Welcome to our very first annual Public Works Department report! Our Public Works Vision Statement is to provide exceptional services and infrastructure for our community. 2016 has been a very busy year for us, and 2017 looks to be just as busy.

In 2016, our Engineering Division managed the construction of the Roseville Road Realignment Project, Industrial Bridge Replacement, Arterial and Residential Roadway Resurfacing, replacement of wheelchair ramps, and the beginning of construction of the Oak Street Parking Garage. We also began the design and environmental documentation for the Atlantic/Eureka/I-80 Westbound On-ramp Project, Woodcreek Oaks Boulevard Widening, and Washington/Andora Widening. 2017 looks to be another busy year for our Engineering Division as we plan to construct Fire Station #1, the Roller Compacted Concrete Project, Woodcreek Oaks Boulevard Widening north of Pleasant Grove Boulevard, and storm drain improvements in the Hillcrest area.

Regional projects in the design and environmental documentation phase that we have been working on in conjunction with our regional partners (PCTPA, CCJPA, and PCFCD) include the 80/65 interchange (including Galleria/65 ramp improvements), Hwy 65 Widening, I-80 Auxiliary Lanes, Capitol Corridor 3rd Track Project, and Antelope Creek Detention Basin.

Our Floodplain Management staff has been busy this year developing new software which will display forecasted inundation areas on Google Maps. This information will be very helpful during flood events. We have also coordinated the update of Roseville’s Multi-Hazard Mitigation Plan, and we received recertification of our FEMA Class 1 Community Rating System status.
Our Alternative Transportation Division recently launched the Game Day Express which provides convenient transit service to Kings games at the new arena in Sacramento. We have also been working with SacRT on the rollout of the Connect Card which will allow transit riders to use the same fare card for all transit providers in the region. Transit ridership continues to hover around 400,000 trips per year with a farebox recovery ratio around 22%, and our Transit Ambassador Program continues to help familiarize folks with transit availability and how to use public transit. In 2017, we expect to begin construction of the Louis Orlando Transfer Point and improvements to the Sierra Gardens Transfer Point. We also expect to begin construction on the Downtown Bridges Project in 2017, which includes rotation of the Ice House Bridge and construction of the Library Replacement Bridge. For bike-ways, in addition to accomplishing a bike trail resurfacing project this year, we are in the process of environmental documentation for the Dry Creek Greenway Multi-use Trail project, and we are poised to receive $4.5 million in ATP funds for that project in 2020. We also received a grant for a feasibility study to extend a multi-use trail west of Riverside Avenue and west of Roseville along Dry Creek. And finally, we are looking forward to moving our AT staff to the new 316 Vernon building in late 2016.

Funding is always a key component of infrastructure construction and maintenance. Unfortunately, the Placer County Transportation Sales Tax Initiative that was on the November 2016 general election ballot did not pass. We will continue to actively pursue outside funding opportunities for transportation purposes, and encourage our State Legislature to find ways of increasing funding for street maintenance.

The Public Works Department is committed to maintaining and improving the quality of life in Roseville by facilitating transportation projects for vehicles, bicycles, and pedestrians, managing traffic flow, maintaining infrastructure, providing public transit services, and managing our floodplains. We have a great team in Public Works, and we look forward to 2017 with enthusiasm!

Rhon Herndon, P.E.
Public Works Director

Our Street Maintenance Division continues its exemplary job of maintaining our streets with a proactive resurfacing program to keep the pavement in good condition with limited funding. Street signs are manufactured by city staff while staying in compliance with federal and state standards. Street markings are updated to federal/state requirements for maximum reflectivity on the streets. All drainage facilities are cleaned/updated regularly to minimize street flooding. Our streets are swept regularly, not only for aesthetics but also for storm water permit compliance. Graffiti is removed within 48 hours of notification to Roseville PD. We also are continuing our fall leaf pickup program from October through January.
Public Works oversees capital improvements and operations of key infrastructure such as roads, bridges, bikeways, traffic systems, and flood control facilities. Our department directs the design and construction of street improvement projects, bikeways and bridges, and oversees traffic management and floodplain management. Public Works operates and maintains the Roseville Transit services, provides maintenance for over 428 center line miles of City streets including street sweeping and annual leaf pickup, operates and maintains 180 traffic signals, and manages the flood alert system of stream gauges. Our department implements the Transportation Systems Management Ordinance by promoting alternative transportation measures with large employers in the City.
Associations & Certifications

- Association for Commuter Transportation
- American Planning Association
- Breathe California of Sacramento Emigrant Trails
- California Association for Coordinated Transportation (CalACT)
- California Association of Public Information Officials
  - Award of Distinction for The Hub internal news website, April 2016
- California Chip Seal Association
- California Department of Pesticide Regulation
  - Qualified Applicator Certification
- Environmental Systems Research Institute (ESRI)
- Governor’s Office of Emergency Services Specialized Training Institute & Federal Emergency Management Agency (FEMA)
  - Advanced Public Information Officer Certification
- Institute of Transportation Engineers
- International Slurry Surfacing Association (ISSA)
- League of American Bicyclists
  - Bronze Bicycle Friendly Community
- Maintenance Superintendents Association
  - Signs & Markings Levels 1 – 3
  - Work Zone Traffic Control and Flagging
- Women in Transportation
- National Center for Pavement Preservation (NCPP)
- Pesticide Applicators Professional Association (PAPA)

Partnerships

- Best Step Transportation Collaborative
- Capitol Corridor Joint Powers Authority
- Placer County Flood Control District
- Placer County Network of Care
- Placer County Transportation Planning Agency
- Sacramento Area Council of Governments
  - Transportation Demand Management Task Force
  - Bicycle and Pedestrian Advisory Committee
  - Transit Coordinating Committee
  - May is Bike Month Committee
- SPRTA
- Highway 65 Joint Powers Authority
Budget

2015-16 FUNDING SOURCES

- $6,395,044 Local Transportation Fund
- $6,382,380 General Fund
- Traffic Signal Maintenance Fund $1,741,299
- $1,225,149 Solid Waste Fund
- $457,987 CTSA Fund

2015-16 EXPENDITURES

- $7,060,939 Local Transportation
- $5,772,997 Street Maintenance
- $2,517,363 Engineering/Flood Alert
- $1,781,299 Traffic Signals
- $357,429 Department Administration
Volunteer Programs

905 Volunteer Hours

- Bike/Walk Ambassadors: 7 volunteers, 175 hours
- Transit Ambassadors: 7 volunteers, 600 hours
- Crossing Guards: 4 volunteers, 130 hours

905 Volunteer Hours
Roadways

Well-maintained city streets and bridges, and facilities help protect property values and maintain Roseville’s quality of life. It is fiscally responsible to maintain our streets and roads and fix problems now, so they don’t deteriorate and become more costly to fix in the future.

Maintaining the integrity of the 456 centerline miles of roadway in the City has a significant effect on quality of life and ease of doing business. The City has a carefully planned strategy for maintaining its roadways, which helps significantly with controlling expenses since cost differences between maintaining roadways and rehabilitating deteriorated roadways are quite stark: While it costs the City 25 cents per square foot to maintain a roadway, the costs increases to $2 per square foot to repair a deteriorated road. Public Works and Environmental Utilities take advantage of opportunities to minimize these costs by coordinating utilities infrastructure with road improvements and maintenance.

All public streets in the City are regularly monitored and measured for pavement distress and driving comfort.

This information is input into a pavement-management system, which tracks street conditions. Staff uses this pavement-quality database, along with site visits, to match the coming season’s resurfacing projects to the available resources in an effort to keep as many streets as possible in good condition.

SIDEWALKS, CURBS & GUTTERS – COMPLETED

This project repaired sidewalks, curbs and gutters that had been damaged by official city street trees. These trees are those designated by the Parks, Recreation and Libraries Director, and growing between a public walkway and the street curb, or within a city planting easement adjacent to a street.

This project repaired approximately 11,500 square feet of sidewalk and 860 linear feet of curb and gutter at 144 residences, predominantly in the Roseville Heights, Los Cerritos, Hill and Atkins, McRae, and Downtown neighborhoods. The project also upgraded four curb ramps to meet current ADA standards in response to resident requests. The project was completed in early November, 2016 and cost approximately $238,400.

ROSEVILLE ROAD REALIGNMENT – UNDER CONSTRUCTION

The Roseville Road Improvement Project is reconstructing approximately 2,400 linear feet of Roseville Road to smooth out a series of existing S-curves and construct wider travel...
lanes and shoulders, Class 2 bike lanes, sidewalk, and street lights from Cirby Way south to the City limits.

Construction began in June 2016 and is anticipated to be complete by spring 2017. The construction cost is approximately $2,242,000 and construction is partially funded by a federal Highway Safety Improvement Program grant.

**INDUSTRIAL AVENUE BRIDGE REPLACEMENT – UNDER CONSTRUCTION**

The Industrial Avenue bridge over Pleasant Grove Creek is located south of Justice Center Drive and north of Blue Oaks Boulevard. The new bridge will better accommodate growing traffic demands. It will be widened from 28 feet to 56 feet and include two travel lanes with shoulders for bike lanes, a center divider lane, and a sidewalk on the northbound side. Construction is anticipated to last through winter 2016/17.

The estimated construction cost of this project is $4 million dollars and is funded by the Highway Bridge Program and Proposition 1B. No General Funds will be used on this project.

**OAK STREET PARKING FACILITY – UNDER CONSTRUCTION**

The Oak Street Parking Garage construction is in progress. It will provide 429 free parking spaces in a 7 level structure. Designated parking spaces include:

- 9 Handicap Accessible spaces
- 6 Electric Vehicle Chargers
- 32 Clean Air Vehicle/Carpool spaces
- 11 Motorcycle spaces
- 24 Bicycle spaces

The garage will provide entrances accessible from Vernon Street and Oak Street and exits to Lincoln Street and Oak Street. Pedestrians or bicyclists can easily travel from Oak Street to the garage and Vernon Street via elevators, stairwells, or the bike ramp.

Exterior improvements include landscaping and changes to the pedestrian pathway from the garage to Vernon Street and from Vernon Street to Atlantic Street. The pedestrian walkways will be significantly widened and streetlights will be added to better light these routes. The Oak Street Parking Garage will provide ample parking to meet the demands of the Downtown for years to come. When completed, there will be one of two large parking garages within a block or two of most locations throughout the Vernon Street commercial corridor.

**HILLCREST STORM DRAIN IMPROVEMENT PROJECT – UPCOMING**

The project is located in the Hillcrest neighborhood, which is the area west of I-80, between Darling Way and Douglas Blvd. This neighborhood was originally constructed between the mid 1940s and 1950s. In the years since, staff has been required to perform routine maintenance during storm events to clear leaves and debris from old-style storm drain inlets that have limited capacity. Additionally, during major storms, the capacity of the storm drain mainlines are routinely exceeded causing standing water in streets and in a few circumstances flowing into homeowners’ garages.
The project is located in the Hillcrest neighborhood, which is the area west of I-80, between Darling Way and Douglas Blvd. The project will replace the existing drain inlets, laterals, and increase the size of, approximately, 4,500 linear feet of main line to the outfall. Additionally, the project will install approximately 39 curb ramps and replace failed sections of curb and gutter throughout the neighborhood. The streets included in the project are Franklin St, King Rd, Keehner Ave, Bonny Knoll Rd, Linwood Ave, Toyon Wy, Marian Ave, Marietti Wy, Highland Ave, Fowler Ln, Castle Ct, Lorraine Ave, Camellia Ave, Wayne Dr, Melrose Ave, Hillcrest Ave, Maple Dr, Vinewood Ave, Hillcrest Ave, Poppy Ln, Sunset Dr, Colnar St, Vine Ave, Azure Ct, Darling Way.

We anticipate design and permitting to be completed by January 2017 with construction starting in late spring of 2017. The construction is estimated to be around $2.7 million.

**FIRE STATION NO. 1 REPLACEMENT PROJECT – UPCOMING**

The new Fire Station No. 1 will replace the existing station presently located at 401 Oak Street. The new fire station will be located at the corner of Lincoln Street and Linda Drive and will be approximately 11,200 square feet in size.

The fire station will house a ladder truck, engine and hazardous materials response truck. Construction is anticipated to begin in February 2017 and operational by early spring of 2018. Construction cost is estimated to be around $6.0 million dollars.

**WOODCREEK OAKS BOULEVARD WIDENING PROJECT – UPCOMING**

The City Council-adopted Roadway Capital Improvement Program calls for Woodcreek Oaks Boulevard to have four lanes between Pleasant Grove Boulevard and Blue Oaks Boulevard. This roadway was originally designed and constructed with wide medians meant to accommodate future widening.

This project will widen Woodcreek Oaks Boulevard from Crimson Ridge way south to 600 feet north of Pleasant Grove Boulevard, into the median from a two lane to a
four lane road. This project will also widen the bridge over the south branch of Pleasant Grove Creek to accommodate the additional roadway.

Construction is scheduled to begin summer 2017 and be completed by spring 2018. The construction cost is estimated to be approximately $5.8 million.

WASHINGTON/ANDORA WIDENING PROJECT – UPCOMING

As part of the City of Roseville’s Roadway Capital Improvement Program, the City will be widening Washington Blvd from Sawtell Road to Pleasant Grove Boulevard to improve traffic circulation and pedestrian traffic through the area. The City is currently working on the design for the Washington/Andora Widening Project, which includes widening approximately one mile of Washington Boulevard from two to four lanes to better accommodate existing and future traffic volumes. Currently approximately 18,000 vehicles and 36 trains per day travel through this location.

Road improvements will enhance accessibility for motorists, pedestrians and cyclists along Washington Boulevard and nearby intersections. The project also includes the replacement and widening of the Union Pacific Railroad Andora Bridge that crosses over Washington Boulevard.

The project team is currently undertaking technical evaluations as well as developing preliminary concepts based on technical analysis and community input. This project includes a comprehensive public engagement process which involves meeting with local businesses, residents, and schools. Early this fall, the project team will share the proposed design concepts at a community open house. Construction is anticipated for 2018.

ATLANTIC/EUREKA WESTBOUND 1-80 ON-RAMP WIDENING PROJECT – UPCOMING

The traffic flow on Eureka Road towards westbound I-80 on-ramp has degraded since the implementation of the ramp metering for the westbound on-ramp, causing traffic to back up on Atlantic/Eureka and at times, extended to the Eureka/Taylor road intersection. This project consists of widening the existing westbound on-ramp to I-80 to reduce the traffic back up on Atlantic/Eureka. The preliminary engineering work has begun and the construction is anticipated to begin in late 2018.
**Traffic**

**INTELLIGENT TRANSPORTATION SYSTEMS**

Intelligent Transportation Systems, or ITS, is the use of technology to improve traffic flow. By using high-tech traffic communications (e.g., signal controllers and traffic cameras), traffic engineers can monitor real-time conditions, make modifications to signal operations and be alerted to problems with the traffic signal system. When heavy traffic conditions occur, ITS can be used to modify the operation of a traffic signal and then alert motorists of potential problems via electronic signage and internet-based information tools. Thanks to ITS, traffic engineers can now respond more quickly to safety issues or problems with traffic signals by instantly viewing a camera closest to the intersection.

**FIBER OPTIC NETWORK**

We also maintain a complex fiber optic communications network. This not only supports traffic operations, but also communications for information technology, police, fire and environmental utilities departments.

**New Traffic Signals**
- Blue Oaks/Fidelity
- Fiddyment/Angus
- Freedom/Industrial (flashing yellow arrow)
- Freedom/Washington
- Secret Ravine/Alexandra
- Secret Ravine/Medical Plaza

**Public Works currently maintains:**
- 180 traffic signals
- 10 changeable message signs
- Several flashing beacons
- 24 speed radar signs around our schools

**How many intersections in Roseville are equipped with ITS technology?**

Roseville currently has ITS and cameras installed at all intersections. ITS cameras do not have the ability to record video information.

**HOW MUCH DID ROSEVILLE’S INTELLIGENT TRANSPORTATION SYSTEM COST?**

The Intelligent Transportation Systems program cost about $14 million dollars over the past 20 years with roughly $7 million of that coming from federal, state, ad local grants. The balance was funded through fees charged for new development within the City of Roseville.

**ARE TRAFFIC SIGNALS COORDINATED?**

Traffic signal coordination is a method of timing groups of traffic signals along a major roadway to provide for a smooth flow of traffic with minimal stops.

Not all streets warrant traffic signal coordination. Typically, a street is selected for coordination if it carries a certain amount of traffic during peak hours. In most cases, coordination is active from 6 a.m. to 7 p.m. during weekdays. Outside of these hours, individual signals operate on a “first-come/first-served,” or traffic activated basis.

Coordination along a roadway corridor takes into account the spacing of signals, the prevailing speed and traffic volume on the corridor, the amount of traffic coming in and out of driveways between traffic signals, the uniformity of intersection sizes, and the traffic signal cycle length.

**DO CERTAIN STREETS RECEIVE PRIORITY OVER OTHERS?**

Generally speaking, “majority rules” in traffic coordination, and the busiest traffic movements are given priority.
Depending on the route, the length of a traffic signal cycle (think “green-yellow-red”) on a major roadway could vary from 60 to 120 seconds. This means that if you were exiting a side street, and you just missed the light, it is possible to wait between 60 and 120 seconds before receiving another green light. For the most part, the bigger the intersection, the longer the required cycle length.

**WHAT HAVE BEEN THE RESULTS OF TRAFFIC SIGNAL COORDINATION IN ROSEVILLE?**

Since implementing the traffic signal coordination program, Roseville has seen a 25% reduction in travel times. This equates to a savings of approximately 5,000 vehicle hours of travel time per day. Coordinated traffic signals also result in less stop-and-go traffic. This can reduce driver frustration and stress levels, and may reduce a driver’s potential to take risks on the road.

**HOW DO YOU DECIDE THE SPEED LIMIT?**

In order for speed limits to be radar enforceable by our police department, they must be set according to California State Law. That law requires that we conduct a traffic engineering survey and base the posted speed limit on that survey. The survey takes into account prevailing speeds, roadway conditions, accident records, and conditions not apparent to drivers. If speed limits are posted at speeds lower than what is required to safely meet the conditions, not only can’t our police department issue citations, it also increases the conflicts between faster and slower drivers. Studies have shown that where uniformity of speed is not maintained, not necessarily lowering the speed limit, is where accidents generally increase.

**HOW DOES A TRAFFIC SIGNAL KNOW A CAR IS THERE?**

We have vehicle detection loops installed in the pavement just before the stop bar or crosswalk on each approach. When a vehicle is resting on one of these loops, the traffic controller receives this information.

**HOW DOES A TRAFFIC SIGNAL KNOW A BIKE IS THERE?**

The vehicle detection loops are adjusted to also acknowledge the presence of bicycles.

**WHAT ARE THE CAMERAS AT EACH TRAFFIC SIGNAL FOR?**

To monitor traffic conditions. If we see traffic isn’t flowing properly, we can determine the issue and make signal timing adjustments as appropriate.

**WHAT ARE TRAFFIC STUDIES?**

A traffic study evaluates requests for installation of traffic signals, stop signs, warning signs, speed limit signs, roadway striping, crosswalks and parking restrictions. Anyone can initiate a traffic study. Most come to us from residents that have a traffic related concern or suggestion. Traffic studies are also initiated by requests from the city’s safety committee, council members, or a Police Department review of a traffic collision report.

**FLASHING YELLOW ARROW**

A new signal with a flashing yellow arrow was installed at the intersection of Industrial Avenue and Freedom Way in October 2016. A flashing yellow left-turn arrow means motorists are allowed to cautiously enter the intersection to make a turn after yielding to oncoming traffic. The signal still provides the comfort of a protected left-turn green arrow during peak travel times, or when pedestrians are crossing. Flashing yellow arrow intersections are proven to be more efficient—reducing traffic delays and emissions, saving time and money.
**Street Maintenance**

- Picked up over 482 tons of leaves and covered over 3,500 miles of roadway during the annual leaf pickup program.
- Maintain 465 centerline miles of city streets.
- The city’s roadway system is on a 7-10 year rehabilitation rotation.
- Cleaned 100,000 feet of storm drain pipes and 5,000 linear feet of storm channels.
- Swept over 22,000 curb miles of city streets.
- Painted over 21,000 street legends & over 1,000 curbs.
- Abated over 29,000 square feet of graffiti.
- Report graffiti to the City’s Graffiti Hotline, 916-746-1021.
- Maintains over 17,000 signs throughout the city.
- We work in conjunction with the Roseville Police Department to regulate commercial traffic on our city streets.

- Issued over 600 transportation permits.
- Respond to calls for various types of hazards in the public right-of-way (curb, gutter, sidewalk and street) such as:
  - trash, furniture, appliances
  - concrete & rock spills
  - downed trees & branches
  - shopping carts
  - plugged storm drains and/or flooding in the streets and creeks
  - vehicle accidents
  - downed & missing signs, barricades, guardrails, delineators
  - faded markings
  - graffiti abatement on our assets
  - street sweeping
  - paving & pothole issues
  - sidewalk trip hazards
  - special programs
  - traffic control for emergencies
The gas tax covers:
- Roadway pavement maintenance
- Drainage maintenance
- Contract resurfacing work
- Salaries, equipment and material

**STORM DRAINAGE**
- We flush and clean mains, laterals and other structures annually.
- Temporarily patch, grind or replace identified sidewalk safety issues.
- Remove and replace misaligned or unserviceable curbs and gutters.
- Clean, clear or spray inlets and outfalls.
  - Reconstruct to current standards or remove and replace to maintain curbs and gutters, drain lines, drain inlets, inlet and out falls, and other related structures.

**LEAF PICK-UP**
This convenient residential program keeps fallen front yard leaves and debris from clogging stormwater drains and washing into our creeks and streams, disturbing the sensitive ecological balance and threatening plants and wildlife.

We provide free pickup of unbagged leaves in the city’s most densely treed areas. Street Maintenance will come by with our “Tink” machine and load the piles into a refuse truck for recycling. Crews remove leaves during a regular rotation that runs from north to south approximately every two weeks.

For the rest of Roseville’s residential areas, street maintenance provides free curbside removal of bagged leaves.

Crews cannot remove leaves from commercial properties, gated or private communities.
**Floodplain Management**

**WHAT WE’RE DOING EVERY DAY**

The Public Works Department – Floodplain Management Section manages the operation and maintenance of the City's Flood Alert System and is responsible for reviewing encroachments within the City's floodplain, providing assistance with interpreting various Federal, State, and local regulations governing the use of floodplains, providing information on how property owners can protect themselves from flood damage, and providing information regarding the National Flood Insurance Program.

**WHAT WE’VE DONE IN 2016**

During 2016, the Floodplain Management Section said farewell to the City’s first Flood Alert Technician, Robert Nelson, who retired in May after nearly 25 years of dedicated service to the citizens of Roseville. Rob’s accomplishments during his tenure earned the City national recognition as a leader in the flood alert community. Rob’s hard work and dedication were also acknowledged by his coworkers by his receipt of the City’s “Pride of Roseville” Commendation for Excellence (1995) and Distinguished Service (2014) awards.

With Rob's departure, maintenance of the City’s 28 stream and precipitation gauges was transitioned to Environmental Utilities Department – Preventative Maintenance staff while the Public Works - Floodplain Management Section continues to manage the data collection and real-time flood alert website information for our residents and emergency services staff.

**NATIONAL FLOOD INSURANCE PROGRAM (NFIP) - COMMUNITY RATING SYSTEM (CRS) CLASS 1 RATING**

The NFIP makes Federally-backed flood insurance available to homeowners, renters, and business owners in participating communities. As a participant in the NFIP, the City of Roseville must, at a minimum, regulate development in our floodplain areas in accordance with NFIP criteria. The Community Rating System (CRS) is a voluntary incentive program within the NFIP that encourages floodplain management activities that exceed the NFIP requirements.

In July 2016, the Federal Emergency Management Agency (FEMA) notified the City of Roseville that we have maintained our CRS Class 1 rating, which provides our community with a 45 percent insurance premium discount for all property located within the flood hazard zone. 2016 marks the ten year anniversary of the City of Roseville’s CRS Class 1 rating.

**New Digital Flood Insurance Rate Maps**

Also during 2016, the Federal Emergency Management Agency (FEMA) released new Digital Flood Insurance Rate Maps for Placer County, including new mapping for the flood hazard zones within the City of Roseville. The new maps will eventually replace FEMA’s current paper maps, which have been in effect since 2001.
The preliminary maps were rolled-out for public review and comment during five public workshops held in June 2016. Floodplain Management staff processed several appeals to the preliminary maps on behalf of our residents. FEMA is in the process of reviewing the appeals and will notify the City of their final map determinations in Spring 2017.

2016 Multi-Hazard Mitigation Plan Update
The Federal Disaster Mitigation Act of 2000 was enacted to encourage and promote proactive, pre-disaster planning as a condition of receiving financial assistance from the Federal government. The City of Roseville’s first Multi-Hazard Mitigation Plan was adopted in 2005. The law also requires the City to update the Hazard Mitigation Plan every five years to remain eligible for pre-disaster mitigation grant funding from FEMA.

During 2016, Floodplain Management Section staff facilitated five public meetings of the City’s Multi-Hazard Mitigation Plan Steering Committee to assist in preparation of the draft Plan update. The updated plan was submitted to the State of California Office of Emergency Services for their review in October, and afterwards to FEMA for the final review. City staff expects FEMA to complete their review prior to the end of the year, and bring the Update to the City Council for adoption in early 2017. With adoption of the updated Plan, the City will be able to pursue grant opportunities for the acquisition of floodprone structures from the floodplain and other mitigation activities listed within the Plan.

Private Land Development & Capital Improvement Project Review
The Floodplain Management Section reviewed several floodplain encroachment applications for various private land development and Public Works projects. Most notably, staff reviewed the drainage master plans and studies for the following projects during 2016:
- Amoruso Ranch Specific Plan
- HP Campus Oaks Project
- Placer Ranch Specific Plan
- Downtown Bridges and Bike Trail Project
- Industrial Avenue & Oak Ridge Drive Bridge Replacement Projects
- Shadowbrook Sewer Lift Station and Force Main Project
- Harding Boulevard to Royer Park Bike Trail – Segment 3 Project

WHERE WE’RE GOING IN 2017
The following is a short list of the projects the Floodplain Management Section will be working on in 2017:

ALERT 2 Update Project
This project will use State of California Department of Water Resources – Flood Emergency Response Project grant funds to update the City’s and Placer County Flood Control District’s Flood Alert System base stations to a new radio transmission protocol established by the National Weather Service. Through this project, the City’s and the Flood Control District’s stream and precipitation gauges will be part of the Northern California region’s flood alert system database, thereby providing our flood data to Federal, State, and regional agencies.

Finalizing FEMA Floodplain Maps
As stated earlier in this report, the new FEMA floodplain maps are expected to be finalized in Spring 2017, which will require Floodplain Management staff’s participation in public workshops to provide information regarding the new maps and flood insurance requirements.
**Floodwall & Levee Public Outreach**
The floodwalls and levees installed as part of the City’s $20-million Cirby-Linda-Dry Creek Flood Control Project were built nearly 15 years ago. Many of the property owners that lived adjacent to the improvements have sold their homes, and the new residents will need to be informed of the floodwall’s and levee’s function to provide flood protection for themselves and their neighbors. In 2017, Floodplain Management staff plans to complete the mapping of the various easements and right of way obtained for the Flood Control Project and conduct public outreach activities to educate the residents about the maintenance requirements of these improvements.

**Community Rating System Maintenance**
During the upcoming year, Floodplain Management staff will be busy compiling the information requested by FEMA to maintain our rating as the nation’s first and only CRS Class 1 community. Since the City of Roseville obtains credit in 18 different activities, the comprehensive recertification process typically begins in July, and ends in October of every year.

**Antelope Creek Flood Control Project**
The Placer County Flood Control and Water Conservation District plans to construct an in-line flood detention facility within Antelope Creek, adjacent to the Maya Bowhunter’s facility, next construction season. This flood control project will provide storm water mitigation for most of the development within the Dry Creek Watershed, and reduce flood flows to pre-development conditions. The City of Roseville is a member agency to the Flood Control District, and since the work will be in our community, Floodplain Management staff will be closely monitoring the progress of construction.

**Flood Inundation Mapping**
Next year, the City of Roseville and the Placer County Flood Control and Water Conservation District plan to roll-out our new flood inundation mapping website. The new website will provide information regarding flood inundation limits away from creek, relative to the depth of the creek. This useful tool will be available to property owners near the City’s and County’s flood-prone areas within the Dry Creek Watershed, and will assist the residents with understanding the flood risk next to their home or business. The tool will also be useful to emergency services staff in predicting the inundation limits based on various storm scenarios.

**ROSEVILLE RECOGNIZED AS NATIONAL FLOOD PROTECTION LEADER**
The Federal Emergency Management Agency (FEMA) has again rated Roseville number one in flood control. Roseville is a nationally recognized leader in flood preparation, and the only city in the country to hold a Class 1 rating from FEMA’s Community Rating System. FEMA rates communities on how effectively they manage public information, mapping and regulatory standards, flood damage reduction and preparedness. Roseville’s top rating means flood insurance discounts of up to 45% for residents and businesses.

Since the historic floods in January 1995 when 358 structures were flooded, the City of Roseville has completed more that $20 million in flood mitigation projects. In addition, improved development standards and more accurate floodplain modeling have ensured that structures built in Roseville since the 1980s have not incurred flooding problems related to creek levels.
Biking & Walking

The City of Roseville has more than 90 miles of on street bike lanes and more than 34 miles of off street bike paths.

BIKEWAY OBJECTIVES
• Increase the percentage of trips made by bicyclists in Roseville
• Establish and maintain a safe, comprehensive and integrated bikeway and trail system
• Provide education, encouragement and enforcement programs that increase bicyclist and motorist awareness of the rights and responsibilities of bicyclists
• Obtain the Bicycle Friendly Community Silver designation from the League of American Bicyclists

BICYCLE FRIENDLY COMMUNITY
In 2013, the League of American Bicyclists renewed the City of Roseville’s Bicycle Friendly Community designation at the Bronze Level. This program recognizes communities that actively support bicycling for fun, fitness and transportation. The City was first recognized by the League in 2008, and Roseville remains the only community in Placer

“I am writing to thank you for providing and maintaining the beautiful bike paths in Roseville. I work for the Rocklin Unified School District and I am looking forward to continuing my bike commute from Roseville to Rocklin this fall.”
– Kristin S., Roseville resident

BICYCLE FRIENDLY COMMUNITY
BRONZE 2008-2017
THE LEAGUE OF AMERICAN BICYCLISTS

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County to be so honored. Other nearby City’s that share this designation include Davis, Folsom and Sacramento. In 2017, staff will submit an application to try to obtain Silver designation.

**Bikeway projects completed in 2015/2016**

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harding to Royer Segment 4 Trail Lincoln Street Undercrossing</td>
<td>$955,000 TDA</td>
<td>Constructed ¼ mile</td>
</tr>
<tr>
<td>West Roseville Specific Plan (WRSP) Fiddyment Ranch Phase 2 Trail</td>
<td>$400,000 WRSP Bike Trail Fund</td>
<td>Constructed ¼ mile</td>
</tr>
<tr>
<td>2016 Bike Trail Resurfacing</td>
<td>$250,000 Local funds</td>
<td>Resurfaced 9.2 miles</td>
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**Upcoming Construction – Calendar Year 2017**

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
<th>Status</th>
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<tbody>
<tr>
<td>WRSP Westpark Parcel W 17/18 Trail</td>
<td>Amount TBD WRSP Trail Fund</td>
<td>Construction Summer 2017</td>
</tr>
<tr>
<td>Downtown Class I Trail (Icehouse Bridge Rotation, Taylor Street Bridge)</td>
<td>$3,871,000 Federal and State Grants, TDA</td>
<td>Permitting Underway/ Construction Summer 2017</td>
</tr>
<tr>
<td>Miners Ravine Trail Repair Sunrise Avenue</td>
<td>$100,000 TDA</td>
<td>Summer 2017</td>
</tr>
<tr>
<td>Harding to Royer Trail Segment 3</td>
<td>$306,000 CMAQ $541,000 TDA</td>
<td>Summer 2017</td>
</tr>
</tbody>
</table>

**Planning & Design – Fiscal Year 2017**

<table>
<thead>
<tr>
<th>Project</th>
<th>Amount</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Creek Greenway Trail</td>
<td>$546,000 CMAQ $350,000 TDA</td>
<td>NEPA/CEQA review underway Summer 2017</td>
</tr>
<tr>
<td>Downtown Pedestrian Bridge</td>
<td>$3,800,000</td>
<td>Design and permitting underway</td>
</tr>
<tr>
<td>Bike/Ped Bridge Assessments</td>
<td>$100,000 TDA</td>
<td>Anticipated 2017</td>
</tr>
<tr>
<td>Bicycle Master Plan Update</td>
<td>$100,000 TDA</td>
<td>Anticipated 2017/18</td>
</tr>
<tr>
<td>Maidu Park Trail Repair &amp; Resurfacing</td>
<td>$275,000 TDA</td>
<td>Summer 2018</td>
</tr>
</tbody>
</table>

**Sustainable Communities Planning Grant**

- Dry Creek Greenway Trail west of Riverside Ave to City limits at PFE Road
- $200,000 CalTrans – State Highways Account Anticipated 2017

**Grant Applications**

The Alternative Transportation Division continues to identify grant funding opportunities for bike & pedestrian projects. In FY 2017, we anticipate applying for the ATP Grant for the Dry Creek Greenway Trail—which has been recommended for approval by the state.
**DOWNTOWN BRIDGES & TRAIL PROJECT**

The bike trail project will connect the existing Class I Trail in Royer/Saugstad Park to the recently constructed Class I Trail. The existing Rube Nelson Bridge will be rotated to accommodate the new bike trail connection. A new pedestrian bridge will be constructed on Taylor Street next to the Library to connect Taylor Street to Royer Park. This work is scheduled to begin in late Spring of 2017 at an estimate cost of $3,121,000, and it is anticipated to be completed by Summer 2018.

The Downtown Bridges and Trail Project also includes a 3rd larger pedestrian bridge known as the Downtown Pedestrian Bridge. The Downtown Pedestrian Bridge, which is proposed to connect Royer Park directly to the Vernon Street Town Square (next to existing Fire Station No 1), will be constructed separate from the above trail and bridge improvements. The timing for construction of the Downtown Pedestrian Bridge is anticipated to begin in approximately 2018/2019.

**BIKEWAY EDUCATION & OUTREACH**

The City and our regional partners conduct a variety of bicycle education programs throughout the year. The bicycle education efforts include:

**Bucks for Bikes**

In 2016, staff worked in partnership with PCTPA to promote Bucks for Bikes, an incentive program which subsidizes new bicycles for commuters at 50% up to $200. The program is intended to promote bicycling as a viable alternative to driving alone and thereby helping to reduce traffic congestion and improve air quality in our region.

- 47 applicants representing 31 employment sites within Placer County
- 27 applicants within Roseville applied
- 16 successful applicants within Roseville representing 11 employment sites within Roseville

This program is offered again in February 2017.

**Bike/Walk Ambassadors**

During 2016 staff continued the Bike/Walk Ambassador Program that was started in 2014. The purpose of this volunteer program is to promote bicycle and pedestrian safety on trails and around schools in Roseville. In 2016 our 7 Bike/Walk Ambassadors donated over 175 hours.

May is Bike Month 2016 was very successful as bicyclists took advantage of the good weather.

**Breathe California Bike Trek**
For the third year in a row Roseville Transit was a sponsor of the Breathe Bike Trek by providing in-kind advertising space on our buses. Breathe California – Sacramento is the local chapter (formerly affiliated with the American Lung Association) which promotes clean air and healthy lungs.

The Roseville Transit Trekker Team included 13 members, two who work for the City of Roseville and two recently retired employees. The team raised over $13,428 for the Sacramento Chapter. This is not only a fundraiser effort, but part of a larger marketing effort for Roseville Alternative Transportation Division to promote cycling, transit and clean air with other partners in the region, including Sacramento Regional Transit, Caltrans and Kaiser Permanente.

Smart Cycling Clinics
Staff, with support from two local bike shops, Roseville Cyclery and The Hub, hosted four one-hour Smart Cycling and Bicycle Maintenance Clinics for employees and the public. More than 60 bicyclists developed a better understanding of the rules of the road, techniques of bicycling with traffic and how to fix a flat.
Roseville Bikefest 2016

On October 1, Roseville PedalSafe and the City hosted the 23rd annual Roseville Bikefest, the annual family friendly bicycle safety event held at the Roseville Town Square, which was a huge success.

- 525 attendees
- 100 City and community volunteers
- Gave away 157 helmets to children who needed a helmet
- Two grand prize bicycle winners

Safe Routes to School

The City of Roseville has been partnering with many schools for the past 8 years to promote safe walking and biking to school as an alternate to driving. Using federal funds from Safe Routes to School (SRTS) Grants, the Safe Routes to School Coordinators have been able to implement many programs at our schools which encourage kids and their parents to walk or bike to and from school. The programs not only encourages walking and biking to school, but also educate the students on how to walk and bike “safely” on a regular basis. Currently, 8 elementary schools actively participate in SRTS programs.

- Kaseberg
- Cirby
- Woodbridge
- Spanger
- Stoneridge
- Diamond Creek
- Junction
- Fiddyment Farm
These programs include Walking/Biking Clubs where students walk to school and using a program called “Active4.Me” where the number of trips made are recorded and the students are recognized for their efforts. Bike Rodeos are events that allow students to rotate among stations that teach helmet safety, bike maintenance, rules of the road and participation in obstacle courses. Drop & Walk signs are strategically placed around the schools to encourage parents to drop their students off within walking distance from school. We hold safety assemblies, provide educational materials for all students such as quarterly newsletters, and provide resources for the schools to participate in a yearly event called International Walk to School Day. On October 5 all 8 of our grant schools participated in this international event and approximately 1,800 kids walked or biked to school on this fun day!

Crossing Guards
The City of Roseville’s Crossing Guards continue to provide a valuable service to both the city and the schools where they serve. We have 12 regular crossing guards and 5 substitutes who fill in when needed. The crossing guards go through an annual training to ensure proper procedures are maintained. They work closely with their supervisor, school staff and the police department in order to effectively cross students at each of their locations. Not only do they help students cross streets safely, they educate them on safe walking and biking practices. School crossing locations are continually observed to ensure we are utilizing crossing guards effectively and efficiently. The presence of school crossing guards encourages parents to let their children walk and bike to school. We also have 4 Volunteer crossing guards who work at schools where we do not have a City guard. These volunteers show up every week to assist students with crossing to school. Their presence has contributed to the increase in the number of children walking and biking to these schools.
Roseville Transit

LOCAL SERVICE
Roseville Transit currently operates 12 local fixed-routes, generally operating between 5:45 a.m. and 6:30 p.m. Monday through Friday, with extended evening hours until after 10 p.m. on three core routes (A, B and M), and from 8 a.m. to 5 p.m. on Saturday.

The one-way general public fare is $1.50 and discounted fares are $0.75 for Americans with Disabilities Act (ADA) eligible and disabled persons, students and elderly. Day passes, 10-ride and 30-day passes are also available.

Roseville Transit routes connect with Placer County Transit and Sacramento Regional Transit.

COMMUTER SERVICE
Roseville Transit operates a commuter service Monday through Friday during peak commute hours 5:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m. between Roseville and downtown Sacramento. Currently, 10 routes are offered during morning peak hours, and 10 are offered during afternoon peak hours. One-way fares are $3.25 for residents or reverse commuters and $4.50 for non-residents. 30-Day, Monthly, and 10-ride passes are available.

DIAL-A-RIDE SERVICE
A demand response service is operated by Roseville Transit, which is available to the general public. Service for both Paratransit and Dial-A-Ride is available within the city limits of Roseville and to a total of ten designated locations at the border of Roseville in Citrus Heights, Rocklin, and Granite Bay. Reservations must be made at least 1 day in advance and up to 14 days in advance. Operating hours are between 5:45 a.m. and 10:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday and Sunday. Fares are $2.50 for Paratransit eligible passengers, seniors and persons with a disability, and $3.75 for general public passengers. Same day request trips are $7.50.

“Pat, my Transit Ambassador, has been nothing but informative, friendly, helpful and professional in providing me accurate and valuable advice in order for me to navigate through Roseville and closely aligned communities. My gratitude and appreciation for Pat’s assistance and the efficiency of the Roseville transit system is very high. Without the efficiency and professionalism of your representatives, my activity would be severely impacted. Thank you for your professional and courteous staff and the adeptness of your system.”

– Charles K., passenger
PARATRANSIT SERVICE
Origin-to-destination Paratransit service is available to Americans with Disability Act (ADA) eligible passengers.

CURRENT TRANSIT STAFFING
In FY2016, the Alternative Transportation Division of Public Works Daily transit operations are provided by more than 50 full and part-time employees under contract with MV Transportation. Within the administrative offices located at 401 Vernon Street there is the equivalent of five employees providing operations oversight, regulatory compliance, financial reporting and budget management, regional transit programs, grants administration, marketing, public information and education, service planning, and customer service. Following receipt of a Federal grant, a new Mobility Training program began in FY 2016 to help seniors or people with special needs learn how to use the bus. It is offered one-on-one or in a group.

PLANS FOR 2017
• Initiate a new service between Roseville and the Golden 1 Center to facilitate attendance of Kings Basketball home games by reducing congestion.
• Release RFP and award contract for construction of the Louis Orlando Transfer Point project (inclusive of raised passenger loading platform, bus shelters, accessibility improvements, adjacent 44-space park and ride lot, landscaping and lighting).
• Release RFP and award contract for construction of the Sierra Gardens Transfer Point project (inclusive of re-paved roadway, new bus shelters with pads on both sides of the street, improved lighting and wayfinding indicators, improved accessibility).
• Regional fare card (Connect Card) to become active on Roseville Transit and other public transit services within the Sacramento region.

ACCOMPLISHMENTS IN 2016
• Awarded contract for provision of mobility training within the South Placer County region.
• Completed extensive public outreach and implemented changes to Local Routes M, D and I.

“We have enjoyed the stress free travel to and from each Kings Game, so kudos to Roseville Transportation for providing the Game Day Express. Another benefit is the opportunity to meet other Roseville Kings Fans.”
– Roseville Transit passenger
TRANSIT AMBASSADORS

In January 2007, the Placer County Transportation Planning Agency (PCTPA) approved grant funds for a volunteer transit ambassador program. Shortly thereafter, the City of Roseville was designated as the lead agency to establish the Transit Ambassador Program of South Placer County, and the program was developed and implemented in the spring of 2007.

Transit Ambassadors are volunteers trained to know the local fixed-route transit systems in South Placer County so they can assist first-time passengers who have questions about using the bus. Transit Ambassadors offer assurance, experience, information, and a friendly face to new passengers. Over the past 9 years a team of 7–10 Transit Ambassadors has been established. Transit Ambassadors travel on area buses, visit transit transfer locations and/or to assist staff at community outreach events and presentations to teach people about the availability of public transportation. A Transit Ambassador will travel with passengers who would prefer to have a buddy with them as they venture out on the bus for the first time. Several Transit Ambassadors have provided ongoing, one-on-one training for individuals who needed more time to learn how to navigate local fixed routes.

FY 15/16:
• 7 Transit Ambassadors volunteered over 600 hours
• 3 Transit Ambassadors awarded the Bronze Presidential Service Awards for volunteering over 100 hours each.

Looking ahead FY16/17:
• Partner with Placer County Adult Services to help people learn about public transportation so they can access the support program they need.
• Participate on an advisory board with the Placer County Office of Education Workability Program to address the needs of students with disabilities.
• Use the Federal Transit Administration Section 5310 Grant to implement the Mobility Training Program of South Placer County which provides professional mobility training services for seniors and people with disabilities.

SOUTH PLACER TRANSIT INFORMATION

Since 2011, the City of Roseville served as the lead agency to establish the South Placer Transit Information Center (“call center”). Prior to the call center, passenger phone calls were passed from agency to agency. This often created confusion and discouraged people from using transit, rather than assisting them. Now, with one phone call to 745-7560, callers can access centralized regional transit information and make Dial-A-Ride reservations on any of the region’s public and/or private/non-profit transit service providers. The call center operates 7 days a week between the hours of 8 a.m. and 5 p.m.

In FY ‘15/‘16:
• 59,000 calls answered
• 93% of all calls answered within 90 seconds
• 97% of calls answered within 3 minutes
• 100% of all calls answered within 6 minutes
LOUIS/ORLANDO TRANSFER POINT PROJECT

The Louis Orlando Transfer Point Project will reconstruct and expand an existing bus transfer point on the south side of the City at the east corner of Louis Lane and Orlando Avenue, near Interstate 80. The project will replace the small bus shelters and City parking lot with a covered waiting platform, bench seating, electronic transit schedule boards, bus pass kiosks, a small restroom and utility closet for employee use only, paved parking lot, bike racks and bike lockers, on-site lighting, and landscaping. The transfer point will be used by Roseville Transit as well as transit providers operated by Sacramento Regional Transit, Placer County Transit, and the City of Citrus Heights.

The project is anticipated to begin in May of 2017 and be operational by November of 2017. The construction cost is estimated to be around $2.75 million dollars, a majority of which come from a Federal Transit Administration grant.
Commute Alternatives (Transportation Systems Management)

The TSM program goal is to reduce single occupant commuting and improve air quality by promoting biking, walking, carpooling & vanpooling, as well as transit (bus and train). The program goal is to reduce vehicles miles traveled by 20% by employees commuting to work in Roseville. City staff meets with the business community to help them promote alternative modes to their tenants and employees.

**During FY 2015-2016**
- Held 4 quarterly training meetings with approximately 30 property managers per meeting
- Conducted 25 on-site visits with employers
- Processed 2 new TSM plans
- Attended 19 regional coordination meetings and local transportation fairs.

**SPARE THE AIR**
As a regional campaign, Spare the Air encourages commuters to use alternative modes during the summer when the temperatures are high and we have poor air quality in our region. Last summer the annual Spare the Air campaign ran during the months of July and August. This summer the Spare the Air campaign ran during the months of August and September. Participation was slightly lower than in previous years. In previous years the program was implemented through PCTPA, with very short notice the City took over the program for this past season. Approximately 100 employees, representing over 30 businesses in Roseville participated in the promotion.

**SMART COMMUTE MONTH**
Smart Commute Month encourages commuters in the region to try alternative modes to commute to work.

Staff promoted the regional Smart Commute Month campaign in October. Employees in the region who use an alternative mode to commute to work (walk, bike, carpool/vanpool or take the bus) and log their miles on the sacregioncommuterclub.org website had a chance to win prizes. In the region 2,077 employees participated and in Roseville 76 employees participated. This year the October campaign was Try Transit to promote transit to the region.

“The benefit of the Emergency Ride Home program has increased the participation in the Rideshare/TSM program. It’s a nice “perk” that you don’t have to feel trapped at work just because you are carpooling… This has given them (carpoolers) “peace of mind” that they can be confident, they will be able to get home or pick up their child then get home safely. A great PLUS in my book!”

-Melissa W., Sutter Shared Health Facility, Property Manager and Employee Transportation Coordinator