



Final Existing Document and Standards Review Memo

To: Mike Costa, Placer County Transportation Planning Agency
From: WSP
Date: Thursday, September 4th
Subject: Final Existing Document and Standards Review Memo

Introduction

This memo summarizes the work completed for Task 1 – Existing Document and Standards Review of the Placer County Transportation Planning Agency’s (PCTPA) Bus Stop Facilities Assessment and Improvement Plan. The task involves documenting existing materials related to bus stop facilities served by the three transit agencies in western Placer County: Auburn Transit, Placer County Transit (PCT), and Roseville Transit. This includes an overall description of existing transit services and bus stop facilities, existing planning documents, current bus stop design guidelines, and a review of industry best practices related to bus stop standards. This memo will support the subsequent work to be completed for the remainder of the project, particularly through the development of bus stop design and improvement criteria and recommendations. The documents and standards reviewed in this memo include:

- PCTPA’s and Roseville Transit’s Comprehensive Operational Analysis (COA) and Short-Range Transit Plan (SRTP)
- Local jurisdiction and regional capital improvement programs/plans
- Local jurisdiction general plans
- Local jurisdiction infrastructure plans
- California Department of Transportation (Caltrans) transit stop guidelines
- Roseville Transit bus stop and shelter guidelines
- Industry best practices

The local jurisdictions included in the document review include the incorporated cities and towns of Auburn, Colfax, Lincoln, Loomis, Rocklin, and Roseville. The overall project will also cover unincorporated portions of western Placer County.

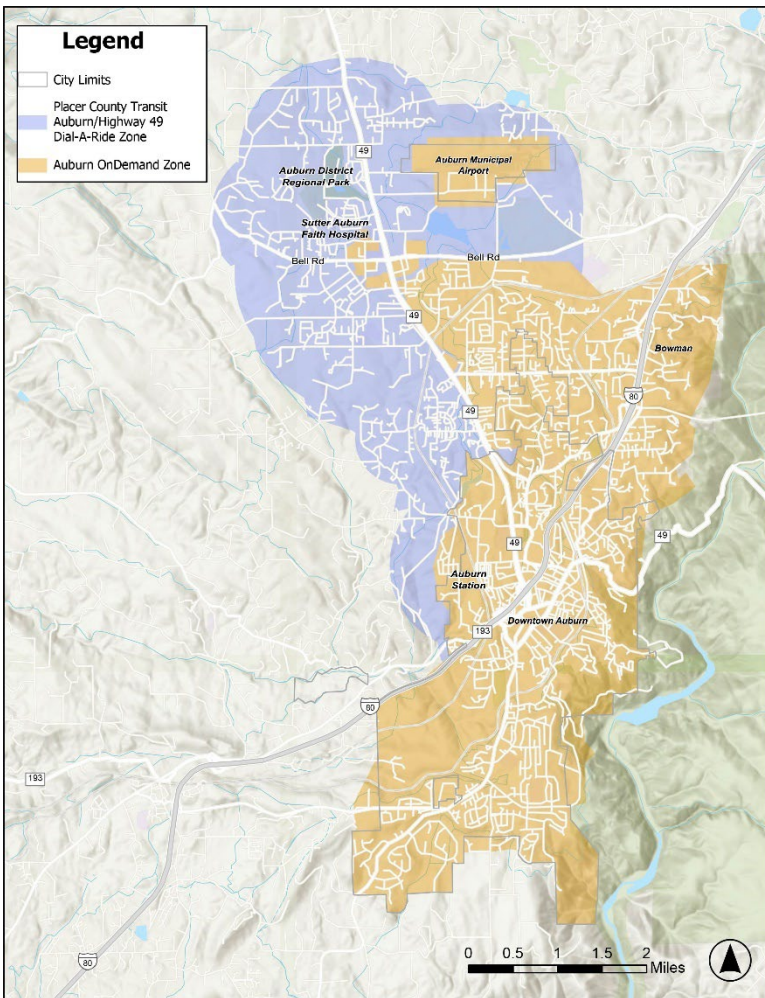


Overview of Existing Transit Services¹

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. Prior to 2023, Auburn Transit offered two routes, which have since been discontinued and incorporated into the Auburn OnDemand service. In October 2024, Auburn Transit coordinated with PCT to amend their service area to better serve the Auburn area and include service to other communities including Bowman (shown in Figure 1).

Figure 1: Auburn Area Transit Service Map



Source: Placer County Transportation Planning Agency Comprehensive Operational Analysis.

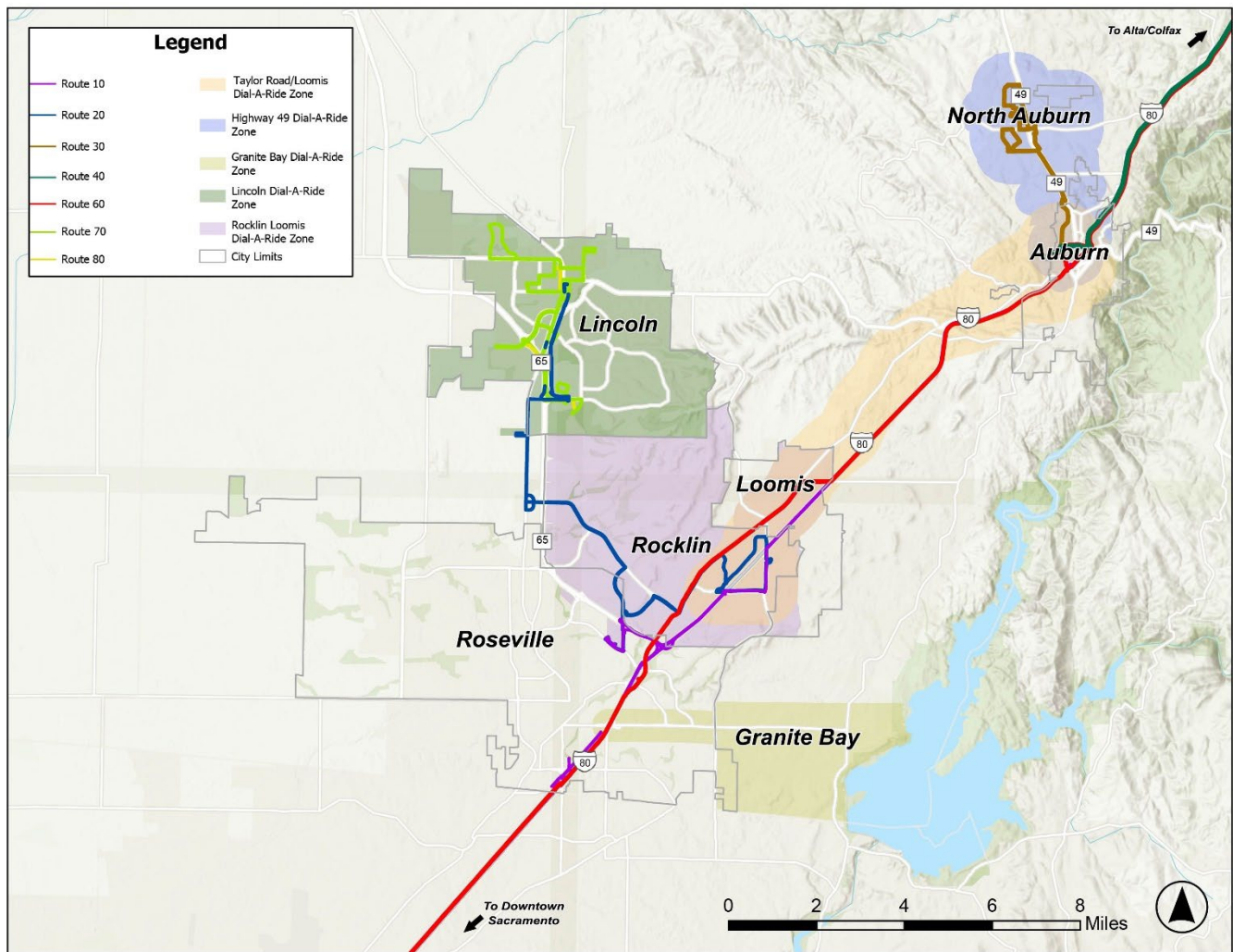
¹ All information presented in this section is current as of August 2025.



Placer County Transit

PCT provides fixed route and Dial-A-Ride service in both unincorporated Placer County and, through collaborative funding partnerships, in incorporated cities and towns within the county. These funding partnerships include the City of Auburn, City of Lincoln, City of Rocklin, City of Colfax, and Town of Loomis. PCT currently operates six fixed routes,² one commuter route, and five Dial-A-Ride zones, as shown in Figure 2.

Figure 2: Placer County Transit Service Map



Source: Placer County Transportation Planning Agency Comprehensive Operational Analysis.

² 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.



Ridership

Ridership data was collected by PCT for Fiscal Year (FY) 2021-2022 through FY 2023-2024 (shown in Table 1). The ridership data can be used to identify usage of the PCT network and will inform future recommendations for bus stop improvements. While the Connect Card data does not identify ridership by route, the GFI data shows that the routes with the highest ridership for FY 2023-2024 are:

- Route 10: 43,299 annual riders
- Route 20: 29,014 annual riders
- Route 30: 15,937 annual riders

Route 10, Route 20, and Route 30 made up 83% of the total PCT ridership collected through GFI for FY 2023-2024. Bus stops along these routes should be prioritized.

Table 1: Placer County Transit Ridership

Method	FY 2021-2022	FY 2022-2023	FY 2023-2024
Connect Card	39,682	44,704	38,474
GFI	92,875	116,316	106,981
Total	132,557	161,020	145,455

Bus Stop Issues and Requests

PCT has experienced accidents at the approach to the bus stop located at Sunset Boulevard and Park Drive. Buses have been hit from cars making the right turn from Park Drive onto Sunset Boulevard when drivers pull into the stop. The realignment of Route 20 from the SRTP will discontinue the route on Sunset Boulevard west of Park Drive which would mean this stop would be also be discontinued.

It should also be noted that the City of Lincoln received a request from a resident to move the existing stop at R Street and Shamrock Court. This request will be analyzed as part of the bus stop recommendations portion of the project.

Roseville Transit

Roseville Transit operates three services: local fixed routes (shown in Figure 3), 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.



Figure 4: Roseville Transit Commuter Service Downtown Sacramento Stops



Source: City of Roseville.

Figure 5: Roseville Transit Commuter Service Roseville Stops



Source: City of Roseville.



Ridership

Table 2 and Table 3 shows ridership from FY 2024-2025 for Roseville Transit fixed route and commuter services.

Table 2: Roseville Transit Fixed Route Ridership

Route	Annual Ridership
A1	18,306
A2	12,761
B1	11,846
B2	22,735
C	725
D	16,527
E	1,457
F	443
G	0
L	13,951
M	23,371
R AM	1,695
R PM	656
S	507
Adjusted Total	133,547³

Table 3: Roseville Transit Commuter Service Ridership

Route	Annual Ridership
AM 1	392
AM 2	3,486
AM 3	2,676
AM 4	3,457
AM 5	5,012
AM 6	1,032
AM 7	1,013
AM 8	4,577
AM 9	5,210
AM 10	804
PM 1	3,119
PM 2	5,926
PM 3	609

³ The total reflects the adjusted total ridership from Roseville Transit which is slightly larger than the sum of the individual hour's ridership.



Route	Annual Ridership
PM 4	365
PM 5	6,670
PM 6	3,157
PM 7	3,034
PM 8	2
PM 9	3,429
PM 10	852
Adjusted Total	55,395⁴

Appendix A provides detailed stop by stop daily ridership from April 2025 collected by Roseville Transit. Stops with higher boardings (ten or more) include the following:

- Civic Center Transfer Point
- Louis Orlando Transfer Center
- Galleria Transfer Point
- Rothbury Ln. at Elmsett Pl. (Vtg Square)

These stops should be particularly considered when developing bus stop improvement recommendations. Implementing passenger amenities (i.e., shelters, benches, lighting, etc.) at transfer points is particularly important since riders are more likely to spend more time at those stops while waiting for their connecting bus.

Roseville Transit is in the process of installing Automatic Passenger Count systems that will track ridership data at a bus stop level. Data that is collected from these new systems will help inform the development of bus stop criteria and recommendations.

Bus Stop Issues and Requests

A review of service complaints and requests collected by Roseville Transit was performed to better understand the passenger experience with bus service, and specifically bus stops. The most common requests associated with bus stops were:

- Additional bus stops
- Requests for benches
- Requests for bus shelters
- Additional/improved signage

The most common locations of requests for new bus stops and bus stop amenities are at Woodcreek Oaks Boulevard and Junction Boulevard, Country Club Drive and Junction Boulevard, Pleasant Grove

⁴ The total reflects the adjusted total ridership from Roseville Transit which is slightly larger than the sum of the individual hour's ridership.

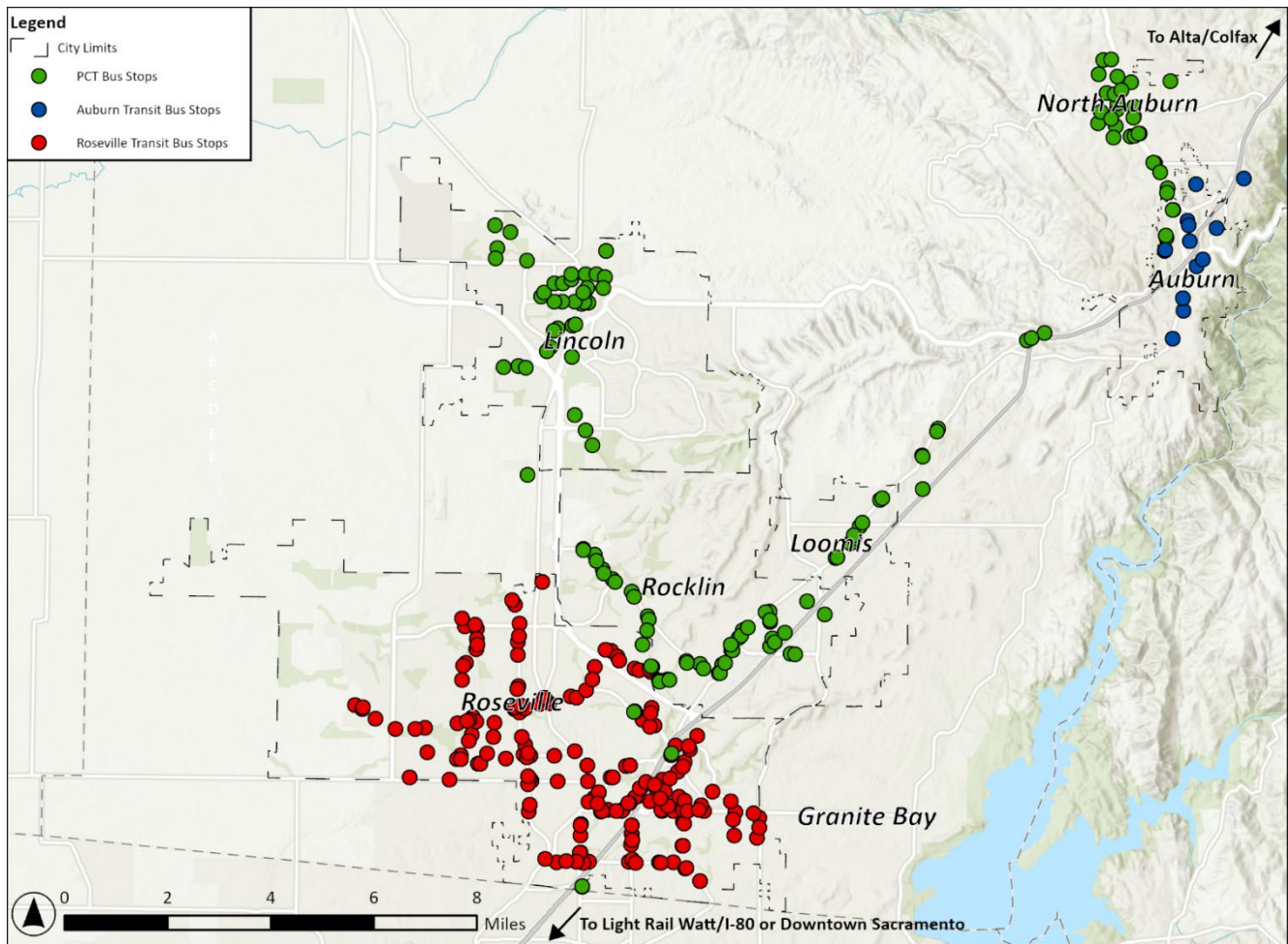


Boulevard and Fiddymont Road, and N Street and 4th Street (specifically new bus stop request). The full list of requests is shown in Appendix B. These requests and locations will be considered when developing the bus stop recommendations.

Bus Stop Facilities

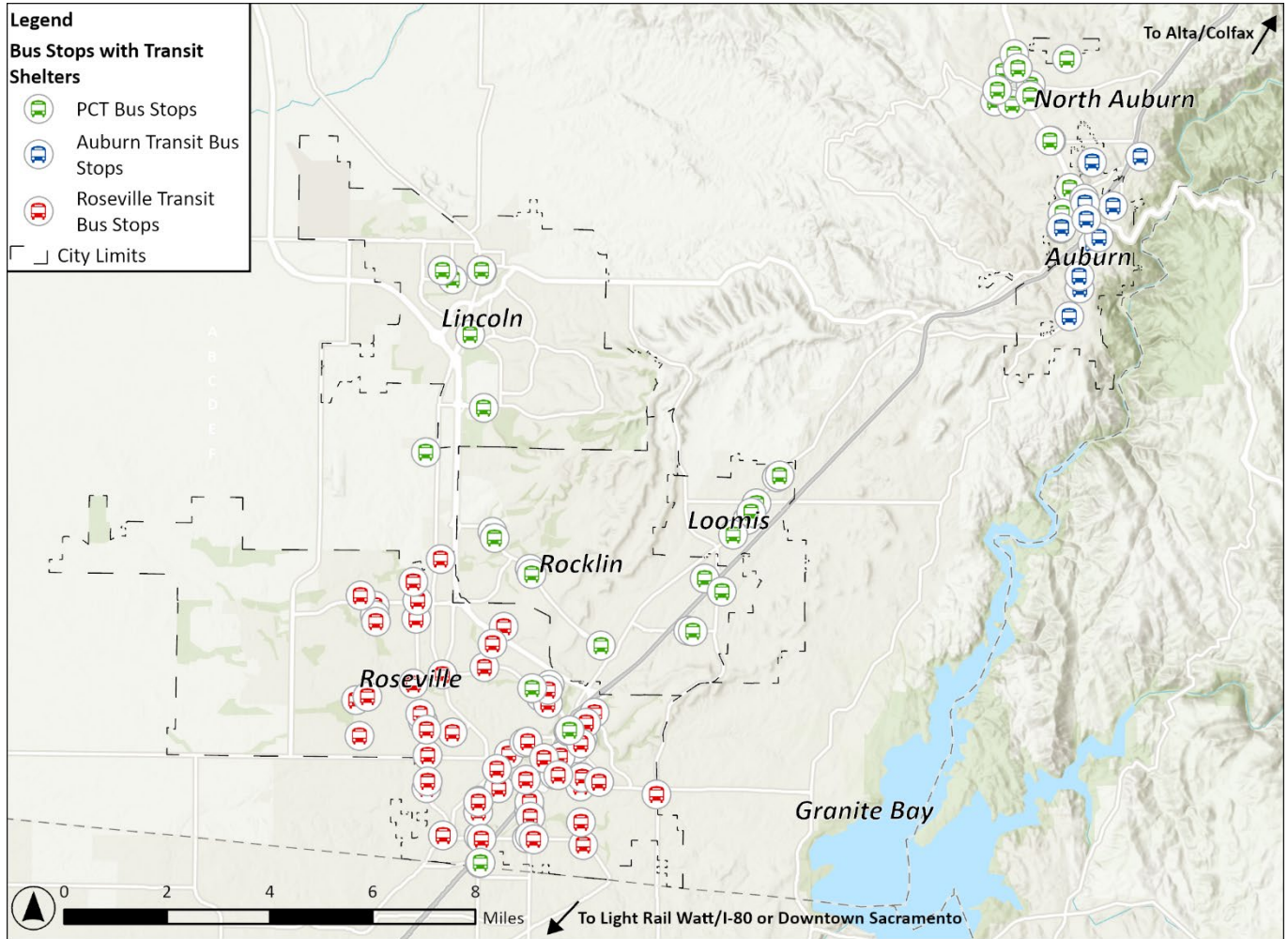
Figure 6 shows the existing bus stop locations of each transit agency in western Placer County. The PCT network includes 153 bus stops served by fixed route and commuter services, 43 of which have shelters and 48 of which have benches. The Roseville Transit network includes 181 bus stops served by fixed route and commuter service, 67 of which have existing shelters and 79 of which have existing benches. Auburn Transit has 12 bus stops that are still in place from the discontinued Auburn Loop and Confluence Route, each of which includes a bus shelter. Figure 7 shows the locations of bus stops with existing shelter facilities for each transit agency.

Figure 6: Existing Auburn Transit, Placer County Transit, and Roseville Transit Bus Stop Locations



Source: Auburn Transit, Placer County Transit, and City of Roseville.

Figure 7: Existing Auburn Transit, Placer County Transit, and Roseville Transit Bus Stop Shelter Locations



Source: Auburn Transit, Placer County Transit, and City of Roseville.

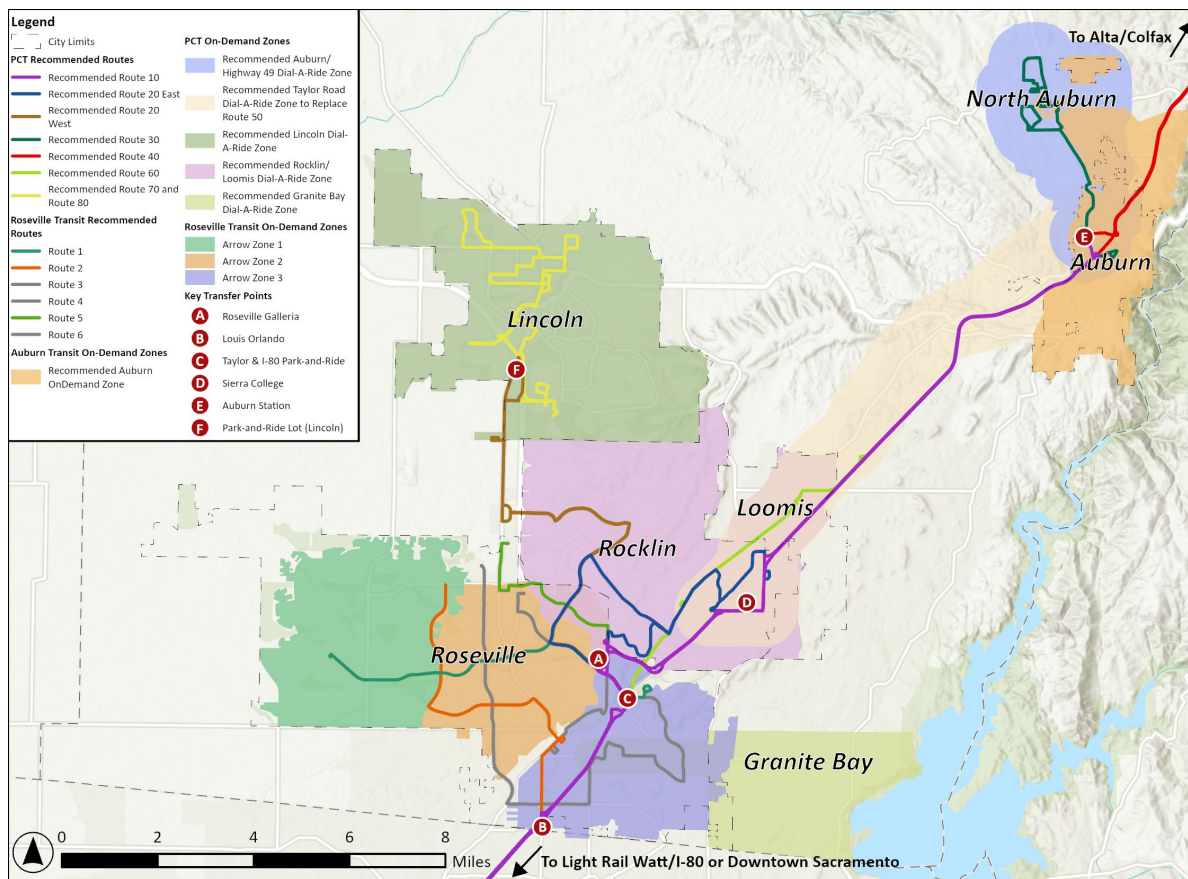


Short-Range Transit Plan

Route Alignment Changes

Figure 8 shows the combined service plan outlined in the PCTPA SRTP for Auburn Transit, PCT, and Roseville Transit. The combined network 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 8: Auburn Transit, Placer County Transit, and Roseville Transit Combined Recommended Service Plan^{5,6}



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

⁵ Due to the potential for better connections to Roseville for this service, PCTPA is coordinating with Roseville Transit to gauge the feasibility of expanding their Arrow service to provide access in the Granite Bay area. These conversations are ongoing to determine a potential cost agreement between PCTPA and Roseville Transit.

⁶ This map only shows the recommended local routes from Roseville Transit's COA. The recommended changes for Commuter services have already been implemented.

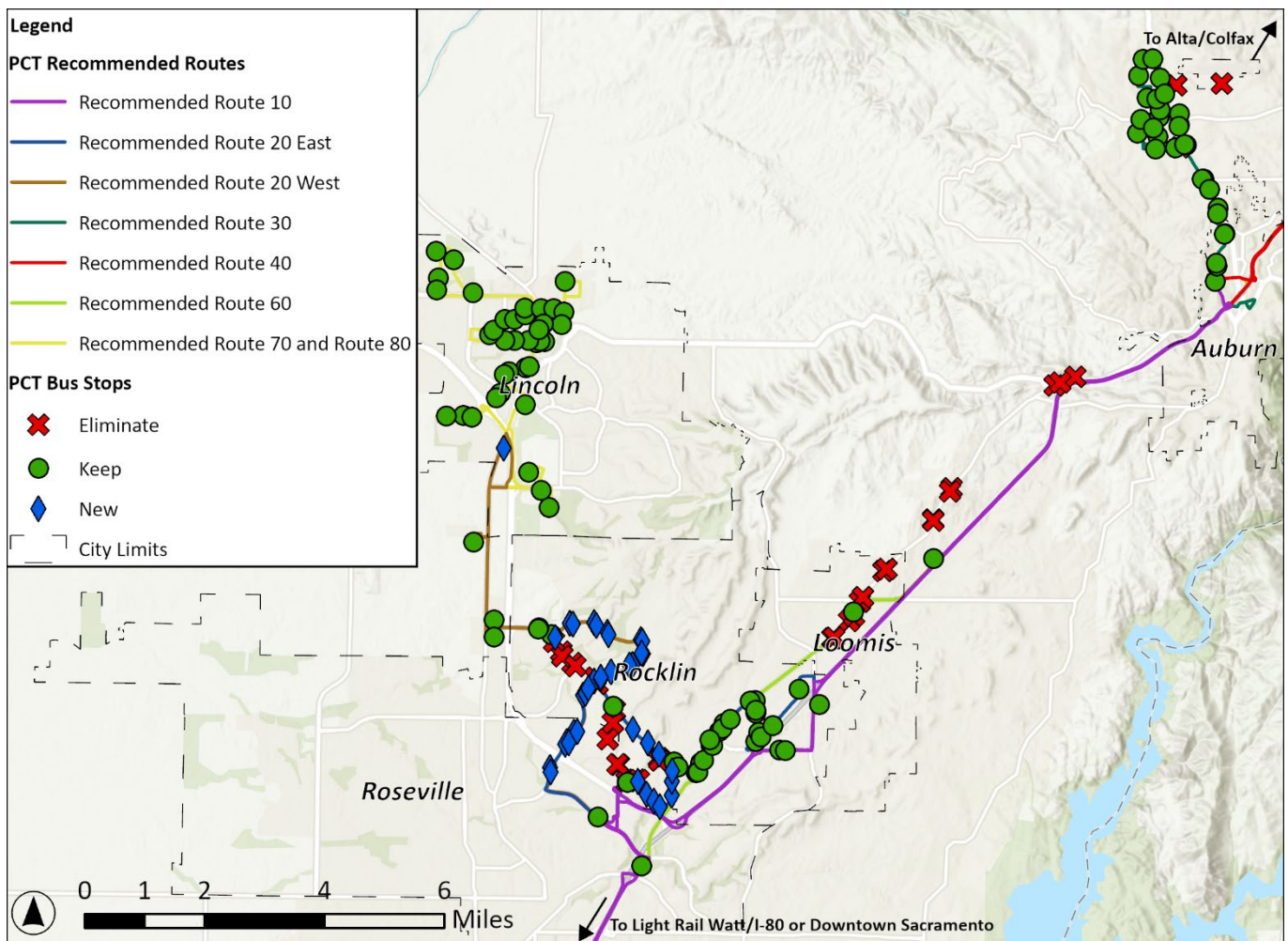


Bus Stop Facility Changes

Placer County Transit

Figure 9 shows the service plan changes for PCT's bus stop facilities as outlined in their COA. Of the 153 bus stop facilities currently in the PCT network, 118 bus stops will continue to be used and 35 bus stops will be eliminated with the service changes. Seventeen of the eliminated stops are on Route 20, three are on Route 30, and 15 are on the former Route 50. Additionally, there will be 38 bus stop facilities added to the PCT network. All the new bus stop facilities will serve the new Route 20 East and Route 20 West. In total there will be 156 bus stop facilities in the PCT network once all service changes have been implemented.

Figure 9: Placer County Transit Bus Stop Facilities Service Plan

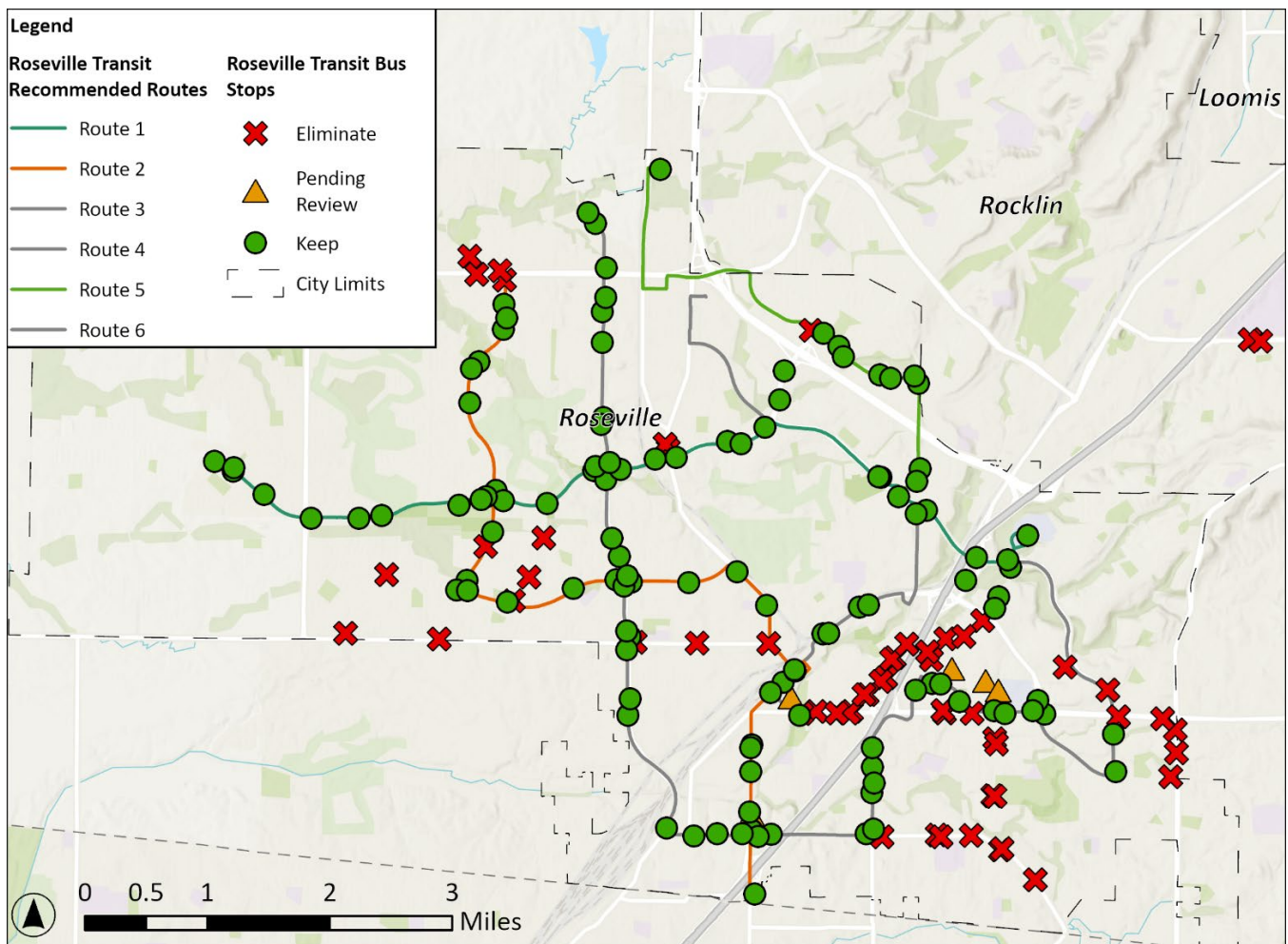


Source: Placer County Transit.

Roseville Transit

Figure 10 shows the service plan changes for Roseville Transit’s bus stop facilities as outlined in their COA. Of the 181 existing bus stop facilities, 119 bus stops will continue to be used by Roseville Transit under the combined service plan. There are 57 bus stops that will be eliminated and five bus stops that are pending further review. The five bus stops that are still pending review currently serve Route A and Route L. Roseville Transit is in the process of determining which stops will be added to serve the new route alignments and this information will be incorporated into the next steps of the project as it’s received.

Figure 10: Roseville Transit Bus Stop Facilities Service Plan



Source: Roseville Transit.



Existing Documents Review⁷

Historic and Projected Population

Placer County has been growing over the past decades and is growing at a faster rate than California as a whole. Placer County's population grew almost two percent annually, while California saw less than one percent average annual growth during the same period. The Sacramento Area Council of Governments projects that Placer County's population will grow 26% from 2021 to 2040, which is slightly less than the rate experienced between 2015 and 2021, but still faster than the State. Specifically, the population aged 65 years and older is projected to increase nearly 62% between 2020 and 2040, while the number of residents aged 85 years and older is projected to increase by 120%. This overall increase will result in the county's population exceeding 500,000 residents. Under current Transportation Development Act (TDA) regulations, Local Transportation Funds (LTF) can only be used for transit purposes in the County's urbanized areas and no longer used for streets and roads purposes that many of the County's local jurisdictions currently rely upon LTF for, when this population threshold is reached.

Population Density

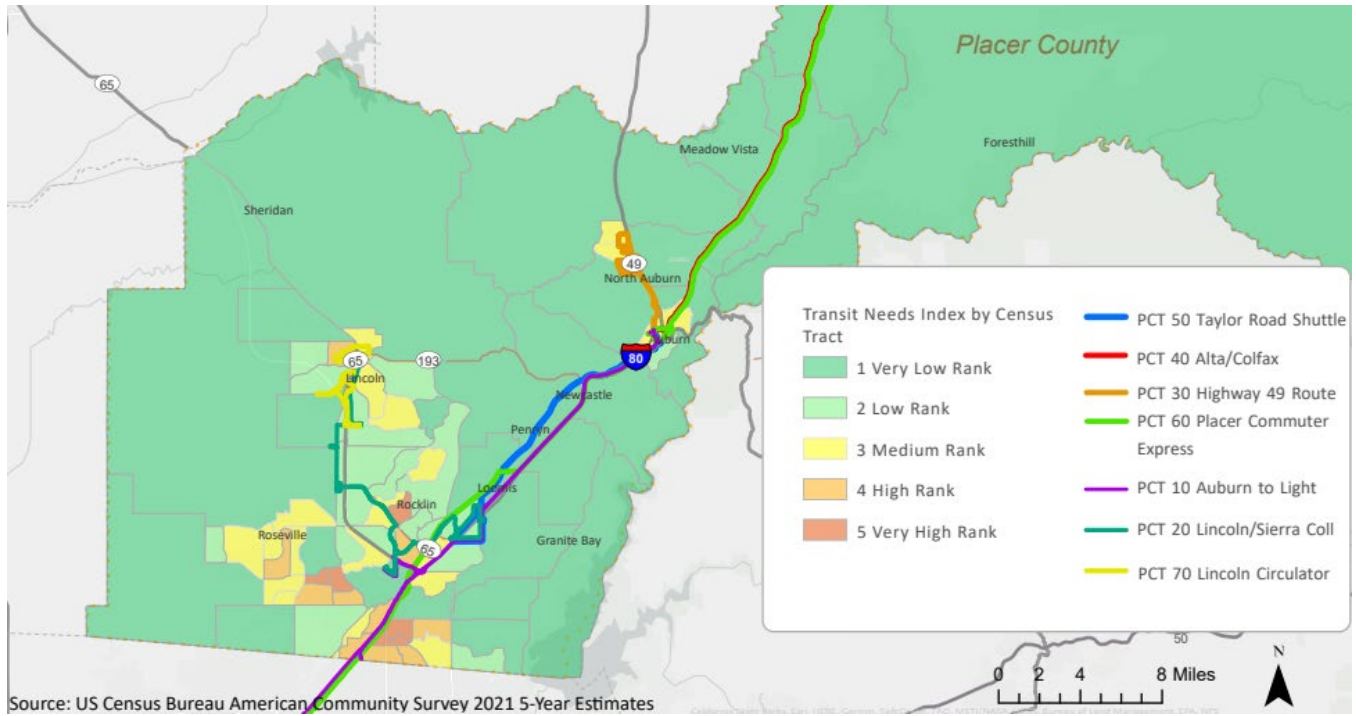
Population density is a key determinant of transit ridership- the higher the density, the more likely people are to use transit or other active transportation modes such as walking or biking. In western Placer County, the population density ranges from 11 people per square mile to over 9,000 people per square mile. Relatively denser areas are in Rocklin and Roseville. While providing transit service to these areas with higher densities results in more cost-effective service, it is important that transit agencies in western Placer County continue to serve residents in lower density areas because residents in those areas might depend on transit for basic mobility needs.

Transit Needs Index

As part of PCTPA's COA, a Transit Needs Index (TNI) was developed. This included identifying populations that most rely on transit by considering five socioeconomic 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. These characteristics were consolidated into one overall relative score called the TNI that was calculated at the Census tract and block group levels. As shown in Figure 11, the TNI identifies the locations of these transit-dependent populations. The areas with the highest scores (those with the highest density of transit-dependent populations) are located in Rocklin and Roseville. Areas with higher TNI scores should be considered when developing the bus stop improvement criteria and recommendations.

⁷ Population, demographics, and trip generator data is from the Placer County Transportation Planning Agency's [Comprehensive Operational Analysis](#).

Figure 11: Transit Needs Index



Source: Placer County Transportation Planning Agency Comprehensive Operational Analysis.

Key Trip Generators

Major activity centers that generate large volumes of travel demand include colleges, medical centers, entertainment facilities, and retail centers. These regional activity centers attract trips from throughout western Placer County in addition to trips within the city or community in which they are located. In addition to these regional destinations, local activity centers include schools, libraries, government services, senior facilities, medical offices, and commercial nodes or strips. Both regional and local activity centers are a source of transit ridership and community access, so it is important to consider both when developing the bus stop improvement criteria and recommendations.

Key destinations within western Placer County include the following:

- Recreational and retail facilities including the Roseville Galleria and Thunder Valley Casino and Resort.
- Colleges and universities including Sierra College and Jessup University.
- Hospitals and medical facilities including Kaiser Permanente and Sutter Health.

In addition to the key trip generators above, there are several key transit nodes in the county where riders can connect between various transit services, including:

- Auburn Station



- Louis Lane and Orlando Avenue
- Rocklin Station
- Taylor Road Park and Ride
- Roseville Galleria
- Twelve Bridges Library
- Watt/I-80 Light Rail Station

The top employers in western Placer County represent diverse sectors including medical services, government, retail, casinos, and computer software. All the top employers are located in either Roseville, Rocklin, or Auburn. As many of these top employers provide in-person services and require in-person employment (such as Sierra College and Walmart), the top employers are important to consider when planning transit services. Areas with high employment densities include downtown Auburn, downtown Lincoln, and southern Roseville. There are also pockets of high job density along State Route (SR) 65 north of Roseville and along the SR 49 corridor, especially adjacent to Bell Road and Atwood Road in North Auburn.

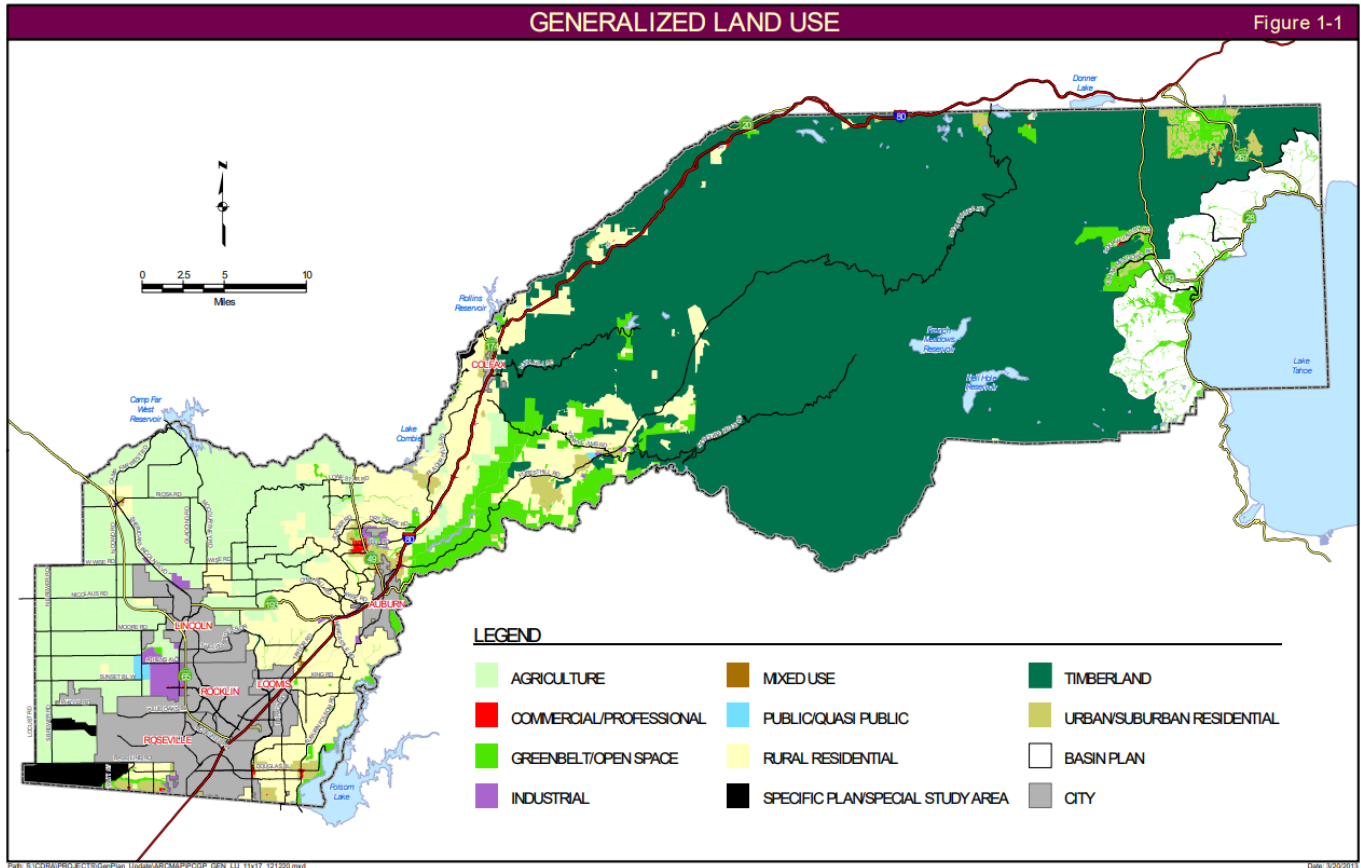
Land Use and Zoning

California law requires all cities and counties to include a land use element in their General Plans. The land use element outlines the general distribution of and intensity of land uses, including residential, commercial, and industrial areas. This section provides a brief description of the land uses for western Placer County and each individual jurisdiction. The evaluation of land uses for each jurisdiction will inform work completed in future tasks, including the bus stop improvement criteria and recommendations.

Placer County

As shown in Figure 12, western Placer County is primarily comprised of rural residential, agriculture, and open space land uses. Land Use designations for cities are determined by the local jurisdictions. This information shows that bus stops and bus stop amenities could best serve Placer County residents near Interstate (I-) 80 and within local jurisdictions.

Figure 12: Western Placer County Land Use

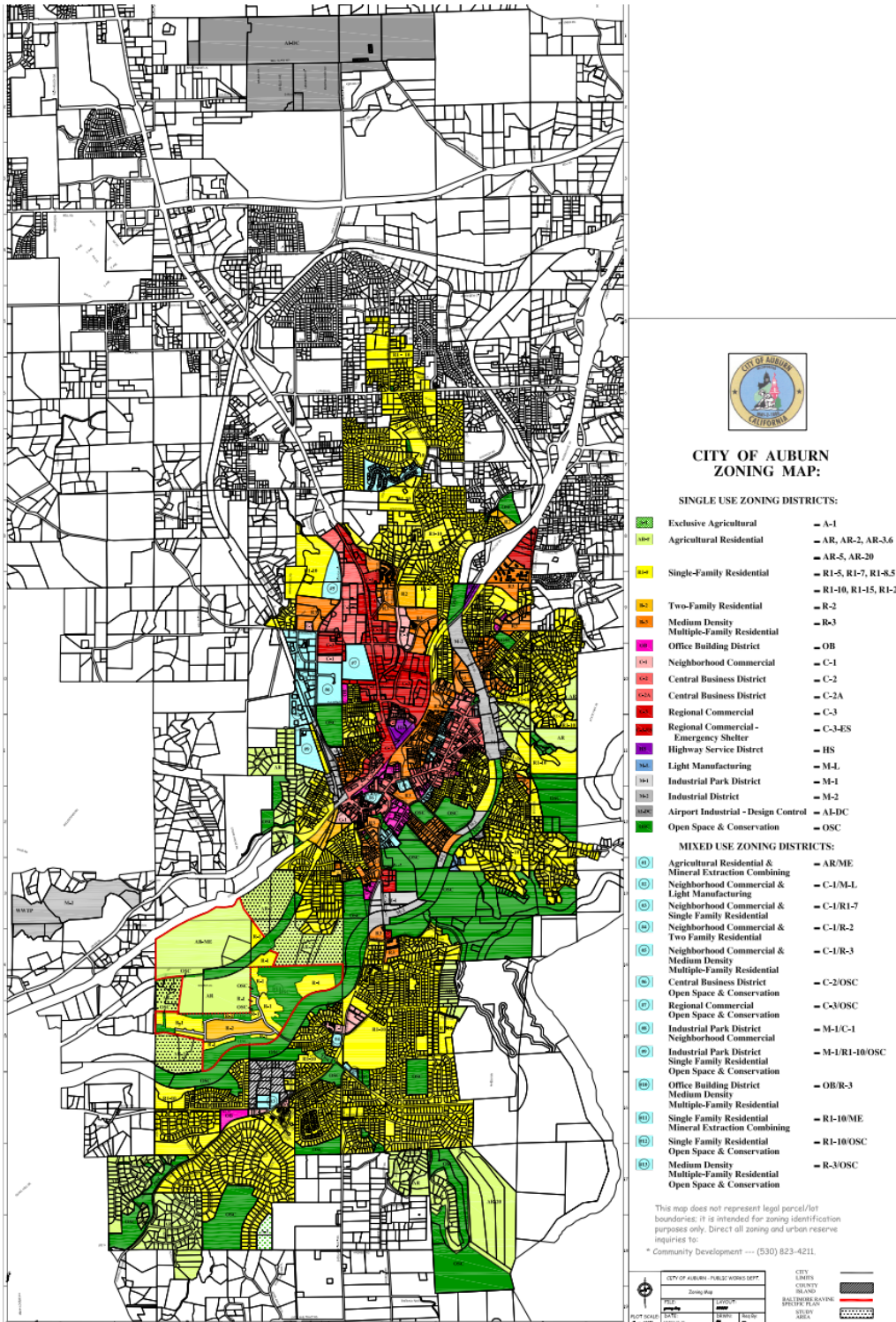


Source: Placer County.

City of Auburn

The City of Auburn primarily consists of single-family residential and open space land uses. As shown in Figure 13, near I-80 is the central business district in Auburn and includes medium density multi-family residential and commercial land uses. Bus stops and stop amenities could be located to support services that connect the commercial district in northern Auburn and the residential areas to the north and south.

Figure 13: City of Auburn Zoning Map

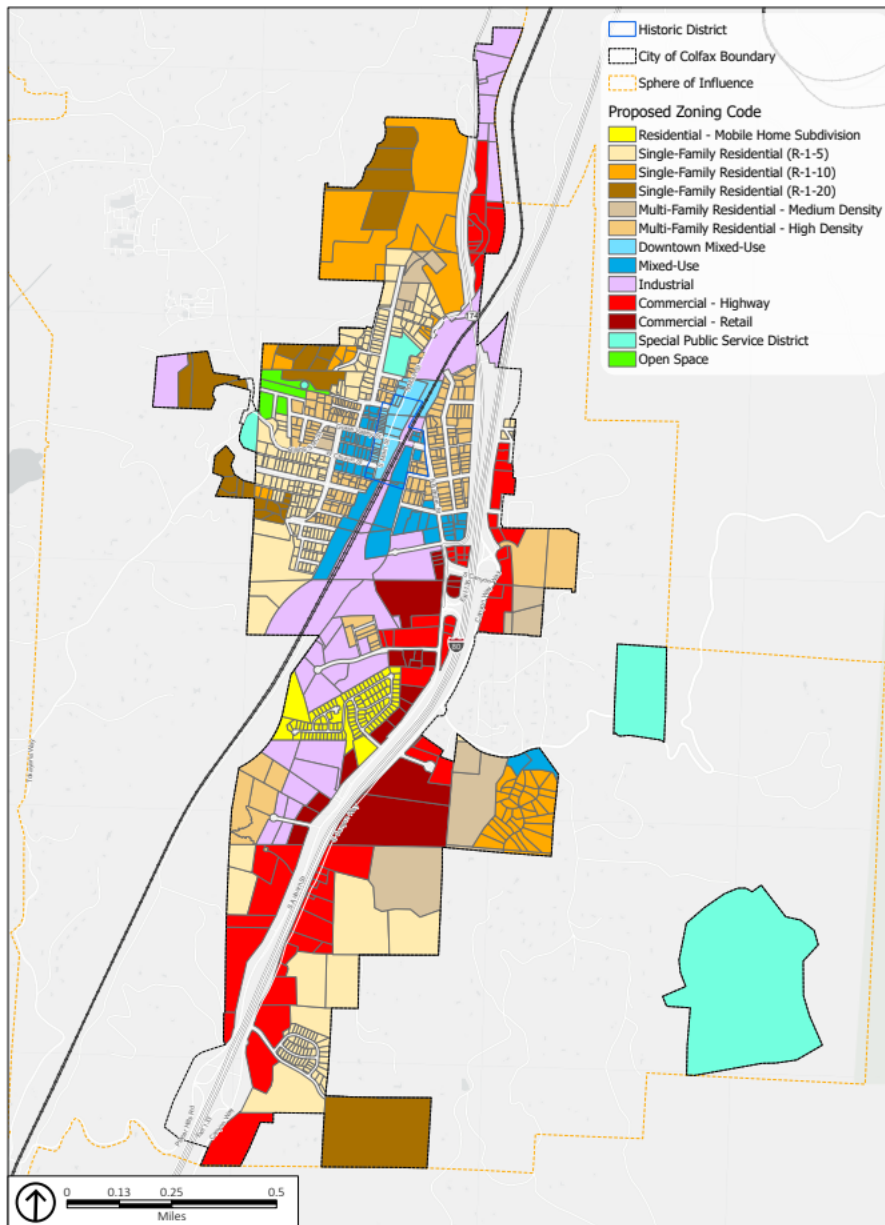


Source: City of Auburn.

City of Colfax

The northern portion of the City of Colfax includes single- and multi-family residential and mixed-use land uses. As shown in Figure 14, the southern portion of the city has a mix of residential, commercial, and industrial land uses. Bus stops and stop amenities could be located to adequately support service connecting the commercial district in central Colfax and the residential areas to the north.

Figure 14: City of Colfax Zoning Map



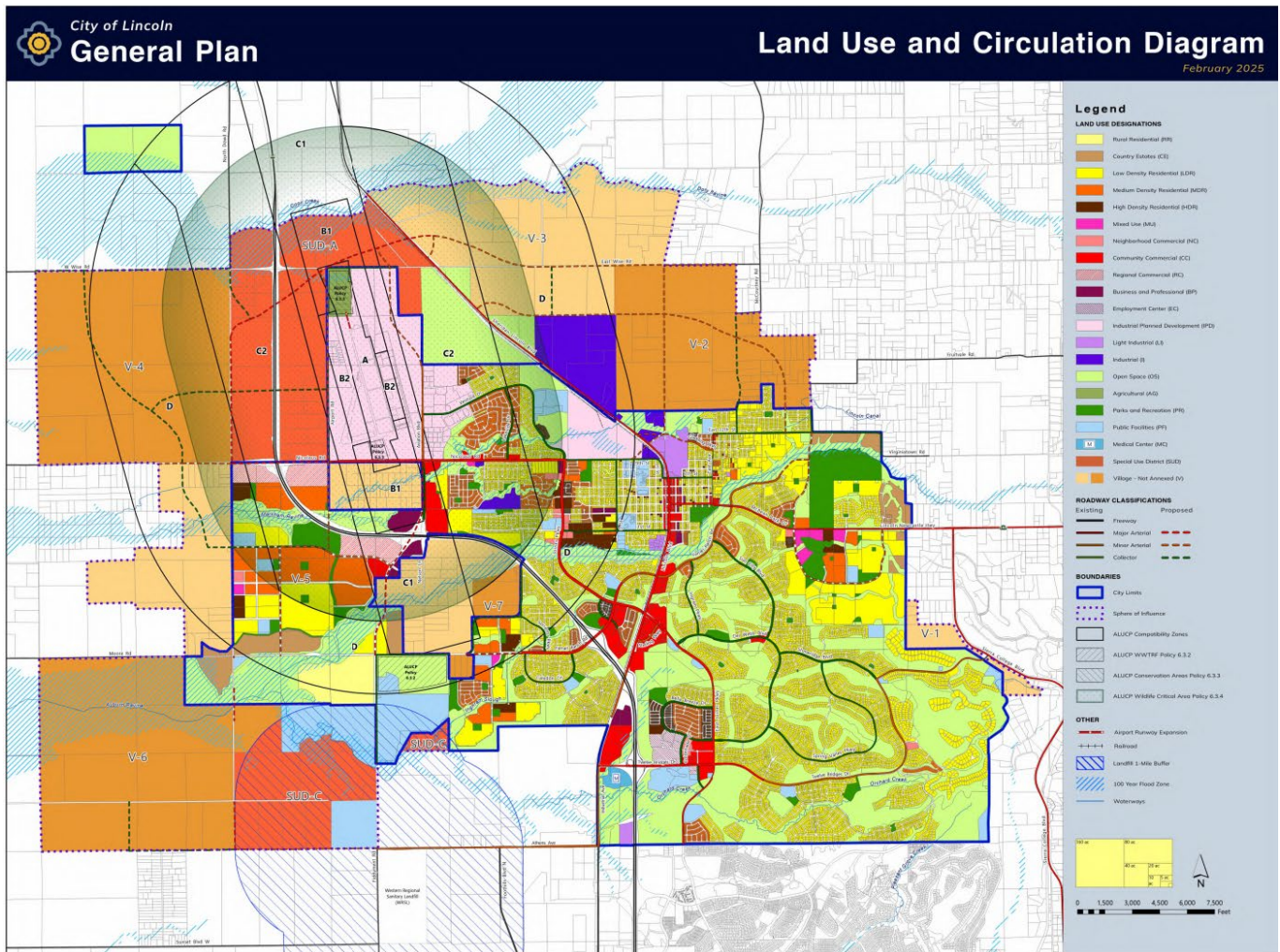
Source: City of Colfax.



City of Lincoln

The City of Lincoln primarily consists of rural, low density, and medium density residential land uses. As shown in Figure 15, the central business district is located along Lincoln Boulevard and includes commercial, industrial, mixed-use, and high-density residential land uses. Bus stops and stop amenities in Lincoln should adequately support service connections between the commercial district along Lincoln Boulevard and the residential areas to the east and west.

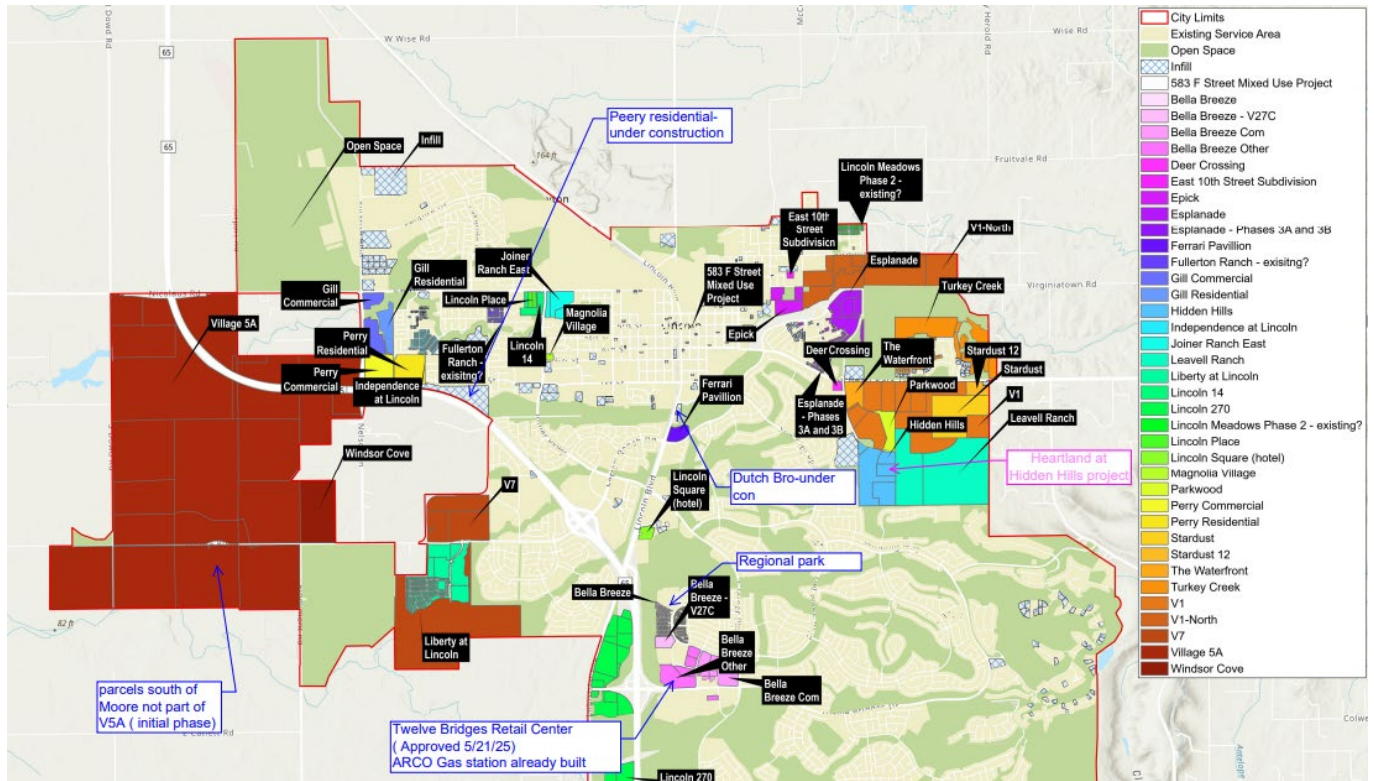
Figure 15: City of Lincoln Land Use and Circulation Diagram



Source: City of Lincoln.

As shown in Figure 16, there are multiple new developments being planned in the city. The majority of these developments will occur in the eastern and western parts of the city. The largest developments include Lincoln 270, Leavell Ranch, Village 1, Village 7, and Village 5A as well as various infill areas.

Figure 16: City of Lincoln Current and Future Development



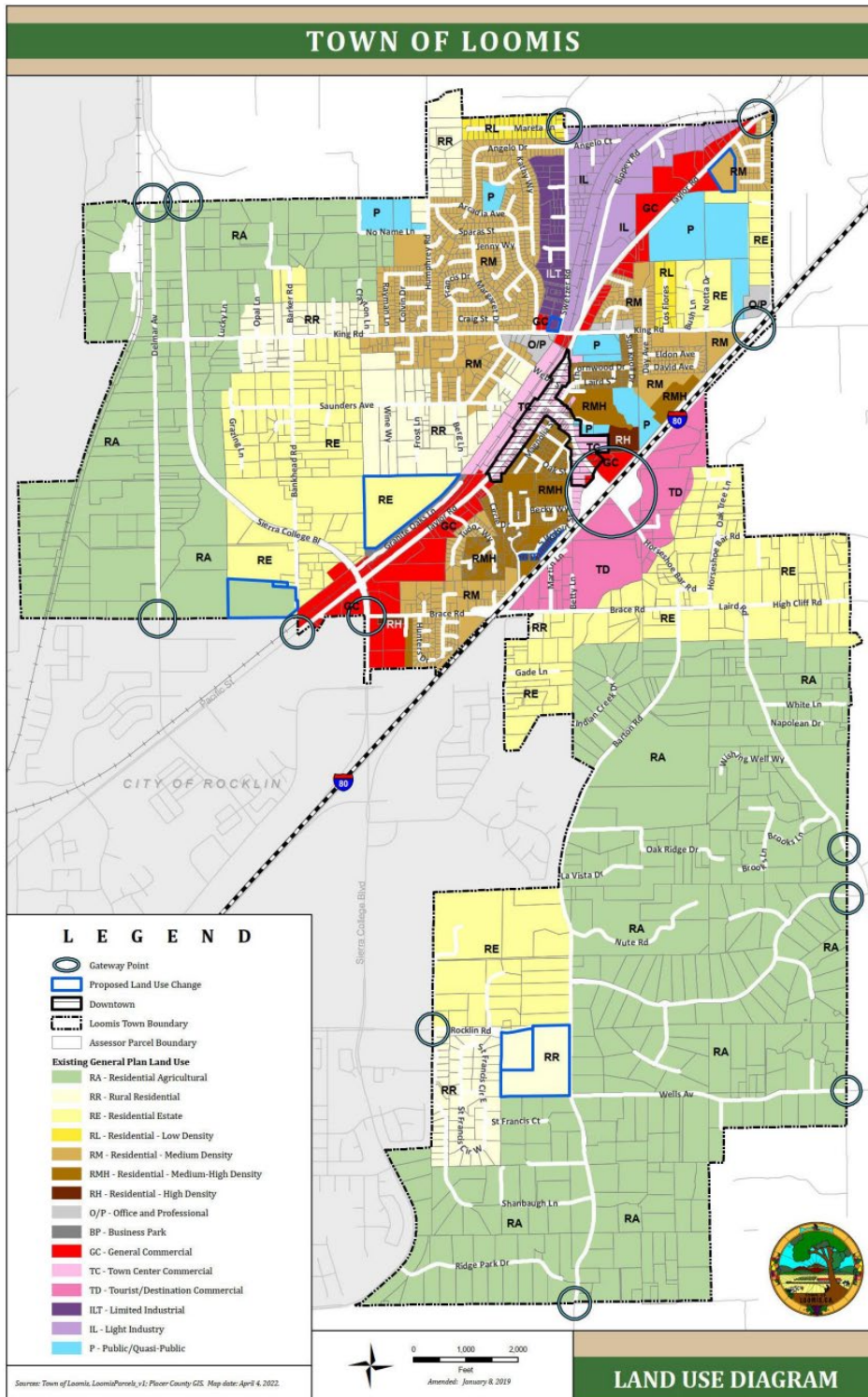
Source: City of Lincoln.

Town of Loomis

The Town of Loomis is primarily made up of residential agricultural, rural residential, and medium density residential land uses. As shown in Figure 17, near the city center off of I-80 there are high density residential, commercial, and industrial land uses as well.



Figure 17: Town of Loomis Land Use Diagram



Source: Town of Loomis.



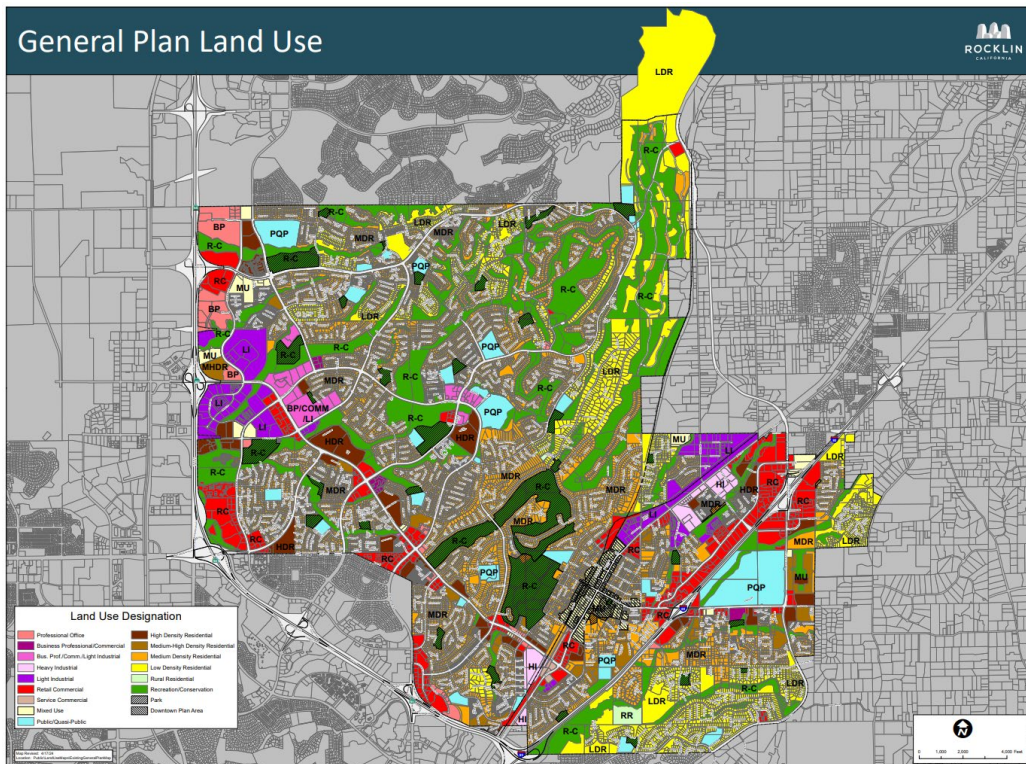
City of Rocklin

As shown in Figure 18, the City of Rocklin consists of low, medium, and high density residential land uses. There are two commercial areas in the city along I-80 and SR 65 that include commercial, industrial, mixed-use, and professional office land uses. Areas to the east of I-80 along Pacific Street, Sunset Boulevard, and Stanford Ranch Road have been identified as part of the Business Attraction, Retention, and Revitalization Overlay Zone. Additionally, there are five residential care facilities in the City of Rocklin:

1. The Pines
2. Atria of Rocklin
3. Sunrise Assisted Living
4. The Villas at Stanford Ranch, and
5. Ansel Park.

Bus stops and stop amenities should be planned to adequately support services provided between both commercial areas, the residential care facilities, and the surrounding residential areas.

Figure 18: City of Rocklin General Plan Land Use

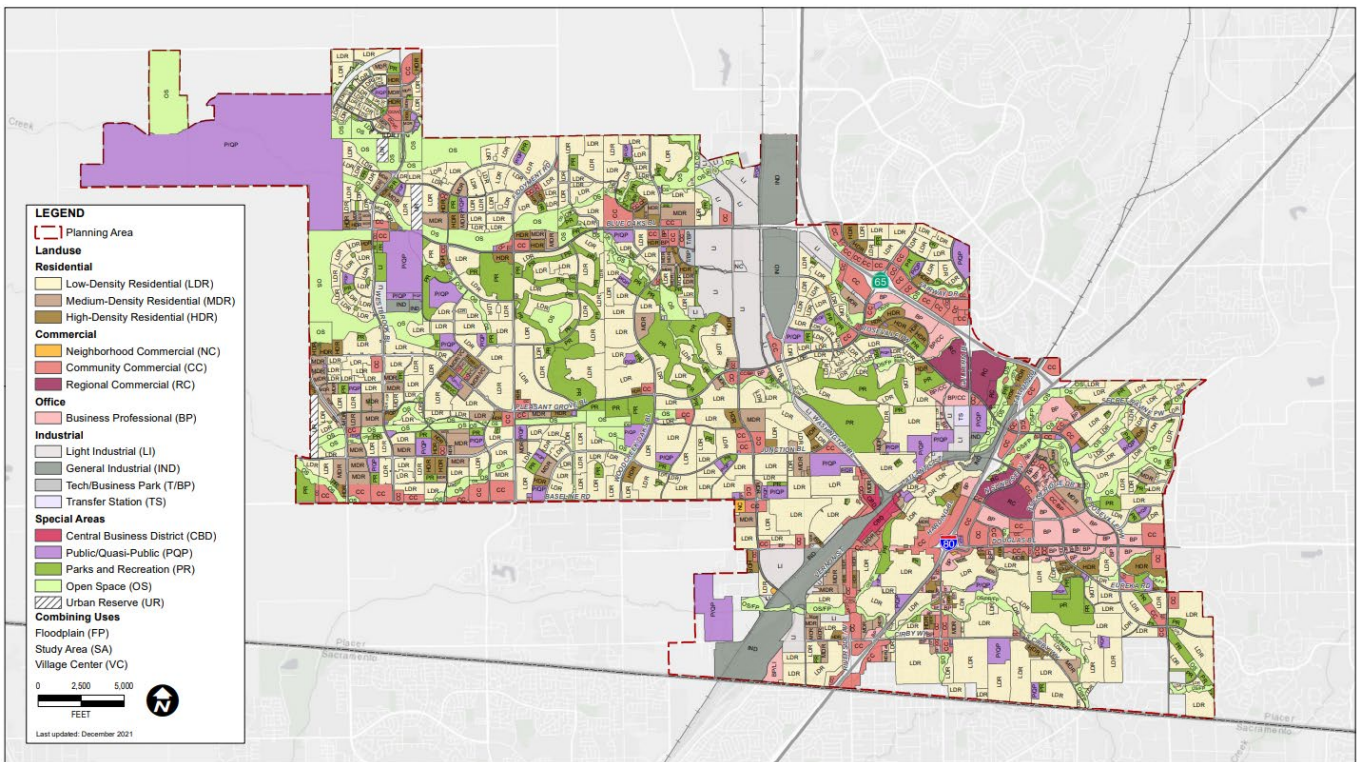


Source: City of Rocklin.

City of Roseville

As shown in Figure 19, the western portion of the city of Roseville consists of low and medium density residential land uses. The central business district in the eastern portion of the city along I-80 consists of community commercial, regional commercial, industrial, and business professional land uses. Bus stops near the central business district should be prioritized and stop amenities should support services provided between the commercial and the surrounding residential areas.

Figure 19: City of Roseville Land Uses



Source: City of Roseville.

The land use designations for each jurisdiction and the unincorporated County indicate that the major activity centers are located adjacent to major corridors including I-80 and other State Routes. Bus stop improvements, amenities, and expansions should be prioritized in high density residential areas and in central business districts and commercial areas.

Capital Improvement Programs

A review of Capital Improvement Programs (CIPs) for each jurisdiction was done to identify projects associated with or located adjacent to existing or planned bus stops in western Placer County, shown in Table 4. Projects that have a status of planned, on-going and/or to be determined (TBD) could provide an opportunity for the incorporation of bus stop improvements as part of their completion.



Table 4: 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



Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
	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
	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



Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
	Rocklin Road Widening	<p>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.</p> <p>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.</p>	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
	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



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
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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



Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
	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 st Street to 4 th Street.	Adjacent to bus stop facilities on I Street	\$2,100,000	TBD
	7 th Street Bicycle Lanes Project	Recently completed bike lane on 7 th Street between J Street and East Avenue	Adjacent to three bus stops along 7 th Street	N/A	Completed
	J Street Bicycle Lanes Project	Recently completed bike lane on J Street between 9 th Street and 6 th Street	Adjacent to one bus stop on J Street	N/A	Completed
	3 rd Street and O Street Bicycle Lanes Project	Recently completed bike lane on 3 rd Street and O Street	Adjacent to bus stops along 3 rd Street and O Street	N/A	Completed



Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
	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
	5 th Street Bicycle Lanes Project	Recently completed bike lane on 5 th Street between Lincoln Boulevard and Joiner Parkway	Adjacent to two bus stops along 5 th 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 Department of Public Works	Atwood Road Improvements	Widen and CGS infill from Richardson Drive to 1 st Street; signalization and intersection improvements at 1 st Street	Adjacent to one bus stop along Atwood Road	\$924,000	TBD



Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
	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
	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
	Bell Road Intersection Improvements	Signalization and intersection improvements at 1 st Street/Blue Oaks Drive and Richardson Drive	Adjacent to one bus stop on Bell Road	\$829,800	TBD
	Education Street Intersection 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



Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
	Galena Drive Road Project	Construct two lanes from Quartz Drive to Education Street	Adjacent to one bus stop on Galena Drive	\$276,600	TBD
	Professional Drive/1 st Street Project	Construct 40-foot roadway between 1 st Street and Atwood Road	Adjacent to one bus stop on 1 st Street	\$3,233,100	TBD
	Quartz Drive Project	Construct 40-foot roadway between SR 49 and Bell Road	Adjacent to three bus stops along Quartz Drive	\$7,446,900	TBD
	Richardson Drive Project	Construct 40-foot roadway from Dry Creek Road to Bell Road	Adjacent to two bus stops along Richardson Drive	\$6,735,600	TBD
	Willowcreek Drive Project	Construct four lanes from SR 49 to 3 rd Street	Adjacent to one bus stop on F Avenue	\$1,035,900	TBD



Jurisdiction	Project Name	Project Description	Connection to Bus Stops	Estimated Cost	Estimated Completion Date
	State Route 49 Road 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
	Sierra College Boulevard	Widen to four lanes from Rocklin Road to I-80	Adjacent to one bus stop on Sierra College Boulevard	TBD	TBD



Existing Bus Stop Standards

State Guidelines

In 2024, the U.S. Department of Transportation (USDOT), and subsequently 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.⁸ The PROWAG provides accessibility guidelines for boarding and alighting areas, boarding platforms, transit shelters, and pedestrian access routes (PARs). Other guidelines applicable to transit stops in the public right of way include:

- Fare vending machines
- Detectable warnings for boarding platforms and sidewalk and street-level trail boarding and alighting areas
- Pedestrian signage
- PARs 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.⁹ These guidelines will be considered in the development of bus stop design and improvement criteria and bus stop improvement recommendations.

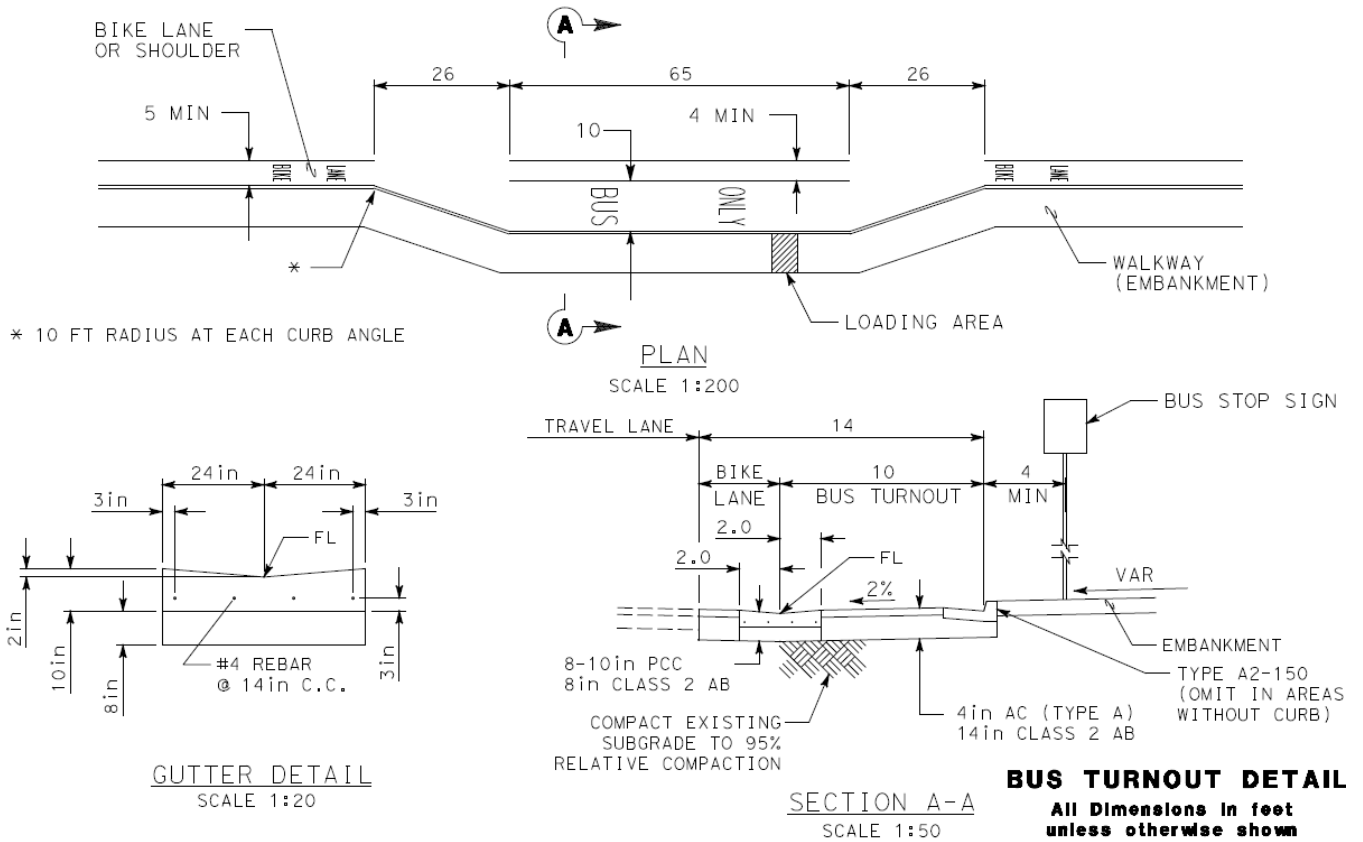
Placer County Transit Guidelines

PCT's standards and specifications for bus turnouts are shown in Figure 20. This includes interaction and widths/lengths of bike lanes, walkways, and bus loading areas.

⁸ Source: "DIB 82-06 Supplemental Guidance for Transit Stops", California Department of Transportation, 2025, https://dot.ca.gov/-/media/dot-media/programs/design/documents/supplemental-guidance-for-dib-82-06_transit-stops_160125_final-a11y.pdf.

⁹ Source: "Public Right-of-Way Accessibility Guidelines", U.S. Access Board, 2024, <https://www.access-board.gov/prowag/complete.html#r309-transit-stops-and-transit-shelters>.

Figure 20: Placer County Transit Bus Turnout Details



Roseville Transit Guidelines¹⁰

In addition to the PROWAG guidelines, 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. Table 5 provides a detailed description of the bus shelter design guidelines. These guidelines will be considered in the development of bus stop design and improvement criteria and bus stop improvement recommendations.

Table 5: City of Roseville Bus Shelter Design Guidelines

Element	Design Guidelines
Accessibility	<ul style="list-style-type: none"> Meet all ADA guidelines
Shelter size	<ul style="list-style-type: none"> Shelter size: 11'.6" long by 5' deep by 7'.5" high. Provide a minimum 30" x 48" clear floor space completely within shelter and connect this space to the accessible path of travel.

¹⁰ Source: "Minimum Bus Shelter Requirements", City of Roseville, 2019.



Element	Design Guidelines
Design	<ul style="list-style-type: none"> • Flat roof design. • Include full rear panel and panels at each end. • Include bottom ventilation. • Fabricated of anodized bronze finished aluminum with a minimum of .125" thickness. • Glazing material: one quarter inch (X") thick bronze tinted tempered safety glass. • Shelter and anchors must meet Wind Load Criteria of 75 mph, Exposure C.
Seating	<ul style="list-style-type: none"> • Include aluminum bench with a back, in compliance with ADA guidelines.
Display case	<ul style="list-style-type: none"> • Must include a map display case with a "live" or visible display area measurement of 34.5" high by 23.75" wide. Case must be built into the frame of shelter. Finish on frame of map case must match specified finish on bus shelter structure.
Lighting	<ul style="list-style-type: none"> • Shelter must have UL approved solar lighting system. Shelters without a single system UL certification are not acceptable. • Solar panel lighting system must have autonomous energy reserve for a minimum of 5 nights with a minimum Array to Load ratio of 1.2 to 1.25 range. In addition the lighting system must be able to provide lighting through the night, from civil twilight in evening to civil twilight following morning. Thorough factoring for shade, dirt and grim should be included. • ALR calculations must be based on solar panels on a horizontal surface (not optimal tilt). • Lighting system must be vandal resistant. IP67 or better ingress rating preferred. LED lighting required. • Battery array shall be composed VRLA AGM units that meet or exceed specifications of Genesis XE batteries. • Illumination provided must be capable of delivering up to 5 foot-candles peak at a level two feet above ground level, with average of 3 foot-candles providing illumination throughout the footprint of the shelter.



Best Practices

The following reports provide examples of industry best practices for designing improvements to bus stops. Both reports present suggested toolkits for transit improvements from peer agencies and are generalized to be applicable to any transit agency and jurisdiction. The Transportation Research Board (TRB) report focuses on strategies that have been effectively used by multiple transit agencies to improve transit ridership. The Orange County Transportation Authority (OCTA) report presents suggested bus stop design criteria intended to be used by both transit agencies and by local jurisdictions. Both of these reports along with all the other materials reviewed will be considered during future tasks of the project, specifically when determining general bus stop design and improvement criteria and bus stop improvement recommendations.

Elements Needed to Create High Ridership Transit Systems (Transportation Research Board)¹¹

TRB's Transit Cooperative Research Program Report 111: Elements Needed to Create High Ridership Transit Systems discusses various strategies that have been effectively used by peer agencies to increase ridership on their transit systems. The report uses a combination of industry research and case studies to prepare this guidebook for identifying factors affecting ridership and selecting strategies to address these factors. The strategies for passenger facility improvements (bus stops and shelters) include:

- All transit stops:
 - A level concrete pad for waiting passengers
 - Reasonable pedestrian access, including a paved access path to the concrete waiting pad and slope that does not exceed 6% over 100 feet. If reasonable access cannot be provided, the stop should be removed
 - Adequate lighting, based on existing lighting standards
 - Up-to-date and accurate bus stop signs, including an accurate listing of routes using the stop and an accurate information telephone number
- Transit stops with 50 or more daily boardings:
 - A standard shelter and a trash receptacle
- Transit stops with 100 or more daily boardings:
 - Detailed schedule information, including scheduled times of arrival for each line serving the stop

¹¹ Source: "Elements Needed to Create High-Ridership Transit Systems", Transportation Research Board, 2007, <https://nap.nationalacademies.org/catalog/23175/elements-needed-to-create-high-ridership-transit-systems>.



- A larger shelter, or alternatively, two standard shelters
- One or more benches in the shelter
- Transit stops with 300 or more daily boardings:
 - A system map
 - Real-time travel information in the longer term

Bus Stop Safety and Design Guidelines (Orange County Transportation Authority)¹²

OCTA’s Bus Stop Safety and Design Guidelines provides a manual of suggested design criteria that local jurisdictions should consider when designing and placing transit facilities. Table 6 provides a summary of the design guidelines in this manual relating to bus stops and shelters.

Table 6: Overview of Orange County Transportation Authority’s Bus Stop Design Guidelines

Element	Design Guidelines
Bus stop specifications	<ul style="list-style-type: none"> ● Stops should be placed based on population density and/or major passenger generators (i.e. major employment centers, regional shopping centers, hospitals, etc.). ● Bus stop locations should be clearly marked by an OCTA bus stop sign with appropriate vertical and horizontal clearance. ● Bus stop locations should have adequate parking restrictions to allow buses to pull into and out of the bus zone unimpeded. ● Bus stop locations should have a level surface and preferably a firm surface to accommodate boarding and alighting of passengers with special needs. ● Pathways leading to and from bus stop areas should be level, and preferably a firm surface to accommodate passengers with special needs. ● Bus stops should be located in places with minimal above grade obstacles (i.e. guidewires, power poles, utility boxes, etc.).

¹² Source: “Bus Stop Safety and Design Guidelines”, Orange County Transportation Authority, 2004, <https://www.octa.net/pdf/Bus%20Stop%20Safety%20and%20Design%20Guidelines.pdf>.



Element	Design Guidelines
Passenger amenities	<ul style="list-style-type: none"> • Boarding areas should be ADA compliant. • Include bus shelters, benches, and trash receptacles if warranted by the number of boardings. • A farside bus stop sign should be located between 80 feet and 100 feet from point of tangency of the intersection. • Provide convenient pedestrian pathways/access ways to and from adjacent buildings. • Locate the bus stop to allow coach operators clear visibility of passengers and to allow passengers a view of the oncoming bus. • Passenger boarding area: Pads must have a smooth broom finished surface to accommodate high heels and wheelchairs and must have high strength capacity to bear the weight of a shelter. • Landscaping near the passenger boarding area is encouraged to maximize passenger comfort. • Locate bus stops where there is a standard curb in good condition. • Ensure a minimum clearance distance of ten feet between a pedestrian crosswalk and the front or rear of a bus at a bus stop.
Safety	<ul style="list-style-type: none"> • Place bus stop in locations providing between two to five footcandles of illumination within the bus stop area. • If possible, ensure adjacent shrubbery is trimmed low and thinned so passengers can view over and behind hedges. • Ensure clear visibility of, through, and around the bus stop for both passenger surveillance of environment and for police surveillance. • If possible, ensure that the pedestrian circulation routes through bus stops and waiting areas are not blocked from view by walls or other structures. • In placing bus stops avoid nearby edges and corners of walls that create blind spots.



Element	Design Guidelines
Accessibility	<ul style="list-style-type: none">• Every station, bus stop, bus stop pad, terminal, building or other transportation facility, shall comply with the applicable provisions of 4.1 through 4.35, section 5 through 9 of the “ADA Standards for Accessible Design” as specified in the Americans with Disabilities Act.• Where new bus stop pads are constructed at bus stops, bays or other areas where a lift or ramp is to be deployed, they shall have a firm, stable surface and meet minimum requirements for length, width, and slope.• Where provided, new or replaced bus shelters shall be installed or positioned so as to permit a wheelchair or mobility aid user to enter from the public way.• Where provided, all new bus route identification signs shall comply with Section 4.30.5 of the “ADA Standards for Accessible Design”.• Bus stop sites shall be chosen such that, the maximum extent practicable, the areas where lifts or ramps are to be deployed comply with Section 7.2.1 (1) and (2).• When new bus route identification signs are installed or old signs are replaced, they shall comply with the requirements of 7.2.1.



Appendix A: Roseville Transit Boardings by Bus Stop^{13,14}

Table A1: Roseville Transit Route A1 Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Louis Orlando Transfer Center	18
Riverside at Cirby	0
Riverside at 6 th	1
Riverside before 4 th	2
Vernon past Taylor	2
Civic Center Transfer Point	10
Atlantic at Yosemite	1
Atlantic at Center	0
Galleria Transfer Point	24
Roseville Pkwy at Reserve	1
E. Roseville Pkwy past Galleria	0
Sutter Roseville Medical Center	0
N. Sunrise at E. Roseville Pkwy	1
N. Sunrise at Stone Point	0
N. Sunrise at Eureka	0
N. Sunrise before Lead Hill	3
Sierra Gardens Transfer Point	3
Sunrise at Frances	2
Sunrise at Conroy	7
720 Sunrise	1
Cirby at Sunrise	6
Cirby before Cirby Hills	1
Louis Orlando Transfer Center	2
Total	85

Table A2: Roseville Transit Route A2 Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Louis Orlando Transfer Center	18
Riverside at Cirby	2
Riverside at 6 th	2
Riverside before 4 th	1
Vernon past Taylor	0
Civic Center Transfer Point	7

¹³ Data is from April 23rd, 2025.

¹⁴ No ridership was reported for Route G.



Bus Stop	April 2025 Daily Boardings
Atlantic at Yosemite	1
Atlantic at Center	1
Galleria Transfer Point	7
Roseville Pkwy at Reserve	2
E. Roseville Pkwy past Galleria	0
Sutter Roseville Medical Center	1
N. Sunrise at E. Roseville Pkwy	2
N. Sunrise at Stone Point	0
N. Sunrise at Eureka	1
N. Sunrise before Lead Hill	1
Sierra Gardens Transfer Point	4
Sunrise at Frances	1
Sunrise at Conroy	3
720 Sunrise	1
Cirby at Sunrise	2
Cirby before Cirby Hills	0
Louis Orlando Transfer Center	0
Total	57

Table A3: Roseville Transit Route B1 Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Civic Ctr Annex (316 Vernon)	16
Vernon at Judah	3
Riverside at 4 th	8
Riverside before 6 th	0
Riverside at Kenroy	1
Louis/Orlando Transfer Center	10
Cirby at Riverside	1
Sunrise at Cirby	2
Sunrise before Coloma	3
N Sunrise past Douglas	1
Sierra Gardens Transfer Point	2
N. Sunrise past Douglas	0
N. Sunrise past Lead Hill	0
N. Sunrise at Auto Mall	3
N. Sunrise at Eureka	0
Sutter Roseville Hospital	0
E. Roseville Pkwy at N. Sunrise	0
E. Roseville Pkwy at Taylor	0



Bus Stop	April 2025 Daily Boardings
Galleria Transfer Point	7
Roseville Pkwy at Reserve	0
Galleria Blvd. past Roseville Pkwy	1
Atlantic at Center	0
Atlantic at Yosemite	0
Civic Center Annex	0
Total	58

Table A4: Roseville Transit Route B2 Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Civic Ctr Annex (316 Vernon)	36
Vernon at Judah	0
Riverside at 4 th	2
Riverside before 6 th	2
Riverside at Kenroy	0
Louis/Orlando Transfer Center	15
Cirby at Riverside	2
Sunrise at Cirby	7
Sunrise before Coloma	4
N Sunrise past Douglas	0
Sierra Gardens Transfer Point	6
N. Sunrise past Douglas	3
N. Sunrise past Lead Hill	2
N. Sunrise at Auto Mall	1
N. Sunrise at Eureka	0
Sutter Roseville Hospital	2
E. Roseville Pkwy at N. Sunrise	0
E. Roseville Pkwy at Taylor	2
Galleria Transfer Point	24
Roseville Pkwy at Reserve	1
Galleria Blvd. past Roseville Pkwy	0
Atlantic at Center	6
Atlantic at Yosemite	0
Civic Center Annex	0
Total	115

Table A5: Roseville Transit Route C Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Sierra Gardens TP	0



Bus Stop	April 2025 Daily Boardings
Douglas at Santa Clara	0
Douglas before Strauch	0
Rocky Ridge at Hackamore	0
Rocky Ridge at Meadowlark	3
S. Cirby past Piedmont	0
S. Cirby past Rimma	2
S. Cirby at Nighthawk	1
Cirby at Rocky Ridge	1
Cirby at Parkview	0
Sunrise at Cirby	0
Sunrise before Coloma	0
N. Sunrise past Douglas	0
Sierra Gardens Transfer Point	0
Total	7

Table A6: Roseville Transit Route D Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Civic Ctr (311 Vernon)	10
Main at Washington	4
Main before Atkinson	0
Main before Foothills	1
Foothills after Main/Baseline	2
Junction before Americana	2
Junction after Revere	0
Junction after Country Club	0
Woodcreek after Junction	1
Baseline at Woodcreek	0
Junction at Baseline	0
Junction past Park Regency	0
Woodcreek after Junction	1
Woodcreek at McAnally	1
Woodcreek before Arsenault	0
Woodcreek before Jonquil	0
Woodcreek after Horncastle	0
Woodcreek after Crimson Ridge (NB)	1
Blue Oak at Woodcreek Oaks	2
Diamond Creek Blvd before Blue Oak	1
Blue Oak past Prairie Woods	0
Woodcreek Oaks at Blue Oaks	6



Bus Stop	April 2025 Daily Boardings
Woodcreek past Painted Desert	0
Woodcreek Oaks at Crimson Ridge (SB)	0
Woodcreek past Horncastle	1
Pleasant Grove at Woodcreek	0
Pleasant Grove after Country Club	0
Pleasant Grove before Foothill	2
Foothills past Pleasant Grove	0
Foothills past McAnally	4
Junction at Foothill	1
Junction before Barbara	0
Washington past Junction	0
Washington past All America City	1
Civic Annex (316 Vernon)	0
Total	41

Table A7: Roseville Transit Route E Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Sierra Gardens TP	6
Galleria TP	7
Rocklin Rd. at El Don	0
Rocklin Rd. past El Don	1
Galleria TP	0
Sierra Gardens Transfer Point	0
Total	14

Table A8: Roseville Transit Route F Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Sierra Gardens TP	4
Sunrise at Frances	0
Sunrise at Conroy	0
720 Sunrise	0
Cirby at Sunrise	0
Cirby at Parkview	0
S. Cirby past Piedmont	0
S. Cirby past Rimma	0
S. Cirby at Nighthawk	0
Rocky Ridge before Maidu Dr.	0
Rocky Ridge before Hackamore	0
Douglas at Rocky Ridge	0



Bus Stop	April 2025 Daily Boardings
Douglas before Santa Clara	0
N. Sunrise past Douglas	0
Total	4

Table A9: Roseville Transit Route L Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Civic Annex (316 Vernon)	19
Douglas before Buljan	4
Douglas at Donner	0
Douglas before Bonny Knoll	0
Harding at Roseville Square	1
Harding past Estates	0
Harding before Lead Hill	0
Lead Hill at Harding	1
Lead Hill past N. Sunrise	1
Lead Hill before Rocky Ridge	1
Rocky Ridge past Lead Hill	1
Douglas at Rocky Ridge	3
Douglas at Eureka	0
Douglas at E. Roseville Parkway	0
Douglas before Sierra College Blvd.	0
Sierra College at Douglas	6
Sierra College before Eureka	1
Eureka at Sierra College	2
E. Roseville Parkway at Eureka	1
E. Roseville Parkway past Village Dr.	0
E. Roseville Parkway at Olympus	1
Lead Hill at E. Roseville Parkway	0
Eureka before Douglas	1
Douglas at Eureka	1
Douglas at Rocky Ridge	1
Sierra Gardens past Douglas	1
Sierra Gardens before Santa Clara	4
Lead Hill at N. Sunrise	1
Harding at Macario	4
Harding before Estates	0
Harding at Roseville Square	3
Douglas past Harding	1
Douglas at S. Lincoln	0



Bus Stop	April 2025 Daily Boardings
Taylor at Royer	0
Civic Ctr (311 Vernon)	0
Total	59

Table A10: Roseville Transit Route M Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Galleria Transfer Point	31
Galleria Blvd. at Antelope Creek	2
Fairway at Stanford Ranch Rd.	0
Fairway at Five Star	0
Fairway at Central Park Dr.	0
Pleasant Grove at Fairway	0
Pleasant Grove before Highland Pointe	2
Pleasant Grove at Roseville Parkway	1
Pleasant Grove at Hallissy	0
Pleasant Grove at Galilee	0
Pleasant Grove at Foothills	0
Pleasant Grove at Woodcreek Oaks	7
Pleasant Grove at Sun City Blvd.	0
Pleasant Grove at Kennerleigh	0
Pleasant Grove past Village Plaza	0
Rothbury Ln. at Elmsett Pl. (Vtg Square)	10
Pleasant Grove at Rothbury Ln.	4
Pleasant Grove at Fiddymment Rd.	1
Pleasant Grove at Camino Real Way	1
Pleasant Grove before Woodcreek Oaks	0
Pleasant Grove at Woodcreek	4
Pleasant Grove past Country Club	0
Pleasant Grove before Foothills	2
Pleasant Grove at Foothills	0
Pleasant Grove at Washington	1
Pleasant Grove at Gold Coast	0
Pleasant Grove past Roseville Parkway	0
Fairway at Pleasant Grove	1
Fairway at Central Park Dr.	1
Fairway at Five Star	0
Stanford Ranch Rd. at Fairway	0
Galleria Blvd. at Antelope Creek Dr.	0
Galleria Transfer Point	0



Bus Stop	April 2025 Daily Boardings
Total	69

Table A11: Roseville Transit Route R Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Louis/Orlando Transfer Center	4
Cirby Way at Riverside Ave.	0
Cirby Way at Lindsay Dr.	0
Foothills Blvd. at Cirby Way	0
Foothills Blvd. at Vineyard Rd.	0
Foothills after Main/Baseline	0
Foothills Blvd. at Junction Blvd.	0
Foothills Blvd. at McAnally Dr.	0
Foothills Blvd. past Pleasant Grove Blvd.	0
Foothills Blvd. at Misty Wood Dr.	0
Foothills Blvd. after Albertsons Dr.	0
Foothills Blvd. at Blue Oaks	0
Foothills Blvd. at Pasco Scientific	0
Foothills Blvd. at Pride Industries	3
Foothills Blvd. at Albertsons Drive	0
Foothills Blvd. at Roseville Pkwy.	0
Foothills Blvd. at Misty Wood Dr.	0
Foothills Blvd. past Pleasant Grove Blvd.	2
Foothills Blvd. past McNally Dr.	1
Foothills Blvd. at Junction Blvd.	0
Foothills Blvd. at Baseline	0
Foothills Blvd. at Vineyard Rd.	1
Cirby Way at Vernon St.	0
Louis/Orlando Transfer Center	0
Total	11

Table A12: Roseville Transit Route S Boardings by Bus Stop

Bus Stop	April 2025 Daily Boardings
Galleria Transfer Point	2
Washington at Pleasant Grove	0
Santucci Center (Arrive)	0
Santucci Center (Leave)	5
Washington at Industrial	0
Galleria Transfer Point	3
Total	10



Appendix B: Roseville Transit Bus Stop Issues and Requests

Table 7B1: Summary of Complaints and Requests Associated with Bus Stops

Request	Description/Location
Additional bus stops	Douglas and Vernon Professional Dr towards UC Davis Riverside Ave (near the Rock) Between 4 th and Taylor Douglas Blvd (near 99 cents/Goodwill) Amtrak Station Cirby & Sunset N and 4 th St East side of Pleasant Grove Boulevard near Roseville Parkway and Highland Pointe Drive Riverside between Bonita and the Tower Theater Heritage Oaks Apartments Country Club & Junction next to the Apartments On Lonetree near movie theaters Cirby and Salmon at Social Security Building Blue Oaks Blvd & Fiddymment Rd Bob Doyle and Hayden Pkwy or Hayden Pkwy & Fiddymment Junction and Woodcreek Oaks Blvd E Roseville Pkwy and Secret Ravine Pkwy At CalSTRS Building in West Sacramento Fiddymment Rd & Pleasant Grove 2 nd St and L St Richards Blvd and N 7 th St At Chilton Middle School and West Park High School
New bench at stops	All locations Roseville Pkwy and Taylor near Union 76 Station Saugstad and SGTP near Post Office Pleasant Grove west of Kennerleigh Eskaton on Pleasant Grove Blue Oaks and Woodcreek Oaks Riverside and Cirby near Kaiser Foothills and Junction Lead Hill Blvd near Walmart Harding near Dollar Tree



	All Locations
	Riverside and Cirby near Kaiser
	Sierra Gardens
	Market and Rothbury near Vintage Square
New bus shelters at stops	County Club and Junction
	Pleasant Grove and Fiddymment Rd
	Pleasant Grove and Woodcreek
	Vernon St and Judah St
	Lead Hill Blvd near Walmart
	Junction and Woodcreek Oaks
Improved lighting at stops	Pleasant Grove and Woodcreek Oaks
	Posted bus schedules at transfer points
Signage requests	Electronic message boards displaying current updates, arrival times, and delays
	Route letters printed on both sides of stop signage
	Larger signage at stops with no amenities