



City Council Chambers, 311 Vernon Street

[roseville.ca.gov](http://roseville.ca.gov)

**The City of Roseville welcomes your participation.**

**Meeting Schedule:** Regular meetings of the Transportation Commission are held on the third Tuesday of the month at 6:00 p.m.

**Public Comment:** Speakers have three (3) minutes under Public Comment to address the Mayor/Chair of the meeting on issues that are not listed on the agenda and are within the City's jurisdiction. Please submit a yellow speaker card to the Secretary before the item is heard if you wish to make a comment.

**Brown Act:** The Transportation Commission cannot discuss or act on items not listed on the agenda.

**Agenda Items:** Speakers have five (5) minutes to address items that are listed on the agenda.

**Levine Act Provisions:** If you've made a campaign contribution totaling more than \$500 (\$250 prior to January 1, 2025) to City Council Members in the last twelve (12) months, you must disclose it before addressing an item on the agenda. Please visit [Levine Act – City of Roseville](#) for updated forms and information.

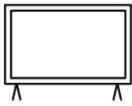
**Audio/Visual Presentations:** If making a presentation regarding an agenda item, audio/visual materials must be submitted to the Secretary for consideration at least 72 hours in advance.

**Americans with Disabilities Act:** If special assistance is required to participate in a meeting including the need of auxiliary aids or services, please notify the City Clerk at least 72 hours in advance of the meeting.

City Clerk 311 Vernon Street [cityclerkroseville@roseville.ca.us](mailto:cityclerkroseville@roseville.ca.us) 916-774-5263 TDD: 916-774-5220

**Security Measures:** All Roseville meeting attendees must successfully pass through a security metal detector. Any person with a prohibited item will not be allowed entry. Prohibited items include but are not limited to firearms (even with valid CCW), knives, pepper spray/mace, explosives of any kind/any weapons and/or dangerous devices of any kind, illegal drugs, and alcohol.

**Viewing Options:** The City of Roseville provides three options for viewing meetings:

| In person                                                                                                                                                      | Online                                                                                                                                                                                                                                                                                 | On TV                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>Meetings take place at the City Council Chambers, 311 Vernon Street</p> |  <p>Watch meetings live on the City's YouTube channel or at <a href="http://roseville.ca.gov/watch">roseville.ca.gov/watch</a>. Past meetings are also available on the City's YouTube channel.</p> |  <p>Watch live on government access channel (Comcast 14).</p> |



Philip Roberts, Chair  
Lewis McGeorge, Vice Chair  
Dan Groff, Commissioner  
Doyle Radford, Jr., Commissioner  
Derek Pell, Commissioner  
Stephen Stromberg, Commissioner  
Lance Hibben, Commissioner  
Aishani Thakur, Youth Commissioner  
Lainie Anderson, Secretary  
Ed Scofield, Liaison

## **AGENDA**

### **Transportation Commission Meeting**

**September 15, 2026**

**6:00 PM**

**City Council Chambers, 311 Vernon Street**

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. PLEDGE OF ALLEGIANCE**

**IV. PUBLIC COMMENTS**

**V. REQUESTS/PRESENTATIONS**

**1. Approval of the July 21, 2026 Meeting Minutes**

Summary: Staff recommends the Transportation Commission take action to approve the July meeting minutes.

CONTACT: Lainie Anderson 916-774-5440 landerson@roseville.ca.us

**2. Bus Stop Facilities Assessment and Improvement Plan**

Summary: City staff, along with staff from the Placer County Transportation Planning Agency (PCTPA), will provide a presentation on the Bus Stop Facilities Assessment and Improvement Plan.

CONTACT: Ed Scofield 916-774-5449 ecscofield@roseville.ca.us

**3. Rapid Link Presentation**

Summary: Staff will provide an overview on the upcoming launch of Rapid Link bus service.

CONTACT: Ed Scofield 916-774-5449 ecscofield@roseville.ca.us

**4. Roseville Crossing Guard Program**

Summary: Staff will provide an overview of Roseville's Crossing Guard program. This is an information-only item. No Commission action is required.

CONTACT: Ed Scofield 916-774-5449 [ecscofield@roseville.ca.us](mailto:ecscofield@roseville.ca.us)

**5. National Recreation Trails Photo Contest Presentation**

Summary: This is an informational item and requires no Transportation Commission action.

CONTACT: Suzanne Engelke 916-746-1289 [sengelke@roseville.ca.us](mailto:sengelke@roseville.ca.us)

**VI. STAFF/COMMISSIONER REPORTS**

**VII. ADJOURNMENT**



## Transportation Commission Communication

Meeting Date: 9/15/2026

Item #: V.1

Item ID: 2026-727

**Title:** Approval of the July 21, 2026 Meeting Minutes  
**Contact:** Lainie Anderson 916-774-5440 landerson@roseville.ca.us

### SUMMARY

Staff recommends the Transportation Commission take action to approve the July meeting minutes.

### RECOMMENDATION

The Transportation Commission will consider approving the minutes from the July 21, 2026 meeting.

Respectfully Submitted,  
Lainie Anderson, Administrative Assistant

Jason Shykowski, Public Works Director

### ATTACHMENTS:

1. Transportation Commission Meeting \_Minutes 7-21-2026

### REVIEWERS:

Lainie Anderson, Public Works Department - Administration Division  
Ed Scofield, Public Works Department - Transportation  
Jason Shykowski, Public Works Department - All  
Lainie Anderson, Public Works Department - Administration Division

Created/Initiated - 8/25/2026  
Approved - 8/25/2026  
Approved - 8/25/2026  
Final Approval - 9/2/2026





Philip Roberts, Chair  
Lewis McGeorge, Vice-Chair  
Dan Groff, Commissioner  
Derek Pell, Commissioner  
Doyle Radford, Jr., Commissioner  
Stephen Stromberg, Commissioner  
Vacant, Commissioner  
Aishani Thakur, Youth Commissioner  
Lainie Anderson, Secretary  
Ed Scofield, Liaison

## MINUTES

### Transportation Commission Meeting

July 21, 2026

6:00 PM

Council Chambers, Civic Center, 311 Vernon Street

#### I. CALL TO ORDER

Vice Chair Roberts called the meeting to order at 6:00 PM.

#### II. ROLL CALL

Present: Pell, Roberts, Groff, McGeorge, Stromberg

Absent Excused: Radford Jr., Thakur

#### III. PLEDGE OF ALLEGIANCE

Commissioner McGeorge led those in attendance in the Pledge of Allegiance.

#### IV. PUBLIC COMMENTS

Vice Chair Roberts opened Public Comment.

Resident Rahid Zalci made a comment regarding West Roseville Transit.

Vice Chair Roberts closed Public Comment.

#### V. REQUESTS/PRESENTATIONS

##### 1. Approval of the March 17, 2026 Meeting Minutes

Summary: Staff recommends the Transportation Commission take action to approve the March meeting minutes.

CONTACT: Lainie Anderson 916-774-5440 landerson@roseville.ca.us

Commissioner Stromberg made the motion and Commissioner McGeorge seconded to approve the March 17, 2026 meeting minutes as written.

Ayes: Stromberg, Pell, Roberts, Groff, McGeorge,

Noes: None

##### 2. Mid-Year Appointment for Chair and Vice Chair of the Transportation Commission

Summary: Due to a vacancy, staff recommends the Transportation Commission take action to appoint a Chair and Vice Chair for the Transportation Commission to service until December 2026.

CONTACT: Lainie Anderson 916-774-5440 landerson@roseville.ca.us

Commissioner Groff made the nomination to appoint Vice Chair Roberts as Chair and Commissioner McGeorge as Vice Chair.

Vice Chair Roberts opened Public Comment

Vice Chair Roberts closed Public Comment.

Commissioner Groff made the motion and Commissioner Pell seconded to appoint Vice Chair Roberts as Chair and Commissioner McGeorge as Vice Chair for the remainder of 2026.

Ayes: Pell, Roberts, Groff, McGeorge, Stromberg.

Noes: None

### **3. Roseville Transit Comprehensive Operational Analysis Update**

Summary: Staff will provide the Commission an update on the Comprehensive Operational Analysis

CONTACT: Ed Scofield 916-774-5449 ecscofield@roseville.ca.us

Ed Scofield, Alternative Transportation Manager, Rich Frost, Transit Operations Supervisor and Zachary Presley, Assistant Transportation Planner, made the presentation.

Chair Roberts opened Public Comment

No public comment was received.

Chair Roberts closed Public Comment.

Staff and the Commission discussed:

- The process of changing bus fares and service changes.
- Commuter ridership and commuter ridership goals.
- Age limits on the Arrow Micro-transit.
- Electric bus fleet status.
- Potential commuter fares increase in conjunction with state subsidized programs.
- Dedicated parking at the Galleria for new Rapid Link routes.
- Managed lanes in Roseville for buses or Traffic Signal Priority (TSP) for faster service.
- Fixed route and Arrow data analytics.

The Commission thanked staff for the presentation.

### **4. Bikefest and Dry Creek Greenway East Grand Opening**

Summary: Staff will give an update on the 2026 Bikefest event and the grand opening of Phase 1 of the Dry Creek Greenway East Trail.

CONTACT: Suzanne Engelke 916-746-1289 [sengelke@roseville.ca.us](mailto:sengelke@roseville.ca.us)

Suzanne Engleke, Associate Transportation Planner, and Rebecca Espenshade, Administrative Technician, gave the presentation.

Chair Roberts open Public Comment

No public comment was received.

Chair Roberts closed Public Comment

Staff and the Commissioners discussed:

- Traditional bicycle safety.
- Electric bicycle safety.

The Commission thanked staff for the presentation.

## **VI. STAFF/COMMISSIONER REPORTS**

Staff had no additional reports.

Commissioner Pell congratulated staff on the Atlantic/Vernon Street S-curve project, reporting that he had been through the area several times and appreciated the new traffic flow and safety for drivers, cyclists, and pedestrians. Commissioner Pell also asked staff for information on the new Traffic Garden Project at a future Commission meeting.

## **VII. ADJOURNMENT**

Commissioner Pell made the motion and Commissioner Groff seconded to adjourn the meeting. The motion passed unanimously at 6:45 p.m. with a voice vote.



## Transportation Commission Communication

Meeting Date: 9/15/2026  
Item #: V.2  
File #:  
Item ID: 2026-695

|                 |                                                     |
|-----------------|-----------------------------------------------------|
| <b>Title:</b>   | Bus Stop Facilities Assessment and Improvement Plan |
| <b>Contact:</b> | Ed Scofield 916-774-5449 ecscofield@roseville.ca.us |

### SUMMARY

City staff, along with staff from the Placer County Transportation Planning Agency (PCTPA), will provide a presentation on the Bus Stop Facilities Assessment and Improvement Plan.

### RECOMMENDATION

This presentation is information only. No Commission action is necessary.

### BACKGROUND

The Placer Bus Stop Facilities Assessment and Improvement Plan (Plan) was developed as a countywide planning effort to enhance the comfort, safety, aesthetic appearance, and accessibility of all Placer County Transit (PCT), Roseville Transit, and Auburn Transit fixed route bus stops currently in or planned for future service. The project mutually complements the preceding Placer County Transportation Planning Agency (PCTPA) and Roseville Transit Comprehensive Operational Analysis (COA) and subsequent joint Short-Range Transit Plan (SRTP) planning efforts, which established a guiding framework for enhancing the attractiveness and coordination of public transit services operated by western Placer County's three public transit providers. Current bus stop facility conditions across the three transit operators' service areas were thoroughly assessed, and the Plan identifies a prioritized list with respective order of magnitude costs for stop-level improvements throughout the transit network. Additionally, local jurisdictions can utilize the Plan to support efforts to acquire available grant funding for bus stop and adjacent bike and pedestrian facility improvements identified.

PCTPA and Roseville staff will provide an overview of the Plan and what it means for Roseville Transit stops.

### FISCAL IMPACT

### ENVIRONMENTAL REVIEW

### CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,  
Ed Scofield, Alternative Transportation Planner

Jason Shykowski, Public Works Director

ATTACHMENTS:

1. PCTPA Bus Stop Assessment

REVIEWERS:

Ed Scofield, Public Works Department - Transportation

Ed Scofield, Public Works Department - Transportation

Jason Shykowski, Public Works Department - All

Lainie Anderson, Public Works Department - Administration Division

Created/Initiated - 9/3/2026

Approved - 9/3/2026

New -

# Placer County Transportation Planning Agency (PCTPA)



## Placer Bus Stop Facilities Assessment and Improvement Plan



June 2026

TABLE OF CONTENTS

Executive Summary .....1

1 Introduction..... 4

2 Existing Conditions, Documents, and Standards.....8

3 Community and Stakeholder Outreach.....13

4 Bus Stop Specifications and Design Guidelines.....15

5 Bus Stop Typology.....18

6 Bus Stop Improvement Recommendations.....25

7 Implementation Strategy .....31

Appendix A: Bus Stop Typology Classifications .....55

Appendix B: Bus Stop Inventory Matrix.....72

Appendix C: Boarding and Alightings Matrix.....73

Appendix D: Local Capital Improvement Program Projects.....79

Appendix E: General Stop Design and Improvement Criteria .....87

Appendix F: Potential Funding Sources .....88

Appendix G: Bus Stop Improvement Cost Estimates .....89

# EXECUTIVE SUMMARY

## PURPOSE

The Placer Bus Stop Facilities Assessment and Improvement Plan is the region’s countywide effort to enhance the comfort, safety, and accessibility of all Placer County Transit (PCT), Roseville Transit, and former Auburn Transit fixed route bus stops. This plan builds on recent planning efforts by the Placer County Transportation Planning Agency (PCTPA) and Roseville Transit, including their Comprehensive Operational Analyses (COA) and Short-Range Transit Plan (SRTP), to enhance public transit services in Placer County. The plan assesses the current conditions of bus stop facilities across the three transit agencies and recommends opportunities to create a more consistent, accessible, safe, and comfortable passenger experience.

The goal of the plan is to create upgrades that feel cohesive and elevate the overall experience of public transit spaces and provide pieces of infrastructure communities are proud of. The plan is also meant to be used as a supporting resource that can help local jurisdictions’ efforts to acquire available funding for bus stop and adjacent bike and pedestrian accessibility improvements. This plan includes:

- A review of existing conditions, relevant planning documents, and standards and design guidelines for bus stop facilities.
- Bus stop typology classifications and recommended improvements for each stop.
- An implementation roadmap and cost estimates for achieving the recommended improvements.

## PROCESS

As shown in Figure 1, the development of the plan began in Summer 2025 and was completed in Spring 2026.

**Figure 1: Placer Bus Stop Facilities Assessment and Improvement Plan Timeline**



## KEY TAKEAWAYS

Section 5, Section 6, and Section 7 provide a recommended roadmap for agencies to use when implementing new bus stops and existing bus stop improvement projects. A summary of key takeaways can be found below:



- Bus stop typology classifications<sup>1</sup> categorize bus stops based on ridership activity and surrounding land uses. These classifications will be used by transit agencies to determine necessary amenities and future improvements needed. Sub-category designations will serve as an overlay to the main categories and help prioritize the implementation of recommended improvements within each bus stop category. Section 5 provides more information on how the categorization process was determined.
  - Bus stop typology categories
    - Category 1 – Highest Priority: located in areas with high existing ridership activity, high population density, and/or high job density
    - Category 2 – High Priority: located in areas with high existing ridership activity that have either moderate population density or job density
    - Category 3 – Moderate Priority: located in areas that meet at least one of high existing ridership activity, population density, or job density
    - Category 4 – Standard Priority: located in areas with low to moderate existing ridership activity, job density, and population density
  - Sub-categories
    - Commuter stops: bus stops that are served by a commuter route
    - Transfer stops: bus stops that are served by two or more local routes or provide local connections to regional transit options
    - School zone stops: bus stops that are within a ¼ mile of schools, colleges, and/or universities
    - Equity area stops: bus stops that are in an area that is ranked very high in the Transit Needs Index (TNI),<sup>2</sup> in an area with a high percentage of minority populations, or is near hospitals and medical centers
    - Key destinations: bus stops that are near schools, colleges, libraries, government services, senior facilities, medical facilities, large shopping centers, and other likely destinations for transit riders
- Future improvements should be prioritized based on category and sub-category designation:
  - Improvements for Category 1 stops should be the highest priority followed by Category 2, Category 3, and finally Category 4 stops being the lowest priority.
  - Within each typology category, transfer stops should be prioritized first, followed by equity area stops, key destination stops, school zone stops, and commuter stops. Stops that do not have a sub-category designation should be the lowest priority within each typology category.

---

<sup>1</sup> See Section 5 for more detailed information on bus stop typology.

<sup>2</sup> The Transit Needs Index was developed for Placer County Transportation Planning Agency's Comprehensive Operational Analysis and includes the following characteristics: youth (age 18 and younger), seniors (age 65 and older), individuals with a disability, low-income individuals (below the federal poverty level), and households without a vehicle.

- Suggested improvements are based on stop category and separated into three buckets: recommended, preferred, and optional. Recommended improvements are the baseline improvements necessary for each bus stop to meet the amenities criteria based on category. Preferred improvements are additional amenities beyond the baseline for each category that would improve the passenger experience at each bus stop. Optional improvements are low priority improvements that may be implemented depending on funding availability and passenger feedback.
  - For PCT, there are 273 recommended improvements, 255 preferred improvements, 101 optional improvements, and 90 bike and pedestrian improvements across 147 existing and new bus stops. For Roseville Transit, there are 196 recommended improvements, 273 preferred improvements, 71 optional improvements, and 66 bike and pedestrian improvements across 147 existing and new bus stops.
- Low- and high-cost estimates for the recommended, preferred, and optional improvements were developed based on recent California bid data, agency experience, and engineering judgment. A range for the cost estimates was applied based on professional judgement to account for any potential variability between estimated cost and existing conditions.
  - The total cost estimates for all improvements for both transit agencies, including a 20% contingency, range from \$24,409,920 (low-estimate) to \$49,229,040 (high-estimate).
- Project delivery of bus stop improvements will require inter-agency coordination between transit agencies, local jurisdictions, and utility companies, if applicable, and will be made outside of this planning effort.

# 1 INTRODUCTION

## 1.1 OVERVIEW

Transit is a vital service to many residents of western Placer County, and the bus stop facilities are an essential aspect of that service. Bus stops are more than just waiting areas; they are the gateway to western Placer County's transit system, as well as visible infrastructure tied to defining part of a local community's public-facing image. PCTPA is committed to providing consistent, accessible, and safe bus stop facilities to improve the overall passenger transit experience.

This plan builds on the recommendations included in the recently adopted Roseville Transit COA, PCT and Auburn Transit COA, and PCTPA joint SRTP planning efforts completed in 2024 and 2025. The development of the plan included the following steps:

- An existing conditions report was prepared to summarize the existing documents, standards, and practices relevant to the bus stop facilities and adjacent infrastructure in western Placer County. Site visits for bus passenger facility field data collection and inventory were conducted to support decision-making regarding stop improvement priorities.
- Community and stakeholder outreach were conducted to help identify what types of bus stop improvements are most important to the public and transit operators.
- Bus stop design guidelines and specifications based on nationwide best practices and existing agency standards were developed to identify general design parameters for stops and their amenities.
- A bus stop typology was developed to define four categories of amenities that are most appropriate at a stop. Each category has recommended, preferred, and optional amenities. Each existing and planned new stop was assigned to one of the four categories based on existing ridership and nearby population and employment density. Five sub-category designations were used to assess which stops in each category are most important for implementation of the recommended improvements. They are based on service functions (e.g., transfer points) and populations served near the stop (e.g., equity areas and key destinations).
- Bus stop improvement recommendations were developed by comparing the existing amenities and their condition at each respective stop (based on the field data collection) with the desired stop amenities for the stop's category.
- Finally, an implementation strategy that includes order-of-magnitude cost estimates and potential funding sources was developed to guide the deployment of the recommendations.

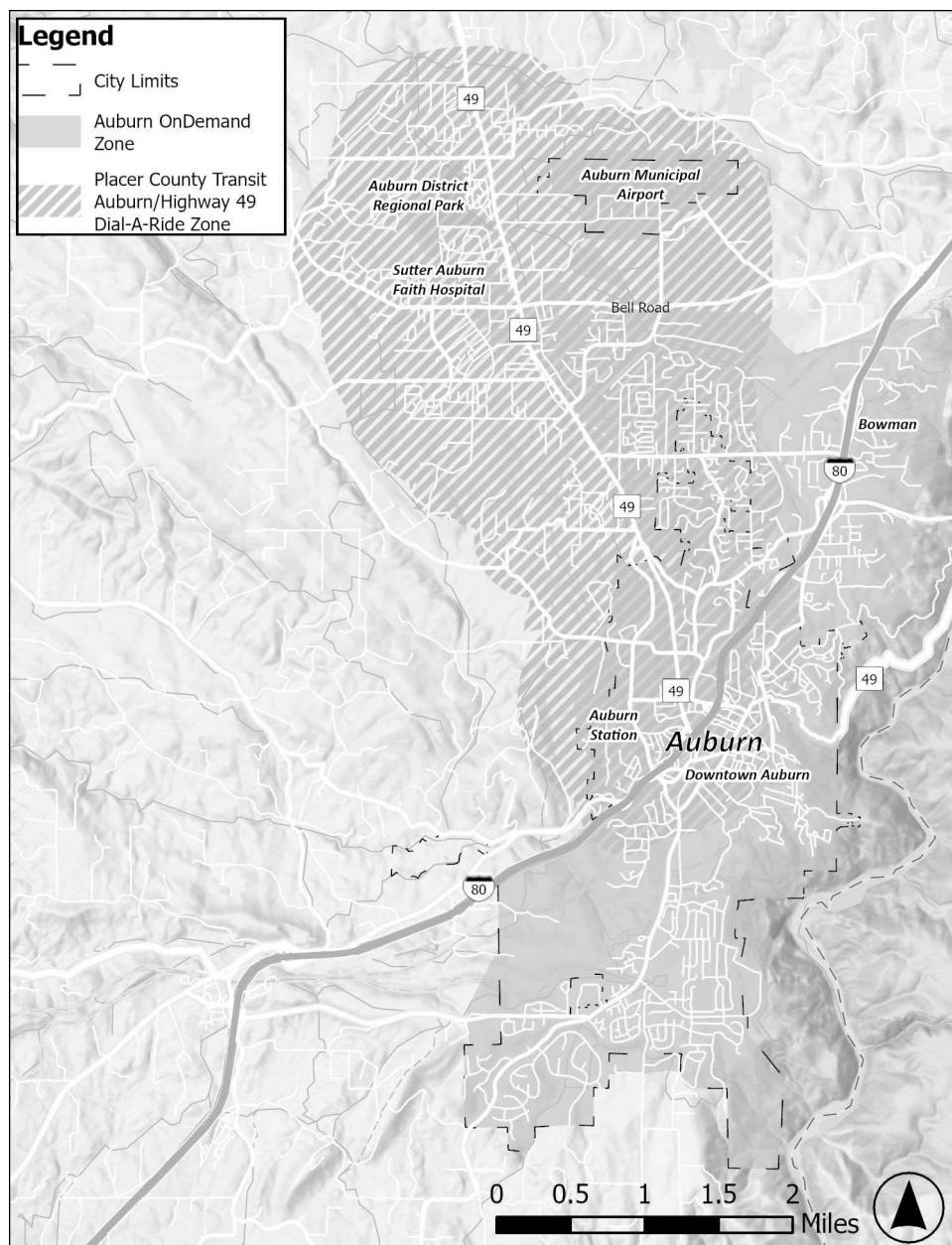
## 1.2 EXISTING TRANSIT SERVICES

Three agencies provide transit services in western Placer County: Auburn Transit, PCT, and Roseville Transit. A high-level summary of the existing transit services is shown below, while the full report with more details on service ridership and bus stop issues and requests can be found on the [project website](#).

### 1.2.1 AUBURN TRANSIT

Auburn Transit operates the Auburn OnDemand service, available Monday through Friday from 6:00 AM to 7:00 PM and on Saturday from 8:00 AM to 5:00 PM. The Auburn OnDemand service replaced the agency's fixed-route service, which has been discontinued as of 2023. In October 2024, Auburn Transit coordinated with PCT to amend their service area to better serve the Auburn area and include service to new communities including Bowman (shown in Figure 2).

**Figure 2: Auburn Area Transit Service Map**

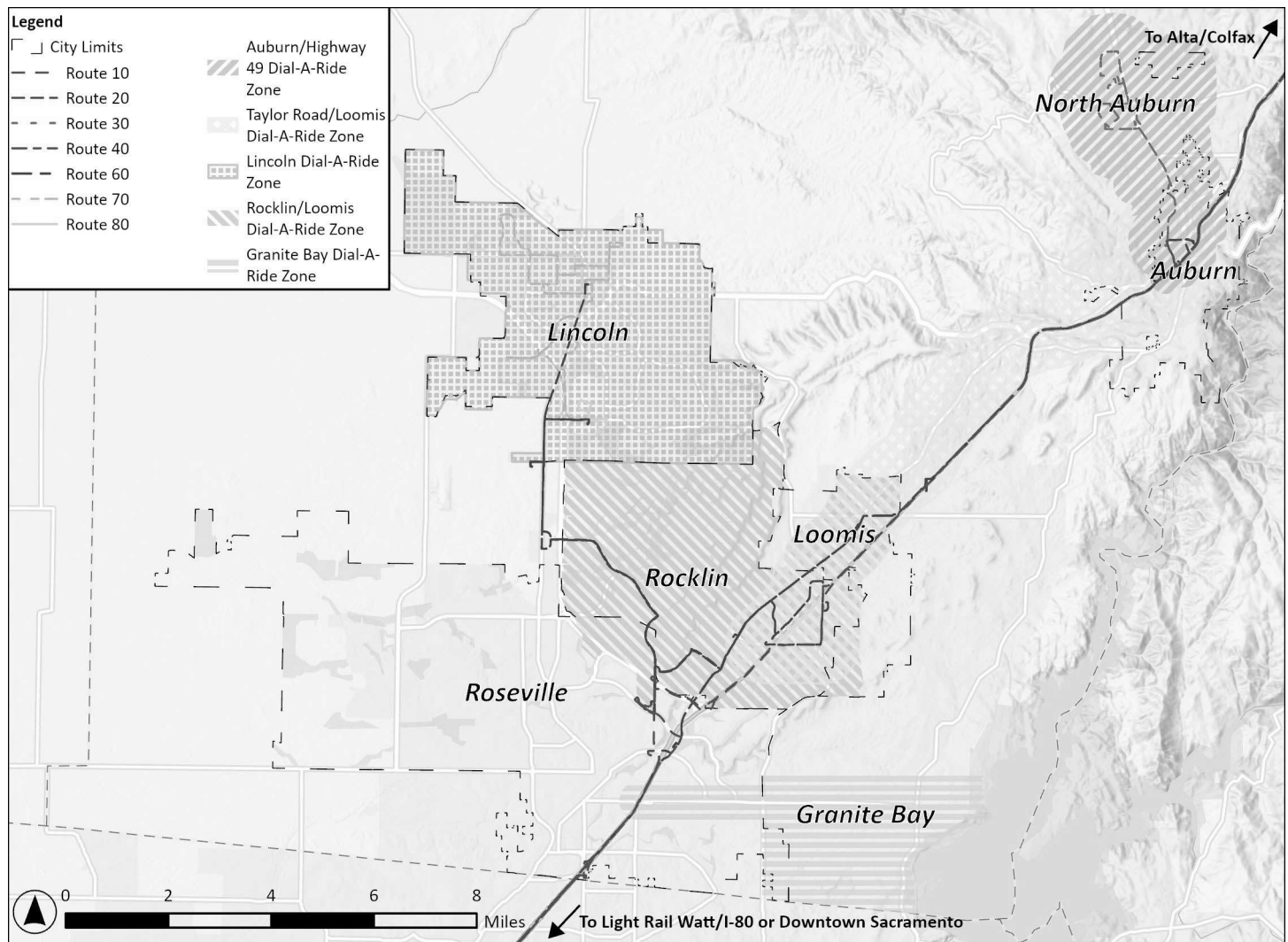


**Source: *Placer County Transportation Planning Agency Comprehensive Operational Analysis, 2025.***

## 1.2.2 PLACER COUNTY TRANSIT

PCT provides fixed route and Dial-A-Ride service in both unincorporated Placer County and in incorporated cities and towns within the county. PCT currently operates six fixed routes,<sup>3</sup> one commuter route, and five Dial-A-Ride zones, as shown in Figure 3.

**Figure 3: Placer County Transit Service Map**



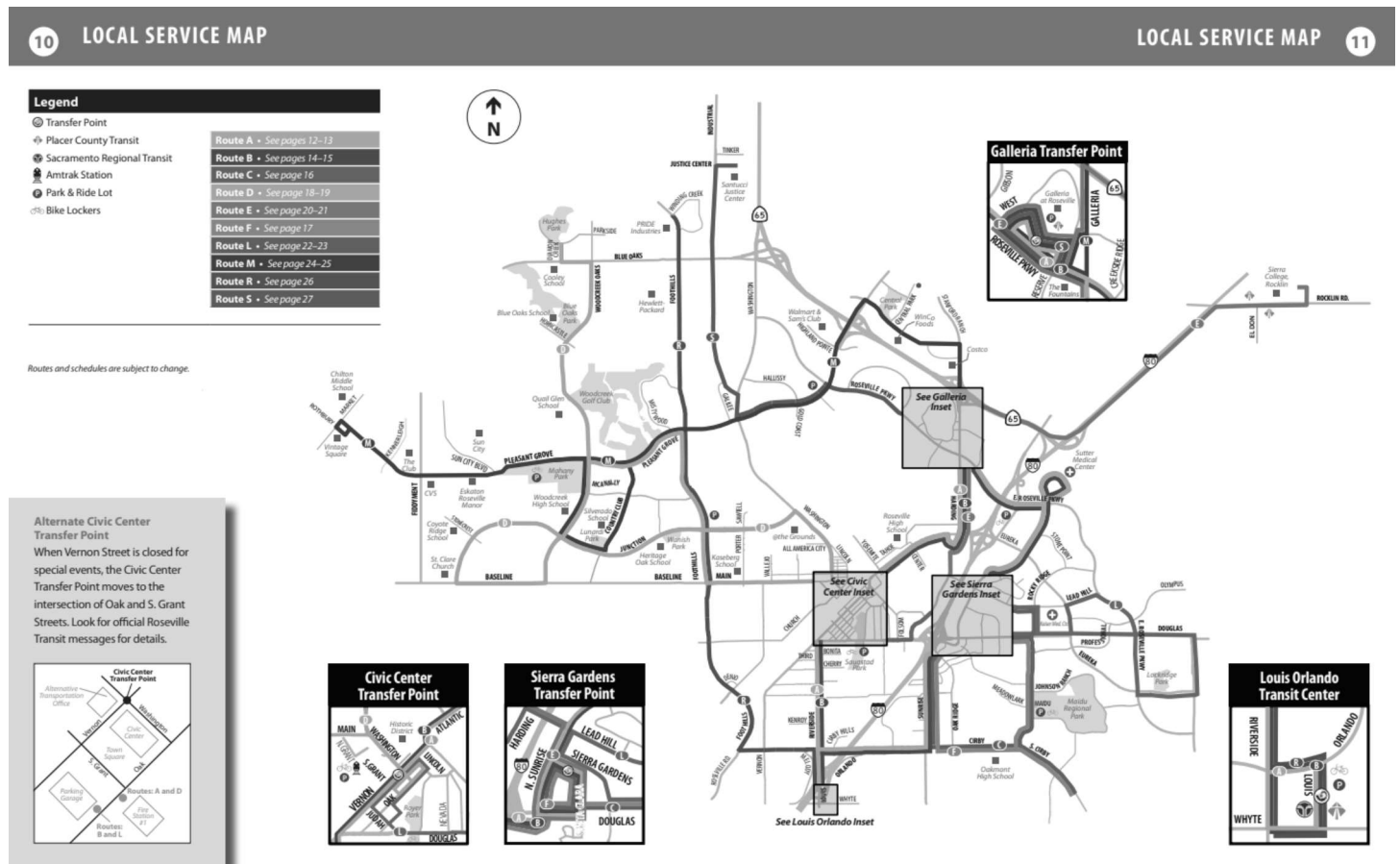
**Source: Placer County Transportation Planning Agency Comprehensive Operational Analysis, 2025.**

## 1.2.3 ROSEVILLE TRANSIT

Roseville Transit operates three services: local fixed routes (shown in Figure 4), commuter services, and the Arrow on-demand service. The Arrow and Americans with Disabilities Act (ADA) Paratransit services both operate within the jurisdictional boundaries of the City of Roseville during regular service hours and on Sundays. Roseville Transit currently operates ten local bus routes and Commuter service between Roseville and downtown Sacramento.

<sup>3</sup> Beginning July 1st, 2025, the Taylor Road Shuttle (formerly Route 50) was removed as a fixed route and began operating as a Dial-A-Ride zone. The new name is Taylor Road/Loomis Dial-A-Ride.

**Figure 4: Roseville Transit Local Service Map**



**Source: Roseville Transit, 2025.**

## 2 EXISTING CONDITIONS, DOCUMENTS, AND STANDARDS

To understand the existing conditions and standards relevant to bus stop facility design, the project team reviewed local and regional planning documents and bus stop standard guidelines. A high-level summary of the findings are shown below, while the full report can be found on the [project website](#).

### 2.1 EXISTING CONDITIONS<sup>4</sup>

- Demographics
  - Population density is sparse throughout the study area, with higher concentrations located in Rocklin and Roseville.
  - Areas with a higher concentration of people that are more likely to rely on transit<sup>5</sup> include North Auburn near Quartz Drive and Galena Drive, southwest Lincoln near First Street Community Church, northwest Lincoln near Fred Festersen Park, northwest Rocklin near Gold Circle, and southeast Roseville near Centerpoint Community Church.
- Travel patterns
  - Key destinations include the Roseville Galleria, Thunder Valley Casino and Resort near Lincoln, Sierra College and Jessup University in Rocklin, and the Kaiser Permanente and Sutter Health medical centers in Roseville.
  - Most of the Placer region's top employers are located in Roseville, Rocklin, and Auburn.
  - The largest proportion of total weekday trips occurred within the Roseville West area, followed by Rocklin and Lincoln.
  - By 2027, 22% of the growth in trips is projected to occur within the Roseville West area, followed by 13% within Rocklin, and seven percent in Lincoln.
  - Future developments in the study area include Placer One, a 2,213-acre development in unincorporated northwestern Placer County, and the Placer Vineyards and Cook-Riolo/Vineyard Corridor areas, which will consist of residential units, commercial uses, and schools.
- Land use and zoning
  - Western Placer County is composed of rural residential, agriculture, and open space land uses with higher density residential and urban areas located within city jurisdictions.
  - The land use designations from the General Plans for each jurisdiction and the unincorporated County indicate that the major activity centers are located adjacent to major corridors including I-80 and State Routes 49, 65, and 193.
- Bus stop inventory

---

<sup>4</sup> Population, demographics, and trip generator data is from the Placer County Transportation Planning Agency's [Comprehensive Operational Analysis](#).

<sup>5</sup> This was identified through the development of a Transit Needs Index which identified the percentages of residents that are low-income, seniors, have a disability, are below the poverty level, and do not have access to a vehicle.

- As of 2025, the overall existing network includes 153 bus stops operated by PCT, 181 bus stops operated by Roseville Transit, and 12 bus stops that are still in place from the discontinued Auburn Transit fixed route service.
- Thirty-five percent of the existing bus stop facilities include transit shelters and 37% include benches.
- An interactive online viewer showing the complete bus stop inventory with associated passenger amenities and adjacent site accessibility and roadway conditions can be found [here](#).
- Boarding and alightings
  - PCT
    - The top five bus stops based on boarding and alighting activity serving PCT's network are Roseville Galleria, Twelve Bridges Library in Lincoln, Auburn Station, Louis Lane & Orlando Avenue transfer location in Roseville, and the Thunder Valley Casino near Lincoln.
    - PCT's primary transfer points include the Galleria, Twelve Bridges Library, Auburn Station, Rocklin Station, Colfax Depot, and Loomis Station.
  - Roseville Transit
    - The top five bus stops based on boarding and alighting activity serving Roseville Transit's network are Galleria Transfer Point, Louis Orlando Transfer Point, Civic Center Transfer Point Southbound, Civic Center Transfer Point Northbound, and Sierra Gardens Transfer Point.
    - The primary transfer points—Galleria, Louis Orlando, Civic Center, and Sierra Gardens—represent the highest boarding locations in the system.

## 2.1.1 FIELD DATA COLLECTION

For all existing and planned bus stops for PCT and Roseville Transit, the project team collected field data for stop information, roadway characteristics, and the presence and condition of passenger amenities over a one-week period. All facilities and associated amenities were analyzed and evaluated for presence, condition, dimensions, and other relevant information to gain a comprehensive understanding of the existing conditions for every bus stop. This effort produced a detailed data inventory matrix that highlighted any bus stop deficiencies and provided insight for the improvement recommendations described in Section 6.1. A detailed memo describing the data collection methodology and findings can be found on the [project website](#).

## 2.2 DOCUMENT REVIEW

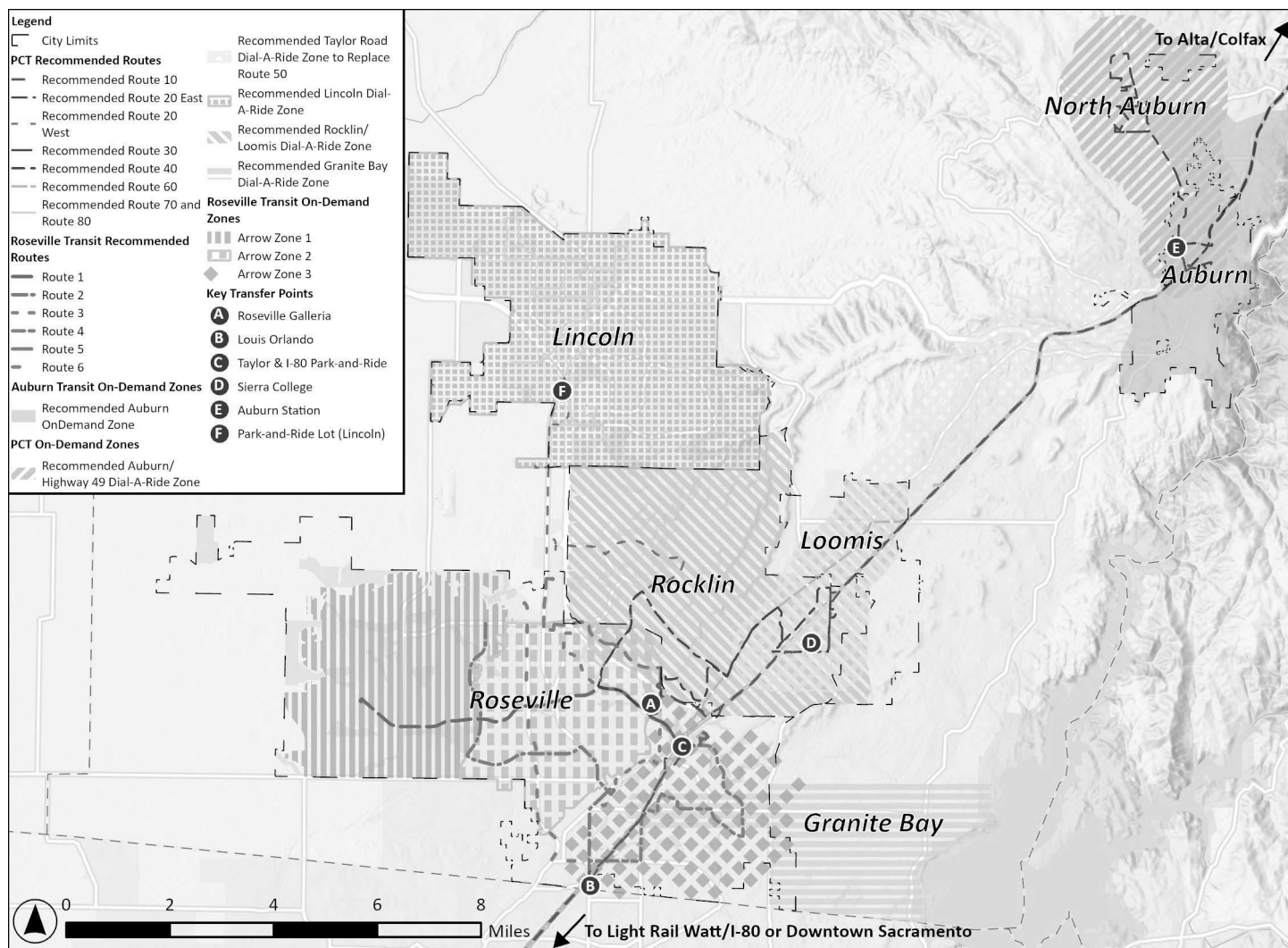
### 2.2.1 SHORT-RANGE TRANSIT PLAN

The PCTPA SRTP was adopted in June 2025, and provides a roadmap to provide better, more connected and coordinated transit services in western Placer County.



Figure 5 shows the combined service plan outlined in the SRTP, which incorporates the recommended transit routes and on-demand zones for all service providers, as well as several key transfer points between the three operators and other regional providers outside of the county.

**Figure 5: PCTPA SRTP Combined Recommended Service Plan**



**Source: Placer County Transportation Planning Agency Short-Range Transit Plan, 2025.**

## 2.2.2 LOCAL CAPITAL IMPROVEMENT PROGRAMS

A review of Capital Improvement Programs (CIP) for each jurisdiction identified projects associated with or located adjacent to existing or planned bus stops in western Placer County. Projects in these CIPs include pedestrian and bicycle improvements, safety improvements, road widening and pavement projects, intersection improvements, and corridor studies.

- Rocklin
  - There are five projects in Rocklin's CIP located near bus stop facilities. Two of these projects are ongoing while the remaining three are estimated to be completed between 2026 and 2028. The three future projects include at-grade railroad roadway and pedestrian improvements, Rocklin Road widening, and Sunset Boulevard widening.
- Loomis
  - There is one project in Loomis's CIP located near a bus stop facility (Taylor Road Corridor Study). The project's estimated completion date is to be determined.
- Lincoln
  - There are seven projects in Lincoln's CIP located near bus stop facilities. Five of these projects have been recently completed while the remaining two are to be determined (Ferrari Ranch Road Intersection Improvements Project and the I Street Rehabilitation).
- Colfax
  - There is one project in Colfax's CIP located near a bus stop facility, which was recently completed in 2025.
- County of Placer Department of Public Works
  - There are 12 projects in the County of Placer Department of Public Works' CIP located near bus stop facilities. All 12 of these projects have estimated completion dates to be determined.

## 2.3 BUS STOP STANDARDS

Several additional resources were also reviewed and considered during the project's development.

- National guidelines
  - All new or modified facilities must conform to the standards required by the ADA as well as the associated Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way published by the United States Access Board.
- State guidelines
  - In 2024, the U.S. Department of Transportation (USDOT), and subsequently the California Department of Transportation (Caltrans), adopted the Architectural and Transportation Barrier Compliance Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as USDOT's regulatory standards for new construction and alterations of transit stops in the public right of way. Guidelines applicable to transit stops include:
    - Fare vending machines

- Detectable warnings for boarding platforms and sidewalk and street-level trail boarding and alighting areas
  - Pedestrian signage
  - Pedestrian Access Routes between newly constructed transit stops and accessible elements, spaces, and pedestrian facilities required to be accessible
  - Alternate transit stops where accessible transit stops are temporarily not accessible
  - Benches
- Beginning in 2025, all Caltrans projects must comply with the regulatory standards outlined in the PROWAG.
- Regional guidelines
  - PCT has developed standards and specifications for bus turnouts which include interaction and widths/lengths of bike lanes, walkways, and bus loading areas.
  - The City of Roseville's Public Works Department has additional minimum requirements for newly installed bus shelters and transit stops. This includes guidelines on shelter size, floor space, structure design, bench requirements, display case requirements, and lighting requirements.
- Other best practices
  - The Transportation Research Board's Elements Needed to Create High Ridership Transit Systems report uses a combination of industry research and case studies to identify factors affecting ridership and select strategies to address these factors. The report includes recommendations for facility amenities based on ridership levels.
  - The Orange County Transportation Authority's Bus Stop Safety and Design Guidelines provide a manual of suggested design criteria for designing and placing public transit facilities. Elements of the report include bus stop specifications, passenger amenities, safety, and accessibility.

### 3 COMMUNITY AND STAKEHOLDER OUTREACH

Development of the Placer Bus Stop Facilities Assessment and Improvement Plan included a community and stakeholder outreach process consisting of a transit agency/driver survey, online passenger survey, and multiple stakeholder meetings held over the project lifecycle.

#### 3.1 TRANSIT AGENCY/DRIVER SURVEY

PCTPA hosted an online survey that was shared with transit agencies and their bus operators between October 13<sup>th</sup> and November 2<sup>nd</sup>, 2025. The survey gathered valuable feedback from transit staff on rider priorities and experiences. A summary of results from the survey is provided below, while the full results can be found on the [project website](#).

- Bus stop amenity needs
  - More shelters/shade amenities.
  - Lighting at bus stops served in the early morning and late evening.
  - Updated and consistent information on operational schedules and service delays.
- Bus stop improvement priorities
  - Roseville Galleria was identified as the top bus stop priority location.
  - Other high priority bus stop locations include various stops on Route 30 along Highway 49 South (Auburn), 3<sup>rd</sup> Street and Sunset Boulevard (Rocklin), and 3<sup>rd</sup> Street and F Street (Lincoln).
- Accessible wheelchair deployment
  - The bus stops causing the most difficulty for deploying wheelchair ramps are 3<sup>rd</sup> Street and Sunset Boulevard (Rocklin), 3<sup>rd</sup> Street and South Whitney Boulevard (Rocklin), Sunset Boulevard and Springview Drive (Rocklin), and South Bel Air (Auburn).
- Safety and accessibility
  - Bus operators conveyed that riders expressed concerns about the lack of sidewalks at bus stops, the bus stop distance from the nearest sidewalk, and having to cross bicycle facilities to access a bus stop.

#### 3.2 PASSENGER SURVEY

PCTPA hosted an online survey that was posted on the project webpage between January 6<sup>th</sup> and February 6<sup>th</sup>, 2026. The survey was intended to gather feedback from transit riders across Placer County to support the countywide effort to enhance the comfort, safety, and accessibility of bus stops. A summary of results from the survey is provided below, while the full results can be found on the [project website](#).

- Transit use

- Major hubs are popular boarding locations. Many respondents mentioned well-known transit centers and park-and-ride locations such as Rocklin Station, Roseville Transit Center, Auburn Station, and the Roseville Galleria, suggesting these hubs feel convenient and reliable for riders.
- About 23% percent of respondents rated bus stop conditions as fair, indicating that while conditions may be acceptable, there are opportunities to enhance comfort, amenities, or upkeep of stops.
- Bus stop improvement priorities
  - The most selected improvements were route and schedule information (52%) and shelters for weather protection (47%), highlighting the importance of knowing when the bus is coming and having a comfortable place to wait.
  - Nearly half of the respondents (45%) identified better lighting as a top need, while 34% selected more seating, underscoring the role of safety, visibility, and comfort at bus stops.
  - Many respondents identified stops along busy corridors, commercial areas, and community destinations where improvements would have the greatest impact due to higher ridership.
- Bus stop accessibility and safety
  - Difficulty identifying bus stops is the most common challenge. Nearly half of respondents (49%) reported an inability to identify the stop location, highlighting the importance of clearer signage, wayfinding, and visibility at bus stops.
  - Many responses identified stops along arterial roads and commercial areas particularly in Roseville, Rocklin, and Lincoln where higher ridership activity levels appear to coincide with accessibility challenges such as limited space, unclear boarding areas, or missing amenities.
  - Lighting and visibility were identified as high priority by riders.

### **3.3 TRANSIT OPERATORS WORKING GROUP/TECHNICAL ADVISORY COMMITTEE**

PCTPA regularly convenes the Transit Operators Working Group (TOWG), which is made up of representatives from the region's three public transit operators, PCTPA's member jurisdictional agencies, and other Western Placer Consolidated Transportation Services Agency partners. The TOWG served as the technical advisory committee for the development of the plan. It met several times between Fall and Winter 2025 to advise on the study's methodologies, data, and findings. It also fostered coordination among the three transit operators and other stakeholders.

## 4 BUS STOP SPECIFICATIONS AND DESIGN GUIDELINES

The project team developed bus stop specifications and design guidelines that are applicable to bus stops across the region's three transit agencies. Bus stop specifications were determined through an analysis of documents from other agencies and transit organizations. A high-level summary of the specifications and design guidelines are shown below, while the full report can be found on the [project website](#). The design guidelines and specifications described below were used to evaluate existing bus stop facilities and determine necessary recommended improvements. They also serve as a resource for the three transit agencies to use when determining the design, location, and materials for various bus stop components and their amenities.

### 4.1 BUS STOP SPECIFICATIONS

#### 4.1.1 BUS STOP SPACING

Bus stop spacing guidelines depend primarily on population and job density in the coverage area as well as bus route classification. The three types of routes in the region's transit system include the following:

- Local fixed routes: areas with higher population density should be spaced between 900 feet and 1,300 feet apart, and 1,300 feet to 2,600 feet apart in lower population density areas.
- Regional fixed routes: should be spaced further apart than local route stops and focused on serving key destinations, transfer points, park-and-ride locations, and high ridership areas.
- Commuter routes: should be spaced further apart than local route stops and focused on serving key destinations, transfer points, park-and-ride locations, and high ridership areas.

#### 4.1.2 BUS STOP LOCATION

Where possible, all stops should be located on the far-side of intersections. There are instances where other locations are appropriate, as described below.

- Far-side placement considerations
  - Minimizes conflicts with right-turning vehicles at intersection
  - Minimizes sight line conflicts for drivers and pedestrians
  - Encourages pedestrians to cross more safely behind the bus
  - Requires shorter deceleration distances for buses
  - Gap in traffic flow created by the signal allows the bus to pull back into the travel lane
  - Works well with transit priority queue jumps
- Near-side placement considerations
  - Minimizes traffic interference because buses do not have to stop twice on both sides of an intersection and do not bunch in intersection during high traffic volume time periods
  - Passengers can board the bus closer to the crosswalk
  - Bus can use the intersection for acceleration space after serving the stop

- Bus driver has the advantage of full view of intersection activity while serving the stop
- Bus can make a right turn after the stop
- Mid-block placement considerations
  - Minimizes sight line obstructions for both driver and passengers
  - Minimizes conflicts with intersections
  - Opportunity for more spacious boarding area because stop is located away from intersection sidewalk congestion
  - For high volume pull-out stops, reduces delays in re-entering traffic when the bus has an extended dwell time
  - Provides greater passenger convenience at key mid-block trip destinations
- Stops In development sites or plazas
  - Provides convenient pedestrian access to the building entrance for transit riders
  - Potentially minimizes impacts to on-site parking
  - Waiting areas, including overhangs or shelters, can be integrated with the building

#### 4.1.3 BUS STOP CURBSIDE DESIGN

Bus stop curbside design determines how buses service curbside stops. For the most part, stops can either be in-lane (bus serves the stop while remaining in the travel lane) or pull-out (bus enters a pull-out space and is removed from traffic while serving the stop).

- In-lane stops
  - Helps avoid travel time delays for buses because they do not have to wait to re-enter traffic
  - Less curb space needed for stopping
  - Easier to service stops in dense areas
  - Leaves curbside space for multimodal amenities
- Pull-out stops
  - Transit riders may have more time to board and alight buses
  - Flow of traffic maintained for other vehicles
  - Allows for buses to dwell if running early compared to timepoints, or layovers
- Design standards
  - Boarding landing area

- Minimum dimensions of 5 feet by 8.4 feet for Americans with Disabilities Act (ADA) compliance
- Slope perpendicular to the roadway of 2.1% or less
- Platform dimensions
  - 25 feet total of continuous hard surface parallel to the roadway for ADA compliance

#### 4.1.4 BUS STOP AMENITIES DESIGN GUIDELINES

The General Stop Design and Improvement Criteria report can be found on the [project website](#). The report covers guidance related to the design of potential amenities located at a bus stop, including:

- Bus stop signage
- Landing pad
- Bench/seating
- Lighting
- Bus shelter
- Bike racks
- System map
- Trash cans
- Security features
- Wayfinding signage
- Landscaping
- Restrooms



## 5 BUS STOP TYPOLOGY

The combined service area of the three transit agencies covers a diverse range of land use types, including urban, suburban, rural, residential, commercial, institutional, and mixed-use. These different land uses have varying transit needs, leading to differing operating environments for the transit agencies. The following four bus stop categories address these differences and will be used by agencies and jurisdictions to guide future bus stop improvements and implementation:

1. Category 1 – Highest Priority
2. Category 2 – High Priority
3. Category 3 – Moderate Priority
4. Category 4 – Standard Priority

The bus stop typology defines the levels of amenities at a stop that would make it most useful to the public and more efficient for transit operations. Each category has recommended, preferred, and optional amenities. Recommended improvements are the baseline improvements necessary for each bus stop to meet the amenities criteria based on typology. Preferred improvements are additional amenities beyond the baseline for each typology that would improve the passenger experience at each bus stop. Optional improvements are low priority improvements that may be implemented depending on funding availability and passenger feedback.

The typology is the foundation that will guide each agency in identifying where and what bus stop improvements are most appropriate at a specific stop. Of the 305 existing and planned new stops in the combined SRTP network, 294 stops were assigned to one of the four categories based on existing ridership activity and nearby population and employment density.<sup>6</sup> Further sub-category classifications were assigned to each bus stop during the recommendations phase of the project to determine prioritization within each typology category, described in Section 6.

### 5.1 CATEGORY 1 STOPS – HIGHEST PRIORITY

There are 27 stops in the combined network that are assigned to Category 1. Category 1 stops are located in areas with high existing ridership activity, high population density, and/or high job density. Table 1 shows the criteria threshold values used to determine which stops were classified as Category 1 stops. These are generally commercial areas, mixed-use areas, or transit centers/transfer stops. These stops typically serve multiple bus routes across the three transit agencies, have relatively higher frequencies of buses arriving, and are in locations with higher volumes of transferring passengers. Figure 6 and Table 2 show the recommended, preferred, and optional amenities for Category 1 stops.

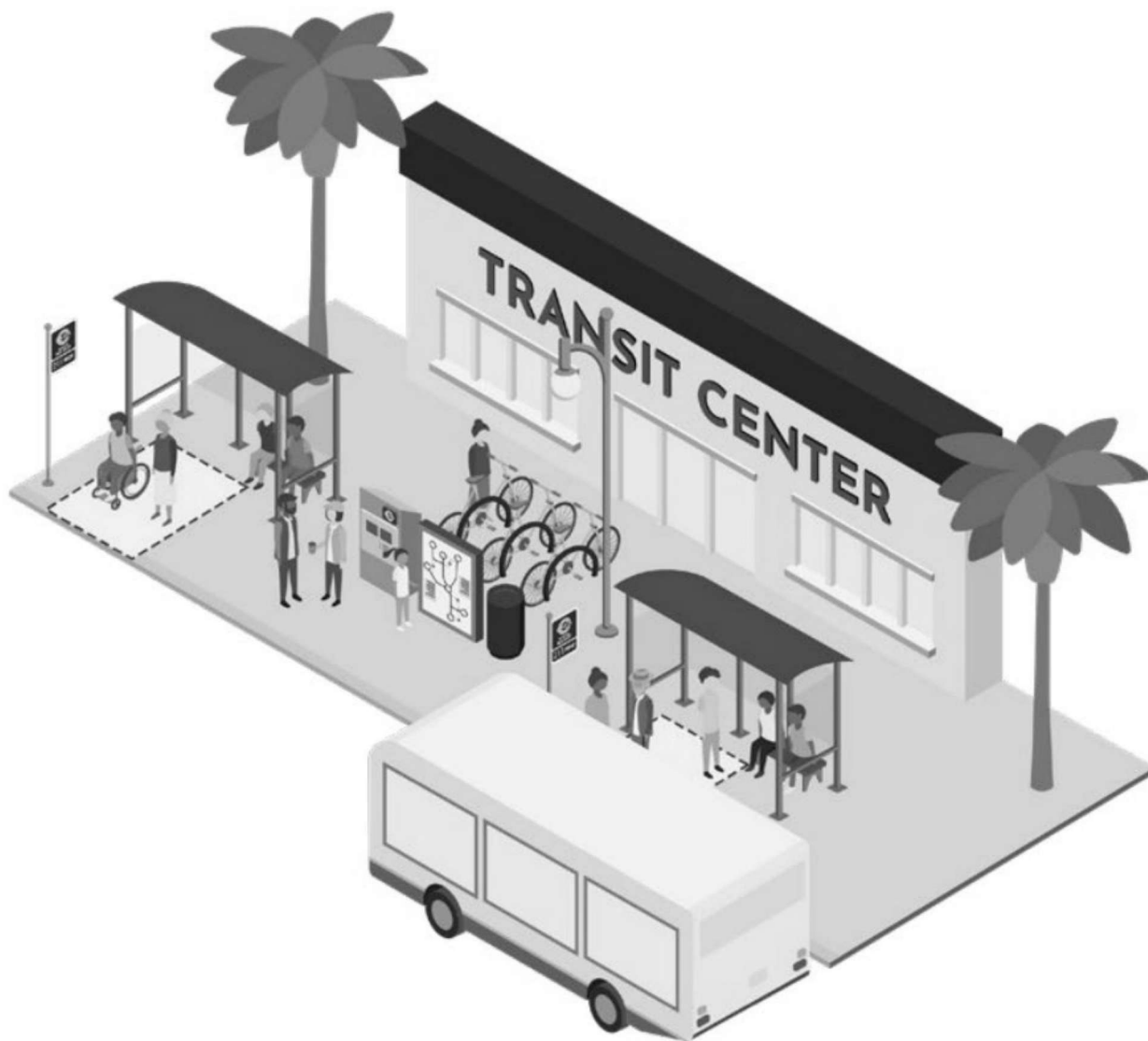
---

<sup>6</sup> The nine bus stops located in Sacramento were not included in the typology analysis. A detailed breakdown of the classification methodology can be found in the Task 5 Memo on the [project website](#).

**Table 1: Category 1 Stops Criteria Thresholds**

| Criteria                | Ridership                                                    | Population Density                                            | Job Density                                                 |
|-------------------------|--------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------|
| Option 1: Must Meet All | 75 <sup>th</sup> Percentile: 3.0<br>Average Daily Boardings  | 75 <sup>th</sup> Percentile: 4,595<br>Persons per Square Mile | 75 <sup>th</sup> Percentile: 3,621 Jobs<br>per Square Mile  |
| Option 2: Must Meet One | 97 <sup>th</sup> Percentile: 38.6<br>Average Daily Boardings | 97 <sup>th</sup> Percentile: 7,075<br>Persons per Square Mile | 97 <sup>th</sup> Percentile: 12,629<br>Jobs per Square Mile |

**Figure 6: Example Category 1 Stop Facility Design<sup>7</sup>**



**Source: Berkeley Charleston Dorchester Council of Governments Transit and Bus Stop Design Guidelines**

<sup>7</sup> While not shown in the figure, security features, real-time information, and wayfinding signage is recommended and restrooms are optional for this category.

**Table 2: Category 1 Stop Amenities**

| Recommended                                                                                                                  | Preferred                                                                                    | Optional                         |
|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|----------------------------------|
| 1. Bus stop signage<br>2. Landing pad<br>3. Bench/seating<br>4. Lighting<br>5. Bus shelter<br>6. System map<br>7. Trash cans | 8. Bike racks<br>9. Security features<br>10. Real-time information<br>11. Wayfinding signage | 12. Landscaping<br>13. Restrooms |

## 5.2 CATEGORY 2 STOPS – HIGH PRIORITY

There are 52 stops<sup>8</sup> in the combined network that are assigned to Category 2. Category 2 stops are located in areas with high existing ridership activity that have either moderate population density or moderate job density. Table 3 shows the criteria threshold values used to determine which stops were classified as Category 2 stops. These stops are generally in medium-density residential, mixed-use development, and community commercial areas. They typically serve multiple bus routes in the transit system, have moderate transit frequency, and are near activity generators. Figure 7 and Table 4 show the recommended, preferred, and optional amenities for Category 2 stops.

**Table 3: Category 2 Stops Criteria Thresholds**

| Criteria                | Ridership                                                   | Population Density                                            | Job Density                                                |
|-------------------------|-------------------------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------|
| Option 1: Must Meet All | 75 <sup>th</sup> Percentile: 3.0<br>Average Daily Boardings | 50 <sup>th</sup> Percentile: 3,126<br>Persons per Square Mile | N/A                                                        |
| Option 2: Must Meet All | 75 <sup>th</sup> Percentile: 3.0<br>Average Daily Boardings | N/A                                                           | 50 <sup>th</sup> Percentile: 1,828<br>Jobs per Square Mile |
| Option 3: Must Meet All | N/A                                                         | 50 <sup>th</sup> Percentile: 3,126<br>Persons per Square Mile | 50 <sup>th</sup> Percentile: 1,828<br>Jobs per Square Mile |

<sup>8</sup> This number reflects the number of bus stops assigned to Category 2 for work completed as part of Task 5 of the project. The final number of bus stops assigned to Category 2 after reclassifications can be found in Table 5.

**Figure 7: Example Category 2 Stop Facility Design<sup>9</sup>**



**Source: Berkeley Charleston Dorchester Council of Governments Transit and Bus Stop Design Guidelines**

---

<sup>9</sup> While not shown in the figure, security features are recommended and restrooms are optional for this category.

**Table 4: Category 2 Stops Facility Amenities**

| Recommended                                                                                                                                                    | Preferred                                               | Optional                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|----------------------------------|
| 1. Bus stop signage<br>2. Landing pad<br>3. Bench/seating<br>4. Lighting<br>5. System map (if shelter is provided, otherwise include QR code)<br>6. Trash cans | 7. Bus shelter<br>8. Security features<br>9. Bike racks | 10. Landscaping<br>11. Restrooms |

### 5.3 CATEGORY 3 STOPS – MODERATE PRIORITY

There are 105 stops<sup>10</sup> in the combined network that are assigned to Category 3. Category 3 stops are located in areas that meet at least one of the following: high existing ridership activity, high population density, or high job density. Table 5 shows the criteria threshold values used to determine which stops were classified as Category 3 stops. These stops usually serve one or more bus routes in the transit system, have moderate transit frequency, and are located near or between activity generators. Figure 8 and Table 6 shows the recommended, preferred, and optional amenities for Category 3 stops.

**Table 5: Category 3 Stops Criteria Thresholds**

| Criteria                | Ridership                                                   | Population Density                                            | Job Density                                                |
|-------------------------|-------------------------------------------------------------|---------------------------------------------------------------|------------------------------------------------------------|
| Option 1: Must Meet One | 75 <sup>th</sup> Percentile: 3.0<br>Average Daily Boardings | 75 <sup>th</sup> Percentile: 4,595<br>Persons per Square Mile | 75 <sup>th</sup> Percentile: 3,621 Jobs<br>per Square Mile |

<sup>10</sup> This number reflects the number of bus stops assigned to Category 3 for work completed as part of Task 5 of the project. The final number of bus stops assigned to Category 3 after reclassifications can be found in Table 5.

**Figure 8: Example Category 3 Stop Facility Design<sup>11</sup>**



**Source: Berkeley Charleston Dorchester Council of Governments Transit and Bus Stop Design Guidelines**

**Table 6: Category 3 Stops Facility Amenities**

| Recommended                                               | Preferred                    | Optional       |
|-----------------------------------------------------------|------------------------------|----------------|
| 1. Bus stop signage<br>2. Bench/seating<br>3. Landing pad | 4. Lighting<br>5. Trash cans | 6. Landscaping |

**5.4 CATEGORY 4 STOPS – STANDARD PRIORITY**

There are 112 stops<sup>12</sup> in the combined network that are assigned to Category 4. Category 4 stops are located in areas with low to moderate existing ridership activity, job density, and population density. Table 7 shows the threshold values used to determine which stops were classified as Category 4 stops. These stops usually serve a single bus route in the transit system, have a low transit frequency, and are generally in low-density suburban and/or more rural areas and not near activity generators. Figure 9 and Table 8 show the recommended, preferred, and optional amenities for Category 4 stops.

<sup>11</sup> While not shown in the figure, bench/seating is recommended for this category.  
<sup>12</sup> This number reflects the number of bus stops assigned to Category 4 for work completed as part of Task 5 of the project. The final number of bus stops assigned to Category 4 after reclassifications can be found in Table 5.

Table 7: Category 4 Stops Criteria Thresholds

| Criteria                | Ridership                             | Population Density                      | Job Density                          |
|-------------------------|---------------------------------------|-----------------------------------------|--------------------------------------|
| Option 1: Must Meet All | Less Than 3.0 Average Daily Boardings | Less Than 4,595 Persons per Square Mile | Less Than 3,621 Jobs per Square Mile |

Figure 9: Example Category 4 Stop Facility Design<sup>13</sup>



Source: Berkeley Charleston Dorchester Council of Governments Transit and Bus Stop Design Guidelines

Table 8: Category 4 Stops Facility Amenities

| Recommended         | Preferred        | Optional    |
|---------------------|------------------|-------------|
| 1. Bus stop signage | 3. Trash cans    | 5. Lighting |
| 2. Landing pad      | 4. Bench/seating |             |

<sup>13</sup> While not shown in the figure, trash cans are recommended and lighting is optional for this category.

## 6 BUS STOP IMPROVEMENT RECOMMENDATIONS

The project team conducted field visits to existing and planned stops to compare existing amenities at each bus stop with the desired level of amenities in each category and determine how well existing amenities measure up to the level for each stop category. The gaps between actual and desired amenity levels at each stop were used to produce a prioritized list of bus stop improvements that would bring stops up to the design guidelines and standards described in Section 4. A high-level summary of the priority improvements is shown below, while the full report and accompanying Excel file of the complete bus stop improvement recommendations can be found on the [project website](#). The steps outlined below were used to determine prioritization recommendations:

- First, a review of the typology classification was conducted, along with recommendations for reclassification. Reclassifications for bus stop typologies primarily occurred due to refinements in on-the-ground conditions and public outreach feedback.
- Second, recommendations regarding modifications to the proposed location of new stops are outlined.
- Third, existing stops with major deficiencies were highlighted along with recommendations to address these deficiencies.
- Lastly, sub-category classifications were considered and assigned to relevant bus stops to determine a prioritized list of stop improvements for each typology classification.

### 6.1 TYPOLOGY RECLASSIFICATIONS

After the completion of community and stakeholder outreach, the project team revisited the classifications and reclassified several stops based on nearby land uses, transfer opportunities, feedback from public outreach activities, and planned service changes from PCTPA's SRTP. A total of 17 stops, nine stops from PCT and eight stops from Roseville Transit, were reclassified as part of this process. Additionally, two bus stops were removed from the list of stops. Table 9 shows the breakdown of bus stops by typology after reclassification was completed.

**Table 9: Typology Classification Totals after Reclassification**

| Typology         | Placer County Transit | Roseville Transit | Total |
|------------------|-----------------------|-------------------|-------|
| Category 1 Stops | 9                     | 18                | 27    |
| Category 2 Stops | 32                    | 26                | 58    |
| Category 3 Stops | 33                    | 70                | 103   |
| Category 4 Stops | 73                    | 33                | 106   |

### 6.2 NEW STOP SITING

Several of the new stops proposed as part of SRTP recommendations may require modifications to the proposed site of the facility due to the need for significant infrastructure modifications to allow for safe service to the stop, pedestrian access, and space for passenger amenities. The project team recommended changes to the siting of nine new stops, seven in the PCT network and two in the Roseville Transit network. Many of these recommendations relate to the implementation of the proposed new stops along Park Drive



due to roadway and sidewalk conditions, such as presence of existing crosswalks, traffic activity at nearby intersections, and right-of-way capacity.

6.3 EXISTING STOPS OF CONCERN

Existing bus stops for PCT, Roseville Transit, and Auburn Transit were evaluated based on site visits and passenger feedback for deficiencies that may need to be addressed. The project team highlighted five PCT stops, two Roseville Transit stops, and all Auburn Transit stops. Recommendations are included in the task memo on the [project website](#) to address concerns such as accessibility issues and mobility challenges, existing sidewalk conditions, nearby crosswalks, traffic and safety concerns, and retired bus stop amenities. The project team also recommends that the agencies should coordinate their bus stop naming conventions to a standardized format that is reflected on their GTFS feed, which makes it easy for passengers to identify stops and seeks to avoid duplication of naming conventions for cross street stops.

6.4 TOP PRIORITY STOPS FOR IMPROVEMENT

To supplement the four bus stop typology categories, five sub-category designations were used to determine which stops in each category are most important for implementation of the recommended improvements. While the main bus stop typology is based on operational characteristics, service levels, ridership, and surrounding land use contexts, the five sub-category designations are determined by service functions and populations served:

- 1. Commuter stops: bus stops that are served by a commuter bus route.
- 2. Transfer stops: bus stops that are served by two or more local routes or provide local connections to regional transit options.
- 3. School zone stops: bus stops that are within a ¼ mile of schools, colleges, and/or universities.
- 4. Equity area stops: bus stops that are in an area that is ranked very high in the Transit Needs Index, in an area with a high percentage of minority populations, or near hospitals and medical centers.
- 5. Key destinations: bus stops that are near schools, colleges, libraries, government services, senior facilities, medical facilities, large shopping centers, and other likely destinations for transit riders.

Bus stop improvements are prioritized based on the typology, with Category 1 stops being the highest priority and Category 4 stops as the lowest priority. Within each typology classification, improvements are sorted by boarding activity and sub-category designations. If two stops serve similar areas and have the same ridership (e.g., are in the same category), but one is a transfer point that serves a key destination and is in an equity area, then the latter stop would rank higher based on the sub-categories than the other one. Based on this methodology, the top ten priority bus stops for improvements for each PCT and Roseville Transit are shown in Table 10 and Table 11.

Table 10: PCT Top Ten Priority Bus Stops for Improvement

| Type | Category | Stop Name                          | Recommended Improvements                                           |
|------|----------|------------------------------------|--------------------------------------------------------------------|
| New  | 1        | Park Dr after Big Sky Dr (Rocklin) | Sign<br>Landing pad<br>Bench<br>Shelter<br>System map<br>Trash can |

| Type     | Category | Stop Name                                                   | Recommended Improvements                                                  |
|----------|----------|-------------------------------------------------------------|---------------------------------------------------------------------------|
| Existing | 1        | Roseville Galleria (Roseville)                              | Replace bench<br>Improve lighting<br>Repair shelter<br>System map         |
| Existing | 1        | Twelve Bridges Library (Lincoln)                            | System map                                                                |
| Existing | 1        | Auburn / Nevada Station (Auburn)                            | Replace system map                                                        |
| Existing | 1        | Louis Ln & Orlando Ave (Roseville)                          | System map                                                                |
| Existing | 1        | Roseville - Taylor Rd Park and Ride (Sunsplash) (Roseville) | System map                                                                |
| Existing | 1        | 3rd St & O St (Senior Complex) (Lincoln)                    | Improve lighting<br>System map<br>Trash can                               |
| Existing | 1        | Sunset Blvd & Pebble Creek Dr (Rocklin)                     | Bench<br>Shelter<br>System map                                            |
| New      | 1        | Park Dr after Solitude Way (Rocklin)                        | Sign pole<br>Sign<br>Bench<br>Improve lighting<br>System map<br>Trash can |
| Existing | 2        | Sunset Blvd & Springview Dr (Rocklin)                       | Landing pad<br>Bench<br>System map or QR code<br>Trash can                |

**Table 11: Roseville Transit Top Ten Priority Bus Stops for Improvement**

| Type     | Category | Stop Name                            | Recommended Improvements                                        |
|----------|----------|--------------------------------------|-----------------------------------------------------------------|
| Existing | 1        | Galleria Transfer Point              | Repair shelter                                                  |
| Existing | 1        | Foothills Blvd & Main St (NB)        | System map<br>Trash can                                         |
| Existing | 1        | Lead Hill Blvd & Rocky Ridge Dr (EB) | Bench<br>Improve lighting<br>Shelter<br>System map<br>Trash can |
| Existing | 1        | N Sunrise Ave & Eureka Rd (NB)       | System map<br>Trash can                                         |
| Existing | 1        | N Sunrise Ave & Stone Point Dr (SB)  | Bench<br>System map<br>Trash can                                |
| Existing | 1        | Junction Blvd & Country Club Dr (WB) | Bench<br>Shelter<br>System map<br>Trash can                     |
| Existing | 1        | Foothills Blvd & Main St (SB)        | Bench<br>Shelter                                                |

| Type     | Category | Stop Name                           | Recommended Improvements                    |
|----------|----------|-------------------------------------|---------------------------------------------|
|          |          |                                     | System map<br>Trash can                     |
| Existing | 1        | Foothills Blvd & Junction Blvd (NB) | Improve lighting<br>System map<br>Trash can |
| New      | 1        | Eureka Rd at Rocky Ridge Dr         | Sign<br>System map<br>Trash can             |
| New      | 1        | Eureka Rd at Lead Hill Blvd         | System map                                  |

## 6.5 SUMMARY OF IMPROVEMENTS

Table 12 through Table 15 show a summary of the number of recommended, preferred, and optional improvements by typology classification and separated by improvement type for all stops for PCT and Roseville Transit.

In addition to bus stop amenity improvements, recommendations for multimodal bike and pedestrian improvements are provided based on sidewalk conditions, crosswalk conditions, and the availability of Class I or Class II bike facilities. These improvements are important considerations for accessibility, mobility and access, and safety.

**Table 12: Category 1 Stops Summary Table**

| Improvement                             | Placer County Transit | Roseville Transit | Total |
|-----------------------------------------|-----------------------|-------------------|-------|
| Number of stops                         | 9                     | 18                | 27    |
| <b>Recommended Improvements</b>         |                       |                   |       |
| Sign pole                               | 1                     | 1                 | 2     |
| Sign                                    | 2                     | 3                 | 5     |
| Trim sign vegetation                    | 0                     | 0                 | 0     |
| Landing pad                             | 1                     | 0                 | 1     |
| Bench/seating                           | 4                     | 4                 | 8     |
| Lighting                                | 3                     | 4                 | 7     |
| Bus shelter                             | 3                     | 4                 | 7     |
| System map                              | 9                     | 11                | 20    |
| Trash can                               | 4                     | 10                | 14    |
| <b>Preferred Improvements</b>           |                       |                   |       |
| Bike racks                              | 5                     | 11                | 16    |
| Security features                       | 9                     | 18                | 27    |
| Real-time information                   | 9                     | 18                | 27    |
| Wayfinding signage                      | 9                     | 18                | 27    |
| <b>Optional Improvements</b>            |                       |                   |       |
| Landscaping                             | 2                     | 1                 | 3     |
| Restrooms                               | 5                     | 17                | 22    |
| <b>Bike and Pedestrian Improvements</b> |                       |                   |       |
| Bike lane                               | 2                     | 4                 | 6     |
| Crosswalk                               | 2                     | 3                 | 5     |
| Sidewalk                                | 0                     | 0                 | 0     |

**Table 13: Category 2 Stops Summary Table**

| Improvement                             | Placer County Transit | Roseville Transit | Total |
|-----------------------------------------|-----------------------|-------------------|-------|
| Number of stops                         | 32                    | 26                | 58    |
| <b>Recommended Improvements</b>         |                       |                   |       |
| Sign pole                               | 15                    | 5                 | 20    |
| Sign                                    | 18                    | 8                 | 26    |
| Trim sign vegetation                    | 1                     | 1                 | 2     |
| Landing pad                             | 1                     | 1                 | 2     |
| Bench/seating                           | 21                    | 18                | 39    |
| Lighting                                | 18                    | 9                 | 27    |
| System map                              | 30                    | 19                | 49    |
| Trash can                               | 26                    | 21                | 47    |
| <b>Preferred Improvements</b>           |                       |                   |       |
| Bus Shelter                             | 23                    | 14                | 37    |
| Bike racks                              | 31                    | 25                | 56    |
| Security features                       | 32                    | 26                | 58    |
| <b>Optional Improvements</b>            |                       |                   |       |
| Landscaping                             | 8                     | 3                 | 11    |
| Restrooms                               | 31                    | 26                | 57    |
| <b>Bike and Pedestrian Improvements</b> |                       |                   |       |
| Bike lane                               | 1                     | 8                 | 9     |
| Crosswalk                               | 10                    | 11                | 21    |
| Sidewalk                                | 1                     | 1                 | 2     |

**Table 14: Category 3 Stops Summary Table**

| Improvement                             | Placer County Transit | Roseville Transit | Total |
|-----------------------------------------|-----------------------|-------------------|-------|
| Number of stops                         | 33                    | 70                | 103   |
| <b>Recommended Improvements</b>         |                       |                   |       |
| Sign pole                               | 6                     | 6                 | 12    |
| Sign                                    | 18                    | 14                | 32    |
| Trim sign vegetation                    | 1                     | 6                 | 7     |
| Landing pad                             | 3                     | 0                 | 3     |
| Bench/seating                           | 28                    | 46                | 74    |
| <b>Preferred Improvements</b>           |                       |                   |       |
| Lighting                                | 18                    | 26                | 44    |
| Trash can                               | 30                    | 61                | 91    |
| <b>Optional Improvements</b>            |                       |                   |       |
| Landscaping                             | 16                    | 14                | 30    |
| <b>Bike and Pedestrian Improvements</b> |                       |                   |       |
| Bike lane                               | 3                     | 12                | 15    |
| Crosswalk                               | 12                    | 12                | 24    |
| Sidewalk                                | 1                     | 0                 | 1     |

**Table 15: Category 4 Stops Summary Table**

| Improvement                             | Placer County Transit | Roseville Transit | Total |
|-----------------------------------------|-----------------------|-------------------|-------|
| Number of stops                         | 73                    | 33                | 106   |
| <b>Recommended Improvements</b>         |                       |                   |       |
| Sign pole                               | 13                    | 0                 | 13    |
| Sign                                    | 19                    | 4                 | 23    |
| Trim sign vegetation                    | 5                     | 0                 | 5     |
| Landing pad                             | 23                    | 1                 | 24    |
| <b>Preferred Improvements</b>           |                       |                   |       |
| Bench/seating                           | 69                    | 24                | 93    |
| Trash can                               | 67                    | 32                | 99    |
| <b>Optional Improvements</b>            |                       |                   |       |
| Lighting                                | 39                    | 10                | 49    |
| <b>Bike and Pedestrian Improvements</b> |                       |                   |       |
| Bike lane                               | 2                     | 1                 | 3     |
| Crosswalk                               | 48                    | 14                | 62    |
| Sidewalk                                | 8                     | 0                 | 8     |

- Most bus stops in Category 1, Category 2, and Category 3 will require improvements to meet the recommended stop amenities. Approximately half of the Category 4 stops will require improvements.
- In general, PCT stops require more improvements than Roseville Transit stops to meet recommended standards.
- Across both transit agencies and all stop categories; nearly all stops will require improvements to provide the preferred or optional amenities for their respective typology.
- An implementation strategy for applying these amenity recommendations is included in Section 7.

## 7 IMPLEMENTATION STRATEGY

The project team developed a high-level prioritization structure and implementation strategy based on an assessment of potential funding sources available for supporting the stop improvement recommendations. The implementation strategy is designed to be used as a reference guide for agencies and jurisdictions and includes potential funding sources, cost estimates, a prioritization framework, and guidelines for inter-agency coordination.

### 7.1 COST ESTIMATES

The project team calculated cost estimates for each recommended, preferred, and optional improvement for every bus stop in the combined SRTP network. The planning-level cost estimates are based on the following assumptions:

- Unit costs based on recent California bid data, agency experience, and engineering judgment and presented as low-high ranges<sup>14</sup>
- Unit costs represent fully installed conditions and include materials, labor, equipment, and contractor overhead and profit
- Site assumptions:
  - No major utility conflicts or relocations
  - No right-of-way acquisition required
  - Minor grading and ADA improvements included
  - Traffic control limited to short-term lane/shoulder closures
- Design, environmental, right-of-way, major utility relocation, signal modifications, drainage upgrades, and construction management excluded
- Twenty percent contingency applied for planning-level uncertainty
- Cost basis reflects 2026 dollars; no escalation applied

For every amenity improvement type, a low- and high-cost estimate per unit was developed. Detailed tables showing the cost estimates by typology classification, amenity type, and transit agency are shown in the Appendix. A high-level summary of the cost estimates by typology is shown below for each transit operator:

- Category 1 stops
  - PCT: \$1,563,300 (low); \$3,132,960 (high)

---

<sup>14</sup> For non-standard items (e.g., bike/ped improvements and repair work), costs represent planning-level allowances for localized improvements.

- Roseville Transit: \$4,702,440 (low); \$9,434,160 (high)
- Category 2 stops
  - PCT: \$8,570,340 (low); \$17,063,160 (high)
  - Roseville Transit: \$7,191,360 (low); \$14,342,520 (high)
- Category 3 stops
  - PCT: \$409,920 (low); \$940,200 (high)
  - Roseville Transit: \$615,180 (low); \$1,330,020 (high)
- Category 4 stops
  - PCT: \$1,080,120 (low); \$2,366,280 (high)
  - Roseville Transit: \$277,260 (low); \$619,740 (high)

Table 16 shows a summary of the low- and high-cost estimate totals of recommended, preferred, and optional improvements for each typology classification. A twenty percent contingency is applied to the subtotal to account for planning-level uncertainty.

**Table 16: Cost Estimate Totals by Typology**

| Typology                 | Overall Total Project Cost |                        |
|--------------------------|----------------------------|------------------------|
|                          | Low Estimate               | High Estimate          |
| Category 1               | \$5,221,450.00             | \$10,472,600.00        |
| Category 2               | \$13,134,750.00            | \$26,171,400.00        |
| Category 3               | \$854,250.00               | \$1,891,850.00         |
| Category 4               | \$1,131,150.00             | \$2,488,350.00         |
| <b>SUBTOTAL</b>          | \$20,341,600.00            | \$41,024,200.00        |
| <b>Contingency (20%)</b> | \$4,068,320.00             | \$8,204,840.00         |
| <b>PROJECT TOTAL</b>     | <b>\$24,409,920.00</b>     | <b>\$49,229,040.00</b> |

## 7.2 FUNDING SOURCES

The project team evaluated potential federal, state, and local funding sources for shelters, benches, signage, lighting, security features, real-time passenger information (RTPI), ADA improvements, and access-related pedestrian and bicycle infrastructure. A detailed matrix describing funding sources and considerations for each amenity type can be found in the Appendix. Primary funding should come from Federal Transit Administration (FTA) programs (5307 or 5339), followed by State Transit Assistance (STA) as a secondary source, and finally local or other state programs as appropriate. The funding sources and eligibility are described below (a detailed table of this information can be found on the [project website](#)):

## 7.2.1 FEDERAL

Section 5307 is appropriate for routine passenger facilities such as benches, signage, lighting, security equipment, emergency call boxes, and minor ADA elements. Section 5339 should be reserved for bundled or transformational improvements including shelters, RTPI systems, and major stop reconstructions.

## 7.2.2 STATE AND LOCAL

### 7.2.2.1 TRANSPORTATION DEVELOPMENT ACT/LOCAL TRANSPORTATION FUND

Transportation Development Act (TDA) and Local Transportation Fund (LTF) revenues may be used to support transit capital and operations when programmed through PCTPA. For transit amenity projects, LTF is most appropriate for operator-controlled passenger facilities such as benches, stop signage, shelters (primarily repair or replacement), lighting, and security features that are integral to transit service delivery. LTF could also be considered for pedestrian or bicycle infrastructure, like sidewalk gap closures, bike lanes, and/or traffic calming infrastructure that supports the safety of and connectivity with adjacent transit facilities.

### 7.2.2.2 LOW CARBON TRANSIT OPERATIONS PROGRAM

The Low Carbon Transit Operations Program (LCTOP) is primarily an operating assistance program intended to support service improvements, fare reductions, or free-fare programs that increase ridership and reduce greenhouse gas emissions. Capital investments are eligible only when they are directly tied to an LCTOP-funded service or fare program. Accordingly, LCTOP should be considered a conditional, supplementary source for select amenities including but not limited to real-time passenger information, shelters, or lighting only where a clear and documented nexus to low-carbon transit operations can be demonstrated.

### 7.2.2.3 SENATE BILL 125 TRANSIT PROGRAM

Senate Bill (SB) 125 provides flexible, population-based funding to Regional Transportation Planning Agencies (RTPA) for transit operations and transit capital investments intended to prevent service cuts and stabilize transit systems. Capital funding under SB 125 may support transit amenities that improve the rider experience and support service continuity, including shelters, benches, stop signage, lighting, security features, ADA boarding improvements, and real-time passenger information. SB 125 funds are programmed regionally and are not competitive; eligibility and prioritization depend on RTPA allocation policies, short-term financial plans, and demonstrating benefits to transit riders and service sustainability.

### 7.2.2.4 STATE TRANSIT ASSISTANCE

STA may be used for small-scale, operator-controlled capital such as benches, signage, emergency call boxes, and state of good repair activities. Use is limited for shelters, lighting, RTPI, and minor ADA improvements, and STA is not appropriate for pedestrian or roadway improvements.

### 7.2.2.5 OTHER STATE AND COMPETITIVE PROGRAMS

- Active Transportation Program (ATP) is preferred for sidewalks, crossings, and bike lanes
- Safe Streets and Roads for All (SS4A) for traffic calming and safety countermeasures
- Clean California for landscaping and beautification



- Better Utilizing Investments to Leverage Development (BUILD) grants for corridor-scale integration

### 7.2.3 PROGRAM COMPETITIVENESS CONSIDERATIONS

Funding programs supporting transit amenities vary significantly in competitiveness and selection risk. Formula and regionally programmed sources such as FTA Section 5307, TDA/LTF, and SB 125 generally present lower application risk but are constrained by allocation limits and regional priorities. In contrast, competitive programs including FTA Section 5339 discretionary, the ATP, SS4A, and other statewide or federal discretionary grants require higher levels of project readiness, clearer articulation of benefits, and strong alignment with program-specific objectives. Strategically prioritizing non-competitive or formula funding for routine and repeatable amenities, while selectively pursuing competitive programs for bundled or transformational investments, improves funding reliability and maximizes the scale and impact of transit amenity improvements.

## 7.3 PRIORITIZATION FRAMEWORK

The following prioritization framework developed by the project team will provide direction for the transit agencies when implementing future bus stop improvement projects. The framework for the recommended improvements is based on the bus stop typology and sub-category designations. For each agency, Category 1 stop improvements are the highest priority, followed by Category 2 improvements, Category 3 improvements, and Category 4 improvements as the lowest priority. Within each typology classification, improvements are sorted by stops in need of improvements to load or unload those utilizing mobility devices (e.g., requiring new or existing landing pad improvements), boarding activity, and sub-category designations, which are prioritized in the following order:

1. Transfer stops: First due to their high use and benefits provided to all transit users
2. Equity area stops: Second due to the higher density of transit dependent populations
3. Key destination stops: Third due to the benefit to all transit riders; this is a broad category that ranges from high density apartment housing areas, senior facilities, grocery and other major retail stores, and libraries and government services offices that are likely origins or destinations for transit riders
4. School zone stops: Fourth due to the likely high transit use by student populations, and public benefit to students but relatively low benefit to other transit users
5. Commuter stops: Fifth due to the high use during the morning hours but low probability of users spending significant layover time waiting at the stop

Table 17 and Table 18 show the prioritized list of bus stops for PCT and Roseville Transit from highest to lowest priority. The tables include the typology classification, sub-category classification, number of improvements by type, and total cost estimates for each bus stop. A detailed table of improvements and cost estimates for each bus stop can be found on the [project website](#).

**Table 17: Placer County Transit Bus Stops Prioritization<sup>15</sup>**

| Stop ID | Stop Name                                       | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|-------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| New     | Park Dr. after Big Sky Dr.                      | 1        | Transfer        | 6                        | 4                      | 2                     | 1                            | \$ 257,900                | \$ 517,700                 |
| 1003    | Roseville Galleria                              | 1        | Transfer        | 3                        | 4                      | 1                     | 0                            | \$ 222,000                | \$ 445,200                 |
| 2023    | Twelve Bridges Library                          | 1        | School zone     | 1                        | 3                      | 1                     | 0                            | \$ 218,300                | \$ 438,200                 |
| 1001    | Auburn / Nevada Station                         | 1        | Transfer        | 2                        | 3                      | 0                     | 1                            | \$ 33,250                 | \$ 67,900                  |
| 1004    | Louis Ln & Orlando Ave                          | 1        | Transfer        | 2                        | 3                      | 0                     | 1                            | \$ 33,300                 | \$ 68,200                  |
| 6005    | Roseville - Taylor Rd Park and Ride (Sunsplash) | 1        | Commuter        | 1                        | 3                      | 0                     | 0                            | \$ 18,300                 | \$ 38,200                  |
| 7018    | 3rd St & O St (Senior Complex)                  | 1        | Key destination | 2                        | 4                      | 0                     | 0                            | \$ 22,000                 | \$ 45,500                  |
| 2016    | Sunset Blvd & Pebble Creek Dr                   | 1        | Equity area     | 4                        | 4                      | 2                     | 0                            | \$ 243,500                | \$ 484,000                 |
| New     | Park Dr. after Solitude Wy                      | 1        | Transfer        | 6                        | 4                      | 1                     | 1                            | \$ 254,200                | \$ 505,900                 |
| 2010    | Sunset Blvd & Springview Dr                     | 2        | N/A             | 4                        | 3                      | 1                     | 0                            | \$ 233,500                | \$ 459,500                 |
| 2024    | Thunder Valley Casino                           | 2        | N/A             | 4                        | 2                      | 2                     | 1                            | \$ 224,400                | \$ 458,700                 |
| 1002    | Sierra College (WB)                             | 2        | School zone     | 2                        | 2                      | 1                     | 0                            | \$ 208,500                | \$ 417,700                 |
| 7001    | 3rd St & F St (Walmart)                         | 2        | Key destination | 2                        | 2                      | 1                     | 0                            | \$ 210,200                | \$ 421,500                 |
| 6004    | Rocklin Station                                 | 2        | Commuter        | 3                        | 3                      | 0                     | 1                            | \$ 44,500                 | \$ 81,500                  |
| 7008    | Ferrari Ranch Rd & Caledon Cir (E)              | 2        | N/A             | 3                        | 3                      | 1                     | 0                            | \$ 229,500                | \$ 451,500                 |
| 1005    | Sierra College (EB)                             | 2        | School zone     | 1                        | 2                      | 1                     | 0                            | \$ 207,700                | \$ 416,500                 |
| 2025    | Sunset Blvd & Atherton Rd                       | 2        | Key destination | 5                        | 3                      | 1                     | 1                            | \$ 242,100                | \$ 481,700                 |

<sup>15</sup> The 20% contingency is not included for the individual bus stop cost estimates. This was added for the entire total as shown in Table 16.

| Stop ID | Stop Name                                      | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
| 4001    | Colfax Depot                                   | 2        | Commuter        | 1                        | 1                      | 1                     | 0                             | \$ 207,250                | \$ 415,400                 |
| 3010    | Target                                         | 2        | Key destination | 4                        | 3                      | 1                     | 1                             | \$ 231,400                | \$ 473,400                 |
| 3015    | Galena Dr & Quartz Dr                          | 2        | N/A             | 5                        | 3                      | 1                     | 2                             | \$ 239,700                | \$ 487,400                 |
| 7006    | Ferrari Ranch Rd & Sorrento Pkwy               | 2        | N/A             | 3                        | 3                      | 2                     | 1                             | \$ 242,500                | \$ 486,500                 |
| 2020    | Sunset Blvd & W Stanford Ranch Rd              | 2        | Key destination | 1                        | 2                      | 1                     | 0                             | \$ 208,200                | \$ 417,300                 |
| 2008    | Pacific St & Farron St                         | 2        | Key destination | 3                        | 3                      | 1                     | 1                             | \$ 239,500                | \$ 476,500                 |
| 7016    | 1st St & O St                                  | 2        | School zone     | 3                        | 2                      | 1                     | 0                             | \$ 211,000                | \$ 423,000                 |
| New     | Lincoln Park & Ride                            | 2        | Transfer        | 5                        | 3                      | 2                     | 1                             | \$ 243,700                | \$ 488,400                 |
| New     | Park Dr. after Boardwalk                       | 2        | School zone     | 6                        | 3                      | 1                     | 0                             | \$ 233,200                | \$ 458,400                 |
| New     | Park Dr. before light Rock Creek Plaza Safeway | 2        | Key destination | 6                        | 3                      | 1                     | 0                             | \$ 233,200                | \$ 458,400                 |
| New     | Stanford Ranch Rd after Sunset Blvd            | 2        | Key destination | 4                        | 3                      | 2                     | 0                             | \$ 232,900                | \$ 462,200                 |
| New     | Pleasant Grove Blvd before Highland Point Dr   | 2        | Key destination | 0                        | 2                      | 1                     | 0                             | \$ 207,400                | \$ 415,800                 |
| New     | Park Dr. after Sunset @ McD's                  | 2        | Key destination | 4                        | 3                      | 2                     | 0                             | \$ 232,900                | \$ 462,200                 |
| New     | Pleasant Grove Blvd after Fairway              | 2        | Key destination | 6                        | 3                      | 1                     | 0                             | \$ 233,200                | \$ 458,400                 |
| New     | Pleasant Grove Blvd after Highland Pk          | 2        | Key destination | 6                        | 3                      | 1                     | 0                             | \$ 233,200                | \$ 458,400                 |
| New     | Park Dr. after Park @ AM/PM                    | 2        | Key destination | 6                        | 3                      | 1                     | 0                             | \$ 233,200                | \$ 458,400                 |
| New     | Pleasant Grove Blvd. before Fairway Dr         | 2        | Key destination | 6                        | 3                      | 2                     | 0                             | \$ 236,200                | \$ 468,400                 |

| Stop ID | Stop Name                                              | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|--------------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
| New     | Pleasant Grove Blvd after Highland Park Dr.            | 2        | Key destination | 6                        | 3                      | 2                     | 0                             | \$ 236,200                | \$ 468,400                 |
| New     | Pleasant Grove Blvd after Fairway Dr                   | 2        | Key destination | 2                        | 2                      | 2                     | 0                             | \$ 211,500                | \$ 428,000                 |
| New     | Park Dr. after Boardwalk                               | 2        | Equity area     | 6                        | 3                      | 1                     | 0                             | \$ 233,200                | \$ 458,400                 |
| New     | Park Dr. before Sunset @ Wells Fargo                   | 2        | Equity area     | 6                        | 3                      | 1                     | 1                             | \$ 243,200                | \$ 483,400                 |
| New     | Pleasant Grove Blvd after Highland before Chambord Way | 2        | N/A             | 6                        | 3                      | 1                     | 1                             | \$ 243,200                | \$ 483,400                 |
| New     | Springview Dr across from The Vue                      | 2        | N/A             | 5                        | 3                      | 1                     | 1                             | \$ 242,400                | \$ 482,200                 |
| New     | Springview Dr between woodstream & Placer W Dr.        | 2        | N/A             | 6                        | 3                      | 1                     | 0                             | \$ 233,200                | \$ 458,400                 |
| 3016    | Sapphire Dr & Garnet Way                               | 3        | N/A             | 2                        | 2                      | 0                     | 1                             | \$ 18,300                 | \$ 41,000                  |
| 4002    | Alta Store                                             | 3        | N/A             | 2                        | 2                      | 0                     | 1                             | \$ 18,300                 | \$ 41,000                  |
| 3025    | Atwood Rd & Corral Dr                                  | 3        | N/A             | 2                        | 2                      | 0                     | 0                             | \$ 8,300                  | \$ 16,000                  |
| 7009    | Ferrari Ranch Rd & Groveland E                         | 3        | Key destination | 1                        | 1                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 7017    | R St & Shamrock Ct                                     | 3        | N/A             | 2                        | 2                      | 0                     | 1                             | \$ 14,700                 | \$ 33,700                  |
| 2046    | Rocklin Crossings (Walmart)                            | 3        | Key destination | 1                        | 1                      | 0                     | 1                             | \$ 16,600                 | \$ 32,700                  |
| 6003    | Loomis Station                                         | 3        | Commuter        | 0                        | 0                      | 0                     | 1                             | \$ 15,000                 | \$ 30,000                  |
| 3022    | Plaza Dr & Plaza Way                                   | 3        | Key destination | 1                        | 0                      | 0                     | 0                             | \$ 400                    | \$ 700                     |
| 3032    | 1st St & C Ave (DeWitt)                                | 3        | Key destination | 0                        | 1                      | 0                     | 0                             | \$ 2,500                  | \$ 5,000                   |

| Stop ID | Stop Name                                        | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|--------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
| 3001    | Nevada St & Enterprise Dr (Post Office)          | 3        | Key destination | 1                        | 2                      | 1                     | 0                             | \$ 7,300                  | \$ 18,000                  |
| 7022    | 7th St & J St (High School)                      | 3        | N/A             | 0                        | 1                      | 1                     | 0                             | \$ 3,800                  | \$ 11,500                  |
| 7007    | Ferrari Ranch Rd & Caledon Cir (V)               | 3        | N/A             | 1                        | 2                      | 0                     | 1                             | \$ 14,300                 | \$ 33,000                  |
| 2009    | Pacific St & Sunset Blvd                         | 3        | Key destination | 1                        | 2                      | 1                     | 1                             | \$ 17,300                 | \$ 43,000                  |
| 2037    | Pacific St & Sunset Blvd                         | 3        | Key destination | 1                        | 2                      | 1                     | 1                             | \$ 17,300                 | \$ 43,000                  |
| 7015    | 1st St & L St                                    | 3        | School zone     | 2                        | 2                      | 0                     | 1                             | \$ 14,400                 | \$ 33,200                  |
| 7020    | 5th St between L St & M St                       | 3        | School zone     | 1                        | 2                      | 0                     | 0                             | \$ 4,300                  | \$ 8,000                   |
| 7019    | 5th St & O St                                    | 3        | N/A             | 1                        | 2                      | 1                     | 0                             | \$ 7,300                  | \$ 18,000                  |
| New     | Park Dr. after Theona Wy.                        | 3        | Equity area     | 2                        | 1                      | 1                     | 1                             | \$ 15,200                 | \$ 38,700                  |
| New     | Park Dr. after Farrier rd                        | 3        | Equity area     | 2                        | 1                      | 0                     | 1                             | \$ 2,200                  | \$ 3,700                   |
| New     | Park Dr. before Santa Fe                         | 3        | Equity area     | 2                        | 1                      | 0                     | 1                             | \$ 12,200                 | \$ 28,700                  |
| New     | Stanford Ranch Rd at Savemart Plaza              | 3        | Key destination | 3                        | 1                      | 1                     | 0                             | \$ 6,000                  | \$ 14,900                  |
| New     | Stanford Ranch Rd B4 Park Dr. N - Savemart Plaza | 3        | Key destination | 2                        | 1                      | 1                     | 1                             | \$ 15,200                 | \$ 38,700                  |
| New     | Stanford Ranch Rd after Wildcat                  | 3        | N/A             | 2                        | 1                      | 1                     | 0                             | \$ 5,200                  | \$ 13,700                  |
| New     | Stanford Ranch Rd after West Oaks                | 3        | N/A             | 2                        | 1                      | 1                     | 0                             | \$ 5,200                  | \$ 13,700                  |
| New     | Stanford Ranch Rd after Darby                    | 3        | N/A             | 3                        | 2                      | 1                     | 0                             | \$ 8,500                  | \$ 19,900                  |
| New     | Springview Dr after S. Whitney Blvd.             | 3        | N/A             | 2                        | 2                      | 1                     | 1                             | \$ 15,200                 | \$ 31,200                  |
| New     | Springview Dr after Antelope                     | 3        | N/A             | 2                        | 2                      | 0                     | 2                             | \$ 29,700                 | \$ 63,700                  |

| Stop ID | Stop Name                         | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|-----------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
|         | Creek before Brookside Cir.       |          |                 |                          |                        |                       |                               |                           |                            |
| New     | Springview Dr after E Sunwood     | 3        | N/A             | 3                        | 2                      | 0                     | 0                             | \$ 5,500                  | \$ 9,900                   |
| New     | Sunset Blvd after Topaz Ave       | 3        | N/A             | 3                        | 1                      | 1                     | 0                             | \$ 6,000                  | \$ 14,900                  |
| New     | Sunset Blvd after Fairway Dr.     | 3        | N/A             | 2                        | 2                      | 0                     | 0                             | \$ 4,700                  | \$ 8,700                   |
| New     | Stanford Ranch Rd after Darby     | 3        | N/A             | 3                        | 2                      | 1                     | 0                             | \$ 8,500                  | \$ 19,900                  |
| New     | Stanford Ranch Rd after West Oaks | 3        | N/A             | 2                        | 1                      | 1                     | 0                             | \$ 5,200                  | \$ 13,700                  |
| New     | Stanford Ranch Rd after Wildcat   | 3        | N/A             | 2                        | 1                      | 1                     | 0                             | \$ 5,200                  | \$ 13,700                  |
| 3012    | Education St & Professional Dr    | 4        | Key destination | 1                        | 2                      | 1                     | 0                             | \$ 8,300                  | \$ 16,000                  |
| 3006    | Richardson Dr & B Ave             | 4        | Key destination | 3                        | 1                      | 0                     | 0                             | \$ 6,200                  | \$ 11,400                  |
| 6002    | Penryn Park and Ride              | 4        | Commuter        | 1                        | 2                      | 1                     | 1                             | \$ 15,800                 | \$ 36,000                  |
| 3019    | Dry Creek Rd & Dry Lake Ln        | 4        | N/A             | 1                        | 2                      | 1                     | 1                             | \$ 18,300                 | \$ 41,000                  |
| 3029    | Nevada Way & Nevada St            | 4        | N/A             | 3                        | 2                      | 1                     | 1                             | \$ 19,500                 | \$ 42,900                  |
| 6001    | Clipper Gap Park-n-Ride           | 4        | Commuter        | 1                        | 2                      | 0                     | 1                             | \$ 15,800                 | \$ 36,000                  |
| 7024    | 7th St & C St                     | 4        | N/A             | 2                        | 2                      | 1                     | 1                             | \$ 15,900                 | \$ 28,700                  |
| 3011    | Professional Dr & Bell Rd         | 4        | School zone     | 2                        | 2                      | 1                     | 1                             | \$ 18,550                 | \$ 41,350                  |
| 3018    | Richardson Dr & Dry Creek         | 4        | Key destination | 3                        | 2                      | 1                     | 1                             | \$ 18,800                 | \$ 41,900                  |
| 3023    | Bell Rd & County Center Dr        | 4        | Key destination | 2                        | 2                      | 0                     | 1                             | \$ 16,600                 | \$ 37,200                  |
| 7011    | Lincoln Blvd & Ferrari Ranch Rd   | 4        | Key destination | 1                        | 2                      | 1                     | 1                             | \$ 18,300                 | \$ 41,000                  |

| Stop ID | Stop Name                                            | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|------------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| 7027    | McBean Park Dr & E St                                | 4        | Key destination | 1                        | 2                      | 1                     | 1                            | \$ 18,300                 | \$ 41,000                  |
| 3017    | Chana Park                                           | 4        | School zone     | 1                        | 1                      | 1                     | 1                            | \$ 22,300                 | \$ 44,500                  |
| 3005    | Atwood Rd (Drive In)                                 | 4        | N/A             | 2                        | 2                      | 1                     | 1                            | \$ 18,400                 | \$ 41,200                  |
| 801     | Nicolaus and Joiner                                  | 4        | N/A             | 1                        | 2                      | 0                     | 0                            | \$ 5,800                  | \$ 11,000                  |
| 803     | Venture at Lakeside                                  | 4        | N/A             | 1                        | 2                      | 0                     | 2                            | \$ 23,300                 | \$ 48,500                  |
| 804     | Lakeside Dr after Floradale Way/ Cobblestone Dr      | 4        | N/A             | 1                        | 2                      | 1                     | 1                            | \$ 15,800                 | \$ 28,500                  |
| 2003    | Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes) | 4        | N/A             | 1                        | 2                      | 1                     | 1                            | \$ 18,300                 | \$ 41,000                  |
| 2004    | Sierra Meadows Dr & Pacific St                       | 4        | N/A             | 1                        | 2                      | 1                     | 1                            | \$ 18,300                 | \$ 41,000                  |
| 3028    | Hwy 49 and Live Oak Ln                               | 4        | N/A             | 1                        | 2                      | 0                     | 1                            | \$ 15,800                 | \$ 36,000                  |
| 3030    | Nevada St (Theater)                                  | 4        | N/A             | 1                        | 2                      | 1                     | 1                            | \$ 18,300                 | \$ 41,000                  |
| 7014    | 1st St & I St                                        | 4        | N/A             | 1                        | 2                      | 1                     | 1                            | \$ 18,300                 | \$ 41,000                  |
| New     | Placer Corp Dr before Industrial Ave                 | 4        | Key destination | 3                        | 2                      | 1                     | 0                            | \$ 9,500                  | \$ 17,900                  |
| 3033    | Hwy 49 & Atwood Rd (Bel Air)                         | 4        | Key destination | 1                        | 0                      | 0                     | 0                            | \$ 250                    | \$ 350                     |
| 3020    | Hwy 49 & Dry Creek Rd (RCMHP)                        | 4        | N/A             | 2                        | 2                      | 1                     | 1                            | \$ 15,500                 | \$ 34,900                  |
| 807     | 12th and East St                                     | 4        | School zone     | 0                        | 2                      | 1                     | 1                            | \$ 19,300                 | \$ 38,000                  |
| 2001    | Granite Drive                                        | 4        | Key destination | 0                        | 2                      | 1                     | 1                            | \$ 14,300                 | \$ 33,000                  |
| 2045    | Target                                               | 4        | Key destination | 1                        | 2                      | 1                     | 1                            | \$ 15,100                 | \$ 34,200                  |

| Stop ID | Stop Name                                            | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|------------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
| 808     | Ferrari Ranch Rd after Danbury                       | 4        | School zone     | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 3004    | Hwy 49 & Luther                                      | 4        | N/A             | 2                        | 1                      | 1                     | 0                             | \$ 4,500                  | \$ 8,400                   |
| 2042    | Pacific St & Sierra Meadows Dr                       | 4        | N/A             | 2                        | 2                      | 1                     | 1                             | \$ 14,800                 | \$ 33,900                  |
| 2043    | Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes) | 4        | N/A             | 0                        | 2                      | 1                     | 1                             | \$ 14,300                 | \$ 33,000                  |
| 7005    | Ferrari Ranch Rd & Groveland W                       | 4        | Key destination | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 7002    | E St & 1st St                                        | 4        | N/A             | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 3007    | F Ave & 1st St (DeWitt)                              | 4        | Key destination | 0                        | 1                      | 1                     | 1                             | \$ 13,500                 | \$ 31,500                  |
| 3021    | Hwy 49 & Quartz Dr                                   | 4        | N/A             | 2                        | 2                      | 1                     | 0                             | \$ 5,500                  | \$ 9,900                   |
| 7004    | Sterling Pkwy & Joiner Pkwy                          | 4        | Key destination | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 3009    | Plaza Dr & Plaza Way                                 | 4        | Key destination | 2                        | 0                      | 0                     | 0                             | \$ 1,200                  | \$ 1,900                   |
| 2005    | Pacific St/Midas Ave                                 | 4        | N/A             | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 2006    | Pacific St & Pine St                                 | 4        | N/A             | 0                        | 1                      | 0                     | 0                             | \$ 1,000                  | \$ 1,500                   |
| 3002    | Nevada St (Theater)                                  | 4        | N/A             | 1                        | 2                      | 0                     | 1                             | \$ 12,200                 | \$ 28,700                  |
| 3003    | Hwy 49 & Edgewood Rd                                 | 4        | N/A             | 0                        | 2                      | 1                     | 0                             | \$ 4,300                  | \$ 8,000                   |
| 7003    | Ferrari Ranch Rd & Lincoln Blvd                      | 4        | N/A             | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 809     | Kaiser Lincoln (South Entrance)                      | 4        | Key destination | 1                        | 2                      | 0                     | 1                             | \$ 12,200                 | \$ 28,700                  |
| 2038    | Pacific St & Farron St                               | 4        | Key destination | 0                        | 2                      | 0                     | 0                             | \$ 1,800                  | \$ 3,000                   |



| Stop ID | Stop Name                           | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|-------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| 2044    | Granite Dr & Sierra Meadows Dr      | 4        | Key destination | 0                        | 2                      | 0                     | 0                            | \$ 1,800                  | \$ 3,000                   |
| 3008    | Hwy 49 & Atwood Rd (Bel Air)        | 4        | Key destination | 0                        | 1                      | 1                     | 0                            | \$ 3,500                  | \$ 6,500                   |
| 3031    | Nevada St & Post Office (SB)        | 4        | Key destination | 1                        | 2                      | 0                     | 2                            | \$ 20,100                 | \$ 41,700                  |
| 7026    | McBean Park Dr & A St               | 4        | Key destination | 0                        | 2                      | 1                     | 0                            | \$ 4,300                  | \$ 8,000                   |
| 7028    | 3rd St & F St (Across from Walmart) | 4        | Key destination | 1                        | 2                      | 1                     | 1                            | \$ 14,700                 | \$ 33,700                  |
| 802     | Foskett Ranch School                | 4        | School zone     | 0                        | 2                      | 0                     | 1                            | \$ 11,800                 | \$ 28,000                  |
| 810     | Twelve Bridges Middle School        | 4        | School zone     | 0                        | 2                      | 0                     | 1                            | \$ 11,800                 | \$ 28,000                  |
| 2021    | Sunset Blvd & Atherton Rd           | 4        | School zone     | 0                        | 2                      | 0                     | 2                            | \$ 19,300                 | \$ 40,500                  |
| 2007    | Pacific St & Bush St                | 4        | Commuter        | 1                        | 2                      | 1                     | 1                            | \$ 14,400                 | \$ 33,200                  |
| 2039    | Pacific St & Bush St                | 4        | Commuter        | 0                        | 2                      | 1                     | 1                            | \$ 14,300                 | \$ 33,000                  |
| 805     | Lakeside Dr at St Andrews           | 4        | N/A             | 0                        | 2                      | 0                     | 1                            | \$ 11,800                 | \$ 28,000                  |
| 2002    | Sierra Meadows Dr & Manzanita Dr    | 4        | N/A             | 0                        | 2                      | 0                     | 1                            | \$ 11,800                 | \$ 28,000                  |
| 2033    | S Whitney Blvd & Lincoln Ave        | 4        | N/A             | 0                        | 2                      | 0                     | 1                            | \$ 11,800                 | \$ 28,000                  |
| 2036    | Sunset Blvd & Springview Dr         | 4        | N/A             | 0                        | 2                      | 0                     | 2                            | \$ 19,300                 | \$ 40,500                  |
| 2040    | Pacific St & Pine St                | 4        | N/A             | 0                        | 2                      | 0                     | 2                            | \$ 19,300                 | \$ 40,500                  |
| 2041    | Pacific St/Midas Ave                | 4        | N/A             | 0                        | 2                      | 0                     | 1                            | \$ 11,800                 | \$ 28,000                  |
| 2047    | Granite Dr (Across from Church)     | 4        | N/A             | 0                        | 2                      | 0                     | 1                            | \$ 11,800                 | \$ 28,000                  |
| 3027    | Hwy 49 & Luther                     | 4        | N/A             | 2                        | 2                      | 1                     | 0                            | \$ 5,300                  | \$ 9,600                   |

| Stop ID | Stop Name                                | Category | Sub-Category | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|------------------------------------------|----------|--------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
| 7010    | Ferrari Ranch Rd & Kensington Ln         | 4        | N/A          | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 7012    | Lincoln Blvd & 1st St                    | 4        | N/A          | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 7013    | 1st St & F St                            | 4        | N/A          | 0                        | 2                      | 0                     | 1                             | \$ 11,800                 | \$ 28,000                  |
| 7021    | J St & 6th St                            | 4        | N/A          | 0                        | 2                      | 1                     | 1                             | \$ 11,800                 | \$ 20,500                  |
| 7023    | 7th St & F St                            | 4        | N/A          | 0                        | 2                      | 1                     | 0                             | \$ 4,300                  | \$ 8,000                   |
| 7025    | East Ave & 6th St                        | 4        | N/A          | 0                        | 2                      | 1                     | 0                             | \$ 4,300                  | \$ 8,000                   |
| New     | Springview Dr after springview meadows   | 4        | N/A          | 2                        | 2                      | 1                     | 0                             | \$ 5,500                  | \$ 9,900                   |
| New     | Springview Dr before 2nd Shannon Bay Dr. | 4        | N/A          | 1                        | 2                      | 1                     | 1                             | \$ 14,700                 | \$ 33,700                  |
| New     | Sunset Blvd after Whitney Blvd           | 4        | N/A          | 1                        | 2                      | 1                     | 0                             | \$ 4,700                  | \$ 8,700                   |
| New     | S. Loop Rd. before Sunset Blvd           | 4        | N/A          | 2                        | 2                      | 1                     | 0                             | \$ 5,500                  | \$ 9,900                   |

**Table 18: Roseville Transit Bus Stops Prioritization <sup>16</sup>**

| Stop ID | Stop Name                               | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|-----------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| 53129   | Galleria Transfer Point                 | 1        | Transfer        | 1                        | 3                      | 1                     | 1                            | \$238,000                 | \$487,500                  |
| 53000   | Louis Orlando Transfer Point            | 1        | Transfer        | 0                        | 3                      | 0                     | 2                            | \$43,000                  | \$92,500                   |
| 53043   | Vernon St & Grant St (SB)               | 1        | Transfer        | 0                        | 3                      | 1                     | 1                            | \$233,000                 | \$467,500                  |
| 53044   | Vernon St & Grant St (NB)               | 1        | Transfer        | 0                        | 3                      | 1                     | 1                            | \$233,000                 | \$467,500                  |
| 53163   | Sierra Gardens Dr & N Sunrise Ave (EB)  | 1        | Transfer        | 0                        | 3                      | 1                     | 0                            | \$218,000                 | \$437,500                  |
| 53295   | Sierra Gardens Dr & Santa Clara Dr (WB) | 1        | Transfer        | 0                        | 3                      | 1                     | 0                            | \$218,000                 | \$437,500                  |
| 53079   | Sunrise Ave & Coloma Wy (NB)            | 1        | Equity area     | 0                        | 4                      | 1                     | 2                            | \$243,400                 | \$493,300                  |
| 53336   | Foothills Bl & Main St (NB)             | 1        | Key destination | 2                        | 4                      | 1                     | 0                            | \$219,500                 | \$440,500                  |
| 53133   | Lead Hill Blvd & Rocky Ridge Dr (EB)    | 1        | Key destination | 5                        | 4                      | 1                     | 0                            | \$243,000                 | \$479,000                  |
| 53066   | N Sunrise Ave & Eureka Rd (NB)          | 1        | Key destination | 2                        | 4                      | 1                     | 0                            | \$219,500                 | \$440,500                  |
| 53067   | N Sunrise Ave & Stone Point Dr (SB)     | 1        | Key destination | 3                        | 4                      | 1                     | 0                            | \$220,500                 | \$442,000                  |
| 53154   | Junction Blvd & Country Club Dr (WB)    | 1        | School zone     | 4                        | 4                      | 1                     | 0                            | \$240,500                 | \$474,000                  |
| 53005   | Foothills Blvd & Main St (SB)           | 1        | Key destination | 4                        | 4                      | 2                     | 0                            | \$243,500                 | \$484,000                  |
| 53007   | Foothills Blvd & Junction Blvd (NB)     | 1        | Key destination | 3                        | 4                      | 1                     | 0                            | \$222,000                 | \$445,500                  |
| New     | Eureka Rd at Rocky Ridge Dr             | 1        | Key destination | 5                        | 4                      | 1                     | 0                            | \$223,200                 | \$447,400                  |

<sup>16</sup> The 20% contingency is not included for the individual bus stop cost estimates. This was added for the entire total as shown in Table 16.

| Stop ID | Stop Name                                      | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| New     | Eureka Rd at Lead Hill Blvd                    | 1        | Key destination | 4                        | 4                      | 1                     | 0                            | \$222,400                 | \$446,200                  |
| New     | Junction Blvd at Country Club Dr               | 1        | School zone     | 3                        | 4                      | 1                     | 0                            | \$219,900                 | \$441,200                  |
| 53235   | Taylor Rd                                      | 1        | Commuter        | 1                        | 3                      | 1                     | 0                            | \$218,300                 | \$438,200                  |
| New     | Roseville Pkwy at Gibson Dr                    | 2        | N/A             | 7                        | 3                      | 2                     | 2                            | \$257,700                 | \$513,900                  |
| 53081   | Cirby Wy & Sunrise Ave (WB)                    | 2        | Equity area     | 1                        | 2                      | 1                     | 2                            | \$233,700                 | \$473,000                  |
| 53158   | Sunrise Ave & Cirby Wy (NB)                    | 2        | Equity area     | 1                        | 2                      | 1                     | 1                            | \$223,400                 | \$447,300                  |
| 53078   | Sunrise Ave & Conroy Ln (SB)                   | 2        | Equity area     | 4                        | 2                      | 1                     | 2                            | \$234,600                 | \$474,700                  |
| 53127   | Atlantic St & Center St (SB)                   | 2        | School zone     | 2                        | 2                      | 1                     | 0                            | \$208,500                 | \$418,000                  |
| 53075   | N Sunrise Ave & Douglas Blvd (NB)              | 2        | Key destination | 3                        | 3                      | 1                     | 2                            | \$256,000                 | \$510,000                  |
| 53084   | Riverside Ave & Cirby Wy (NB)                  | 2        | Key destination | 2                        | 2                      | 1                     | 2                            | \$234,200                 | \$473,800                  |
| 53034   | Pleasant Grove Blvd & Foothills Blvd (EB)      | 2        | Equity area     | 3                        | 3                      | 2                     | 1                            | \$242,500                 | \$486,500                  |
| 53065   | N Sunrise Ave & E Roseville Pkwy (NB)          | 2        | Key destination | 2                        | 3                      | 1                     | 0                            | \$229,200                 | \$450,800                  |
| 53083   | Cirby Wy & Riverside Ave (EB)                  | 2        | Key destination | 3                        | 2                      | 1                     | 2                            | \$234,500                 | \$474,500                  |
| 53283   | Riverside Ave & Cherry St (NB)                 | 2        | N/A             | 3                        | 2                      | 1                     | 1                            | \$224,500                 | \$449,500                  |
| 53024   | Pleasant Grove Blvd & Woodcreek Oaks Blvd (WB) | 2        | Equity area     | 0                        | 2                      | 1                     | 1                            | \$217,400                 | \$440,800                  |
| 53183   | Pleasant Grove at Woodcreek Oaks SE            | 2        | Transfer        | 3                        | 3                      | 1                     | 1                            | \$239,500                 | \$476,500                  |
| 53088   | Vernon St & Judah St (SB)                      | 2        | N/A             | 1                        | 3                      | 1                     | 1                            | \$242,700                 | \$478,500                  |

| Stop ID | Stop Name                                           | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|-----------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| 53010   | Foothills Blvd & McNally Dr (SB)                    | 2        | Key destination | 2                        | 2                      | 1                     | 1                            | \$221,000                 | \$448,000                  |
| 53023   | Woodcreek Oaks after Junction NE                    | 2        | School zone     | 4                        | 3                      | 1                     | 1                            | \$242,000                 | \$481,500                  |
| 53278   | Pleasant Grove Blvd & Highland Pointe Dr (SB)       | 2        | Key destination | 0                        | 1                      | 1                     | 0                            | \$207,000                 | \$415,000                  |
| New     | Roseville Pkwy at Pleasant Grove Blvd               | 2        | Key destination | 6                        | 3                      | 1                     | 0                            | \$233,200                 | \$458,400                  |
| New     | Eureka Rd at Deer Valley 1                          | 2        | Key destination | 2                        | 2                      | 1                     | 0                            | \$210,700                 | \$422,300                  |
| New     | Eureka Rd at Deer Valley 2                          | 2        | Key destination | 3                        | 2                      | 1                     | 0                            | \$211,000                 | \$423,000                  |
| New     | Fairway Dr at Highland Park Dr                      | 2        | Key destination | 4                        | 3                      | 1                     | 0                            | \$229,900                 | \$452,200                  |
| New     | Fairway Dr at Pleasant Grove Blvd                   | 2        | Key destination | 4                        | 3                      | 1                     | 0                            | \$229,900                 | \$452,200                  |
| New     | Fairway Dr at Rosehall Dr                           | 2        | Key destination | 6                        | 3                      | 2                     | 0                            | \$236,200                 | \$468,400                  |
| 53241   | Pleasant Grove Blvd & Mahany Park And Ride Lot (NB) | 2        | Commuter        | 5                        | 3                      | 1                     | 0                            | \$232,900                 | \$457,700                  |
| New     | Washington Blvd at Main St                          | 2        | N/A             | 4                        | 3                      | 1                     | 0                            | \$229,900                 | \$452,200                  |
| New     | Fairway Dr at Blue Oaks Blvd                        | 2        | N/A             | 5                        | 3                      | 1                     | 0                            | \$230,700                 | \$453,400                  |
| 53301   | Rothbury Ln & Elmsett Pl (EB)                       | 3        | Key destination | 2                        | 2                      | 1                     | 2                            | \$32,400                  | \$73,200                   |
| 53263   | Justice Center Drive & Industrial Ave (WB)          | 3        | Key destination | 0                        | 0                      | 0                     | 1                            | \$15,000                  | \$30,000                   |
| 53303   | Pleasant Grove Blvd & Fiddymont Rd (EB)             | 3        | Key destination | 1                        | 1                      | 1                     | 0                            | \$4,800                   | \$13,000                   |
| 53282   | Riverside Ave & Fourth St (SB)                      | 3        | N/A             | 1                        | 1                      | 0                     | 1                            | \$16,800                  | \$33,000                   |

| Stop ID | Stop Name                                 | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|-------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
| 53335   | Junction Bl & Foothills Bl (WB)           | 3        | Key destination | 1                        | 1                      | 0                     | 1                             | \$11,800                  | \$28,000                   |
| 53082   | Cirby Wy & Cirby Hills Dr (WB)            | 3        | Key destination | 1                        | 2                      | 0                     | 2                             | \$29,300                  | \$63,000                   |
| 53305   | Fairway Dr & Central Park Dr (EB)         | 3        | Key destination | 0                        | 2                      | 0                     | 0                             | \$3,300                   | \$6,500                    |
| 53261   | Roseville Pkwy & Reserve Dr (EB)          | 3        | Key destination | 0                        | 0                      | 0                     | 0                             | \$-                       | \$-                        |
| 53316   | Sunrise Ave & Frances Dr (SB)             | 3        | Equity area     | 2                        | 1                      | 0                     | 1                             | \$17,050                  | \$33,350                   |
| 53246   | N Sunrise Ave & E Roseville Pkwy (SB)     | 3        | Key destination | 3                        | 2                      | 0                     | 0                             | \$5,500                   | \$9,900                    |
| 53104   | Riverside Ave & Sixth St (SB)             | 3        | N/A             | 1                        | 1                      | 0                     | 1                             | \$16,800                  | \$33,000                   |
| 53284   | Galleria Bl & Antelope Creek Dr (NB)      | 3        | Key destination | 0                        | 1                      | 0                     | 0                             | \$800                     | \$1,500                    |
| 53060   | Atlantic St & Yosemite St (SB)            | 3        | School zone     | 1                        | 1                      | 1                     | 1                             | \$19,800                  | \$43,000                   |
| 53085   | Riverside Ave & Kenroy Ln (NB)            | 3        | N/A             | 3                        | 2                      | 0                     | 2                             | \$29,800                  | \$63,900                   |
| 53337   | Pleasant Grove Bl & Roseville Pw (NB)     | 3        | N/A             | 2                        | 1                      | 1                     | 1                             | \$15,600                  | \$39,200                   |
| 53160   | Douglas Blvd & Rocky Ridge Dr (EB)        | 3        | Key destination | 0                        | 1                      | 0                     | 0                             | \$800                     | \$1,500                    |
| 53304   | Pleasant Grove Blvd & Camino Real Wy (EB) | 3        | Key destination | 1                        | 1                      | 1                     | 1                             | \$14,800                  | \$38,000                   |
| 53331   | Woodcreek Oaks Bl & Mcanally Dr (NB)      | 3        | Equity area     | 1                        | 2                      | 1                     | 0                             | \$7,300                   | \$18,000                   |
| 53286   | Fairway Dr & Central Park Dr (WB)         | 3        | Key destination | 1                        | 2                      | 0                     | 0                             | \$3,400                   | \$6,700                    |

| Stop ID | Stop Name                                    | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|----------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
| 53122   | Douglas Blvd & Rocky Ridge Dr (WB)           | 3        | Key destination | 1                        | 0                      | 0                     | 0                             | \$1,000                   | \$1,500                    |
| 53135   | Rocky Ridge Dr & Lead Hill Blvd (SB)         | 3        | Key destination | 2                        | 1                      | 0                     | 1                             | \$11,900                  | \$28,200                   |
| 53306   | Fairway Dr & Five Star Bl (EB)               | 3        | Key destination | 1                        | 2                      | 0                     | 0                             | \$4,300                   | \$8,000                    |
| 53063   | Roseville Pkwy & Taylor Rd (WB)              | 3        | Key Destination | 1                        | 1                      | 0                     | 0                             | \$1,800                   | \$3,000                    |
| 53080   | Sunrise Ave & Coloma Wy (SB)                 | 3        | Equity area     | 1                        | 1                      | 0                     | 2                             | \$26,800                  | \$58,000                   |
| 53243   | Roseville Pkwy & Galleria Blvd (EB)          | 3        | Key destination | 0                        | 1                      | 0                     | 0                             | \$800                     | \$1,500                    |
| 53144   | Eureka Rd & Douglas Blvd (SB)                | 3        | Key destination | 0                        | 1                      | 0                     | 0                             | \$800                     | \$1,500                    |
| 53327   | Woodcreek Oaks Bl & Junction Bl (SB)         | 3        | School zone     | 1                        | 1                      | 0                     | 0                             | \$1,800                   | \$3,000                    |
| 53053   | Junction Blvd & Foothills Blvd (EB)          | 3        | Key destination | 1                        | 2                      | 0                     | 0                             | \$4,300                   | \$8,000                    |
| 53307   | Stanford Ranch Rd & Fairway (SB)             | 3        | Key destination | 1                        | 2                      | 0                     | 0                             | \$4,300                   | \$8,000                    |
| 53262   | Galleria Bl & Roseville Pw (SB)              | 3        | Key destination | 0                        | 0                      | 0                     | 0                             | \$-                       | \$-                        |
| 53180   | Woodcreek Oaks Blvd & Painted Desert Dr (SB) | 3        | N/A             | 0                        | 1                      | 0                     | 0                             | \$800                     | \$1,500                    |
| 53064   | E Roseville Pkwy & N Sunrise Ave (WB)        | 3        | Key destination | 0                        | 1                      | 0                     | 0                             | \$800                     | \$1,500                    |

| Stop ID | Stop Name                                 | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|-------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| 53318   | Fairway Dr & Stanford Ranch Rd (WB)       | 3        | Key destination | 1                        | 1                      | 1                     | 0                            | \$4,800                   | \$13,000                   |
| 53039   | Pleasant Grove Blvd & Roseville Pkwy (WB) | 3        | Key destination | 0                        | 1                      | 0                     | 0                            | \$800                     | \$1,500                    |
| 53089   | Vernon St & Taylor St (NB)                | 3        | N/A             | 0                        | 0                      | 0                     | 1                            | \$15,000                  | \$30,000                   |
| 53166   | Douglas Blvd & Eureka Rd (WB)             | 3        | Key destination | 2                        | 2                      | 0                     | 0                            | \$4,400                   | \$8,200                    |
| 53001   | Cirby Wy & Riverside Ave (WB)             | 3        | Key destination | 1                        | 1                      | 1                     | 0                            | \$4,800                   | \$13,000                   |
| 53312   | E Roseville Pkwy & Eureka Rd (NB)         | 3        | N/A             | 1                        | 2                      | 0                     | 0                            | \$4,300                   | \$8,000                    |
| 53117   | Douglas Blvd & Eureka Rd (EB)             | 3        | Key destination | 0                        | 2                      | 1                     | 0                            | \$6,300                   | \$16,500                   |
| 53294   | Sierra Gardens Dr & Douglas Blvd (NB)     | 3        | N/A             | 1                        | 2                      | 0                     | 1                            | \$14,300                  | \$33,000                   |
| 53015   | Foothills Blvd & Blue Oaks Blvd (SB)      | 3        | Key destination | 0                        | 1                      | 0                     | 0                            | \$800                     | \$1,500                    |
| 53285   | Fairway Dr & Five Star Blvd (WB)          | 3        | Key destination | 2                        | 2                      | 0                     | 0                            | \$4,400                   | \$8,200                    |
| 53313   | E Roseville Pkwy & Village Dr (NB)        | 3        | Key destination | 1                        | 2                      | 0                     | 0                            | \$4,300                   | \$8,000                    |
| 53008   | Foothills Blvd & Junction Blvd (SB)       | 3        | Key destination | 1                        | 2                      | 0                     | 0                            | \$4,300                   | \$8,000                    |
| 53105   | Riverside Ave & Kenroy Ln (SB)            | 3        | N/A             | 2                        | 1                      | 1                     | 1                            | \$20,200                  | \$43,700                   |
| 53051   | Junction Blvd & Barbara Dr (EB)           | 3        | Key destination | 0                        | 1                      | 0                     | 1                            | \$10,800                  | \$26,500                   |
| 53161   | Lead Hill Blvd & N Sunrise Ave (EB)       | 3        | Key destination | 1                        | 2                      | 0                     | 1                            | \$14,300                  | \$33,000                   |



| Stop ID | Stop Name                                  | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/ Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|--------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|-------------------------------|---------------------------|----------------------------|
| 53308   | Galleria Bl & Antelope Creek Dr (SB)       | 3        | Key destination | 0                        | 1                      | 0                     | 0                             | \$2,500                   | \$5,000                    |
| 53250   | Foothills Blvd & Hp Main Entry (SB)        | 3        | Key destination | 1                        | 2                      | 0                     | 0                             | \$4,300                   | \$8,000                    |
| 53003   | Cirby Wy & Vernon St (EB)                  | 3        | N/A             | 1                        | 2                      | 1                     | 0                             | \$7,300                   | \$18,000                   |
| 53339   | Woodcreek Oaks Bl & Crimson Ridge Wy (NB)  | 3        | Key destination | 1                        | 1                      | 0                     | 0                             | \$1,800                   | \$3,000                    |
| 53326   | Junction Bl & Revere Dr (WB)               | 3        | School zone     | 1                        | 1                      | 0                     | 0                             | \$1,800                   | \$3,000                    |
| 53176   | Woodcreek Oaks Blvd & Jonquil Dr (NB)      | 3        | N/A             | 1                        | 2                      | 0                     | 0                             | \$4,300                   | \$8,000                    |
| 53013   | Foothills Blvd & Misty Wood Dr (NB)        | 3        | Key destination | 1                        | 2                      | 1                     | 0                             | \$7,300                   | \$18,000                   |
| 53014   | Foothills Blvd & Misty Wood Dr (SB)        | 3        | Key destination | 1                        | 1                      | 0                     | 0                             | \$1,800                   | \$3,000                    |
| 53317   | Cirby Wy & Lindsay Dr (WB)                 | 3        | N/A             | 1                        | 1                      | 0                     | 0                             | \$1,800                   | \$3,000                    |
| 53009   | Foothills Blvd & McNally Dr (NB)           | 3        | Equity area     | 0                        | 1                      | 0                     | 0                             | \$800                     | \$1,500                    |
| 53029   | Junction Blvd & Woodcreek Oaks Blvd (EB)   | 3        | School zone     | 2                        | 2                      | 0                     | 0                             | \$4,500                   | \$8,400                    |
| 53059   | Atlantic St & Yosemite St (NB)             | 3        | School zone     | 0                        | 0                      | 0                     | 1                             | \$15,000                  | \$30,000                   |
| 53237   | Douglas Blvd & Buljan Dr (SB)              | 3        | Commuter        | 0                        | 0                      | 0                     | 0                             | \$-                       | \$-                        |
| New     | Junction Blvd at Sawtell Rd                | 3        | Key destination | 2                        | 2                      | 1                     | 0                             | \$7,700                   | \$18,700                   |
| New     | Woodcreek Oaks Blvd at Pleasant Grove Blvd | 3        | Key destination | 2                        | 0                      | 0                     | 0                             | \$1,200                   | \$1,900                    |

| Stop ID | Stop Name                                      | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|------------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| New     | E Roseville Pkwy at Taylor Rd                  | 3        | Key destination | 2                        | 1                      | 0                     | 0                            | \$2,200                   | \$3,700                    |
| New     | Eureka Rd at Professional Dr                   | 3        | Key destination | 0                        | 1                      | 0                     | 1                            | \$10,800                  | \$26,500                   |
| New     | Eureka Rd at Douglas Blvd                      | 3        | Key destination | 3                        | 2                      | 0                     | 0                            | \$5,500                   | \$9,900                    |
| New     | Fairway Dr at Cortina Dr                       | 3        | Key destination | 2                        | 1                      | 0                     | 0                            | \$2,200                   | \$3,700                    |
| New     | Junction Blvd at Aldridge Ln                   | 3        | School zone     | 2                        | 1                      | 0                     | 0                            | \$2,200                   | \$3,700                    |
| New     | Junction Blvd at Washington Blvd               | 3        | N/A             | 1                        | 1                      | 0                     | 0                            | \$1,200                   | \$2,200                    |
| New     | Thrive Dr at Washington Blvd                   | 3        | N/A             | 3                        | 1                      | 0                     | 0                            | \$6,000                   | \$14,900                   |
| New     | Washington Blvd at Freedom Way                 | 3        | N/A             | 2                        | 1                      | 0                     | 0                            | \$2,200                   | \$3,700                    |
| 53239   | Foothills Blvd & Winding Creek Way (SB)        | 4        | Key destination | 0                        | 1                      | 0                     | 1                            | \$10,800                  | \$26,500                   |
| 53302   | Pleasant Grove Bl & Rothbury Ln (EB)           | 4        | Key destination | 0                        | 2                      | 0                     | 1                            | \$11,800                  | \$28,000                   |
| 53275   | Fairway Dr & Pleasant Grove Blvd (EB)          | 4        | Key destination | 0                        | 2                      | 0                     | 0                            | \$1,800                   | \$3,000                    |
| 53184   | Pleasant Grove Blvd & Foothills Blvd (EB)      | 4        | N/A             | 1                        | 2                      | 0                     | 1                            | \$12,050                  | \$28,350                   |
| 53324   | Pleasant Grove Bl & Woodcreek Oaks Bl (EB)     | 4        | Key destination | 0                        | 2                      | 1                     | 1                            | \$14,300                  | \$33,000                   |
| 53195   | Taylor St & Royer St (WB)                      | 4        | Key destination | 0                        | 1                      | 0                     | 1                            | \$16,000                  | \$31,500                   |
| 53155   | Woodcreek Oaks Blvd & Pleasant Grove Blvd (NB) | 4        | Key destination | 0                        | 2                      | 0                     | 0                            | \$1,800                   | \$3,000                    |

| Stop ID | Stop Name                                     | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|-----------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| 53334   | Pleasant Grove Bl & Country Club Dr (EB)      | 4        | Equity area     | 0                        | 2                      | 0                     | 1                            | \$11,800                  | \$28,000                   |
| 53340   | Pleasant Grove Bl & Village Plaza Dr (WB)     | 4        | Key destination | 0                        | 2                      | 0                     | 1                            | \$11,800                  | \$28,000                   |
| 53035   | Pleasant Grove Blvd & Washington Blvd (EB)    | 4        | Key destination | 0                        | 2                      | 1                     | 0                            | \$4,300                   | \$8,000                    |
| 53011   | Foothills Blvd & Pleasant Grove Blvd (SB)     | 4        | N/A             | 0                        | 2                      | 0                     | 1                            | \$11,800                  | \$28,000                   |
| 53300   | Pleasant Grove Bl & Kennerleigh Pw (WB)       | 4        | Key destination | 0                        | 2                      | 1                     | 0                            | \$4,300                   | \$8,000                    |
| 53025   | Pleasant Grove Blvd & Sun City Blvd (WB)      | 4        | Key destination | 0                        | 2                      | 1                     | 0                            | \$4,300                   | \$8,000                    |
| 53038   | Pleasant Grove Blvd & Gold Coast Dr (EB)      | 4        | Key destination | 0                        | 2                      | 0                     | 0                            | \$1,800                   | \$3,000                    |
| 53018   | Pleasant Grove Blvd & Foothills Blvd (WB)     | 4        | N/A             | 0                        | 1                      | 0                     | 1                            | \$10,800                  | \$26,500                   |
| 53181   | Woodcreek Oaks Blvd & Crimson Ridge Wy (SB)   | 4        | Key destination | 0                        | 1                      | 0                     | 0                            | \$800                     | \$1,500                    |
| 53182   | Woodcreek Oaks Blvd & Horncastle Ave (SB)     | 4        | N/A             | 0                        | 2                      | 1                     | 0                            | \$4,300                   | \$8,000                    |
| 53017   | Foothills Blvd & Blue Oaks Blvd (NB)          | 4        | N/A             | 0                        | 1                      | 0                     | 0                            | \$800                     | \$1,500                    |
| 53036   | Pleasant Grove Blvd & Gallilee Rd (WB)        | 4        | N/A             | 0                        | 1                      | 1                     | 1                            | \$13,300                  | \$31,500                   |
| 53048   | Washington Blvd & All American City Blvd (SB) | 4        | N/A             | 0                        | 2                      | 0                     | 0                            | \$1,800                   | \$3,000                    |

| Stop ID | Stop Name                                  | Category | Sub-Category    | Recommended Improvements | Preferred Improvements | Optional Improvements | Bike/Pedestrian Improvements | Total Cost Estimate (Low) | Total Cost Estimate (High) |
|---------|--------------------------------------------|----------|-----------------|--------------------------|------------------------|-----------------------|------------------------------|---------------------------|----------------------------|
| 53177   | Woodcreek Oaks Blvd & Horncastle Blvd (NB) | 4        | School zone     | 0                        | 2                      | 1                     | 0                            | \$4,300                   | \$8,000                    |
| 53049   | Washington Blvd & Junction Blvd (SB)       | 4        | N/A             | 0                        | 2                      | 0                     | 1                            | \$11,800                  | \$28,000                   |
| 53012   | Foothills Blvd & Pleasant Grove Blvd (NB)  | 4        | N/A             | 0                        | 2                      | 1                     | 1                            | \$14,300                  | \$33,000                   |
| 53240   | Foothills Blvd & Winding Creek Court (NB)  | 4        | N/A             | 0                        | 2                      | 1                     | 1                            | \$14,300                  | \$33,000                   |
| 53004   | Foothills Blvd & Vineyard Rd (SB)          | 4        | N/A             | 0                        | 1                      | 0                     | 0                            | \$800                     | \$1,500                    |
| 53152   | Foothills Blvd & Albertsons Dr (NB)        | 4        | Key destination | 0                        | 2                      | 1                     | 0                            | \$4,300                   | \$8,000                    |
| 53037   | Pleasant Grove Blvd & Hallisey Dr (WB)     | 4        | N/A             | 0                        | 2                      | 0                     | 0                            | \$1,800                   | \$3,000                    |
| 53061   | Atlantic St & Center St (NB)               | 4        | N/A             | 0                        | 1                      | 0                     | 0                            | \$800                     | \$1,500                    |
| 53153   | Foothills Blvd & Vineyard Rd (NB)          | 4        | N/A             | 0                        | 1                      | 0                     | 1                            | \$10,800                  | \$26,500                   |
| 53199   | Foothills Blvd & Kirby Wy (NB)             | 4        | N/A             | 0                        | 2                      | 0                     | 1                            | \$11,800                  | \$28,000                   |
| New     | Blue Oaks Blvd at Woodcreek Oaks Blvd      | 4        | Key destination | 1                        | 2                      | 0                     | 0                            | \$2,200                   | \$3,700                    |
| New     | Pleasant Grove Blvd at Sun City Blvd       | 4        | N/A             | 2                        | 1                      | 0                     | 0                            | \$1,200                   | \$2,200                    |
| New     | Washington Blvd at All America City Blvd   | 4        | N/A             | 1                        | 2                      | 0                     | 0                            | \$2,200                   | \$3,700                    |

## **7.4 INTER-AGENCY COORDINATION**

PCT and Roseville Transit will need to coordinate with local jurisdictions and utility companies, if applicable, on the planning, development, and implementation of bus stop improvements. This will help streamline the decision-making process and project delivery. Inter-agency coordination will also be beneficial for sharing the responsibility of joint competitive grant funding opportunity pursuits and application development.

APPENDIX A: BUS STOP TYPOLOGY CLASSIFICATIONS

Figure 10: Placer County Transit and Roseville Transit Existing and Planned Category 1 Stops

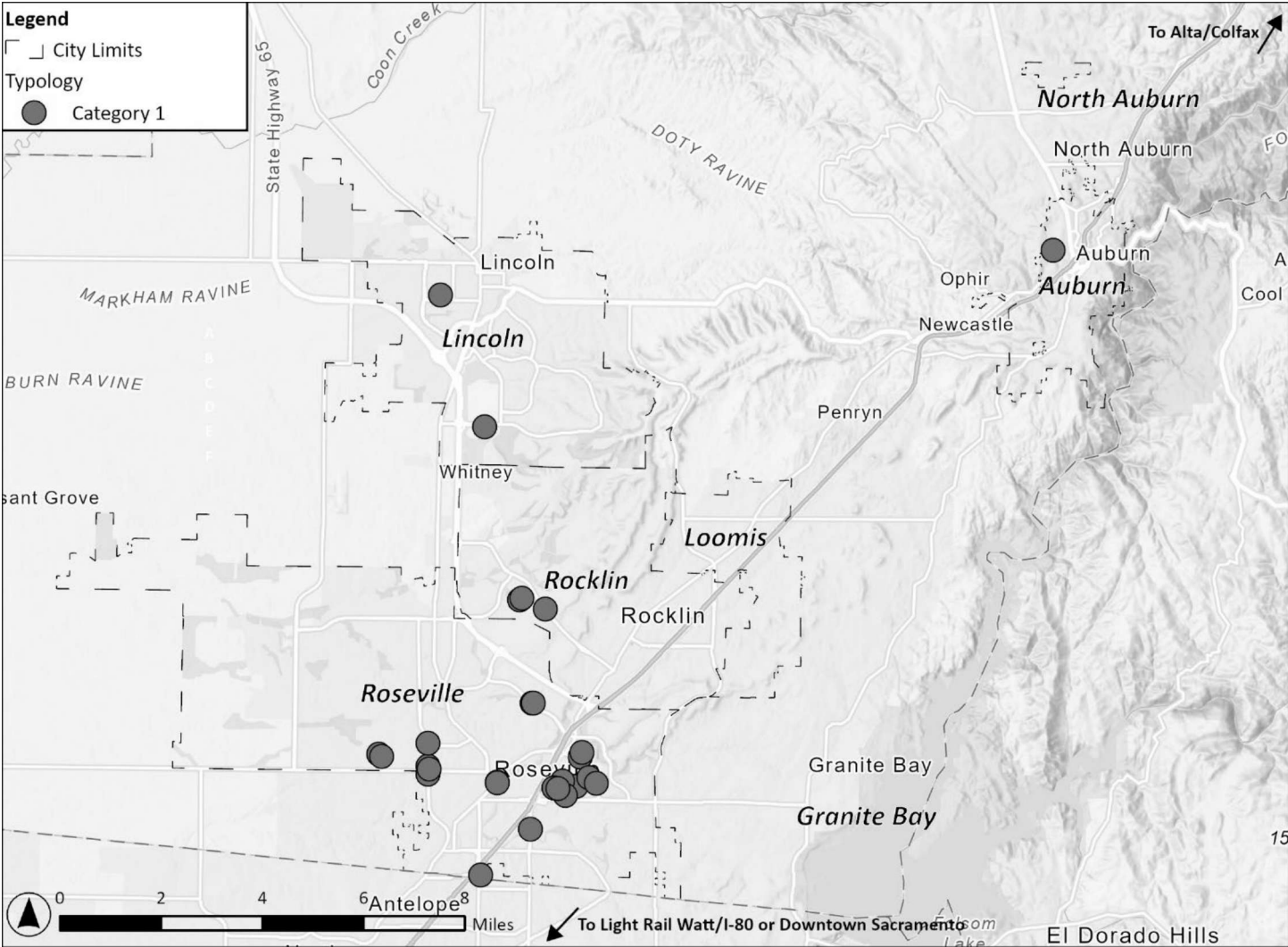


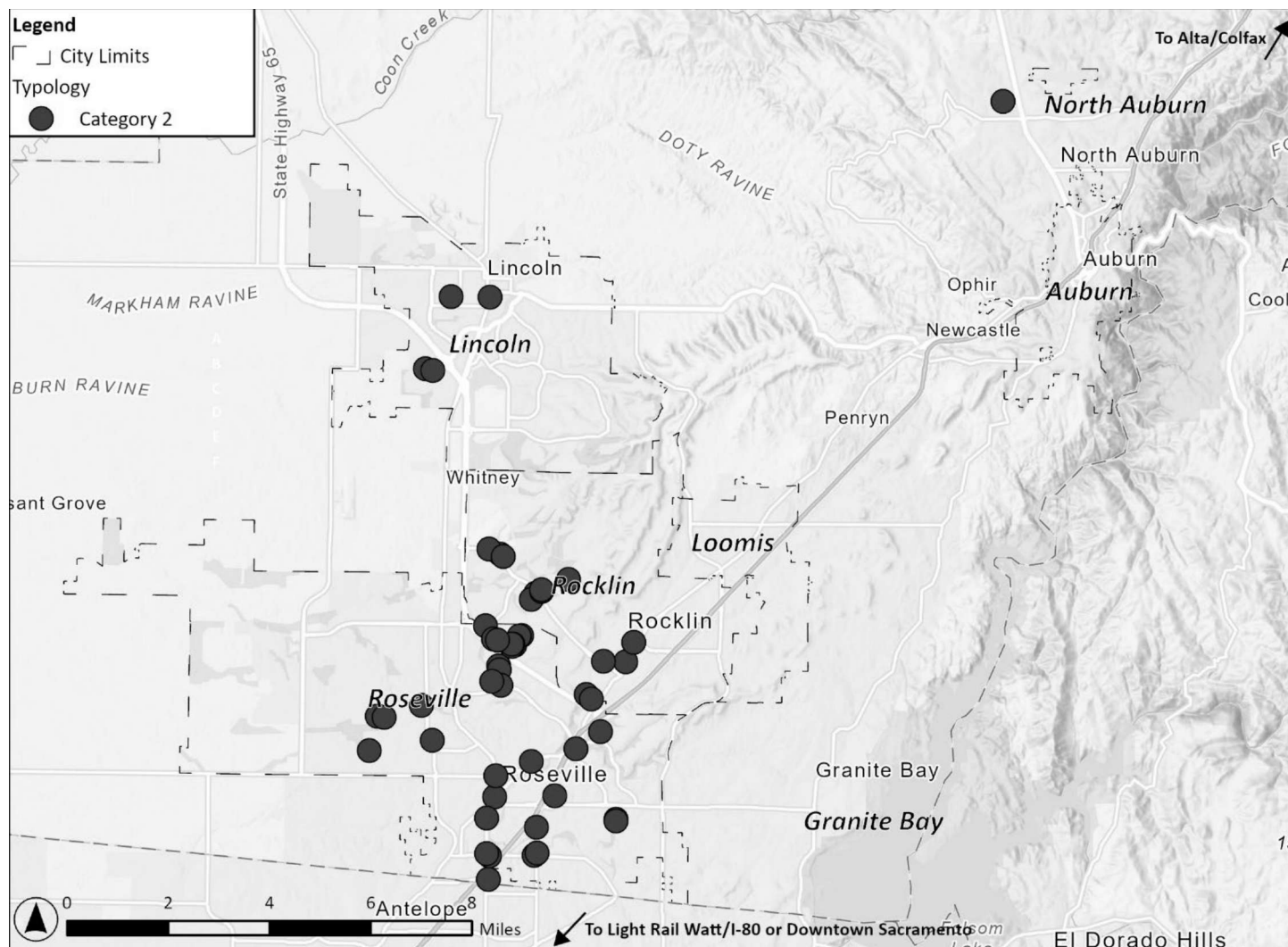
Table 19: Placer County Transit and Roseville Transit Existing and Planned Category 1 Stops

| Bus Stop Name                           | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|-----------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Auburn / Nevada Station (Auburn)        | 105.8                     | 1566                           | 1474                                     |
| Roseville Galleria (Roseville)          | 153.0                     | 5749                           | 2881                                     |
| Louis Ln & Orlando Ave (Rocklin)        | 37.5                      | 3367                           | 4595                                     |
| Sunset Blvd & Pebble Creek Dr (Rocklin) | 1.5                       | 2084                           | 7156                                     |
| Twelve Bridges Library (Lincoln)        | 116.6                     | 450                            | 1198                                     |

| Bus Stop Name                                               | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|-------------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Roseville - Taylor Rd Park and Ride (Sunsplash) (Roseville) | 20.7                      | 8562                           | 1773                                     |
| Louis Orlando Transfer Point (Rocklin)                      | 74.0                      | 3367                           | 4595                                     |
| Foothills Blvd & Main St (SB) (Roseville)                   | 0.0                       | 1529                           | 7285                                     |
| Foothills Blvd & Junction Blvd (NB) (Roseville)             | 0.2                       | 1293                           | 7131                                     |
| 3rd St & O St (Senior Complex) (Lincoln)                    | 5.3                       | 1131                           | 5948                                     |
| Vernon St & Grant St (SB) (Roseville)                       | 57.6                      | 3402                           | 4251                                     |
| Vernon St & Grant St (NB) (Roseville)                       | 40.8                      | 3402                           | 4251                                     |
| N Sunrise Ave & Eureka Rd (NB) (Roseville)                  | 1.3                       | 14962                          | 929                                      |
| N Sunrise Ave & Stone Point Dr (SB) (Roseville)             | 0.9                       | 14962                          | 929                                      |
| Sunrise Ave & Coloma Wy (NB) (Roseville)                    | 4.4                       | 4241                           | 5807                                     |
| Galeria Transfer Point (Roseville)                          | 100.0                     | 5749                           | 2881                                     |
| Lead Hill Blvd & Rocky Ridge Dr (EB) (Roseville)            | 1.3                       | 14962                          | 929                                      |
| Junction Blvd & Country Club Dr (WB) (Roseville)            | 0.5                       | 475                            | 7057                                     |
| Taylor Rd (Roseville)                                       | NA                        | 8562                           | 1773                                     |
| Sierra Gardens Dr & N Sunrise Ave (EB) (Roseville)          | 26.7                      | 13340                          | 1448                                     |
| Sierra Gardens Dr & Santa Clara Dr (WB) (Roseville)         | 4.4                       | 13340                          | 1448                                     |
| Foothills Bl & Main St (NB) (Roseville)                     | 2.7                       | 1529                           | 7285                                     |
| Eureka Rd at Lead Hill Blvd (Roseville)                     | Proposed new stop         | 14962                          | 929                                      |
| Eureka Rd at Rocky Ridge Dr (Roseville)                     | Proposed new stop         | 14962                          | 929                                      |
| Junction Blvd at Country Club Dr (Roseville)                | Proposed new stop         | 475                            | 7057                                     |
| Park Dr. after Big Sky Dr. (Rocklin)                        | Proposed new stop         | 2138                           | 8122                                     |

| Bus Stop Name                        | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|--------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Park Dr. after Solitude Wy (Rocklin) | Proposed new stop         | 2395                           | 7070                                     |

**Figure 11: Placer County Transit and Roseville Transit Existing and Planned Category 2 Stops**



**Table 20: Placer County Transit and Roseville Transit Existing and Planned Category 2 Stops**

| Bus Stop Name                               | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|---------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Sierra College (WB) (Rocklin)               | 32.5                      | 1606                           | 2446                                     |
| Sierra College (EB) (Rocklin)               | 10.0                      | 1606                           | 2446                                     |
| Pacific St & Farron St (Rocklin)            | 3.5                       | 2099                           | 2861                                     |
| Sunset Blvd & Springview Dr (Rocklin)       | 3.0                       | 1166                           | 3161                                     |
| Sunset Blvd & W Stanford Ranch Rd (Rocklin) | 4.0                       | 2160                           | 3374                                     |



| Bus Stop Name                                                   | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|-----------------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Thunder Valley Casino (Lincoln)                                 | 35.3                      | 196                            | 93                                       |
| Sunset Blvd & Atherton Rd (Rocklin)                             | 9.7                       | 2364                           | 2827                                     |
| Target (Auburn)                                                 | 6.9                       | 1600                           | 1068                                     |
| Galena Dr & Quartz Dr (Auburn)                                  | 5.8                       | 1470                           | 3148                                     |
| Colfax Depot (Colfax)                                           | 7.6                       | 146                            | 736                                      |
| Rocklin Station (Rocklin)                                       | 15.4                      | 1992                           | 3101                                     |
| 3rd St & F St (Walmart) (Lincoln)                               | 22.1                      | 1649                           | 3126                                     |
| Ferrari Ranch Rd & Sorrento Pkwy (Lincoln)                      | 5.0                       | 152                            | 3998                                     |
| Ferrari Ranch Rd & Caledon Cir (E) (Lincoln)                    | 14.8                      | 152                            | 3998                                     |
| 1st St & O St (Lincoln)                                         | 1.1                       | 1226                           | 6131                                     |
| Foothills Blvd & McNally Dr (SB) (Roseville)                    | 3.1                       | 1277                           | 6920                                     |
| Woodcreek Oaks after Junction NE (Roseville)                    | 3.1                       | 562                            | 5166                                     |
| Pleasant Grove Blvd & Woodcreek Oaks Blvd (WB) (Roseville)      | 3.8                       | 688                            | 4479                                     |
| Pleasant Grove Blvd & Foothills Blvd (EB) (Roseville)           | 4.7                       | 2655                           | 2910                                     |
| Pleasant Grove Blvd & Mahany Park And Ride Lot (NB) (Roseville) | 0.0                       | 658                            | 4438                                     |
| N Sunrise Ave & E Roseville Pkwy (NB) (Roseville)               | 4.2                       | 8949                           | 2211                                     |
| N Sunrise Ave & Douglas Blvd (NB) (Roseville)                   | 5.5                       | 11630                          | 2209                                     |
| Sunrise Ave & Conroy Ln (SB) (Roseville)                        | 5.8                       | 3545                           | 5442                                     |
| Cirby Wy & Sunrise Ave (WB) (Roseville)                         | 8.3                       | 2326                           | 4637                                     |
| Cirby Wy & Riverside Ave (EB) (Riverside)                       | 4.2                       | 4976                           | 4575                                     |
| Riverside Ave & Cirby Wy (NB) (Riverside)                       | 4.9                       | 4976                           | 4575                                     |
| Vernon St & Judah St (SB) (Roseville)                           | 3.5                       | 3697                           | 4349                                     |
| Atlantic St & Center St (SB) (Roseville)                        | 5.6                       | 2277                           | 2045                                     |
| Sunrise Ave & Cirby Wy (NB) (Riverside)                         | 7.8                       | 2433                           | 4853                                     |

| Bus Stop Name                                                      | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|--------------------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Pleasant Grove at Woodcreek Oaks SE (Roseville)                    | 3.7                       | 688                            | 4479                                     |
| Pleasant Grove Blvd & Highland Pointe Dr (SB) (Roseville)          | 2.6                       | 5589                           | 3920                                     |
| Riverside Ave & Cherry St (NB) (Roseville)                         | 3.9                       | 5295                           | 3932                                     |
| Roseville Pkwy at Gibson Dr (Roseville)                            | Proposed new stop         | 3505                           | 6056                                     |
| Pleasant Grove Blvd before Highland Point Dr (Roseville)           | Proposed new stop         | 8097                           | 3740                                     |
| Pleasant Grove Blvd after Highland before Chambord Way (Roseville) | Proposed new stop         | 8097                           | 3740                                     |
| Eureka Rd at Deer Valley (Roseville)                               | Proposed new stop         | 4749                           | 4037                                     |
| Eureka Rd at Deer Valley (Roseville)                               | Proposed new stop         | 4749                           | 4037                                     |
| Fairway Dr at Pleasant Grove Blvd (Roseville)                      | Proposed new stop         | 3516                           | 4069                                     |
| Park Dr. after Sunset @ McD's (Rocklin)                            | Proposed new stop         | 2292                           | 6572                                     |
| Pleasant Grove Blvd after Fairway (Roseville)                      | Proposed new stop         | 3516                           | 4069                                     |
| Pleasant Grove Blvd after Highland Pk (Roseville)                  | Proposed new stop         | 3266                           | 4929                                     |
| Park Dr. before light Rock Creek Plaza Safeway (Rocklin)           | Proposed new stop         | 2570                           | 6856                                     |
| Park Dr. after Park @ AM/PM (Rocklin)                              | Proposed new stop         | 2292                           | 6572                                     |
| Stanford Ranch Rd after Sunset Blvd (Rocklin)                      | Proposed new stop         | 2160                           | 3374                                     |
| Park Dr. after Boardwalk (Rocklin)                                 | Proposed new stop         | 1888                           | 5887                                     |
| Park Dr. before Sunset @ Wells Fargo (Rocklin)                     | Proposed new stop         | 2292                           | 6572                                     |
| Washington Blvd at Main St (Roseville)                             | Proposed new stop         | 2507                           | 4524                                     |
| Roseville Pkwy at Pleasant Grove Blvd (Roseville)                  | Proposed new stop         | 3505                           | 6056                                     |
| Fairway Dr at Rosehall Dr (Roseville)                              | Proposed new stop         | 6513                           | 3277                                     |
| Fairway Dr at Highland Park Dr (Roseville)                         | Proposed new stop         | 6513                           | 3277                                     |
| Fairway Dr at Blue Oaks Blvd (Rocklin)                             | Proposed new stop         | 3212                           | 3234                                     |

| <b>Bus Stop Name</b>                                     | <b>Average Weekday Boardings</b> | <b>Job Density (Jobs/Square Mile)</b> | <b>Population Density (Persons/Square Mile)</b> |
|----------------------------------------------------------|----------------------------------|---------------------------------------|-------------------------------------------------|
| Springview Dr between Woodsteam & Placer W Dr. (Rocklin) | Proposed new stop                | 5087                                  | 3676                                            |
| Springview Dr across from The Vue (Rocklin)              | Proposed new stop                | 4117                                  | 3966                                            |
| Pleasant Grove Blvd after Highland Park Dr. (Roseville)  | Proposed new stop                | 3266                                  | 4929                                            |
| Pleasant Grove Blvd. before Fairway Dr (Roseville)       | Proposed new stop                | 3516                                  | 4069                                            |
| Pleasant Grove Blvd after Fairway Dr (Roseville)         | Proposed new stop                | 6220                                  | 3702                                            |
| Park Dr. after Boardwalk (Rocklin)                       | Proposed new stop                | 1888                                  | 5887                                            |
| Lincoln Park & Ride (Lincoln)                            | Proposed new stop                | 602                                   | 504                                             |

Figure 12: Placer County Transit and Roseville Transit Existing and Planned Category 3 Stops

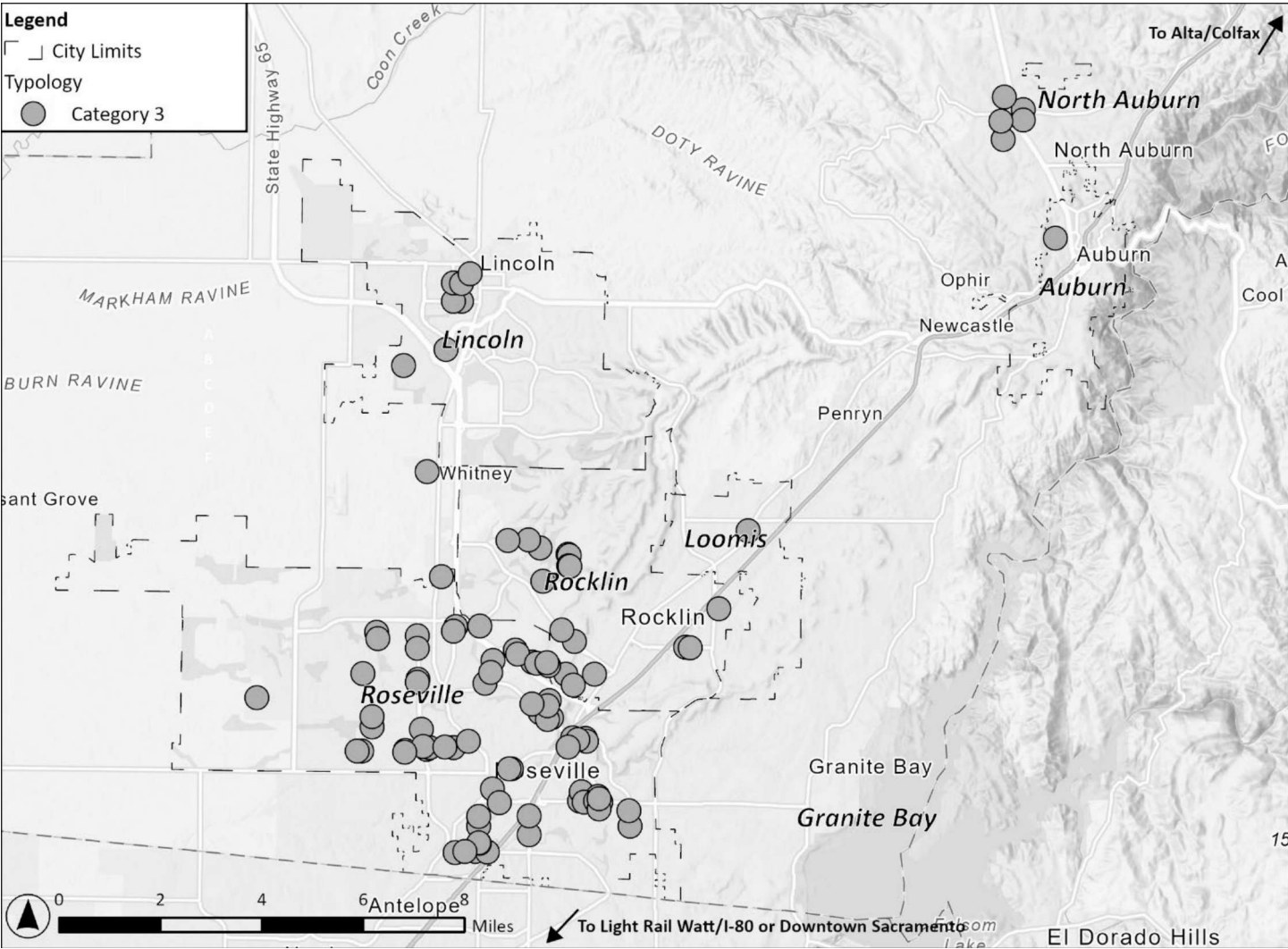


Table 21: Placer County Transit and Roseville Transit Existing and Planned Category 3 Stops

| Bus Stop Name                                    | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/ Square Mile) |
|--------------------------------------------------|---------------------------|--------------------------------|-------------------------------------------|
| Pacific St & Sunset Blvd (Rocklin)               | 2.5                       | 1811                           | 3199                                      |
| Pacific St & Sunset Blvd (Rocklin)               | 1.7                       | 1689                           | 3561                                      |
| Rocklin Crossings (Walmart) (Rocklin)            | 5.7                       | 443                            | 835                                       |
| Nevada St & Enterprise Dr (Post Office) (Auburn) | 4.0                       | 495                            | 786                                       |
| Sapphire Dr & Garnet Way (Auburn)                | 4.4                       | 1015                           | 1204                                      |
| Plaza Dr & Plaza Way (Auburn)                    | 4.4                       | 1600                           | 1068                                      |
| Atwood Rd & Corral Dr (Auburn)                   | 3.5                       | 1152                           | 1138                                      |

| Bus Stop Name                                         | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|-------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| 1st St & C Ave (DeWitt) (Auburn)                      | 4.4                       | 1300                           | 1334                                     |
| Alta Store (Alta)                                     | 4.0                       | 1                              | 11                                       |
| Loomis Station (Loomis)                               | 4.7                       | 1097                           | 1322                                     |
| Ferrari Ranch Rd & Caledon Cir (W) (Lincoln)          | 3.0                       | 456                            | 1652                                     |
| Ferrari Ranch Rd & Groveland E (Lincoln)              | 8.2                       | 501                            | 1869                                     |
| 1st St & L St (Lincoln)                               | 0.0                       | 1226                           | 6131                                     |
| R St & Shamrock Ct (Lincoln)                          | 7.4                       | 1192                           | 11862                                    |
| 5th St & O St (Lincoln)                               | 0.0                       | 1238                           | 5287                                     |
| 5th St between L St & M St (Lincoln)                  | 0.0                       | 1238                           | 5287                                     |
| 7th St & J St (High School) (Lincoln)                 | 3.2                       | 1344                           | 2516                                     |
| Cirby Wy & Riverside Ave (WB) (Roseville)             | 0.7                       | 7705                           | 5478                                     |
| Cirby Wy & Vernon St (EB) (Roseville)                 | 0.2                       | 2645                           | 5193                                     |
| Foothills Blvd & Junction Blvd (SB) (Roseville)       | 0.4                       | 1518                           | 6829                                     |
| Foothills Blvd & McNally Dr (NB) (Roseville)          | 0.0                       | 1016                           | 6645                                     |
| Foothills Blvd & Misty Wood Dr (NB) (Roseville)       | 0.1                       | 3905                           | 1357                                     |
| Foothills Blvd & Misty Wood Dr (SB) (Roseville)       | 0.1                       | 3905                           | 1357                                     |
| Foothills Blvd & Blue Oaks Blvd (SB) (Roseville)      | 0.4                       | 3905                           | 1357                                     |
| Junction Blvd & Woodcreek Oaks Blvd (EB) (Roseville)  | 0.0                       | 562                            | 5166                                     |
| Pleasant Grove Blvd & Roseville Pkwy (WB) (Roseville) | 0.0                       | 3505                           | 6056                                     |
| Junction Blvd & Barbara Dr (EB) (Roseville)           | 0.3                       | 1561                           | 7028                                     |
| Junction Blvd & Foothills Blvd (EB) (Roseville)       | 1.2                       | 1518                           | 6829                                     |
| Atlantic St & Yosemite St (NB) (Roseville)            | 0.0                       | 4647                           | 3991                                     |
| Atlantic St & Yosemite St (SB) (Roseville)            | 2.0                       | 4647                           | 3991                                     |
| Roseville Pkwy & Taylor Rd (WB) (Roseville)           | 1.5                       | 9041                           | 1759                                     |
| E Roseville Pkwy & N Sunrise Ave (WB) (Roseville)     | 1.0                       | 10795                          | 1807                                     |

| Bus Stop Name                                            | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|----------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Sunrise Ave & Coloma Wy (SB) (Roseville)                 | 1.4                       | 4241                           | 5807                                     |
| Cirby Wy & Cirby Hills Dr (WB) (Roseville)               | 2.6                       | 5202                           | 4799                                     |
| Riverside Ave & Kenroy Ln (NB) (Roseville)               | 2.0                       | 6607                           | 4773                                     |
| Vernon St & Taylor St (NB) (Roseville)                   | 0.9                       | 3739                           | 4572                                     |
| Riverside Ave & Sixth St (SB) (Roseville)                | 2.2                       | 6521                           | 4535                                     |
| Riverside Ave & Kenroy Ln (SB) (Roseville)               | 0.4                       | 6607                           | 4773                                     |
| Lead Hill Blvd & N Sunrise Ave (EB) (Roseville)          | 0.3                       | 14962                          | 929                                      |
| Douglas Blvd & Eureka Rd (EB) (Roseville)                | 0.5                       | 12503                          | 1936                                     |
| Douglas Blvd & Rocky Ridge Dr (WB) (Roseville)           | 1.5                       | 11935                          | 1968                                     |
| Rocky Ridge Dr & Lead Hill Blvd (SB) (Roseville)         | 1.5                       | 11935                          | 1968                                     |
| Eureka Rd & Douglas Blvd (SB) (Roseville)                | 1.3                       | 12503                          | 1936                                     |
| Douglas Blvd & Rocky Ridge Dr (EB) (Roseville)           | 1.9                       | 11935                          | 1968                                     |
| Douglas Blvd & Eureka Rd (WB) (Roseville)                | 0.8                       | 12503                          | 1936                                     |
| Woodcreek Oaks Blvd & Jonquil Dr (NB) (Roseville)        | 0.2                       | 345                            | 4958                                     |
| Woodcreek Oaks Blvd & Painted Desert Dr (SB) (Roseville) | 1.1                       | 3621                           | 1910                                     |
| Douglas Blvd & Buljan Dr (SB) (Roseville)                | 0.0                       | 5502                           | 4472                                     |
| Roseville Pkwy & Galleria Blvd (EB) (Roseville)          | 1.4                       | 6116                           | 1680                                     |
| N Sunrise Ave & E Roseville Pkwy (SB) (Roseville)        | 2.2                       | 10795                          | 1807                                     |
| Foothills Blvd & Hp Main Entry (SB) (Roseville)          | 0.2                       | 3905                           | 1357                                     |
| Roseville Pkwy & Reserve Dr (EB) (Roseville)             | 2.4                       | 4816                           | 2420                                     |
| Galleria Bl & Roseville Pw (SB) (Roseville)              | 1.2                       | 6116                           | 1680                                     |
| Justice Center Drive & Industrial Ave (WB) (Roseville)   | 4.4                       | 320                            | 86                                       |
| Riverside Ave & Fourth St (SB) (Roseville)               | 2.7                       | 4216                           | 4158                                     |

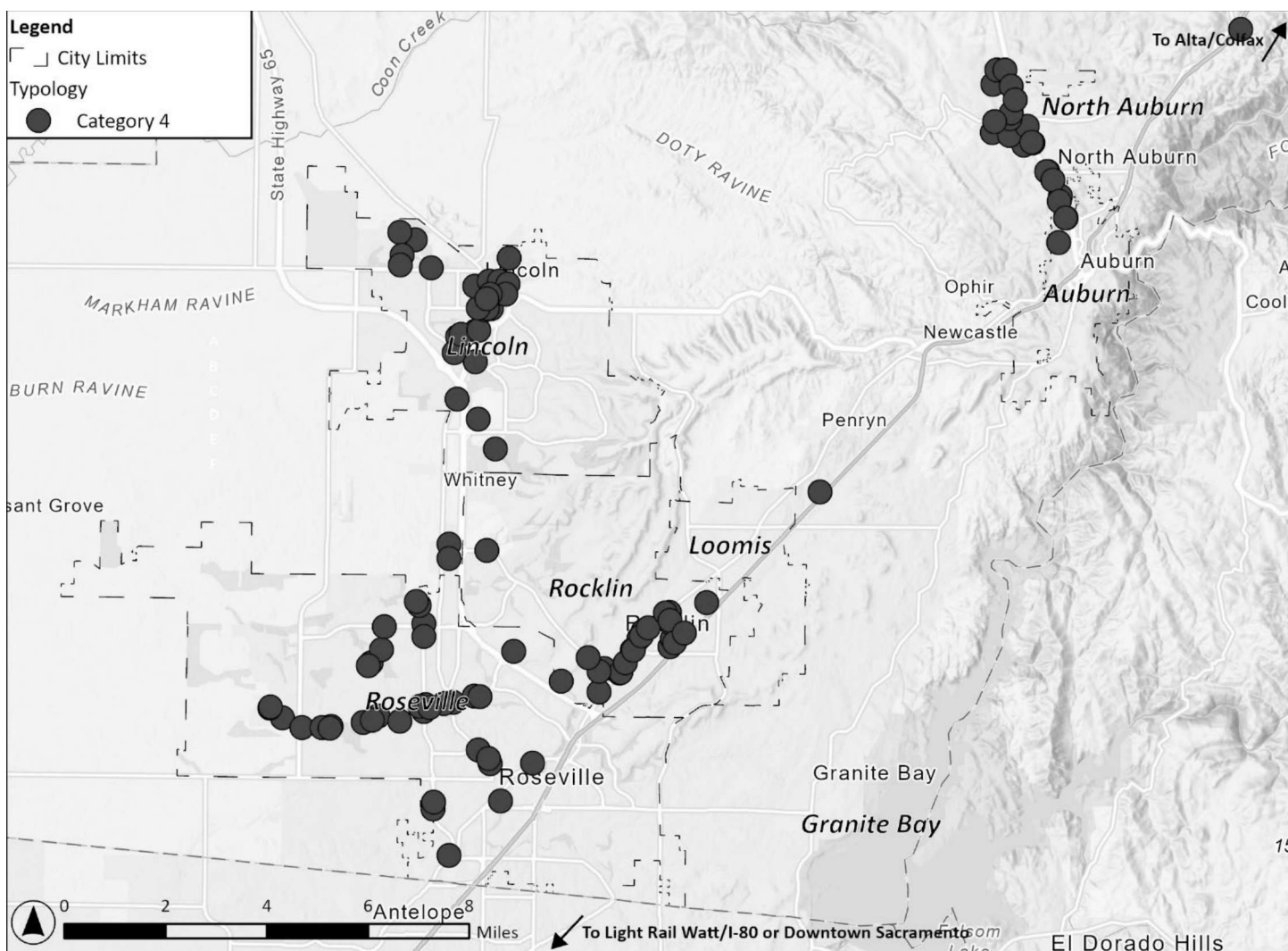
| Bus Stop Name                                         | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|-------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Galleria Bl & Antelope Creek Dr (NB) (Roseville)      | 2.0                       | 9584                           | 3399                                     |
| Fairway Dr & Five Star Blvd (WB) (Roseville)          | 0.4                       | 6066                           | 3926                                     |
| Fairway Dr & Central Park Dr (WB) (Roseville)         | 1.5                       | 6066                           | 3926                                     |
| Sierra Gardens Dr & Douglas Blvd (NB) (Roseville)     | 0.5                       | 13340                          | 1448                                     |
| Rothbury Ln & Elmsett Pl (EB) (Roseville)             | 4.9                       | 216                            | 2383                                     |
| Fairway Dr & Central Park Dr (EB) (Roseville)         | 2.5                       | 6066                           | 3926                                     |
| Fairway Dr & Five Star Bl (EB) (Roseville)            | 1.5                       | 6066                           | 3926                                     |
| Stanford Ranch Rd & Fairway (SB) (Rocklin)            | 1.2                       | 2549                           | 4770                                     |
| Galleria Bl & Antelope Creek Dr (SB) (Roseville)      | 0.3                       | 5749                           | 2881                                     |
| E Roseville Pkwy & Eureka Rd (NB) (Roseville)         | 0.6                       | 4272                           | 4057                                     |
| E Roseville Pkwy & Village Dr (NB) (Roseville)        | 0.4                       | 8516                           | 2609                                     |
| Sunrise Ave & Frances Dr (SB) (Roseville)             | 2.3                       | 3214                           | 5012                                     |
| Cirby Wy & Lindsay Dr (WB) (Roseville)                | 0.1                       | 3183                           | 5785                                     |
| Fairway Dr & Stanford Ranch Rd (WB) (Rocklin)         | 1.0                       | 2549                           | 4770                                     |
| Junction Bl & Revere Dr (WB) (Roseville)              | 0.2                       | 532                            | 6951                                     |
| Woodcreek Oaks Bl & Junction Bl (SB) (Roseville)      | 1.3                       | 532                            | 5706                                     |
| Woodcreek Oaks Bl & Mcanally Dr (NB) (Roseville)      | 1.7                       | 834                            | 4621                                     |
| Junction Bl & Foothills Bl (WB) (Roseville)           | 2.7                       | 1518                           | 6829                                     |
| Pleasant Grove Bl & Roseville Pw (NB) (Roseville)     | 1.9                       | 4844                           | 5206                                     |
| Pleasant Grove Bl & Fiddymnt Rd (EB) (Roseville)      | 2.7                       | 437                            | 2582                                     |
| Pleasant Grove Bl & Camino Real Wy (EB) (Roseville)   | 1.8                       | 695                            | 3360                                     |
| Woodcreek Oaks Bl & Crimson Ridge Wy (NB) (Roseville) | 0.2                       | 3621                           | 1910                                     |

| Bus Stop Name                                                      | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|--------------------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Eureka Rd at Douglas Blvd (Roseville)                              | Proposed new stop         | 12503                          | 1936                                     |
| E Roseville Pkwy at Taylor Rd (Roseville)                          | Proposed new stop         | 10576                          | 1937                                     |
| Thrive Dr at Washington Blvd (Roseville)                           | Proposed new stop         | 4262                           | 1999                                     |
| Eureka Rd at Professional Dr (Roseville)                           | Proposed new stop         | 12503                          | 1936                                     |
| Junction Blvd at Aldridge Ln (Roseville)                           | Proposed new stop         | 532                            | 6951                                     |
| Junction Blvd at Sawtell Rd (Roseville)                            | Proposed new stop         | 1561                           | 7028                                     |
| Junction Blvd at Washington Blvd (Roseville)                       | Proposed new stop         | 742                            | 4742                                     |
| Washington Blvd at Freedom Way (Roseville)                         | Proposed new stop         | 4500                           | 1514                                     |
| Stanford Ranch Rd at Savemart Plaza (Rocklin)                      | Proposed new stop         | 1064                           | 4881                                     |
| Stanford Ranch Rd after Wildcat (Rocklin)                          | Proposed new stop         | 749                            | 5195                                     |
| Stanford Ranch Rd after West Oaks (Rocklin)                        | Proposed new stop         | 671                            | 5978                                     |
| Stanford Ranch Rd after Darby (Rocklin)                            | Proposed new stop         | 695                            | 6225                                     |
| Stanford Ranch Rd B4 Park Dr. X -Savemart Plaza (Rocklin)          | Proposed new stop         | 1064                           | 4881                                     |
| Park Dr. after Theona Wy. (Rocklin)                                | Proposed new stop         | 1064                           | 4881                                     |
| Park Dr. after Farrier Rd (Rocklin)                                | Proposed new stop         | 1728                           | 6377                                     |
| Woodcreek Oaks Blvd at Pleasant Grove Blvd (Roseville)             | Proposed new stop         | 658                            | 4646                                     |
| Fairway Dr at Cortina Cir (Roseville)                              | Proposed new stop         | 4110                           | 2939                                     |
| Springview Dr after S. Whitney Blvd. (Rocklin)                     | Proposed new stop         | 1045                           | 5409                                     |
| Springview Dr after Antelope Creek before Brookside Cir. (Rocklin) | Proposed new stop         | 762                            | 4844                                     |
| Springview Dr after E Sunwood (Rocklin)                            | Proposed new stop         | 762                            | 4844                                     |
| Sunset Blvd after Topaz Ave (Rocklin)                              | Proposed new stop         | 1272                           | 4859                                     |
| Sunset Blvd after Fairway Dr. (Rocklin)                            | Proposed new stop         | 1116                           | 6245                                     |



| Bus Stop Name                               | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|---------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Park Dr. before Santa Fe (Rocklin)          | Proposed new stop         | 1064                           | 4881                                     |
| Stanford Ranch Rd after Darby (Rocklin)     | Proposed new stop         | 695                            | 6225                                     |
| Stanford Ranch Rd after West Oaks (Rocklin) | Proposed new stop         | 671                            | 5978                                     |
| Stanford Ranch Rd after Wildcat (Rocklin)   | Proposed new stop         | 749                            | 5195                                     |

**Figure 13: Placer County Transit and Roseville Transit Existing and Planned Category 4 Stops**



**Table 22: Placer County Transit and Roseville Transit Existing and Planned Category 4 Stops**

| Bus Stop Name                                                  | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/ Square Mile) |
|----------------------------------------------------------------|---------------------------|--------------------------------|-------------------------------------------|
| Nicolaus and Joiner (Lincoln)                                  | 0.0                       | 317                            | 1201                                      |
| Foskett Ranch School (Lincoln)                                 | 0.0                       | 302                            | 872                                       |
| Venture at Lakeside (Lincoln)                                  | 0.0                       | 302                            | 872                                       |
| Lakeside Dr after Floradale Way/Cobblestone Dr (Lincoln)       | 0.0                       | 507                            | 4404                                      |
| Lakeside Dr at St Andrews (Lincoln)                            | 0.0                       | 250                            | 2746                                      |
| 12th and East St (Lincoln)                                     | 2.2                       | 1714                           | 3206                                      |
| Ferrari Ranch Rd after Danbury (Lincoln)                       | 2.0                       | 640                            | 1022                                      |
| Kaiser Lincoln (South Entrance) (Lincoln)                      | 0.0                       | 641                            | 138                                       |
| Twelve Bridges Middle School (Lincoln)                         | 0.0                       | 296                            | 2058                                      |
| Granite Drive (Rocklin)                                        | 2.0                       | 2148                           | 2458                                      |
| Sierra Meadows Dr & Manzanita Dr (Rocklin)                     | 0.0                       | 3233                           | 2313                                      |
| Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes) (Rocklin) | 0.0                       | 1828                           | 1280                                      |
| Sierra Meadows Dr & Pacific St (Rocklin)                       | 0.0                       | 1828                           | 1280                                      |
| Pacific St/Midas Ave (Rocklin)                                 | 1.0                       | 1765                           | 3405                                      |
| Pacific St & Pine St (Rocklin)                                 | 1.0                       | 1992                           | 3101                                      |
| Pacific St & Bush St (Rocklin)                                 | 0.0                       | 1992                           | 3101                                      |
| Sunset Blvd & Atherton Rd (Rocklin)                            | 0.0                       | 2364                           | 2827                                      |
| S Whitney Blvd & Lincoln Ave (Rocklin)                         | 0.0                       | 2299                           | 4571                                      |
| Sunset Blvd & Springview Dr (Rocklin)                          | 0.0                       | 1166                           | 3161                                      |
| Pacific St & Farron St (Rocklin)                               | 0.0                       | 2099                           | 2861                                      |
| Pacific St & Bush St (Rocklin)                                 | 0.0                       | 1992                           | 3101                                      |
| Pacific St & Pine St (Rocklin)                                 | 0.0                       | 1992                           | 3101                                      |
| Pacific St/Midas Ave (Rocklin)                                 | 0.0                       | 1817                           | 1669                                      |

| Bus Stop Name                                                  | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|----------------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Pacific St & Sierra Meadows Dr (Rocklin)                       | 1.7                       | 1828                           | 1280                                     |
| Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes) (Rocklin) | 1.7                       | 1828                           | 1280                                     |
| Granite Dr & Sierra Meadows Dr (Rocklin)                       | 0.0                       | 2148                           | 2458                                     |
| Target (Auburn)                                                | 2.0                       | 3233                           | 2313                                     |
| Granite Dr (Across from Church) (Rocklin)                      | 0.0                       | 3233                           | 2313                                     |
| Nevada St (Theater) (Auburn)                                   | 1.0                       | 1139                           | 2135                                     |
| Hwy 49 & Edgewood Rd (Auburn)                                  | 1.0                       | 848                            | 2585                                     |
| Hwy 49 & Luther (Auburn)                                       | 2.0                       | 718                            | 2669                                     |
| Atwood Rd (Drive In) (Auburn)                                  | 0.0                       | 2541                           | 1563                                     |
| Richardson Dr & B Ave (Auburn)                                 | 2.0                       | 1300                           | 1334                                     |
| F Ave & 1st St (DeWitt) (Auburn)                               | 1.5                       | 1152                           | 1138                                     |
| Hwy 49 & Atwood Rd (Bel Air) (Auburn)                          | 0.0                       | 2541                           | 1563                                     |
| Plaza Dr & Plaza Way (Auburn)                                  | 1.0                       | 1600                           | 1068                                     |
| Professional Dr & Bell Rd (Auburn)                             | 1.0                       | 1061                           | 1183                                     |
| Education St & Professional Dr (Auburn)                        | 2.9                       | 1061                           | 1205                                     |
| Chana Park (Auburn)                                            | 0.0                       | 1470                           | 3148                                     |
| Richardson Dr & Dry Creek (Auburn)                             | 0.0                       | 1223                           | 1882                                     |
| Dry Creek Rd & Dry Lake Ln (Auburn)                            | 1.5                       | 967                            | 927                                      |
| Hwy 49 & Dry Creek Rd (RCMHP) (Auburn)                         | 2.9                       | 1061                           | 1183                                     |
| Hwy 49 & Quartz Dr (Auburn)                                    | 1.5                       | 1015                           | 1204                                     |
| Bell Rd & County Center Dr (Auburn)                            | 0.0                       | 1300                           | 1334                                     |
| Hwy 49 & Luther (Auburn)                                       | 0.0                       | 932                            | 1914                                     |
| Hwy 49 and Live Oak Ln (Auburn)                                | 0.0                       | 718                            | 2669                                     |
| Nevada Way & Nevada St (Auburn)                                | 1.5                       | 848                            | 2585                                     |
| Nevada St (Theater) (Auburn)                                   | 0.0                       | 1139                           | 2135                                     |

| Bus Stop Name                                         | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|-------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Nevada St & Post Office (SB) (Auburn)                 | 0.0                       | 495                            | 786                                      |
| Hwy 49 & Atwood Rd (Bel Air) (Auburn)                 | 2.9                       | 2541                           | 1563                                     |
| Clipper Gap Park-n-Ride (Auburn)                      | 1.2                       | 43                             | 244                                      |
| Penryn Park and Ride (Penryn)                         | 1.8                       | 220                            | 729                                      |
| E St & 1st St (Lincoln)                               | 1.6                       | 1490                           | 3442                                     |
| Ferrari Ranch Rd & Lincoln Blvd (Lincoln)             | 1.0                       | 1002                           | 2854                                     |
| Sterling Pkwy & Joiner Pkwy (Lincoln)                 | 1.1                       | 639                            | 949                                      |
| Ferrari Ranch Rd & Groveland W (Lincoln)              | 1.6                       | 500                            | 1448                                     |
| Ferrari Ranch Rd & Kensington Ln (Lincoln)            | 0.0                       | 1054                           | 4542                                     |
| Lincoln Blvd & Ferrari Ranch Rd (Lincoln)             | 0.0                       | 1002                           | 2854                                     |
| Lincoln Blvd & 1st St (Lincoln)                       | 0.0                       | 987                            | 2363                                     |
| 1st St & F St (Lincoln)                               | 0.0                       | 1490                           | 3442                                     |
| 1st St & I St (Lincoln)                               | 0.0                       | 1490                           | 3442                                     |
| J St & 6th St (Lincoln)                               | 0.0                       | 1386                           | 2557                                     |
| 7th St & F St (Lincoln)                               | 0.0                       | 1344                           | 2516                                     |
| 7th St & C St (Lincoln)                               | 1.1                       | 1714                           | 3206                                     |
| East Ave & 6th St (Lincoln)                           | 0.0                       | 189                            | 504                                      |
| McBean Park Dr & A St (Lincoln)                       | 0.0                       | 232                            | 688                                      |
| McBean Park Dr & E St (Lincoln)                       | 0.0                       | 1649                           | 3126                                     |
| 3rd St & F St (Across from Walmart) (Lincoln)         | 0.0                       | 1649                           | 3126                                     |
| Foothills Blvd & Vineyard Rd (SB) (Roseville)         | 0.1                       | 896                            | 1437                                     |
| Foothills Blvd & Pleasant Grove Blvd (SB) (Roseville) | 1.0                       | 2655                           | 2910                                     |
| Foothills Blvd & Pleasant Grove Blvd (NB) (Roseville) | 0.2                       | 3184                           | 2803                                     |
| Foothills Blvd & Blue Oaks Blvd (NB) (Roseville)      | 0.6                       | 3384                           | 2228                                     |
| Pleasant Grove Blvd & Foothills Blvd (WB) (Roseville) | 0.7                       | 2655                           | 2910                                     |
| Pleasant Grove Blvd & Sun City Blvd (WB) (Roseville)  | 0.7                       | 695                            | 3360                                     |

| Bus Stop Name                                              | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|------------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Pleasant Grove Blvd & Washington Blvd (EB) (Roseville)     | 1.1                       | 3356                           | 2491                                     |
| Pleasant Grove Blvd & Gallilee Rd (WB) (Roseville)         | 0.5                       | 3356                           | 2491                                     |
| Pleasant Grove Blvd & Hallisey Dr (WB) (Roseville)         | 0.0                       | 2494                           | 4432                                     |
| Pleasant Grove Blvd & Gold Coast Dr (EB) (Roseville)       | 0.7                       | 2494                           | 4432                                     |
| Washington Blvd & All American City Blvd (SB) (Roseville)  | 0.3                       | 1025                           | 3296                                     |
| Washington Blvd & Junction Blvd (SB) (Roseville)           | 0.3                       | 1001                           | 3984                                     |
| Atlantic St & Center St (NB) (Roseville)                   | 0.0                       | 2277                           | 2045                                     |
| Foothills Blvd & Albertsons Dr (NB) (Roseville)            | 0.0                       | 3384                           | 2228                                     |
| Foothills Blvd & Vineyard Rd (NB) (Roseville)              | 0.0                       | 896                            | 1437                                     |
| Woodcreek Oaks Blvd & Pleasant Grove Blvd (NB) (Roseville) | 1.4                       | 688                            | 4479                                     |
| Woodcreek Oaks Blvd & Horncastle (NB) (Roseville)          | 0.3                       | 2549                           | 2671                                     |
| Woodcreek Oaks Blvd & Crimson Ridge Wy (SB) (Roseville)    | 0.6                       | 2549                           | 2671                                     |
| Woodcreek Oaks Blvd & Horncastle Ave (SB) (Roseville)      | 0.6                       | 2549                           | 2671                                     |
| Pleasant Grove Blvd & Foothills Blvd (EB) (Roseville)      | 1.9                       | 3184                           | 2803                                     |
| Taylor St & Royer St (WB) (Roseville)                      | 1.7                       | 3443                           | 4581                                     |
| Foothills Blvd & Cirby Wy (NB) (Roseville)                 | 0.0                       | 1272                           | 1728                                     |
| Foothills Blvd & Winding Creek Way (SB) (Roseville)        | 2.7                       | 195                            | 122                                      |
| Foothills Blvd & Winding Creek Court (NB) (Roseville)      | 0.1                       | 195                            | 122                                      |
| Fairway Dr & Pleasant Grove Blvd (EB) (Roseville)          | 2.5                       | 3516                           | 4069                                     |
| Pleasant Grove Bl & Kennerleigh Pw (WB) (Roseville)        | 0.9                       | 280                            | 2110                                     |

| Bus Stop Name                                          | Average Weekday Boardings | Job Density (Jobs/Square Mile) | Population Density (Persons/Square Mile) |
|--------------------------------------------------------|---------------------------|--------------------------------|------------------------------------------|
| Pleasant Grove Bl & Rothbury Ln (EB) (Roseville)       | 2.6                       | 280                            | 2110                                     |
| Pleasant Grove Bl & Woodcreek Oaks Bl (EB) (Roseville) | 1.8                       | 688                            | 4479                                     |
| Pleasant Grove Bl & Country Club Dr (EB) (Roseville)   | 1.3                       | 723                            | 4527                                     |
| Pleasant Grove Bl & Village Plaza Dr (WB) (Roseville)  | 1.1                       | 218                            | 2259                                     |
| Blue Oaks Blvd at Woodcreek Oaks Blvd (Roseville)      | Proposed new stop         | 2803                           | 2974                                     |
| Washington Blvd at All America City Blvd (Roseville)   | Proposed new stop         | 1025                           | 3296                                     |
| Pleasant Grove Blvd at Sun City Blvd (Roseville)       | Proposed new stop         | 695                            | 3360                                     |
| Springview Dr after Springview meadows (Rocklin)       | Proposed new stop         | 1350                           | 4290                                     |
| Springview Dr before 2nd Shannon Bay Dr. (Rocklin)     | Proposed new stop         | 1166                           | 3161                                     |
| Sunset Blvd after Whitney Blvd (Rocklin)               | Proposed new stop         | 1247                           | 3625                                     |
| Placer Corp Dr before Industrial Ave (Lincoln)         | Proposed new stop         | 333                            | 115                                      |
| S. Loop Rd. before Sunset Blvd (Rocklin)               | Proposed new stop         | 333                            | 115                                      |

## APPENDIX B: BUS STOP INVENTORY MATRIX

The Bus Stop Inventory Matrix can be found as a standalone file on the [project website](#).

## APPENDIX C: BOARDING AND ALIGHTINGS MATRIX

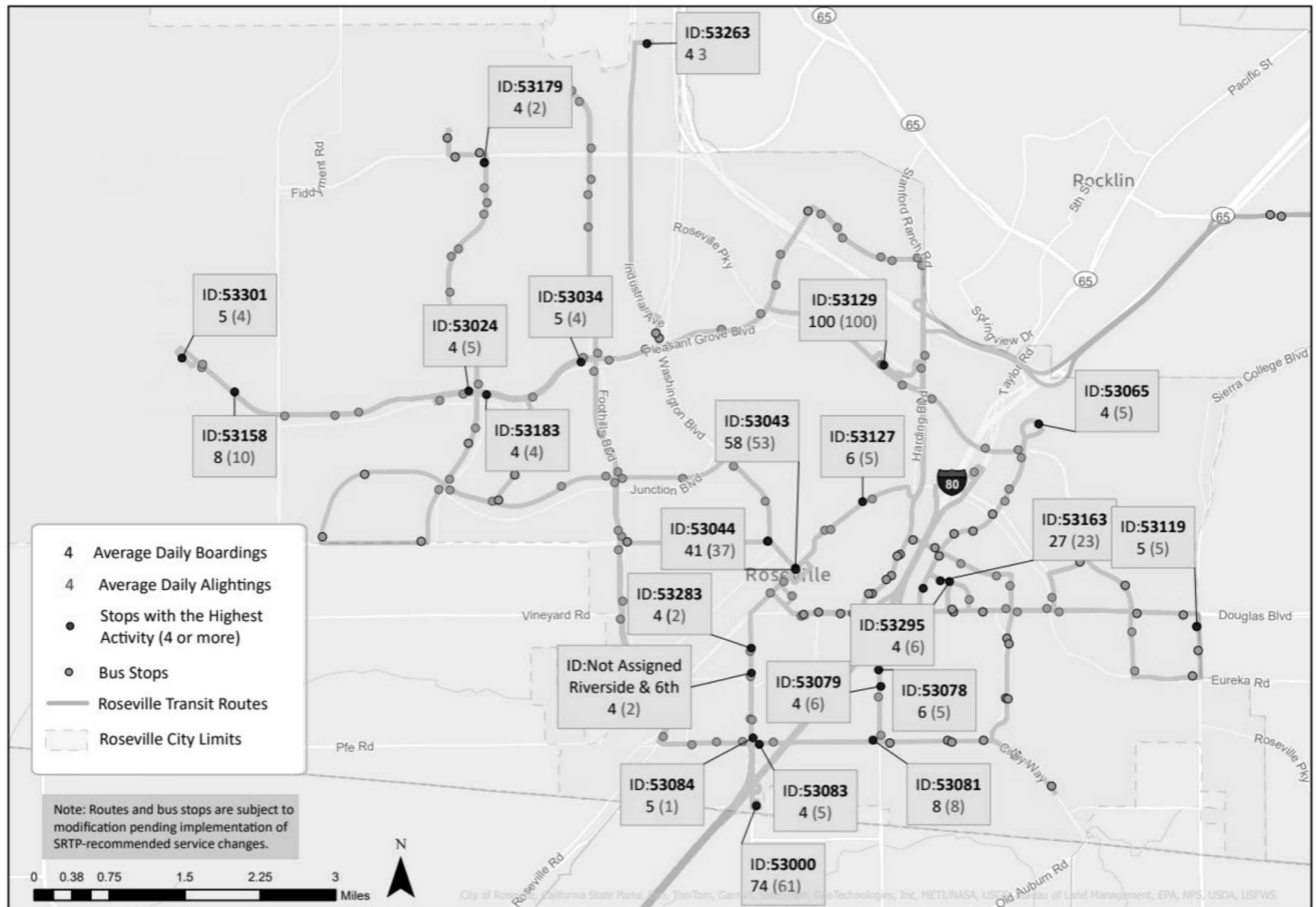
**Table 23: Roseville Transit Bus Stop Boardings and Alightings Matrix**

| Stop Name                                  | Stop ID      | Routes Served | Average Daily Boardings | Average Daily Alightings |
|--------------------------------------------|--------------|---------------|-------------------------|--------------------------|
| Galleria Transfer Point                    | 53129        | A, B, E, M    | 100                     | 100                      |
| Louis Orlando Transfer Point               | 53000        | A, B, R       | 74                      | 61                       |
| Civic Center Transfer Point (SB)           | 53043        | B, L          | 58                      | 53                       |
| Civic Center Transfer Point (NB)           | 53044        | A, D          | 41                      | 37                       |
| Sierra Gardens Transfer Point              | 53163        | A, B, C, E, F | 27                      | 23                       |
| Cirby Wy & Sunrise Ave (WB)                | 53081        | A             | 8                       | 8                        |
| Sunrise Ave & Cirby Wy (NB)                | 53158        | B, C          | 8                       | 10                       |
| Sunrise Ave & Conroy Ln (SB)               | 53078        | A, F          | 6                       | 5                        |
| Atlantic St & Center St (SB)               | 53127        | A             | 6                       | 5                        |
| N Sunrise Ave & Douglas Blvd (NB)          | 53075        | B, C, F       | 5                       | 8                        |
| Rothbury Ln & Elmsett Pl (EB)              | 53301        | M             | 5                       | 4                        |
| Riverside Ave & Cirby Wy (NB)              | 53084        | A             | 5                       | 1                        |
| Sierra College Blvd & Douglas Blvd         | 53119        | L             | 5                       | 5                        |
| Pleasant Grove Blvd & Foothills Blvd (EB)  | 53034        | D, M          | 5                       | 4                        |
| Sierra Gardens Dr & Santa Clara Dr (WB)    | 53295        | L             | 4                       | 6                        |
| Justice Center Drive & Industrial Ave (WB) | 53263        | S             | 4                       | 3                        |
| Sunrise Ave & Coloma Wy (NB)               | 53079        | B, C          | 4                       | 6                        |
| Woodcreek Oaks Blvd & Blue Oaks Blvd (SB)  | 53179        | D, M          | 4                       | 2                        |
| Cirby Wy & Riverside Ave (EB)              | 53083        | B             | 4                       | 5                        |
| N Sunrise Ave & E Roseville Pkwy (NB)      | 53065        | A, B          | 4                       | 5                        |
| Main St & Washington Blvd (WB)             | 53047        | A             | 4                       | 2                        |
| Riverside Ave & 6th St (NB)                | Not Assigned | A             | 4                       | 2                        |

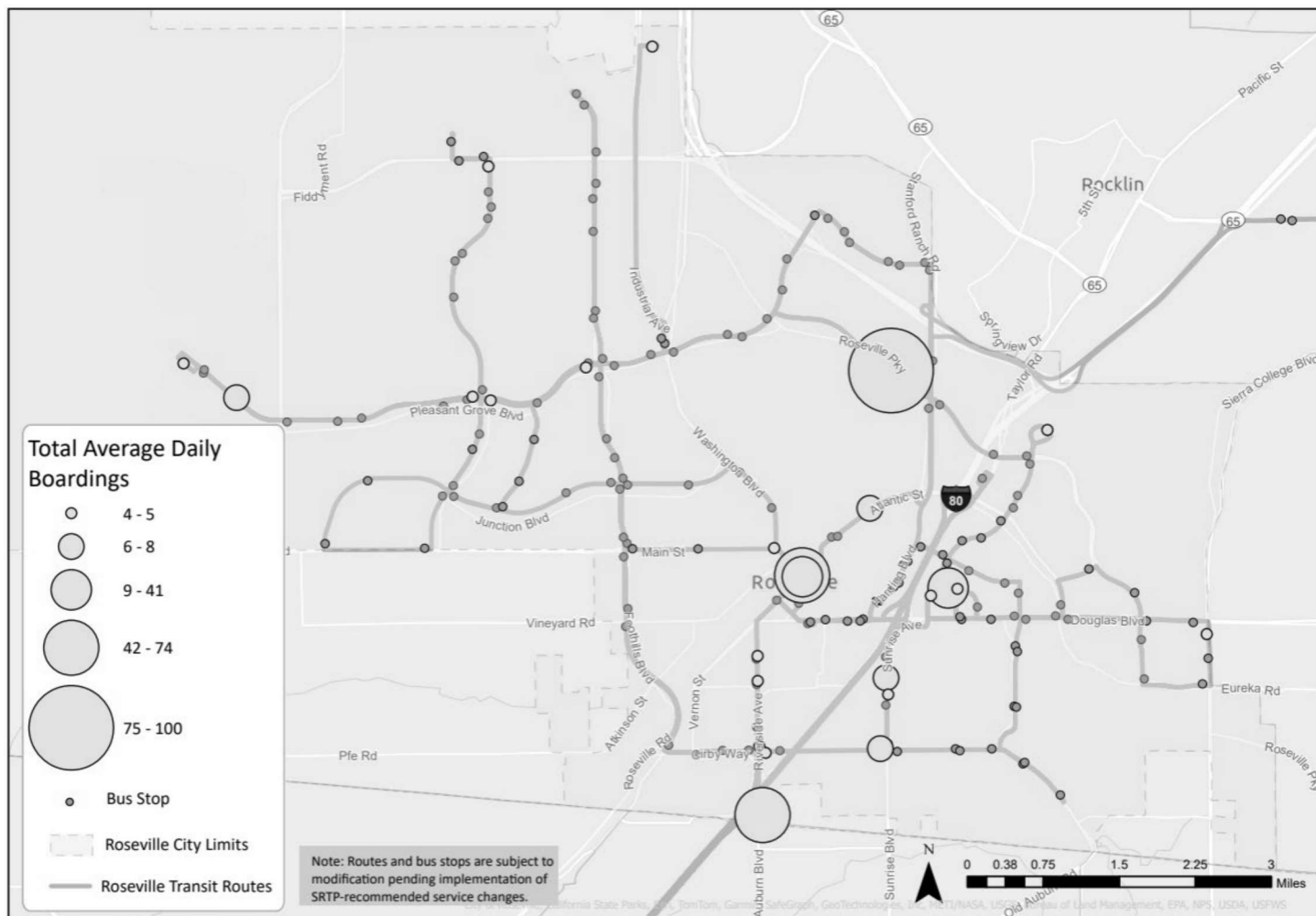


| Stop Name                                      | Stop ID | Routes Served | Average Daily Boardings | Average Daily Alightings |
|------------------------------------------------|---------|---------------|-------------------------|--------------------------|
| Riverside Ave & Cherry St (NB)                 | 53283   | A             | 4                       | 2                        |
| Pleasant Grove Blvd & Woodcreek Oaks Blvd (WB) | 53024   | M             | 4                       | 5                        |
| Pleasant Grove at Woodcreek Oaks SE            | 53183   | D, M          | 4                       | 4                        |

**Figure 14: Roseville Transit Top 25 Highest Average Daily Boarding and Alighting Stops**



**Figure 15: Roseville Transit Top 25 Highest Average Daily Boarding Stops**



**Table 24: Placer County Transit Bus Stop Boardings and Alightings Matrix**

| Stop Name                                                   | Stop ID | Routes Served | Average Daily Boardings | Average Daily Alightings |
|-------------------------------------------------------------|---------|---------------|-------------------------|--------------------------|
| Roseville Galleria (Roseville)                              | 1003    | 10, 20        | 153                     | 153                      |
| Twelve Bridges Library (Lincoln)                            | 2023    | 20, 70        | 117                     | 76                       |
| Auburn Station (Auburn)                                     | 1001    | 10, 30, 60    | 106                     | 84                       |
| Louis Ln & Orlando Ave (Roseville)                          | 1004    | 10            | 38                      | 28                       |
| Thunder Valley Casino (Lincoln)                             | 2024    | 20            | 35                      | 33                       |
| Sierra College -WB (Rocklin)                                | 1002    | 10, 20, 50    | 33                      | 15                       |
| 3rd St & F St (Walmart) (Lincoln)                           | 7001    | 20, 70        | 22                      | 5                        |
| Roseville - Taylor Rd Park and Ride (Sunsplash) (Roseville) | 6005    | 60            | 21                      | 14                       |

| Stop Name                                    | Stop ID | Routes Served | Average Daily Boardings | Average Daily Alightings |
|----------------------------------------------|---------|---------------|-------------------------|--------------------------|
| Rocklin Station (Rocklin)                    | 6004    | 60            | 15                      | 16                       |
| Ferrari Ranch Rd & Caledon Cir (E) (Lincoln) | 7008    | 70            | 15                      | 13                       |
| Sierra College – EB (Rocklin)                | 1005    | 10, 50        | 10                      | 24                       |
| Sunset Blvd & Atherton Rd (Rocklin)          | 2025    | 20            | 10                      | 0                        |
| Sunset Blvd & Park Dr (Rocklin)              | 2017    | 20            | 9                       | 2                        |
| Ferrari Ranch Rd & Groveland E (Lincoln)     | 7009    | 70            | 8                       | 9                        |
| Colfax Depot (Colfax)                        | 4001    | 40            | 8                       | 9                        |
| R St & Shamrock Ct (Lincoln)                 | 7017    | 70            | 7                       | 8                        |
| Target (Auburn)                              | 3010    | 30            | 7                       | 11                       |
| Sunset Blvd & Lonetree Blvd (Rocklin)        | 2026    | 20            | 6                       | 2                        |
| Stanford Ranch Rd & Fairway Dr (Rocklin)     | 2032    | 20            | 6                       | 3                        |
| Galena Dr & Quartz Dr (Auburn)               | 3015    | 30            | 6                       | 4                        |
| Rocklin Crossings (Walmart) (Rocklin)        | 2046    | 20            | 6                       | 3                        |
| 3rd St & O St (Senior Complex) (Lincoln)     | 7018    | 70            | 5                       | 2                        |
| Ferrari Ranch Rd & Sorrento Pkwy (Lincoln)   | 7006    | 70            | 5                       | 3                        |
| Loomis Station (Loomis)                      | 6003    | 60            | 5                       | 5                        |
| Sunset Blvd & Park Dr (Rocklin)              | 2029    | 20            | 5                       | 3                        |

**Figure 16: Placer County Transit Top 25 Highest Average Daily Boarding and Alighting Stops**

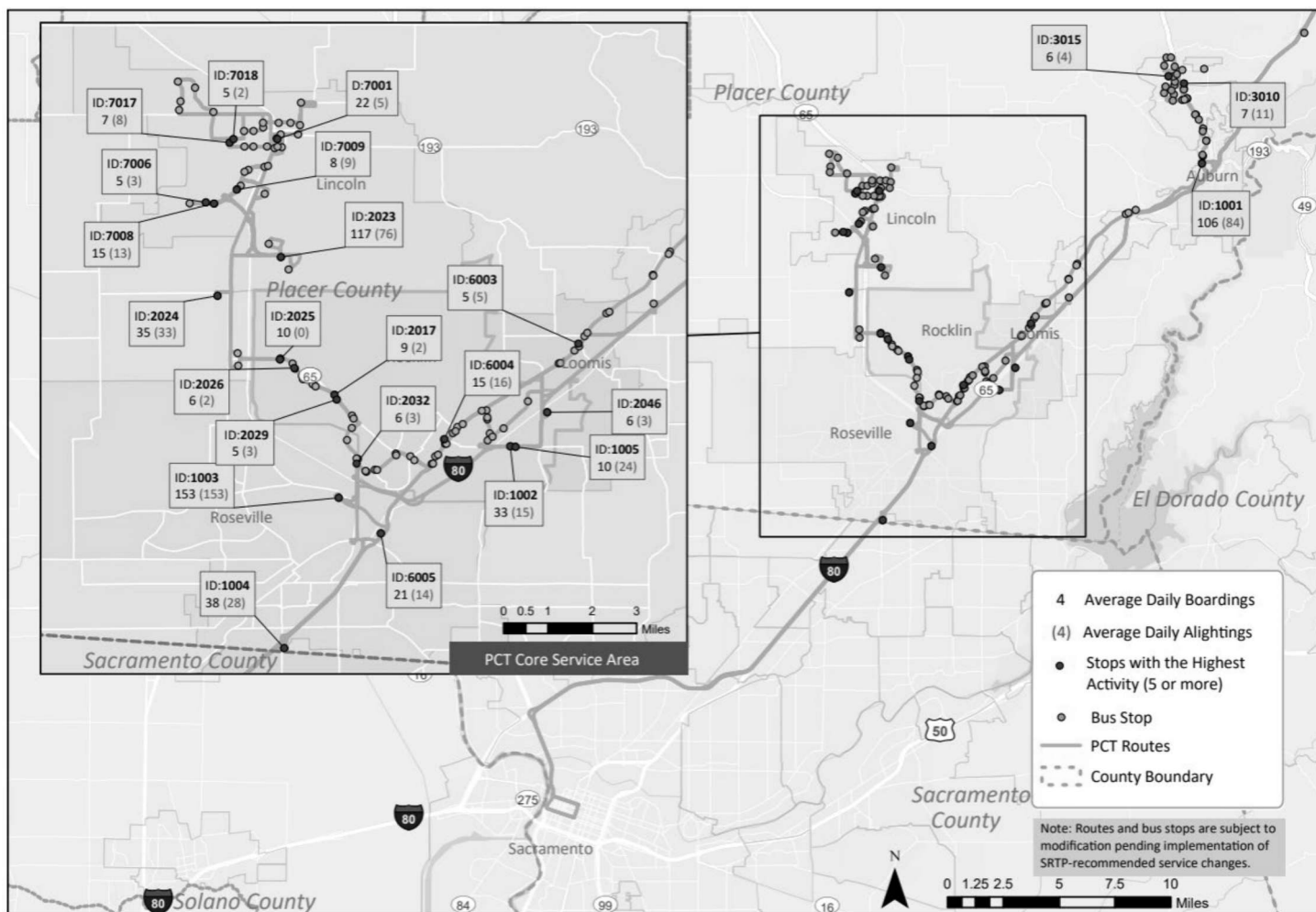
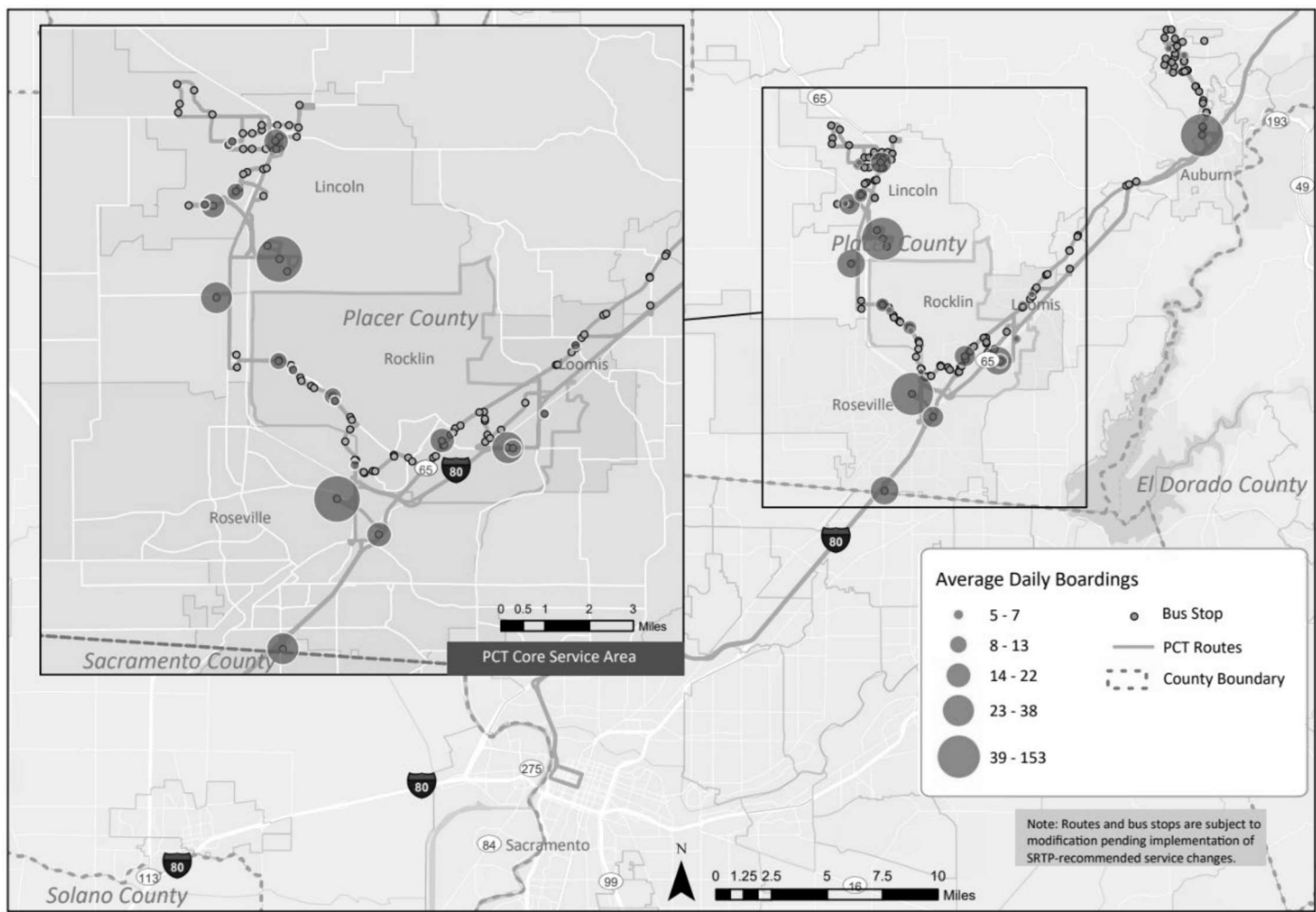


Figure 17: Placer County Transit Top 25 Highest Average Daily Boarding Stops



## APPENDIX D: LOCAL CAPITAL IMPROVEMENT PROGRAM PROJECTS

**Table 25: Projects Adjacent to Bus Stops from Capital Improvement Programs**

| Jurisdiction    | Project Name                                          | Project Description                                                                                                                                                                                                                                                                                                                                     | Connection to Bus Stops                                                                             | Estimated Cost | Estimated Completion Date |
|-----------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------|---------------------------|
| City of Rocklin | At-Grade Railroad Roadway and Pedestrian Improvements | Various at-grade railroad crossings in the city are being assessed to identify the following: gaps in the sidewalk network, roadway safety improvements, and pavement resurfacing on streets where rail crossings exist. The priority order of railroad crossings is Farron Street, Del Mar Avenue, Midas Avenue, and Dominguez Road.                   | Adjacent to bus stop facilities at Pacific Street and Midas Avenue intersection                     | \$4,157,900    | 12/31/2028                |
| City of Rocklin | Local Roadway Safety Plan Implementation Program      | Implement safety improvements identified in the Local Roadway Safety Plan (LRSP), including the installation of bicycle lanes and traffic signals. The LRSP is being updated in 2025. Engineering is identifying improvements based on priority factors such as risk, feasibility, and the ability to include as an enhancement to an existing project. | Includes road segments with bus stop facilities: Pacific Street, Rocklin Road, and Sunset Boulevard | \$1,050,000    | Ongoing                   |

| Jurisdiction    | Project Name                | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                          | Connection to Bus Stops                                                                             | Estimated Cost | Estimated Completion Date |
|-----------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------|---------------------------|
| City of Rocklin | Pavement Management Program | Program for the annual road pavement maintenance throughout the city. The Pavement Management Program is currently being updated to identify the next priority locations for road pavement maintenance.                                                                                                                                                                                                                                                      | Includes road segments with bus stop facilities: Pacific Street, Rocklin Road, and Sunset Boulevard | \$9,495,056    | Ongoing                   |
| City of Rocklin | Rocklin Road Widening       | This first phase of the project will perform preliminary engineering to identify the ultimate right-of-way necessary for widening Rocklin Road from four lanes to six between I-80 and Sierra College Boulevard. Preliminary engineering can study traffic impacts, assuming the diverging diamond interchange at I-80/Rocklin Road is constructed, as well as early environmental concerns. There is no construction timeline associated with this project. | Adjacent to bus stop facilities on Rocklin Road                                                     | \$200,278      | 06/30/2026                |

| Jurisdiction    | Project Name              | Project Description                                                                                                                                                                                                                                                                                                                                                                                               | Connection to Bus Stops                             | Estimated Cost | Estimated Completion Date |
|-----------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|----------------|---------------------------|
| City of Rocklin | Sunset Boulevard Widening | Widening of eastbound Sunset Boulevard from SR 65 to east of Atherton Road to provide for three eastbound lanes consistent with the General Plan. The work will include a third eastbound travel lane, sidewalk, curb, gutter, street lighting, and landscaping. The current phase is to obtain California Environmental Quality Act clearance, identify right of way impacts, and prepare the conceptual design. | Adjacent to bus stop facilities on Sunset Boulevard | \$4,287,752    | 12/31/2027                |



| Jurisdiction   | Project Name               | Project Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Connection to Bus Stops                        | Estimated Cost | Estimated Completion Date |
|----------------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|----------------|---------------------------|
| Town of Loomis | Taylor Road Corridor Study | Study the full limits of Taylor Road to identify improvements that would address both capacity and safety needs. Some of the items to consider include relocating the Rapid Rectangular Flashing Beacons to be closer to the street, installation of crosswalk speed tables at Oak Street and Town Hall, possible signalization of Walnut Street, possible roundabouts at Horseshoe Bar and King Road, and signalization or right turn lane into the first parking lot at Del Oro High School. | Adjacent to bus stop facilities on Taylor Road | \$75,000       | TBD                       |

| Jurisdiction    | Project Name                                         | Project Description                                                                                                                                                                                                                                                                                                                             | Connection to Bus Stops                                                                  | Estimated Cost | Estimated Completion Date |
|-----------------|------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|----------------|---------------------------|
| City of Lincoln | Ferrari Ranch Road Intersection Improvements Project | Install roundabouts at the intersection of Ferrari Ranch Road with Sun City Boulevard and at the intersection of Ferrari Ranch Road with Ingram Slough. Additionally, the project will widen Ferrari Ranch Road from two to four lanes between Ingram Slough and the bridge that is located approximately 1,200 feet east of Lincoln Boulevard. | Adjacent to bus stop facilities at Ferrari Ranch Road and Lincoln Boulevard intersection | \$10,000,000   | TBD                       |
| City of Lincoln | I Street Rehabilitation                              | The project will include reconstruction of pavement, curb and gutter, sidewalk, driveway conforms, curb ramps and pavement striping on I Street between 1 <sup>st</sup> Street to 4 <sup>th</sup> Street.                                                                                                                                       | Adjacent to bus stop facilities on I Street                                              | \$2,100,000    | TBD                       |
| City of Lincoln | 7 <sup>th</sup> Street Bicycle Lanes Project         | Recently completed bike lane on 7 <sup>th</sup> Street between J Street and East Avenue                                                                                                                                                                                                                                                         | Adjacent to three bus stops along 7 <sup>th</sup> Street                                 | N/A            | Completed                 |
| City of Lincoln | J Street Bicycle Lanes Project                       | Recently completed bike lane on J Street between 9 <sup>th</sup> Street and 6 <sup>th</sup> Street                                                                                                                                                                                                                                              | Adjacent to one bus stop on J Street                                                     | N/A            | Completed                 |

| Jurisdiction                                   | Project Name                                              | Project Description                                                                                                                         | Connection to Bus Stops                                         | Estimated Cost | Estimated Completion Date |
|------------------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------|---------------------------|
| City of Lincoln                                | 3 <sup>rd</sup> Street and O Street Bicycle Lanes Project | Recently completed bike lane on 3 <sup>rd</sup> Street and O Street                                                                         | Adjacent to bus stops along 3 <sup>rd</sup> Street and O Street | N/A            | Completed                 |
| City of Lincoln                                | Transit Stop Improvement Project – Phases 1 and 2         | Recently completed project for 17 transit stops (phase 1) and four transit stops (phase 2) in Lincoln's central commercial district         | Various improvements at and around transit stops                | N/A            | Completed                 |
| City of Lincoln                                | 5 <sup>th</sup> Street Bicycle Lanes Project              | Recently completed bike lane on 5 <sup>th</sup> Street between Lincoln Boulevard and Joiner Parkway                                         | Adjacent to two bus stops along 5 <sup>th</sup> Street          | N/A            | Completed                 |
| City of Colfax                                 | CDBG Road Rehabilitation Project                          | Road rehabilitation project on East Church Street, East Oak Street, Marvin Avenue, and Depot Street                                         | Close proximity to bus stop on Railroad Avenue                  | N/A            | 2025                      |
| County of Placer<br>Department of Public Works | Atwood Road Improvements                                  | Widen and CGS infill from Richardson Drive to 1 <sup>st</sup> Street; signalization and intersection improvements at 1 <sup>st</sup> Street | Adjacent to one bus stop along Atwood Road                      | \$924,000      | TBD                       |
| County of Placer<br>Department of Public Works | Auburn Folsom Road Improvements                           | Shoulder Widening from City of Auburn to Shirland Tract Road                                                                                | Adjacent to two bus stops along Auburn Folsom Road              | \$744,300      | TBD                       |
| County of Placer<br>Department of Public Works | Auburn Ravine Road Improvements                           | Widen to four lanes and construct ramps at I-80 overcrossing; bike lane from SPRR to City of Auburn                                         | Adjacent to one bus stop on Foresthill Road                     | \$3,569,800    | TBD                       |

| Jurisdiction                                      | Project Name                                            | Project Description                                                                                                                                         | Connection to Bus Stops                            | Estimated Cost | Estimated Completion Date |
|---------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|----------------|---------------------------|
| County of Placer<br>Department of<br>Public Works | Bell Road<br>Intersection<br>Improvements               | Signalization and intersection improvements at 1 <sup>st</sup> Street/Blue Oaks Drive and Richardson Drive                                                  | Adjacent to one bus stop on Bell Road              | \$829,800      | TBD                       |
| County of Placer<br>Department of<br>Public Works | Education Street<br>Intersection<br>Improvements        | Construct 40-foot roadway from end to Richardson Drive and from SR 49 to Quartz Drive; improve existing two lanes from SR 49 to Professional Drive          | Adjacent to one bus stop on Education Street       | \$4,753,000    | TBD                       |
| County of Placer<br>Department of<br>Public Works | Galena Drive<br>Road Project                            | Construct two lanes from Quartz Drive to Education Street                                                                                                   | Adjacent to one bus stop on Galena Drive           | \$276,600      | TBD                       |
| County of Placer<br>Department of<br>Public Works | Professional<br>Drive/1 <sup>st</sup> Street<br>Project | Construct 40-foot roadway between 1 <sup>st</sup> Street and Atwood Road                                                                                    | Adjacent to one bus stop on 1 <sup>st</sup> Street | \$3,233,100    | TBD                       |
| County of Placer<br>Department of<br>Public Works | Quartz Drive<br>Project                                 | Construct 40-foot roadway between SR 49 and Bell Road                                                                                                       | Adjacent to three bus stops along Quartz Drive     | \$7,446,900    | TBD                       |
| County of Placer<br>Department of<br>Public Works | Richardson Drive<br>Project                             | Construct 40-foot roadway from Dry Creek Road to Bell Road                                                                                                  | Adjacent to two bus stops along Richardson Drive   | \$6,735,600    | TBD                       |
| County of Placer<br>Department of<br>Public Works | Willowcreek<br>Drive Project                            | Construct four lanes from SR 49 to 3 <sup>rd</sup> Street                                                                                                   | Adjacent to one bus stop on F Avenue               | \$1,035,900    | TBD                       |
| County of Placer<br>Department of<br>Public Works | State Route 49<br>Road<br>Improvements                  | Widen to six lanes from Dry Creek Road to Bell Road and Luther Road to Nevada Street; intersection improvements and signalization at various intersections. | Adjacent to seven bus stops along SR 49            | \$32,402,500   | TBD                       |

| Jurisdiction                                   | Project Name             | Project Description                           | Connection to Bus Stops                              | Estimated Cost | Estimated Completion Date |
|------------------------------------------------|--------------------------|-----------------------------------------------|------------------------------------------------------|----------------|---------------------------|
| County of Placer<br>Department of Public Works | Sierra College Boulevard | Widen to four lanes from Rocklin Road to I-80 | Adjacent to one bus stop on Sierra College Boulevard | TBD            | TBD                       |

## APPENDIX E: GENERAL STOP DESIGN AND IMPROVEMENT CRITERIA

The General Stop Design and Improvement Criteria report can be found as a standalone file on the [project website](#).

## APPENDIX F: POTENTIAL FUNDING SOURCES

The Potential Funding Sources table can be found as a standalone file on the [project website](#).

## APPENDIX G: BUS STOP IMPROVEMENT COST ESTIMATES

The Bus Stop Improvement Cost Estimates tables can be found as a standalone file on the [project website](#).





## Transportation Commission Communication

Meeting Date: 9/15/2026  
Item #: V.3  
File #:  
Item ID: 2026-751

|                 |                                                     |
|-----------------|-----------------------------------------------------|
| <b>Title:</b>   | Rapid Link Presentation                             |
| <b>Contact:</b> | Ed Scofield 916-774-5449 ecscofield@roseville.ca.us |

### SUMMARY

Staff will provide an overview on the upcoming launch of Rapid Link bus service.

### RECOMMENDATION

No action necessary. This is an information-only item.

### BACKGROUND

The Rapid Link bus service, originally known as the South Placer Express Transit project, is a three-year pilot program providing express bus service between the City of Lincoln, Westfield Galleria, Kaiser Roseville Hospital, Sutter Roseville Hospital, and the Watt/I-80 light rail station. The project is intended to improve mobility and address traffic congestion along Highway 65 and Interstate 80 corridors.

The project was originally developed by the Placer County Transportation Planning Agency (PCTPA) in 2018 as a mitigation measure associated with the Placer-Sacramento Gateway Corridor (PSGC) plan, which consisted of a package of multimodal improvements linking Placer and Sacramento Counties along Interstate 80 and Highway 65. Roseville Transit was selected as the operator. In partnership with the City of Roseville, PCTPA secured grants and other regional funding to support the project's capital and operating costs. Project funding has been secured for operations, the purchase of five new 40-foot electric buses, five charging stations at the Roseville Corporation Yard, and two overhead chargers recently completed at the Roseville Galleria.

After years of planning, Roseville will launch a soft opening of hourly service in October 2026. Beginning in February 2027, service frequency will increase to every 30 minutes during operating hours, approximately 7 a.m. to 7 p.m.

Staff will provide an overview of the project and details about the upcoming service launch.

### FISCAL IMPACT

### ENVIRONMENTAL REVIEW

## CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,  
Ed Scofield, Alternative Transportation Planner

Jason Shykowski, Public Works Director

### ATTACHMENTS:

1. Placer Sacramento Gateway Fact Sheet

### REVIEWERS:

Ed Scofield, Public Works Department - Transportation  
Ed Scofield, Public Works Department - Transportation  
Jason Shykowski, Public Works Department - All  
Lainie Anderson, Public Works Department - Administration Division

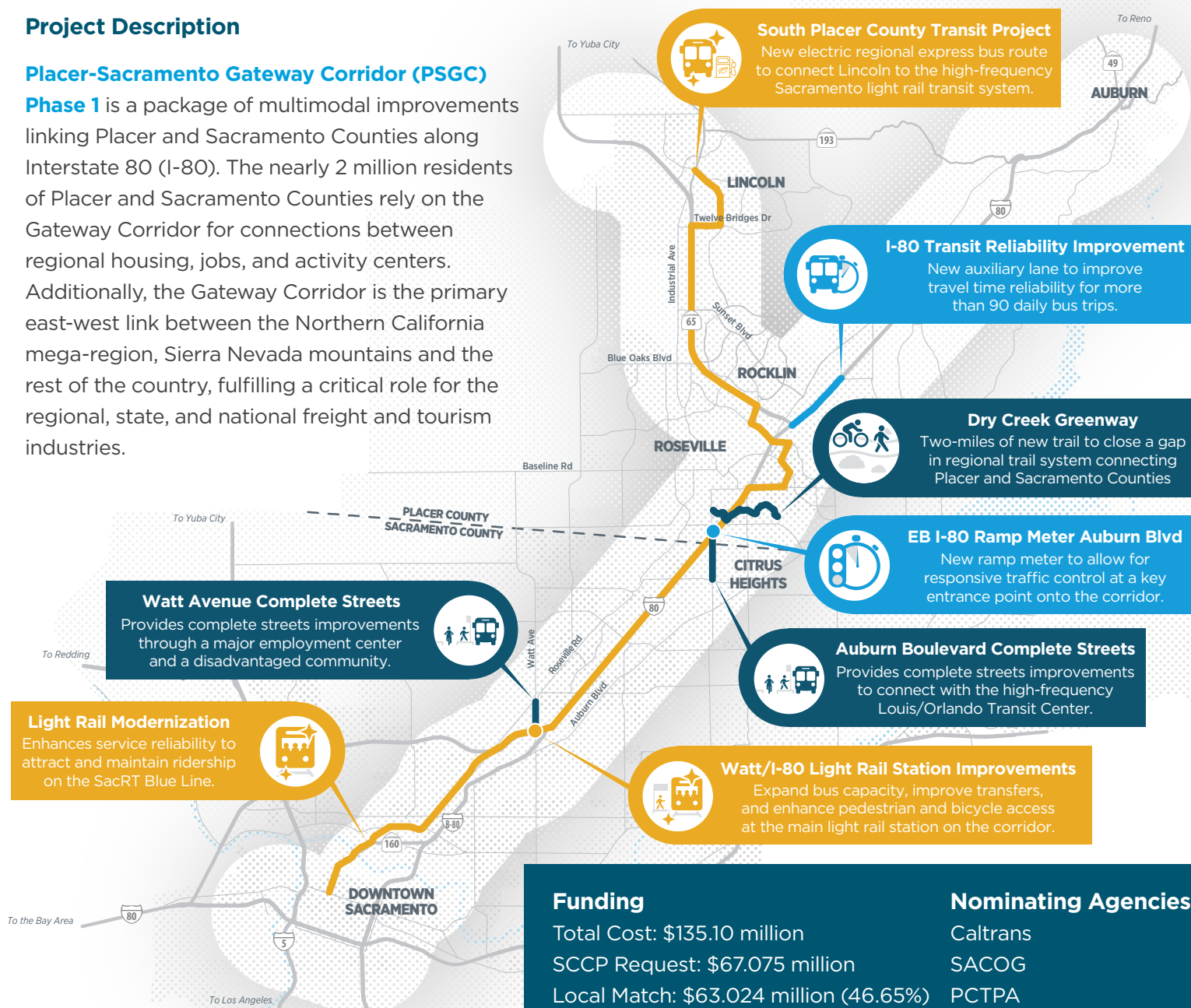
Created/Initiated - 8/25/2026  
Approved - 8/25/2026  
Approved - 8/25/2026  
Final Approval - 9/2/2026

# B. FACT SHEET

## Project Description

### Placer-Sacramento Gateway Corridor (PSGC)

**Phase 1** is a package of multimodal improvements linking Placer and Sacramento Counties along Interstate 80 (I-80). The nearly 2 million residents of Placer and Sacramento Counties rely on the Gateway Corridor for connections between regional housing, jobs, and activity centers. Additionally, the Gateway Corridor is the primary east-west link between the Northern California mega-region, Sierra Nevada mountains and the rest of the country, fulfilling a critical role for the regional, state, and national freight and tourism industries.



## Project Benefits

- Eliminates 18,714 miles of vehicle driving per day
- Increases peak hour person trips by transit and active modes by 23%
- Provides a benefit that is more than twice its cost
- Reduces fatal collisions by 5%

## Funding

Total Cost: \$135.10 million  
 SCCP Request: \$67.075 million  
 Local Match: \$63.024 million (46.65%)

## Nominating Agencies

Caltrans  
 SACOG  
 PCTPA

## Schedule

Environmental (PAED): Complete January 2021  
 Final Design (PS&E): Complete 2022  
 Right of Way (ROW): Complete 2022

## Construction Ready to List (RTL): 2022

Construction (CON): Complete 2026



## Transportation Commission Communication

Meeting Date: 9/15/2026  
Item #: V.4  
File #:  
Item ID: 2026-750

|                 |                                                     |
|-----------------|-----------------------------------------------------|
| <b>Title:</b>   | Roseville Crossing Guard Program                    |
| <b>Contact:</b> | Ed Scofield 916-774-5449 ecscofield@roseville.ca.us |

### SUMMARY

Staff will provide an overview of Roseville's Crossing Guard program. This is an information-only item. No Commission action is required.

### RECOMMENDATION

Information only. No action necessary.

### BACKGROUND

Staff will provide an overview of Roseville's Crossing Guard program. This is an information-only item. No Commission action is required.

### FISCAL IMPACT

### ENVIRONMENTAL REVIEW

### CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,  
Ed Scofield, Alternative Transportation Planner

Jason Shykowski, Public Works Director

### ATTACHMENTS:

### REVIEWERS:

Ed Scofield, Public Works Department - Transportation  
Ed Scofield, Public Works Department - Transportation  
Jason Shykowski, Public Works Department - All  
Lainie Anderson, Public Works Department - Administration Division

Created/Initiated - 8/25/2026  
Approved - 8/25/2026  
Approved - 8/25/2026  
Final Approval - 9/2/2026



## Transportation Commission Communication

Meeting Date: 9/15/2026  
Item #: V.5  
File #:  
Item ID: 2026-784

|                 |                                                       |
|-----------------|-------------------------------------------------------|
| <b>Title:</b>   | National Recreation Trails Photo Contest Presentation |
| <b>Contact:</b> | Suzanne Engelke 916-746-1289 sengelke@roseville.ca.us |

### SUMMARY

This is an informational item and requires no Transportation Commission action.

### RECOMMENDATION

Alternative Transportation staff will present Aishwarya Srivastave with a certificate for having her photograph chosen as a winner in the National Recreation Trails Photo Contest.

### BACKGROUND

City of Roseville staff submitted a photo of Miner's Ravine Trail taken by Aishwarya Srivastave to the National Recreation Trails Photo Contest. It was selected as the winner in the Urban Trails and Greenways category.

### FISCAL IMPACT

### ENVIRONMENTAL REVIEW

### CITY COUNCIL STRATEGIC PLAN/OVERARCHING GOALS

Respectfully Submitted,  
Suzanne Engelke, Associate Transportation Planner

Jason Shykowski, Public Works Director

### ATTACHMENTS:

### REVIEWERS:

Suzanne Engelke, Public Works Department - Transportation  
Ed Scofield, Public Works Department - Transportation  
Jason Shykowski, Public Works Department - All  
Lainie Anderson, Public Works Department - Administration Division

Created/Initiated - 8/31/2026  
Approved - 9/3/2026  
New -