



# ROSEVILLE, CA

TOTAL POPULATION

134,073

TOTAL AREA (sq. miles)

36.22

POPULATION DENSITY

3,701

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Roseville
High Speed Roads with Bike Facilities	40%	39%
Total Bicycle Network Mileage to Total Road Network Mileage	47%	39%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	1%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NONE
Bicycle-Friendly Laws & Ordinances	SOME	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 91K	1 PER 34K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3.8 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4.4 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	5.3 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	4.7 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	5.4 /10

## KEY OUTCOMES

	Average Silver	Roseville
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.6%	1.1%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	549	779
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	7.3	0



## KEY STEPS TO SILVER



- » Develop a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.
- » Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.
- » Strengthen your Complete Streets policy or process to ensure more rigorous implementation. A strong Complete Streets policy and process will ensure that your community maximizes opportunities to improve bicycling and walking infrastructure at a low cost.

- » Provide education to law enforcement officers on traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.
- » Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to expand and improve the Safe Routes to School program to all schools. In particular, high school education efforts could be improved, particularly as students learn to drive and share the road.