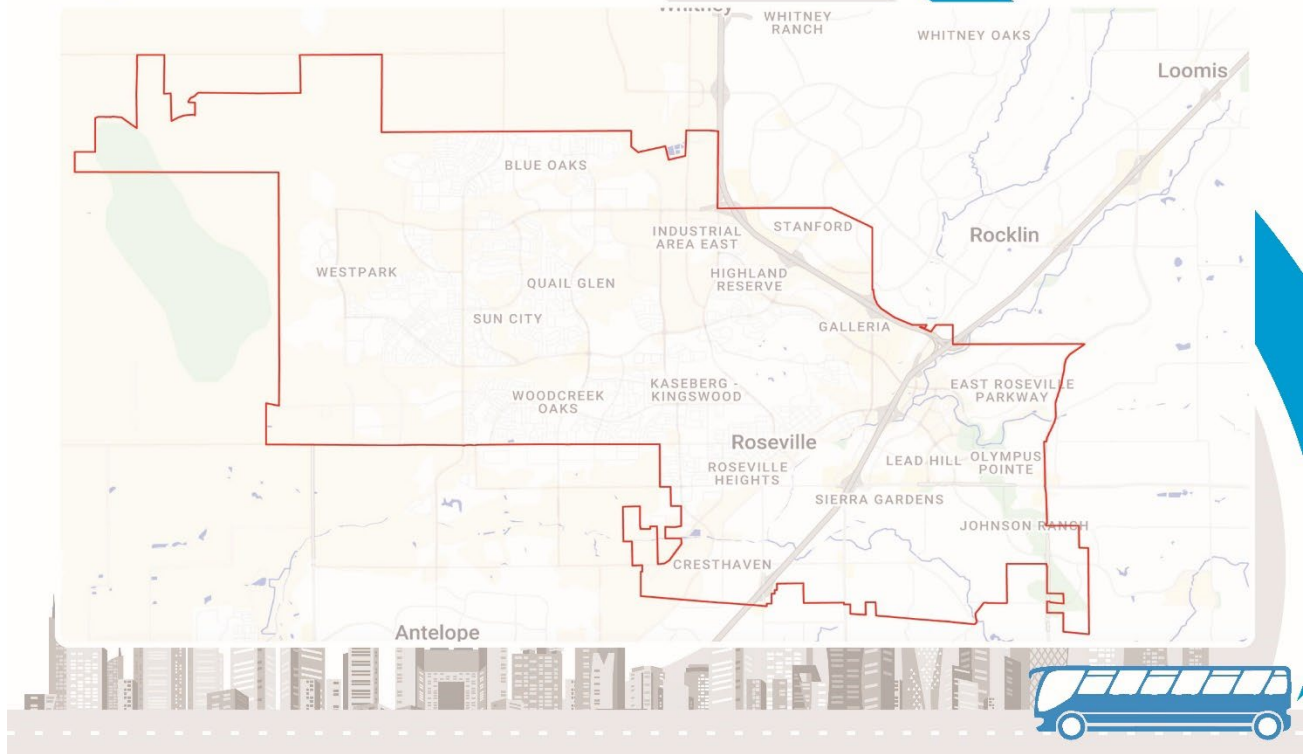
The **City of Roseville** has experienced substantial growth over the past decade, with a population increase of **23.8%** from **2011 to 2021**

Roseville Transit Stops Are Well-distributed In Central Areas,
But A Number Of Trip Generators Are Not Served Well By Transit.

Ridership Has Dropped Significantly Since The Pandemic



Roseville Transit





Commuter Choices

Into Sacramento	Early Morning 6am-8am	Mid Morning 8am-10am	Late Morning 10am-12pm	Midday 12pm-2pm
From Sacramento	Midday 12pm-2pm	Early Afternoon 2pm-4pm	End of Day 4pm-6pm	Late 6pm-8pm

ORIGINS

- Sunsplash
- Mahany PnR
- Other

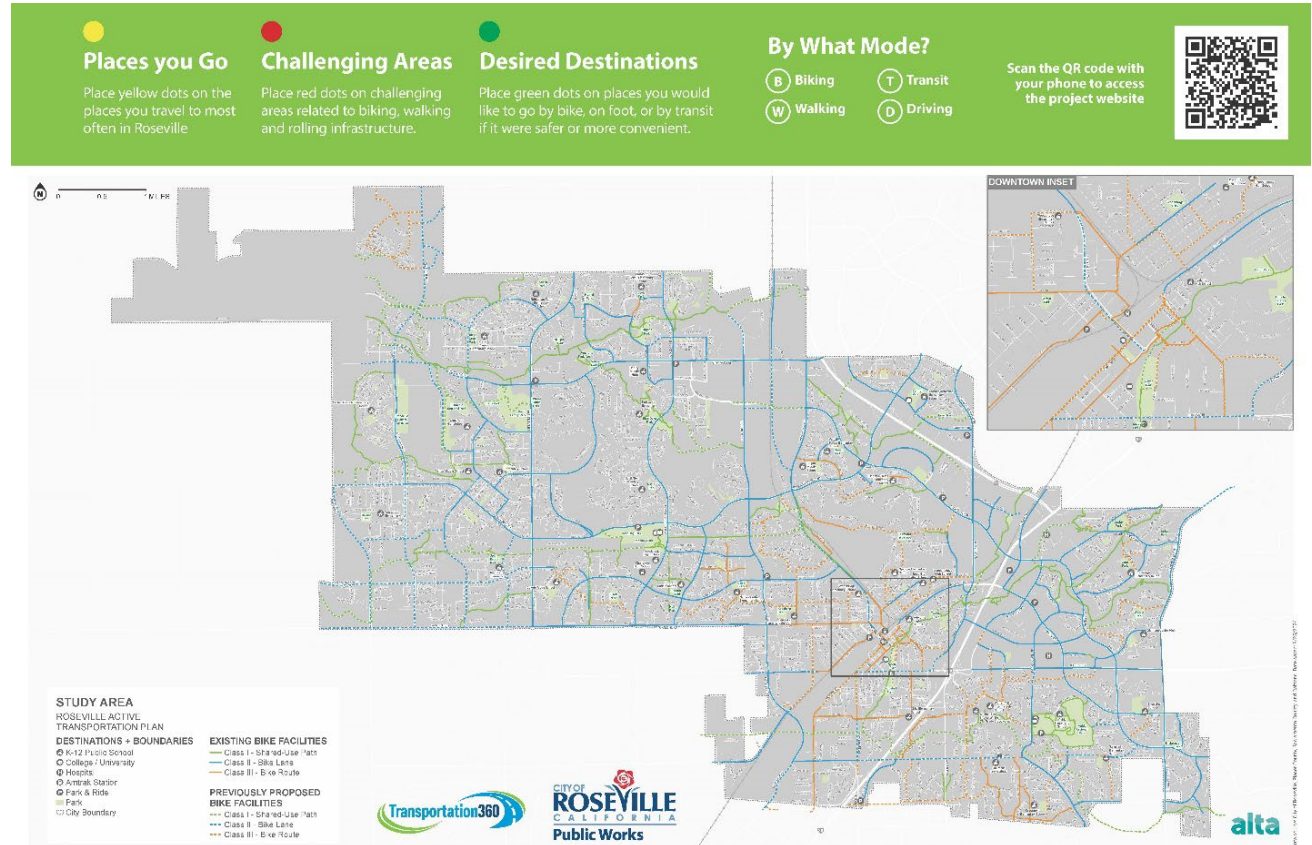
DESTINATIONS

- Richards Development
- Watt/I-80
- Downtown Sacramento





Exhibits/Display Boards – Active Transportation





Places you Go
Place yellow dots on the places you travel to most often in Roseville

Challenging Areas
Place red dots on challenging areas related to biking, walking and rolling infrastructure.

Desired Destinations
Place green dots on places you would like to go by bike, on foot, or by transit if it were safer or more convenient.

By What Mode?

- B** Biking
- T** Transit
- W** Walking
- D** Driving

STUDY AREA
ROSEVILLE ACTIVE
TRANSPORTATION PLAN

DESTINATIONS + BOUNDARIES

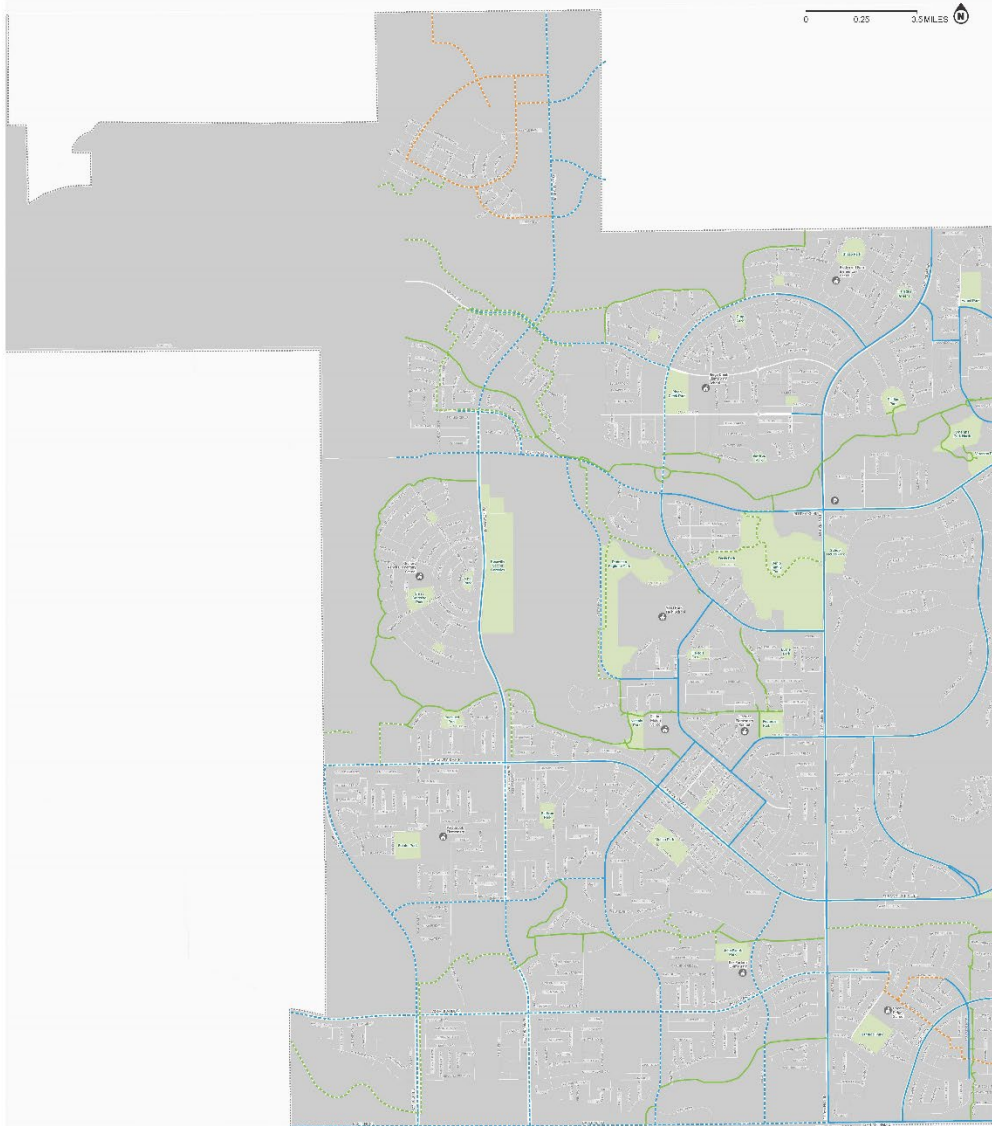
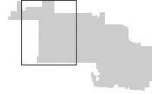
- Library
- K-12 Public School
- College / University
- Community Center
- Hospital
- Amtrak Station
- Park & Ride
- Park
- City Boundary

EXISTING BIKE FACILITIES

- Class I - Shared-Use Path
- Class II - Bike Lane
- Class III - Bike Route

PREVIOUSLY PROPOSED BIKE FACILITIES

- Class I - Shared-Use Path
- Class II - Bike Lane
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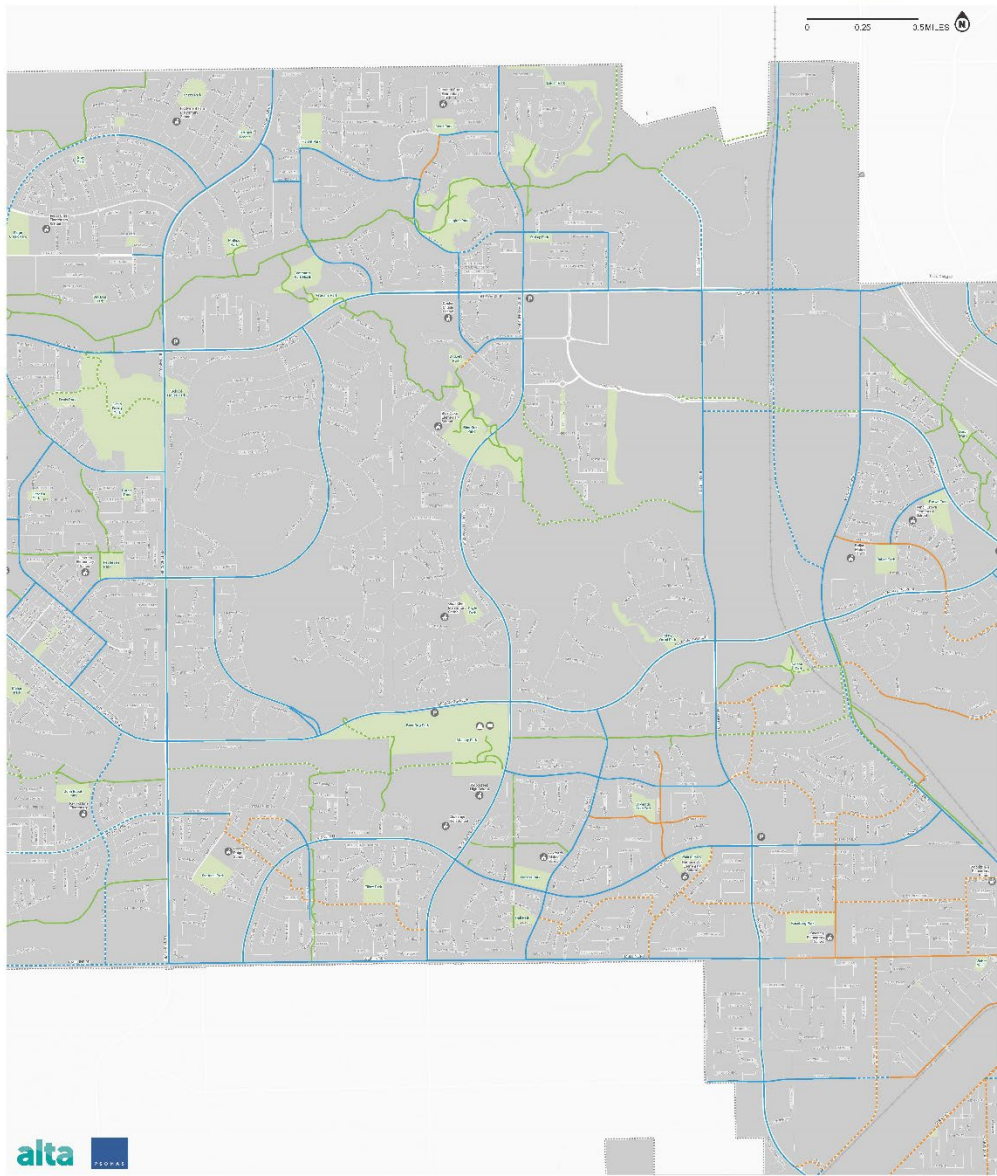
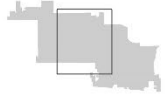
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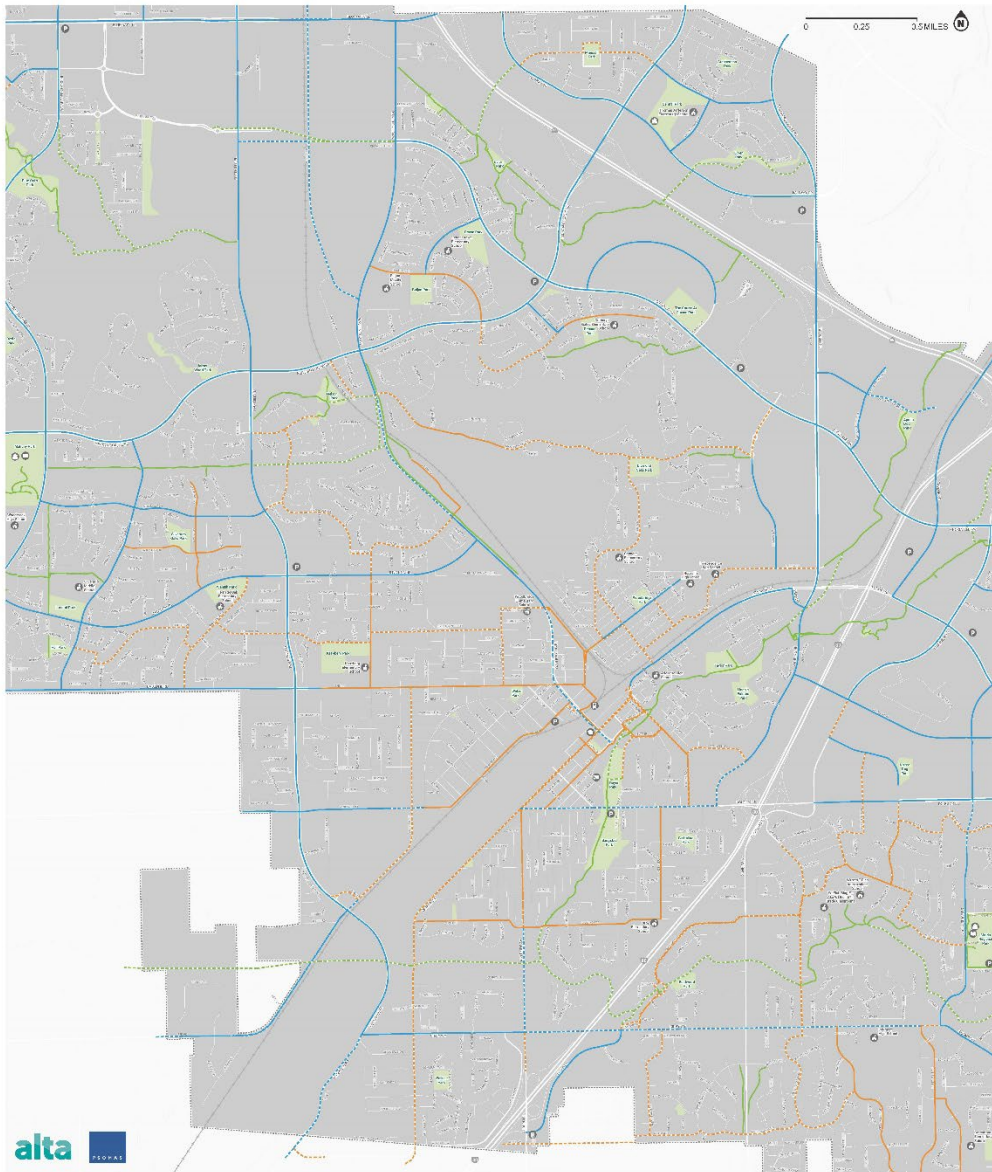
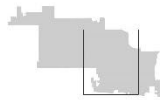
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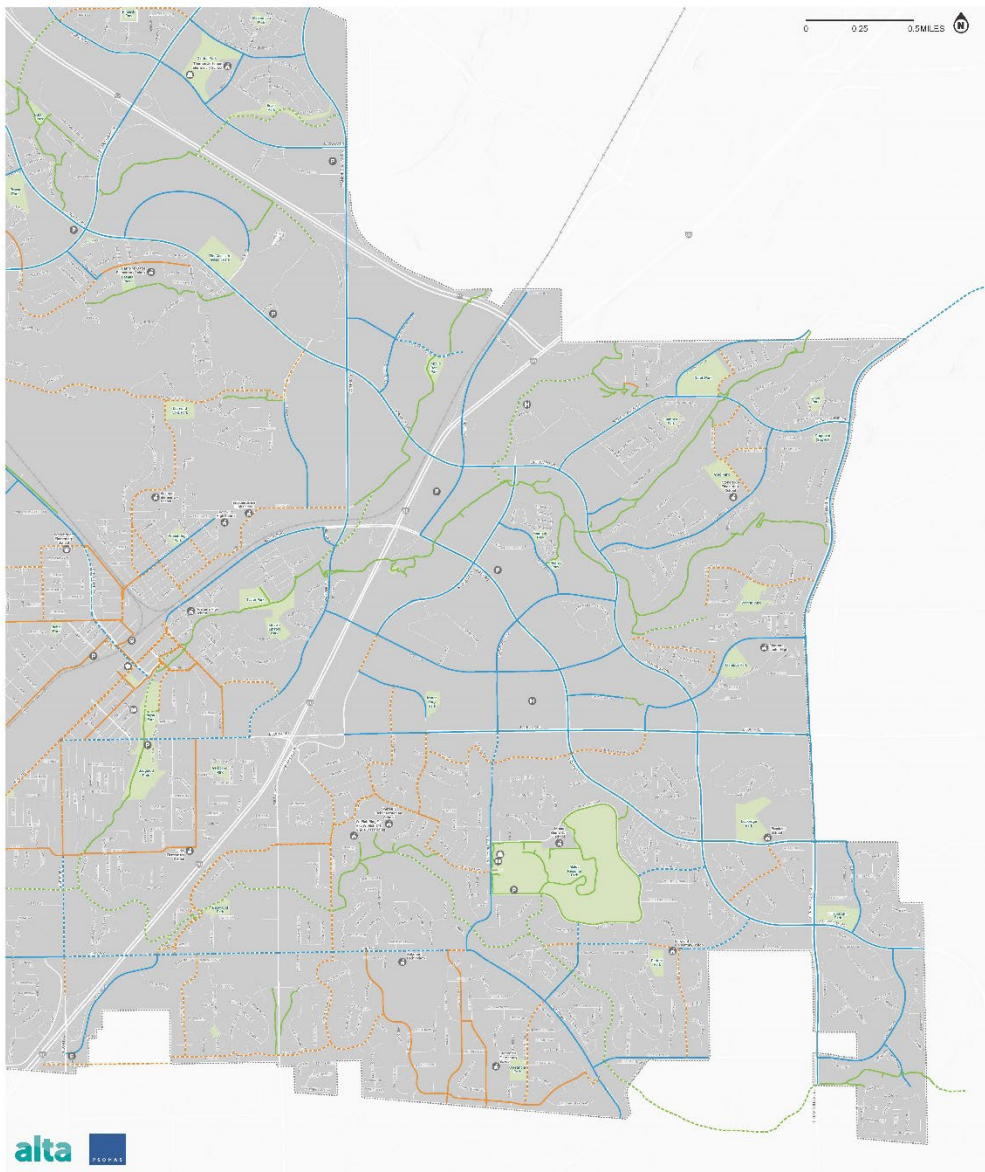
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What are the different types of bicycle-friendly facilities?

Scan the QR code with your phone to access the project website



Learn about the different types of bicycle facilities!

MOST SEPARATION

LEAST SEPARATION

Multi-use Trail



Paved trails shared by people walking and biking completely separated from motor vehicle traffic. Comfortable for people of all ages and abilities.

Separated Bikeway



An on-street bike lane that is separated from motor vehicle traffic by a vertical barrier, such as curb, median, or bollards.

Buffered Bike Lane



A conventional bike lane paired with a buffer space that separates the bike lane from adjacent motor vehicle travel lane and/or parking lane.

Bike Lane



Dedicated lane for bicycle travel adjacent to traffic. Separated from motor vehicle traffic or parking by painted lane line or buffer.

Bicycle Boulevard



Signed bike route, sharing the roadway with motor vehicles on quiet neighborhood streets. Includes shared roadway road markings on pavement and additional traffic calming measures.

Bike Route



Signed bike route, sharing the roadway with motor vehicles. Can include pavement markings.

What are the different types of pedestrian-friendly facilities?

Scan the QR code with your phone to access the project website



Learn about the different types of pedestrian facilities!



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.



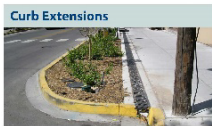
Curb Ramps

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.



High-Visibility Crosswalk

High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.



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.



Median Refuge Islands

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



High-Intensity Activated Crosswalks (HAWK)

Beacons that are used to improve unsignalized intersections or midblock crossings of major streets. They are only activated when pedestrians or bicyclists are present, resulting in minimal delays for users. Examples include Mendocino Avenue at the Santa Rosa Junior College and on Fulton Road at Piner High School.



Rectangular Rapid Flashing Beacon

Rectangular Rapid Flash Beacons (RRFB) 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.



MOST SEPARATION

Multi-use Trail



Paved trails shared by people walking and biking completely separated from motor vehicle traffic. Comfortable for people of all ages and abilities.

Separated Bikeway



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Bicycle Boulevard



Signed bike route, sharing the roadway with motor vehicles on quiet neighborhood streets. Includes shared roadway road markings on pavement and additional traffic calming measures.

Bike Route



Signed bike route, sharing the roadway with motor vehicles. Can include pavement markings.

LEAST SEPARATION

Pedestrian Related Improvements   

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 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.

High-Visibility Crosswalk



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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.

Median Refuge Islands



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

Pedestrian Hybrid Beacon



Beacons that are used to improve unsignalized intersections or midblock crossings of major streets. They are only activated when pedestrians or bicyclists are present, resulting in minimal delays for users.

Rectangular Rapid Flashing Beacon



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