2008 Bicycle Master Plan











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CITY OF ROSEVILLE CALIFORNIA

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Introduction

A. Purpose

The Bicycle Master Plan is intended to guide and influence bikeway policies, programs and development standards to make bicycling in Roseville more safe, comfortable, convenient and enjoyable for all bicyclists. The ultimate goal of this effort is to increase the number of persons who bicycle in Roseville for transportation to work, school, and errands, and for recreation. The Bicycle Master Plan is developed in context of the Circulation Element of the Roseville General Plan (GP), which includes goals and policies to develop a balanced transportation system for automobiles, transit, bicycles and pedestrians.

Bicycling is a low-cost, quiet, non-polluting, sustainable and healthy form of transportation ideal for many trips. The individual benefits of bicycling include improved health through increased physical activity, stress reduction, and lower transportation costs. The social benefits of bicycling include improved air quality through reduced vehicular emissions, improved traffic, reduced use of non-renewable fuel resources, and reduced health care costs via a healthier citizenry. Bicycling contributes to the City Council's goals of Roseville being a vibrant, healthy community that offers its citizens a variety of transportation choices, all with the goal of creating an amazing quality of life for our citizens.

B. Background

The City of Roseville Bicycle Master Plan was adopted in 1994 pursuant to the Roseville General Plan and in accordance with the State of California Bicycle Transportation Act. The Bicycle Transportation Act requires that local agencies complete a Bicycle Master Plan in order to qualify for grant funds issued by the California Department of Transportation through the Bicycle Transportation Account. The Bicycle Transportation Act requires that Bicycle Master Plans contain at a minimum eleven key elements as shown in Table I. The Bicycle Transportation Act further requires that Bicycle Master Plans be updated every 4 years. The Roseville BMP has been updated twice since 1994, most recently in 2002.

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TABLE 1 California Bicycle Transportation Act (BTA) Required Elements	
Required Bicycle Master Plan Elements per the California Bicycle Transportation Act (1994)	*Location Addressed within the Bicycle Master Plan*
1. Estimated number of existing and future bicycle commuters	Section II
2. Map and description of land use and settlement patterns	Section I & Figure 4
3. Map and description of existing and proposed bikeways	Figure 4
4. Map and description of bicycle parking facilities	Figure 5
5. Map and description of multi-modal connections	Figure 4
6. Map and description of facilities for changing and storing clothes and equipment	Section II
7. Description of bicycle safety and education programs	Section II & III
8. Description of citizen and community participation	Section I
9. Description of consistency with transportation, air quality, and energy conservation plans	Section III
10. Description of proposed bicycle projects and implementation priority	Figure 4, Section IV, Appendix L
11. Description of past expenditures and future financial needs for bicycle facilities	Section V

C. Public Participation

Public participation was an important component of the 2007 Bicycle Master Plan (BMP) Update. The City solicited public input on existing bicycling conditions, potential roadways for improvements, crossing locations, and the type of support facilities or programs needed to improve bicycling in the City of Roseville. The process relied on the "Advocacy Planning" approach. The goal of this approach is to develop a community supported vision for a comprehensive bikeway network and program that will facilitate biking for transportation and recreation purposes by enhancing bicyclist safety, comfort and convenience. The results of the public participation effort are summarized in Section II of this plan, Existing Conditions. The planning process included the following activities:

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Cyclists gather for bike tour.

- **Bicycle Master Plan Steering Committee**
  This committee was established to oversee the progress of the plan and to ensure community participation in the project. The steering committee included representatives from the City Council, Transportation, Planning and Parks and Recreation Commissions, Roseville Coalition of Neighborhoods Association (RCONA), School Districts and local interest groups.

- **Bike Tour and Field Impression Survey**
  Staff and the Consultant conducted a bike tour and impression survey on September 12, 2006. More than 50 people participated in the tour. The tour provided community input on what is currently working with the Roseville bike system, as well as things that the community would like to see improved.

- **Public Workshop #1**
  The initial public workshop for the 2007 BMP Update was held on November 28, 2006, from 7:00 to 9:00 PM, at Maidu Community Center, and attended by 51 members of the public. The purpose of the workshop was to gather feedback from Roseville residents on recommended changes and additions to the City's bikeway system and programs. Maps of the City's existing bikeway system were used for reference as Attendees worked in small groups to identify their top 5 bikeway recommendations.

- **Public Opinion Survey**
  A public opinion survey of over 800 persons was completed November 2006 by Datacycles. Survey respondents included primarily Roseville residents, but also some bicyclists who live outside Roseville, but bicycle in Roseville either for recreation or to get to work. A copy of the survey results is available in the City of Roseville, Public Works – Alternative Transportation.

- **Staff Interviews**
  The consultant interviewed members of City staff responsible for bikeway implementation and maintenance to solicit their impressions on Roseville's bikeway system and programs.

- **Public Workshop #2**
  A second Public Workshop, which was combined with a Steering Committee meeting, was held on August 23, 2007, from 7:00 to 9:00 PM, at the Tower Theater in Downtown Roseville. Attendees included 15 citizens, 3 steering committee members, and six staff members. The purpose of the meeting was to give the public an opportunity to comment on a draft version of the 2007 Bicycle Master Plan Update. Working in small groups, participants identified their top 5 recommendations. To the extent feasible, these comments have been incorporated into the 2007 BMP Update.

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D. Setting

The City of Roseville is the hub of South Placer County, one of the fastest growing regions in the country. Roseville has experienced significant economic and population growth over the past 10 years. The City has a current population of approximately 106,000. Roseville is a net employer of labor, with approximately 78,000 jobs and 52,000 employable residents. Although a strong and independent economic and employment force, Roseville still retains ties to its days as a bedroom community to downtown Sacramento, with many residents still commuting 16 miles southwest to downtown Sacramento.

The City of Roseville is a full service City that operates its own bus service (Roseville Transit), most of its own utilities, and a nationally-recognized parks and recreation program. Roseville is known for providing a high level of service to its residents and business partners in a fiscally responsible manner.

Roseville began as a railroad town in the late 19th century and in the early 20th century blossomed into a City when the railroad located its roundhouse and repair facilities in Roseville. The Roseville railyard remains the largest train repair facility in the west and has a prominent role in transportation through the City. The railroad offers Roseville residents commuter transportation options (Capital Corridor and Amtrak) not available to many cities, but it also represents a barrier for local transportation, including bicycle transportation across the rail lines.

The two other major transportation facilities in Roseville are Interstate 80 and State Highway 65. These facilities provide Roseville residents with convenient access for longer automobile trips, but result in difficulties for bicycle transportation across these facilities.

The topography and climate of Roseville are ideal for bicycling. Most of the City is on level terrain, with some rolling hills in north and east Roseville (Stoneridge area). Roseville's weather is generally mild in winter and hot in summer. October through April is the rainy season and accounts for approximately 90 percent of the area's annual precipitation. Two major waterways (Pleasant Grove Creek and Dry Creek) and their tributaries weave through Roseville, providing open space corridors for off-street bike paths.

Neighboring jurisdictions include the City of Citrus Heights, City of Rocklin, Sacramento County and unincorporated portions of Placer County. Each jurisdiction has an adopted bikeway master plan or is in the process of completing one. Each of these plans has been reviewed to ensure continuity between jurisdictions. Appendix E summarizes specific goals and policies and/or bikeway system components contained in each plan that will influence the development of the City of Roseville BMP. The City of Roseville has also consulted with staff from each agency during preparation of the Bicycle Master Plan.

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The Sacramento Area Council of Governments (SACOG) adopted the Preferred Blueprint Scenario in December 2004. The Blueprint is a vision for growth in the Sacramento region that promotes compact, mixed-use development and transportation choices, including bicycling. The vision is the product of a 3-year public involvement effort and is intended to guide land use and transportation choices over the next 50 years as the region's population grows. The City of Roseville subsequently adopted Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives.

E. Operation of Bicycles/Rules of the Road

The rules and regulations for operating a bicycle are contained in the California Vehicle Code (CVC) Division 11, commencing with Section 21200 through 21210. The CVC does not define bicycles as vehicles, but states that persons riding bicycles have all the rights and responsibilities of the drivers of vehicles. This means that bicycle riders must follow the basic traffic laws that all drivers follow including but not limited to the following:

- Drive on the right-hand side of the roadway
- Obey traffic control devices (signs, signals)
- Yield to cross traffic
- Yield when changing lanes
- Speed Positioning:
  The general principle is the slowest traffic stays right. Bicycles are typically slower than auto traffic and are therefore usually found on the right hand side of the road (or if provided within a bike lane.) Bicycles may leave the right-hand side of the road or a bike lane when:
  - They overtake and pass another bicycle or vehicle proceeding in the same direction
  - Find it reasonably necessary to avoid conditions (including but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard with lanes) that make it unsafe to continue along the right-hand curb or edge.
- Intersection Positioning:
  At intersections, bicycles should travel in the right-most lane that leads to their destination. This means that if a bicycle is preparing for a left-hand turn, they may leave the right side of the road even if a bike lane is provided.

F. Bikeway Types

The California Vehicle Code permits bicycling on all streets with the exception of freeways and expressways. Chapter 1000 of the Caltrans Highway Design Manual recognizes this when it states that the needs of non-motorized transportation are an essential part of all roadway projects. Although not all streets are designated as bikeways, they

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are all important facilities that ensure access and connectivity for cyclists.

The Highway Design Manual allows local agencies to designate "Bikeways", which are defined as facilities provided primarily for bicycle travel. The Highway Design Manual considers bikeways one element of an effort to improve bicycling safety and convenience—either to help safely accommodate motor vehicle and bicycle traffic on shared roadways, or to complement the road system to meet needs not adequately met by roads.

The Highway Design Manual identifies three distinct types of bikeways: Off-street bike paths (Class I), on-street bike lanes (Class II) and on-street bike routes (Class III). These facilities are described below and shown in Appendix A. The City of Roseville has also established selected sidewalks as bikeways (referred to in Roseville as Class IA bikeways), and this type of facility is also discussed below.

Off-Street Bike Paths (Class I Bikeways)

Off-street bike paths are facilities located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles. In Roseville, off-street bike paths are typically located within open space corridors along creeks, high voltage power line corridors and community/city-wide parks. They may also be located within paseos or greenways, which are landscape areas created for the purpose of providing important bicycle and pedestrian linkages between uses. Off-street bike paths offer important bicycle commuting opportunities, but on their own are not sufficient to fully support bicycle commuting because of limited connections to destinations. Off-street bike paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, roller blades and other non-motorized forms of travel. Equestrians are, however, prohibited from using bike paths in Roseville. Off-street bike paths in Roseville are also located and designed to provide service vehicle access to utility corridors (typically sewer lines) and emergency vehicle access to open space, including police and fire vehicles.

On-Street Bike Lanes (Class II Bikeways)

Bike lanes are areas within paved streets that are identified by striping and signs for preferential (semi-exclusive) bicycle use. Vehicle cross flow is generally permitted at intersections and driveways. Bike lanes provide a significant benefit to safe and efficient bicycle circulation. Conflicts between bikes and autos are reduced when on-street bike lanes are installed. Having separate identifiable areas on the street for bikes and autos places the travelers in more predicable locations. In Roseville, bike lanes are generally provided on most collector and arterial roadways.

On-Street Bike Routes (Class III Bikeways)

Class III Bikeways are on-street routes intended to provide continuity to the bikeway system. Bike routes are usually established along through routes not served by Class I or II bike routes, or as an alternative to bicycling on busy streets. Bike routes are designated by signs or permanent markings and are shared by motorists. In Roseville, there are a limited number of mostly residential streets that have been signed as bike routes.

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Sidewalk Bikeways (Including Class IA bikeways)

The City of Roseville allows bicycle riding on all sidewalks except for selected sidewalks in Downtown Roseville as identified in Section 11.14 of the Municipal Code. This affords a bicycling opportunity for beginning bicycle riders too inexperienced to ride in the street (primarily young children). The City has also designated some sidewalks as bikeways. In Roseville, these facilities have been referred to as Class IA bikeways and are typically located along arterial streets, separated from the travel lanes by landscaping. They are provided primarily for the enjoyment of children with their parents, and casual riders, and are intended to supplement on-street bike lanes; however, there may be some instances where Class IA bikeways may be utilized in lieu of Class II bike lanes. The Caltrans Highway Design Manual notes that sidewalk bikeways are not considered Class I facilities because they are primarily intended to serve pedestrians, generally cannot meet the design standards for Class I bikeways, and do not minimize motorist cross flow. As such, Caltrans does not recommend that they be signed as bikeways.

Bikeway Design Standards

Federal, State and local regulations that guide the development and design of bikeways in Roseville are listed below:

- American Association of State Highway and Transportation Officials "Guide for the Development of Bicycle Facilities"
- State of California Department of Transportation (Caltrans) Highway Design Manual Chapter 1000, "Bikeway Planning and Design"
- California Manual on Uniform Traffic Control Devices (Cal-MUTCD)
- City of Roseville Design/Construction Standards
- City of Roseville Parks Construction Standards
- Applicable Specific Plan guidelines that pertain to various areas of the City

G.Bicycle Support Facilities

Every bicycle trip has two basic components: the route selected by the cyclist and the support facilities available at the destination. The support facilities include bicycle parking, shower and changing space, secure storage of bicycle gear, adequate lighting and appropriate signs.

Bike Parking

Secure and convenient bike parking is critical in the effort to encourage bicycling. All bike parking needs to be installed with consideration of protection from weather, theft and vandalism protection, gear storage, and, where appropriate, 24-hour access. Bike parking typically comes in two basic forms:

- **Bike Racks for Short Term Bicycle Parking**
  Short term bike parking is typically provided via bike racks and is usually used when cyclists are parking their bicycles for a couple of hours or less. An example is a trip to the library or store. Bike racks should be placed in close proximity

to the bicyclists destination in a highly visible location that is illuminated. Bike racks should be installed with minimum clearances from walls, landscaping and driveways per manufacturer's specifications. Quality bike racks provide at least two points of contact with the bicycle and allow both frame and wheels to be locked. For special events, short term bicycle parking may be provided by valet bicycle parking.

- **Long Term Bicycle Parking**
  Long term is typically provided at major employment sites, schools and transportation terminals in the form of bike lockers, bike cages or bike rooms. These facilities provide a higher level of security so bicyclists feel comfortable leaving their bicycle for long periods of time. Long-term parking should be fully protected from the weather. Bike lockers may be placed outdoors and some may be stacked to save space. Bike cages are fully enclosed and roofed areas with bicycle racks inside the enclosure with secure (limited) access, and are commonly located in parking garages or in outdoor areas. Bike rooms are secure, limited access rooms within a building dedicated for bicycle parking.

Bike room at the Roseville Civic Center.

Showers and Changing Facilities

The presence of conveniently-located shower and changing facilities increase the desirability of using bicycles for commute purposes. Bicycle support facilities are important because potential bicycling trips may be discouraged if sufficient facilities are not present at destinations to make bicycling convenient, or if the bicycle route does not provide adequate directional guidance and safety amenities.

H. Cyclist Types

Bicycle riders vary in experience, skill, ability and confidence. The Bicycle Master Plan survey performed by Datacycles in November 2006 showed that approximately 82 percent of Roseville's population reported they own at least one bicycle, and that bicycle ownership was spread across all age segments of the population. This survey also showed that recreational bike riding is the most frequent bicycling activity in Roseville, but that biking for transportation purposes is also a frequent activity. The bikeway system and the type, location and characteristics of bicycle facilities must consider the needs of a broad range of cyclists in order to adequately serve these user groups. Specific categories of bicycle users are identified below:

Avid Bicycle Riders

Avid cyclists include both commuter and recreational bicyclists that are confident, skilled and experienced. The availability of direct and continuous routes is important to avid bicycle riders. This group of cyclists prefers bike lanes, but will often choose to ride in the motor vehicle travel lane along routes without bicycle facilities, or when turning at intersections. Some cyclists in this group feel uncomfortable riding along high speed arterial streets even when bike lanes are provided. This group of cyclists will utilize off-street bike paths most often when the path provides a critical link through or around a more complex area such as a highway interchange.

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Regular Bicycle Riders

Regular cyclists utilize bicycles on a regular basis provided that the destination is reasonably close and a convenient and comfortable bicycle route exists. The individuals in this group are usually working adults or mature high school students. These cyclists desire safe, comfortable and efficient bikeways. Most cyclists in this group feel uncomfortable riding along high speed arterial streets even when bike lanes are provided. This type of cyclist comprises a large segment of the potential riders in Roseville.

Youth Bicycle Riders

Youth bicycle riders are usually of junior high or high school age that routinely rides to and from school, to visit friends, to the park, to shopping and other activities. This group has less experience negotiating traffic and is not always aware of potential hazards. This group prefers bike paths and bike lanes on low volume streets, but may ride on routes unsuitable to their ability.

Beginning Bicycle Riders

Beginning cyclists are typically elementary school-age children, but may include others who are learning to bicycle. They typically ride to and from school or other destinations only if there is a route containing bike paths, sidewalks or very low volume traffic streets. Beginning bike riders will typically not ride further than their immediate neighborhood, and are usually not allowed by their parents (or, if adults, do not have the skills) to cross major streets. Beginning bicycle rider skills and spatial awareness are not fully developed and most have limited bicycle experience, especially on roads.

Existing Conditions

This section describes the current status of bikeway facilities in the City of Roseville. The discussion focuses on past accomplishments, assessment of current conditions for bicycle facilities including accident history and survey results, and a discussion of potential barriers and constraints to bicycle travel within the City. Roseville's existing bikeway system is comprised of 27 miles of off-street (Class I) bike paths, 83 miles of on-street (Class II) bike lanes, and 9 miles of on-street (Class III) bike routes. Figure 1 provides a map of the existing bicycle facilities and classifications.

A. Bicycle Program Accomplishments 2002–2007

The City of Roseville Bicycle Master Plan was last updated in July 2002. Over the past 5 years, the City has made great strides implementing the Bicycle Master Plan. The City's accomplishments include:

Off-Street Bike Paths

Over the past 5 years approximately 10 miles of off-street (Class I) bike paths have been constructed in Roseville, including the following new paths:

- Extension of the Miners Ravine Bike Path, west under Interstate 80 from Cosmos Park to Harding Boulevard and east towards Sierra College Boulevard.
- construction of the False Ravine branch of the Miners Ravine Bike Path into Rocklin.
- Construction of the Antelope Creek Bike Path.
- Construction of the bike paths along Pleasant Grove Creek in North Roseville.

Stonepoint connector to Miner's Ravine Trail.

On-Street Bike Lanes

In accordance with the City's Improvement Standards, Class II Bike Lanes are installed with all new arterial and collector roadways. The City now has 81 miles of bike lanes. Most of the bike lanes are located on arterials that cross the City to form the backbone of a continuous and connected bike network. The City also has several miles of Class III On-street Bike Routes, primarily on residential streets.

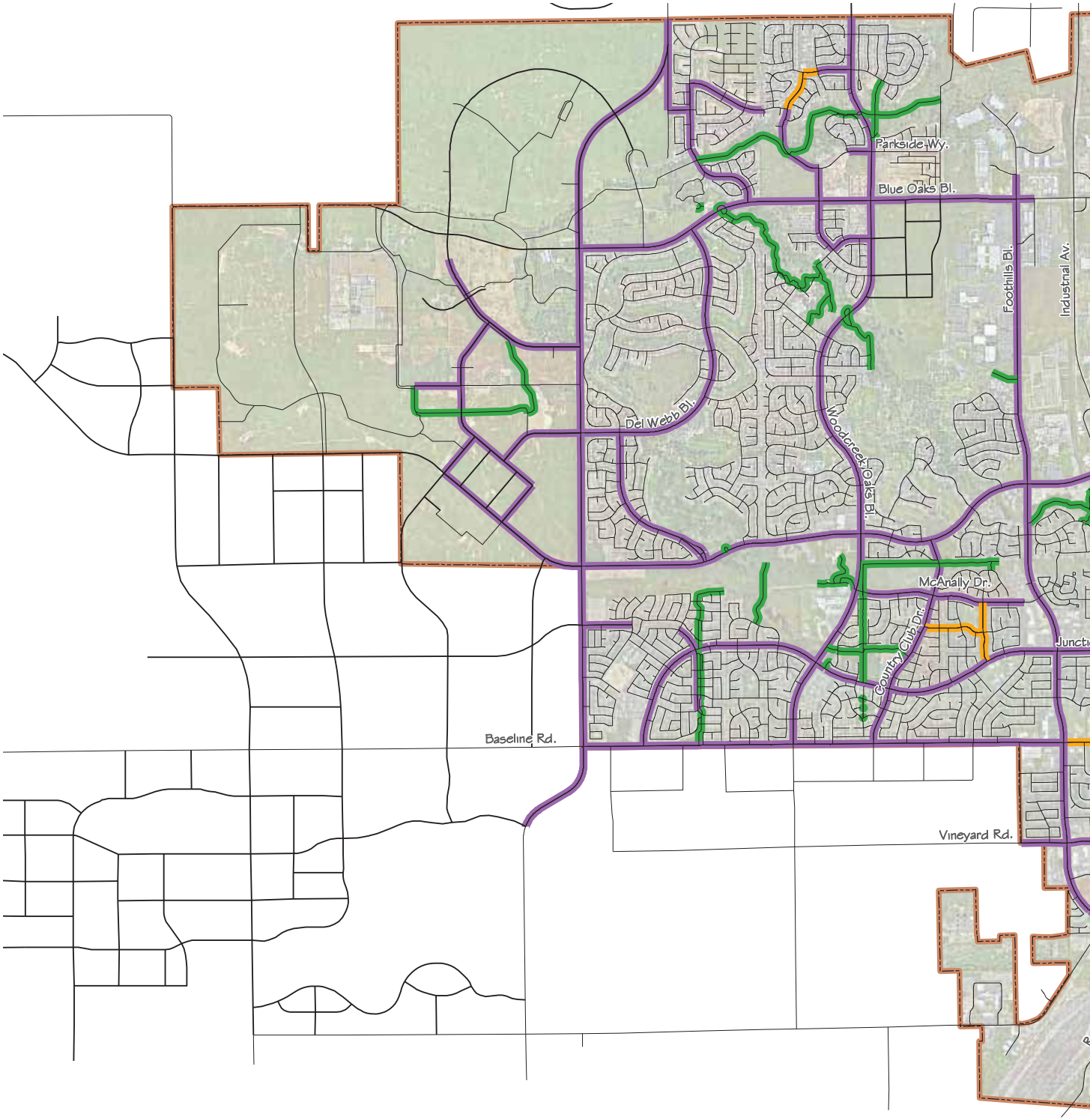
Design/Construction Standards

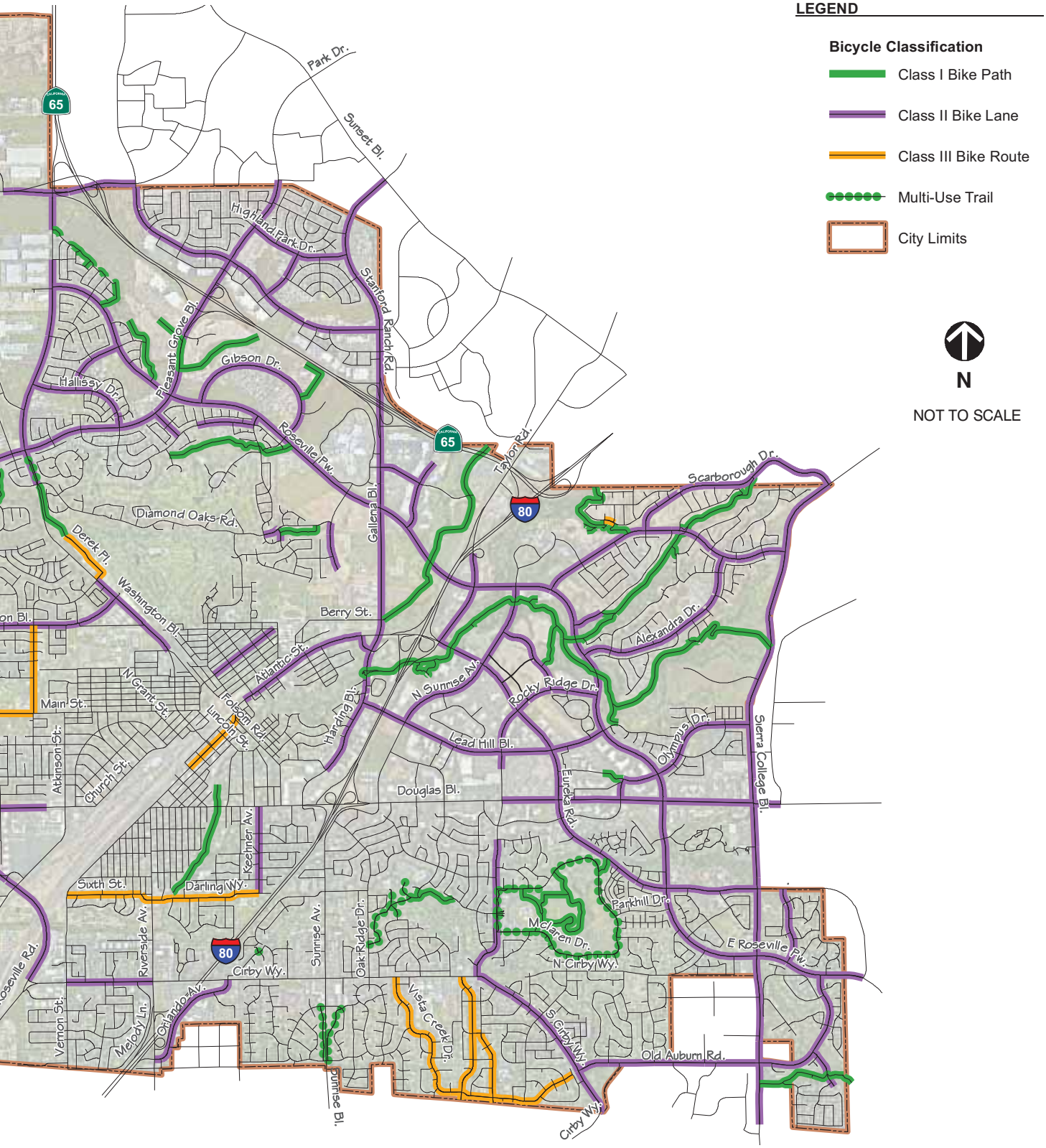
The City Design/Construction Standards were updated in March 2007, resulting in significant improvements to bicycle facilities. The Design/Construction Standards modifications include:

- Class I bikeway standards were updated in accordance with local, state and federal standards, improving bike path safety and design.
- The standard width of bike lanes on arterial roadways was widened from 4 feet minimum, to 5 or 6 feet for four and six lane arterials, respectively. The new standard has been implemented on portions of existing roadways.

Existing Conditions

Figure 1 – Existing Bicycle Facilities




LEGEND
Bicycle Classification
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Multi-Use Trail
City Limits
N
NOT TO SCALE
65
80
Park Dr.
Sunset Bl.
Highland Park Dr.
Stanford Ranch Rd.
Pleasant Grove Bl.
Gibson Dr.
Hallissy Dr.
Roseville Pw.
Gallena Bl.
Taylor Rd.
Scarborough Dr.
Diamond Oaks Rd.
Derek Pl.
Washington Bl.
Berry St.
Alexandra Dr.
Atlantic St.
N Sunrise Av.
Rocky Ridge Dr.
N Grant St.
Main St.
Folsom Rd.
Lincoln St.
Harding Bl.
Olympus Dr.
Sierra College Bl.
Lead Hill Bl.
Atkinson St.
Church St.
Douglas Bl.
Eureka Rd.
Keehner Av.
Sixth St.
Darling Wy.
Parkhill Dr.
McLaren Dr.
E Roseville Pw.
N Cirby Wy.
Riverside Av.
Cirby Wy.
Sunrise Av.
Oak Ridge Dr.
Vista Creek Dr.
S Cirby Wy.
Old Auburn Rd.
Orlando Av.
Melody Ln.
Vernon St.
Sunrise Bl.
Cirby Wy.

Existing Conditions

- Traffic signal standards were updated to include bicycle signal detection within bike lanes at new signalized intersections. The signal detectors trigger a green light for cyclists. This offers a greater level of convenience for cyclists, as they do not have to get off their bike to push a pedestrian button, or enter the traffic lane to trigger the automobile signal detector. When a cyclist triggers the green light, the green light cycle is extended, allowing the cyclist(s) more time to clear the intersection. Also, bicycle signal detectors reduce vehicle delay that would otherwise be caused by bicyclists triggering a pedestrian signal phase.
- Traffic Control Plans will now provide additional consideration for bicyclists when extended shoulder work or lane closures encroach within a Class II bike lane and an acceptable detour is not identified.

Bicycle Education

The City continues to annually hold the highly successful Roseville Bikefest at local elementary schools in Roseville. The event is funded through community donations and is supported by a committed group of local volunteers. Roseville Bikefest has been conducted by Pedalsafe, a community organization staffed by the City, since 1994. The goal of Pedalsafe is to help promote safe bicycling practices to families in Roseville. Approximately 200 elementary school-age children and their parents annually attend this event.

The City has also coordinated adult bicycle education the past two years in association with local bicycle advocacy groups. The events marketed and/or coordinated by the City included brown bag learning lunches, as well as an extended bicycle education course. The curriculum of these seminars/courses is derived from the League of American Bicyclists effective cycling program, which emphasizes that cyclists have all the rights and responsibilities of drivers of vehicles.

Bicycle Enforcement

The Roseville Police Department has five full-time police officers assigned as school resource officers. One officer is assigned to each of Roseville's high schools (Oakmont, Roseville and Woodcreek). The other two officers divide their time among the four middle schools and the affiliated elementary "feeder" schools. In addition to handling calls for police service at their respective campuses and providing a safe environment for students and staff, the school resource officers enforce child helmet safety laws.

2006 Bike Locker Project

The City completed installation of 49 bicycle lockers at local employment sites and transit stops in April 2006. The bicycle lockers are available for long-term parking for employees and commuters. Twelve of the lockers were installed at three multi-modal transit stops (4 each at the Amtrak Station, Maidu Park Park-N-Ride lot and Taylor Street Park-N-Ride lot.) The remaining lockers were installed at five employment sites within the City. Secure bike racks were also installed at the Roseville Civic Center. The bicycle locker program was funded primarily by a Bicycle Transportation Account grant.

Bike lockers at the Roseville Intermodal Station (Amtrak).

Existing Conditions

B. Assessment of Existing Conditions

The Bicycle Master Plan Update includes an extensive assessment of existing conditions for bicycling within the City, including review of existing plans and policies, review of bicycle collision data, and public outreach. These efforts are summarized below.

Review of Existing Plans, Policies, Programs and Improvement Standards

There are a number of local, state and federal plans, policies and standards that govern bikeway development.. The Bicycle Master Plan Update included an extensive review of the pertinent planning documents and policies that affect bikeway development. The documents reviewed include:

- The American Association of State Highway and Transportation Officials "Guide for the Development of Bicycle Facilities
- The State of California Department of Transportation (Caltrans) Highway Design Manual Chapter 1000, "Bikeway Planning and Design"
- The California Manual on Uniform Traffic Control Devices (Cal-MUTCD)
- The City of Roseville Design/Construction Standards
- The City of Roseville Parks Construction Standards
- The City of Roseville General Plan
- City of Roseville Municipal Code
- West Roseville Specific Plan
- Roseville Growth Management Report & Recommendations 2005
- Roseville Creek and Riparian Management and Restoration Plan
- Dry Creek Greenway Regional Vision
- Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives

The Bicycle Master Plan update was undertaken in context with the policies and standards of these documents.

Existing Conditions

Bicycle Collisions

An analysis of bicycle collisions was conducted as part of the BMP development process. A five year collision summary (FY 2001-FY 2006) was provided by the City. The data represents all bicycle related collisions occurring in the City of Roseville between July 2001 and June 2006. Table 2 summarizes the collision data by year and severity. There were no fatalities reported during the five year period, but 131 of the total 146 accidents (90%) resulted in some form of injury.

TABLE 2
City of Roseville 5-Year Bicycle Collision Summary
July 2001 through June 2006

Year	Total Collisions	Injury	Fatalities
July 2001 through June 2002	30	25	0
July 2002 through June 2003	15	11	0
July 2003 through June 2004	37	36	0
July 2004 through June 2005	31	28	0
July 2005 through June 2006	33	31	0
Total	**146**	**131**	**0**

Source: City of Roseville

Collision Trends and Comparisons

Table 3 summarizes the data by type of collision. There were 146 collisions reported from July 2001 through June 2006, and 138 of these involved bicycles (8 of the reported collisions were between vehicles and pedestrians). By far, the most common type of collision was a broadside. In this type of collision, the auto and bicyclist are generally traveling at 90 degree angles to each other. This type of collision typically occurs at intersections, driveways, or within parking lots, and often occurs when bicyclists are riding against the normal flow of traffic. Rear end accidents generally are caused by excessive speed and/or lack of awareness of vehicles or bicycles slowing or stopping. Sideswipes generally occur when a car or bicycle fails to yield while changing lanes.

TABLE 3
Collisions by Type

Type of Collision	Number	Percentage
Broadside	83	56.8%
Other	19	13.0%
Rear End	16	11.0%
Sideswipe	11	7.5%
Vehicle Pedestrian	8	5.5%
Head On	7	4.8%
Hit Object	1	0.7%
Not Stated	1	0.7%
Total	**146**	**100%**

Source: City of Roseville

Existing Conditions

Figure 2 shows the location and type of collision during the five-year period. The occurrence of rear-end and sideswipe collisions are scattered throughout the City. Head-on and broadside collisions are more concentrated in the central core of Roseville and along major arterials such as Douglas Boulevard, Cirby way and Harding Boulevard.

The City conducted a more detailed audit of collisions from a recent 6-month period from August 2006 to February 2007. Nineteen collisions were reported involving bicycles with sixteen involving injuries (no deaths.). The bicyclist was determined to be at fault on 14 occasions, or about 74% of the time. This correlates to prior crash statistics from 1995-2000, where 75% of bicyclists were found to be at fault. Of the nineteen collisions ten involved sidewalk bicycle riding, and eight involved wrong way bicycle riding. This information suggests that education and enforcement could be an important tool in decreasing collisions.

Table 4 compares the collision statistics for Roseville to other comparable California cities, for the two year period from January 2003 through December 2004. In terms of population, Roseville is most similar to the City of Fairfield in Solano County. Roseville experienced fewer collisions, less severe collisions (Fairfield experienced a fatality in 2004), and a lower collision rate per 1000 population than did Fairfield during this time period. Roseville also had fewer collisions and a lower collision rate than Citrus Heights, its neighbor to the south. However, Roseville experienced more collisions, and a higher collision rate than Rocklin and Folsom. These statistics should be considered in context with ridership levels. As shown in Table 5, Roseville has lower bicycling levels per capita than Rocklin and Folsom.

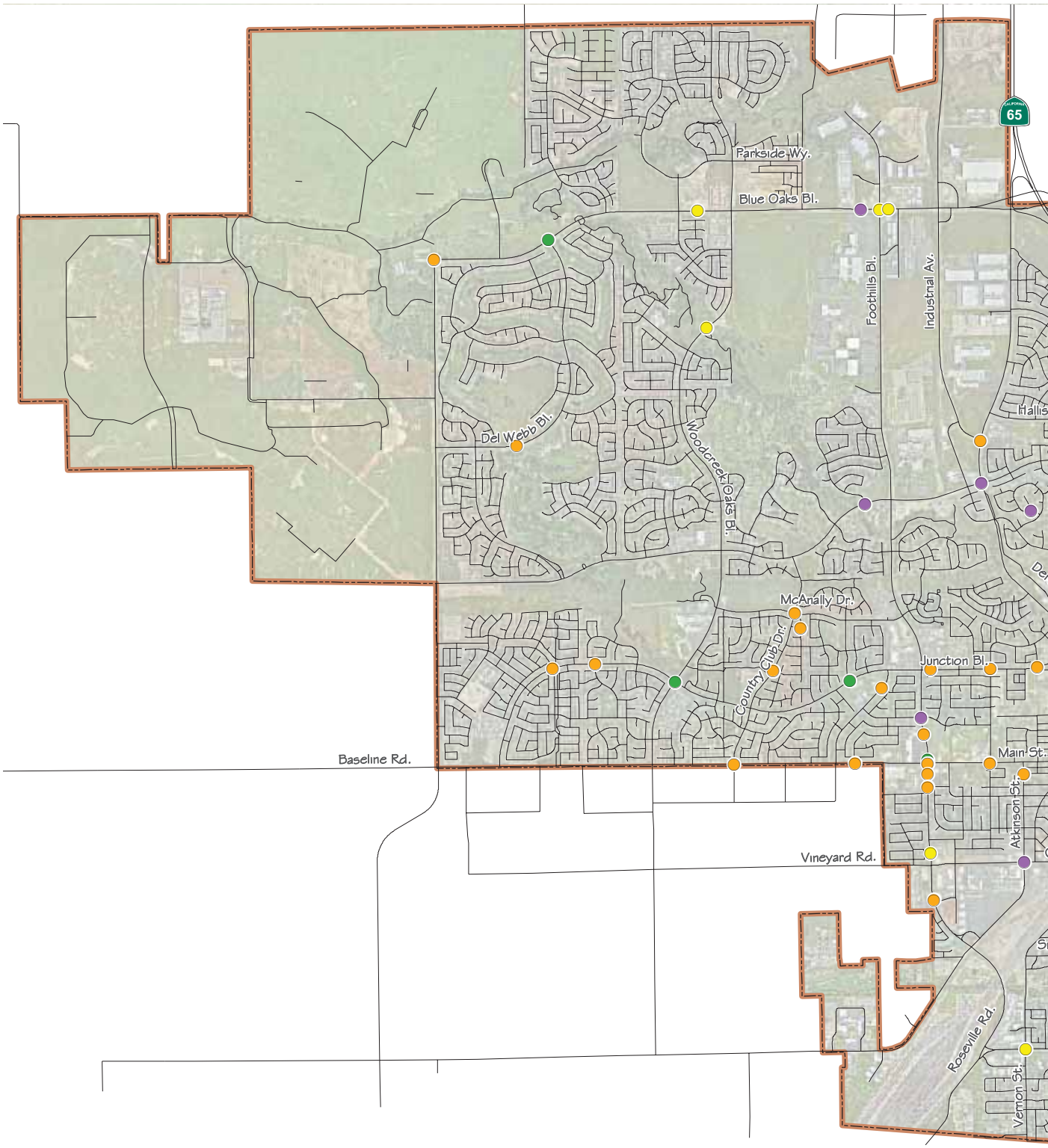
TABLE 4
Collision Comparisons Between Cities

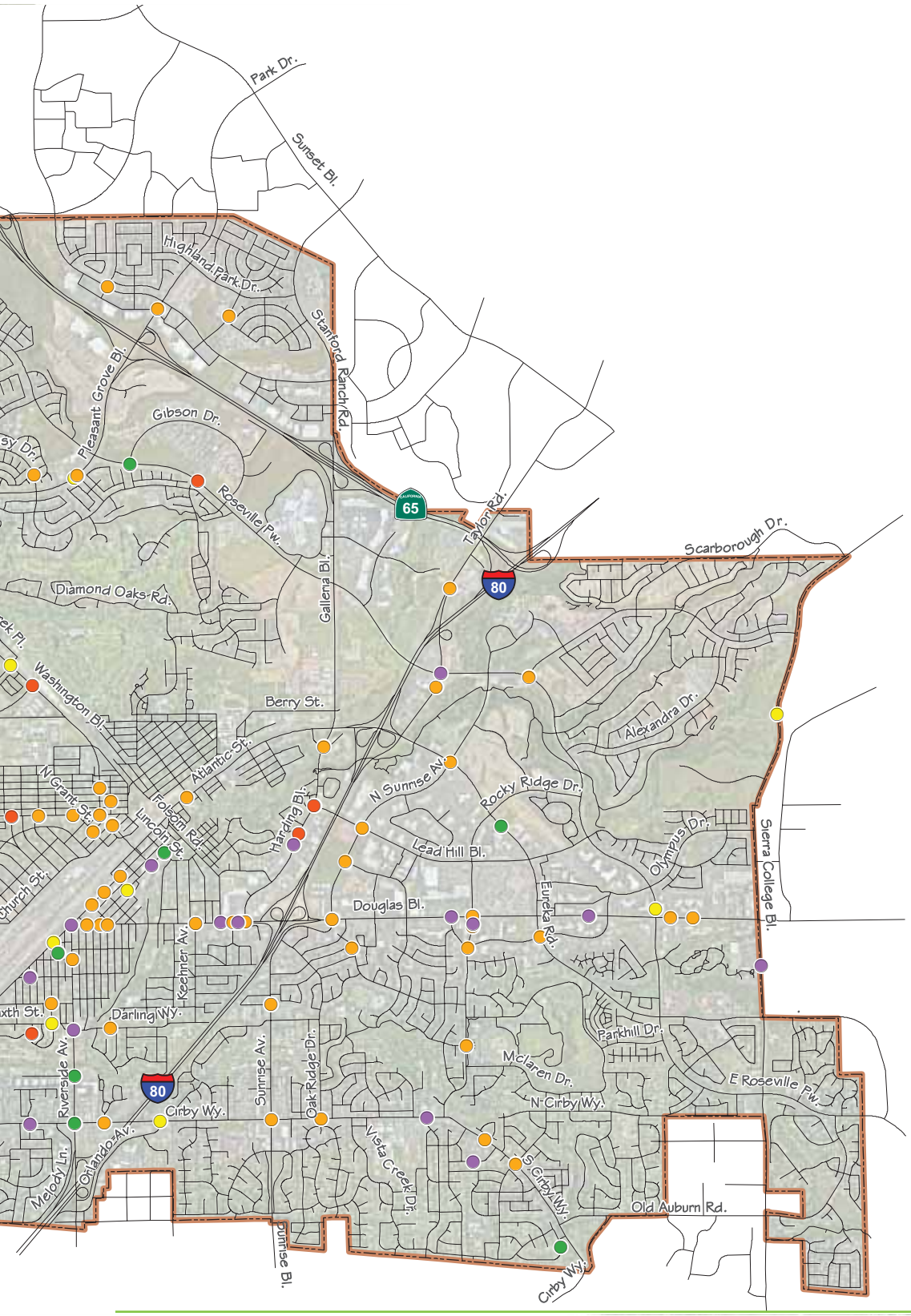
City	Pop.	2003 Fatal	2003 Injury	2004 Fatal	2004 Injury	Average Collisions per Year for 2 Year Period	Collisions per 1,000 Persons
Roseville	107,000	0	23	0	30	26.5	0.25
Fairfield	105,000	0	35	1	37	36.5	0.35
Folsom	66,000	0	11	0	16	13.5	0.20
Lincoln	40,000	1	8	0	7	8	0.20
Rocklin	50,000	0	5	1	2	4	0.08
Sacramento	454,000	3	207	0	198	205	0.45
Santa Rosa	154,000	1	54	1	65	60.5	0.39
West Sacramento	44,000	0	16	0	13	14.5	0.33
State of California	36,458,000	125	10,812	123	11,092	11,076	0.30

Source: California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)
www.chp.ca.gov/switrs/switrs2003.html, Table 8A
www.chp.ca.gov/switrs/switrs2004.html, Table 8A

Existing Conditions

Figure 2 – 2001-2006 Collision Data





LEGEND

Collision Type

- Head-On
- Broadside
- Rear-End
- Sideswipe
- Other
- City Limits

N

NOT TO SCALE

Existing Conditions

There are a myriad of factors that contribute to bicycle collisions. For example, the level of development or urbanization, the number of school age children in the population, the volume and speed of traffic on local streets, the type of bike facilities (Class I, II, or III) that are most prevalent in the community, and the adopted design standards for roads and bike facilities. It is difficult to draw any inferences beyond the fact that Roseville's accident rate (0.25 accidents per 1,000 persons) is generally similar to the average for all of the cities compared.

Public Participation Program Findings

As discussed in Section I – Introduction, the City of Roseville conducted a significant public outreach program in association with the Bicycle Master Plan Update. This program included a Bike Tour of Roseville attended by over 50 persons, a public workshop on November 28, 2006 that was attended by 51 people, and a web-based survey of over 800 people. The primary findings from this public participation program are summarized below.

Off-Street Bike Paths

Class 1 off-street bike paths are preferred by Roseville residents because of their scenic beauty and the limited motorist cross flow. They are most often used for recreational purposes, but they are also important for commuters where they allow bicyclists to avoid high traffic volume areas such as highway interchanges or major arterial streets. They are used by all cyclist types, although avid cyclists often prefer on-street bike lanes. The primary resident concern regarding off-street bike paths is that they are not sufficiently linked together and they are too short. Bicyclists want these facilities to go beyond their own neighborhood. For recreational cyclists, they want the bike paths to form a loop for round trip bike rides.

On-Street Bike Lanes

Class 2 on-street bike lanes comprise the majority of the designated bikeway system. Roseville's arterial streets form the backbone of the bike lane system. The arterial bike lanes are mostly continuous and highly connected.

The public survey of Roseville residents showed that most bicyclists find bicycle travel along arterial roadways uncomfortable due to high speeds and traffic volumes. The survey listed traffic speed/volume as the number one reason Roseville residents chose not to ride a bicycle. Many avid bike riders indicated that they like the arterial road bike lanes because they are so extensive. However, even some avid bike riders cite arterial road traffic speeds and volumes as a deterrent to bicycling, especially in critical areas such as freeway interchanges. The new standard for wider arterial street\bike lanes (discussed under accomplishments) constitutes a welcome improvement to the arterial bike lanes, especially to existing avid cyclists as they experience higher motor vehicle volumes, but is not expected to significantly increase bicycle ridership along arterial roadways. On the other hand, bike lanes on low volume/low speed 2-lane streets were considered desirable by many bicyclists, and can effectively serve avid, regular and youth bike riders.

A concern cited by bicyclists who use bike lanes is that the bike lanes at times "disap-

pear" or are perceived to disappear as they approach intersections. This can occur when multiple turn lanes are installed at arterial and collector street intersections, but may be deemed necessary for other reasons. The removal of bike lanes is permitted by Caltrans and City design standards. However, their removal may affect the ability of the City to install bicycle signal detectors and may make bicycle travel through intersections uncomfortable for cyclists. At these locations a Class III route or other alternative may be provided.

Class 3 Bikeways
Class 3 bike routes have been designated along several residential streets. The designated Class 3 bike routes are not highly continuous because the street system has been set up to limit filtering of through traffic into residential neighborhoods. This is a neighborhood benefit as it relates to auto traffic levels, but it also limits bicyclist choices.

Also, existing signs on Class 3 bike routes do not clearly identify the destinations along the bike routes. However, quiet neighborhood streets were cited by many bike riders during the bike tour and in the survey as preferred bicycle routes, and some of these streets may have the potential to be designated as bike routes.

Regional Connections
In the public workshop and survey, bicyclists expressed a desire to have regional connections. The City of Roseville has made an effort to include regional connections while planning its bikeway system. These efforts include three bike path connections into Rocklin (False Ravine branch of the Miners Ravine Bike Path, Antelope Creek Bike Path and Secret Ravine Bike Path), and many bike lane connections to surrounding communities. Bicyclists expressed that additional connections to the American River Parkway, light rail, and surrounding communities in general are desired.

Multi-Modal Connections
Bicycles are often used in combination with train, bus or carpool as part of a multi-modal trip. Bicyclists expressed a desire to have enhanced connections to multi-modal facilities such as train stations, transit stops and park-n-ride lots. The primary transit providers serving the Roseville area are Roseville Transit, Sacramento Regional Transit (Sac RT), Placer County Transit, and Consolidated Transportation Services agency of Placer County (CTSA). Greyhound bus and AMTRAK also provide important services in the area.


Bike rack on Roseville Transit.

All of these agencies provide for bicycles to some degree, but in different ways. For example, Roseville Transit Buses are equipped with two front-mounted bike racks, available on a first-come, first-serve basis. Otherwise bicycles are not allowed on board Roseville Transit buses under any circumstance. Sac RT buses are also equipped with bike racks that can accommodate two bikes. Bikes are not allowed aboard Sac RT buses unless it is the last bus on the route that day, and the bike carrier is full. Passengers wishing to bring a bike on a Greyhound bus have to securely pack it in a wood or canvas container, and then it gets stowed with the rest of the luggage underneath the bus. However, it is possible to roll your bike right on to some Amtrak passenger trains,

and secure it in a bike rack, unboxed. Availability of this service varies widely from train to train, and station to station. Passengers can reserve space for bicycles when they make a ticket reservation.

Bicycle Support Facilities

Bicycle Parking

The City of Roseville Zoning Ordinance and Transportation Systems Management (TSM) Ordinance currently require bike racks at all new commercial and industrial development sites. The TSM Ordinance also encourages but does not require the installation of bike lockers or other forms of long-term bike parking at major employers. Roseville Transit, the local transit provider operated by the City of Roseville, provides two bike racks on each bus. Furthermore, most schools, parks, and other public buildings also have bike parking. As described previously, the City recently installed bike lockers at several transit sites and an employee bike room at the Civic Center. The City of Roseville Redevelopment Agency has also installed bike racks in Downtown and Oldtown Roseville.

Most required bike parking has been in the form of bike racks. The City has not consistently required long term bike parking (bike lockers, etc.). The public opinion survey indicated that lack of secure long-term bike parking is a detriment to bicycle commuting. Members of the public also noted that bike parking at existing infill businesses may be lacking.

Shower and Locker Facilities

The City of Roseville does not require employers to install shower and locker facilities for employees. Large employers or high-end office buildings often provide these. However, the public survey results showed that additional shower and locker facilities are desired by bicyclists.

Lighting and Signs

Respondents in both the rider survey and the on-line survey indicated that adequate lighting along bike paths would add to a sense of safety. In addition, several comments were received that more destination signs were needed along paths to let riders know where they are and how far away their destination is.

Existing Bikeway System Inventory

As part of the process of updating the Roseville BMP, a field-based GIS survey of existing bicycle facilities was conducted. The survey focused on bikeway design (width of facility, signs & striping), connectivity and access. The results of the field-survey are shown in Figure 3. This information was used to develop suggestions and recommendations for improving the overall bike system.

Estimated Bikeway Demand

The California Bicycle Transportation Act (BTA) requires that the Bicycle Master Plan estimate the number of existing and future bicycle commuters in the City of Roseville. Table 5 provides journey to work data from the 2000 U.S. Census, showing that the mode split for bicycling in Roseville is 0.4% of all trips to work. This means that of Roseville's year 2000 workforce population of 38,908, 156 persons used the bicycle as

their primary means of transportation to work. Table 5 compares this figure to other local jurisdictions as well as the state-wide average. Roseville's split is half the state average of 0.8% for bicycle to work mode. However, Roseville's bicycle mode split is equal to that of the City of Lincoln and not far behind Rocklin and Folsom. It should be noted that this figure does not include all transportation-related bicycle trips. Persons who primarily use a car for their work commute but occasionally bicycle are not counted. Shopping, medical and other trip purposes are also excluded from this figure. In addition, childrens trips to school are not calculated.

TABLE 5
Mode Split (%) Journey to Work

Place Name	Drive Alone	Carpool	Public Transportation	Bicycle	Walk	Other*
Roseville	**82.3%**	**9.9%**	**1.3%**	**0.4%**	**0.9%**	**5.1%**
Fairfield	73.0%	20.3%	2.0%	0.4%	0.7%	3.7%
Folsom	79.4%	10.2%	1.4%	0.6%	2.2%	6.2%
Lincoln	76.8%	15.9%	0.0%	0.4%	2.8%	4.0%
Rocklin	81.4%	9.4%	0.8%	0.5%	1.4%	6.6%
Sacramento	71.0%	16.3%	4.6%	1.4%	2.8%	3.9%
Santa Rosa	77.1%	12.3%	2.2%	0.9%	2.2%	5.3%
West Sacramento	70.9%	19.9%	2.7%	1.3%	2.1%	3.0%
State of California	71.8%	14.5%	5.1%	0.8%	2.9%	4.8%

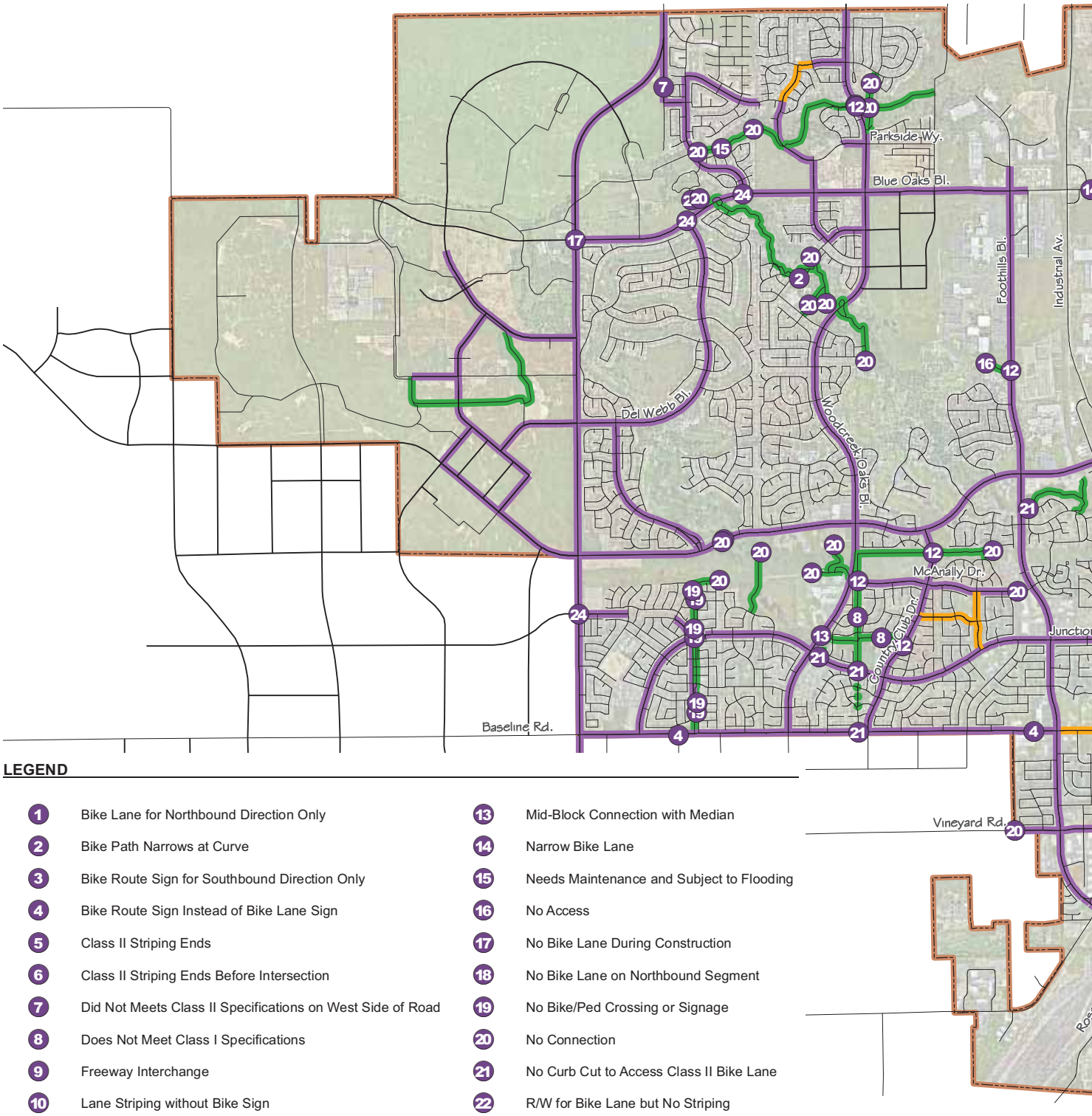
Source: Census 2000 Journey to Work
** Other means – includes worked at home, motorcycle, other*

Table 5 shows that there is a great opportunity to increase the bicycle mode split in the City of Roseville. It is reasonable to believe that implementation of the BMP could result in a doubling of the mode split in the City of Roseville to reach the state average of 0.8%. If the City were able to double the bicycle mode split by year 2015, this would mean that an estimated 634 daily bicycle commuters would eliminate 202,880 vehicle trips, 608,640 vehicle miles traveled, and 564,000 lbs. of carbon dioxide emissions in the year 2015. These figures are based upon an estimated workforce of 65,080 persons resulting in 634 daily bicycle commuters who bicycle to work 160 days per year with an average one-way commute length of 3 miles.

The implementation of the BMP would certainly result in even greater benefits if shopping, medical, school and other trip purposes were included. For example, the 2006 Datacycles survey for the BMP Update found that of the 417 respondents with children, 15% rode their bicycle to school on a regular basis (at least 1x per week.) This figure is skewed on the high side because the survey was biased towards households with an interest in bicycling. Assuming that the implementation of the BMP by year 2015 does not increase this figure, but keeps it at the same 15% level, approximately 4000 students bicycle riders would eliminate 964,560 vehicle trips, 723,420 vehicle miles traveled, and 670,000 lbs. of carbon dioxide emissions in the year 2015. These figures are based upon an estimated student population of 26,794 resulting in 4,019 bicycle riders who bicycle to school 120 days per year with an average one-way trip length of 0.75 miles.

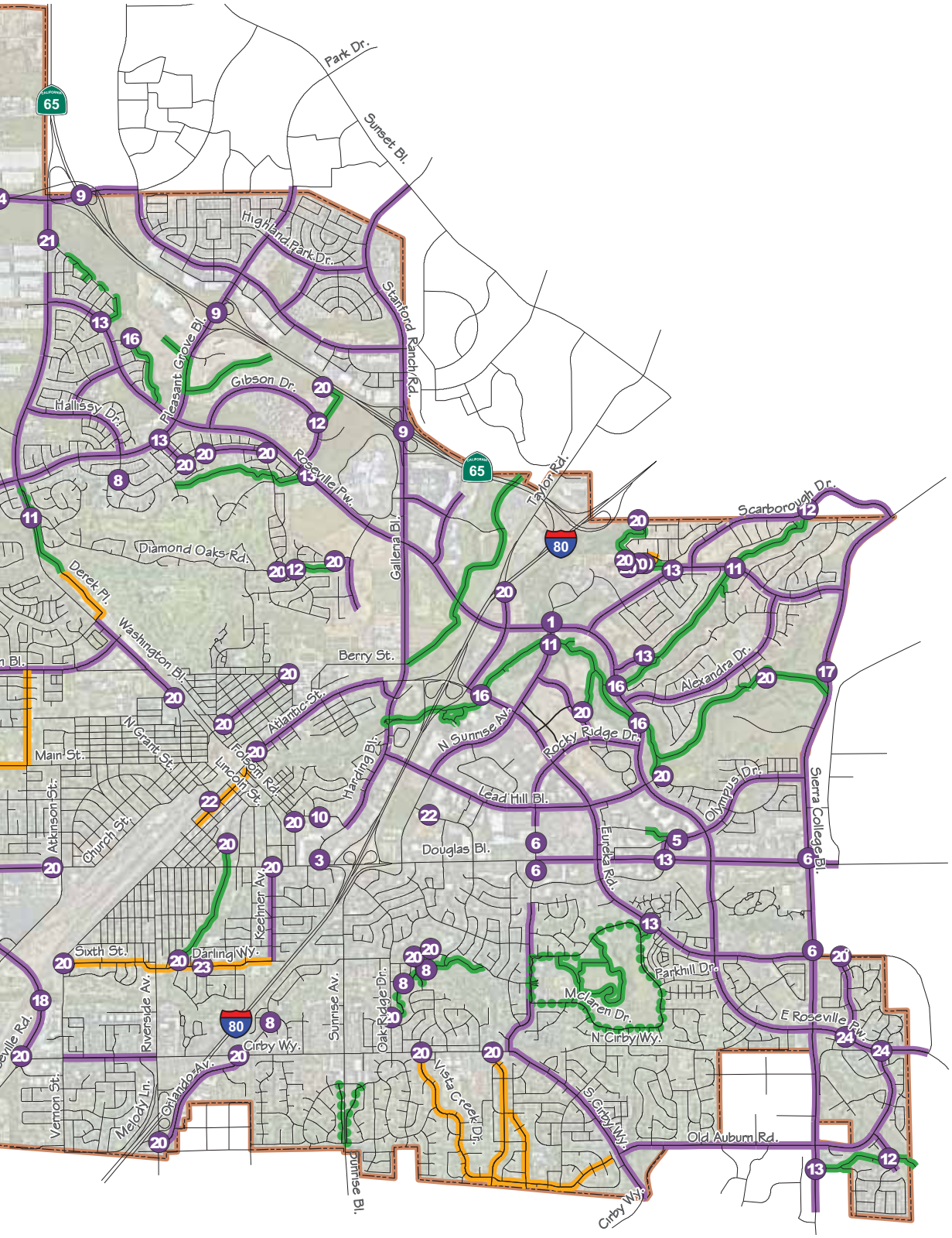
Existing Conditions

Figure 3 – Bicycle Inventory



LEGEND

1. Bike Lane for Northbound Direction Only
2. Bike Path Narrows at Curve
3. Bike Route Sign for Southbound Direction Only
4. Bike Route Sign Instead of Bike Lane Sign
5. Class II Striping Ends
6. Class II Striping Ends Before Intersection
7. Did Not Meets Class II Specifications on West Side of Road
8. Does Not Meet Class I Specifications
9. Freeway Interchange
10. Lane Striping without Bike Sign
11. Limited Access
12. Mid-Block Connection
13. Mid-Block Connection with Median
14. Narrow Bike Lane
15. Needs Maintenance and Subject to Flooding
16. No Access
17. No Bike Lane During Construction
18. No Bike Lane on Northbound Segment
19. No Bike/Ped Crossing or Signage
20. No Connection
21. No Curb Cut to Access Class II Bike Lane
22. R/W for Bike Lane but No Striping
23. Speed Humps without Bike Channels
24. Unsignalized Bike/Ped Crossing



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NOT TO SCALE

Goals, Policies & Implementation Measures

The development of goals, policies and implementation measures for this plan are intended to provide specific direction on the necessary actions involved in planning, designing, funding, and implementing bikeway facilities and programs in the City of Roseville. This section includes a summary of the Goals, Policies and Implementation Measures to be included in the Bikeway/Trails section of the General Plan Circulation Element, as well as a list of Goals, Policies and Implementation Measures specific to the Bicycle Master Plan.

A. General Plan

The Circulation Element of the Roseville General Plan includes Goals, Policies and Implementation Measures that guide the Bicycle Master Plan and the development of Bikeways & Trails. The 2007 Bicycle Master Plan Update includes recommended modifications to the General Plan Circulation Element to reflect recommended changes to policies, programs and development standards. The overarching bikeway goals of the General Plan, as amended, are listed below:

Goal 1: Increase the percentage of all trips made by bicyclists in Roseville.

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

Goal 3: Establish education, encouragement and enforcement programs that increase bicyclist and motorist awareness of the rights and responsibilities of bicyclists in order to create a climate of acceptance for bike riding.

Goal 4: Obtain the Bicycle Friendly Community Designation from the League of American Bicyclists.

Other elements of the General Plan also include goals and policies that address bikeway development. These include the Open Space and Conservation Element, and the Recreation element.

Goals, Policies & Implementation Measures

B. Bicycle Master Plan

The goals, policies and implementation measures of the Bicycle Master Plan are separated into the following areas:

- Bikeway Route Development
- Bikeway Support Facilities
- Maintenance
- Education
- Enforcement
- Encouragement
- Environment
- Evaluation
- Funding

Bikeway Route Development

Goal 1: Achieve a balanced transportation system that, consistent with the Roseville General Plan Circulation Element and Smart Choices for Roseville's Future: Implementation Strategies to Achieve Blueprint Project Objectives, provides Roseville residents a variety of transportation choices, including automobile, transit, bicycle, and pedestrian options.

Goal 2: Establish a safe, comfortable, convenient and highly-connected bikeway system that meets the transportation and recreation needs of avid, regular, youth and beginning bike riders, while balancing the needs of other transportation types including automobiles, train, transit and pedestrians.

Policies

1. To meet needs of the various bike rider types, each area of the City should include a range of bikeway types, including bike lanes on arterial streets, bike lanes on collector streets, bike routes on selected low volume/low speed streets and off-street bike paths.
2. The bikeway system should provide convenient and comfortable connections between residential areas, schools, parks, public transit stops, shopping centers, employment centers and other uses.
3. The City should cooperatively pursue connections to neighboring jurisdictions to ensure regional bicycle accessibility.
4. Promote development patterns that enhance connectivity for transportation and recreation use and lessen distance of bicycle and pedestrian travel between uses.
5. In newly developing areas, the interval between designated bikeways should be approximately every 1/3-mile. Where feasible and where funding allows, the City should make efforts to approach a 1/3-mile bikeway interval in infill areas.

6. Class I Off-Street bike paths are preferred when they result in bikeway continuity, safe and preferably separated crossings of major roads, and minimal traffic cross-flow.
7. New arterial streets should include Class II bike lanes and Class IA bikeways. Class IA bikeways are intended to supplement (not replace) on-street bike lanes, and they typically do not include signs designating them as bikeways. However, there may be locations where Class III or IA bikeways may be utilized in lieu of a Class II bike lane.
8. Class II bike lanes should be provided on new collector streets, but there may be instances when a Class III route will be substituted. The bikeway designation along new collector roads should consider: Anticipated traffic speeds and volumes; continuity of bike lane and destinations served; adjacent land uses; the availability of comparable alternative bike routes; and other applicable factors as determined by the Public Works Director.
9. Class III on-street bike routes may be designated to provide connections between or to Class I and Class II bikeways, or as an alternative to bicycling on Class II bike lanes on arterial streets.
10. Major roadway improvement projects proposed on existing arterial streets without bike lanes should include an investigation of the feasibility of installing Class II bike lanes.
11. Proposed change(s) to the designation of an existing bikeway will typically be considered by the Transportation Commission and should evaluate: Continuity of bike route; destinations served; adjacent land uses; alternative routes; available right-of-way; traffic speeds and volumes; collision history; environmental impacts; and other applicable factors. The Public Works Director/City Engineer may approve changes to bikeway designation, including removal of a bike lane on an existing street, without Transportation Commission review and approval when the change resolves an identified safety concern or results in improvement to a signalized intersection turning movement(s) experiencing significant delay, and the resultant lane configuration permits shared use by autos and bicycles. Where a bikeway designation is changed from Class II bike lane to Class III bike route, signs shall be installed to inform motorists that bicycles will be sharing the road.
12. To meet the needs of beginning bike riders, bicycles should continue to be permitted to ride on all sidewalks, except where prohibited by the Municipal Code.
13. Bicycle crossings should be located at appropriate intervals along new roadways as determined by the Public Works Director/City Engineer. The City will consider opportunities for grade-separated crossings where feasible and warranted based upon demand to improve bikeway safety, comfort and continuity. The City should work with Caltrans to provide safe, convenient and comfortable crossings of State highways and freeways at regular intervals.

14. Provide bicycle signal detectors per local and state standards at all new signalized intersections with bike lanes and, if feasible, when modifying existing signalized intersections with bike lanes. Where designated Class III bike routes meet a signalized intersection, if feasible provide alternative treatment that may include bicycle push buttons or placement of a bicycle symbol over the "hot spot" of the standard signal loop.
15. Coordinate regular training for staff and commissions regarding best practices and principles to finance, plan, construct, operate, maintain, and patrol bikeways.
16. Work with Public Works, Planning and Parks & Recreation Department staff to provide continuity in the design & construction of bikeway facilities.

Implementation Measures

1. All bikeway construction projects should conform as applicable to the City of Roseville Design/Construction Standards, City of Roseville Parks Construction Standards, and state and federal standards.
2. All City and development projects shall be reviewed by City staff for conformance with the goals, policies and implementation measures of the Bicycle Master Plan.
3. The Public Works Department should work with other Departments to create a checklist for the evaluation of development projects for conformity to the Bicycle Master Plan.
4. Participate in regional bicycle and pedestrian planning activities.
5. Coordinate bikeway system implementation projects internally and with adjacent jurisdictions.
6. Provide training for Public Works Department, Planning Department and Parks & Recreation Department staff and commissions on the guiding principles of bicycle and pedestrian system transportation planning, design and maintenance.

Goals, Policies & Implementation Measures

Bikeway Support Facilities

Goal: Create an environment that includes support facilities necessary to encourage commuter and recreational bicycle riding.

Policies

1. Support facilities that encourage bicycling should, to the extent feasible, be made a standard component of all private and public projects.
2. Provide short term bike parking (bike racks) conveniently located at business entrances and safe, secure and covered long term bike parking (bike lockers, bike rooms, bike cages) at employment sites.
3. Promote showers and changing facilities at major employment sites.
4. Support facilities along bike paths may include trailhead parking lots, route map displays, rest areas/benches, drinking water, bike racks, restrooms, and, where deemed necessary for safety such as in under-crossings, lighting. The support facilities may be provided with parks and other public facilities or provided separately.

Implementation Measures

1. Consider updating the Municipal Code (Zoning Ordinance and TSM Ordinance) and Community Design Guidelines to enhance bike parking for new development.
2. Develop standards for bicycle parking in the public realm of Downtown Roseville and other pedestrian activity areas.
3. Consider funding an annual bike parking project to install long term bicycle parking at park-and-ride facilities, commuter bus stops, transit transfer points, at the Amtrak Multi-modal Station, and short-term bike parking at existing businesses with a demonstrated need.
4. Consider increasing capacity of bike racks on Roseville Transit vehicles if a need is demonstrated. Explore options with Roseville Transit for allowing (if racks are full) bikes on buses under limited conditions such as off-peak hours or last bus of the day.
5. Adopt guidelines for and encourage the installation of showers and changing facilities for employees at major employment sites.
6. If warranted by demand, consider partnerships with public and private facilities for use of showers and changing rooms by commuting or touring bicyclists.
7. Where necessary to meet the needs of users and where not provided by other public facilities, plan for the installation of bike path amenities.
8. Consider the need for lighting in under-crossings during the design of bridges.
9. Designated bike routes shall include signs informing motorists of the presence of bicyclists and information signs informing cyclists of upcoming destinations in accordance with California MUTCD and the Design/Construction Standards.
10. Provide destination signs, trail maps, mile markers, open space and bikeway regulation signs on bike paths where appropriate.

Goals, Policies & Implementation Measures

Maintenance

Goal: Maintain bikeways and support facilities to ensure preservation of the City's capital improvements and to provide safe and comfortable facilities for cyclists and, on multi-use paths, for other users.

Policies

1. All streets with Class II or III designation should be swept at regular intervals.
2. Develop guidelines for routine maintenance and long-term maintenance of off-street bike paths.
3. Where construction operations occur adjacent to Class II or III bikeways, the developer/contractor will be responsible for maintaining clear and clean paths of travel.
4. Street maintenance overlay projects and other construction projects within the public right-of-way and along designated bikeways shall be reviewed for conformance with the Bicycle Master Plan. Where existing facilities are not in conformance with the Bicycle Master Plan and current City standards, the facilities may be brought up to standards where determined feasible by the Public Works Director/City Engineer.
5. Construction projects within public right-of-way should address bicycle safety & movement per Federal, State and Local standards.

Implementation Measures

1. Inspect bikeways and support facilities on a regular basis.
2. Establish an on-line system for reporting, evaluating, tracking and responding to maintenance and safety concerns on bikeways.
3. Seek funding from new development projects for bikeway maintenance.
4. Create a sinking fund for unexpected bike path maintenance projects, such as damage repair and long term overlay/reconstruction.
5. As staff time permits, support efforts of local bicycle groups, neighborhood associations, businesses and the Parks & Recreation Department to establish an Adopt a Path program(s) that address litter cleanup, pet waste cleanup, and as appropriate other bike path and open space maintenance activities.
6. Coordinate bikeway-related training for Streets and Open Space maintenance staff.
7. Consider updating the Design/Construction Standards to include standard provisions for Traffic Control Plans per the following:
   - Construction signs should be placed outside bike lanes where feasible;
   - Where a bike lane will be closed for an extended period, advance warning signs may be provided for bicyclists; and
   - Where a bike lane is closed, if feasible, an area between the construction zone and vehicle lane may be provided for bicyclists.

Goals, Policies & Implementation Measures

Roseville Police Sargeant Karl Dyer.

Enforcement

Goal: Enhance enforcement programs with the goal of reducing violations and bicycle injuries and fatalities by 10% over 10 years.

Policies

1. Enforcement efforts directed at bicyclists should focus on child helmet law, failure to stop/yield, wrong way bike riding, and night riding without lights/reflectors.

2. Enforcement efforts directed at motorists and related to bicycle safety should address motorist failure to yield or stop for cyclists, excessive motor vehicle speed, and driving under the influence.

Implementation Measures

1. Assist the Police Department in their officer training efforts related to bicycle issues and laws.

2. Coordinate with the Police Department to determine enforcement strategies for bike riders.

3. Assist the ongoing efforts of the Parks & Recreation and Police Departments to provide enhanced oversight of open space areas and off-street bike paths.

Education

Goal 1: Increase bike rider and motorist awareness of the rights and responsibilities of bike riders in order to create a climate of acceptance for bike riding, reduce bike rider violations, improve safe bicycling and driving practices, reduce collisions, and increase bicycle riding to work, school, and other destinations.

Goal 2: Increase awareness of users of multi-use paths of the rights and responsibilities of the various users.

Kids learn safe cycling techniques from firefighters at Roseville Bikefest.

Policies

1. Education programs targeted to adults and children should explain safe bike riding techniques and the importance of proper helmet use, and provide information on the Roseville bikeway system and support facilities.

2. Education programs targeted to school-age children should recognize the unique challenges associated with child and youth bike riders.

3. Raise motorist awareness of the rights of bicyclists to ride on the road, and provide motorists information on ways they can modify their driving behavior to more safely accommodate bicyclists.

Goals, Policies & Implementation Measures

Implementation Measures

1. Create a coordinated and comprehensive bicycle safety education program that provides bicycle education annually to all school-age children. As appropriate and as staffing allows, add education and encouragement components to the City's successful Safe Routes to School programs. Continue and strengthen the highly successful annual Roseville Bikefest.

2. Create a coordinated and comprehensive bicycle education program targeted to adult bike riders with information regarding bike rider rights and responsibilities and proper bike riding techniques.

3. Expand and support a citywide helmet promotion program.

4. Create a public education campaign targeting motorists that provides information on the rights and responsibilities of bicyclists. Work with the Police Department to identify opportunities for incorporating bicycle safety curriculum into motorist education and training.

5. Develop education materials (e.g. handouts, videos) for presentation to media, schools, neighborhood groups, businesses and other groups that promote bicycle safety.

6. Develop criteria and promote trail etiquette for use of off-street bike paths by bicyclists, pedestrians, equestrians (if applicable), skaters, and persons with disabilities.

7. Coordinate education and encouragement efforts with the Parks and Recreation Department, public health agencies and/or other groups as opportunities arise.

Encouragement

Goal: Increase transportation and recreation bicycle riding to work, school, play and other destinations by 50 percent by 2020, and gain acceptance of bicycle commuting as a mainstream activity through incentive and encouragement efforts.

Policies

1. Encourage public participation through local coordination with City staff.

2. Build coalitions with local businesses, schools, clubs, bike shops and organizations

3. Explore alternatives to provide incentives to bicycle commuters.

4. Support recreational bikeway facilities, programs and events as an important part of the effort to cultivate acceptance of bicycling among the general populace.

Goals, Policies & Implementation Measures

Implementation Measures

1. Continue to support regional efforts to promote biking such as Bike Commute Month, Roseville In Motion and International Walk/Bike to School day.
2. As feasible, enhance incentives for bicycle commuting such as Bucks for Bikes and Bike Commute Month.
3. Sponsor in association with local bicycle organizations bicycle parking at special events.
4. Sponsor in association with local bicycle organizations or other groups bicycle/triathlon events and races, or other similar events.
5. Support efforts of local bicycle groups to establish and maintain bicycle motocross (BMX) and mountain bike opportunities within the City, including single track, mountain bike skills park, and BMX track.
6. Identify public and/or private locations/workplaces where a bike loan program may be successful, and obtain funding (public/private partnerships), etc.

7. Update the Roseville Bikeway Map as necessary to stay current with changes to the bikeway system.
8. If warranted by user levels and if an appropriate location is identified, support efforts of local bicycle groups to establish a bicycle station that delivers bicycle parking, showers, restrooms, bicycle services.
9. Evaluate the potential to modify the Municipal Code to permit expanded hours of bike path operation for bicycle commuters.

Environmental

Goal 1: Reduce traffic, improve air quality, and reduce emissions that contribute to climate change by providing a viable commute alternative to the automobile.

Goal 2: Enhance public access to open space and natural areas while, to the extent feasible, minimizing the environmental impacts of off-street bike path projects.

Policies

1. Promote the beneficial aspects of bicycling through Bike Month, Roseville in Motion month, Spare the Air and other programs.
2. Work with other City Departments to identify opportunities for construction of bike paths in open space areas.

Goals, Policies & Implementation Measures

3. Coordinate and where feasible and beneficial partner bike trail projects with stream bank restoration, native habitat restoration, flood control projects and other related open space projects.

4. Bike trails through open space may, where appropriate and feasible, include interpretive signs informing the public of the environmental resources present and directing users to behave in a manner that reduces impacts on the open space.

5. Bike path planning, construction and maintenance should be consistent with the Roseville Creek & Riparian Management Plan and open space preserve management plans.

6. Comply with applicable Local, State and Federal environmental regulations.

7. Bike trail projects, to the extent feasible, should minimize environmental impacts.

Implementation Measures

1. As appropriate, coordinate the planning, environmental review, design, construction and maintenance of open space bike trail projects with City departments, local, state and federal agencies, and local interest groups.

2. Partner with health organizations where appropriate to promote bicycling.

Funding

Goal: Ensure adequate funding for construction and maintenance of bikeways and support facilities, and education, encouragement, enforcement and evaluation programs.

Policies

1. Create a bikeway system that is cost effective to construct and maintain.

2. Maximize funding opportunities through a combination of federal, state and local sources, including development agreements, community facilities districts and grants.

3. Utilize grant funds to leverage local bikeway funds.

4. Where feasible and appropriate, include bike lane improvements consistent with the Design/Construction Standards as part of Capital Improvement Program projects.

5. Where appropriate, partner bike path projects with flood control, redevelopment, utilities access, air quality improvement and open space/stream restoration projects.

6. Where bikeway projects cross jurisdictional boundaries, partner with adjacent jurisdictions as feasible to reduce costs.

Goals, Policies & Implementation Measures

Implementation Measures

1. Submit grant applications in accordance with the City's guidelines as grant programs become available.
2. Coordinate bikeway projects internally and with other agencies to determine partnering potential.
3. Where determined appropriate, adopt fee programs for bikeways.

Evaluation

Goal: Evaluate the effectiveness of the City's bicycle programs and the efforts to implement the overarching bikeway goals of the General Plan and the Bicycle Master Plan on an on-going basis. Strive to achieve a 50% increase in bicycle use over the next 10 years.

Policies

1. Establish and implement a plan for regular measurement of the amount of cycling taking place in Roseville.
2. Annually review bicycle collision data to identify commonalities/trends and target engineering, maintenance, enforcement, education and encouragement efforts to reduct collisions and injuries/fatalities.

Implementation Measures

1. Prepare an annual report summarizing the bicycle program and collision data and identify a work plan to address any concerns in the report.
2. Measure bicycle use on City streets and trails by 2010 to establish a benchmark for future measurements.

Recommended Bicycle Network

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Recommended Bicycle Network

This section describes the proposed system of bikeways for the City of Roseville. and the criteria used to develop and prioritize the proposed system of bikeways. The criterion was established by City staff and the consultant with input from the BMP Update Steering Committee and in consideration of public input. In addition to the proposed bikeway system and priorities, this section briefly discusses bikeway support facilities.

A. Route Selection Criteria

The development of the proposed system of bicycle routes took into account the broader goals for Bikeway Route Development described in Section III. In particular, the plan emphasizes a safe, comfortable, convenient and highly-connected bikeway system that meets the transportation and recreation needs of the broad range of bike riders, while balancing the needs of other transportation types including automobiles, train, transit and pedestrians. Factors considered during development of the proposed system map include:

- **Needs assessment**
  The needs assessment conducted by the consultant included a review of existing plans and studies, a field survey of existing bikeways, and consideration of public input, Specific parameters included access to regional parks, public facilities, schools, employment centers, residential and non-residential land use; population and employment densities, and roadway conditions including number of lanes, capacity and speed. A composite suitability index was established to show where likely improvements were needed. The demand/attractor maps are shown in Appendix B. The composite suitability map is shown in Appendix C.

- **Anticipated Utilization**
  Priority bicycle facilities in the proposed system reflect use levels that are commensurate with the level of investment required for construction and maintenance.

- **System Coverage**
  The proposed system considers balanced access from the City's population centers for both commuting and recreation purposes. Appropriate emphasis has been placed on projects in infill areas of the City due to the reduced level of existing facilities in these older areas.

- **Safety**
  The proposed system provides the highest level of safety possible taking into account bicycle travel and bicycle crossings of major roadways.

- **Connectivity**
  The proposed system provides connections between residential areas, schools, parks, public transit stops, shopping centers, employment centers, with an emphasis on connections to major activity centers and multimodal transfer locations.

Recommended Bicycle Network

- **Connections to Adjacent Jurisdictions**
  The proposed system connects the City of Roseville to surrounding communities such as the City of Rocklin, City of Lincoln, City of Citrus Heights, Sacramento County and Placer County.

- **Projects of Regional Significance**
  Projects that cross jurisdictional boundaries and have the potential to create regionally significant bike facilities. This is important because a recurring theme throughout the planning process was a desire by bicyclists to be able to get on a bike trail and to keep going for a long, uninterrupted bike ride.

B. Existing and Proposed Bicycle Routing

Icehouse Bridge at Royer Park.

The system of existing and proposed bikeway facilities is shown in Figure 4. As shown in Table 6, the proposed bikeway system includes 28 miles of Class I trails, 27 miles of Class II bike lanes and 33 miles of proposed Class III bike routes, totaling approximately 95 miles of new bikeways. Many of the proposed facilities such as the bike paths proposed in the West Roseville Specific Plan area have already undergone preliminary feasibility analysis. However, some of the proposed bikeways will need additional feasibility studies to determine the actual level of improvement. Figure 5 provides the proposed system with link IDs that match the cost summary in Appendix D.

An example is the proposed Dry Creek Greenway Class I trails along Dry, Cirby and Linda Creeks. This trail system is proposed through existing neighborhoods and within a defined open space corridor that in locations is fairly narrow. The potential affect upon property owners/residents will need to be evaluated further. In addition, the Dry Creek Greenway trail is proposed to cross the Union Pacific Railroad yard. A path could pass beneath the UPRR bridge on the south bank of Dry Creek between the bridge abutment and two rows of support columns. However, flood hazards would need to be addressed. In addition, the Ctiy of Roseville would need to negotiate with UPRR for access. Feasibility studies will be necessary to determine routing for this and other Class I trails.

Another example of the need for feasibility analysis is the proposed Class II bike lane on Cirby Way west of Rocky Ridge Drive. The existing street section along this portion of Cirby Way is not wide enough to support bike lanes. The intent of the BMP is to not remove auto traffic lanes or otherwise affect vehicular levels of service during the installation of new bike lanes. As a result, it is expected that minor road widening would be necessary to install the bike lane. A feasibility study will be needed to determine if there is adequate right-of-way available to support road widening for purposes of the bike lane and, if not, the extent of road widening and right-of-way acquisition necessary.

Recommended Bicycle Network

Potential location for an undercrossing of the Union Pacific rail yard.

TABLE 6
Length of Existing and Proposed System by Bikeway Classification Miles

Bikeway Classification	Existing	Proposed	Total
Class I	27	28	55
Class II	83	27	110
Class III	9	33	42
Total	**119**	**88**	**207**

Several of the proposed Class I trails are also located within existing environmental preserves. These preserves include deed restrictions limiting use of the property. In some instances, bike trails may not be permitted currently. Examples of this are the Class I crossings of Highway 65, which are proposed within the Highland Reserve environmental preserve. Construction of a bike path within these preserves will require and is dependent upon discretionary approval of the U.S. Army Corps of Engineers.

The proposed systems map is modified from the map in the prior 2002 Bicycle Master Plan. Appendix G summarizes the most significant changes to the proposed bikeway system. This summary reflects changes in proposed facilities. No existing facilities are modified by the BMP Update.

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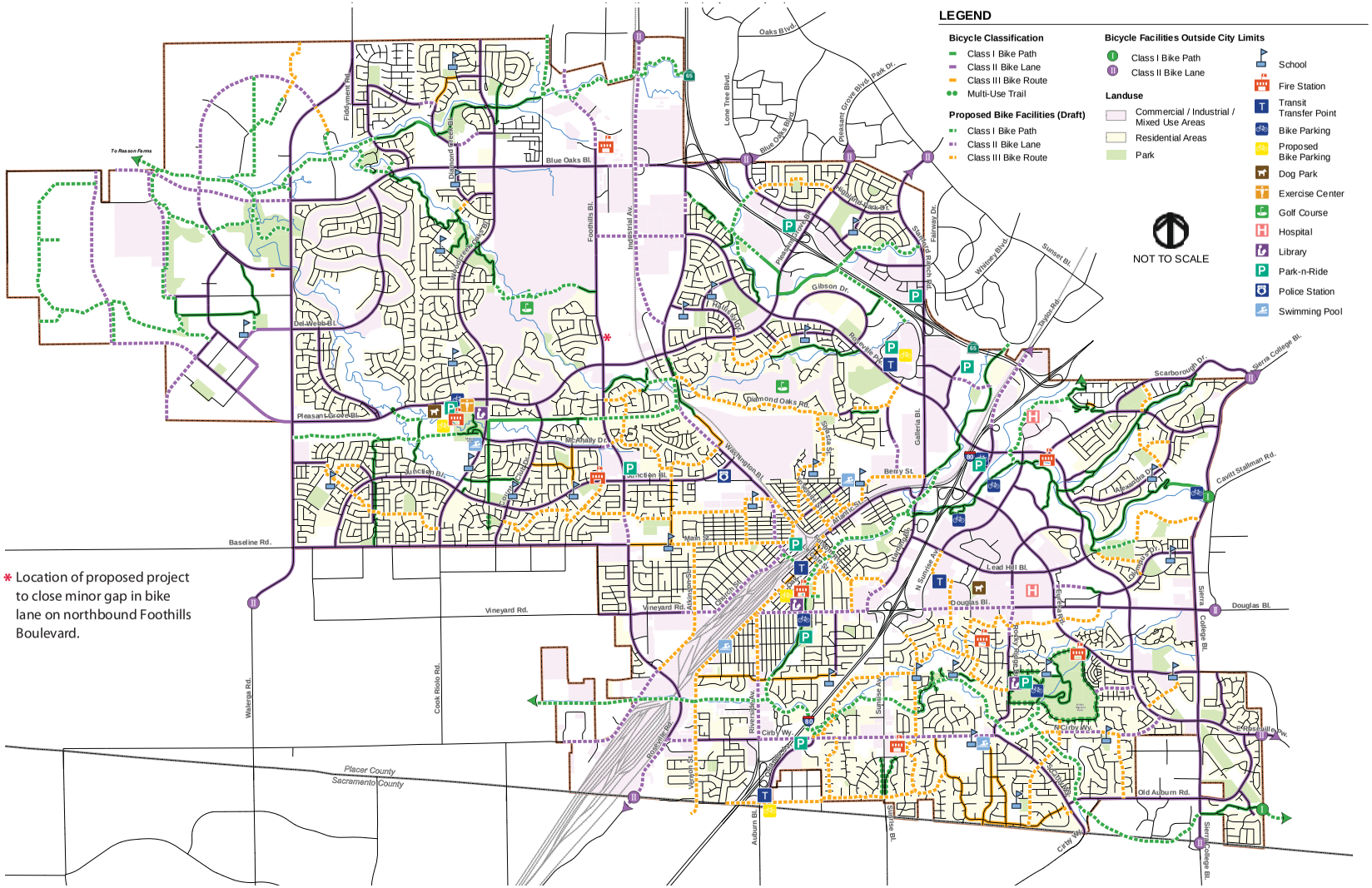
Recommended Bicycle Network

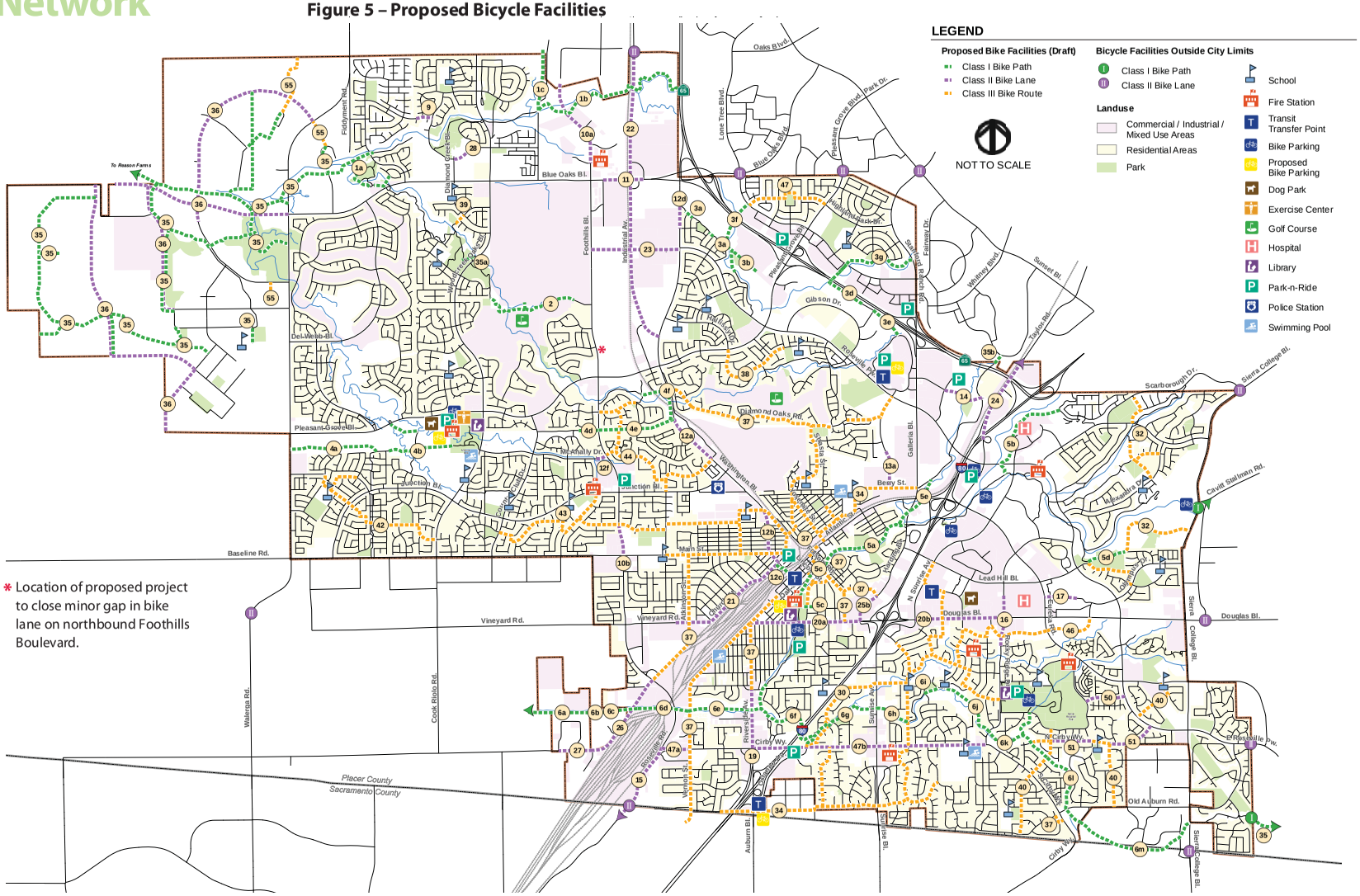
Figure 4 – Existing & Proposed Facilities



City of Roseville • Bicycle Master Plan

Recommended Bicycle Network

Figure 5 – Proposed Bicycle Facilities



City of Roseville • Bicycle Master Plan

Recommended Bicycle Network

C. Phasing of Proposed Bikeways

Appendix N of the BMP prioritizes proposed bikeway improvements by identifying projects to be completed within 1-5 years, 6-10 years and 10-20 years. The phasing plan is based upon need (or suitability) as well as readiness.

The need for a route was based on expected use, type of route, connectivity, and potential improvements to safety. A composite index and map was developed to show the suitability of particular geographical areas and travel corridors for bicycle travel. The suitability index considered the following parameters:

- Population and Employment density for residential and non-residential land use
- Travel times to regional parks, high schools, regional public facilities, and regional employment centers
- Number of travel lanes
- Posted speed limit
- Vehicle capacity
- Constraints for bicycle travel

The routes with the highest suitability ranking are:

Class I Bike Trails

- Dry Creek Regional bike Path System: Segment 6f – 6h between Riverside and Oakridge
- Dry Creek Regional Bike Path System: Segment 6i – 6k connecting existing multi-use trail and Champion Oaks
- Hewlett Packard Bike Path System: Segment 2 providing new Class I adjacent to Woodcreek golf Course and HP connecting to existing Class I near Foothills Bl.
- Miners Ravine Bike Path System: Segment 5e connecting Antelope Creek Trail and Minor Ravine Trail.
- Northwest Roseville Neighborhoods: Segments 4a – 4f providing new Class I bike paths linking Foothills Bl to Washington Bl.

Class II Bike Lanes

- Washington Boulevard.: Segment 12b new Class II bike lane between All American Bl and Church St.
- Church Street: Segment 21 new class II bike lane on church between Atkinson and Washington Bl. Completes connection to existing Class II on Washington.
- Cirby Way: Segment 47a New Class II bike lane on Cirby between Foothills and Vernon Street.
- Cirby Way: Segment 47b New Class II bike lane on Cirby connecting Riverside to Rocky Ridge.

Recommended Bicycle Network

Class III Bike Routes

- Washington Boulevard Under-crossing: Segment 12c widening of existing Washington Boulevard under-crossing path. As proposed, the path would be widened to better accommodate use by bicycles, but the path would not meet Class I standards and is therefore listed as Class III route.
- Vernon Street: Segment 29 New Class III bike route on Vernon Street between Taylor Street and City Limits
- Diamond Oaks/Sierra vista Neighborhood: Segment 34 new Class III bike routes providing access to nearby schools and downtown Roseville
- Riverside Avenue: Segment 37 new Class III bike route between Darling Way and Douglas Boulevard

Detailed route maps for the above routes are highlighted in Appendix E.

There are numerous other factors that affect the timing of or readiness for construction of bikeway projects. These include availability of funding, availability of right-of-way, environmental permitting, timing of roadway improvement projects (for Class II bike lanes) and staffing constraints. Given these factors, the most needed bikeway improvement may not be implemented first. Instances when this may occur include:

- Newer development areas where fees are established to provide funding;
- Where an opportunity, such as a road widening or re-paving, makes implementation favorable;
- Where an eminent loss of an opportunity, such as the sale of right-of-way, makes implementation necessary;

The phasing plan provided in Appendix F prioritizes routes as either short (highest priority), medium, or long term (lowest priority) projects based upon their suitability ranking and their readiness.

A potential location for an undercrossing of Interstate 80 at Dry Creek.

D. Proposed Support Facilities

Bicycle support facilities and educational programs are an important part of the proposed bikeway system because they add to the convenience and safety of the bicycle experience. Section III of the plan includes Goals, Policies and Implementation Measures for bikeway support facilities. The following discussion supplements Section III and in some instances includes specific recommendations for providing a high degree of support to bicyclists.

Lighting

Lighting for Class II and Class III on-street bikeways is provided by City street lights. Lighting for Class I trails is typically provided when Class I trails are located in paseos and other formal landscape areas. Lighting for Class I trails is generally not provided within open space because the City's has made a decision to preserve the natural feel of the open space to the extent possible. In addition, the City's open space areas are

not open to the public between one hour after sunset and sunrise. There may, however, be instances where lighting is provided, including but not limited to trail access points, road crossings, tunnels, bridge undercrossings, and over-crossings. At road crossings and access points, existing street lights may be sufficient. Where not sufficient, additional lighting may be installed. Consideration should be given to avoiding excessive glare on adjacent properties, vandal-resistant materials/fixtures, solar lighting, and aesthetic design in context with surroundings.

Destination Signs

A well-planned and attractive system of destination signs, trail maps, and markers can greatly enhance bikeway facilities by signaling their presence and location to both motorists, bicyclists, pedestrians and other users. By leading people to city bikeways, and the safe and efficient transportation they offer, effective signage can encourage more people to bicycle. These signs also aid in emergency response along Class I trails. Section III includes an Implementation Measure calling for installation of a destination signs along bike routes.

Bike Parking

Secure and convenient bike parking is critical in the effort to encourage bicycling. As noted previously, bike racks are provided at all new commercial and industrial sites. Some businesses in older infill areas of the City may not have bike racks because the businesses pre-exist the City's bike parking requirements. This is an opportunity for the City to work with these businesses to get bicycle racks installed, and this is a planned project.

The City is also in the process of providing secure long term bicycle parking at all major transfer points and park-n-ride lots. As noted previously, this effort included the installation in 2006 of four bike lockers at each of three Park-n-Ride lots in Roseville as shown on Figure 4. Additional bike lockers are planned at other park-n-ride lots as also shown on Figure 5.

Shower and clothes lockers are important for bicycle commuters with a rigorous commute and/or formal office attire. Shower and clothes lockers should be encouraged at major employment centers.

Miner's Ravine Trailhead parking lot.

Parking Lot Trailheads

Regular and convenient points of access are necessary for Class I trails. Neighborhood access points are typically provided at regular and convenient locations where topography and other conditions allow. There is also a need for enhanced trailheads that include parking, signs, benches, trash receptacles and other amenities. Ideally trailheads are provided in conjunction with another public use such as a park, where maintenance and other resources are already devoted. In some instances there may be a need for stand-alone trailhead parking lots. An example is the recently-constructed trailhead parking lot along the Miners Ravine Trail at Sierra College Boulevard. As new trails are

developed, the City will need to consider appropriate locations for trailheads. The Dry Creek Greenway Concept Plan provides guidance for the placement of trailheads. The Dry Creek Greenway Concept Plan was not adopted by the City of Roseville and is not mandatory, but it may be referenced as new trail plans are developed.

Priority Bicycle Support Facility Projects

1. Upgrade bike parking at existing public and private facilities, including new and improved bike racks where needed to meet current standards and safe and secure long term bike parking at employment sites, multi-modal facilities or other appropriate locations.
2. Install mile markers and destination guide signs on major open space trails.
3. Install bicycle signal detection at new and, to the extent feasible, existing intersections.
4. Install trailhead parking lots at appropriate locations along major trail corridors.
5. Install trail maps/destination maps for placement at trailheads.
6. Install drinking fountains and restroom facilities on major open space trails where not otherwise provided by parks or other available public facilities.

Funding

Implementation of the proposed bikeway system will require funding from local, state, and federal sources. To facilitate funding efforts, this section will present conceptual construction cost estimates for the proposed system along with a brief description of past expenditures for bikeway and pedestrian facilities.

A. Cost Estimates

Table 7 contains a unit cost summary for constructing the proposed bikeway facilities shown in Figure 4. These cost estimates are based on costs experienced in other California communities, recent cost estimates developed as part of traffic impact fee and mitigation analysis, and previous bikeway planning projects in the City of Roseville. The cost estimates include engineering, permitting, right-of-way, construction and inspection costs. These cost estimates should be used only to develop generalized construction cost estimates and project prioritization. More detailed estimates can be developed after preliminary engineering and design.

TABLE 7
Generalized Unit Costs for Bikeway Construction

Facility Type	Estimated Cost Per Mile
Class III Bike Route	
• signing only	$1,500
• signing plus minor road widening	$40,000
Class II Bike Lane	
• signing and striping only	$60,000
• signing and striping plus minor roadway widening	$500,000
Class I Bike Path	
• construct asphalt path on graded right of way with drainage and new sub-base	$1,300,000
• minor crossing	$350,000
• major crossing	$1,500,000

Source: City of Roseville, 2007; Fehr & Peers, 2007.

The unit costs identified in Table 7 have been applied to the proposed bikeway system. Where known, the plan included cost estimates for crossings. However, it is possible that additional crossing constraints may be identified during preliminary engineering. A summary of total system costs by facility type is presented in Table 8. Conceptual construction cost estimates for individual route segments are provided in Appendix D.

Funding

TABLE 8 Conceptual Construction Cost Estimate Summary	
Bikeway Classification	**Length/Cost**
Class I Bike Path	28 miles/$44.2 million
Class II Bike Lane	27 miles/$6.9 million
Class III Bike Route	33 miles/$0.050 million
Total	**88 miles/$51.1 million**
Source: Fehr & Peers 2007	

Table 8 shows a total system of approximately 88 miles of proposed Class I, II and III facilities. Total cost for constructing the proposed system is estimated at $51.1 million.

B. Grade Separated Crossings

The proposed system has identified several locations that entail special grade crossing considerations. These locations include the Class I bike path interface with the Dry Creek Greenway, portions of West Roseville, Highway 65, Union Pacific railway, and Hewlett Packard bike path. Bikeway segments with grade crossing considerations are shown in Appendix D and highlighted with a crossing constraint (CC) designation. As noted previously, additional feasibility analysis will be required to further determine the options for crossing major roadways or geographic features.

C. Potential Funding Sources

In some cases, portions of the proposed system will be completed as part of future development and road widening and construction projects within the City of Roseville. For those portions that will rely on other funding mechanisms, the following provides descriptions of the more common Federal, State and local sources available to fund bicycle projects.. A complete listing of Federal, State and Regional sources with contact information is provided in Appendix G.

Federal Sources

Federal funding through the SAFETEA-LU (Safe, Accountable, Flexible, and Effective Transportation Equity Act – Legacy for Users) could provide the bulk of non-local funding. For the City of Roseville, applicable SAFETEA-LU programs include the programs listed below.

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Federal Safe Routes to School (Section 1404 SAFETEA-LU
- Bicycle Transportation and Pedestrian Walkways Program
- Recreational Trails Program
- Job Access and Reverse Commute Grants
- Congestion Mitigation/Air Quality Program (CMAQ).

Funding

SAFETEA-LU funding is administered through the state and regional governments. For the Sacramento Region, this is SACOG. Most of the funding programs are transportation versus recreation oriented, with an emphasis on (a) reducing auto trips and (b) providing inter-modal connections. Funding criteria includes completion and adoption of a Bikeway Master Plan and quantification of the costs and benefits of the system, proof of public involvement and support, CEQA compliance, and commitment of local resources. In most cases, SAFETEA-LU provides matching grants of 80 to 90 percent.

State Sources

The following state sources provide funding that is applicable to bikeway funding for the City of Roseville:

Bicycle Transportation Account (BTA) - The State Bicycle Transportation Account (BTA) is an annual program that is available for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects which benefit bicycling for commuting purposes. Funding for this program is typically about $7,000,000 annually statewide.

Local Transportation Fund (LTF) - Under Article 3 of the Transportation Development Act (TDA), up to two percent of the LTF allocation to cities and counties can be used for bicycle and pedestrian projects. Revenues to the LTF program are derived from ¼ cents of the statewide sales tax.

Environmental Enhancement and Mitigation Program (EEM) - Bicycle projects can qualify for EEM funds if they meet the program's requirements. Any non-profit organization can sponsor projects, which are submitted to the State Resources Agency for evaluation in June/July of each year.

Assembly Bill 1475 – Safe Routes to School Bill - This bill redefines transportation safety in California by investing $20 million per year in bike lanes, bicycle and walking trails, new sidewalks and traffic-calming projects near California schools. Several rounds of solicitation and funding have been completed. It is anticipated that this program will continue for future years.

Local Sources

A variety of local sources may be available for funding bikeway and pedestrian facilities. However, their use is often dependent on political support.

New Construction

Future road widening and construction projects are one means of providing on-street bikeways. To ensure that roadway construction projects provide these facilities where needed, roadway design standards need to include minimum cross-sections that have sufficient pavement for on-street bikeways and the review process for new development should include input pertaining to consistency with the proposed system. Future development in the City of Roseville will follow the City's design standards which include bikeway facilities.

Funding

Impact Fees

Another potential local source of funding is developer impact fees. There are several different type of impact fees which may be used for bikeway development. Traffic mitigation fees are typically tied to trip generation rates and traffic impacts produced by the proposed development, and are often used to install Class II bike lanes during road widening projects but are not used for Class I facilities. Bike trail development fees are often used in new specific plan areas as a way to finance construction of Class I trails.

Assessment Districts

Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to their establishment and use of funds.

Other Sources

Local sales taxes, developer or public agency land dedications, private donations, fund-raising events and in some instances volunteer labor are other local options to generate funding for bikeway projects. Creation of these potential sources usually requires substantial local support.

Past Expenditures on Bicycle Facilities

Over the past 5 years, the City has constructed a number of new Class I trails and Class II bike lanes. The Class II bike lane projects were included with roadway widening projects, and the cost specifically for bike lanes was not broken out. Class I trails were constructed by a variety of different entities, including the City of Roseville, developers and other agencies. Table 9 shows the cost of several Class I trail projects, including design, permitting, right-of-way, construction and inspection, are shown in the following table:

TABLE 9
Past Expenditures for Class I Trails

Project Name	Length/Cost
Miners Ravine Extension (Cosmos to Harding – City)	0.5 miles/$874,000
Antelope Creek Trail (City)	1.25 mile/$2,100,000
Highland Reserve Trail (Developer)	1.5 mile/$2,300,000

Source: City of Roseville

Grand Opening for the Antelope Creek Trail.

Funding

Cost and Funding Summary

Future expenditures for bikeway facilities are difficult to predict due to the ever changing fiscal climate and the number of variables involved in securing funding. It is instructive to consider the total annual amount required to implement the proposed system over a 20-year time frame. Dividing the approximate $51 million cost equally over 20 years equates to about $2.5 million annually in 2007 dollars. The following actions are recommended to complete the proposed system.

- Prepare joint applications wherever possible, with other local and regional agencies for competitive funding programs at the state and federal levels;
- Actively pursue funding from the BTA and Safe Schools Program to complete priority portions of the proposed system;
- Use existing funding sources as matching funds for state and federal funding; and
- Include proposed bikeways wherever possible as part of roadway projects involving widening overlays, or other improvements.

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Appendices

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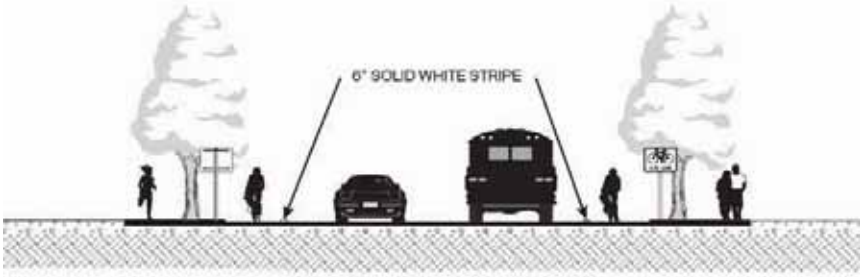
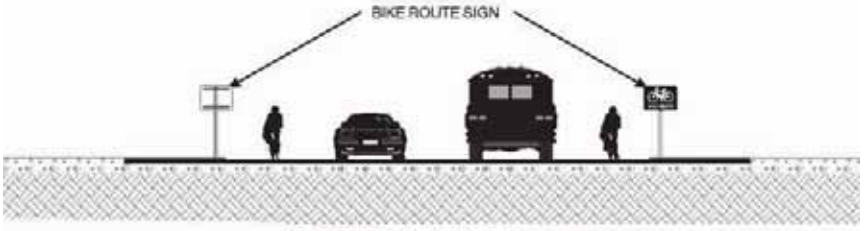
Appendix A

General Bikeway Classifications

CLASS I BIKEWAY (Bike Path)
Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized.



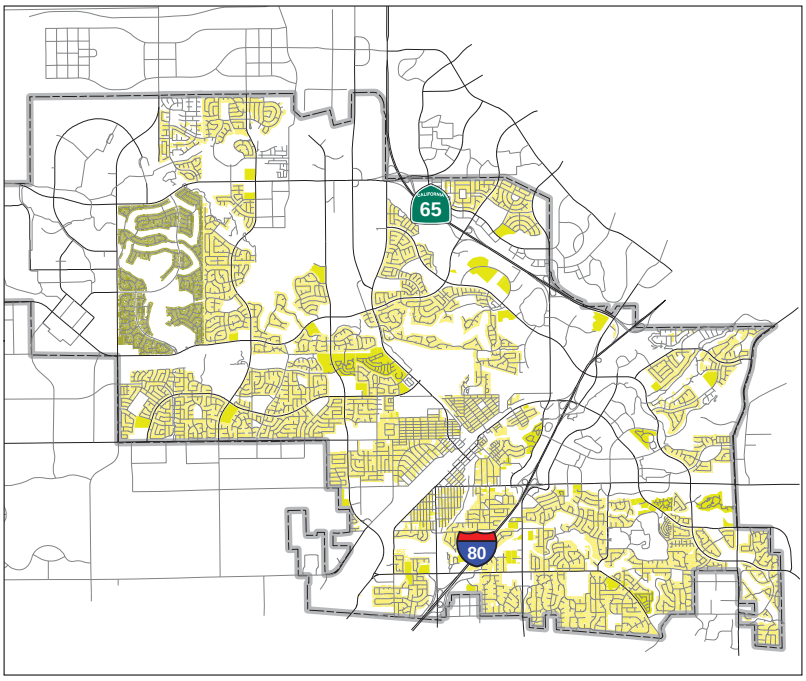
CLASS II BIKEWAY (Bike Lane)
Provides a striped lane for one-way bike travel on a street or highway.



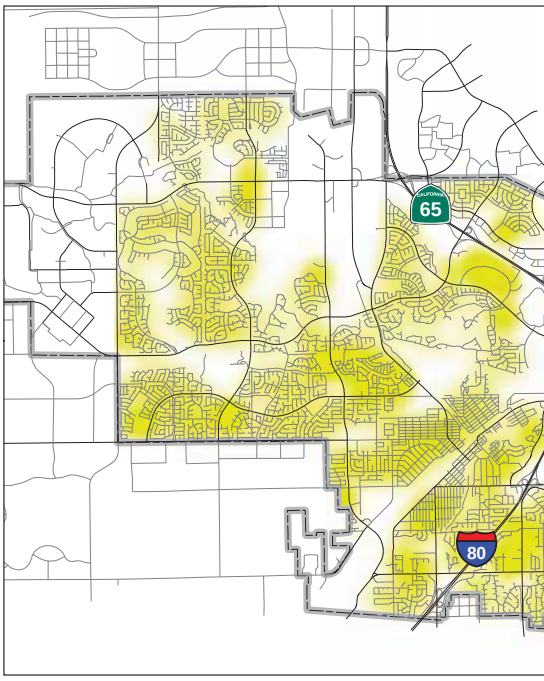
CLASS III BIKEWAY (Bike Route)
Provides for shared use with pedestrian or motor vehicle traffic.

Appendix B-1

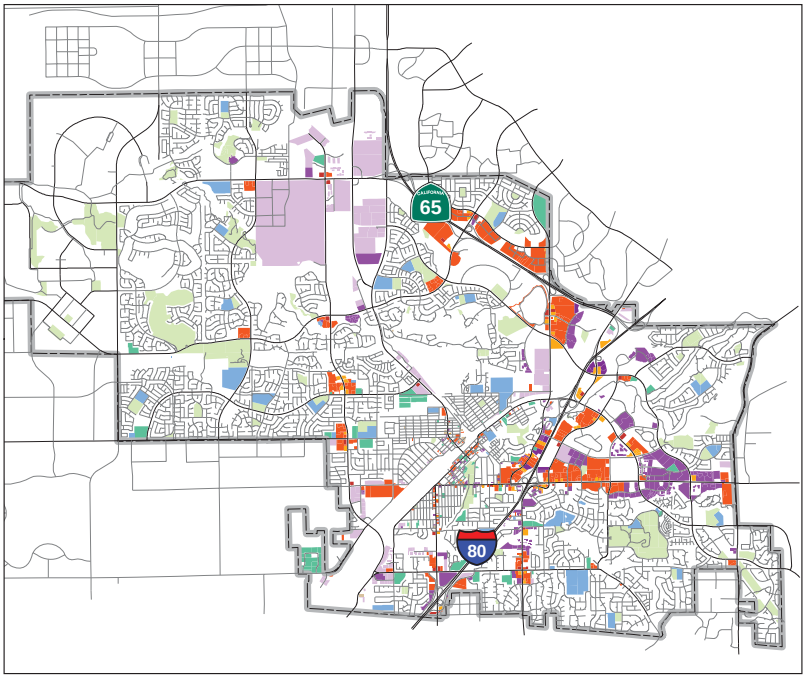
Existing Bicycle Facilities and Population/Employment Areas



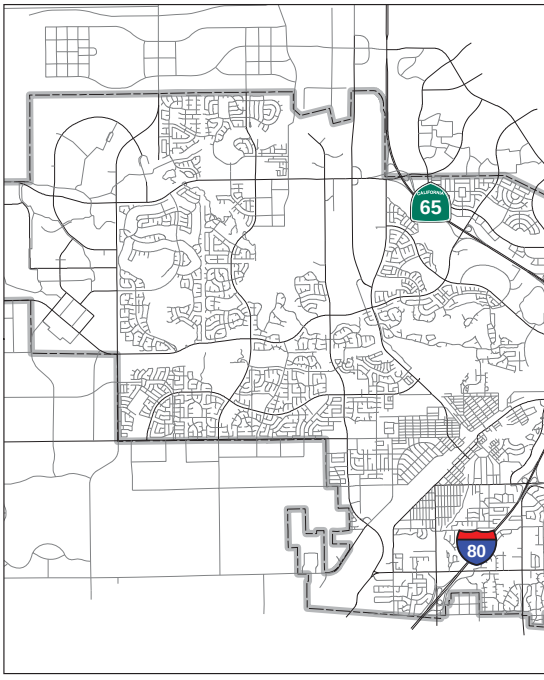
RESIDENTIAL PARCEL LAND SE



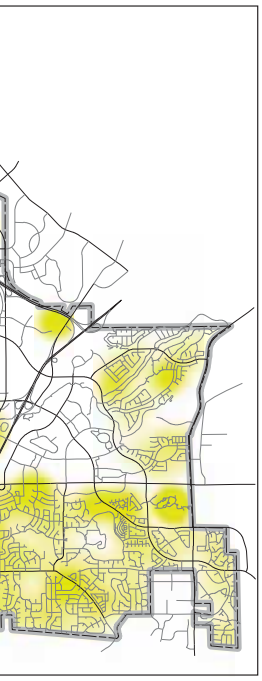
RESIDENTIAL DENSITY

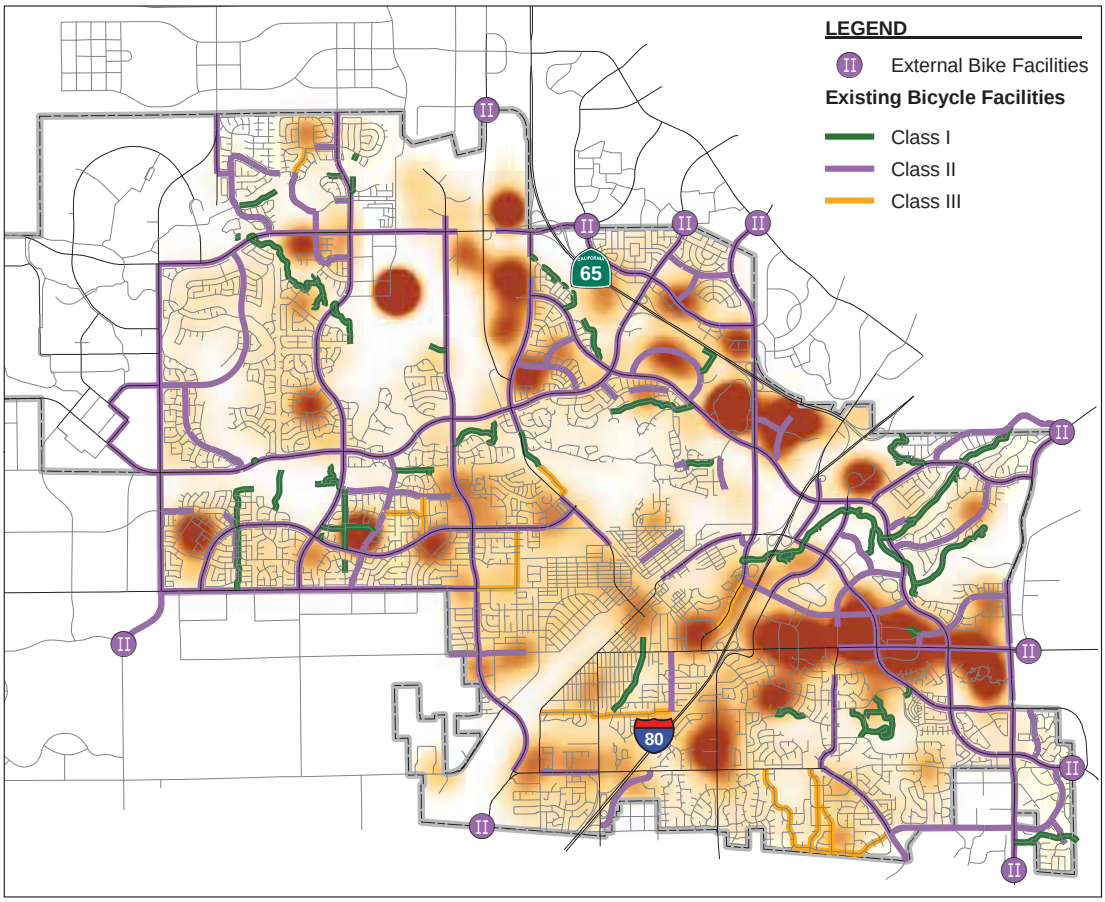


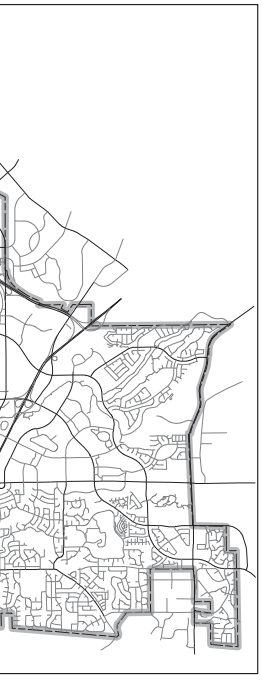
NON RESIDENTIAL PARCEL LAND SE



EMPLOYMENT DENSITY







E ISTING BICYCLE FACILITIES AND
POP LATION EMPLOYMENT DENSITY

LEGEND

Population Employment Density

High

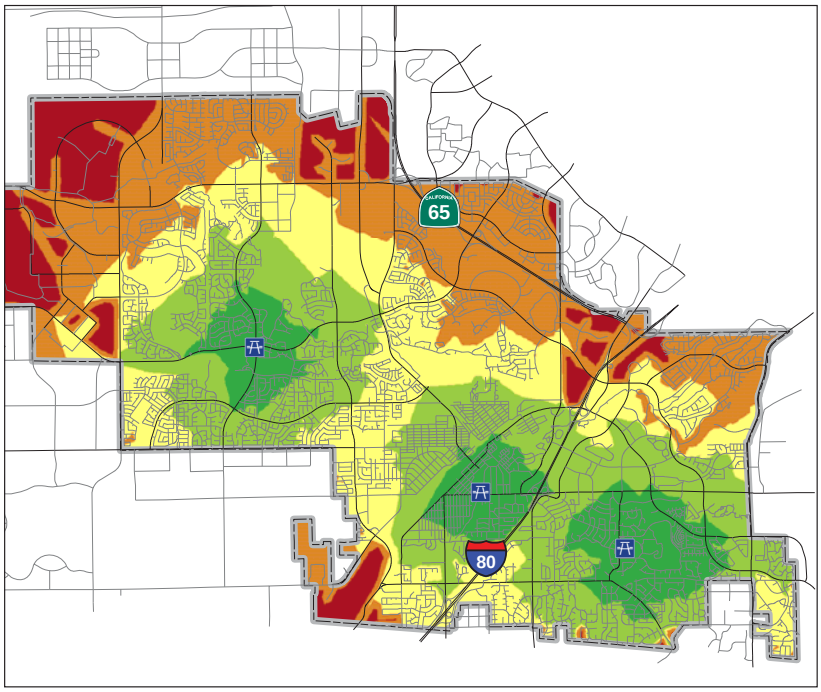
Low

N

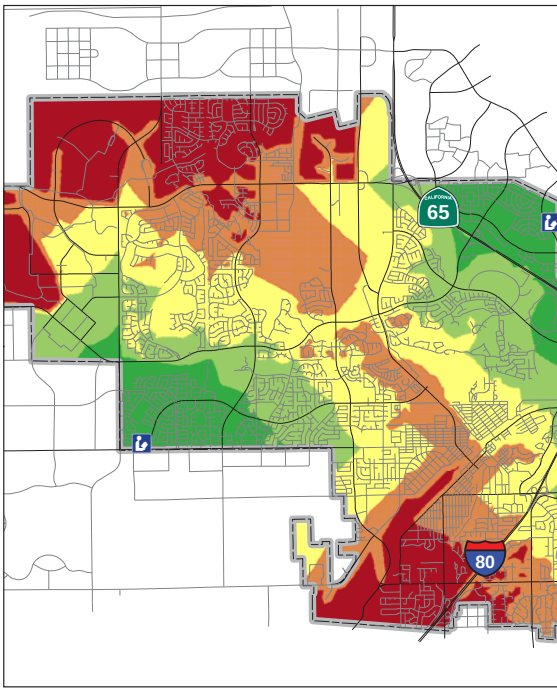
NOT TO SCALE

Appendix B-2

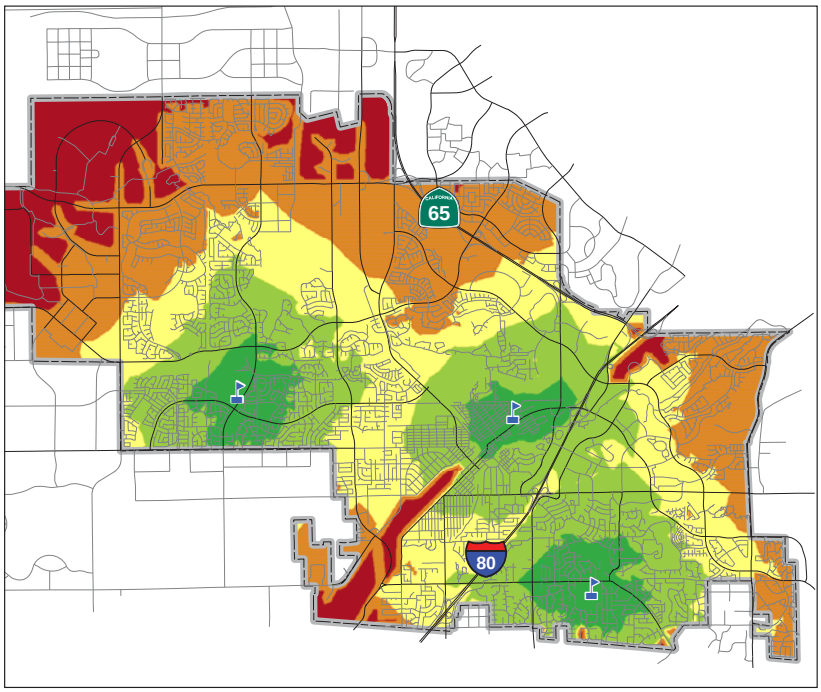
Existing Bicycle Facilities and Major Land Destinations



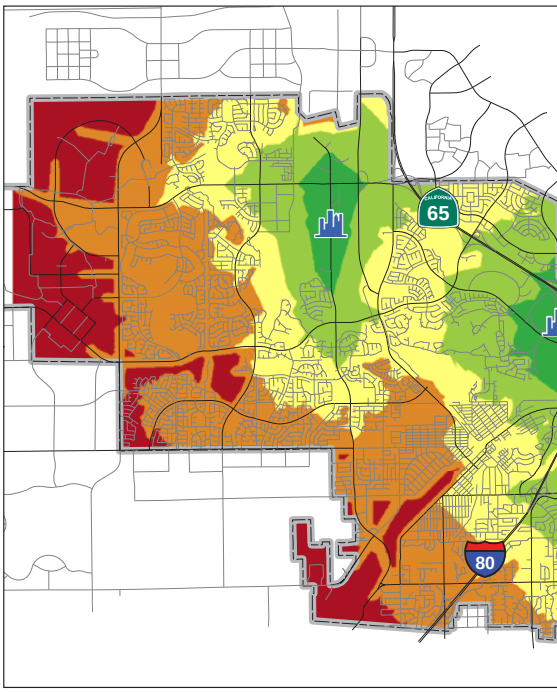
REGIONAL PAR S



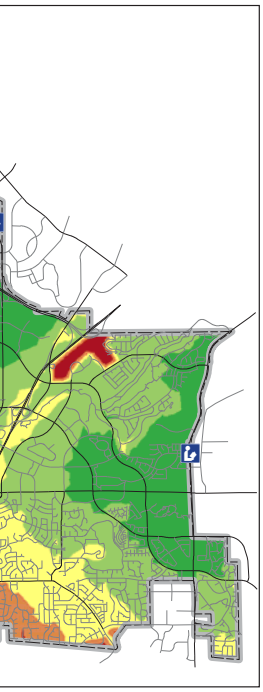
REGIONAL P BLIC FACILITIES

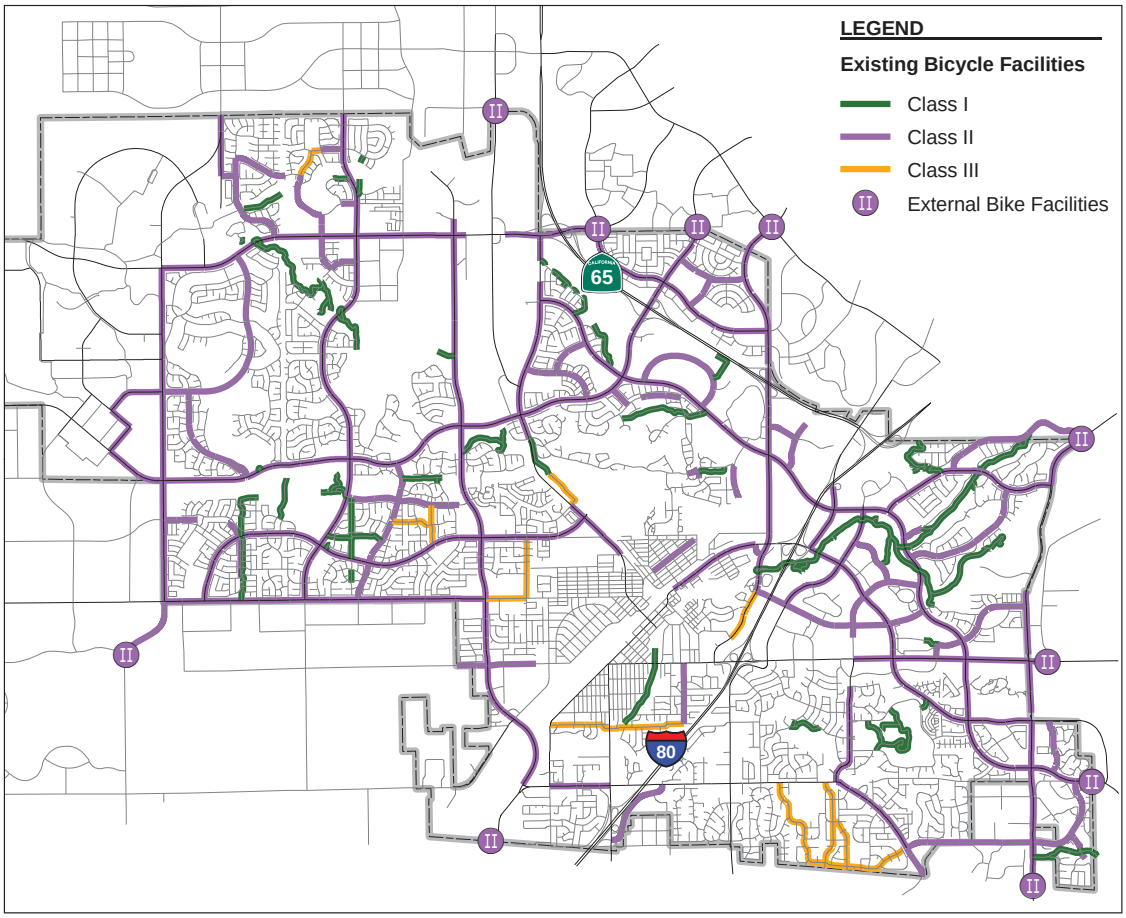


HIGH SCHOOLS

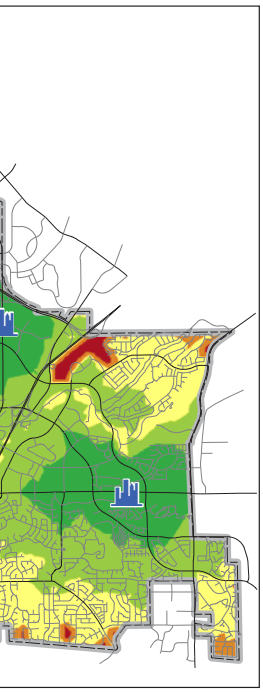


REGIONAL EMPLOYMENT CENTERS





EXISTING BICYCLE FACILITIES



LEGEND

Bicycle Travel (10 mph average)

Travel Time (minutes)

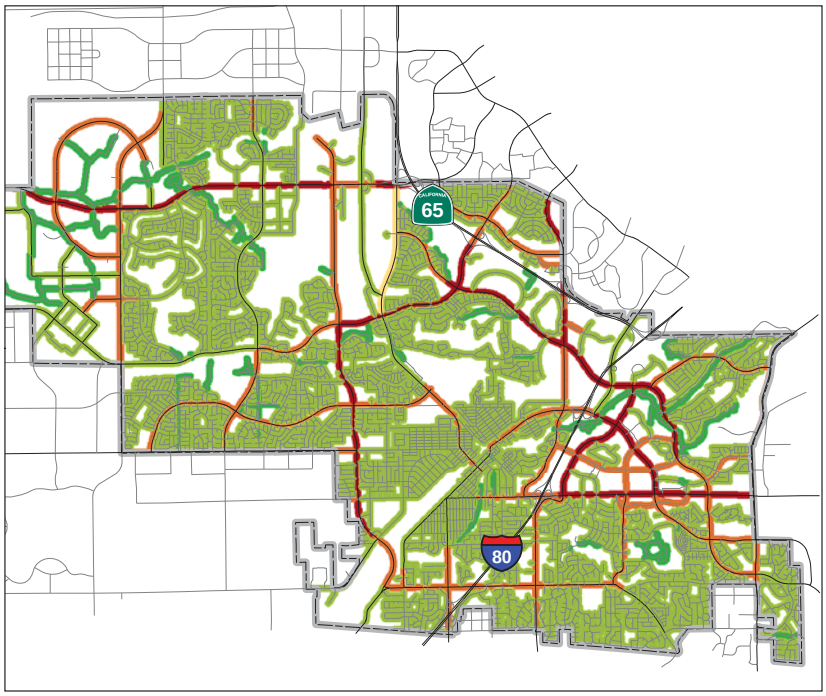
- 2
2 - 3
3 -

N

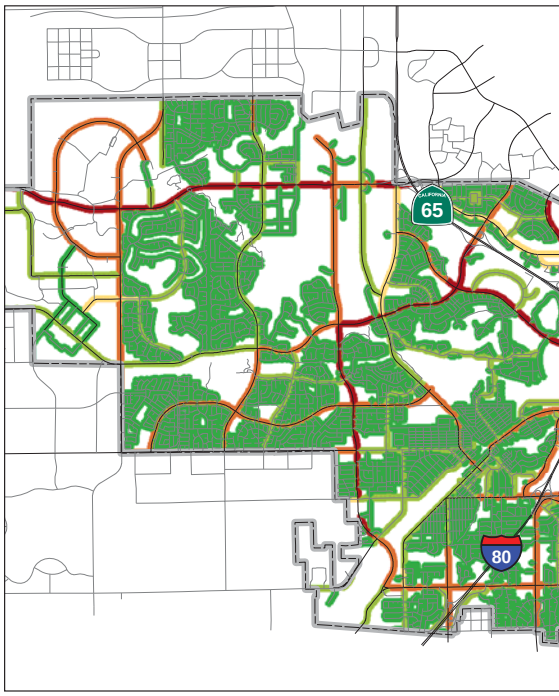
NOT TO SCALE

Appendix B-3

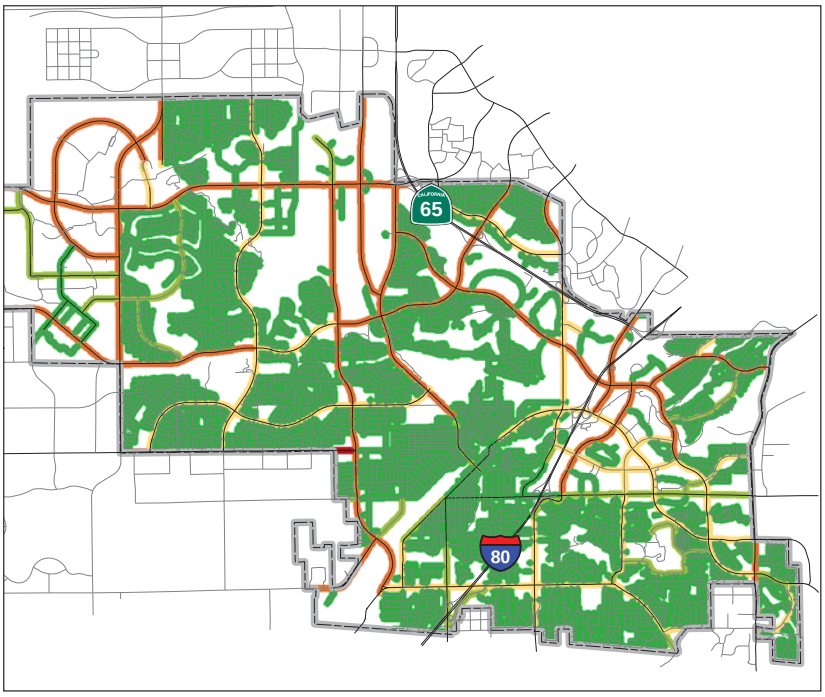
Existing Conditions: Suitability Score



N MBER OF LANES



VEHICLE CAPACITY



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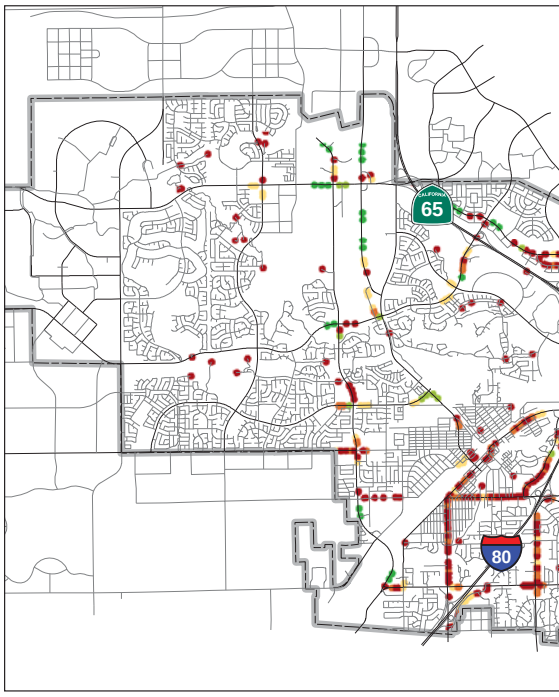
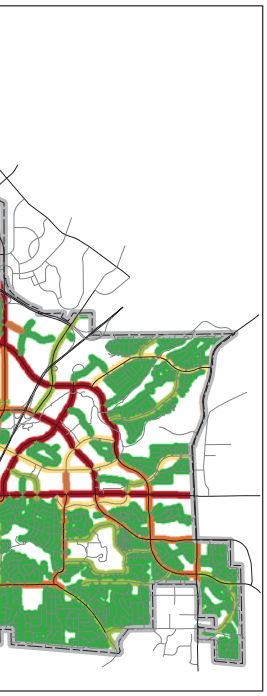
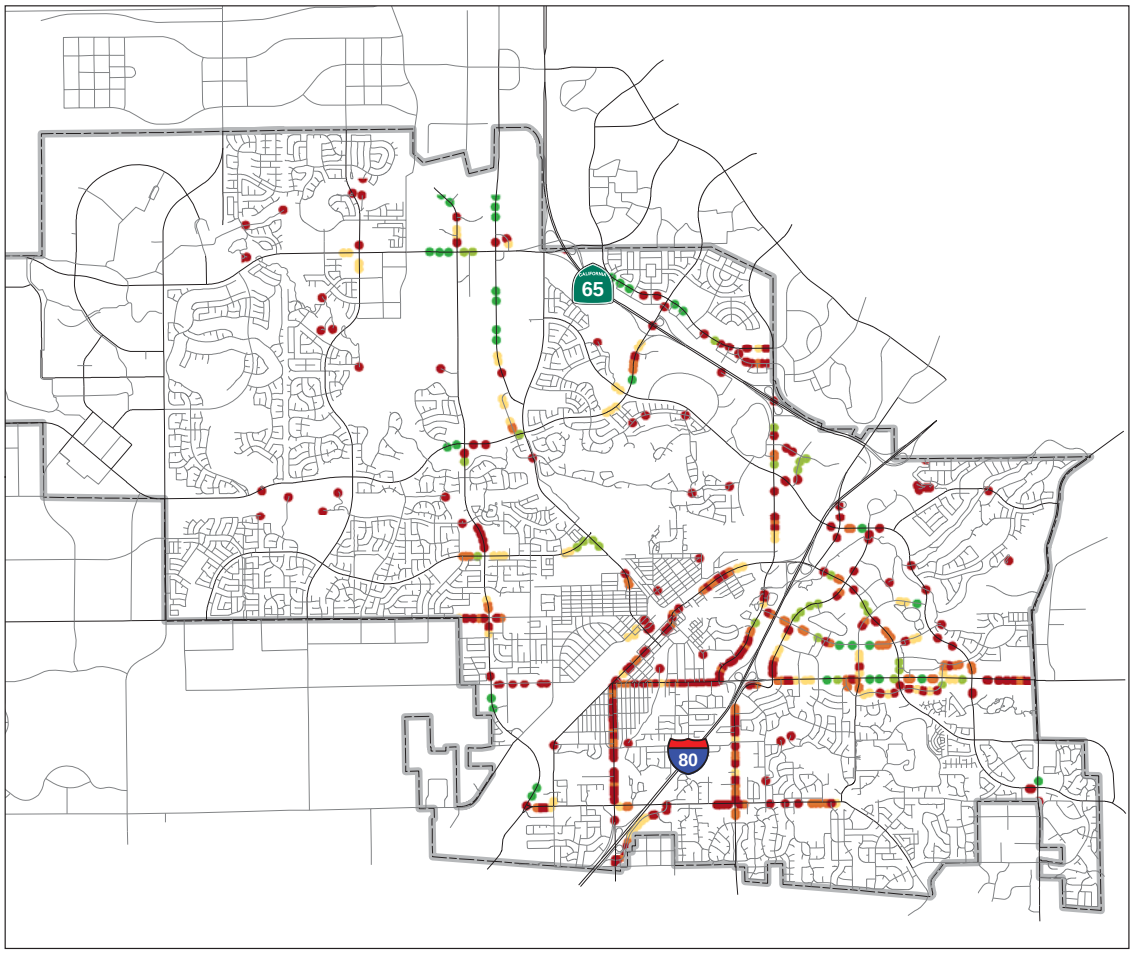


DEFICIENCIES





COMPOSITE S ITIBILITY SCORE

LEGEND

Suitibility Score

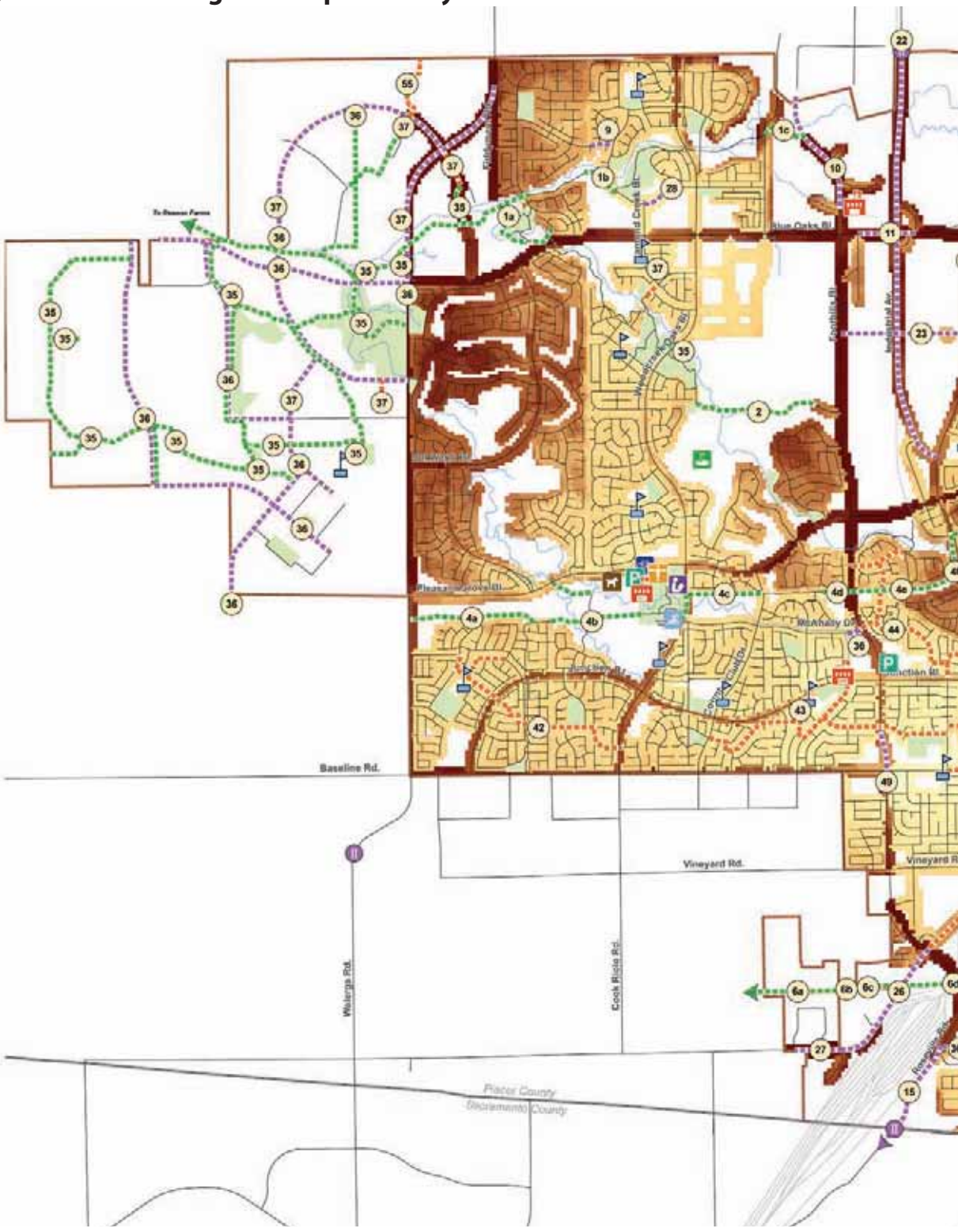
- Good
- 2
- 3
- 4
- Poor

N

NOT TO SCALE

Appendix C

Composite Suitability Score for Existing and Proposed Bicycle Facilities




LEGEND
Proposed Bike Facilities (Draft)
Class I Bike Path
Class II Bike Lane
Class III Bike Route
NOT TO SCALE
Bicycle Facilities Outside City Limits
Class I Bike Path
Class II Bike Lane
Landuse
Commercial / Industrial / Mixed Use Areas
Residential Areas
Park
Area for Further Study
Suitability Score
Poor
Good
School
Fire Station
Transit Transfer Point
Bike Parking
Dog Park
Exercise Center
Golf Course
Hospital
Library
Park-n-Ride
Police Station
Swimming Pool
Oaks Blvd
Lone Tree Blvd
Blue Oaks Blvd
Pleasant Grove Blvd
Park Dr.
Fairway Dr.
Whitney Blvd
Sunset Bl.
Taylor Rd.
Gibson Dr.
Scarborough Dr.
Sierra College Bl.
Cavitt Stallman Rd.
Douglas Bl.
Sierra College Bl.
Old Auburn Rd.
Auburn Bl.
Cirby Way
Main St.
Atlantic St.
Sunrise Ave.

Appendix D

Project Cost Summaries

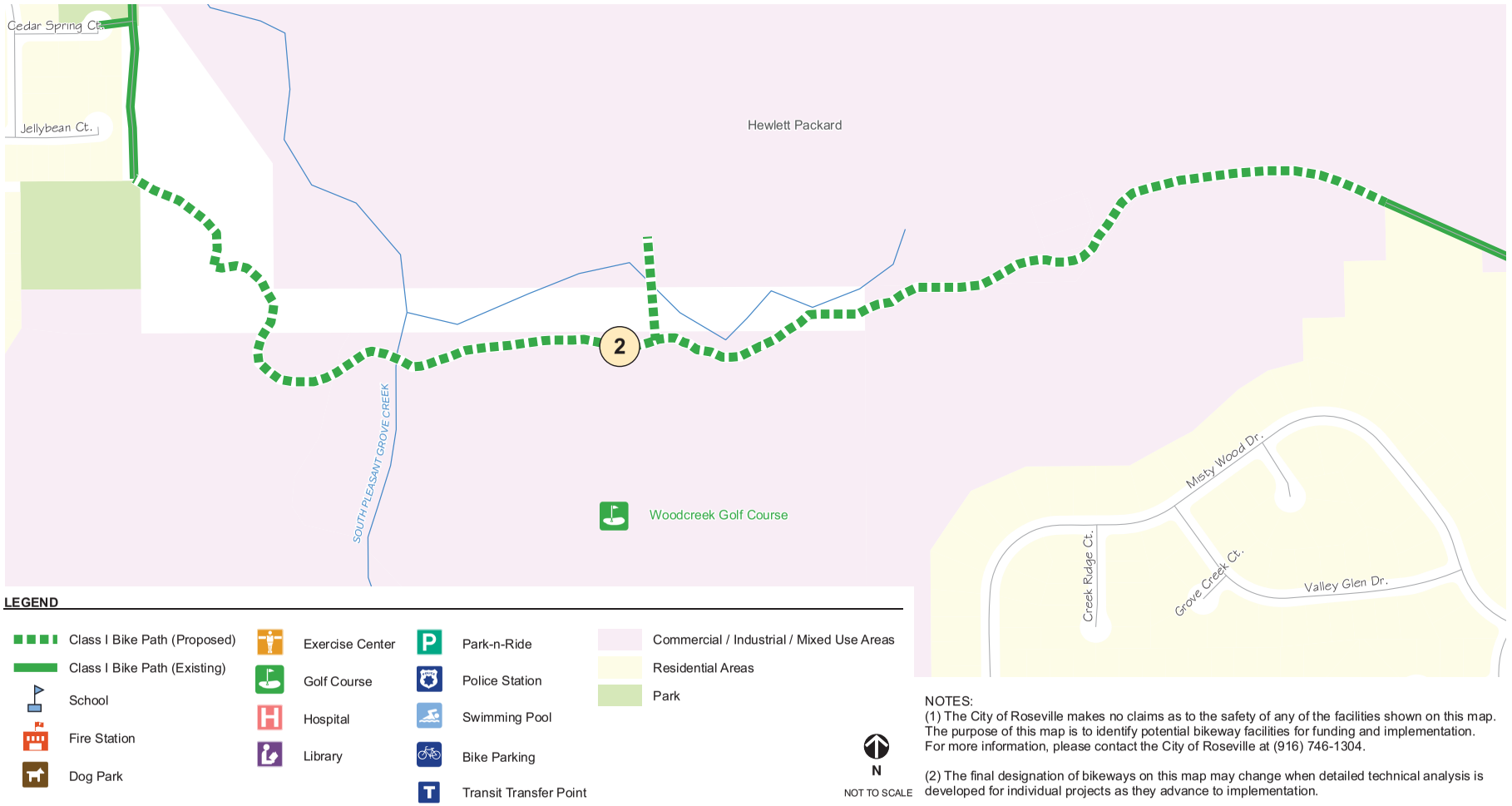
Segment ID	Project Name	From	To	Crossing Constraint	Distance (Miles)	Construction Cost/Mile	Total Cost
1a	Veterans Park/ Crocker Ranch	Park	Crocker Ranch Rd.		0.66	$1,300,000	$858,000
1b	Foothills Business Park	Diamond Woods	Foothills Bl.		0.25	$1,300,000	$325,000
1c	North and East Extensions	Foothills Bl.	Placer Ranch/Hwy 65		1.78	$1,300,000	$2,314,000
2	HP	Existing Class I	Existing Class I	CC	0.71	$2,800,000	$1,988,000
3a	Fairbridge/Grenada Pass	Washington Bl.	Garden Park Ct.		0.19	$1,300,000	$247,000
3b	Villemont	Garden Park Dr.	Pleasant Grove Bl.		0.51	$1,300,000	$663,000
3d	Shea Center	Proposed Class I	Existing Class I		0.31	$1,300,000	$403,000
3e	Conference Center to Galleria	Existing Class I	Galleria Ci.		0.29	$1,300,000	$377,000
3f	Hwy 65 Crossing 1	Garden Park Ct.	Fairway Dr.	CC	0.38	$2,800,000	$1,064,000
3g	Hwy 65 Crossing 2	Proposed Class I	Fairway Dr.	CC	0.95	$2,800,000	$2,660,000
4a	Fiddyment Road to Mahany Park	Fiddyment Rd.	Existing Class I		0.71	$1,300,000	$923,000
4b	Mahany Park	Existing Class I	Existing Class I		0.77	$1,300,000	$1,001,000
4d	Foothills Tennis Village	Existing Class I	Foothills Bl.		0.16	$1,300,000	$208,000
4e	Foothills Boulevard to Washington	Foothills Bl.	Washington Bl.		0.62	$1,300,000	$806,000
4f	South Bluff to Washington	Proposed Class I	Glenwood Ci.		0.46	$1,300,000	$598,000
5a	Harding to Royer	Lincoln St	Harding Bl.		1.10	$1,300,000	$1,430,000
5b	Secret Ravine	Existing Class I	Existing Class I		0.84	$1,300,000	$1,092,000
5c	Downtown Specific Plan	Royer Park	Lincoln Street	CC	0.30	$1,300,000	$390,000
5d	Miners Ravine	Existing Class I	Europa St.	CC	0.31	$1,300,000	$403,000
5e	Miners Ravine	Harding Blvd	Ant. Creek Trail	CC	0.31	$1,300,000	$403,000
6a	Corporation Yard	City Limits	City Limits		0.48	$1,300,000	$624,000
6b	East of Corporation Yard	County Limits	County Limits		0.10		
6c	Placer County Segment	City Limits	Atkinson St.		0.27	$1,300,000	$351,000
6d	Union Pacific	Atkinson St.	Vernon St.	CC	0.44	$2,800,000	$1,232,000
6e	Vernon to Riverside	Vernon St.	Riverside Av.	CC	0.50	$2,800,000	$1,400,000
6f	Riverside to Eastwood & Darling	Riverside Av.	Darling Wy.		1.18	$2,000,000	$2,360,000
6g	Eastwood to Sunrise	Eastwood Park	Sunrise Av.		0.47	$1,300,000	$611,000
6h	Sunrise to Oak Ridge	Sunrise Av.	Oak Ridge Dr.	CC	0.28	$2,800,000	$784,000
6i	Eich Connector	Existing Multi-Use Trail	Existing Multi-Use Trail		0.12	$1,300,000	$156,000
6j	Meadowlark to Rocky Ridge Dr.	Meadowlark Wy.	Rocky Ridge Dr.	CC	0.55	$2,800,000	$1,540,000
6k	Rocky Ridge to Champion Oaks	Rocky Ridge Dr.	Champion Oaks Dr.		0.82	$1,300,000	$1,066,000
6l	Champion Oaks to City Limits	Champion Oaks Dr.	City Limits	CC	0.68	$2,800,000	$1,904,000
6m	Placer County Segment	Spahn Ranch	Sierra College Bl.		1.04		
12c	Washington				0.15	$1,300,000	$495,000
35	various				9.10	$1,300,000	$13,330,000
35a	Water Well Extension	Well Site	Existing trail at creek		0.10	$1,300,000	$130,000
35b	City of Rocklin Extension	City Limits	City Limits		0.04		$50,000
9	Parkside to west of Dover Isle	Dover Isle Ct.	Parkside Wy.		0.13	$60,000	$7,935
10a	North of Blue Oaks	City Limits	Rachael Dr.		0.70	$500,000	$352,355
10b	Foothills	Pilgrims Dr.	Baseline Rd.		0.25	$500,000	$125,000
11	Foothills to Hwy 65	Niblick Dr.	Alantown Dr.		0.32	$60,000	$19,478

12a	Sawtell to RR Tracks	Proposed Class I	Derek Pl.		0.45	$500,000	$222,825
12b	All American to Church	All America City Bl.	Church St.		0.46	$60,000	$27,498
12d	Washington				0.17	$60,000	$10,396
12f	McAnally Dr.				0.09	$60,000	$5,166
13a	Reserve Drive	Existing Class II	Berry St.		0.30	$500,000	$151,177
14	Antelope Creek Dr.	Creekside Ridge Dr.	Proposed Class I		0.33	$60,000	$20,052
15	Cirby Wy to City Limits	Cirby Wy.	City Limits		0.64	$500,000	$319,016
16	Hackamore to Kaiser	Existing Class II	Douglas Bl.		0.41	$60,000	$24,338
17	Lava Ridge Ct.	Eureka Rd.	Existing Class I		0.26	$60,000	$15,597
19	Douglas to City Limits	Darling Wy.	Cirby Wy.		0.47	$500,000	$235,320
20a	Vernon to Harding	Vernon St.	Harding Bl.		0.88	$60,000	$52,980
20b	Douglas - Sunrise to Rocky Ridge	N. Sunrise Av.	Rocky Ridge Dr.		0.71	$60,000	$42,750
21	Existing Class II to Washington Bl.	Existing Class II	Washington Bl.		1.01	$500,000	$505,000
22	Industrial Avenue	City Limits	Washington Bl.		2.35	$500,000	$1,176,618
23	Washington to Foothills	Foothills Bl.	Washington Bl.		0.71	$500,000	$354,064
24	I-80 to City Limits	City Limits	I-80		0.70	$500,000	$348,268
25b	Estates to Douglas	Estates Dr.	Douglas Bl.		0.26	$60,000	$15,881
26	Foothills to PFE	Foothills Bl.	PFE Rd.		0.77	$500,000	$383,822
27	Atkinson to City Limits	City Limits	March Rd.		0.27	$500,000	$135,381
28	Diamond Creek to McCloud	Diamond Creek Bl.	McCloud Wy.		0.20	$500,000	$98,470
36	West Roseville				11.16	$60,000	$669,600
47a	Cirby Way Imrpovements	Foothills Bl.	Vernon St.		0.21	$500,000	$106,173
47b	Cirby Way	Riverside Av.	Rocky Ridge Dr.		1.87	$500,000	$935,021
50	Parkhill	Johnson Ranch Dr.	E. Roseville Pw.		0.32	$500,000	$159,544
51	N. Cirby	Champion Oaks Dr.	Stoney Point Wy.		0.34	$500,000	$168,743
51	N. Cirby	Cirby Ranch	Maidu		0.38	$500,000	$190,000
30	Parallel to I-80	Cirby, Sunrise, Coloma	Oak Ridge, Santa Clara		5.14	$1,500	$7,710
32	Stoneridge	various			2.07	$1,500	$3,105
34	Parallel to Cirby	Keith, Sandringham,	San Simeon, Stonebridge		2.87	$1,500	$4,305
37	Downtown Bike Route Connections	Vernon St., Riverside	Folsom, Estates, Shasta		12.89	$1,500	$19,335
37	Downtown Bike Route Connections	Diamond Oaks, Oak,	Main, Atkinson, Atlantic				$0
38	Trehowell	Pioneer Rd.	Treecrest Ct.		0.60	$1,500	$900
39	Painted Desert Ct.	Class I Trail	Kodiak Wy.		0.10	$1,500	$150
40	Cirby Ranch/Maidu Area	various			2.26	$1,500	$3,390
42	Coyote Ridge	various			1.53	$1,500	$2,289
43	Kaseburg - Kingswood	various			1.84	$1,500	$2,760
44	Foothills Junction	various			1.51	$1,500	$2,264
46	Professional				0.42	$1,500	$628
47	Highland Park Dr.				0.73	$1,500	$1,093
55	West Roseville Specific Plan				0.77	$1,500	$1,155

Proposed System				
	Class1	**Class 2**	**Class 3**	**Total**
Feet	147,470	143,237	172,777	463,484
Miles	27.9	27.1	32.7	87.8
Kilometers	44.9	43.2	52.7	140.8
Cost	$44,189,000	$6,878,468	$49,085	$51,113,553

Appendix E-1

Bicycle Master Plan Segment 2



NOTES:
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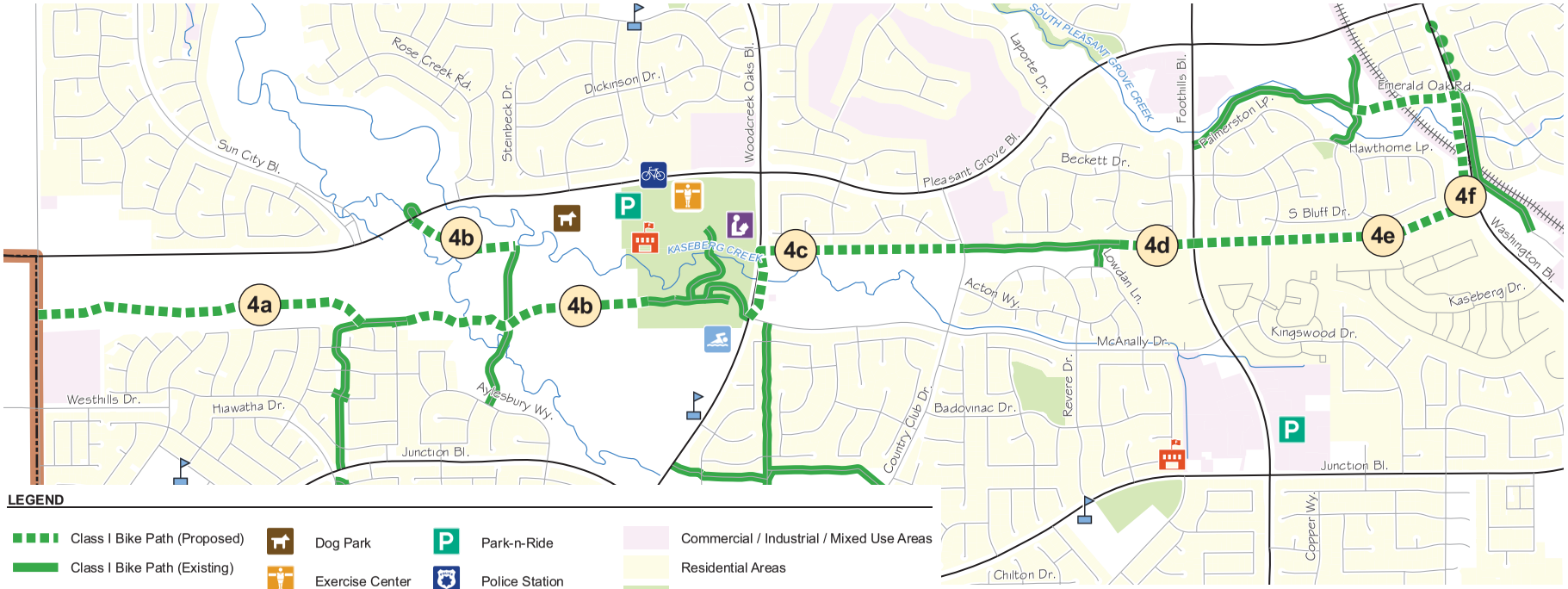
(2) The final designation of bikeways on this map may change when detailed technical analysis is developed for individual projects as they advance to implementation.

Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
2	I	0.86	2,322,000	New Class I Bike Path Adjacent to Woodcreek Golf Course and Hewlett Packard Connecting to Existing Class I Near Foothills Bl.	Safety Fence Required Where Adjacent to Golf Course.

Appendix E-2

Bicycle Master Plan Segment 4A-F



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Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
4a-c	I	2.07	2,691,000	New Class I Bike Paths in Northwest Roseville Providing Critical Link to Existing Class I. Connections to Mahany Park, Woodcreek High School, and Silverado Middle School.	4a: Requires U.S. Army Corps Approval of Change to the Wetland Preserve Requirements to Allow Trail.
4d-f	I	1.24	1,612,000	New Class I Bike Paths in Northwest Roseville Linking Foothills Boulevard to Washington Boulevard.	4e: Crossing of Foothills Boulevard. 4f: Crossing of UPRR.

Appendix E-3

Bicycle Master Plan Segment 5E

NOTES:
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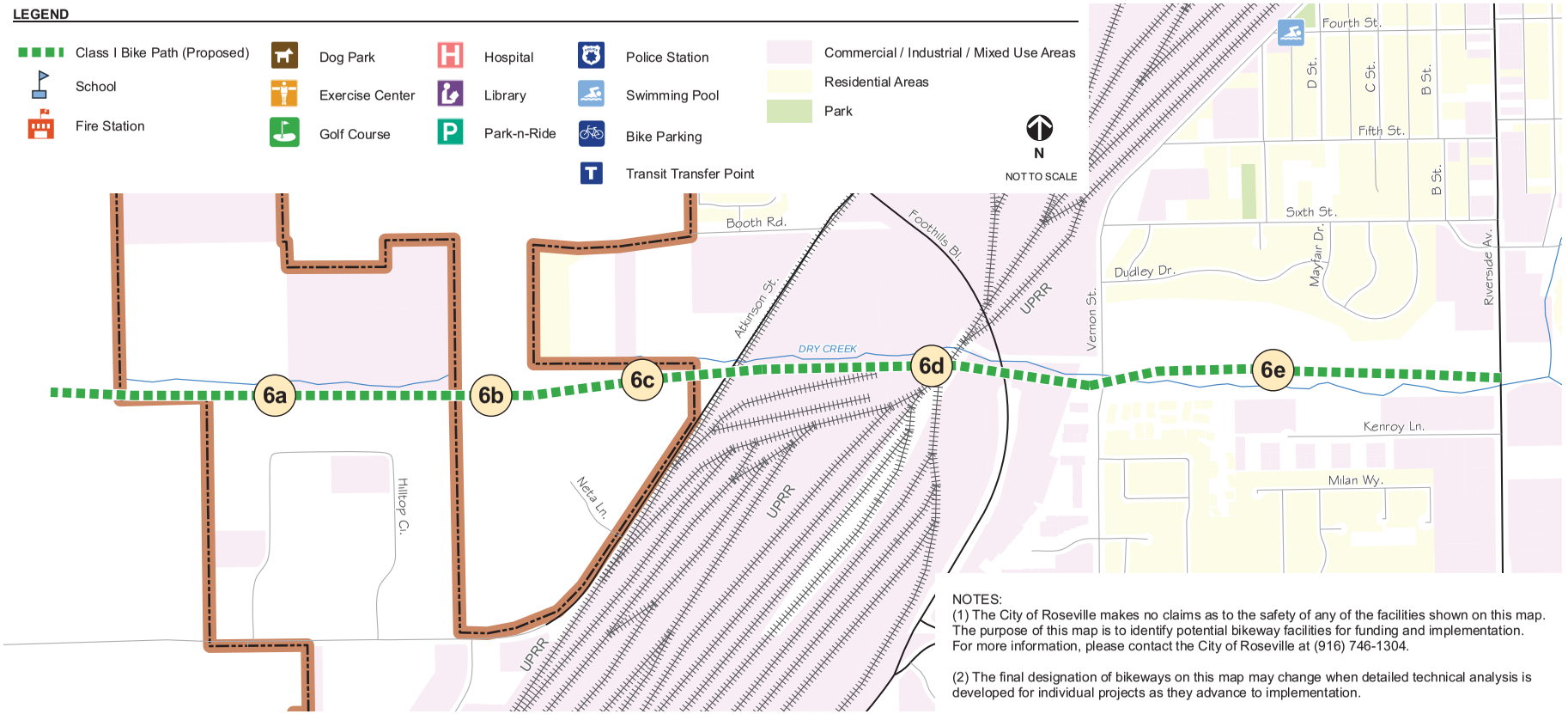
Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
5e	I	0.31	868,000	Connection Between Antelope Creek Trail and Miners Ravine Trail.	Railroad and Multiple Roadway Crossings.

Appendix E-4

Bicycle Master Plan Segment 6C-E



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(2) The final designation of bikeways on this map may change when detailed technical analysis is developed for individual projects as they advance to implementation.

Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
6c	I	0.27	351,000	New Class I Between West of Atkinson and City Limit. Part of Dry Creek Regional Bike Path System.	
6d	I	0.44	1,232,000	New Class I Atkinson to Vernon.	6d: Crossing of UPRR Yard.
6e	I	0.5	1,400,000	New Class I Vernon to Riverside.	6e: Crossing of Vernon and Riverside.

Appendix E-5

Bicycle Master Plan Segment 6F-L

NOTES:
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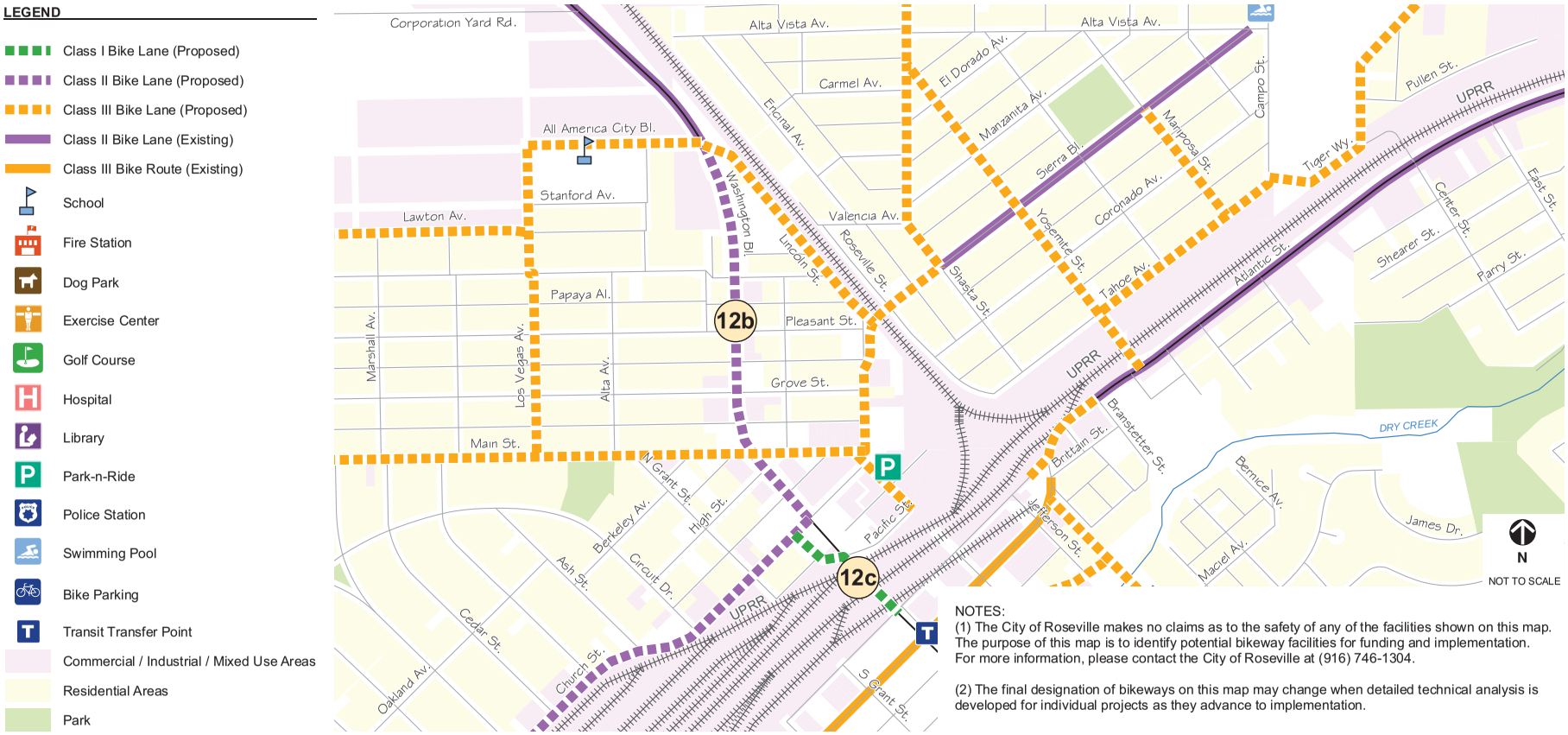
(2) The final designation of bikeways on this map may change when detailed technical analysis is developed for individual projects as they advance to implementation.

Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
6f-h	I	1.93	3,755,000	Class I Bike Path to Complete Dry Creek Regional Bike Path System Between Riverside and Oakridge. 6f Includes Undercrossing I-80 and is High Priority.	Limited Right-of-Way; Adjacent Residences Environmental Constraints Necessitate Further Study and Public Input.
6i-k	I	1.49	3,600,000	Class I Bike Path to Complete Dry Creek Regional Bike Path System Between Existing Multiuse Trail and Champion Oaks. Connections to Maidu Park, Oakmont High School, Merryhill Elementary School, and Eich Middle School.	
6l	I	0.68	1,904,000	Class I: Champion Oaks to City Limits. Valuable Link to Reaching American River Bike Trail.	

Appendix E-6

Bicycle Master Plan Segment 12B-C



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Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
12b	II	0.46	27,498	New Class II Between All America City Bl. and Church St. Provides Access to Fairgrounds and Woodbridge Elementary.	12b: Removal of On-Street Parking.
12c	I	0.15	495,000	Widening of Existing Washington Undercrossing to Better Accommodate Use by Bicycles. Provides Access to Downtown.	12c: Compliance With Accessibility Requirements - Does Not Meet Class I Standard.

Appendix E-7

Bicycle Master Plan Segment 21

NOTES:
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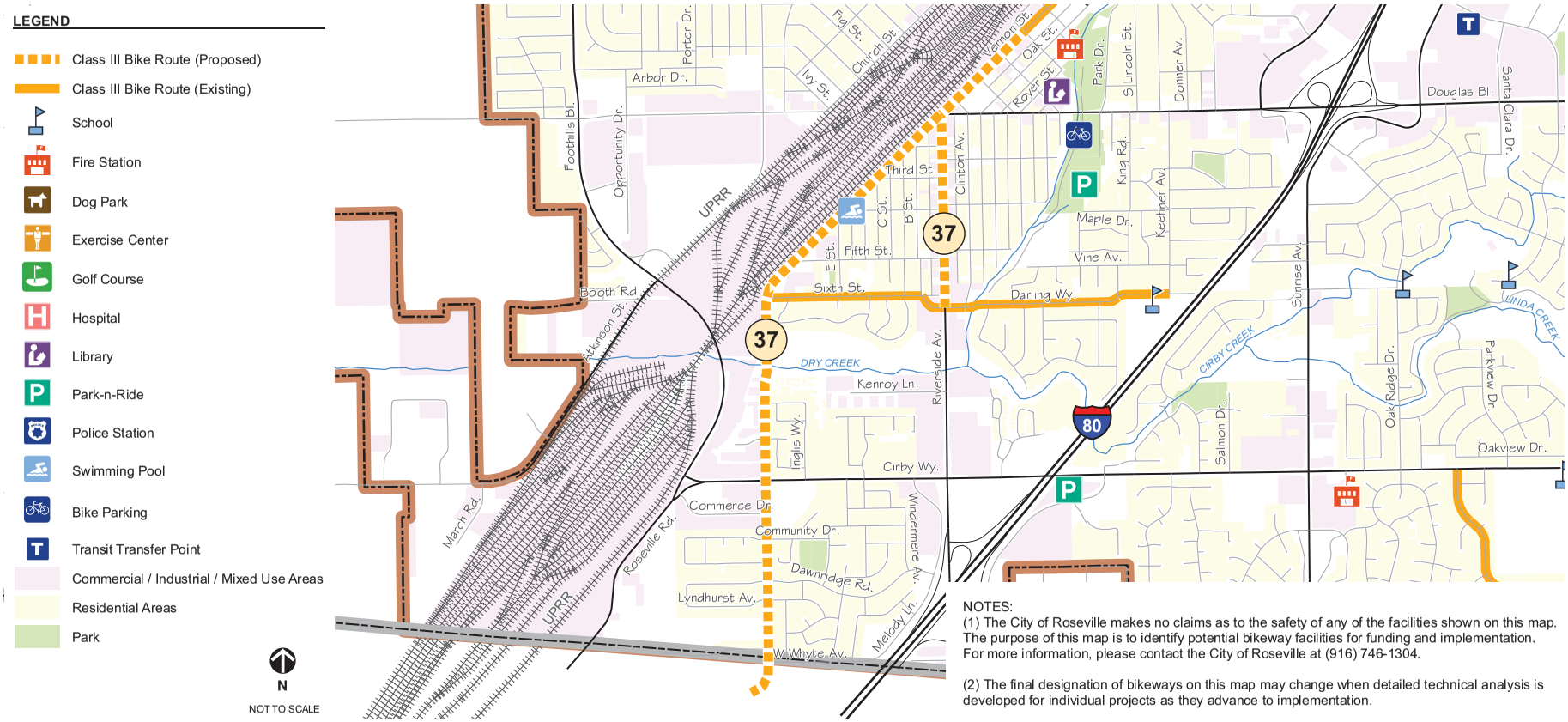
Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
21	II	1.01	505,000	New Class II Bike Lane on Church St. Between Atkinson and Washington Bl. Completes Connection to Existing Class II Near Washington.	Limited Right-of-Way and On-Street Parking May Limit Options for Class II Bike Lane - Requires Further Study.

Appendix E-8

Bicycle Master Plan Segments 29 and 37



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(2) The final designation of bikeways on this map may change when detailed technical analysis is developed for individual projects as they advance to implementation.

Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
37	III	2.13	3,198	New Class III Bike Route on Vernon St. Between Taylor St. and City Limits. Connection to Regional Facilities South of Roseville.	
37	III	0.53	799	New Class III Bike Route on Riverside Av. Between Darling Wy. and Douglas Bl.	

Appendix E-9

Bicycle Master Plan Segment 37

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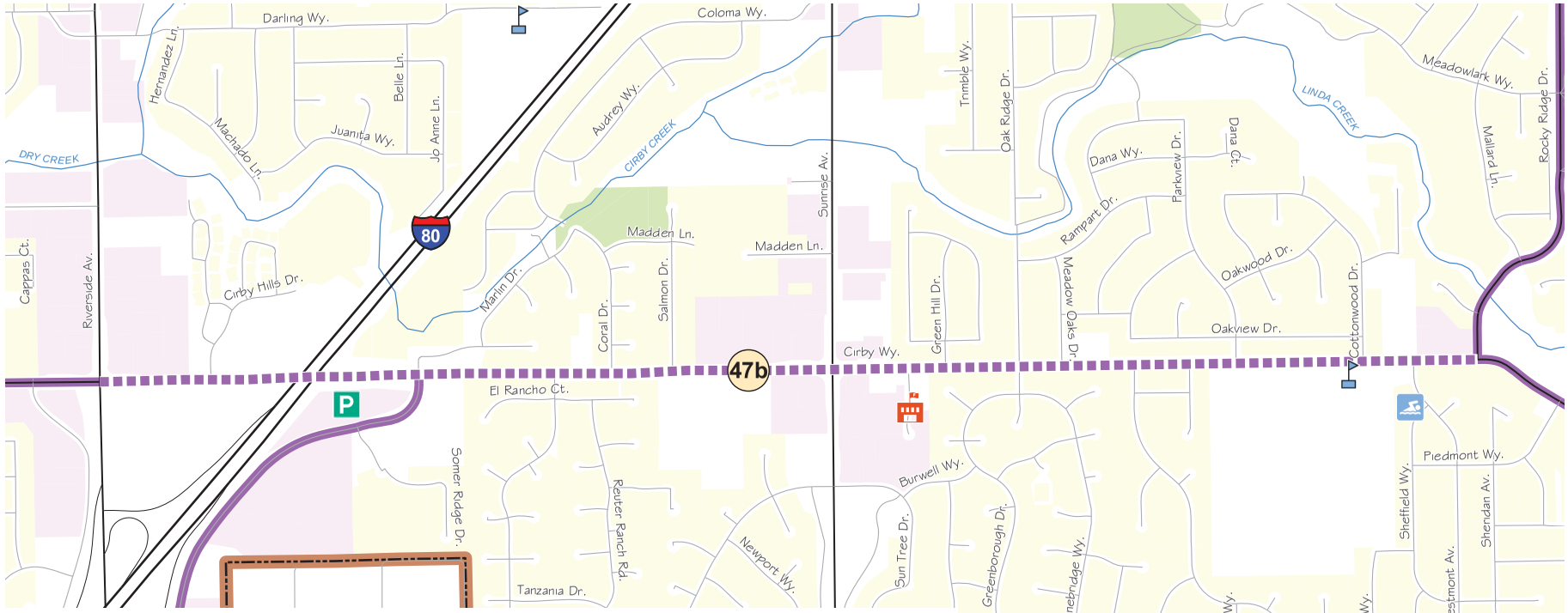
Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
34	III	3.02	4,524	New Class III Bike Routes in Diamond Oaks/Sierra Vista Neighborhood. Provides Access to Nearby Schools and to Downtown Roseville.	

Appendix E-10

Bicycle Master Plan Segment 47B



LEGEND

- Class II Bike Lane (Proposed)
- Class II Bike Lane (Existing)
- School
- Fire Station
- Dog Park
- Exercise Center
- Golf Course
- Hospital
- Library
- Park-n-Ride
- Police Station
- Swimming Pool
- Bike Parking
- Transit Transfer Point
- Commercial / Industrial / Mixed Use Areas
- Residential Areas
- Park

N
NOT TO SCALE

NOTES:
(1) The City of Roseville makes no claims as to the safety of any of the facilities shown on this map. The purpose of this map is to identify potential bikeway facilities for funding and implementation. For more information, please contact the City of Roseville at (916) 746-1304.

(2) The final designation of bikeways on this map may change when detailed technical analysis is developed for individual projects as they advance to implementation.

Segment	Class	Length (Miles)	Estimated Cost ($)	Description	Challenges/Constraints
47b	II	1.87	935,021	New Class II on Cirby Connecting Riverside to Rocky Ridge.	Right-of-Way Limitations. Existing Pavement Width May Not Permit Class II - Requires Further Study.

Appendix F

Phasing Plan

Segment ID	System Name	Project Name	From	To	Construction Time Frame
1a	Pleasant Grove Creek Path System	Veterans Park/ Crocker Ranch	Park	Crocker Ranch Rd.	M
1b	Pleasant Grove Creek Path System	Foothills Business Park	Diamond Woods	Foothills Bl.	S
1c	Pleasant Grove Creek Path System	North and east extensions	Foothills Bl.	Placer Ranch and Hwy 65	L
2	Hewlett Packard Bike Path	HP	Existing Class I	Existing Class I	M
3a	North Central Bike Path System	Fairbridge/Grenada Pass	Washington Bl.	Garden Park Ct.	L
3b-e	North Central Bike Path System	Villemont	Garden Park Dr.	Pleasant Grove Bl.	S
3f	North Central Bike Path System	Hwy 65 Crossing 1	Garden Park Ct.	Fairway Dr.	L
3g	North Central Bike Path System	Hwy 65 Crossing 2	Proposed Class I	Fairway Dr.	L
4a-b	Northwest Roseville Bike Path System	Fiddyment Road to Mahany Park	Fiddyment Rd.	Woodcreek Oaks Bl.	L
4d	Northwest Roseville Bike Path System	Foothills Tennis Village	Existing Class I	Foothills Bl.	S
4e	Northwest Roseville Bike Path System	Foothills Boulevard to Washington	Foothills Bl.	Washington Bl.	L
4f	Northwest Roseville Bike Path System	South Bluff to Washington	Diamond K Estates	Glenwood Ci.	M
5a	Miners Ravine Bike Path System	Harding to Royer	Folsom Road	Harding Bl.	S
5b	Miners Ravine Bike Path System	Secret Ravine	Sutter Hospital	Viola Way	L
5c	Miners Ravine Bike Path System	Downtown Roseville	Folsom Road	Royer Park	M
5d	Miners Ravine Bike Path System	Miners Ravine	Orvietto	Europa St.	M
5e	Miners Ravine Bike Path System	Miners Ravine to Antelope Creek	Harding Blvd	Ant. Creek Trail	L
6a-e	Dry Creek Greenway Regional Bike Path	Dry Creek Greenway West	City Limits at Corp Yard	Riverside Av.	L
6f-l	Dry Creek Greenway Regional Bike Path	Dry Creek Greenway East	Riverside Av.	City Limits at Old Auburn	M
12c	Washington Blvd	Widen Existing Path	Church	Vernon	M
35	West Roseville Specific Plan	various			S
35a	South Branch Pleasant Grove Creek	Water Well Extension	Well Site	Existing Trail at creek	S
35b	Antelope Creek Trail	City of Rocklin Extension	City Limits	City Limits	S
9	Opal	Parkside to west of Dover Isle	Dover Isle Ct.	Parkside Wy.	S
10a	Foothills	North of Blue Oaks	City Limits	Rachael Dr.	M
10b	Foothills		Pilgrims Dr.	Baseline Rd.	L
11	Blue Oaks	Foothills to Hwy 65	Niblick Dr.	Alantown Dr.	M
12a	Washington	Sawtell to RR Tracks	Proposed Class I	Derek Pl.	M
12b	Washington	All American to Church	All America City Bl.	Church St.	M
12d	Washington		Moutain Park Dr	Blue Oaks	M
12f	McAnally Dr.		Foothills Bl.	Foothills Tennis DW	L
13a	Reserve Drive		Reserve Dr.	Berry St.	S
14	Antelope Creek Dr.		Creekside Ridge Dr.	Ant. Creek Trail	S
15	Roseville Road	Cirby Way Improvements	Cirby Wy.	City Limits	S
16	Rocky Ridge	Hackamore to Kaiser	Existing Class II	Douglas Bl.	L

17	Lava Ridge Ct.		Eureka Rd.	Existing Class I	S
19	Riverside Drive		Darling Wy.	Cirby Wy.	L
20a	Douglas		Vernon St.	Harding Bl.	L
20b	Douglas		N. Sunrise Av.	Rocky Ridge Dr.	L
21	Church Street		Atkinson	Washington Bl.	L
22	Industrial Avenue		City Limits	Washington Bl.	L
23	Roseville Parkway	Roseville Parkway Extension	Foothills Bl.	Washington Bl.	L
24	Taylor Road	Taylor Widening	City Limits	I-80	M
25b	Harding	Estates to Douglas	Estates Dr.	Douglas Bl.	L
26	Atkinson	Foothills to PFE	Foothills Bl.	PFE Rd.	S
27	PFE	Atkinson to City Limits	City Limits	March Rd.	S
28	Parkside Way	DC Parcel 31	Diamond Creek Bl.	McCloud Wy.	S
36	West Roseville Specific Plan	various			S-M
47a	Cirby Way	Cirby Way Improvements	Foothills Bl.	Vernon St.	S
47b	Cirby Way		Riverside Av.	Rocky Ridge Dr.	L
50	Parkhill		Johnson Ranch Dr.	E. Roseville Pw.	M
51	N. Cirby		Champion Oaks Dr.	Stoney Point Wy.	M
51	N. Cirby Way		Cirby Ranch	Maidu	M
30	Parallel to I-80		Cirby, Sunrise, Coloma	Oak Ridge, Santa Clara	L
32	Stoneridge		various		L
34	Parallel to Cirby		Keith, Sandringham,	San Simeon, Stonebridge	M
37	Downtown Bike Route Connections		Vernon St., Riverside	Folsom, Estates, Shasta	S-M
37			Diamond Oaks, Oak	Main, Atkinson, Atlantic	S-M
38	Trehowell		Pioneer Rd.	Treecrest Ct.	M
39	Painted Desert Ct.		Class I Trail	Kodiak Wy.	L
40	Cirby Ranch/Maidu Area		various		M
42	Coyote Ridge		various		M
43	Kaseburg - Kingswood		various		M
44	Foothills Junction		various		M
46	Professional				L
47	Highland Park Dr.				L
55	West Roseville Specific Plan		various		L

Legend
Class I Bike Path
Class II Bike Lane
Class III Bike Route
S – Short Term Project
M – Medium Term Project
L – Long Term Project

Appendix G

Funding Sources

Acronyms:	Jurisdictions for City of Roseville, California:
AQMD - Air Quality Management District Caltrans - California Department of Transportation CMAQ - Congestion Management and Air Quality CTC - California Transportation Commission FHWA - Federal Highway Administration State DPR - California Department of Parks and Recreation (under the State Resources Agency)	Caltrans - Caltrans District 3 Resources: FHWA SAFETEA-LU website - http://www.fhwa.dot.gov/safetealu/index.htm

Grant Source	Application Deadline	Agency	Program Funds Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/ Education	Comments/Contact Information
Federal Funding									
Regional Surface Transportation Program (RSTP)	varies by RTPA	RTPAs, Caltrans	$320 m	11.47% non-federal match	cities, counties, transit operators, Caltrans, and MPOs	X	X		RSTP funds may be exchanged for local funds for non-federally certified local agencies; no match may be required if project improves safety. Contact Cathy Gomes, Caltrans, (916) 654-3271
Congestion Mitigation and Air Quality Program (CMAQ)	Dec. 1 yearly	RTPAs, Caltrans	$400 m	11.47% non-federal match	federally certified jurisdictions	X			Counties redesignated to attainment status for ozone may lose this source. Contact Cathy Gomes, Caltrans, (916) 654-3271
Transportation Enhancement Activities (TE)	varies by RTPA	RTPAs, Caltrans	$60 m	11.47% non-federal match	federally certified jurisdictions	X	X		Funds are dispersed through the four shares listed below.
Regional Share	varies by RTPA	RTPAs, Caltrans	$45 m	"	federal, state, or local depending on category	X	X		Funding share to RTPAs.
Caltrans Share	varies by RTPA	Caltrans	$6.6 m	"	Caltrans	X	X		Funding share to Caltrans. Available only if regional TEA funds are not used
Statewide Transportation Enhancement Share	varies by RTPA	Caltrans, State Resources Agency	$20-30 m	"	federal, state (except Caltrans), regional and local agencies with a state partner	X	X		Funding share for all 12 TEA categories except conservation lands.
Conservation Lands Share	varies by RTPA	Caltrans, State Resources Agency	$11 m	"	RTPAs, counties, cities and non-profits.	X	X		Funding share for conservations lands category - acquisitions of scenic lands with high habitat conservation value.