AGENDA

September 20, 2016

TRANSPORTATION COMMISSION MEETING
7:00 p.m.
City Council Chambers
31 Vernon Street
Roseville, California

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. ORAL COMMUNICATION

5. CONSENT CALENDAR

5.1. July 19, 2016 Minutes

5.2. Vineyard Pointe Garden Offices Transportation Systems Management (TSM) Plan

6. REQUESTS/PRESENTATIONS

6.1. Flashing Yellow Arrow Pilot Project

6.2. Transportation Systems Management Ordinance Amendment

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

7.1. Alternative Transportation Division Update

8. ADJOURNMENT

TRANSPORTATION COMMISSION

Title: July 19, 2016 Minutes

Meeting Date: 9/20/2016
Item #: 5.1.

ATTACHMENTS:

Description

July 19, 2016 Draft Minutes

Transportation Commission
Regular Meeting
July 19, 2016 – 7:00 p.m.
Draft Minutes

1. Call to Order
The meeting was called to order at 7:00 p.m. by Commissioner Nelson.

2. Roll Call
Commissioners Present
David Nelson – *Chair*
Jeff Short – *Vice-Chair*
Tracy Mendonsa
Joe Horton
Chinnaian Jawahar
Ryan Schrader - *Absent*
Richard DeMarchi
Emily Nunez, *Youth Commissioner*

Staff Present
Mike Dour, Acting Alternative Transportation Manager
Eileen Bruggeman, Alternative Transportation Analyst II
Michael Christensen, Deputy City Attorney
Debbie Dion, Recording Secretary

3. Pledge of Allegiance
Commissioner DeMarchi led those in attendance in the Pledge of Allegiance.

4. Meeting Minutes
a. May 17, 2015 – *Action required*

MOTION:
Commissioner Jawahar made the motion, which was seconded by Commissioner Mendonsa to approve the meeting minutes of May 15, 2016.

Ayes:	Nelson, Short, Mendonsa, Horton, Jawahar, DeMarchi, Nunez
Noes:	None
Absent:	Schrader

5. Oral Communications
Commissioner Nelson opened the Public Comment period.

There were no public comments.

Commissioner Nelson closed the Public Comment period.

6. Consent Calendar
None

7. Special Presentation/Reports
a. **Golden 1 Center – Express Bus Service** – *Action required*

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation.

A question and answer session between Commissioners and staff ensued.

Commissioner Nelson opened the Public Hearing.

Mike Barnbaum, Ride Downtown 916, addressed the Commission in support of express bus service to the Golden 1 Center and suggested that bus service to other events be considered. Mr. Barnbaum also suggested the Galleria Mall as an additional bus pickup point.

Michael Mel, Roseville resident and Kings season ticket holder, addressed the Commission in support of the Express bus service and complimented staff on the presentation.

Damon Ampania, Roseville resident, spoke in support of the Express bus service and suggested a family discount pass.

A question and answer session between Commissioners and staff ensued.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on the Yolo County Transportation District operation of a free shuttle service via a local passenger bus to the Golden 1 Center.

Commissioner Nelson closed the Public Hearing.

Comments received from Commissioners:

- Can we offer multiple fare and pricing options such as family pass, season pass, or one-way pass?
- Are there designated drop-off locations at the Center? Will there be an opportunity for input on bus parking locations/drop off locations at the Center?
- Can passengers purchase a ride ticket on the day of the event at the pick-up point, if there is room available?
- The City should look at the possibility of offering this service for other events at the Center. What would be the criteria to do so?
- If drivers and buses are arriving back late, how will driver down time be handled?
- How will bus break-downs be handled?
- Staff was directed to make a firm, clearly stated policy of no food/no alcohol on buses.
- How will drivers handle drunk riders and refuse service to them? Will we leave passengers under the influence?
- Can we partner with Lyft and/or Uber to offer return rides at a discounted rate if a rider misses the bus or if a rider chooses to stay later in Sacramento?
- Alternative Transportation staff to work with City's marketing group for local and regional marketing.

Motion by Commissioner Short, seconded by Commissioner DeMarchi, to recommend the City Council approve the proposed Ordinance Amendment to include a new fare of $12.00 per person, roundtrip, for an express bus service and also to take into account all comments provided by staff and the public tonight.

Ayes:	Nelson, Short, Mendonsa, Horton, Jawahar, DeMarchi, Nunez
Noes:	None
Absent:	Schrader

8. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update

1. Roseville Transit Local route updates
2. May is Bike Month
3. Arterial Road Resurfacing

4. Residential Road Resurfacing
5. Change to dual right turn lanes on Five Star Boulevard at Stanford Ranch Road
6. Washington/Andora Widening Project
7. Active Transportation Grant Program
8. Recent Public Works Media Coverage

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation on Item 1.

Mike Dour, Acting Alternative Transportation Manager, made the presentation on Items 2-8.

Staff and Commissioners discussed.

Staff provided this item as informational only. No action required.

9. Pending Agenda

None

10. Adjournment

MOTION

Commissioner Mendonsa made the motion, which was seconded by Commissioner DeMarchi, to adjourn the meeting.

Vote: All ayes
Absent: Schrader

The meeting was adjourned at 8:14 p.m.

David Nelson, Chair

Debbie Dion, Recording Secretary

TRANSPORTATION COMMISSION

Title: Vineyard Pointe Garden Offices Transportation Systems Management (TSM) Plan

Meeting Date: 9/20/2016
Item #: 5.2.

ATTACHMENTS:

Description

Staff Report

Transportation Commission Meeting
September 20, 2016 – 7:00 p.m.
Consent Calendar

Item 6a: **Vineyard Pointe Garden Offices Transportation Systems Management (TSM) Plan**

Staff Sue Schooley, Alternative Transportation Analyst II/TSM Coordinator

Recommendation

Staff recommends the Transportation Commission approve the TSM Plan for Vineyard Pointe Garden Offices.

Background

Randy Reuter, applicant representing Vineyard Pointe Garden Offices worked in cooperation with the City in preparing a TSM Plan for this existing project, which is consistent with the TSM Ordinance.

Vineyard Pointe Garden Offices is a 1.5 acre project located on Opportunity Drive, just east of Foothills Blvd.

Discussion

Vineyard Pointe Garden Offices consists of an one-story office building with 18,501 square feet with associated landscaping and parking with a floor area ratio of .28. The hours of operation for the tenants are generally 8:00 a.m. to 5:00 p.m., Monday through Friday.

Vineyard Pointe Garden Offices will employ approximately 50 employees. The employees are a mix of professional and support personnel. A majority of the employees commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Granite Bay, Citrus Heights, Loomis, Lincoln and Antelope. Some employees commute by carpooling, bicycling, and taking transit.

For employees who bicycle to work, Vineyard Pointe Garden Offices provides four (4) class II bicycle racks which is greater than 5% of the total number of employees and five (5) carpool spaces which is 10% of the total number of employees.

The closest transit stop and shelter is on Foothills Blvd., just north of Vineyard Road a few hundred feet from Vineyard Pointe Garden Offices.

The attached TSM Plan has been prepared in compliance with the TSM Ordinance.

Attachment(s)

1. Vineyard Pointe Garden Offices TSM Plan

TSM PLAN
Vineyard Pointe Garden Offices
1050 Opportunity Drive

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

On May 7, 1999, the revised Transportation Systems Management (TSM) Ordinance became effective. The City of Roseville adopted the TSM Ordinance and established the TSM Program for the following purposes:

A. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).

B. Increase the efficiency of the existing transportation network and contribute to achieving Level of Service (LOS) C at intersections in the City of Roseville.

C. Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.

D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.

E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since Vineyard Pointe Garden Offices will employ approximately fifty (50) employees a TSM Plan is required and is presented below.

TSM PLAN AGREEMENT

Upon approval of the TSM Plan, the project owner shall enter into a written agreement with the City obligating the project owner to comply with the TSM Plan. Such agreement shall be recorded, run with the land and bind all successors in interest, and shall constitute an equitable servitude on the property. Where appropriate, the City may require the agreement to include a provision for enforcement, in the event of breach by the project owner or a successor in interest.

TSM PLAN IMPLEMENTATION

A. The Site TSM Coordinator shall implement the TSM Plan.

B. The City shall have the right to enter, upon giving reasonable advance notice, Vineyard Pointe Garden Offices to provide information to the Major Project Controller or Site TSM Coordinator pertaining to the TSM Program. The City shall also have the right to reasonably enter Vineyard Pointe Garden Offices for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

VINEYARD POINTE GARDEN OFFICES OPERATING CHARACTERISTICS

The TSM Plan for Vineyard Pointe Garden Offices includes the following operating characteristics:

A. **Project Description.** Vineyard Pointe Garden Offices is a 1.5 acre project located on Opportunity Drive, just east of Foothills Blvd. Vineyard Pointe Garden Offices consists of an one-story office building with 18,501 square feet with associated landscaping and parking with a floor area ratio of .28. The hours of operation for the tenants are generally 8:00 a.m. to 5:00 p.m., Monday through Friday.

The closest transit stop and shelter is on Foothills Blvd., just north of Vineyard Road a few hundred feet from Vineyard Pointe Garden Offices.

B. **Employee Description.** Vineyard Pointe Garden Offices will employ approximately 50 employees. The employees are a mix of professional and support personnel. A majority of the employees commute by automobile from the surrounding residential neighborhoods within Roseville, Rocklin, Granite Bay, Citrus Heights, Loomis, Lincoln and Antelope. Some employees commute by carpooling, bicycling, and taking transit.

C. **Site Plan.** Please refer to Appendix A for a site plan of Vineyard Pointe Garden Offices depicting the location of the required bicycle facilities and carpool spaces.

1. Bicycle Facilities. Four (4) Class II bicycle parking facilities which is greater than five percent (5%) of the total number of employees on site during the maximum shift shall be provided for employees who bicycle to work.

2. Preferential Carpool Parking. Vineyard Pointe Garden Offices will have five (5) carpool spaces which is ten percent (10%) of the total number of employee parking spaces and shall be provided for employees who carpool to work as well as spaces for visitors of Vineyard Pointe Garden Offices. The spaces shall be located for convenient access by the employee and shall be striped "carpool". The Site TSM Coordinator shall register carpoolers and shall be responsible for monitoring the use of such spaces.

Site TSM Coordinator. The following named person has been designated as the Site TSM Coordinator:

Randy Reuter, Commercial Manager
Century Management Company
1001 Enterprise Way, Suite 250
Roseville, CA 95678
(916) 751-3804
(916) 784-3667 FAX
rreuter@centurymgmt.com

This information shall be updated and provided in writing to the City Transportation Coordinator during the transportation survey or at any time that there is a change in the Site TSM Coordinator.

SITE TSM COORDINATOR'S RESPONSIBILITIES

The Site TSM Coordinator's responsibilities shall include:

A. **Posting TSM Information.** Posting by the Site TSM Coordinator in a conspicuous place or places for employees, informational material provided by the City Transportation Coordinator, other regional rideshare agencies or prepared by the Site TSM Coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:

1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to Vineyard Pointe Garden Offices.

2. Bicycle route maps.

3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.

4. Information regarding available services that will eliminate vehicle trips.

B. **Marketing the Commuter Rideshare Matchlisting Service.** Annually disseminating to all tenants and employees, or to new tenants and employees when hired, written information provided by the City Transportation Coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.

C. **Promoting the Emergency Ride Home Program.** The Site TSM Coordinator shall promote the Emergency Ride Home Program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, child's daycare or school.

D. **Participating in Training Opportunities.** The Site TSM Coordinator will be invited to training events offered by the City's TSM Coordinator. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, Bike Month, and information for implementing alternative transportation promotions. The City believes these training programs will be beneficial to the community and will help Site TSM Coordinators implement their TSM plans. Each Site TSM Coordinator or his/her designee is expected to attend a minimum of two (2) training events per year.

E. **Promoting Alternative Transportation Opportunities.** In addition to the above programs, the Site TSM Coordinator, working in conjunction with the City Transportation Coordinator, shall encourage employers and employees to use alternative modes of transportation.

Such alternative transportation promotional opportunities include, but are not limited to, the following:

1. *In House Carpool Matching Service.* Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpoolers are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.
2. *Telecommuting.* Telecommuting which allows employees to work periodically from their home or an off-site location close to home.
3. *Transit Pass Subsidy.* Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The City Transportation Coordinator will work with the Site TSM Coordinator on promoting public transit and procuring passes.

4. *Vanpool Program.* Promoting vanpooling to employees as a cost effective way to commute to work. The City Transportation Coordinator will work with the Site TSM Coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.

5. *Variable Work Hours.* Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:

   a) compressed work weeks (A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, forty hours of work in four ten-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan.);

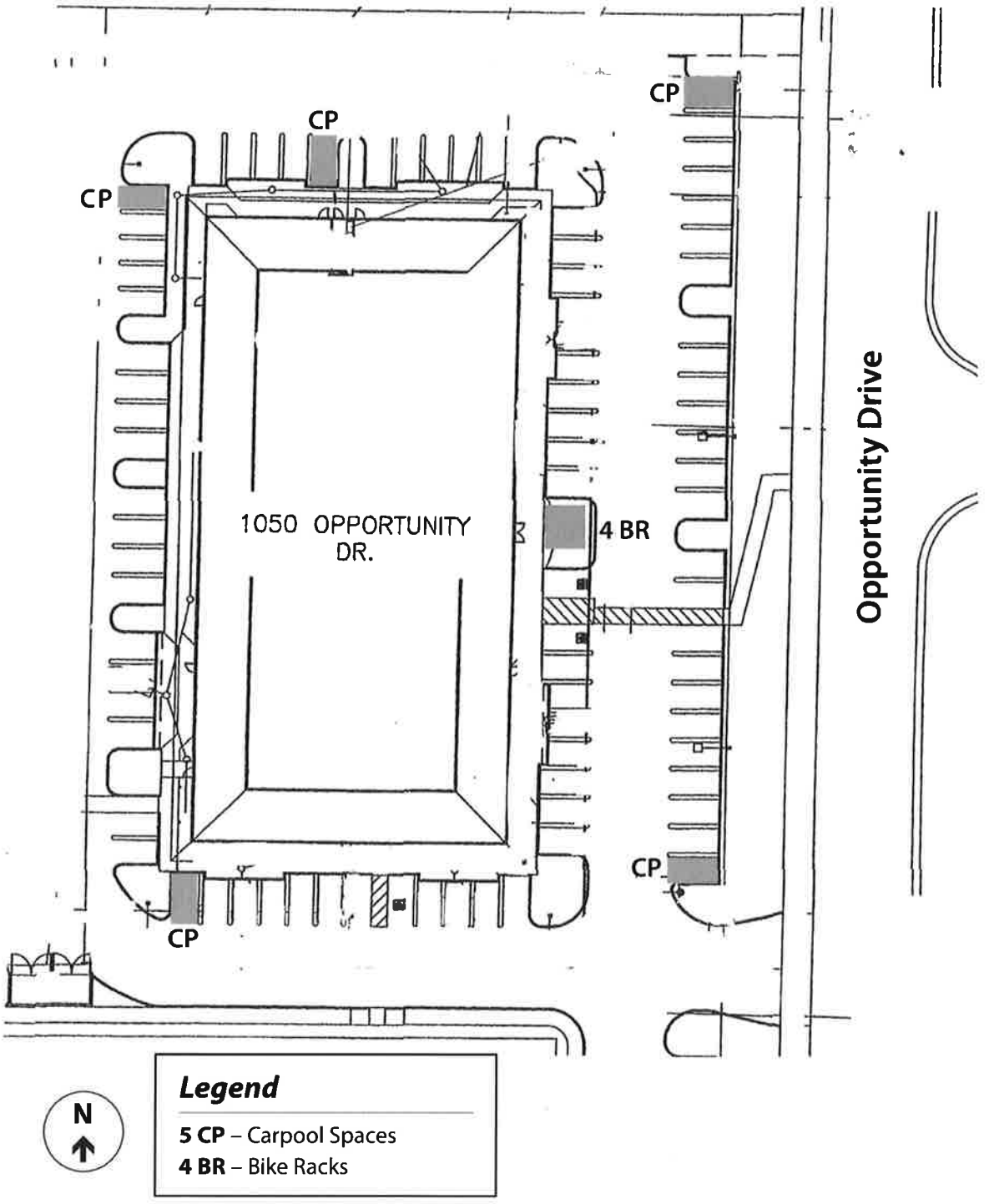
   b) staggered work hours involving a shift in the set work hours of all employees at the workplace; and

   c) flexible work hours involving individually determined work hours within guidelines established by the employer.

TRANSPORTATION COMMUTER SURVEY REPORT REQUIRED

The City Transportation Coordinator shall prepare and distribute a transportation commuter survey report form to the Site TSM Coordinator for the purpose of demonstrating the effectiveness of the Vineyard Pointe Garden Offices TSM Plan. The Site TSM Coordinator shall conduct the survey and submit the transportation commuter survey report to the City Transportation Coordinator no later than April 1. The transportation survey shall be conducted every five years, beginning in the year 2018.

Appendix A
Vineyard Pointe
Garden Offices
1050 Opportunity Drive



TRANSPORTATION COMMISSION

Title: Flashing Yellow Arrow Pilot Project

Meeting Date: 9/20/2016
Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Transportation Commission Meeting
September 20, 2016 – 7:00 p.m.
Special Presentations/Reports

Item 7a. Flashing Yellow Arrow Pilot Project

Staff Jason Shykowski, Principal Engineer – PW/Engineering

Recommendation
Staff recommends that the Transportation Commission recommend the City Council approve the installation of a Flashing Yellow Arrow (FYA) at the intersection of Industrial Ave. and Freedom Wy. in conformance with Exhibit 1.

Background/Discussion
Have you ever had to wait at a red light to turn left when it was both safe and clear to go? It can be frustrating as well as a waste of time and gas. We're excited because we can now give drivers more opportunities to make safe left turns by introducing a different type of traffic signal phasing called the Flashing Yellow Arrow (FYA). The FYA is being used all over the United States including several cities in Northern California and Nevada such as Reno, Petaluma, and Santa Rosa. The FYA operation offers a "win-win" scenario giving drivers the convenience of making permissive left-turns during non-peak periods, while retaining the comfort of protected left turns during busy peak periods or at other critical times (schools, pedestrian crossing, etc.). In addition, FYA's will increase the efficiency of the intersection by keeping more "green" time on the major roadway and thus requiring vehicles on the main line to make less stops.

How It Works: When you are turning left in a signalized left turn lane and see a FYA, the traffic coming towards you has a green light. You must YIELD to oncoming traffic.

FYA operation is a method to operate left-turns to reduce delay when certain conditions are met. This type of protected/permissive display has been proven to be much safer than the traditional "Yield-on-Green" indications. The National Cooperative Highway Research Program NCHRP Report 493-Evaluation of Traffic Signal Displays for Protected/Permissive Left-turn Control in 2003 highlighted this new option for the left-turn signal display. The findings provided in the report showed that drivers have a much better understanding of the FYA for permissive left turns than the traditional circular green indication. Following the NCHRP report, the Manual on Uniform Traffic Control Devices (MUTCD) officially adopted the FYA as a left turn signal display option and provided guidance on display configurations, and in 2009, the CA MUTCD soon followed suit.

There are many advantages to the FYA. They can reduce delay from up to 30-50% and provide a reduction in emissions of 9-12%. In addition, studies of the FYA have shown that it clearly distinguishes between the protected and permissive phase, minimizes confusion, reduces assumption

of right of way, eliminates the "yellow trap" (the potential conflict between left-turning vehicles and oncoming traffic at the end of the adjacent through movement), and can allow for operational strategies such as time of day prohibitions to balance safety with operations. Signal timing can be programmed to cancel or suppress the FYA during certain times of the day such as during school times or during peak periods when there are too few acceptable gaps. Staff plans on suppressing the FYA during pedestrian calls within the City to eliminate any conflicts between the permissive left turn and a pedestrian.

Although the FYA has great potential to improve operations, reduce driver delay, and decrease emissions, engineering judgement must be used when deciding where to install this method of operation. Certain intersection guidelines and conditions should be met before FYA operation is considered. This includes such criteria as intersection sight distance, number of turn lanes and approach lanes, volumes, etc.(see Exhibit 1). Staff plans on carefully monitoring the intersection of Industrial Ave. and Freedom Wy. for 6 months after installation of the FYA and report back to the Transportation Commission and City Council on the success of the pilot project.

Staff has contacted our Police Department and the local DMV regarding the proposed changes. Neither one had any concerns regarding the FYA. The DMV pointed out that the California Drivers Handbook clearly defines the FYA operation in the Traffic Signal Lights/Traffic Control Section.

FYA Pilot Location: Staff has identified the intersection of Industrial Ave. and Freedom Wy. as the pilot location for the first FYA in the City of Roseville (Exhibit 2). This is a new signalized "T" intersection to be activated early this Fall. This intersection meets all of the conditions for FYA implementation; it exceeds the required intersection sight distance, has single left turn lanes and single opposing thru lanes. The FYA will be implemented for the southbound left turn from Industrial Ave. onto Freedom Wy. By utilizing the FYA operation, we will be able to give more green time to the thru movements on Industrial Ave. This will improve the overall efficiency of the intersection and reduce emissions.

Public Outreach: The FYA has been successfully implemented with little or no technical or political issues and is a widely accepted method of left turn operation within the US. Staff plans on communicating the FYA to the public through a number of different channels including social media (Next Door, Facebook, Twitter, etc.), emails (Traffic Alerts, City of Roseville News, etc.) as well as local new media. Other local agencies in the Sacramento Region (City of Sacramento, Sacramento County, City of Elk Grove, etc.) are partnering with Roseville in a regional effort to install/convert FYA's throughout the Sacramento Region in the near future. As part of this effort, a joint outreach strategy is being organized between the agencies. This outreach plan will extend the Sacramento Region and will utilize different media channels such as social media and local news media. Once the FYA has been approved, Staff will update the City's website with information on the FYA, including a short video and informational flier.

Fiscal Impact:

Traffic Signals are paid for out of traffic mitigation fees. There is no impact to the general fund.

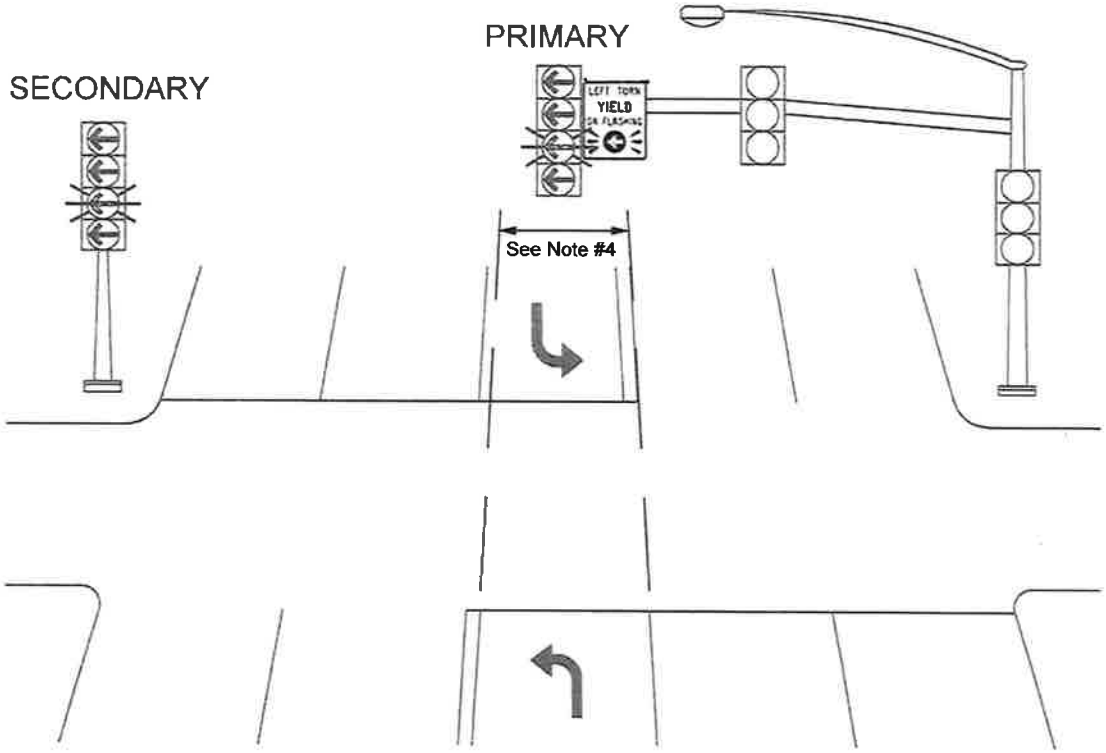
Environmental Review

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). The proposed addition of the FYA operation does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Attachments:

1. Exhibit 1- FYA Standard Implementation Darwing
2. Exhibit 2 – Location Map

Steady Red Arrow - Drivers turning left must stop and wait
Steady Yellow Arrow - Stop, if you can do so safely
Flashing Yellow Arrow - Proceed with left turn after yielding to oncoming traffic
Steady Green Arrow - Proceed with left turn



NOTES:

1. Shall conform to current CA MUTCD guidelines.
2. Sight distance (SD) should meet AASHTO/FHWA recommended intersection SD for permissive left turns.
3. Number of opposing thru lanes ≤3.
4. Implemented at Single Left turn lanes only.
5. Cannot be implemented if traffic signal has split phased operation.
6. Sign - "Left Turn Yield on Flashing" - Yellow Arrow Symbol, minimum size 24"x30", white - background, black-letters, yellow - arrow symbol.

RHON HERNDON
PUBLIC WORKS DIRECTOR

CITY OF ROSEVILLE CALIFORNIA

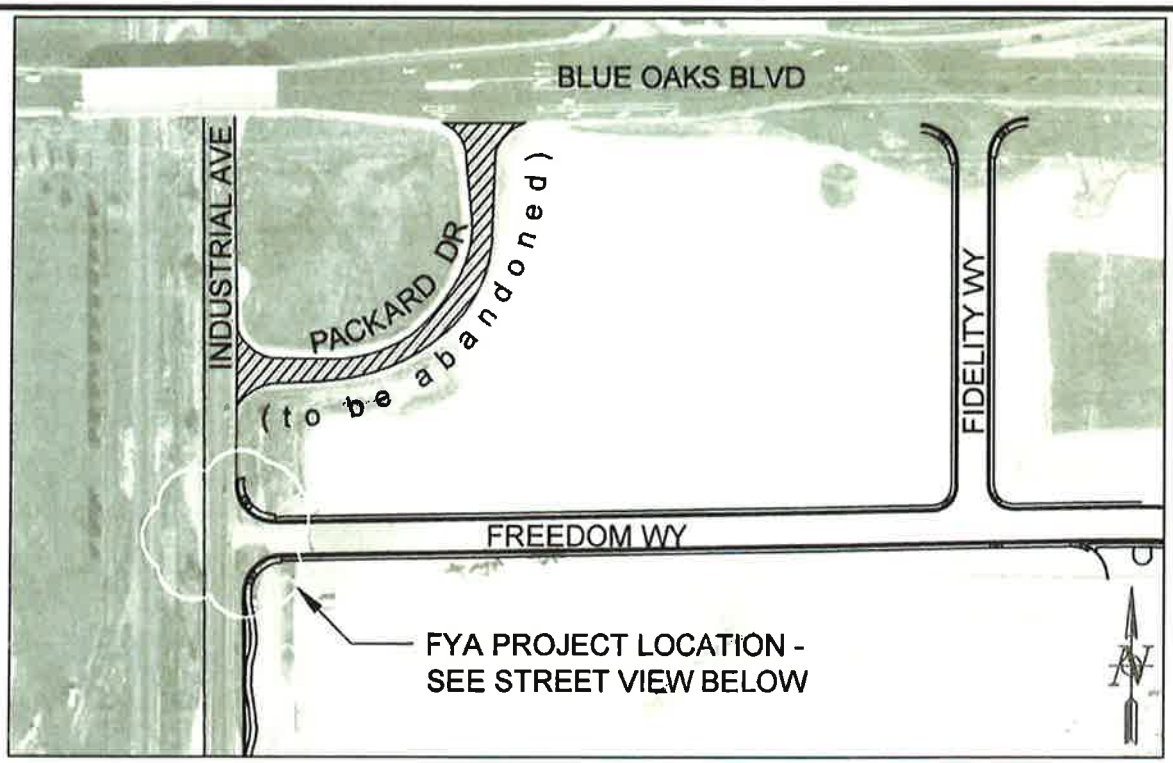
DEPARTMENT OF PUBLIC WORKS

STANDARD INSTALLATION OF FLASHING YELLOW ARROW PROTECTED/PERMISSIVE TRAFFIC SIGNAL

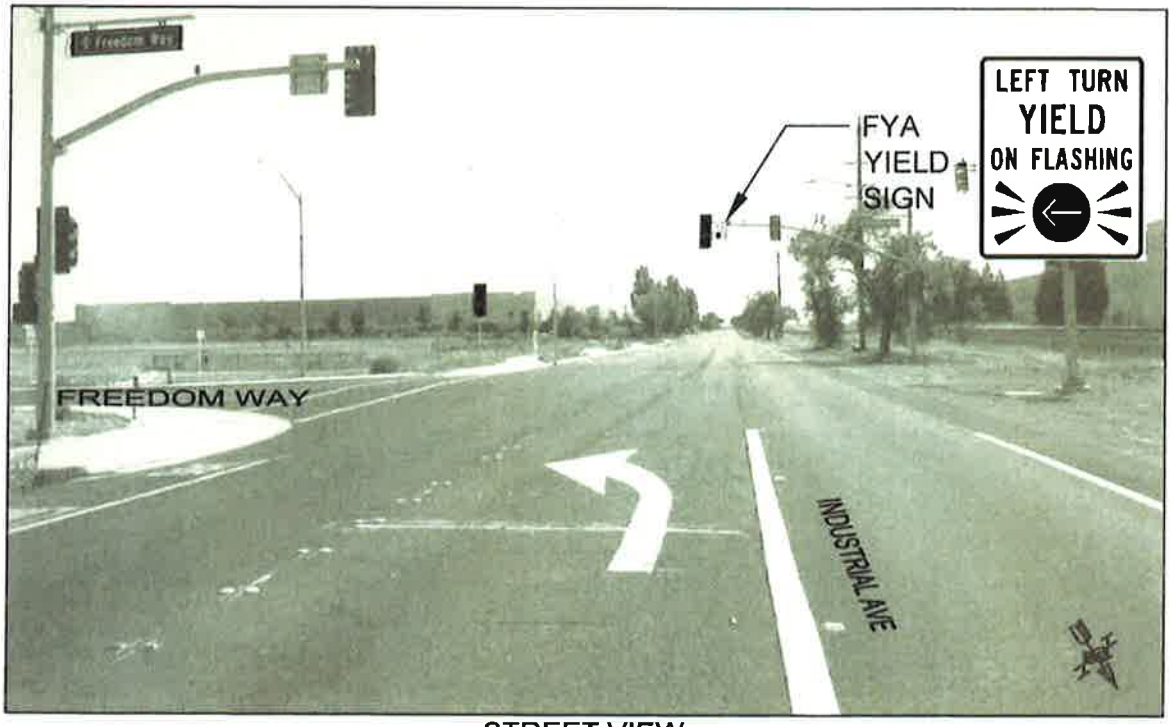
SCALE: NONE
REVISED: AUGUST 29, 2016
DRAWN BY: J PASTOR
APPROVED BY: J CERVANTES

TS-30

EXHIBIT 1



PROJECT LOCATION



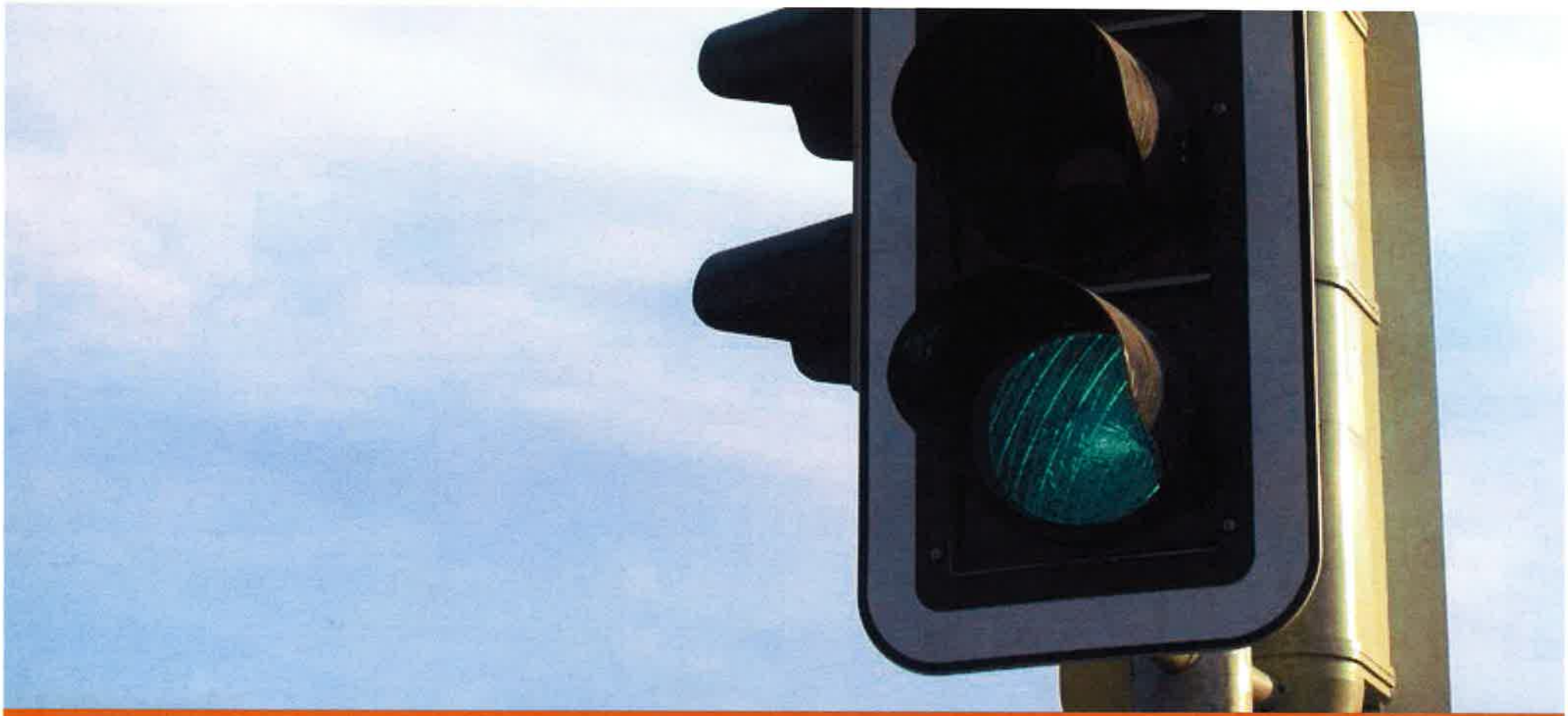
STREET VIEW

CITY OF ROSEVILLE
CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

FLASHING YELLOW ARROW PROJECT LOCATION

	DATE: SEPT 2016
DRAWN: J PASTOR	SCALE: NONE

EXHIBIT 2



FLASHING YELLOW ARROW (FYA)

Jason Shykowski, Principal Engineer, PW, Engineering

CITY OF ROSEVILLE CALIFORNIA

- The Flashing Yellow (FYA) Operation – New traffic signal phasing being used all over the United States, including several cities in Northern California and Nevada.
- Offers drivers **more** opportunities to make left turns during non busy times of the day.
- Still retains the **comfort** of protected left turns during busy peak periods or other critical times such as school periods, pedestrian crossings, etc.

What is a Flashing Yellow Arrow (FYA)?

CITY OF ROSEVILLE CALIFORNIA

Steady Red Arrow
Drivers turning left must stop and wait

Steady Yellow Arrow
Stop, if you can do so safely.

Flashing Yellow Arrow
Proceed with left turn after yielding to oncoming traffic

Steady Green Arrow
Proceed with left turn.

- When you are turning left in a signalized left turn lane and see a FYA, the traffic coming towards you has a green light. You must YIELD to oncoming traffic.
- The FYA means you may cautiously enter the intersection only to make the movement indicated by the flashing yellow arrow. You must first yield to oncoming traffic and bicyclists.

How does a FYA Work?

city of ROSEVILLE CALIFORNIA

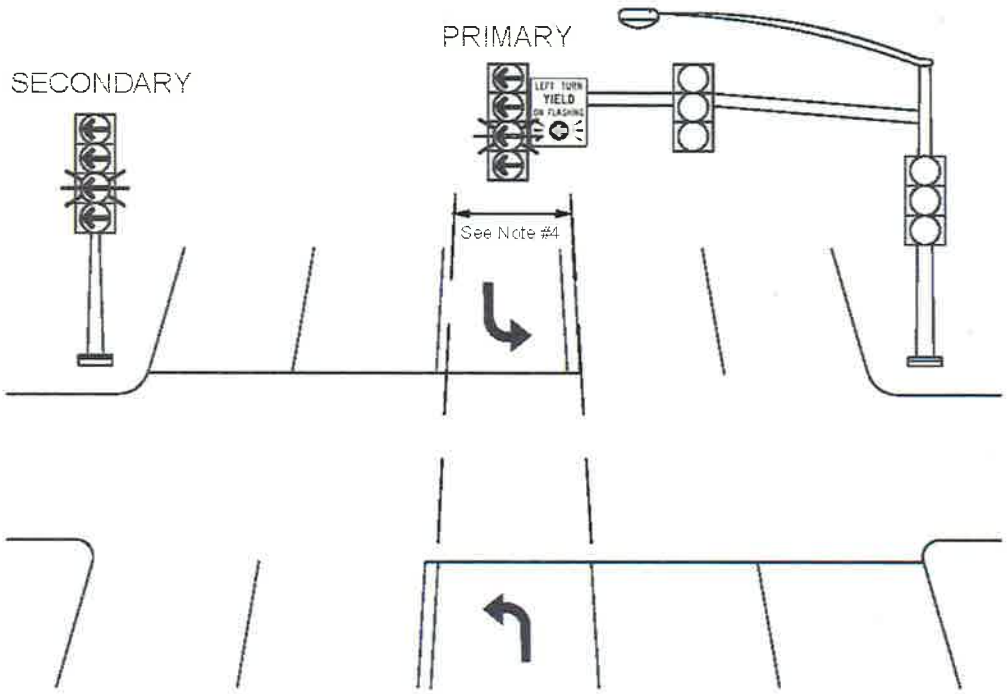
ADVANTAGES TO FYA's

- Increased Efficiency
- Reduce delay up to 50%
- Reduce emissions up to 12%
- Clearly distinguishes between the protected and permissive phase
- Allows for operational strategies (time of day programming).

Why Change to a FYA?

CITY OF ROSEVILLE CALIFORNIA

Steady Red Arrow - Drivers turning left must stop and wait
Steady Yellow Arrow - Stop, if you can do so safely
Flashing Yellow Arrow - Proceed with left turn after yielding to oncoming traffic
Steady Green Arrow - Proceed with left turn



NOTES:

1. Shall conform to current CA MUTCD guidelines.
2. Sight distance (SD) should meet AASHTO/FHWA recommended intersection SD for permissive left turns.
3. Number of opposing thru lanes ≤3.
4. Implemented at Single Left turn lanes only.
5. Cannot be implemented if traffic signal has split phased operation.
6. Sign - "Left Turn Yield on Flashing" - Yellow Arrow Symbol, minimum size 24"x30", white - background, black-letters, yellow - arrow symbol.

RHON HERNDON
PUBLIC WORKS DIRECTOR

CITY OF ROSEVILLE CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

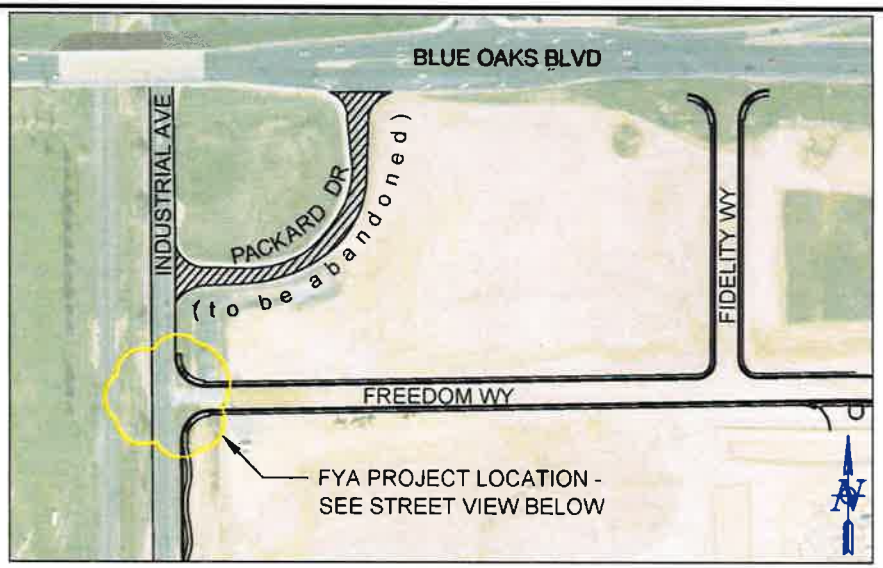
STANDARD INSTALLATION OF FLASHING YELLOW ARROW PROTECTED/PERMISSIVE TRAFFIC SIGNAL

SCALE: NONE
REVISED: AUGUST 29, 2016
DRAWN BY: J PASTOR
APPROVED BY: J CERVANTES

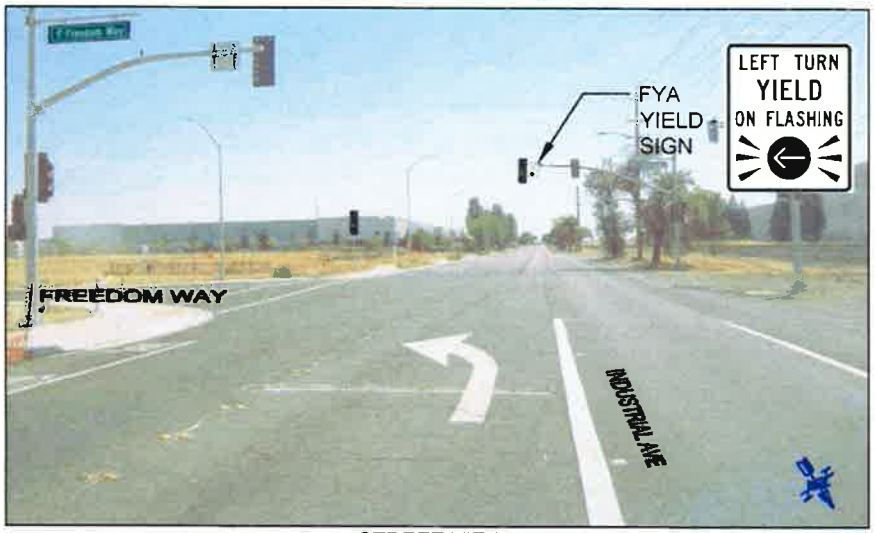
TS-30

What are the Guidelines for a FYA?

CITY OF ROSEVILLE CALIFORNIA



PROJECT LOCATION



STREET VIEW

PILOT LOCATION

Industrial Ave. & Freedom Way

Why did we choose this location?

- New Intersection
- "T" Intersection
- Meets all of the required conditions of FYA implementation
- Gives more green time to Industrial Ave. while still allowing drivers to make southbound left turns when there are sufficient gaps.

Staff will monitor the intersection for 6 months and report back to TC and City Council.

Where will the FYA Pilot Project be Installed?

CITY OF ROSEVILLE CALIFORNIA

- **FYA's successfully implemented throughout the US and California.**

- **Regional effort underway with Sacramento County, City of Sacramento and other local agencies to install FYA's thorughout the Region and deploy a joint outreach strategy:**

  - ***Local News Media***
  - ***Social Media***
  - ***Informational Fliers***
  - ***City News and and Webpage***
  - ***City Email and Text Subscribers***

How will the Public be Notified of the FYA?

THE SACRAMENTO BEE

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CITY OF ROSEVILLE CALIFORNIA

TRANSPORTATION COMMISSION

Title: Transportation Systems Management Ordinance Amendment

Meeting Date: 9/20/2016
Item #: 6.2.

ATTACHMENTS:

Description

Staff Report

Transportation Commission Meeting
September 20, 2016 – 7:00 p.m.
Special Presentations/Reports

Item 7b. Transportation Systems Management Ordinance Amendment

Staff Sue Schooley, Alternative Transportation Analyst II/TSM Coordinator

Recommendation
Staff recommends the Transportation Commission recommend that the City Council introduce the first reading of the Transportation Systems Management Ordinance amendment.

Background
On February 16, 1983, the City adopted a Rideshare Ordinance as a prerequisite for the Highway 65 bypass state funding. In 1991, at the request of the Transportation Commission and the City Council, staff rewrote the ordinance to reaffirm the City's commitment to reducing congestion and preserving the quality of life in Roseville. The result was the Transportation Systems Management (TSM) Ordinance. The TSM Ordinance has been revised in 1997 and in 1999 as well as minor revisions adopted earlier this year.

As part of the TSM Ordinance there is an Emergency Ride Home (ERH) program (RMC 11.33.080 (C)) which guarantees a ride home in case of emergency or unscheduled overtime to all qualified employees who use a commute alternative (non-drive alone) and who work in Roseville. The benefit is high as it reassures commuters who use alternative modes that they will not be stranded at work if there is an emergency (provides a "safety net"), yet the cost is minimal (less than $500 per year for the past few years). Since approximately 1999, Placer County Transportation Planning Agency (PCTPA) has been providing the ERH program for Placer County commuters (including employees in Roseville).

Discussion
PCTPA is discontinuing the ERH program in our region because the program has had minimal usage, the majority of the users are employees who work in Roseville, and PCTPA no longer has the staff to implement the program. The City of Roseville will be taking over the ERH program and providing this service in order to maintain the same quality of life in Roseville for those who need this service and to comply with the city's TSM ordinance. As noted above, the ERH program costs are estimated to be approximately $500 per year. Funding for The ERH program will come from the local Transportation Development Act (TDA) revenue.

For the City to implement the ERH program the City Council will need to amend the Roseville Municipal Code to change the wording in two sections regarding which agency implements the ERH program (previously called the guaranteed ride home program; city staff will need to enter into contracts with the vendors providing the ERH service; and city staff will need to enter into employer agreements so their tenants and employees can participate in the ERH program.

Vendor Contracts:

The current vendors who provide the ERH service to the end user throughout the Sacramento region, including Placer County, is Yellow Cab and Enterprise Rental Car. Depending on how far an employee lives from work, and the type of emergency, one of those two vendors provide the ride home. City staff will be working with these two vendors to establish a relationship to cover the cost of the ride home.

Employer Agreements:

Currently, PCTPA has agreements with Roseville businesses to work in partnership with PCTPA and promote the ERH program to their employees. Once the Municipal Code is amended to allow for the City to implement the ERH program, city staff will begin working with the businesses in Roseville that currently have agreements with PCTPA to establish new agreements. In addition, city staff will reach out to all businesses in Roseville with TSM plans to offer this program to their employees who qualify for the ERH program.

Staff anticipates the transfer from PCTPA to the City of Roseville to take place January 1, 2017. This transition will be seamless for the end user of the ERH program, as the program guidelines and process to obtain the ERH will remain the same, just the vendor and business agreements will be with the City of Roseville rather than with PCTPA.

Environmental Documentation

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(b)(3). The Transportation Systems Management Ordinance Amendment project does not include the potential for a significant environmental effect, and therefore is not subject to CEQA.

Attachment(s):

1. Draft TSM Ordinance amendments (redline/strikeout version)

ORDINANCE NO. ____

ORDINANCE OF THE COUNCIL OF THE CITY OF ROSEVILLE AMENDING SECTIONS 11.33.030 AND 11.33.080 OF CHAPTER 11.33 OF TITLE 11 OF THE ROSEVILLE MUNICIPAL CODE REGARDING TRANSPORTATION SYSTEMS MANAGEMENT

THE CITY OF ROSEVILLE ORDAINS:

SECTION 1. Section 11.33.030 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.030 Definitions.

As used in this chapter, the following terms shall be given the meaning ascribed to them in this section.

A. **Applicant.** An applicant for any development approval, design review permit, tentative subdivision map or parcel map or for a use or uses which, individually or collectively, may be reasonably expected to generate employment for 50 or more employees at a major common work location.

B. **Carpool.** A motor vehicle occupied by two or more, but less than eight persons traveling to a common destination. Employees who work for different employers as well as non-employed persons, excluding children, are included within the definition so long as they are in the vehicle for the majority of the total trip distance.

C. **Commute Trip.** The trip made by an employee from home-to-work or work-to-home. The commute trip may include stops between the home and the work site.

D. **Common Work Location.**

1. A common work location shall consist of any office, commercial or industrial project or a single employer in separate or common ownership having more than 10 but fewer than 50 employees, which can generally be characterized by one or more of the following:

a. Known by a common name given to the project by its developer;

b. Governed by a common set of covenants, conditions, and restrictions, which requires common area maintenance agreement or owner's association;

c. Approved, or is to be approved, as a single entity by the city;

d. Covered by a single parcel map or final subdivision map; or

e. Functions as a single retail, business center, or industrial park.

2. A "major common work location" is any common work location as defined in this section with 50 or more employees.

E. **Commuter.** An employee who travels regularly to and from a common work location or major common work location two or more days a week.

F. **Commuter Rideshare Matchlisting Service.** The rideshare program and commuter information service operated by the Sacramento Area Council of Governments (SACOG).

G. **Existing TSM Plan and TSM Agreement.** A TSM plan and TSM agreement existing prior to the adoption of this amendment to this chapter.

H. **Flexible Work Hours.** A system for shifting the workday of an employee so that the workday starts and/or ends outside of the peak hours.

I. **Level of Service.** A scale that measures the operating capacity likely to be encountered on a roadway or at the intersection of roadways, based on a volume-to-capacity ratio, with levels ranging from A to F, with A representing the lowest ratio and F the highest level of service.

J. **Peak Hours.** The periods of the day with the greatest volume of vehicular street traffic. In Roseville, the peak hours are 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. from Monday through Friday.

K. **Peak Hour Commuter.** A commuter who regularly arrives at, or departs from, a common work location or major common work location during the peak hours.

L. **Peak Hour Trip.** An arrival at, or departure from, a common work location or major common work location during the peak hours by a motor vehicle.

M. **Placer County Transportation Planning Agency (PCTPA).** The Regional Transportation Planning Agency (RTPA) for the Placer County jurisdictions, except for that portion of the county within the Tahoe Regional Planning Agency (TRPA). One of the PCTPA's responsibilities is maintaining the congestion management program (CMP) which is to coordinate the interrelationship of transportation, land use and air quality including trip reduction and travel demand. Some of the programs implemented by PCTPA include ~~the guaranteed ride~~

~~home program,~~ marketing materials for alternative transportation promotions and site coordinator meetings.

N. **Project Controller.**

1. A project controller is the owner, lessor and/or manager of a common work location whose tenants, individually or collectively, employ 10 or more but less than 50 employees, or an employer who employs 10 or more but less than 50 employees.

2. A major project controller is the owner, lessor, and/or manager of a major common work location whose tenants, individually or collectively, employ 50 or more employees, or an employer who employs 50 or more persons.

O. **Ridesharing.** A commute alternative to driving alone, which includes, but is not limited to, carpooling, vanpooling, public transit, walking and bicycling.

P. **Shift of Employment.** Any group of employees who work at a common work location or major common work location and who arrive and depart from work in a common time interval not greater than one hour.

Q. **Single Occupant Vehicle (SOV).** A motor vehicle occupied by one employee for commute purposes.

R. **Telecommuting (also known as Telework).** A system of working at home or at an off-work site (non-home telecommute facility) for the full work day on a regular basis for at least one day per week.

S. **Transportation Commission.** The transportation commission of the City of Roseville.

T. **Transportation Coordinator.** The person responsible for implementing a TSM plan including employee education, in-house rideshare matching, and posting of information relating to alternative transportation.

1. **City Transportation Coordinator.** The transportation coordinator of the City of Roseville as designated by the city manager.

2. **Site Transportation Systems Management (TSM) Coordinator.** The person designated by the employer, property manager, or major project controller who is responsible for implementing a TSM plan at the major common work location. Such person is commonly referred to as the employee transportation coordinator (ETC) or the property transportation coordinator (PTC).

U. **Transportation Survey**. A survey report designed and distributed by the city's transportation coordinator and filled out by the site TSM coordinator which provides employee commute information in order to calculate peak order vehicle reduction, as well as alternative transportation effectiveness. Such survey shall be conducted every five years, beginning in the year 2018 for employee commute methods in 2017.

V. **Transportation Systems Management (TSM) Agreement.** Written agreement with the city obligating the applicant to comply with the TSM Plan.

W. **Transportation Systems Management (TSM) Handbook.** An explanatory guide meant to provide clarification for site TSM coordinators and other interested persons. The TSM Handbook describes how TSM plans are prepared by applicants, reviewed by the city and implemented by the site TSM coordinator.

X. **Transportation Systems Management (TSM) Plan.** A plan submitted by an applicant and approved by the city pursuant to this chapter that is designed to reduce the number of vehicle trips to and from a major common work location. Such plan attempts to improve the movement of persons by providing employees with information regarding better and more efficient utilization of existing infrastructure (e.g., streets, roads, freeways) and new and innovative alternative commute modes (e.g., transit, carpooling, bicycling, telecommuting) in accordance with this chapter.

Y. **Vanpool.** A motor vehicle suited for occupancy by more than seven but less than 16 persons including the driver, traveling to and from work.

SECTION 2. Section 11.33.080 of Chapter 11.33 of Title 11 of the Roseville Municipal Code is hereby amended to read as follows:

11.33.080 Site TSM coordinator's responsibilities.

The site TSM coordinator's responsibilities shall include:

A. Posting TSM Information. Posting by the site TSM coordinator in a conspicuous place or places for employees, informational material provided by the city transportation coordinator, PCTPA, other regional rideshare agencies or prepared by the site TSM coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:

1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to the major common work location.

2. Bicycle route maps.

3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.

4. Information regarding available services that will eliminate vehicle trips.

B. Marketing the Commuter Rideshare Matchlisting Service. Annually disseminating to all tenants and employees, or to new tenants and employees when hired, written information provided by the city transportation coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.

C. Promoting the Emergency Ride Home Program. The site TSM coordinator shall promote the emergency ride home program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, to a hospital, clinic, child's daycare or school. The ~~guaranteed~~ emergency ride home is a service provided by ~~Placer County transportation planning agency (PCTPA).~~the City of Roseville.

D. Participating in Training Opportunities. The site TSM coordinator will be invited to training events offered by the city's TSM coordinator and/or PCTPA. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, Bike Month, and information for implementing alternative transportation promotions.

The city believes these training programs will be beneficial to the community and will help site TSM coordinators implement their TSM plans. Each site TSM coordinator or designee is expected to attend a minimum of two training events per year.

E. Promoting Alternative Transportation Opportunities. In addition to the above programs, the site TSM coordinator, working in conjunction with the city transportation coordinator, shall encourage employers and employees to use alternative transportation. Such alternative transportation promotional opportunities include, but are not limited to, the following:

1. In-House Carpool Matching Service. Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpoolers are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.

2. Telecommuting (also known as Telework). Telecommuting by allowing employees to work periodically from their home or an off-site location close to home.

3. Transit Pass Subsidy. Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The city transportation coordinator will work with the site TSM coordinator on promoting public transit and procuring passes.

4. Vanpool Program. Promoting vanpooling to employees as a cost effective way to commute to work. The city transportation coordinator will work with the site TSM coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.

5. Variable Work Hours. Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:

a. Compressed Work Weeks. A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, 40 hours of work in four 10-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan;

b. Staggered work hours involving a shift in the set work hours of all employees at the workplace; and

c. Flexible work hours involving individually determined work hours within guidelines established by the employer.

6. Showers and Lockers. To help encourage bicycling as a viable commute transportation alternative, major project controllers shall consider installing showers and lockers for their employees.

SECTION 3. This ordinance shall be effective at the expiration of thirty (30) days from the date of adoption.

SECTION 4. The City Clerk is hereby directed to cause this ordinance to be published in full at least once within fourteen (14) days after it is adopted in a newspaper of general circulation in the City, or shall within fourteen (14) days after its adoption cause this ordinance to be posted in full in at least three (3) public places in the City and enter in the Ordinance Book a certificate stating the time and place of said publication by posting.

PASSED AND ADOPTED by the Council of the City of Roseville this ___ day of _____, 20__, by the following vote on roll call:

AYES COUNCILMEMBERS:

NOES COUNCILMEMBERS:

ABSENT COUNCILMEMBERS:

_____

MAYOR

ATTEST:

_____

City Clerk

TRANSPORTATION COMMISSION

Title: Alternative Transportation Division Update

Meeting Date: 9/20/2016
Item #: 7.1.

ATTACHMENTS:

Description

Update Report

Transportation Commission Meeting
September 20, 2016 – 7:00 p.m.
Reports and Updates

Item 8a. Alternative Transportation Division Update

Staff Mike Dour, Acting Alternative Transportation Manager

Recommendation

This item is provided to update the Transportation Commission on the activities of the Alternative Transportation Division and other transportation related items of the region, no action is needed.

Volunteer Transit Ambassadors Help Passengers

Transit Ambassadors continue to assist passengers on local transit routes, at transit transfer points and at various community outreaches. During the summer, Transit Ambassadors collectively volunteered an average of 70 hours per month. They assisted staff at various community and regional outreach events, including staffing an information table at Sierra College to provide transit information to students enrolled in fall semester courses. Several passengers asked for and received one-on-one travel training which helped them be able to use regional buses confidently to get to school and other locations. When the changes to Routes D & M were implemented Transit Ambassadors were on hand to help current passengers and new passengers get where they needed to go. Attached for additional information are two testimonials about the impact the Transit Ambassador program is having in the community.

Unmet Needs Workshop

The Placer County Transportation Planning Commission (PCTPA) will be hosting an Unmet Transit Needs Workshop in the City of Roseville on Tuesday, October 18, 2016, at 6:00 p.m., in the Council Chambers, 311 Vernon Street. Per the Transportation Development Act (TDA), which provides the majority of transit funding in Roseville, PCTPA is required to annually evaluate unmet transit needs. The unmet transit needs process has three key components: soliciting testimony on unmet transit needs; analyzing needs in accordance to adopted definitions of unmet transit need and reasonable to meet; and adoption of a finding regarding unmet transit needs that may exist for the upcoming fiscal year. The October 18 workshop in Roseville is one of several workshops that are planned to be held throughout Placer County to help solicit testimony on unmet transit needs.

Game Day Express

At their meeting of September 7, 2016, the City Council approved the Game Day Express between Roseville and the Golden 1 Center and the first reading of the Fare Ordinance. The Game Day Express will provide direct Roseville Transit routes for area fans to travel from downtown Roseville to home games at the new Golden 1 Center in downtown Sacramento. Service will begin at the first regular season home game on Thursday, October 27. Fares for advance purchase round-trip will be $12 for adults, $9 for youth ages 2-18, and children under age 2 ride free. If space is available, Game Day Express fare can be purchased on the bus for $15 (exact change only). Tickets will go on sale in October on Roseville Transit's website, roseville.ca.us/transit. Attached for information are recent media coverage of the Game Day Express.

Recent Media Coverage

Copies attached

- Press Tribune, July 6, 2016 – Roseville street resurfacing
- Press Tribune, August 29, 2016 – More passenger trains coming to Roseville in 2019
- Press Tribune, August 25, 2016 – Douglas Boulevard night resurfacing begins, will last 4 weeks
- Sac Bee, September 8, 2016 – Game Day Express approved
- Sac Bee, September 13, 2016 – Shuttle to ferry fans from Roseville to Kings games

Roseville Bikefest

Saturday, October 1
9 a.m. – Noon
Vernon Street Town Square

Bring your bicycle and helmet to Bikefest, a free family bike safety event. Enjoy bike obstacle courses, riding demonstrations, helmet fittings, and free bicycle safety checks from local bike shops. Kids will receive bike-related prizes and have a chance to win a bicycle!

Washington Boulevard / Andora Widening Project

Community Open House & Public Scoping Meeting will be held for the public to learn more about the Washington Boulevard/Andora Widening Project, and provide comments on the scope of environmental review. The project team will provide an overview of the construction approach, proposed detours and preliminary design concepts.

Wednesday, September 21
6 - 7:30 p.m.
Vencil Brown Elementary School
Multi-Purpose Room
250 Trestle Drive, Roseville, CA 95678

This project includes:
• Widening Washington Boulevard from Sawtell Road to Pleasant Grove Boulevard
• Replacing and widening the Union Pacific Railroad Andora bridge over Washington Boulevard

Improvements will:
• Reduce traffic congestion
• Enhance access for pedestrians and cyclists

Early this summer, the City of Roseville and the project team met with both residents and local businesses about the Washington/Andora Widening Project. More than 45 community members attended the two meetings with the project team to discuss the project, ask questions and provide feedback on the project and proposed construction approach. Meeting summaries and more details are available at www.roseville.ca.us/washington-andora.

Woodcreek Oaks Widening Project

The City of Roseville held a community workshop on Wednesday, August 24 at the Riley Library. The project team met with approximately 60 community members about the Woodcreek Oaks Widening to discuss the project features and schedule as well answer questions and obtain public feedback.

The City Council-adopted Roadway Capital Improvement Program calls for Woodcreek Oaks Boulevard to have four lanes between Pleasant Grove Boulevard and Blue Oaks Boulevard. The proposed project will widen the segment of Woodcreek Oaks Boulevard, from Crimson Ridge way south to 600 feet north of Pleasant Grove Boulevard, into the median to a four lane road. The bridge over the south branch of Pleasant Grove Creek would also be widened to accommodate the additional roadway. Although the medians will be narrower as a result of this project, the plan is to maintain landscaping and existing mature trees. This proposed project would be funded by Traffic Mitigation Fees. If approved, construction would take place spring 2017.

Project information can be found by visiting www.roseville.ca.us/woodcreekoaks.

Attachments:

1. **From the Log of a Transit Ambassador**
2. **Transit Ambassadors Make A Difference**
3. **Press Tribune, July 6, 2016 – Roseville street resurfacing**
4. **Press Tribune, August 29, 2016 – More passenger trains coming to Roseville in 2019**
5. **Press Tribune, August 25, 2016 – Douglas Boulevard night resurfacing begins, will last 4 weeks**
6. **Sac Bee, September 8, 2016 – Game Day Express approved**
7. **Sac Bee, September 13, 2016 – Shuttle to ferry fans from Roseville to Kings games**

Attachment 1

.....From the Time Sheet/Log of a Transit Ambassador

Have you ever thought about just what a kind of services volunteers in for South Placer Transit Ambassador Program provide to individuals riding alternative transportation?
I invite you to come along and "walk in the shoes" so to speak of just one of the "Transit Ambassadors".

Riding a bus for the very first time can be scary or very intimidating, it can often be stressful to the point that an individual may never board a bus. One of the functions of volunteer Transit Ambassadors is to come along side such individuals and provide a 1:1 opportunity to accompany and/or to teach the individual how to negotiate the public transportation systems in south Placer County.

Meet "Ann" (not her real name), a retired senior who has come to the decision that she needs to give up driving and has just sold her car. She lives near a bus route but gets around by walking or relying on family to take her where she needs to go. However, Ann knows about public transportation and wants to be able to use it, but is not comfortable trying it out on her own. She has heard about the Transit Ambassador program and calls the Alternative Transportation office to find out more. Staff sends out a request for help from volunteer Transit Ambassadors. A Transit Ambassador contacts Ann and makes arrangements to meet her at a bus stop closest to her residence. They spend the next four hours riding several routes. Ann is confident enough to ride the bus alone to get back to the stop nearest her home.

"Mary" attended an Transit Ambassador outreach event at a local senior community. She is retired and continued to use her automobile as a primary means of travel. However, at the event she indicated that she was interested in having a Transit Ambassador accompany her so she could learn how to use the bus and to find out where she could travel using the local bus. We spent two hours together and traveled on several routes. Mary was very adept at learning how to negotiate the bus system and was very thankful for the travel instruction.

As a Transit Ambassador, my greatest joy is helping people learn how to use the bus and be able to travel independently. Volunteering in this program is very fulfilling.

Transit Ambassadors Make a Difference

If you were a college student living in Taft, California (think Fresno), without a car, and wanted to get home to Roseville for the Holidays, would you know how? What if you were a young woman with a developmental disability in these circumstances?

Meet Darcy Stockel. Darcy made the round trip from her Transition to Independent Living (TIL) program in Taft, California to Roseville for Thanksgiving using a combination of bus and train travel. She planned the trip, made the necessary transfers and successfully traveled for the first time all by herself. Several months ago, this would not have been possible. In fact, because of the skills she acquired working with a volunteer Transit Ambassador, she was ahead of other students in the program in this area.

And that's where the Transit Ambassador Program of South Placer County played a significant role. Transit Ambassadors are volunteers who help people get comfortable riding the bus. They ride local buses and answer passenger questions, or, will ride with a passenger to teach them how to read a bus schedule, pay the correct fare, plan bus trips and get comfortable using public transportation in South Placer County.

Darcy's mom, Karen Stockel, learned about the Transit Ambassador program when she started her job in the Public Works department. Karen picked up the Roseville Transit Local Bus Services guide to learn about all the programs under the Public Works umbrella and read about the Transit Ambassador program. Karen was thrilled! "I immediately spoke with Jeannie Gandler (in Alternative Transportation) and that evening, Pat, Darcy's assigned Transit Ambassador, and I were already planning Darcy's first bus ride. I was so impressed at how quickly it all came together."

Part of Darcy's admission to the TIL program was contingent on her ability to travel independently using public transportation and Karen had just found a way to make sure that happened. "It has been a wonderful experience taking advantage of this program and the bus drivers are great too! I would like to add that you don't have to be disabled to have an ambassador. They are there to help people get comfortable with riding public transit. Thank you so much!"

Pat Russell is the volunteer Transit Ambassador who taught Darcy how to travel independently using public transportation. Pat moved to Roseville a few years ago. She came from Long Island, New York, where she earned her Master's Degree in Social Work and devoted 15 years to working with disabled and cognitively impaired individuals in a day program setting. Pat recognized the

value and quality of Roseville Transit immediately and wanted to be an "ambassador" for the service. Pat's rich background, warm personality and desire to help contribute to her success as a Transit Ambassador and the perfect fit for Darcy's needs.

Pat was impressed with Darci's courage and tenacity and said "Darci was fun to work with. She was very motivated to learn how to plan trips and use the bus to get wherever she needs to go." Pat added, "Darci has the knowledge and confidence to navigate transit systems and travel anywhere. Her holiday bus trip home is proof of that!"

There are currently seven trained Transit Ambassadors who volunteer their time to ride local buses and be available to answer passengers' questions. Transit Ambassadors are also available to travel with passengers who want one-on-one help to gain the skills and confidence to use public transportation in our region, and, as a result, anywhere. Please contact Jeannie Gandler at jgandler@roseville.ca.us, or call 774-5293 for information about volunteering or to get help from a Transit Ambassador.

Attachment 3

Wednesday Jul 06 2016 | 0 comments

2

Roseville street resurfacing may impact commutes

Annual work project goes until 2017

By: Matt Kramer of the Press Tribune

A resurfacing project for Roseville's streets is set to run for the remainder of the year, potentially creating various types of temporary impact on the city's traffic.

As many of the affected routes host a high-volume of daily traffic, the work has been scheduled to take place at nighttime as much as possible. Roseville officials said the resurfacing project is part of the annual upkeep effort and that priority is given to specific streets based on pavement condition, age and traffic flow.

"We do regular resurfacing as preventative maintenance; that's about a tenth of the cost of re-paving the road," noted Hellen Dyda, Roseville Marketing and Communications Analyst. "Most of (the work) is at night, since a lot of these streets receive a lot of daytime motorists. There are a couple, though, that are in closer proximity to residences, and those will be done during the daytime."

Work began on June 27 with a portion of Pleasant Grove Boulevard and Fiddyment Farm Road. It is expected to wrap up in late December. A full list of the affected streets along with a map and projected work schedule is available at www.roseville.ca.us/news/displaynews.asp?NewsID=5033&TargetID=9.

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Attachment 4

Monday Aug 29 2016 | 0 comments

9

More passenger trains coming to Roseville in 2019

State invests $8.4 million to add new Capitol Corridor trains

By: Matt Kramer, Staff Writer

Two new rail lines coming to Roseville in 2019 will mean easier commutes, better connections to the Bay Area and a greener local traveling footprint, according to Placer County and Roseville city officials.

The state of California recently approved approximately $8.4 million in funding through the cap-and-trade program to open the new morning and evening trains, bringing the total Capitol Corridor rail lines in Roseville up to three. Passengers will be able to board at the 201 Pacific Street station in Roseville.

This move was a response to growing transportation demand and will greatly benefit long-distance commuters from Roseville, according to Executive Director of the Placer County Transportation Planning Agency (PCTPA) Celia McAdam.

"There's a huge demand," McAdam explained. "We have been struggling with only one round trip a day on the Capitol Corridor service since it opened back in the early 90s. We have some of the highest ridership per train. We've been working on trying to get more round trips for 25 years; this is our first success."

The Capitol Corridor, a joint powers authority spanning nine counties which owns the trains, contracts with other locally active railroad organizations such as Union Pacific, which owns the actual tracks, and Amtrak to help staff and coordinate rail service. While this makes for a powerful working infrastructure, it also means many pieces had to fall into place in order for the new rail lines to be approved, drawing out the process, according to McAdam.

"Our challenge is that Union Pacific owns the tracks," McAdam said. "You can't do eminent domain; you have to work with Union Pacific to get the access. Union Pacific gets their money in freight, not in passenger rail, so it's been negotiations one-step forward, two-steps back. We've finally come up with a project that Union Pacific is interested in; it benefits their freight as well as passenger service, so it's a win-win."

The new rail lines are funded with state money as part of a broader project connecting California's rail networks to the state's High-Speed Rail, currently under construction.

McAdam estimated that the new rail lines have capacity to carry between 300 and 400 passengers, numbers she said will likely grow to an eventual 10 round trips running through Roseville on a daily basis, though this is unlikely to happen soon.

The rail line approval was well received by the city of Roseville.

"It's going to be a really big benefit," said Roseville's Acting Alternative Transportation Manager Mike Dour. "It goes along well with some of the other transportation modes the city provides right now, such as our commuter bus. We have 10 buses per day that commute down to the Sacramento region."

According to Public Works Director Rhon Herndon, the new rail lines will benefit not only Roseville's local Sacramento commuters, but also those who work in and regularly travel to the Bay Area.

"I think sometimes we have a tendency to focus on the commute between Roseville and Sacramento," Herndon said. "I believe that there are some residents in South Placer including Roseville that commute to the Bay Area. This will also increase convenience for them."

McAdam said that passengers would likely include UC Davis and UC Berkeley students, recreation seekers and working commuters. Further announcements, including the schedule for the trains, will be released by the PCTPA as Union Pacific begins actual construction on the tracks, construction of a layover facility and station improvements in the coming months.

"It's a long time coming," McAdam said. "We're really excited that this has come together."

Keywords:

Placer County Transportation Planning Agency Train commuter Capitol Corridor routes passenger trains investment Roseville 2019 bay area

CONTRIBUTE TO THIS STORY

SEND LETTER TO THE EDITOR

SEND STORY IDEAS

SEND CORRECTIONS

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Attachment 5

Thursday Aug 25 2016 | 0 comments

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Douglas Boulevard night resurfacing begins, will last 4 weeks

By: Staff Report

Nighttime road resurfacing on Douglas Boulevard began Tuesday between North Sunrise Avenue and Sierra Gardens Drive, according to the city of Roseville's Public Works website. Work will take place weekdays 7 p.m.- 6 a.m. and last approximately four weeks. One travel lane in each direction will be open during construction hours with a speed limit of 25 miles per hour.

The city asks drivers to exercise caution and watch for workers when traveling through the construction zone. Electronic message signs are on display showing the work dates and times.

Resurfacing is a multi-step process. Crews will be removing the top layer of existing asphalt using grinding equipment. Before the new pavement is applied, the road will have a rough surface for a short period of time. The area will be regularly swept to minimize dust and debris. In addition to new pavement, bike lanes will be added and pedestrian curb ramps upgraded to meet current standards of the Americans with Disabilities Act.

Regular maintenance protects Roseville's roadway infrastructure, an asset worth more than $1 billion. For more information about resurfacing on other major roadways and residential streets, contact Public Works by calling 782-ROAD (7623) or emailing engineering@roseville.ca.us.

Keywords:
Douglas Boulevard construction paving resurfacing

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Attachment 6

SACRAMENTO KINGS SEPTEMBER 8, 2016 4:21 PM

Roseville Transit offers express bus service to Kings games

BY CATHY LOCKE
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Sacramento Kings fans living in Roseville can avoid traffic congestion and parking problems by riding Roseville Transit's Game Day Express.

The Roseville City Council on Wednesday approved addition of bus service from Roseville to Sacramento Kings games. The service was recommended by the city's Transportation Commission.

Service will begin with the first regular season home game Oct. 27. Advance purchase of round-trip fare is $12 for adults and $9 for youth ages 2 to 18 years old. Children younger than 2 ride free. If space is available, Game Day Express fare can be purchased on the bus for $15.

Tickets will go on sale in October on Roseville Transit's website, www.roseville.ca.us/transit.

For more information, call 916-774-5293 or email transportation@roseville.ca.us. Residents also can stay informed by subscribing to email notifications, www.roseville.ca.us/subscribe.

Cathy Locke: 916-321-5287, @lockecathy

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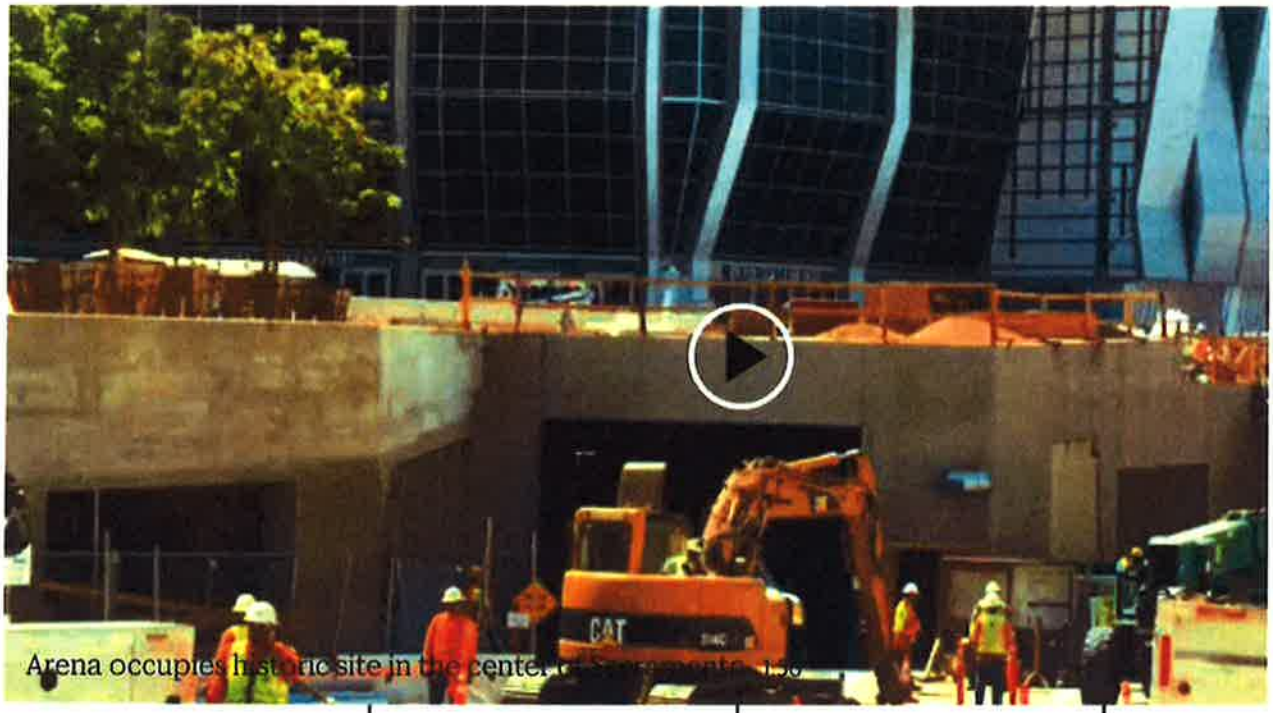
Attachment 7

ARENA SEPTEMBER 12, 2016 2:39 PM

Shuttle will ferry Roseville fans to Sacramento Kings games at new arena



Arena occupies historic site in the center [illegible] 1 of 2

1 of 2

BY DALE KASLER
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Sacramento Kings fans from Roseville will have an alternative to driving to Golden 1 Center and searching for a place to park.

In an effort to alleviate traffic congestion, the Roseville City Council voted last week to provide shuttle bus service from downtown Roseville to a spot near the new arena in downtown Sacramento. The actual spot near Golden 1 Center is still being finalized.

The Game Day Express will run only during Kings games, starting with the first regular-season home game Oct. 27 vs. the San Antonio Spurs. But if the service proves popular, city officials said they'll consider running the shuttles for other Golden 1 events.

Round-trip bus fare will be $15 for those paying on the spot. Advance tickets will be $12 for adults and $9 for youths ages 3 to 18. Kids under 3, sitting on a parent's lap, will ride for free. One or two buses will run, depending on demand. The buses seat 38 passengers apiece.

Advance tickets will go on sale in October at the Roseville Transit website, at www.roseville.ca.us/transportation/roseville_transit.

The shuttle will pick fans up at the bus stop on Vernon Street, near the Civic Center in downtown Roseville. Departure times will be announced.

Yolobus is also planning to take passengers to Golden 1 Center. It plans to rejigger its routes to get Woodland, Davis and other Yolo residents downtown and home again, no matter how late the games or shows run. But it's tricky because Sacramento is likely to close some streets around the arena on some event nights.

Yolo officials say they will bring buses into the West Sacramento transit center, then send frequent free shuttles into downtown Sacramento, stopping a few blocks from the arena.

Dale Kasler: 916-321-1066, @dakasler

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