



Public Works, Environment and Transportation Commission Agenda

**Tuesday, April 28, 2026
6:30 PM
City Council Chambers**

In accordance with [Minnesota Statutes §13D.02](#) and City policy, Council and Commission members may attend meetings remotely up to three times per calendar year.

(Times listed are approximate – please note that items may be earlier or later than listed on the agenda)

- 6:30 p.m. **1. Swearing in of New Commission Members**
 - a. Swearing in of New Commissioners
- 6:35 p.m. **2. Roll Call**
- 6:37 p.m. **3. Approve Agenda**
- 6:38 p.m. **4. Election of Officers**
 - a. Election of Officers
- 6:40 p.m. **5. Receive Public Comment**
- 6:45 p.m. **6. Business Items**
 - a. Communication Items
 - b. Approve Bike Plan
 - c. Pathway Master Plan - Continued Segment Review
- 7:30 p.m.
- 8:20 p.m. **7. Commission Direction on Member Initiated Agenda Items**
 - a. Commission Direction on Member Initiated Agenda Items
- 8:28 p.m. **8. Approval of Meeting Minutes**
 - a. Approve March Minutes
- 8:30 p.m. **9. Adjourn**

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: April 28, 2026

ITEM: 1.a.

ITEM DESCRIPTION: Swearing in of New Commissioners

Background

The City Council appointed Luke Sandstrom and Charles Tedder to the Public Works, Environment and Transportation Commission on March 2, 2026 and April 6, 2026, respectively. We welcome Luke and Charles to the commission.

Recommendation

The Commission Chair will swear in Mr. Sandstrom and Mr. Tedder as a Commission members.

Attachments

1. Luke Sandstrom Commissioner Oath
2. Charles Tedder Commissioner Oath



OFFICIAL OATH

for

Luke Sandstrom

Public Works, Environment, and Transportation Commission

I, Luke Sandstrom, do solemnly swear that I will support the Constitution of the United States of America and the Constitution of the State of Minnesota, and that I will faithfully, justly, and impartially discharge the duties of the Public Works, Environment, and Transportation Commission for the City of Roseville, Minnesota, to the best of my judgment and ability.

Luke Sandstrom

Subscribed and sworn to before me this twenty-eighth day of April 2026.



Jesse Freiheimer, Public Works Director



OFFICIAL OATH

for

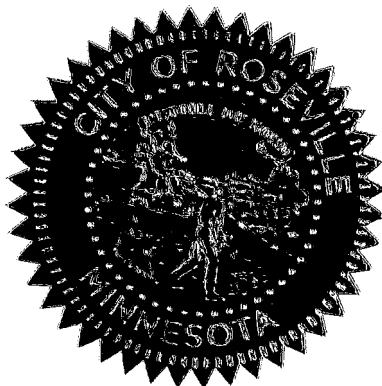
Charles Tedder

Public Works, Environment, and Transportation Commission

I, Charles Tedder, do solemnly swear that I will support the Constitution of the United States of America and the Constitution of the State of Minnesota, and that I will faithfully, justly, and impartially discharge the duties of the Public Works, Environment, and Transportation Commission for the City of Roseville, Minnesota, to the best of my judgment and ability.

Charles Tedder

Subscribed and sworn to before me this twenty-eighth day of April 2026.



Jesse Freihammer, Public Works Director

Roseville Public Works, Environment and Transportation Commission

Agenda Item

DATE: April 28, 2026

ITEM: 4.a.

ITEM DESCRIPTION: Election of Officers

Background

As required by City Code, 201.06.A, at the last meeting preceding the end of regular terms of appointment, each advisory commission shall elect a chair and vice-chair from among its appointed members for a term of one year and appoint a member to serve on the Ethics Commission.

Since this should have been completed at the March meeting, the two new PWET commissioners cannot vote or be elected as chair, vice-chair or serve on the ethics committee.

For reference, attached is the City Code as it pertains to advisory commissions, the Public Works, Environment and Transportation Commission and the Ethics Commission.

Recommendation

Elect a chair, vice-chair and a member to serve on the Ethics Commission.

Attachments

1. PWET Commission, Ethics Commission

CHAPTER 201

ADVISORY COMMISSIONS

SECTION:

- 201.01: Establishment
- 201.02: Purpose
- 201.03: Membership
- 201.04: Terms
- 201.05: Compensation
- 201.06: Organization
- 201.07: Meetings and Reports

201.01: ESTABLISHMENT:

- A. All permanent standing advisory commissions to the City shall be established by adoption of an ordinance under this Title, and shall be governed by the provisions of this Chapter.
- B. From time to time, the City Council may elect to establish other advisory groups by adoption of a resolution establishing, among other things, the purpose, membership, organization, duties and term of service for such advisory groups.

201.02: PURPOSE:

Advisory Commissions are established to provide a method for citizen input and are advisory to the City Council. No advisory commission shall have decision-making authority for the City, except as expressly established by this Code or State Statutes.

201.03: MEMBERSHIP:

- A. All members of advisory commissions shall be residents of the City, and shall be appointed by majority vote of the City Council.
- B. In addition to the regular commission members, the City Council may appoint up to two additional residents of the city who are the age of 18 or under and enrolled in high school to serve one-year terms on a commission as ex-officio youth commissioners.

201.04: TERMS:

- A. **Term Length:** Members shall serve terms of three years, except for youth members and the first members appointed following the creation of the commission. First members shall be appointed as follows: At least one third of members shall be appointed for three-year terms, up to one third of the members shall be appointed for two-year terms, and the balance of the members shall serve a one-year term. Term length for any member will be established by the Council at the time of the appointment.
- B. **Oath of Office:** Every appointed member, before beginning his or her duties shall take an oath stating that he or she will faithfully discharge of the duties of the commission to which he or she was appointed. Individual commissioners are expected to understand and adhere to the Roseville Ethics Code and attend the annual ethics training.
- C. **Expiration of Terms:** A member's term shall expire on March 31 of the year of the expiration

of the term, or at such time as a successor is appointed. Youth commissioner terms expire on July 31 of each year.

D. Term Limits: Members are eligible to serve two consecutive full terms on a commission in addition to any partial term served to complete an unexpired term resulting from a vacancy or an initial term upon creation of a commission. When members of an existing commission are transferred by the City Council to a new commission, term limits apply to the combined time on both commissions. Youth commissioners may serve up to three consecutive terms. Youth commissioners may not be appointed or re-appointed to a term during which they will turn 19 years of age. Upon completion of service on one commission, residents can be eligible for appointment to another commission, or after a period of at least one year, for appointment to the same commission on which they have previously served.

E. Vacancies: Vacancies during a term shall be filled by the City Council for the unexpired portion of a term. A vacancy occurs in any of the following circumstances: resignation, residence outside the city, removal or death. The City Council reserves the right to defer filling commission vacancies for any length of time deemed necessary.

F. Attendance: It is the expectation that Commissioners attend all meetings of the commission. An absence is considered the same whether it is excused or unexcused. If a commissioner is absent three consecutive meetings and/or misses a total of 30% or more of commission meetings in a rolling 12 month period, the staff liaison or commission chair will forward the information to the City Council.

G. Removal: Members may be removed by the City Council without cause. A member's removal shall be by majority vote of the City Council. In addition:

1. If a member fails to comply with the Roseville Ethics Code, the member may be removed by the City Council.
2. If a member has absences from more than three consecutive commission meetings, or is absent from more than 30% of the meetings in any rolling 12 month period, the member may be removed by the City Council.

201.05: COMPENSATION:

Members of all advisory commissions shall serve without compensation.

201.06: ORGANIZATION:

A. Election of Officers: At the last meeting preceding the end of regular terms of appointment, or at such other time as required by State Statutes, each advisory commission shall elect a chair and vice-chair from among its appointed members for a term of one-year and appoint a member to serve on the Ethics Commission as described in Chapter 207 of this code.

B. Governing Documents: City Code and State Statutes will govern commission activities. A commission shall not adopt separate by-laws or rules to govern commission duties or activities.

C. Committees, Subcommittees and Task Forces: Commissions may by majority vote appoint committees or subcommittees of their own members from time to time as required for the conduct of their business. The formation of any other committees, task forces and/or alternate workgroups would be subject to the provisions of this Chapter and shall be created only after approval of the City Council. Subcommittees shall report on work underway and completed on a regular basis to the full commission.

D. Logo and Materials: To reflect the official nature of the commission and to preserve consistency of the City's brand, only the official city logo or a Council-approved derivative of the logo, that contains the words "City of Roseville," shall be used on commission materials.

E. Accessibility: Commission members will be available to residents of the city by providing a preferred phone number or email address that can be used on the city website and/or on print materials.

F. Staff Liaison: Each commission will be served by a staff liaison to assist in meeting planning and commission processes and serve as a conduit to city staff and the City Council.

G. New Commissioner Training: New commission members will receive both general and commission-specific training from the staff liaison and commission chair before beginning their term. (Ord. 1498, 4/11/2016) (Ord. 1528, 6/5/2017)

201.07: MEETINGS AND REPORTS:

A. Meeting Schedule: Prior to the start of each calendar year, each commission shall adopt a regular meeting schedule for the coming year. Commissions may amend their regular meeting schedule, cancel meetings, or call special meetings as needed by majority vote at a regular commission meeting. Commissions shall meet at least quarterly, except as otherwise required by this Code or State Statutes. A special meeting of a commission may be called by the commission chair and/or the City Manager between regular meetings after consultation and approval of both parties.

B. Joint Meeting with City Council: At least once a year, each commission shall meet with the City Council to report on the previous year's work and to discuss work plans and pending issues for the upcoming year. Commissions may request additional joint meetings with the City Council whenever necessary to share information or seek guidance. A staff liaison is assigned to assist each commission and will work with the City Manager to schedule any joint meetings.

C. Open Meeting Law and Data Practices: All meetings of a quorum of a commission need to be properly noticed and shall be subject to the requirements of State Statutes section 13D, as applicable. Individual commissioners are expected to understand and adhere to applicable state laws and statutes. When a vacancy exists on a commission, a quorum shall consist of a majority of the commission's non-vacant seats.

D. Rules of Order: All commissions shall be subject to the same Rules of Order as are adopted annually by the City Council.

E. Meetings: Commission meetings shall be held in a public place and the time, date, and location of the meeting shall be publicly noticed. Commission must allow time for public comment on each agenda item and at a Public Comment portion of the agenda at the beginning of each meeting. All meetings shall be televised and recorded for future reference. External site tours by a Commission shall be exempt from being televised, but such tours shall be publicly noticed as all other Commission meetings.

F. Minutes and Reports: Commissions are required to keep a record of its meetings and actions available through the City, as well as other recommendations, reports, studies and other documents created or performed by or for a commission. Minutes of the meeting shall be detailed in the same way as the City Council minutes are written.
(Ord. 1481, 07-20-2015) (Ord. 1498, 4/11/2016)

CHAPTER 206

PUBLIC WORKS, ENVIRONMENT, AND TRANSPORTATION COMMISSION

SECTION:

- 206.01: Establishment and Membership
- 206.02: Scope, Duties and Functions

206.01: ESTABLISHMENT AND MEMBERSHIP:

There is established a public works, environment, and transportation commission of the city which shall consist of seven members appointed by the City Council and which shall be subject to Chapter 201 of the City Code. (Ord. 1260, 4-15-2002) (Ord. 1313, 12-6-2004)

206.02: SCOPE, DUTIES AND FUNCTIONS:

The duties and functions of the commission shall be as follows:

- A. Serve in an advisory capacity to the City Council, City Manager and Director of Public Works on public works, environmental, and transportation matters. (Ord. 1313, 12-6-2004)
- B. Maintain an interest in and an understanding of the functions and operations of the Public Works Department.
- C. Maintain an interest in and an understanding of federal, state, county, regional and other public works, environmental, and transportation services that impact City services. (Ord. 1313, 12-6-2004)
- D. Perform other duties and functions or conduct studies and investigations as specifically directed or delegated by the city. (Ord. 1260, 4-15-2002) (Ord. 1481, 07-20-2015)

CHAPTER 207

ETHICS COMMISSION

SECTION:

207.01: Establishment and Membership

207.02: Scope, Duties and Functions

207.01: ESTABLISHMENT AND MEMBERSHIP:

There is established an ethics commission of the City which shall consist of one member from each City Advisory commission and which shall be subject to Chapter 201 of the City Code. (Ord. 1498, 4/11/2016)

The ethics commission shall hold an annual meeting and otherwise meet on an as-needed basis or when an ethics complaint is filed.

207.02: SCOPE, DUTIES AND FUNCTIONS:

The duties and functions of the Commission shall be as follows:

- A. Serve in an advisory capacity to the City Council on matters involving any ethics code adopted by the City Council.
- B. Administer any ethics code adopted by the City Council.
- C. Perform other duties and functions or conduct studies as specifically directed or delegated by the City Council. (Ord. 1338, 6-12-2006) (Ord. 1481, 07-20-2015)

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: April 28, 2026

ITEM: 6.a.

ITEM DESCRIPTION: Communication Items

Background

At each commission meeting, City staff provides updates on City activities and projects ongoing within the city that pertain to public works activities.

Recommendation

Receive report and provide feedback.

Attachments

1. Communications Memo
2. 2026 Roseville Project Map
3. April Development Activity Report



Public Works Department
Memo

To: Public Works Environmental and Transportation Commission Members
From: Jennifer Lowry, City Engineer
Date: April 23, 2026
Re: Communications Items

The following are updates to projects and other activities happening in Roseville since the last commission meeting. Note that links to most planned or active construction projects can be found on our construction projects website. <http://www.cityofroseville.com/697/Construction-Projects>

Roseville Public Works project updates:

- Maintenance Operation Center (MOC) / License & Passport Centers / Dance Studio (LPCDS)
 - MOC - City staff from Public Works and Parks met with the consulting teams for a design charrette on March 26 to discuss layout options. Those options have had several iterations while the consultants draft a Program and Conceptual Design Report. That report will be shared with this commission and seek Council approval once complete.
 - LPCDS – the concept planning for the building is further along that the MOC but will also require Council action prior to detail design of construction plans.
- Lexington Avenue Pathway - County Road B to TH 36
 - Construction anticipated to start week of April 27 and be substantially complete by end of May. Lexington Avenue will have lane shifts, but remain open to traffic.
- Hamline Avenue – County Road C to Snelling Avenue
 - Bid opening on April 29.
- 2026 PMP Project
 - Nearly 6 miles of roads are planned for rehabilitation in 2026. Bid opening on May 7.
- Twin Lakes Trail Phase 2
 - Easement needs to be negotiated with property owner. Plans complete, likely a 2027 construction due to tree removal needs.
- Wagner/Western Pathway
 - Easement being negotiated with Ramsey County, construction optimistically anticipated late 2026.
- 2026 Sewer Cleaning & Lining
 - Awarded. Preconstruction meeting will be scheduled for early May.
- Booster Station Phase 4 Improvements
 - Building improvements to occur in coordination with the solar install in 2026.
- Lift Stations
 - Cohansey Lift Station upgrade with construction anticipated summer 2026.
 - Lift station assessment to establish 10-year work plan has been received from consultant and is under review by staff. The last major study was completed in 2014.
- Wayfinding Signage
 - Sign installations to begin again in spring.

- Willow Pond
 - Dredging of Willow Pond is planned for the winter of 2026/27 or the summer of 2027, depending on the contractor. The Environmental Assessment Worksheet (EAW) will be reviewed by City Council on June 8.
- Keya Park Pathway along Pascal Street
 - Council gave staff direction to build a path along the Pascal Street hill, but not to move the curbs. This will be completed with the 2026 PMP project.
- Lighting
 - Intersection lighting in eastern Roseville planned for 2026.
 - Owasso Hills to decide standard vs enhanced lighting.

Other agency project updates:

- Ramsey County
 - County Road C 4:3 Conversion from Lexington Avenue to Little Canada Road and bridge over railroad
 - Roadway scheduled for bidding this spring and construction this summer/fall and bridge construction in 2027. Utility work ahead of project is underway.
 - Fairview from Larpenteur Avenue to County Road B2
 - Bids open April 30 for resurfacing and signal work, at County Road B and Gluek Lane. Work can begin after May 10, hard closure can't occur until June 11.
 - County Road D from Fairview Avenue to Cleveland Avenue
 - Design in process for 2027 project to include resurfacing and construction of a path on the south side.
 - Victoria Street Path from County Road C to Harriet Avenue
 - Design in process for 2028 project.
 - Public Open House scheduled for May 20 from 5-87PM at the Roseville Skating Center.
 - Rice from Wheelock Parkway to County Road B
 - Design in process for 2028 project.
 - Larpenteur Corridor Study
 - RFP to be released soon for study of entire corridor.
- MnDOT
 - Snelling Avenue from TH 36 to Grey Fox Road
 - Construction begins April 27. Expect lane closures and short-term closures of side streets when there is work nearby. Anticipate two weekend directional closures with detours. Construction to be complete by State Fair.
 - Resurfacing and road repairs also include new off-road pathway west of Snelling Avenue from Lydia Avenue to Old Snelling.
 - TH 280 from Wabash Avenue in St. Paul to I35 W
 - Resurfacing and bridge work underway. Northbound is currently closed and southbound anticipated to close April 29. Reopening lanes prior to State Fair.
 - Note that I-94 has another closure anticipated 10pm May 30- 5am June 1. Closure from 35E to 35W eastbound and to Dale Street westbound.
 - Public question or complaints about 280, including things like increased traffic on Cleveland Avenue or Snelling Avenue, can be shared with MnDOT at 612-254-7776 or info@hwy280construction.com.

- Gateway Bridge Project
 - Interagency meeting kickoff held for the 2031 project on I35W, TH 36 and 12-14 bridges from Fairview Avenue to the east.
- Other
 - G Line (Metro Transit)
 - Construction 2026-2028.
 - Private Utilities
 - Xcel is inspecting and replacing poles around town throughout the year. They are also undergrounding lines in seven small areas where damage to lines is reoccurring and problematic.
 - Lumen is placing new fiber on Transit Avenue from Rice Street to Western Avenue.

Engineering Updates:

- Roseville has remaining water efficiency rebates to use until June 30. An application has been submitted for the 2026-2028 grant cycle.

Environmental & Sustainability Updates:

- Climate Equity Action Plan Draft is available for review on the City website thru June 6. <http://www.cityofroseville.com/4004/Climate-Equity-Action-Plan>
- DeVonte Roberts is this year's Sustainability Intern and has started part time until going full time this summer.
- The second Native Plant Sale with MNL will open for orders thru May 14, for pickup May 30. Both residents of Roseville and non-residents can place orders at <http://www.cityofroseville.com/3979/Roseville-Native-Plant-Sale>
- The EAW was submitted to the Environmental Quality Board (EQB) Monitor on March 24 and is also posted on our website for public comment thru April 30. The EAW will be discussed at the May PWET meeting. <http://www.cityofroseville.com/willowpond>
- The annual stormwater update, to fulfill MS4 permit requirements, is scheduled for May 19 during the PWET meeting.
- Clean Up Day is April 25, 2026, from 8am to 1pm, at the Dale St. Soccer Fields (2555 Dale St. Roseville, MN). Open to Roseville residents only.
- Shredding Day is May 16, 2026, from 9am to noon, held in the parking lot of City Hall (2660 Civic Center Drive, Roseville, MN). Open to Roseville residents only.

Maintenance Updates:

- Street and Storm
 - Early Spring Street sweeping of roads/parking lots completed (400 yards of material).
 - Checking/clearing all catch basins to clean out the backs of debris.
 - Fifth compost turning of 2025 fall leaves completed.
 - Begin pathway patching problem areas.
 - Grinding trip hazards on concrete sidewalks.
 - Spring restoration of water break repairs in the roadway.
 - Seasonal equipment changeover from winter to summer.
 - Ongoing storm sewer and sign maintenance.
 - Earth day trash pickup events by Hawkins and University of Northwestern.
 - Spring turf restorations/mailbox repairs from winter maintenance operations.
 - Spring stormwater sump cleaning and mosquito control.

- Water and Sanitary Sewer
 - Continued inspections for water service line inventory.
 - St. Croix storm lift station metal repairs.
 - Continued locates, weekly lift station inspections/repairs, collection of water samples.
 - Responded to and repair water main breaks, water gate valves and sewer backups.

Council Updates:

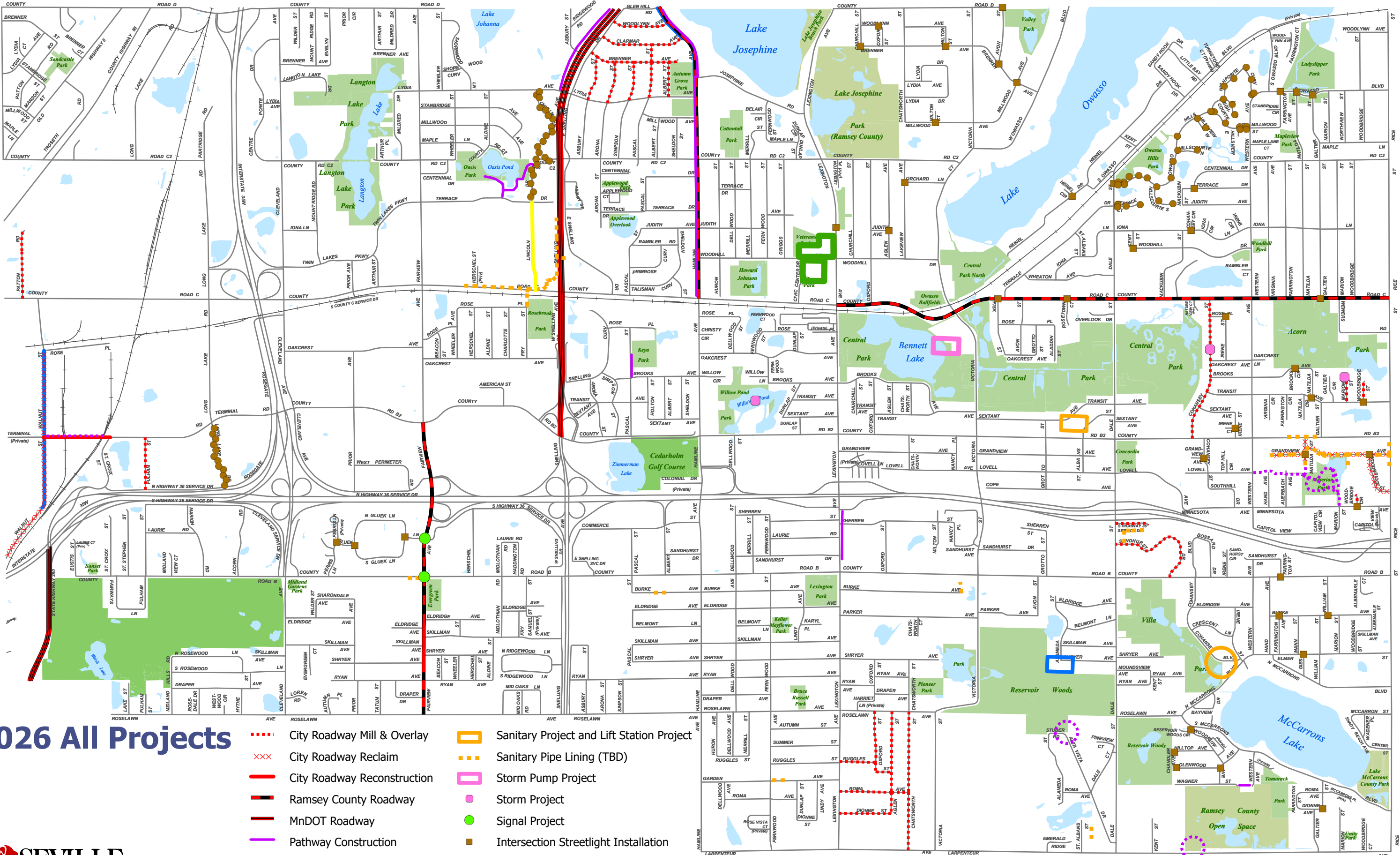
- Below is a highlight of items recently presented to and/or acted on by the City Council. More information can be found in the agenda packets and minutes for the referenced Council meetings:
 - March 23
 - Discussed: Appointment process of Roseville resident to Falcon Heights's Les Bolstad Golf Course Redevelopment Community Advisory Committee
 - April 6
 - Received: Presentation on Draft Climate Equity Action Plan
 - Approved: Award Contract for Rosebrook General Park Improvements
 - Approved: Appointment of Roseville Resident Jewelie Grape to Falcon Heights' Les Bolstad Golf Course Redevelopment Community Advisory Committee
 - Approved: Final Payment for 2025 Pavement Management Project 25-04
 - Adjourned to Closed Session to discuss a potential offer to VFW
 - April 13
 - Approved: Adopt Resolution Awarding Construction Contract for 2026 Sanitary Sewer Lining Project (26-06)
 - April 20 (public, but not on camera)
 - Discussed: 2027 Budget and Implementation of City's Strategic Plan

2026 All Projects



Prepared by: Engineering Department
2/27/2026

- | | |
|-----------------------------|---|
| City Roadway Mill & Overlay | Sanitary Project and Lift Station Project |
| City Roadway Reclaim | Sanitary Pipe Lining (TBD) |
| City Roadway Reconstruction | Storm Pump Project |
| Ramsey County Roadway | Storm Project |
| MnDOT Roadway | Signal Project |
| Pathway Construction | Intersection Streetlight Installation |
| Pathway Maintenance | Non-Metered Streetlight Replacement |
| Watermain Project | New Streetlight Installation |
| Booster Station Project | City Campus Project |



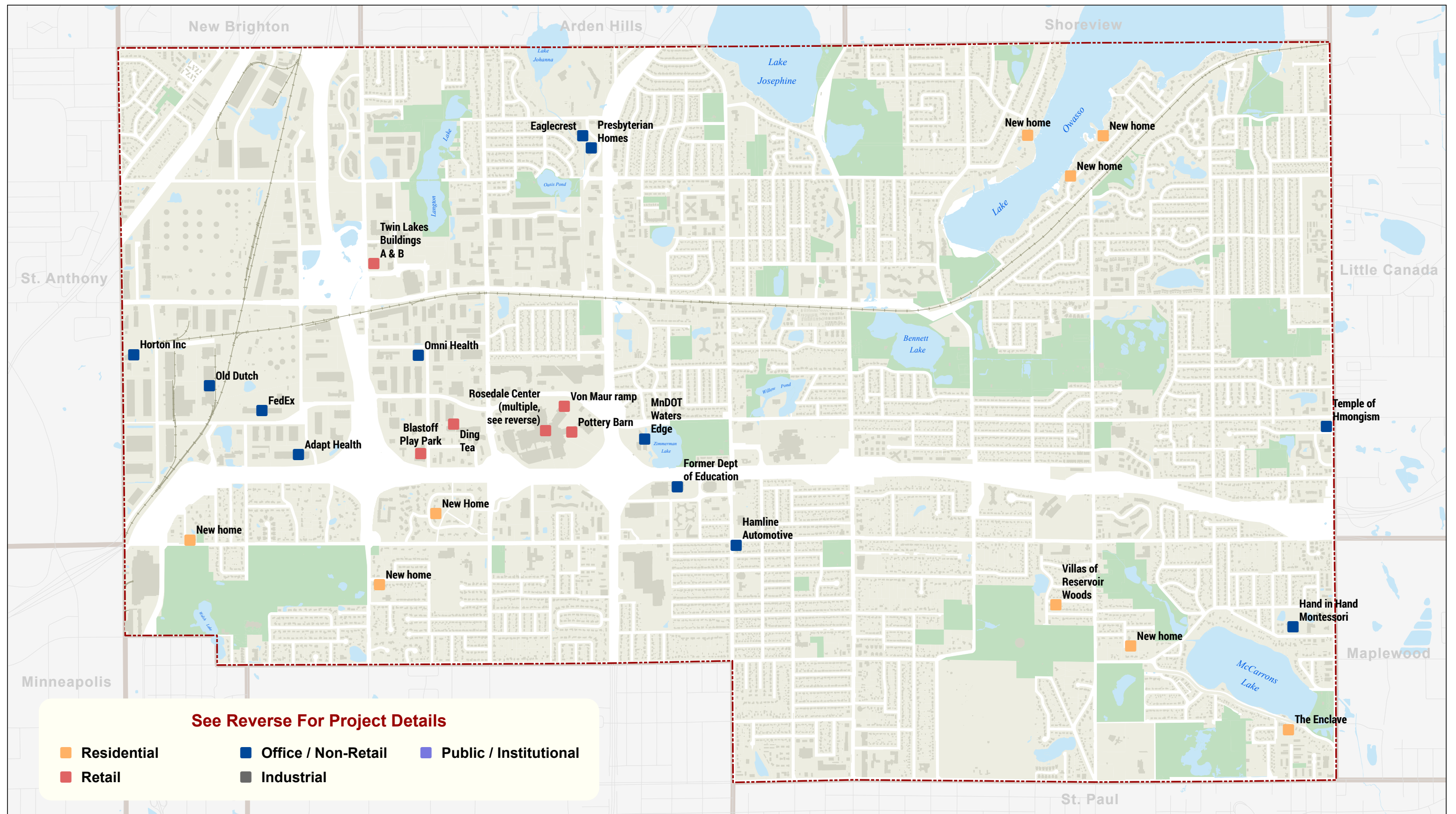
Data Sources
* Ramsey County GIS (2/14/2026)
* City of Roseville Community Development
* City of Roseville Finance Department

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7044. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

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AllProjects2026





ROSEVILLE COMMUNITY DEVELOPMENT ACTIVITY REPORT					
UPDATED: 4/14/2026					
	Project Name	Address	Project Description	Applicant/Owner Information	Starting
RESIDENTIAL	The Enclave	201-261 McCarrons Pl	20 detached townhomes (12 completed-8 lots remain)	Multiple	Summer 2021
	Residential New Construction	2164 Eustis St	New single family home	Mike Torkelson Development	Winter 2024
	Residential New Construction	2976 West Owasso Blvd	New single family home	TJB Homes	Winter 2026
	Residential New Construction	2050 Eldridge	New single family home	Lee Homes	Winter 2026
	Residential New Construction	649 Heinel Dr	New single family home	Croix Custom Homes	Summer 2025
	Residential New Construction	595 Heinel Dr	New single family home	Lee Homes	Winter 2026
	Residential New Construction	1928 South Gluek Ln	New two family dwelling	Cara Builders	Spring 2025
	Residential New Construction	560 Ryan Ave	New single family home	Structural Buildings of MN	Summer 2025
	Villas of Reservoir Woods new homes	699/707 Shryer Ave, 692/700/708 Skillman Ave	New single family home	Cara Builders LLC	Summer 2025
RETAIL	Abercrombie & Fitch	1595 Highway 36 #400	Interior Alteration	TBD (In plan review)	Spring 2026
	Pottery Barn	1595 Highway 36 #1600	New façade and interior alteration	McGough Construction (In plan review)	Spring 2026
	Apple Store Breakroom Shell Space	1595 Highway 36 #130	Shell space for new breakroom	P.R.M. Contracting	Summer 2025
	Blastoff Play Park	2325 Prior Ave	Indoor playground, arcade, restaurant and bar	Chan Consulting LLC	Spring 2026
	Vacant Tenant	1595 Highway 36 #170	Tenant Remodel	P.R.M. Contracting	Fall 2025
	Ding Tea	2401 Fairview Ave	Interior Alteration	Tran Construction and Remodeling	Fall 2025
	Twin Lakes Building A	2033 Twin Lakes Pkwy	New Construction Shell Building	Sherburne Slater Construction (In plan review)	Fall 2025
	Twin Lakes Building B	2037 Twin Lakes Pkwy	New Construction Shell Building	Sherburne Slater Construction (In plan review)	Spring 2026
	Von Maur Ramp	1595 Highway 36	Ramp Repair	Cy-Con Inc	Fall 2025
NON-RETAIL/OFFICE	MnDOT Waters Edge	1500 County Road B2	Mechanical upgrades	Versacon Inc	Fall 2023
	Eaglecrest	2945 Lincoln Dr	Interior Alteration	MRI, Inc	Spring 2026
	Adapt Health	2215 Highway 36	Interior Alteration	The Bainey Group Construction	Spring 2026
	Horton Inc.	2565 Walnut St	Interior Alteration	Bauer Design Build (In plan review)	Summer 2025
	Hamline Automotive	2150 Hamline Ave	Addition	Sherburne Slater Construction (In plan review)	Spring 2026
	Former Dept of Education building	1500 Highway 36	Full demolition	JE Dunn Construction	Spring 2026
	Old Dutch	2375 Terminal Rd	Solar panels	Blue Horizon Energy	Spring 2026
	Omni Health	1970 Oakcrest Ave	Interior Alteration – Mental Health Clinic	Fixed Assets, Inc	Spring 2026
	FedEx	2323 Terminal Rd	Full demolition	Veit and Companies	Spring 2026
	Temple of Hmongism	2381 Rice St	Interior Remodel	E11even Construction MN	Summer 2025
	Hand in Hand Montessori	211 North McCarrons Blvd	Greenhouse/Shed Install	Vanguard Builders Inc	Summer 2025
	Presbyterian Homes & Services	2925 Lincoln Dr	Interior Remodel	Maintenance Repairs & Installations	Fall 2025

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Roseville Public Works, Environment and Transportation Commission

Agenda Item

DATE: April 28, 2026

ITEM: 6.b.

ITEM DESCRIPTION: Approve Bike Plan

Background

Roseville was awarded an Active Transportation Planning Assistance grant from MnDOT that Roseville used to create a bike plan to complement our existing Pathway Master Plan. The Bike Plan was produced with the assistance of a MnDOT consultant team and reviewed by the Bike Plan Committee, consisting of representatives from various City departments and commissions, Roseville Public Schools, Ramsey County, and a Roseville resident. Public engagement during the development of the Plan is noted in the Plan's appendices.

The Plan was first introduced to PWET on March 26, 2024, with updates in April and June of 2024, and March and September of 2025. In addition, it was shared with the Parks & Recreation Commission in October 2025. The draft Plan is posted on the City website and public comments were solicited from October 10 – November 30, 2025.

Attached is the updated draft Bike Plan with appendices for your review and discussion. Staff will make a short presentation at the meeting and seek Commission feedback and a recommendation to City Council. The Plan will also be brought back to the Parks & Recreation Commission, then the City Council.

Recommendation

Receive update and recommend City Council approve The Bike Plan.

Attachments

1. Bike Plan



ROSEVILLE

BIKE PLAN

Establishing Roseville's Bicycling Network

DRAFT (Ver 1.2) FOR APPROVAL
APRIL 2026

Acknowledgement

Bike Plan Committee:

Jennifer Lowry, PE

City of Roseville – City Engineer

Noelle Bakken

City of Roseville – Sustainability Specialist

Matthew Johnson, M Ed.

City of Roseville – Parks & Recreation Director

Jesse Freihammer, PE

City of Roseville – Public Works Director

Thomas Paschke

City of Roseville – City Planner

Antonio Montez

City of Roseville – Organizational Development Manager

Jacob Swanson

City of Roseville – Police, Towards Zero Death Coordinator

Nick Boulton

Roseville Parks and Recreation Commission Member

Bryant Ficek, PE

Roseville Public Works, Environment & Transportation Commission Chair

Bob Bierscheid

Roseville Resident

Kou Xiong

Roseville Area Schools Representative

Connie Bernardy

Ramsey County Representative



This Plan was funded through the Minnesota Department of Transportation's (MnDOT) Active Transportation Program and developed with the technical assistance of MnDOT and its consultants.

Learn more:

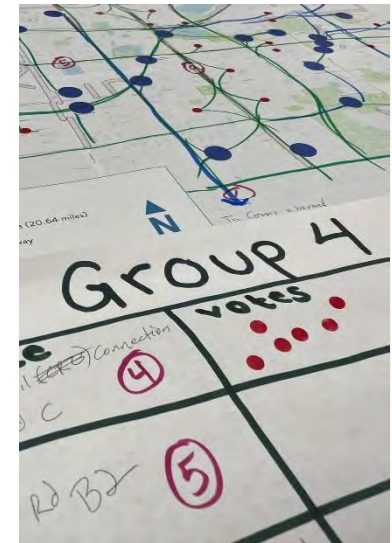
www.dot.state.mn.us/active-transportation-program



Executive Summary

This Bike Plan is the result of a collaboration in 2024 and 2025. A local Bike Plan Committee comprised of city, county, and school district staff and a resident, came together to set direction, co-create strategy and engagement which included bicycle audits, hands-on network planning workshop, and hosted an online interactive mapping tool and survey to collect broader input.

This Plan serves as a living guide. The Plan builds on existing plans, engagement with residents, lessons learned from other cities, and observation and coordination with city staff to establish a Priority Bike Network for Roseville, along with a preliminary prioritization framework, and next steps for moving the plan forward.



What's in the Plan?

This is **Roseville's first Bike Plan** and is meant to establish a solid start for defining and building a more robust bike network in Roseville. This Plan shares the purpose, vision, and goals that drove the planning efforts to date. It includes the benefits of biking and why the City of Roseville values biking and the benefits it brings to the community. The Plan highlights how existing policies and plans, existing biking condition, crash data, and public engagement helped inform the proposed Priority Bike Network.

Additionally, it introduces a framework for how the bike network and its bikeways can be categorized and suggests next steps for how Roseville can implement a robust bike network for all abilities to use.

To make the plan more accessible to the public and usable by staff, the body of the Bike Plan was intentionally made to be a summary of the data, efforts, resources, and input that went into its creation. The appendices include nearly 80 pages of additional information.

Appendix A – Research & Resources

Appendix B – Community Engagement

Appendix C – Existing Network and Draft Prioritization

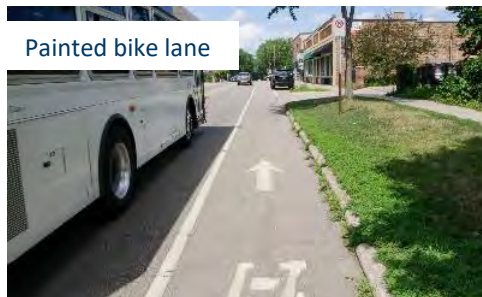
Appendix D – Demonstration Project

Appendix E – Policy, Practice, and Program Recommendations

Bicycle Terminology

The Plan uses the terms **bicycling**, **bike**, **biking** and **bicyclist** broadly to refer to people of all abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

The terms **bikeway**, **bike facility** and **bike infrastructure** refers to a bicycle lane, bicycle path, bicycle boulevard, shared use path, or similar bicycle facility, regardless of whether it is designed for the exclusive use of bicycles or for shared use with other transportation modes. See Appendix A for more information on different types of bikeways, routes, facilities and infrastructure.



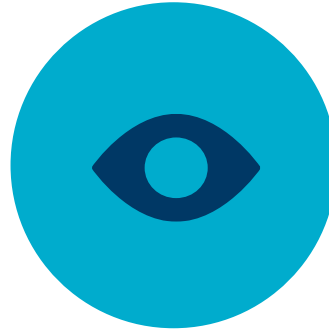
Why a Bike Plan?

PURPOSE

Bicycling is a sustainable transportation option that contributes to a vibrant, equitable and sustainable city. The Plan builds from, and is supported by, the city's Complete Streets Policy, 2040 Roseville Comprehensive Plan, 2021 Pathways Master Plan and community goals.

The primary purpose of this Plan is to develop a network of bikeways that creates opportunities for people of **all abilities** to safely and comfortably ride bicycles for both recreational and functional trips: daily errands, to get to work, a friend's house, school, or to enjoy Roseville's great parks. This is a network-level planning document that identifies specific corridors (bikeways) for future investment in bike infrastructure. The recommended bike network policies and programs in this Plan serve as a roadmap and should be used to guide next steps and other planning efforts that impact biking.

VISION



A bicycle network that is safe, comfortable and accessible for riders of all abilities, especially for people experiencing systemic barriers and inequities, to use confidently.

GOALS



Safe Streets: Create a safer, comfortable and convenient network that prioritizes people of all abilities bicycling, improving community access and safety for all.

Health & Well-Being: Encourage a healthy, active lifestyle for all, improving community health outcomes.

Transportation Choice: Make bicycling an efficient way to get around the community, reach neighboring cities and connect to transit, increasing bicycle trips and reducing automobile trips.

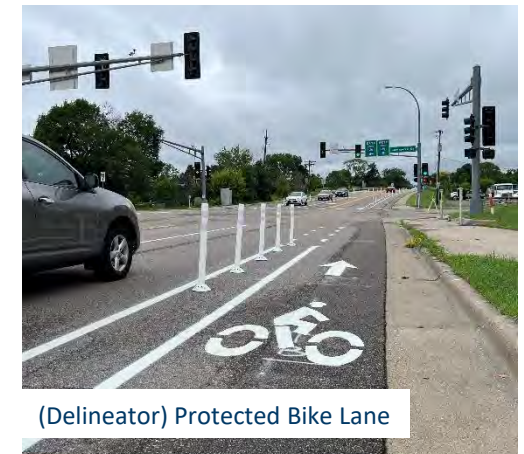
How the Plan was Developed

The Bike Plan is the result of a collaborative process led by Roseville's Bike Plan Committee. The committee came together to host and participate in:

- **Bicycle audits to assess existing conditions**
- **Network mapping workshop to define bikeways and connections**
- **Online engagement using an interactive mapping tool and survey to collect broader community input**
- **Plan review through virtual meetings with city champions who participated in the network mapping workshop**
- **Implementation of a demonstration project on Hamline from B to B2**

The Plan builds on existing plans and policies, community and committee participation and evidence-based state and national best practices to identify a bicycle network and action steps to guide future investments in making bicycling safer and more accessible for all.

The City of Roseville received planning assistance to develop this Plan, funded by the Minnesota Department of Transportation (MnDOT) Active Transportation Program. The Active Transportation Program aims to increase the number of people walking and biking to destinations.



Why Bicycling Matters



HEALTH & WELLBEING

Bicycling **as part of everyday travel** is as effective as structured workouts for improving health. Active commuting is associated with a **11% reduction** in cardiovascular risk.

American Public Health Association. (2010). *The hidden health costs of transportation*. https://www.apha.org/-/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.pdf



SOCIAL CONNECTION

"**Humans are social creatures**—we live in community. Individual health and wellbeing is intricately tied to the health of our communities and our interactions with others."

Bicycling provides us more opportunity to interact with our friends, neighbors and community.

Taking Charge of Your Health & Wellbeing. (n.d.). *How do our social networks affect wellbeing?* University of Minnesota. <https://www.takingcharge.csh.umn.edu/how-do-our-social-networks-affect-wellbeing>

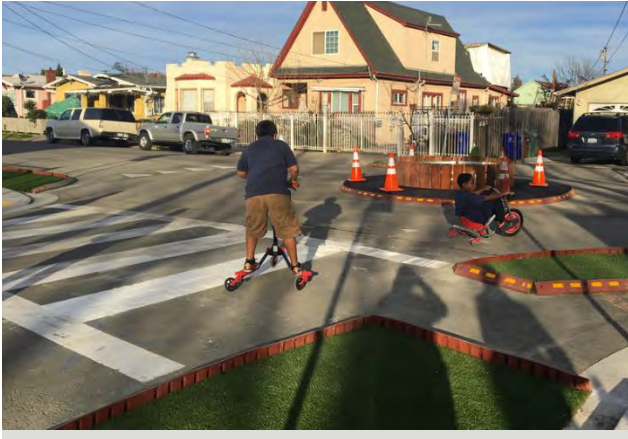


HAPPINESS

Researchers at the University of Minnesota have found **bicycling** to be the **happiest form of transportation**.

University of Minnesota. (2018, August 20). *The happiest mode of transportation? That would be cycling*. University of Minnesota. <https://twin-cities.umn.edu/news-events/happiest-mode-transportation-would-be-cycling>

Why Bicycling Matters



EQUITY

7.4% percent of Roseville households do not have access to a vehicle and 36.7% percent have just one. Owning a new car costs roughly **\$12,182 per year** (AAA, 2023). This is a sharp increase from 2022 when the average yearly cost was \$10,728. Car ownership should not be a requirement for getting around safely and efficiently.

2022 American Community Survey 5-year estimate, table B08201
AAA Newsroom. (2023, August 30). *Annual new car ownership costs boil over \$12K*. AAA. <https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/>



ENVIRONMENT

The city supports Minnesota's goal of an **80%** reduction of greenhouse gas (GHG) by 2050. Vehicle travel is the **second** leading source (42%) of GHG emissions in the City of Roseville.

Bike networks reduce dependence on driving to get around. Less driving provides two-fold benefit – cleaner air and reduced impact on our climate.

Minnesota Department of Transportation. (n.d.). *Minnesota Walks: Statewide Pedestrian System Plan*.
<https://www.dot.state.mn.us/minnesotawalks/index.html>



ECONOMY

Bicycling means business: it stimulates local economies through job creation, tourism and business development.

People biking make **more frequent trips** than people driving, spending more money at local businesses.

Schmitt, A. (2012, December 5). *Cyclists and pedestrians can end up spending more each month than drivers*. Bloomberg.
<https://www.bloomberg.com/news/articles/2012-12-05/cyclists-and-pedestrians-can-end-up-spending-more-each-month-than-drivers>

Why Bicycling Matters | Safer Streets for All

Traffic-related crashes that kill and severely injure people are a **serious transportation equity** and **public health concern**. Minnesota is seeing a rising share of crashes involving people biking that result in fatal and serious injuries.

[Ramsey County's 2015 County-wide Pedestrian & Bicycle Plan](#) estimated that Ramsey County has the second highest serious injury rate of bicyclists relative to the rest of the state. In Ramsey County, three-percent of all crash fatalities are bicyclists which is one-and-a-half times the state average. Streets with higher numbers of bike crashes tend to be in St. Paul; in Roseville, up to six bicycle crashes were reported on nearly all major roads.

In Roseville, over **130 people walking or biking were involved in a crash in the last 10 years**, 5 of them lost their lives, and 25 sustained life-changing injuries. Of the crashes involving people walking and biking in the past 10 years, nearly **20% occurred on Roseville city streets** (vs County or State-owned streets).

One of the top reasons people cite for not biking is concern about safety (both traffic safety and personal security). People who bike (and walk) are the most vulnerable transportation system users. National and state data show American Indian/Alaskan Native, Black/African American and Hispanic people and low-income individuals are at greater risk of being severely injured or killed due to a motor vehicle related crash while biking.

Streets that are safer for people biking (and walking) reduce the frequency and severity of crashes and minimize conflicts between all transportation users. Safety, both real and perceived, is essential to increasing the number of people who bike.



Lyndale Ave in Richfield before (above) and after (below) the installation of modern roundabouts at multiple intersections, which allowed lane space to be reallocated for protected bike lanes (cycle tracks).



Policy Framework, Existing Plans & Policies

COMMUNITY SNAPSHOT

Recent plans and policies have made efforts to improve biking in Roseville. Plans have established comprehensive standards for the development and maintenance of bikeways, creating safe and accessible travel for pedestrians, cyclists and other wheeled users. Additionally, they collectively support a vision of growth of a well-connected bike network, enhancing safety and connectivity while promoting physical activity and community interaction.

This bike plan seeks to build from the Pathways Master Plan by:

- Reaffirming proposed pathway segments identified in 2021 that continue to be priorities for bicycling upgrades today
- Identifying new bikeways to add to the bicycle network in Roseville. See page 6 for bikeway definition
- Identifying the types of bike facility upgrades appropriate for these bikeways
- Providing a clearer vision for implementation of bikeways when opportunities arise

“Roseville’s streets enhance neighborhood character, encourage human interaction and physical activity, and facilitate engagement in the community and local commerce. City policies and transportation projects incorporate principles of sustainability and environmental stewardship, reflecting the value of natural spaces and clean air and water for the community.” – *Roseville’s Complete Streets Policy*

Roseville’s **Bike Plan** supports and is informed by the following existing plans and policies:

Pathway Master Plan (2021 Update) – This plan provides policies and standards for the community’s pathway facilities including planning, design, construction, and maintenance. The goal is to have safe travel for pedestrians, cyclists, and other wheeled users (e.g., in-line skaters) on every street. Pathways are intended to connect residents to schools, retail, residential, parks and other destinations inside and outside the city.

Roseville 2040 Comprehensive Plan (2020) – The Comprehensive Plan provides a vision for growth and development. It analyzes and sets policies and goals regarding land use, housing, economic development, transportation, utilities, parks and trails and more. The plan is guided by several goals including providing access to destinations through a reliable, affordable and efficient multi-modal transportation system and encourages the use of non-motorized transportation by providing and supporting development of a high-quality network of both off-road and on-road pathways.

Complete Streets Policy (2019) – This policy states Roseville will create a safe and sustainable transportation network for motorized and non-motorized [active] transportation users. The policy encourages the use of active transportation through the development of a high-quality network of both off-road and on-road facilities to ensure that bikeways and pedestrian routes are safe, efficient and attractive.

Ramsey County Wide Pedestrian & Bicycle Plan – This plan envisions that walking and bicycling is an integral part of daily life in Ramsey County for people of all abilities, allowing them to move freely across the integrated system. An annual inventory is conducted by individual jurisdictions, typically municipalities, to identify the types and miles of various active transportation facilities. A new Ramsey County All-Abilities 2050 Transportation Plan was being developed in 2023-2025 and will be also considered and coordinated with moving forward.

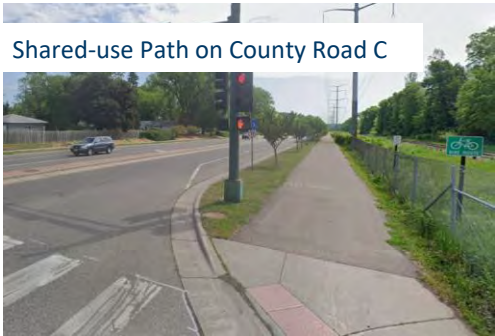
Existing Bike Network

The existing network of bikeways in Roseville is comprised of striped shoulders, sidewalks, and shared-use paths that are mostly located on Ramsey County roads. Shared-use paths in Roseville city parks also contribute to the existing network. There are very few on-road bike lanes that are relatively new (i.e. the delineator protected bike lane on Hamline Avenue from County Road B to B2 installed as a demonstration project associated with this planning effort).

Sidewalks comprise nearly 50% of existing bikeways in Roseville. While city ordinance allows biking on sidewalks, sidewalks are not a long-term solution for cycling in Roseville as sidewalks are not designed for people to bike; they are narrow, which creates conflicts between bicyclists and pedestrians, and drivers do not expect to see cyclists on sidewalks.

The map on the following page shows pathways proposed in Roseville’s 2021 [Pathway Master Plan](#) update overlaid on the existing bike network. The map also shows the progress the City has made on since 2021, with nine recently completed pathway segments and six near term pathways programmed for completion in the upcoming year.

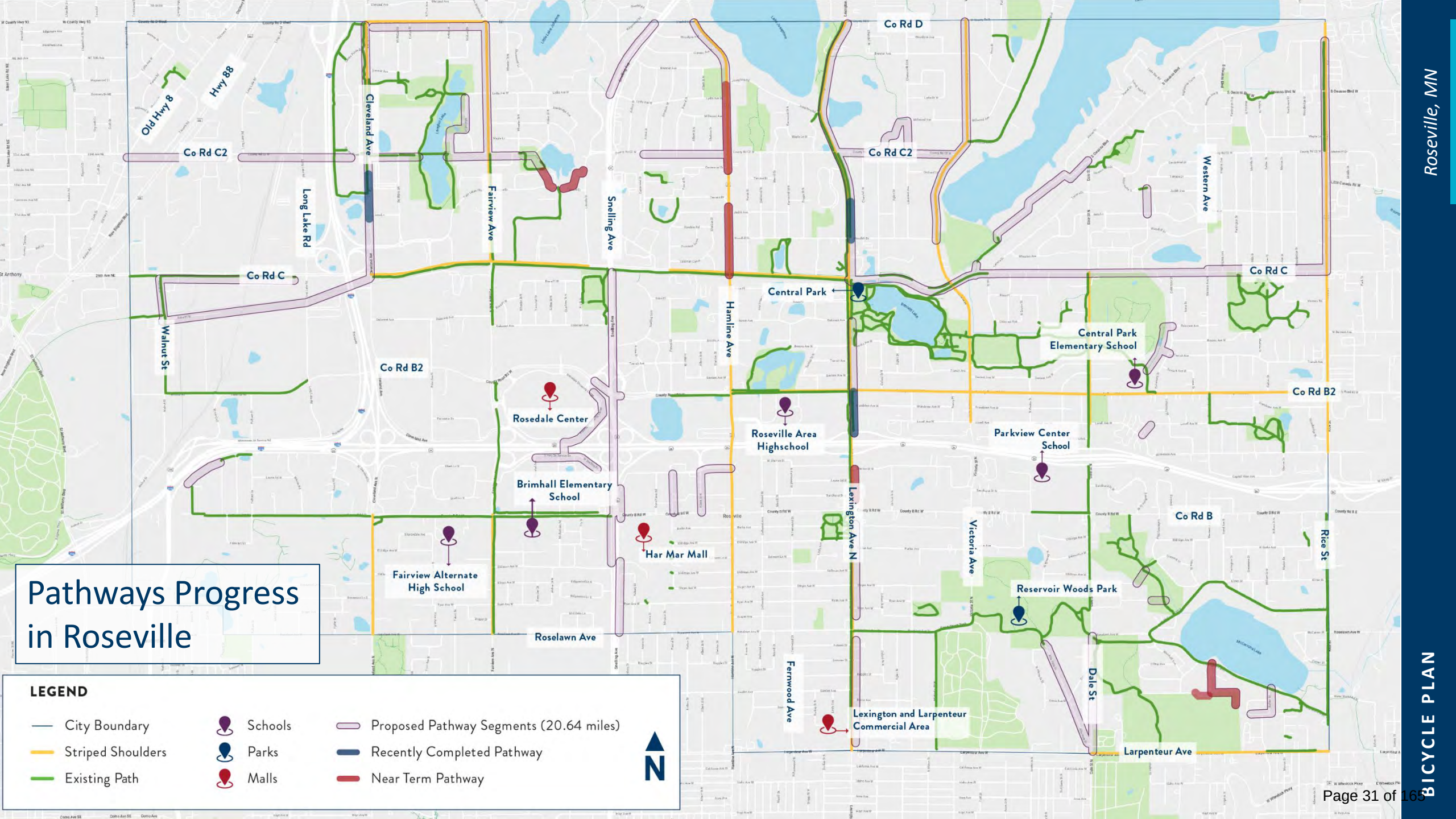
Bikeway Type	Existing Mileage
Sidewalks: 5-6 feet wide along busy roads, bicycling allowed, but not ideal.	47
Shared-use path: 8-10 feet wide along busy roads, shared by people walking and biking.	37
Striped Shoulders: street-level paved shoulders often shared with parking and marked with a white line.	18
Total	102



Pathways Progress in Roseville

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path
- Schools
- Parks
- Malls
- Proposed Pathway Segments (20.64 miles)
- Recently Completed Pathway
- Near Term Pathway



How the Community Was Engaged See Appendices B & D.



Networking Mapping Workshop



Audit Team for Rosedale Mall Area Bike-ability



Demonstration on Hamline Avenue

Roseville Bike Plan Survey

Open from April 18th to July 1st, 2024. There were 370 responses to the survey.

Roseville Bike Plan Interactive Comment Map

Open from April 10th to June 30th, 2024. There were 324 visitors who left 378 comments.

Walk and Bike Audits

Three audits that took place on June 10th and June 11th, 2024. City staff, project staff, committee members and residents were present.

Network Mapping Workshop

The in-person mapping workshop took place on June 11th, 2024. City staff, committee members and residents worked together to identifying a priority bicycle network for Roseville.

Demonstration Project

A delineator protected bike lane was installed on Hamline Avenue from County Road B to B2 in May 2025; public feedback was received Oct 10-Nov 30, 2025 from 181 respondents via an online survey, email and phone calls.

Overarching Findings from Engagement

Need for Improved Comfort and Safety on Major Roads

There are significant concerns about biking safety and comfort on major roads like Snelling Avenue, County Road B, Rice Street and Fairview Avenue.

Lack of Dedicated Bike Infrastructure

Bikeways separated from vehicle traffic were expressed as a desire to enhance safety and comfort, especially for families and commuters.

Challenging Bikeways in Key Areas

Several areas were noted for having inadequate or uncomfortable bike paths, but issues vary depending on the area. People biking in Central Park experience conflicts with pedestrians while there are not bike facilities for people biking to Rosedale Center on Co Rd B2.

High Traffic Volume

High traffic volumes and are major concerns. Locations like County Road C east of Lexington Ave and the intersection of County Road B and Hamline Ave are areas where traffic conditions make biking intimidating.

Complex Intersections

Bike audit and interactive comment map results frequently showed that large, complex intersections in Roseville are uncomfortable for bicyclists of all abilities.

Improved Amenities and Maintenance

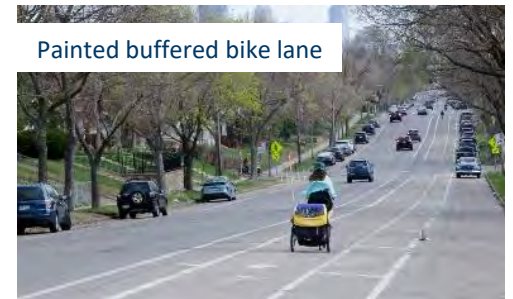
There is a notable concern about the lack of bike racks at key destinations, poor maintenance of existing bike paths and the need for better infrastructure support.

Priority Bike Network

The Priority Bike Network provided on the next page was developed through the planning efforts previously described. This proposed Priority Bike Networks helps Roseville be strategic about investments and implementation, especially in partnership with Ramsey County and MnDOT. It will inform the selection of bikeway facility types by showing where higher quality facilities are needed to best support all abilities bicyclists (“interested but concerned” type of bicyclist). If a project is planned on a roadway that is shown on the bike network, project development should prioritize including the appropriate bike infrastructure.

The Priority Bike Network map identifies **two different types of bikeways**:

- **All Abilities Bikeways** – these bikeways focus on the half-mile major road grid in Roseville where vehicle volumes and speeds are high enough that complete separation of bike facilities from vehicle traffic is required for bicyclists of all abilities to feel comfortable. These routes are located on city, county, and state roads. Along with separation from vehicle traffic, improving the complex intersections and barrier crossings along these bikeways will be essential to making them available to all abilities of cyclists.
- **Traffic-Calmed Local Street Bikeways** – these bikeways focus on city streets where traffic volumes and speeds might be low enough for bike lanes, buffered bike lanes, and shared-use street treatments to provide a comfortable environment for users of all abilities and complete separation of bike facilities from vehicle traffic may not be required. Intersections where these bikeways cross major roads will also need improvement.



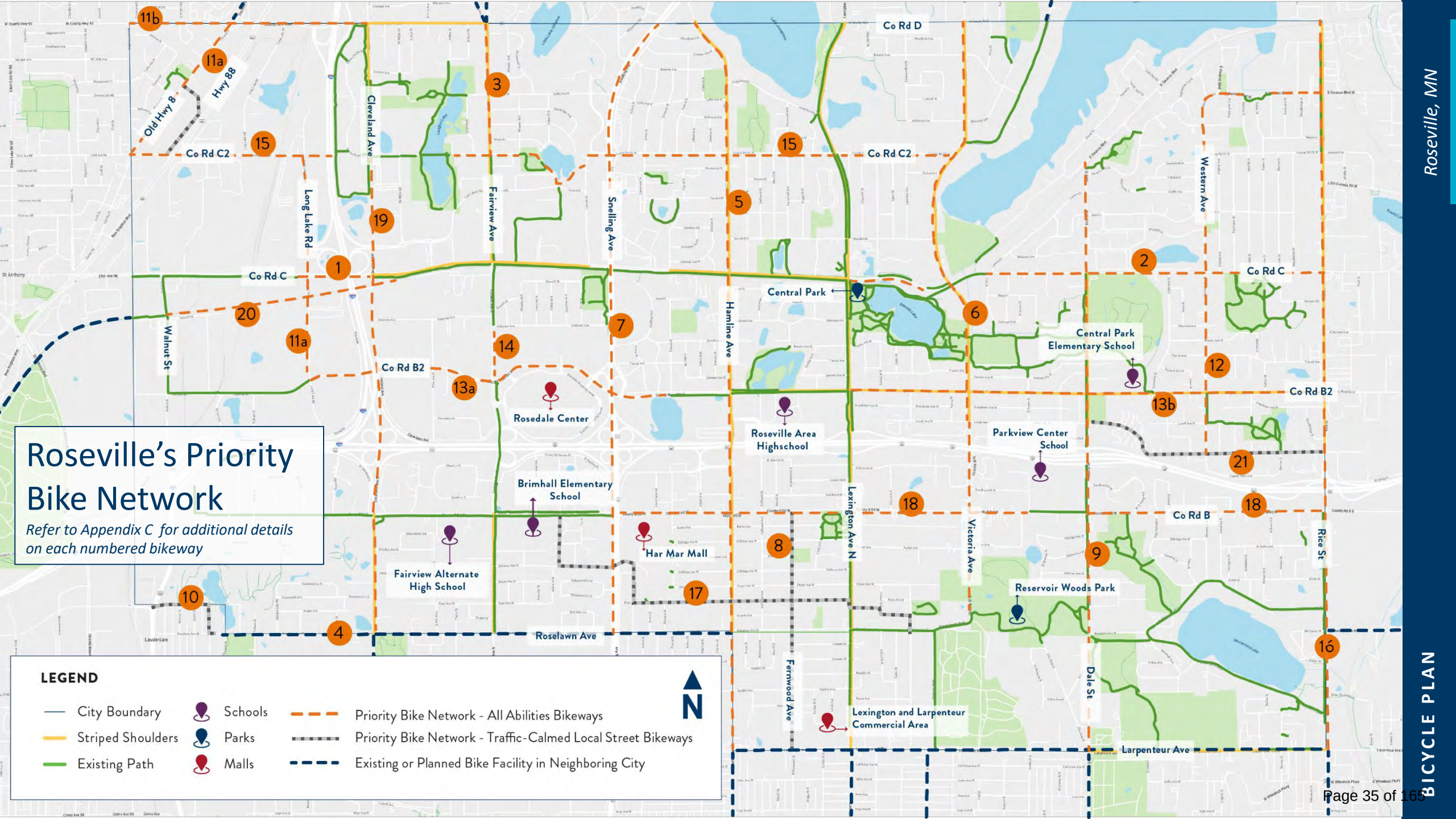
The Priority Bike Network identified through development of this plan is extensive. To help the city identify projects to move forward in the near-term a **draft prioritization** is provided in Appendix C. In addition, the city will not always have the opportunity to implement a street’s preferred or highest quality bikeway in the short term. Facilities like protected bike lanes or shared-use pathways often require full street reconstruction. The city should be prepared to implement interim bikeway facilities as the streets are maintained. For example, restriping projects can narrow vehicle travel lanes to stripe bike lanes or use pavement markings and signage to convert “bikeable shoulders” that exist today to dedicated bike lanes.

Roseville's Priority Bike Network

Refer to Appendix C for additional details on each numbered bikeway

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path
- Schools
- Parks
- Malls
- Priority Bike Network - All Abilities Bikeways
- Priority Bike Network - Traffic-Calmed Local Street Bikeways
- Existing or Planned Bike Facility in Neighboring City



Next Steps

See Appendices C & E for more details.

Conduct additional engagement.

A public comment period and focused engagement with underserved communities are wanted to collect additional input and finalize this plan. The City has identified these as critical steps to successful implementation of this plan.

- Conduct focused engagement with underserved communities and update this plan based on feedback.
- Develop a shorter, two-page summary of this plan to make public review more accessible.
- Collect broad public comment on this plan and update this plan based on feedback.

Identify a network of Traffic-Calmed Local Streets

Traffic-Calmed Local Streets provide an alternative and redundant route to the all-abilities routes on the arterial streets and can be implemented using less costly, temporary materials.

This plan identifies three Traffic-Calmed Local Street bikeways, but the City will work to identify additional of these local routes to add to the Priority Bike Network. These bikeways can include painted bike lanes and/or traffic calming treatments to achieve a low-speed, low-volume environment for bicyclists to share the street with drivers.

Identify Priority Intersections and Barrier Crossings for Improvement

Given that Roseville's Priority Bike Network is comprised of the half-mile grid of major roads, plus additional Traffic-Calmed Local Streets, there are many intersections and barriers in the network that require improvement. Use engagement data collected for this Plan and crash data to prioritize intersections for improvements.

Finalize Prioritization

This plan provides a preliminary prioritization framework to start planning and implementing projects. The City should add to and finalize this prioritization by considering:

- Bike crash history and trends
- Critical gaps in existing pathway network
- Implementability
- Priorities from the Pathways Master Plan

Next Steps

See Appendices C & E for more details.

Coordinate and advocate for this Plan

- Bring the plan to City Council for consideration.
- Share it with partners.
- Continue to coordinate with Ramsey County, MnDOT, and other agencies to further corridor and street design in support of biking.
- Study and report lessons learned from the demonstration project on Hamline Avenue from County Road B to B2

Put the plan into action!

- Actively use this plan as a living guide and start to program studies and update practices to advance Roseville's Priority Bike Network.
- Explore and identify funding opportunities listed in Appendix A of this plan and identify appropriate projects
- Build momentum and participation by doing low-cost, quick build projects or events to raise awareness. Taking incremental steps to demonstrate change helps projects get realized faster. Examples include:
 - Consider paint or temporary devices to test curb extensions to slow turning motorists and shorten crossing distances. Or test narrower travel lanes to paint a buffered bike lanes, providing more visual separation between people biking and driving.
 - Sign and use pavement markings to mark on-street bike lanes.

Periodically review Plan

Periodically review this plan to confirm remaining steps needed, add new bikeways, and reprioritize.



Appendix A

RESEARCH & RESOURCES

Who are We Designing For?

People. Pedal. Power.

Transportation Equity

Policy, design and practices in our transportation system have led to inequities, disproportionately affecting low-income, people with disabilities, Black, Indigenous and People of Color, women and children.

Advancing transportation equity requires a shift in transportation system design and decision-making processes. For example, it might mean more investment in areas that have been historically underserved. It also requires underserved users and communities to share in the power of decision-making through engagement and design processes.

A BIKE NETWORK FOR ALL ABILITIES, YEAR ROUND

To become a premier bike-friendly city, Roseville's bicycle network must **accommodate people biking of all levels, ages, abilities and preferences, and prioritize less confident and more vulnerable people (e.g., children)**. The network must also accommodate people in all seasons.

People bike for different trip purposes. Transportation-related trips are categorized as trips to work, school, for errands (such as groceries) or connecting to transit. Recreational trips are considered trips for physical activity or leisure.

Depending on trip purpose, people have different preferences. For example, people biking to the grocery store or work often prioritize directness as time is important, whereas people out for a recreational bike ride value attractiveness and comfort more than a direct route. Regardless of trip type, safety is critical for all people, especially when ensuring children have safe routes to school, parks and other places. In addition, people's preferences and comfort for biking may change by time of day, who they are traveling with (e.g., children), weather or other factors.

Understanding the diversity and nuance of trip purpose and bicyclists' preferences is an important part of planning for bikeways throughout Roseville. This Plan intentionally avoids designating a bikeway for a particular trip purpose. Often, the same bikeway network is used for both transportation and recreational trips. **To make all forms of bike trips a real option for more people, the Plan establishes the need, and incremental steps, to prioritize the "interested but concerned" type of bicyclist who want to bike more, but do not currently feel safe or comfortable doing so. Meeting the needs of this cross section in bike network and facility design will create a low stress, all abilities network that is inviting for the majority of the community.**

Safer Streets By Design

Street design and allocation of street space play a large part in managing vehicle speeds, which are directly correlated to injury and mortality outcomes in crashes involving bicyclists and pedestrians. For example, narrowing and/or removing travel lanes allows space to be reallocated for bike lanes, buffered bike lanes or fully separated or protected bike lanes (also called cycle tracks). Striping bike lanes on a street visually narrows the street, which can reduce the speed of drivers and provide greater comfort to people walking.

Installing intersection treatments like modern roundabouts, a Federal Highway Administration (FHWA) Proven Safety Countermeasure, reduce drivers' speeds and decrease the distance people walking and biking need to cross at intersections. In addition, they increase vehicle capacity at intersections without the need to add vehicle lanes, allowing street space to be reallocated for protected bike lanes or shared use paths. Designing streets that are safer and more comfortable for people biking benefits the safety of other users, creating a positive feedback loop.

Streets that are complete put people first and become even greater community assets. They are places where people want to bike, rather than places where people can bike if they must. In turn, more people choose to bike.

Toward an All Abilities Bike Network

A high-quality bicycle network can significantly impact community access, convenience, well-being and environmental and economic resiliency. A safer, more connected and balanced network will encourage and promote bicycling for everyday trips, giving people more transportation choice. Plus, biking is a fun way to enjoy Roseville!

Bike Network Principles

To provide transportation choice and encourage biking trips, bikeways must be:

SAFE

Does the route minimize risk of injury and danger (both traffic and personal safety)?

COMFORTABLE

Does the route appeal to a broad range of age and ability levels and are there user amenities (e.g., places to sit, bike racks, protection from the weather)?

COHERENT

How easy is it to understand where to go? How to navigate a crossing or an intersection? How connected is the network?

DIRECT

Does the route provide direct and convenient access to destinations?

ATTRACTIVE

Is the route green, well-maintained and celebrate local identity?

The significance of each principle may vary from bikeway to bikeway and from person to person. For example:

Commute or Errand Trips: People commuting or running errands value directness and safety.



Recreational or Leisurely Trips: For recreational trip-goers the biggest shift is in directness and attractiveness.



School Trips: This refers to elementary aged school children. This is the hardest group to design for as safety is vital, but all characteristics are important. The route is only as strong as the weakest link, so safety at intersections is also critical.



Bicyclist User Types



Comfort Types of Bicyclists

Low Stress Tolerance

High Stress Tolerance



WHAT IS TRAFFIC STRESS?

Bicycle Level of Traffic Stress (LTS) is a way to evaluate the stress a person bicycling may feel when they ride on a road close to traffic. It assigns a stress level to streets and bikeways based on factors such as:

- Traffic speed
- Number of travel lanes
- Number of vehicles
- Frequency of on-street parking turnover
- Ease of intersection crossings
- Presence of bike lanes
- Presence of physical barrier to bike lane

LTS 1

Most children will feel safe bicycling on these streets.

LTS 2

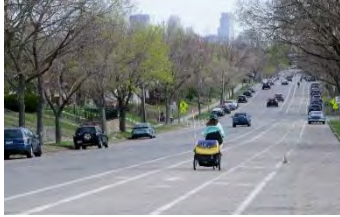
The “interested but concerned” adult population will feel safe bicycling on these streets.

LTS 3

Streets that are tolerable to “enthusiased and somewhat confident” riders who still prefer having their own dedicated space.

LTS 4

High stress streets with high-speed limits, multiple travel lanes and limited or non-existent marked bikeways.

LTS LEVEL	DESCRIPTION				HIGHLY CONFIDENT BICYCLIST WILL RIDE	ENTHUSED & SOMEWHAT CONFIDENT BICYCLIST WILL RIDE	INTERESTED BUT CONCERNED BICYCLIST WILL RIDE
LTS 1	 Neighborhood street	 Bike and pedestrian path separated by paint	 Off-street bike path	 Off-street bike and pedestrian path	YES	YES	YES
LTS 2	 Neighborhood street	 On-street bike lane with painted buffer	 On-street bike lane with physical barrier		YES	YES	Inviting to most adults, but demands more attention than might be expected from children
LTS 3	 On-street bike lane	 On-street bike lane			YES	Often, but more variability in level of comfort	NO
LTS 4	 Shared-use collector or arterial street				YES	NO	NO

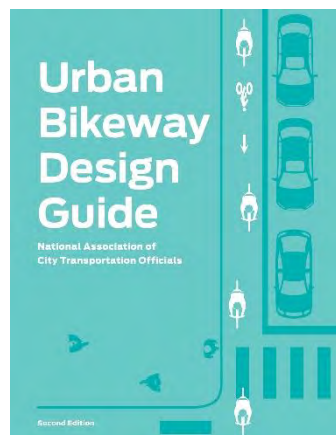
Best Practices

The bike network presented in this Plan, and associated bikeway recommendations, are based on state and national evidence-based best practices in bikeway design. Use, adopt or endorse the following design guides to support decisions about design that will be made during later stages of bikeway planning and implementation.



[Bicycle Facility Design Manual](#)

Minnesota Department of Transportation (MnDOT)



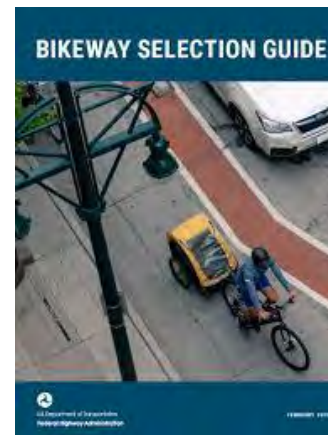
[Urban Bikeway Design Guide, 3rd Edition](#)

National Association of City Transportation Officials (NACTO)



[Urban Street Design Guide](#)

National Association of City Transportation Officials (NACTO)



[Bikeway Selection Guide](#)

Federal Highway Administration (FHWA)



[Guide for the Development of Bicycle Facilities, 5th Edition](#)

American Association of State Highway and Transportation Officials (AASHTO)

The city can also refer to the Manual on Uniform Traffic Control Devices for Streets and Highways issued by FHWA for guidance on traffic control, pavement markings, and signing related to bikeways.

Complete Streets

Complete Streets is an approach that integrates people and place in the planning, design, construction, operation and maintenance of streets. A Complete Streets policy helps ensure a comprehensive and connected multimodal transportation system that prioritizes safety over speed, more equitably balances the needs of different modes and supports local land uses, economies, cultures and natural environments.

Complete Streets look different from street to street. There is no “standard,” rather a holistic and context sensitive approach is taken to address the unique needs of users and characteristics of place. For example, to make biking safer, more accessible and inviting, a “collector” or “arterial” street might include buffered or protected bike lanes to account for higher traffic speeds and volumes. On a residential street, people biking and driving might share the lane and mix due to the low traffic speeds and volumes.

Roseville’s Complete Streets Policy

“Roseville’s transportation system is robust and complex, providing facilities for vehicles, freight, walking, bicycling, and transit, and prioritizing connectivity between essential community hubs such as neighborhoods, schools, shopping centers, and parks. All modes of transportation are equally safe and accessible, facilitating the mobility of all community members and especially vulnerable populations.”

MnDOT Complete Streets Policy

“MnDOT must follow a complete streets approach in all phases of planning, project development, operation and maintenance activities.”

One of the four policy goals is to **“increase bicycling and walking as a percentage of all trips.”** The policy states higher priority should be given to address identified user needs on projects that:

- **Equity:** Have a higher proportion of people with disabilities, people of color, older adults, children or low-income
- **Mode Shift:** Have a higher probability of increasing the number of people walking, biking or taking transit
- **Safety:** Addresses a significant safety issue for vulnerable users
- **Connectivity:** Addresses a gap or barrier created by prior transportation investments
- **Plan Alignment:** Are identified in a local or regional plan

Ramsey County All-Abilities Transportation Network

Ramsey County All-Abilities Transportation Network resolution (2016) to advance the county vision: “A vibrant community in which all are valued and thrive.” Public works uses an evaluation checklist for road, trail and transit projects to ensure the resolution is put into practice.

Safe System Approach

The Safe System Approach is the U.S. DOT's guiding paradigm for traffic safety. More communities and agencies, including MnDOT are following the Safe System Approach to traffic safety, which aims to eliminate fatal and serious injuries for all road users, including the most vulnerable users – people walking, bicycling and rolling.

The Safe System Approach focuses roadway safety efforts on ways to effectively:

1. **Design for the people in the system**
2. **Manage vehicle speeds by design**
3. **Employ proactive tools to manage risks across an entire roadway network, especially for the most vulnerable users**
4. **Foster integrated, collaborative and coordinated action**



[MnDOT] can prevent traumatic life-altering, costly crashes by focusing on creating low-speed environments in population centers and around other destinations where people are likely to walk [and bike]."

- Statewide Pedestrian System Plan



Learn more about the Safe System Approach:

<https://www.transportation.gov/NRSS/SafeSystem>

Safe System: When to Mix, When to Separate

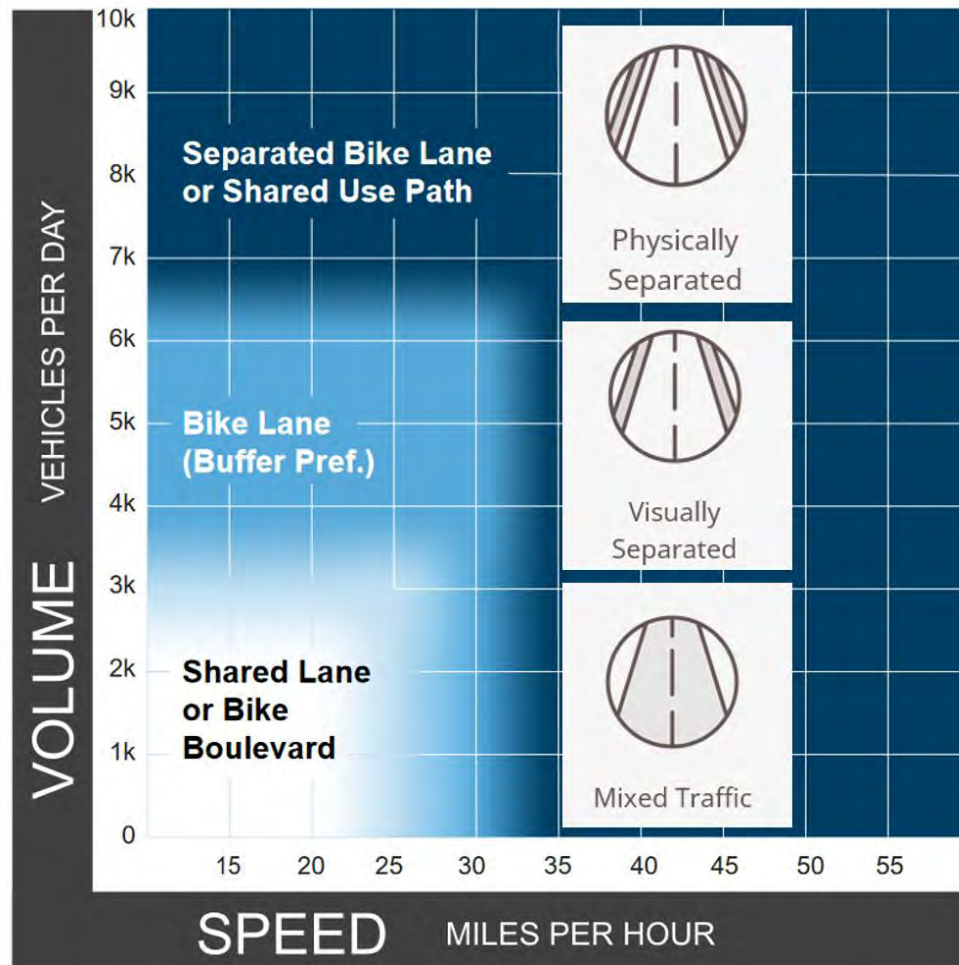


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

BIKEWAY SELECTION GUIDE

The chart (left) was developed by Federal Highway Administration (FHWA) and used by MnDOT in the Bicycle Facility Design Manual. It is considered a best practice when selecting the best bikeway for a street.

A key aspect to ensure safer roads by design is **separating users in the street space**. The **greater the vehicle speed** and the **higher the vehicle volume**, the **greater the physical separation** needs to be between people driving and people biking.

Separate and protect people from moving traffic when **vehicle speeds are above 20 mph**. This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

A **shared street environment**, where users are mixed, can be created for **people biking and driving** when **speeds are at or below 20 mph and vehicle volumes are relatively low**. This is a common environment on neighborhood residential streets. Traffic calming tools, such as neighborhood traffic circles, chicanes, pinch-points and curb extensions can be used to further manage and achieve 20 mph speeds on residential or low volume streets.

How to Select Bike Facility Type

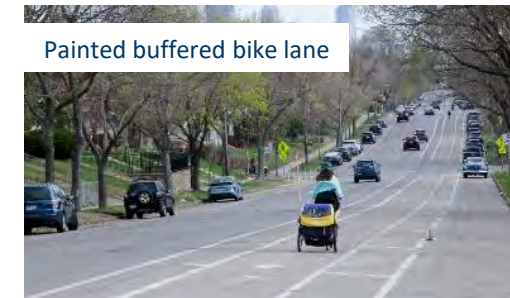
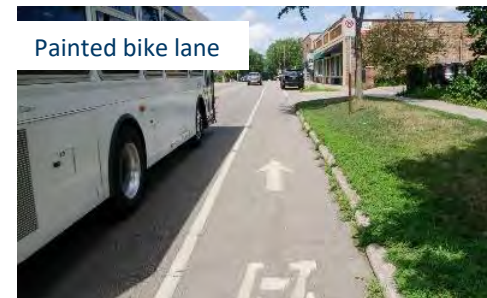
There are many different types of bike facilities. These facilities are all different in the way they interact and operate with other users of the street. The range of bicycle facility types is also always evolving. Determining how each bikeway will function requires detailed examination of each corridor, using several interrelated concepts and approaches. As the city implements bikeways, they should consider the following elements:

- **Context Sensitive:** Balance the community's economic, social and environmental needs and values alongside the corridor's operational needs. This includes considering existing and future land use, origins and destinations along the facility, and how the type of facility might vary along a given route. Given that streets in Roseville are already built out, full reconstruction projects provide the most opportunity to reallocate street space for people biking. However, interim improvements achieved through restriping, mill and overlay projects, or with temporary materials are important as Roseville works towards its full vision.
- **Complete Streets:** Evaluate streets during any stage of a street project (e.g., planning, design, maintenance) to provide safe, comfortable and inviting facilities for all transportation users, especially the most vulnerable.
- **Safe System Approach:** Prioritizes safety over speed. Focus on efforts to effectively design for all transportation users' safety by managing vehicle speeds through design. This is a proactive approach that provides guidance on how to select bike facilities and other proven safety treatments based on traffic speeds and volumes.
- **Engagement:** Thoughtful engagement with the community living or working along the bikeway and those using the bikeway.

Bikeway Facility Types

The bikeway routes and facility types discussed in this Plan are defined as:

- **Protected bike lanes:** Bikeways on busy streets that are physically separated from moving vehicle traffic either using landscaping, bollards or other vertical features such as flexible delineator posts or curb. Protected bike lanes can be at the same level as the street or at curb-level. Protected bike lanes may be one-way or two-way and are only intended for people biking or using similar modes.
- **Shared-use path:** Bikeways shared by bicyclists and pedestrians for bi-directional travel, which are typically 10-feet-wide or more. Shared-use paths include paths at curb-level along a busy street or paths farther from the street, like through a park.
- **Painted bike lanes or painted buffered bike lanes:** Bike lanes marked on the roadway with white paint. As space allows, a painted buffer space can be added to provide visual separation between the bike lane and moving traffic, parked cars or both.
- **Traffic-calmed local streets:** Low-speed, low traffic volume streets where bikes share the street space with vehicles. Shared-use streets include both neighborhood greenways or bicycle boulevards (streets that prioritize bike travel). Shared lane pavement markings may be used to reinforce the bike route. Traffic-calmed local streets would apply to a subset of Roseville's local city street network.



Core Concepts

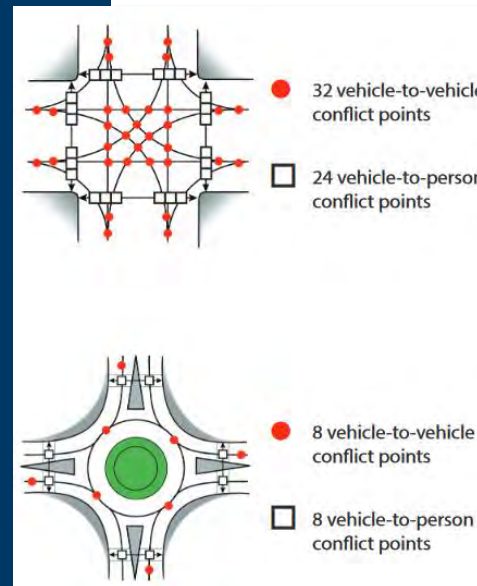
MODERN ROUNDABOUTS

A SAFER CHOICE BY DESIGN

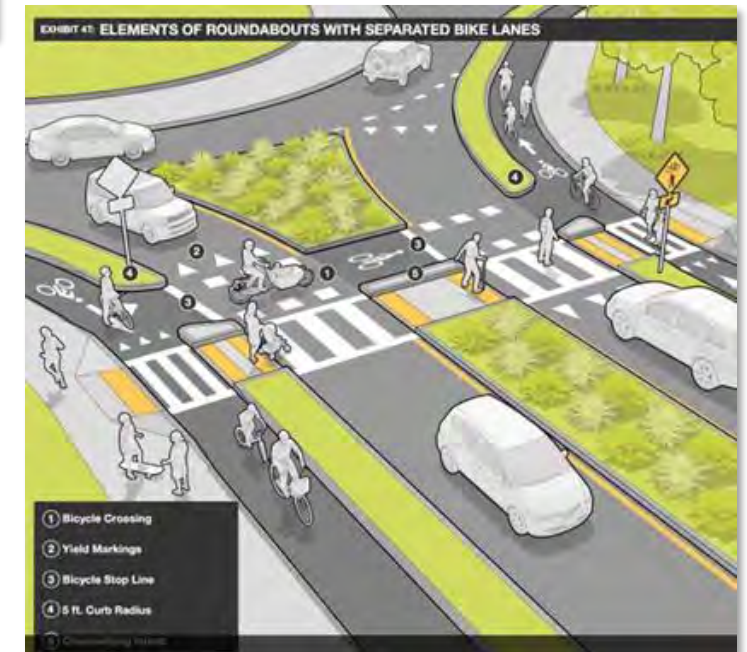
Modern roundabouts, including mini or compact roundabouts, are a Federal Highway Administration (FHWA) **Proven Safety Countermeasure**, creating a safer intersection for all users:

- 90% reduction in fatal crashes
- 75% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 10% reduction in bicycle crashes
- 30-50% increase in traffic capacity

A single-lane modern roundabout can handle up to 25,000 vehicles per day (a compact roundabout slightly less); a double-lane roundabout can handle up to 43,000 vehicles per day. When designed properly, roundabouts ensure motorist speeds of 15-23 mph, which increases drivers' ability to judge and react to other people driving, walking and biking. Roundabouts also create gateway treatments, providing space for landscaping, local art and signage.



- 📷 Photos (top to bottom right):
- Domed mini or compact roundabout with curb extensions in winter. (Detroit Lakes, MN)
 - Compact roundabout with a painted rainbow creates a sense of arrival and welcome. (Richfield, MN)
 - Single lane roundabouts have fewer vehicle-to-vehicle conflict points and vehicle-to-person conflict points than a signalized intersection.
 - Massachusetts DOT diagram showing guidance for roundabouts with protected bike lanes and crossings.



Core Concepts

PROTECTED INTERSECTIONS

DEDICATED SPACE FOR EACH MODE

Protected intersections provide dedicated space for each mode of travel: walking, biking and driving. They can be implemented at stop-controlled or signalized intersections and are most often used with separated bike lanes, but may be used with conventional bike lanes, paved shoulders or even shared lanes. A variation on the standard protected intersection can also be designed for two-way bicycle traffic on one side of the road.

Protected intersection benefits:

- Provide clear right-of-way assignment between modes
- Maintain physical separation between bicyclists and motor vehicles through an intersection
- Place queued bicyclists in front of and in clear view of drivers
- Improve visibility of bicyclists for motorists while turning
- Clearly define pedestrian and bicycle operating spaces
- Reduce pedestrian and bicycle crossing distance
- Reduce motor vehicle turning speed

Truck Movements:

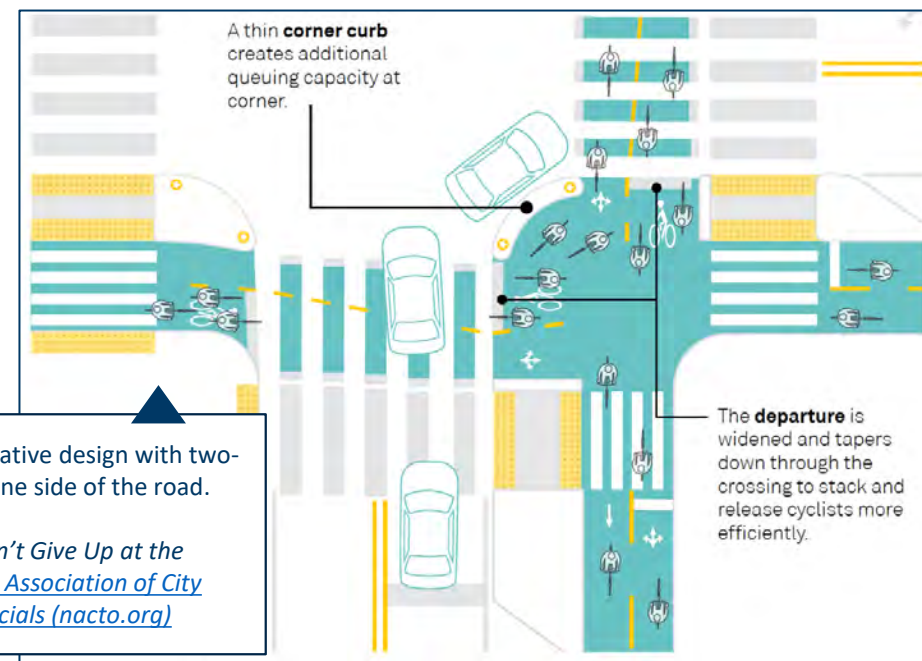
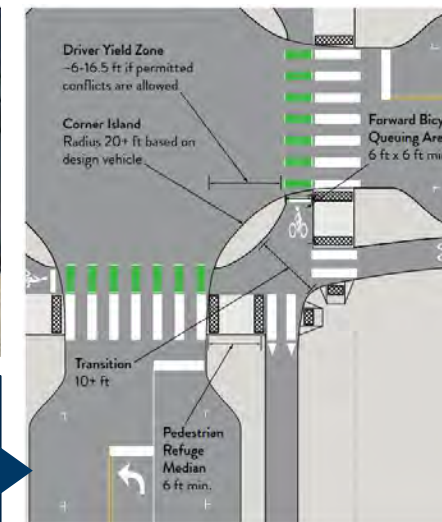
Protected intersections would be most appropriate for bikeways on roads comprising the $\frac{1}{2}$ mile arterial grid in Roseville (primarily County roads). For this reason, protected intersections would need to accommodate truck turning movements and the concept designs shown on this page would need to be adapted. However, there are examples in the Twin Cities metro where protected intersection elements have been implemented on County roads that accommodate truck turns.

Elements of protected intersections can be implemented without reconstruction using paint and bollards. See NACTO's Don't Give Up at the Intersection (2019).

Source: MnDOT Bicycle Facility Design Manual, 5-37 and 5-38.



- People using a protected bike intersection. (Davis, CA)
- Graphic illustrates key features: a corner island, bicycle queueing area, driver yield zone and pedestrian refuge median. Source: MnDOT Bicycle Facility Design Manual



Graphic illustrating alternative design with two-way bicycle traffic on one side of the road.

Source: NACTO, "Don't Give Up at the Intersection" [National Association of City Transportation Officials \(nacto.org\)](https://nacto.org/publication/dont-give-up-at-the-intersection/)

Core Concepts

RIGHT-SIZING STREETS

More communities are prioritizing a people-first approach to street design. To make streets safer for people walking, biking and driving, street spaces is being reallocated by reducing vehicle lane widths and removing lanes altogether. The gained space is reallocated towards wider sidewalks, bike lanes, separated bike lanes (also known as protected bike lanes or cycle tracks), street trees, on-street parking and more.

Right-sizing 5- or 4-lane streets to 3- or 2-lane streets works best on streets that have daily traffic volumes of 8,000 to 20,000 vehicles. As streets reach the higher traffic volumes additional intersection treatments, such as the modern roundabout, might be needed to more effectively manage vehicle traffic.



📷 Photo (above): Main Street in Hamburg, NY is a major state truck route carrying 12,000 vehicles per day. The town of Hamburg and NYDOT replaced four intersections with single-lane modern roundabouts, removed two travel lanes and narrowed the remaining lanes to 10-feet, allowing wider sidewalks, park assist lanes and additional street trees.

Core Concepts

RIGHT-SIZING STREETS



Travel lanes could be as narrow as 10 feet. Narrower lanes and narrower street width are associated with fewer crashes.”

MnDOT Technical Memorandum No. 17-12-TS-05 and No. 18-09-TS-06

“Ten-foot lanes do not result in an increase in crashes or reduce vehicle capacity on roads with speeds of 45 mph or less. Narrower lane widths can contribute to lower vehicle operating speeds, which can increase safety for all roadway users.”

FHWA Bicycle Selection Guide, 2019

Travel Lane Width: Narrowing lanes can reduce the operating speed of traffic while also providing the additional space needed for bikeways. Ten-foot-wide lanes have a positive impact on a street’s safety without impacting traffic operations. To support vulnerable users like pedestrians and bicyclists, streets should maximize buffer space and work to manage safe speeds for all by design.

National Association of Transportation Officials (NACTO): <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>

Context Sensitive: AASHTO’s *A Policy on Geometric Design of Highways and Streets*, commonly referred to as the “Green Book,” provides flexibility to use 10-foot-wide travel lanes in a variety of situations depending on operating speeds, volumes, traffic mix, design vehicle, horizontal curvature, use of on-street parking and land use context.

Minnesota State Aid Standards (Part 8820.9941) note minimum lane width of 10 feet may be allowed on streets with bike lanes when design speeds are less than 35 mph and when all street factors are considered (e.g., bus route, traffic mix, land use). It also notes engineering judgment should be used.

Core Concepts

BIKE LANES

SAFER STREETS FOR ALL

Cities investing in bicycling infrastructure—from bike lanes to fully separated or protected bike lanes (or cycle tracks)—achieve environmental and safety advantages through the increase of bicycle use. Bike lanes are one of FHWA’s **Proven Safety Countermeasures**. Conventional bike lanes designate an exclusive space for people biking with pavement markings and signage. **Many benefits of bike lanes go beyond the bicyclist:**

- Creates visual separation between people biking and driving
- Increases predictability of bicyclist and motorist positioning and interaction
- Visually reminds motorists of bicyclists’ right to the street
- Improves comfort for pedestrians by providing additional buffer space to the sidewalk
- Improves emergency response by providing space for motorists to pull over
- Supports more compact intersections as bike lanes provide an effective turning radius for large vehicles, allowing for other tools such as curb extensions to support people on foot

BIKE LANE SAFETY BENEFITS

49% ↓

in total crashes decreased on 4-lane undivided collectors and local roads due to marked space and lane reduction.

30% ↓

in total crashes decreased on 2-lane undivided collectors and local roads due to marked space.

Buffered bike lanes are almost always higher comfort than conventional bike lanes. Fully separated bicycle lanes provide further safety benefits and are more comfortable to people of all abilities due to the greater separation between people biking and driving.

Sources:

<https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>
<https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/>
<https://www.aarp.org/content/dam/aarp/livable-communities/livable-documents/documents-2014/Livability%20Fact%20Sheets/Bicycling-Fact-Sheet.pdf>

Core Concepts

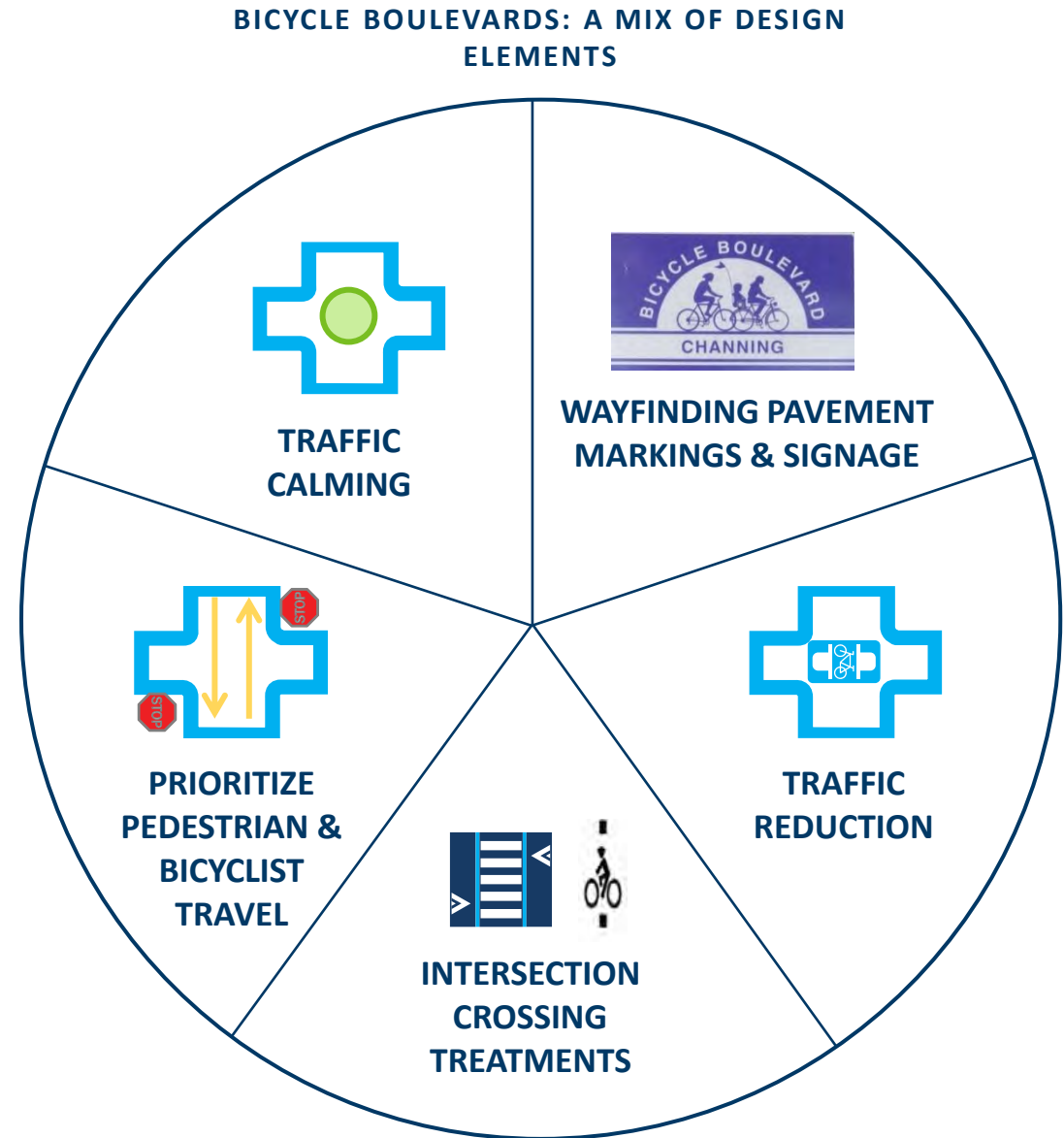
BICYCLE BOULEVARD

PRIORITIZE NEIGHBORHOOD BIKEWAYS

Bicycle boulevards (also called neighborways or neighborhood greenways) are **low-volume** and **low-speed residential streets** that **prioritize people walking** and **bicycling** and discourage motor vehicle through traffic. Street design elements are mixed and matched along the corridor to:

- Reduce or maintain low motor vehicle volumes
- Reduce or maintain low motor vehicle speeds
- Create a direct, coherent (logical) and continuous bikeways
- Create access to key community destinations
- Create comfortable and safe intersection crossings
- Give priority to people walking and biking, reducing delay

Combined, these treatments create an **attractive, convenient and comfortable shared street environment** that is welcoming to people of all ages and abilities.



Adapted from Portland Bicycle Boulevard Guide:
[PortlandBicycleBoulevardGuidebook.pdf](https://www.portland.gov/bike/Pages/BicycleBoulevardGuidebook.pdf)

Core Concepts

NEIGHBORHOOD TRAFFIC CIRCLE

SLOWER IS BETTER ON RESIDENTIAL STREETS

Traffic circles (also called mini-circles) work to reduce vehicle speeds in a few ways.

First, they interrupt the “straightaway” feel of many residential streets that can signal to drivers to go a faster speed than the posted speed. Second, traffic circles narrow the intersection, slowing drivers’ through and turning movements. Slower intersection speeds increases motorists’ yielding behavior to people walking and biking.

Traffic circles are a proven safety treatment, reducing all types of intersection crashes by 90% and injury crashes by 97% (Seattle Department of Transportation). They are most effective when installed as a series at multiple intersections along a corridor and are often suitable for replacing stop-controlled intersections.



- ▲ Traffic circles help achieve neighborhood-friendly speeds of 15-20 mph by design. (Saint Paul, MN)



- ▲ Traffic circles can be tested using low-cost materials. They keep people safely in motion, which is beneficial to people biking. (Edgewater, CO)



- ▲ Street trees in traffic circles adds to the traffic calming effect while also helping to better manage stormwater. (Seattle, WA)



- ▲ Traffic circles can be designed to create gateways into key neighborhoods or districts, like downtown, with features such as sculptures or artwork. (Holland, MI)

Core Concepts

CHICANES

SLOWER IS BETTER ON RESIDENTIAL STREETS

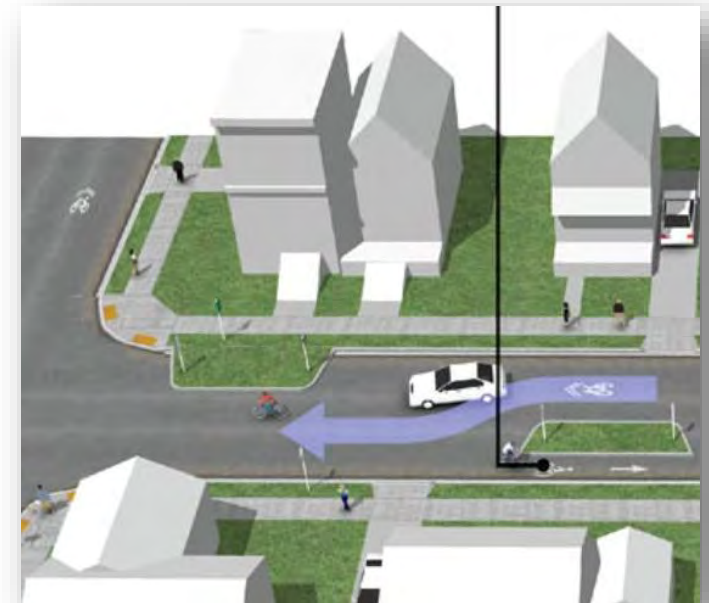
Chicanes slow vehicle traffic and can add space for greening and stormwater management. They can also be implemented quickly with just paint and temporary bollards.

Chicanes are curb extensions that create a serpentine, horizontal shifting, effect. This shifting eliminates long stretches of straight streetway where motorists can pick up speed by requiring drivers to drive more slowly due to the lateral shift. They are often paired with median islands to further manage motorist speeds. Chicanes can be created with parking stalls, sidewalk extensions, or green infrastructure curb bump outs that allow for planting of native vegetation and rain gardens. Chicanes also create space for street furniture or public art.



◀ Chicanes provide space for native vegetation as seen on Grand Avenue in Minneapolis, MN.

▶ A designated space outside of the chicane element helps bicyclists avoid having to merge into traffic at a narrow pinch point, and creates a route for people walking, especially when no sidewalks exist. (Source: NACTO.org)



Core Concepts

MEDIAN REFUGE-Vehicle Closure

PRIORITIZE NEIGHBORHOOD BIKEWAYS FOR PEOPLE BIKING

Median refuges that extend through the intersection where a bike boulevard crosses a busy street improve the crossing experience for people walking and biking, especially at major intersections by shortening the crossing distance into two separate sections with a place to stop in the middle. They also reduce vehicle traffic volumes on the bicycle boulevard by restricting vehicle turning movements onto and off the busy street.

Traffic analysis is needed to assess potential impact of diversion onto nearby streets and to consider additional traffic calming measures needed to mitigate any traffic impacts. Coordination would be needed with Ramsey County or MnDOT if the diverter is on their roadway. Impacts to emergency responders should be considered before implementation; some treatments may be designed to allow emergency vehicle access.

Median refuges with vehicle closure are only one method to keep traffic volume low on local streets. Roseville should consult the guides listed in this appendix for additional traffic reduction strategies for Bicycle Boulevards.



Motorists can only take a right off the 40th Street Bicycle Boulevard at this traffic diverter while cyclists can continue through. (Cedar Ave. Minneapolis, MN)

Motorists can make a right turn onto and off of the Charles Ave Bicycle Boulevard at Lexington Pkwy while cyclists can continue in any direction. (St. Paul, MN)



State, Federal and County Funding for Active Transportation (1 of 3)

In addition to local Capital Improvement Program funds, local jurisdictions may seek state and federal funding to assist with development of the active transportation network. Most programs involve applying through one of these agencies:

- Federal Highway Administration (FHWA)
- Minnesota Department of Transportation (MnDOT)
- Minnesota Department of Natural Resources (MNDNR)
- Greater Minnesota Regional Parks and Trails Commission (GMRPTC)
- Legislative-Citizen Commission on Minnesota Resources (LCCMR)

Grants are sometimes also available through organizations that support economic development and tourism, public health, and conservation and the natural environment. Private donations are popular for projects that support community recreation and well-being.

Source	Funds	Purpose
FHWA	Safe Streets and Roads for All (SS4A)	funds Comprehensive Safety Action Plans (and demo projects) and infrastructure projects that are recommended as a result of a SS4A plan
FHWA Reconnecting Communities Pilot	Reconnecting Communities Pilot (RCP)	Creating connections across highways disconnected or destroyed by highway development
MnDOT Active Transportation Program	Infrastructure Grants, Planning Assistance, Quick Build/Demonstration Projects	Support active transportation capacity building and facilities
MnDOT Safe Routes to School	Planning Assistance and Boost grants	Support current SRTS plans and programs
MnDOT Safe Routes to School	Infrastructure Funds	Construct sidewalks; improve crossings
MnDOT (Federal funding)	Transportation Alternatives (TAP)	New pedestrian and bike facilities
MnDOT	State Aid for Local Transportation (SALT)	Highway projects

State, Federal and County Funding for Active Transportation (2 of 3)

Source	Funds	Purpose
Metropolitan Council	Regional Solicitation	Multi-modal infrastructure projects that focus on outcomes like moving people more effectively, managing congestion, safer streets for people walking and biking and improving air quality
MN DNR	Regional Trail Grant	Motorized, non-motorized and joint trail usage for trails that are regionally significant
MN DNR	Outdoor Recreation Grant Program	Matching grant for the cost of acquisition, development, and/or redevelopment of local parks and recreation area. Trail must be internal to a park
MN DNR	Local Trail Connections Program	Supports acquisition and development of trail linkages for small train connections that are not regional
MN DNR (Federal funding)	Federal Recreational Trail Program	New trails, trail maintenance and trailhead construction
Greater Minnesota Regional Parks and Trails Commission	Parks and Trails Legacy Grant Program	“Regionally Designated” parks and trails can be funded
Legislative-Citizen Commission on Minnesota Resources (LCCMR)	Environment and Natural Resources Trust Fund (ENRTF)	Activities that protect, conserve, preserve and enhances Minnesota's air, water, land, fish, wildlife and other natural resources

State, Federal and County Funding for Active Transportation (3 of 3)

Source	Funds	Purpose
Active Living Ramsey Communities	Be Active! Be Green! Bench Initiative	The goal of the Be Active! Be Green! Bench Initiative is to have benches placed often enough that when people sit on one bench, they're able to see the next one — with the thought that seniors, people with disabilities, or small children can more easily make it to the next bench.
Ramsey County Active Transportation Funding		Contact County Public Works for more details on funding opportunities for municipalities to make active transportation improvements on County roads.
Ramsey County Economic Development	Critical Corridors Programs	Ramsey County's Critical Corridors programs offer assistance to qualifying public, private and nonprofit organizations for place-based investments along major transportation, commercial and cultural corridors. The programs are fully funded by the Housing Redevelopment Authority (HRA) levy. Eligible projects or activities seeking funding must align with the county's Economic Competitiveness & Inclusion Plan and Equitable Development Framework.
Saint Paul Ramsey County Public Health Department	Community Innovation Grants	Saint Paul – Ramsey County Public Health (SPRCPH) is offering grants to support activities, programs and initiatives that improve public health issues in the community. They must be related to building capacity, planning, developing, implementing or evaluating work designed to address our Community Health Improvement Plan (CHIP) priorities.



Appendix B

COMMUNITY ENGAGEMENT

How the Community Was Engaged



Networking Mapping Workshop



Audit Team for Rosedale Mall Area Bike-ability

Roseville Bike Plan Survey

Open from April 18th to July 1st, 2024. There were 370 responses to the survey.

Roseville Bike Plan Interactive Comment Map

Open from April 10th to June 30th, 2024. There were 324 visitors who left 378 comments.

Walk and Bike Audits

Three audits that took place on June 10th and June 11th, 2024. City staff, project staff, committee members and residents were present.

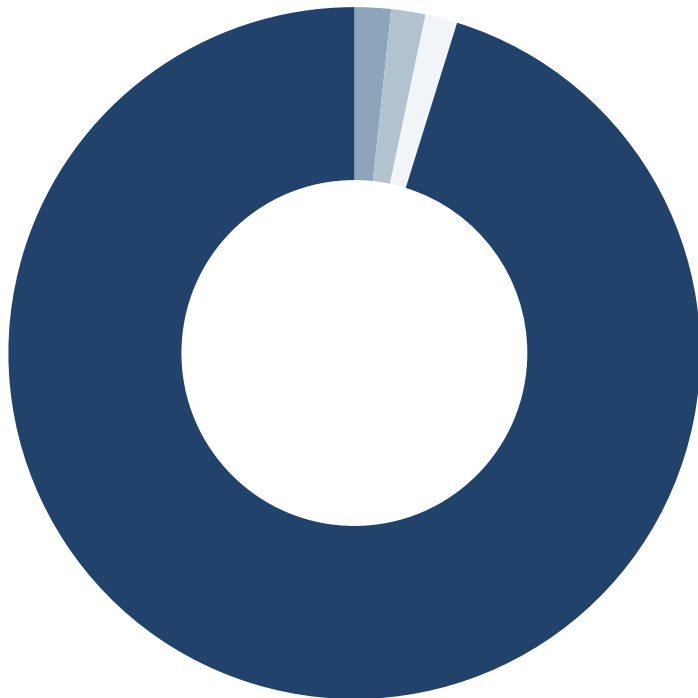
Network Mapping Workshop

The in-person mapping workshop took place on June 11th, 2024. City staff, committee members and residents worked together to identifying a priority bicycle network for Roseville.

How Is Roseville Moving Today?

COMMUTE TYPE IN ROSEVILLE

■ Walk ■ Bike ■ Transit ■ Car/Carpool



1.7% Walk

In Roseville, 1.7 percent of commuters walk to work compared to 2.2 percent statewide.¹

1.6% Bike

In Roseville, 1.6 percent of commuters bike to work compared to 1.7 percent statewide.¹

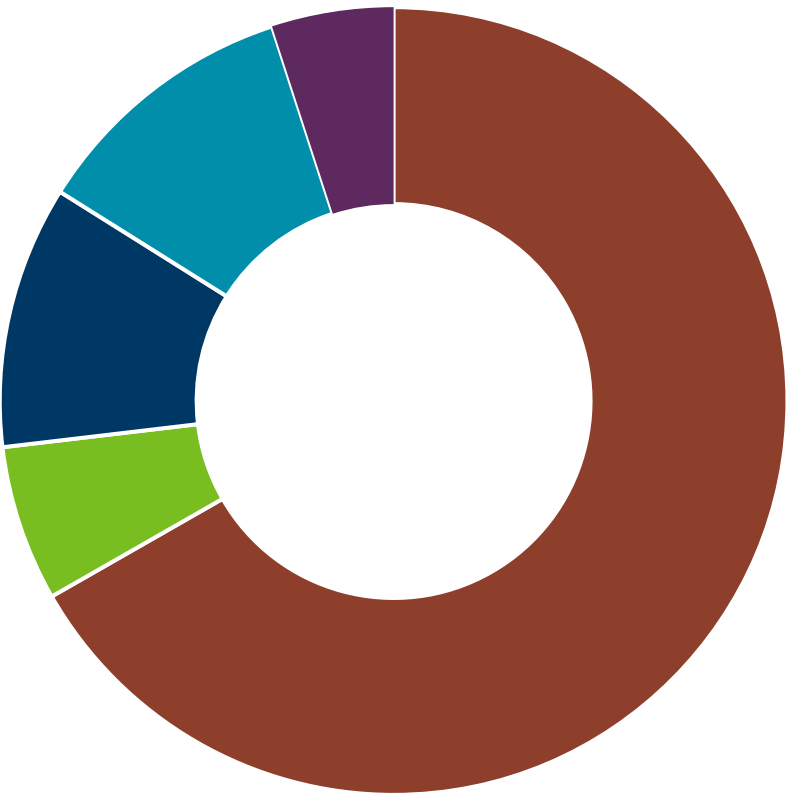
1.5% Transit

In Roseville, 1.5 percent of commuters take transit to work compared to 1.5 percent statewide.¹

¹American Community Survey, 2022 5-year estimates. The American Community Survey is an ongoing survey administered by the U.S. Census Bureau that provides vital information on a yearly basis about our nation and its people.

Key Principles of Bikeability | Bike Plan Survey Results

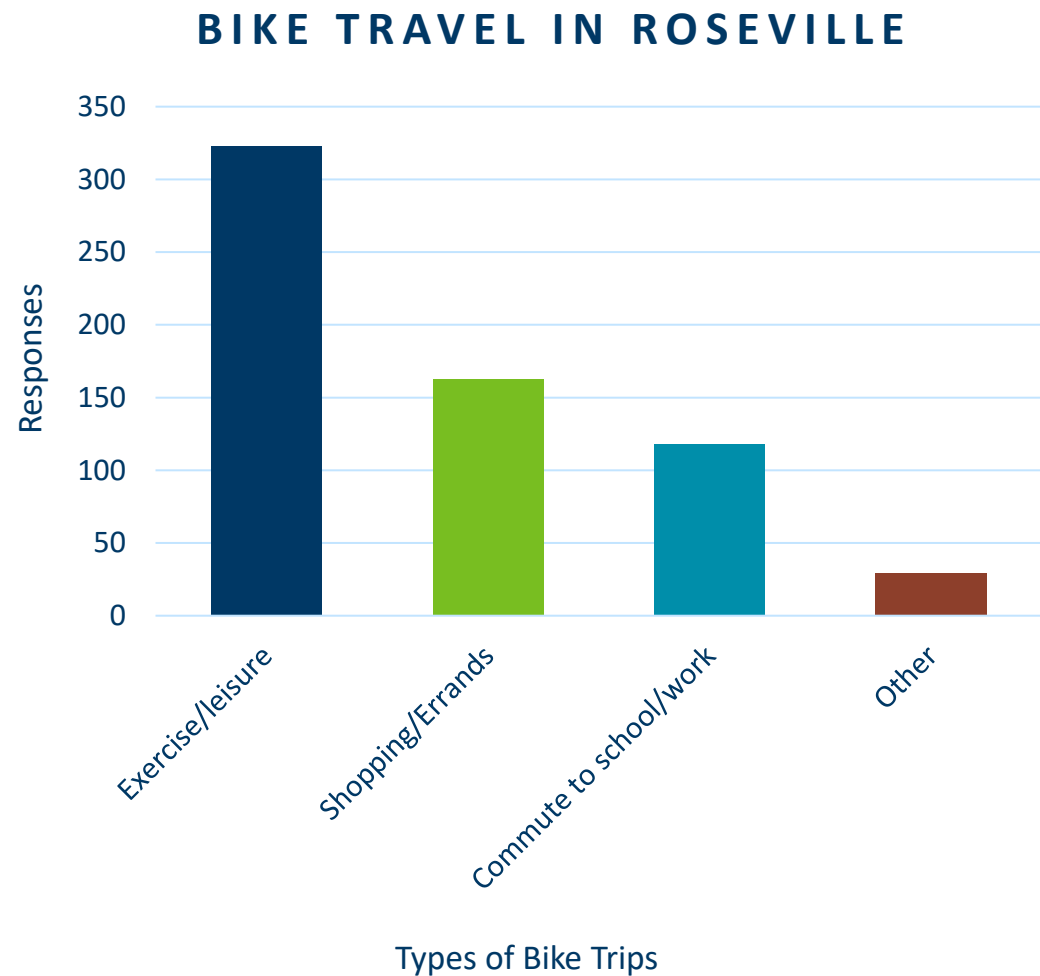
IMPORTANCE OF KEY BIKE NETWORK PRINCIPLES



Of the 361 Roseville Bike Plan survey respondents, **241** **prioritize safety** above all other principles, indicating that most people value safety regardless of their biking confidence level or reason for biking. Definitions of the Bike Network Principles are provided on the previous page.



Bike Travel in Roseville | Bike Plan Survey Results



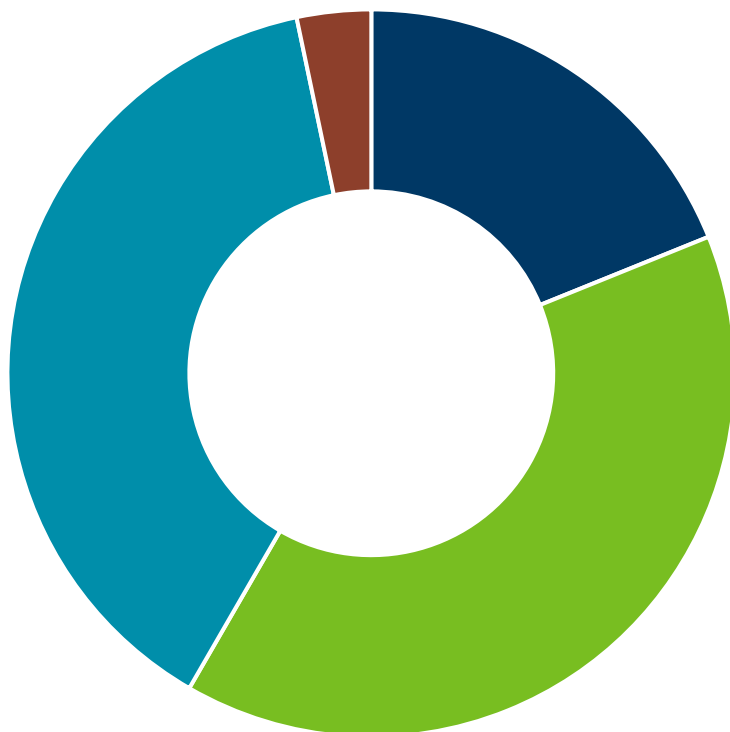
89%

Of survey respondents said they bike for exercise and leisure

Out of the 360 respondents who answered the question about their reasons for biking in Roseville, **323** indicated they bike for **exercise or leisure**, **163** for **shopping or errands**, **118** for **commuting to school or work**, and 29 selected other reasons. It's no surprise most people bike for recreational trips given the many high-quality parks and trails in Roseville. There is opportunity to increase transportation-related trips with the future bikeway network.

What Type of Bicyclist Are You? | Bike Plan Survey Results

TYPES OF BICYCLISTS IN ROSEVILLE



Of the 365 Roseville Bike Plan survey respondents, nearly **80%** identified themselves as either **enthused and somewhat confident** or **interested but concerned**, indicating they would bike more with improved infrastructure.

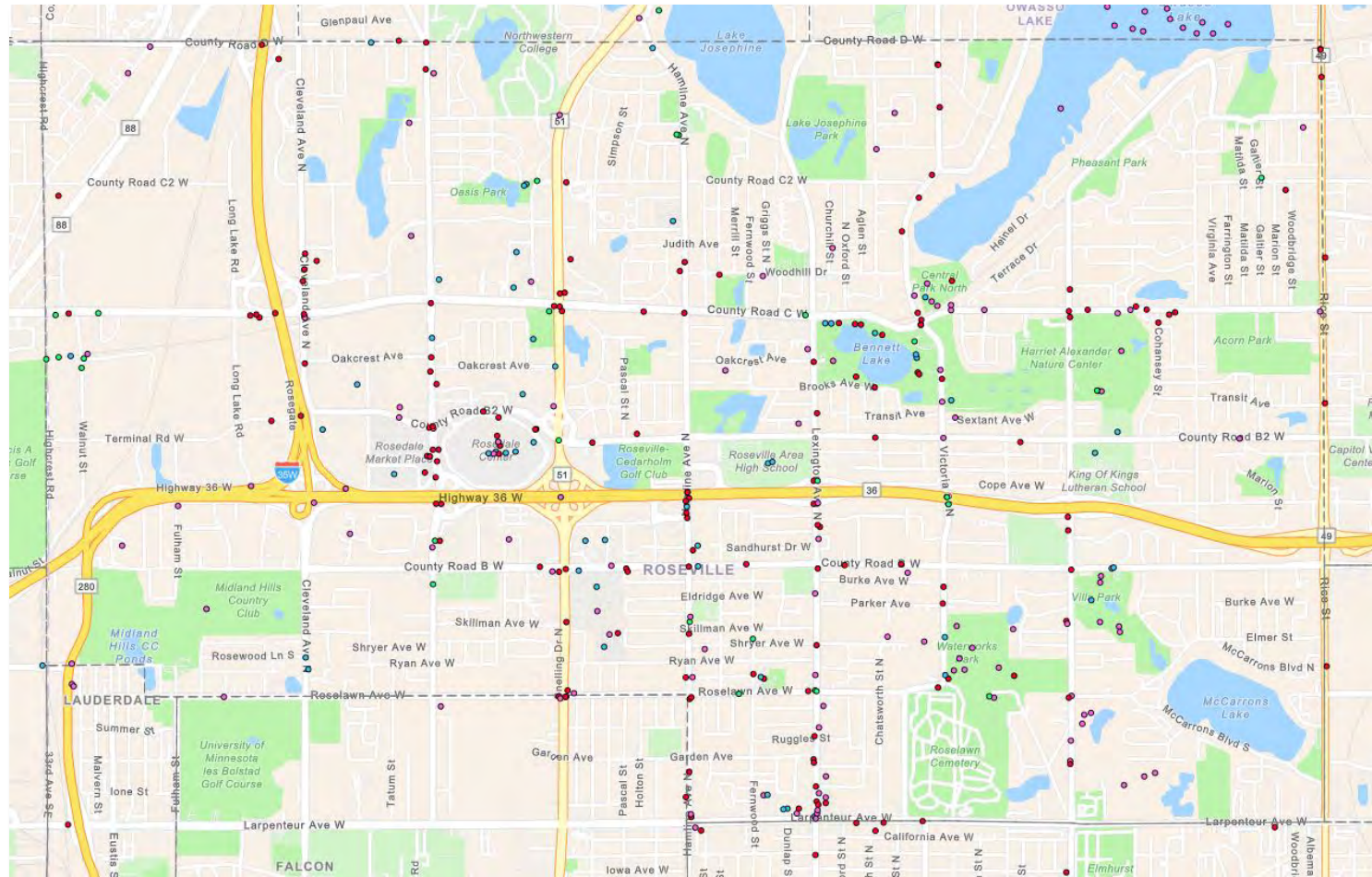
18.9% *Highly Confident*

39.5% *Enthusied and Somewhat Confident*

39.4% *Interested but Concerned*

3.3% *No Way, No How*

What We Heard, Observed, Learned



Legend:

● Destinations	● Biking is currently unsafe/uncomfortable
● Biking is currently safe/comfortable	● Ideas/requests

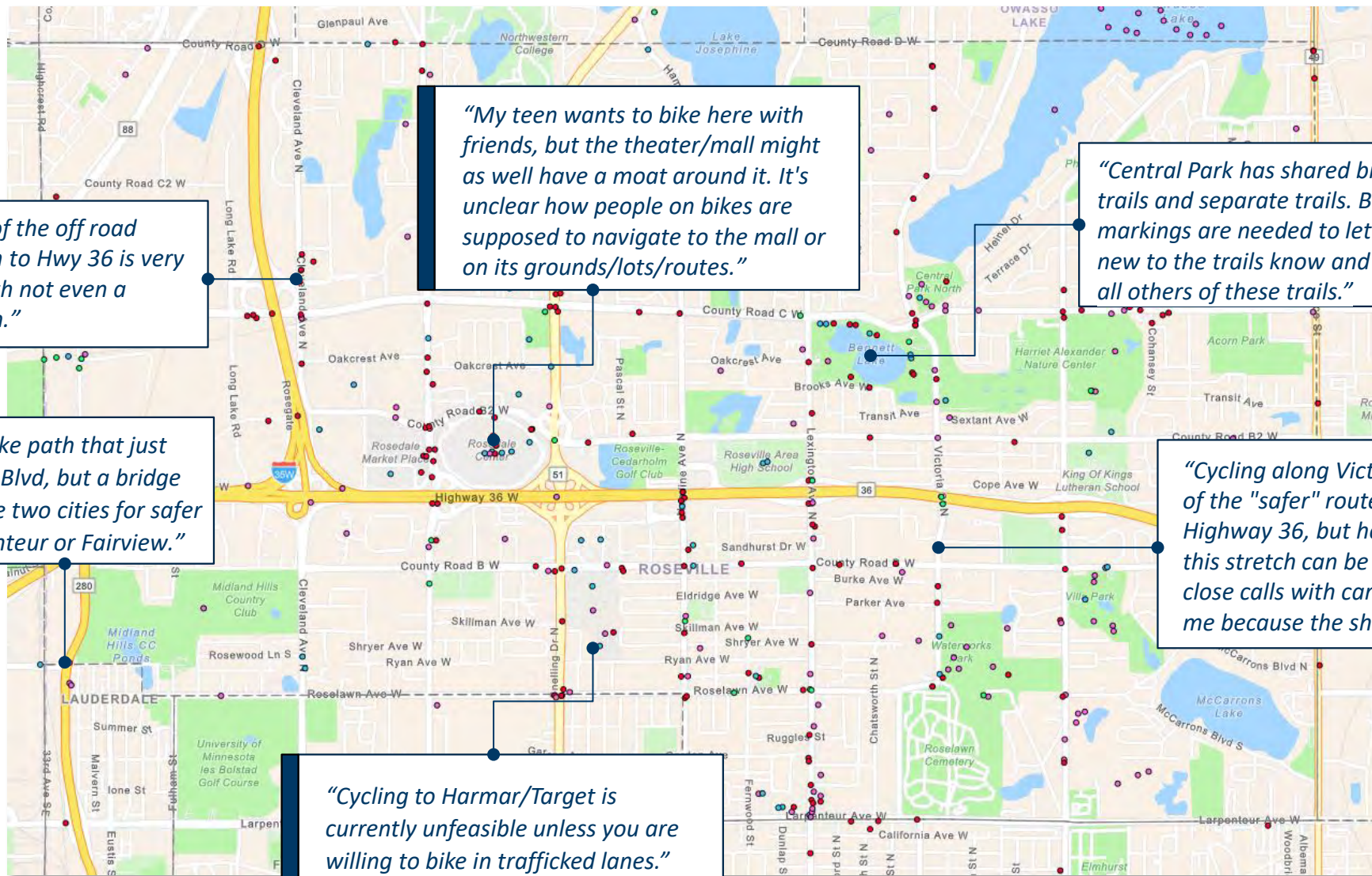
The Roseville Bike Plan Interactive **Comment Map** allowed community members to place pins on a map based on four categories:

- Destinations (places people currently bike or wish to bike to)
- Safe/Comfortable Biking
- Unsafe/Uncomfortable Biking
- Ideas/Requests (bike facility suggestions)

The map was open from April 10th to June 30th, 2024 and had 324 visitors who left 378 comments

“I would love for our city to be more bike friendly. We have plenty of businesses that are fairly close but they're inaccessible without a car. Adding bike lanes would be amazing.” – Community Member

What We Heard | Specific Issues and Opportunities



Interactive Comment Map

The majority of comments received on the interactive map related to places where biking is currently unsafe or uncomfortable. Those comments are summarized here:

- There is a desire for better bike infrastructure on Hamline Ave N. Users would like to see marked bike lanes and eventual conversion to protected bike lanes.
- Snelling Ave N is perceived as dangerous and unsafe. Several comments indicated a desire for a bike and pedestrian bridge near County Rd C for an east to west connection.
- Fairview Ave N in front of Rosedale Center is stressful for cyclists because of high traffic speeds, congestion and high number of intersections.
- Users say they will not bike to Rosedale Center because they feel it is unsafe even though there are plenty of amenities they'd like to bike to like shopping, restaurants and a movie theatre.
- There is a desire for improvements to Central Park biking paths like updating signage, improving bumpy areas of the paths and creating separate paths for walkers and bikers.
- Users find the County Rd C and Dale St N intersection dangerous, with frequent stop sign violations. They request better traffic control and support the planned 3- to 4-lane conversion on County Rd C.
- Users say they avoid riding on Rice St because it has a lot of traffic. They use alternate routes on local streets when possible.
- The north section of Victoria St N is undesirable and unsafe for bikers. Although it is used by confident bicyclists, there are no sidewalks, and the shoulder width is narrow.

Interactive Comment Map

The remainder of comments received on the comment map were related to places where biking is currently safe or comfortable, destinations, and ideas. Those comments are summarized here:

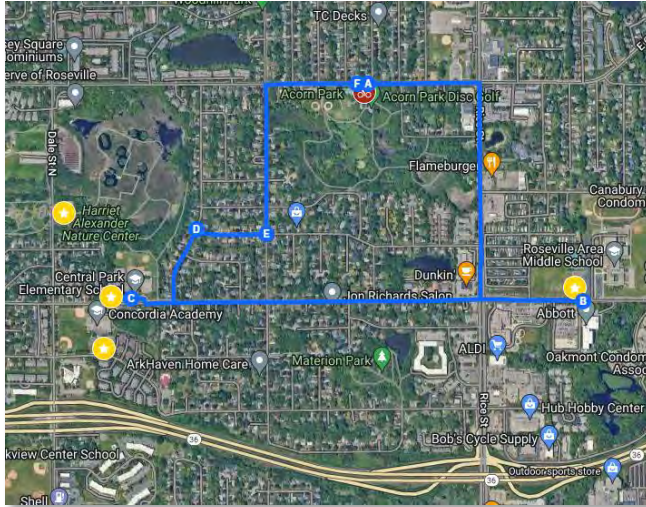
- Users would like to bike to Rosedale Center and the transit center that is nearby.
- Users would like to see bike facilities on Lexington Ave so that there is a safe connection to Como Park.
- Bike parking is essential and requested by bicyclists at stores and restaurants including Cub Foods and Dairy Queen.
- Har Mar Mall is near residential areas and users want connections from those residential areas to the commercial businesses like Cub Foods and Target.
- Users love the Diagonal Trail and appreciate the connection that it provides to Minneapolis.
- Central Park is well used and loved by the community, but they would like more connections from residential areas.
- Residents want their children to have the option to bike to schools like, Roseville Area High School and Central Park Elementary, safely.

Bike Audits

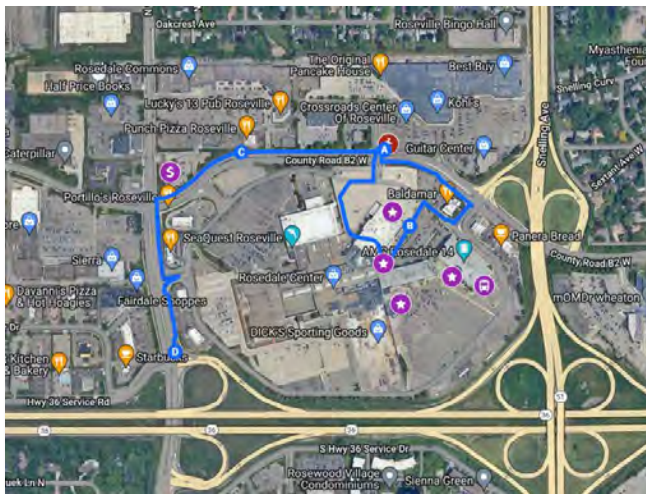


Members of the Roseville Bike Plan Committee were joined by residents for three bike audits on June 10th and 11th, 2024. The groups who participated in the audits are shown starting from lower left: Rosedale Center, Acorn Park, and Lake McCarron's County Park.

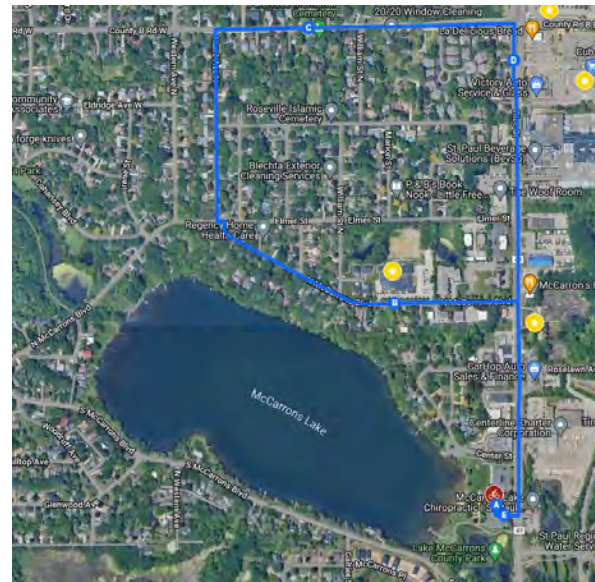
Bike Audits



Bike audit route in northeast Roseville



Bike-focused walk audit route near Rosedale Center



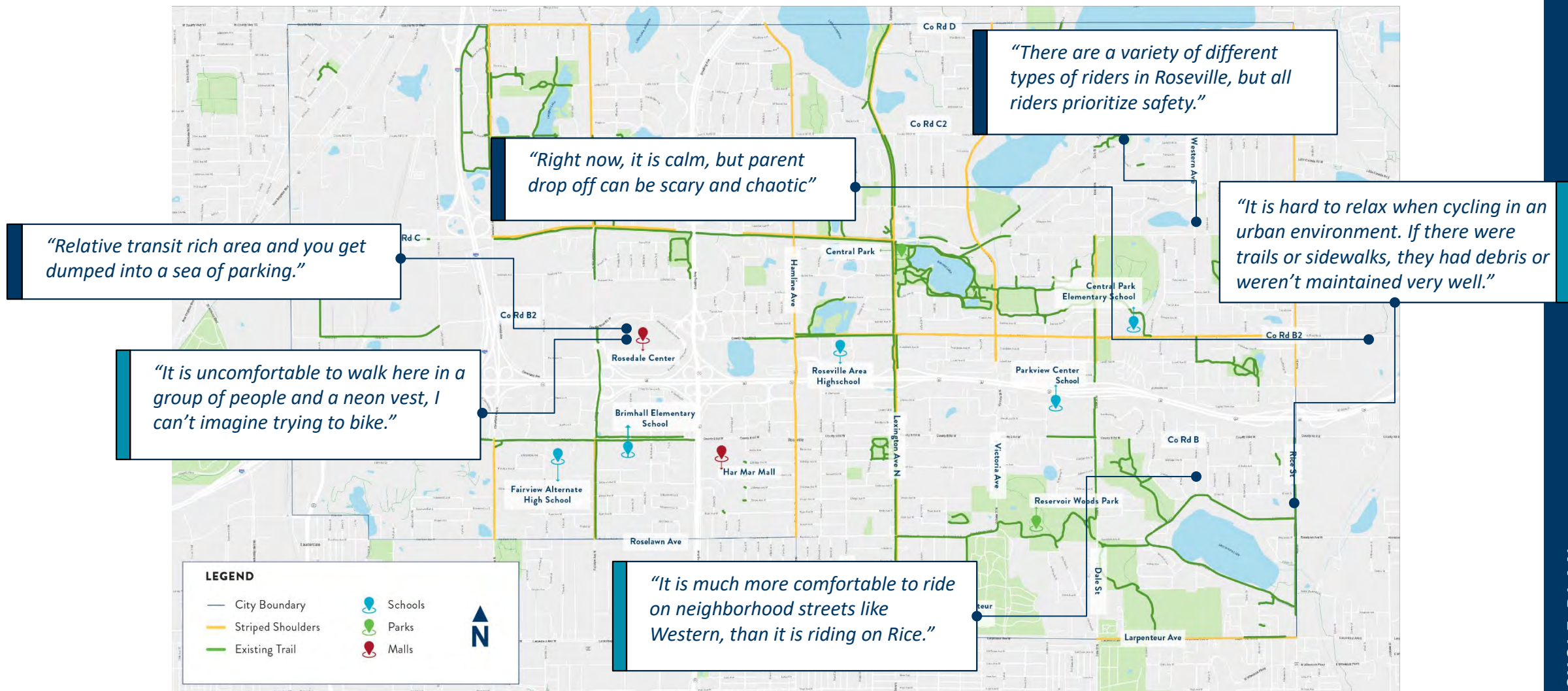
Bike audit route in southeast Roseville

Members of the Roseville Bike Plan Committee were joined by residents for three bike audits on June 10th and 11th, 2024. The audits were held starting from Rosedale Center, Lake McCarron's County Park (southeast Roseville), and Acorn Park (northeast Roseville). Key observations and takeaways from these audits are summarized in the following pages.

Bike audits are powerful tools for engagement, bringing together people with diverse perspectives and experiences—from city staff and elected leaders to community members—to:

- Observe and deepen understanding of how active transportation users experience a street
- Tap into people's knowledge of place
- Learn from the physical built environment
- Engage in meaningful dialogue

What We Heard | Bike and Walk Audit Comments



Key Observations: Bike-Focused Walk Audit

WALK AUDIT – Rosedale Center

Biking around Rosedale Center and adjacent commercial and retail destinations presents challenges due to the lack of bike lanes on County Rd B2, forcing cyclists onto narrow sidewalks where they may come into conflict with pedestrians. While Fairview Ave has a recently constructed trail on the east side of the road, access to the business entrances are lacking for people biking and conflicts with motorists at driveways still pose a problem. High traffic speeds in the area contribute to a noisy environment, making sidewalks feel uncomfortable for people walking or biking, especially where sidewalks are immediately adjacent to the curb (no landscape buffer to separate people walking from the motorist travel lane). Despite being a well-served transit area, connections to transit are unclear and indirect.

KEY FINDINGS



Heavy Traffic and Speeds Reduce Bicyclist Comfort

To create a comfortable environment for all, tools are needed to address loud, fast traffic near pedestrian and cyclist facilities. Implementing traffic calming measures and dedicated bike lanes can enhance safety and comfort.



Potential Conflicts Between Pedestrians and Bicyclists

Without bike lanes, most cyclists resort to riding on the sidewalk. This can create conflicts with pedestrians and compromise safety for both groups.

Key Observations: Bike-Focused Walk Audit

WALK AUDIT KEY FINDINGS, CONTINUED



Sidewalk and Road Geometry

Sidewalk and road geometry can be challenging for cyclists near Rosedale Center, especially 90-degree turns. These sharp turns make navigation across intersections difficult due to lack of space for a rider's bike and can compromise safety.



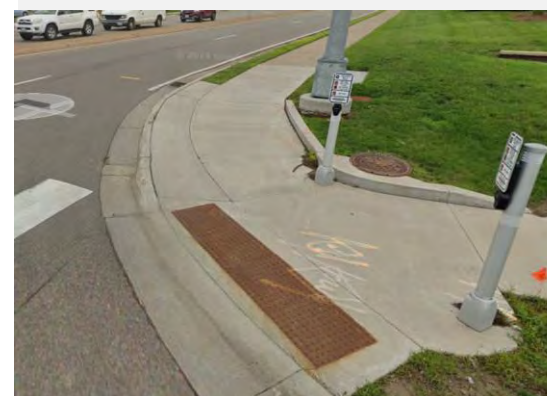
Long Distances Between Crosswalks

Long blocks can lead to pedestrians crossing midblock using the median. This behavior indicates a need for more crossing points.



Access Challenges

At Rosedale Center, navigation for cyclists can be challenging due to limited direct paths to building entrances. Sidewalks often lead in the opposite direction of the mall. Additionally, bike parking is limited and it's difficult for walkers and cyclists to reach the transit center.



Corners and Curb Ramps

While there is a new shared-use path on Fairview Ave near Rosedale Center, the group observed that the corners still provide little space for a cyclist to turn their bike to stop and wait to cross Fairview Ave.

Key Observations: Bike Audits

BIKE AUDITS – McCarron’s County Park and Acorn Park

In addition to the Bike-Focused Walk Audit at the Rosedale Center area, the Roseville Bike Plan committee and residents convened for two bike audits. Participants got on their bikes and experienced Roseville’s streets and bike facilities for themselves. Bike audits started from McCarron’s County Park and Acorn Park and were 3- to 4-mile loops covering a variety of existing biking conditions and facilities in Roseville. The key observations from these audits are summarized on this and the following page.

KEY FINDINGS



The Comfort of Quiet Roads

Bike facilities on quieter roads, with less traffic and lower speeds, like Western Ave, rather than busy ones like Rice St, create a more comfortable environment for cyclists.



Complexities in Navigation

The group discussed that wayfinding for cyclists is complex and can be a barrier for people not familiar with the area. Logical and coherent routes, aided by signs and wayfinding would be very helpful to cyclists in Roseville.

Key Observations: Bike Audits

BIKING AUDIT KEY FINDINGS, CONTINUED



Rice Street

Rice Street is heavily trafficked, so cyclists prefer riding on the sidewalk. Where shoulders exist, they are often dropped and merged with the right turn lane. The left turn from Rice St onto Co Rd B2 is awkward and uncomfortable, requiring either a risky maneuver across multiple lanes of traffic or a two-stage left turn.



Overgrown Vegetation

The audit group observed that there are comfortable shared-use trails in Roseville parks that can be used for bike commuting, but trees and bushes over-growing into the paths make it hard for cyclists to share these facilities with people walking.



Youth are a Priority

Safe travel to school, parks and other places youth like to access is critical to their health and independence. To make cycling a safe option for youth, dedicated bike lanes, safe crossings and bike-friendly policies are crucial.



Bike Lanes Benefit All

Having dedicated bike space separate from the sidewalk is beneficial for both the cyclist and the pedestrian. Bike lanes put vehicle travel lanes farther away from traffic.

Network Mapping Workshop

Drafting the Priority Bike Network

After the walk and bike audits were complete, a network mapping workshop was held where community members and city staff applied their observations to start identifying priority bikeways in Roseville. Approximately 20 Roseville residents and other stakeholders participated.

The workshop began with an overview of active transportation principles and established what kind of bikeway facility types are most convenient and comfortable for different types of cyclists. Participants then used large maps of Roseville to identify important trip origins and destinations. Next, participants drew connections between trip origins and destinations and identified what improvements were needed along these bikeways to make them safe and comfortable for all cyclists. At the end of the session, small groups shared out the bikeways they identified, and the group discussed the priority network that was starting to emerge. The results of the Network Mapping Workshop formed the basis of the Priority Bike Network presented in this plan.

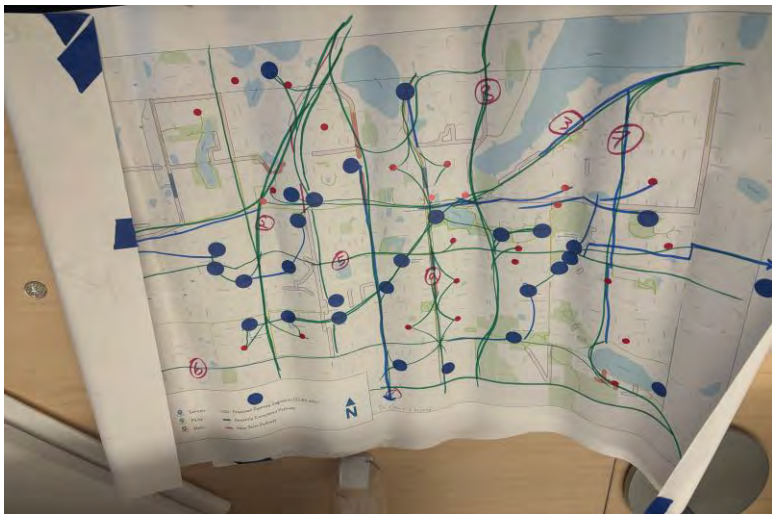
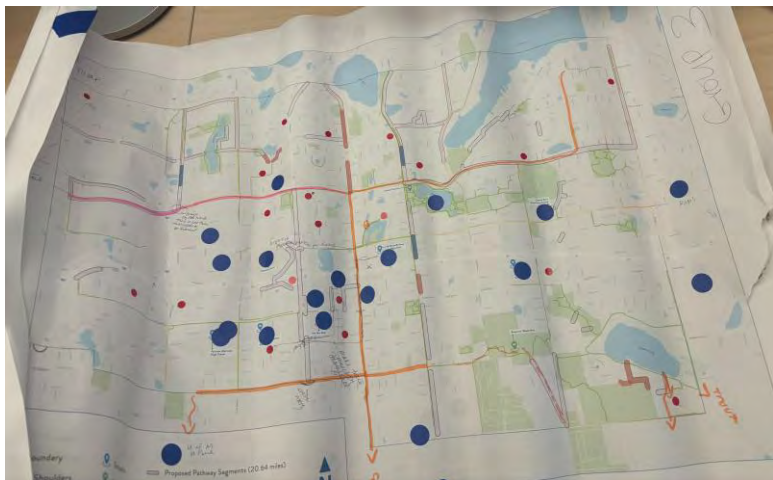
Emerging Priority Bikeways Identified During the Workshop

The half-mile arterial road grid emerged as a priority during the workshop as these roads provide direct and continuous bikeways through the city, which are important features for cyclists. Some specific bikeways in the half-mile arterial road grid that emerged as priorities during the workshop were Fairview Ave, Hamline Ave, County Rd C – connection to the Diagonal Trail, and Roselawn Ave as a connection to St. Paul and Victoria St.

Workshop participants were also visionary in their thinking about future bikeways in Roseville, suggesting dedicated routes for cyclists that cross the city without using the existing street grid. The Diagonal Trail in Minneapolis is an example of this and is a bikeway that cyclists in Roseville would like to connect to and wish existed in Roseville itself. Documentation of the “diagonal” bikeways identified during the workshop are provided on the next page.



Network Mapping Workshop Maps

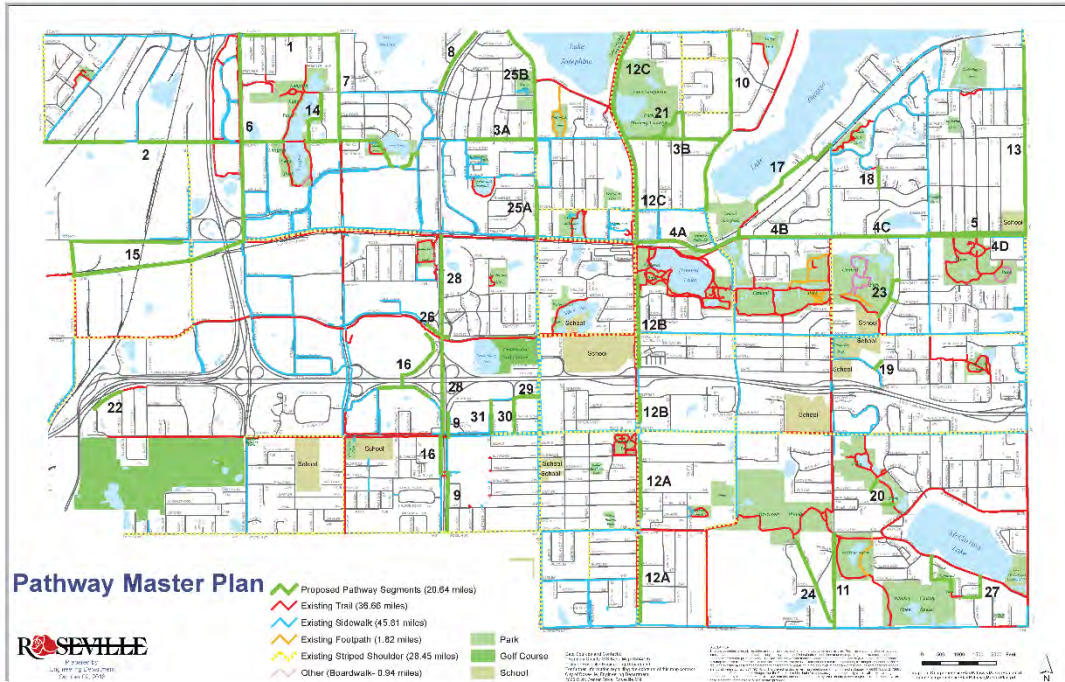




Appendix C

EXISTING NETWORK &
DRAFT PRIORITIZATION

Pathway Master Plan



The [Pathway Master Plan](#), updated in 2021, presented the existing pathway network in Roseville and identified additions and upgrades to the existing pathway network for people walking, biking and skating. The proposed pathway segments from the Master Plan are shown on the map above, along with existing pathways. The Pathway Master Plan is adopted by reference in the City's Comprehensive Plan and serves as a planning tool to assist the City on decisions regarding pathway issues.

What is a Pathway?

Any facility that serves non-motorized users commonly within the public right-of-way. They can be paved shoulders and bike lanes to sidewalks, trails, and footpaths.

Building from the Pathway Master Plan

The 2021 Pathway Master Plan is comprehensive and holistic, incorporating a “constellation” (park service areas) concept to connect residents to parks within park service areas and between park service areas. The Master Plan also used a detailed scoring criteria to prioritize pathway projects.

Given that the Pathway Master Plan was designed to address the needs of all non-motorized users, not just cyclists, it lacks specifics on how a proposed pathway can specifically address the needs of cyclists.

This Bike Plan builds from the Pathway Master Plan by:

1. Reaffirming proposed pathway segments identified in 2021 that continue to be priorities for bicycling upgrades today
2. Identifying new bikeways to add to the bicycle network in Roseville.
3. Identifying the types of bike facility upgrades appropriate for these bikeways
4. Providing a clearer vision for implementation of bikeways when opportunities arise

Bike Network

Existing Network & Pathways Progress in Roseville

The map on the next page shows proposed pathways identified in Roseville’s 2021 Pathway Master plan update overlaid on the existing bike network. The map also shows the progress the City has made on the Pathway Master plan since 2021, with nine recently completed pathway segments and six near term pathways programmed for completion in the next few years.

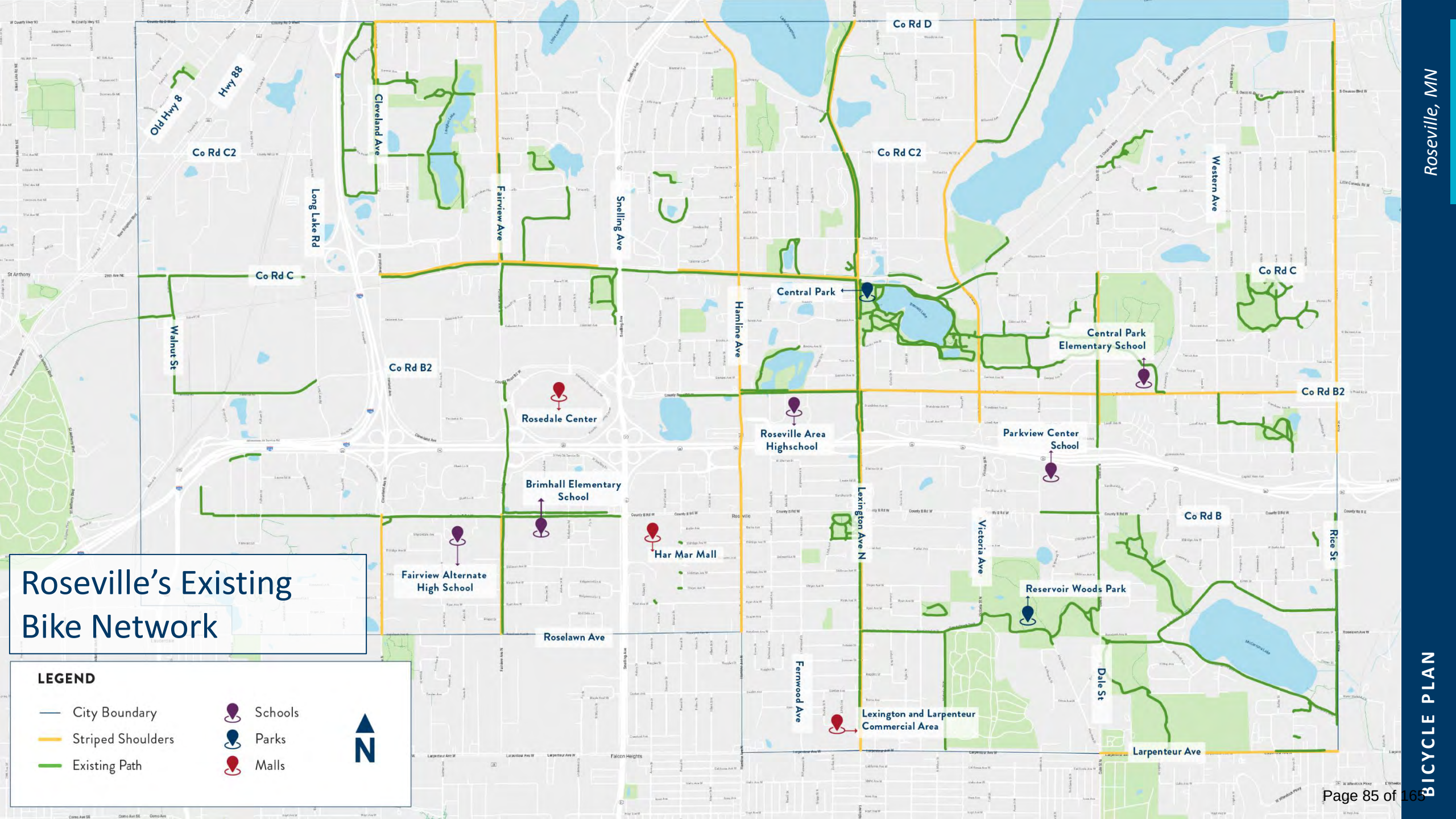
Priority Bike Network – New & Reaffirmed Bikeways

The second map shows priority bikeways identified through the development of this bike plan. It also identifies pathways that were identified in the 2021 Pathway Master Plan and were again identified during development of this bike plan. These bikeways are highlighted in orange on the following map and labeled as “reaffirmed priority bike network segments” to illustrate where this bike plan overlaps with the 2021 Pathways Master Plan and where new priority bikeways have been identified.

Roseville's Existing Bike Network

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path
- Schools
- Parks
- Malls



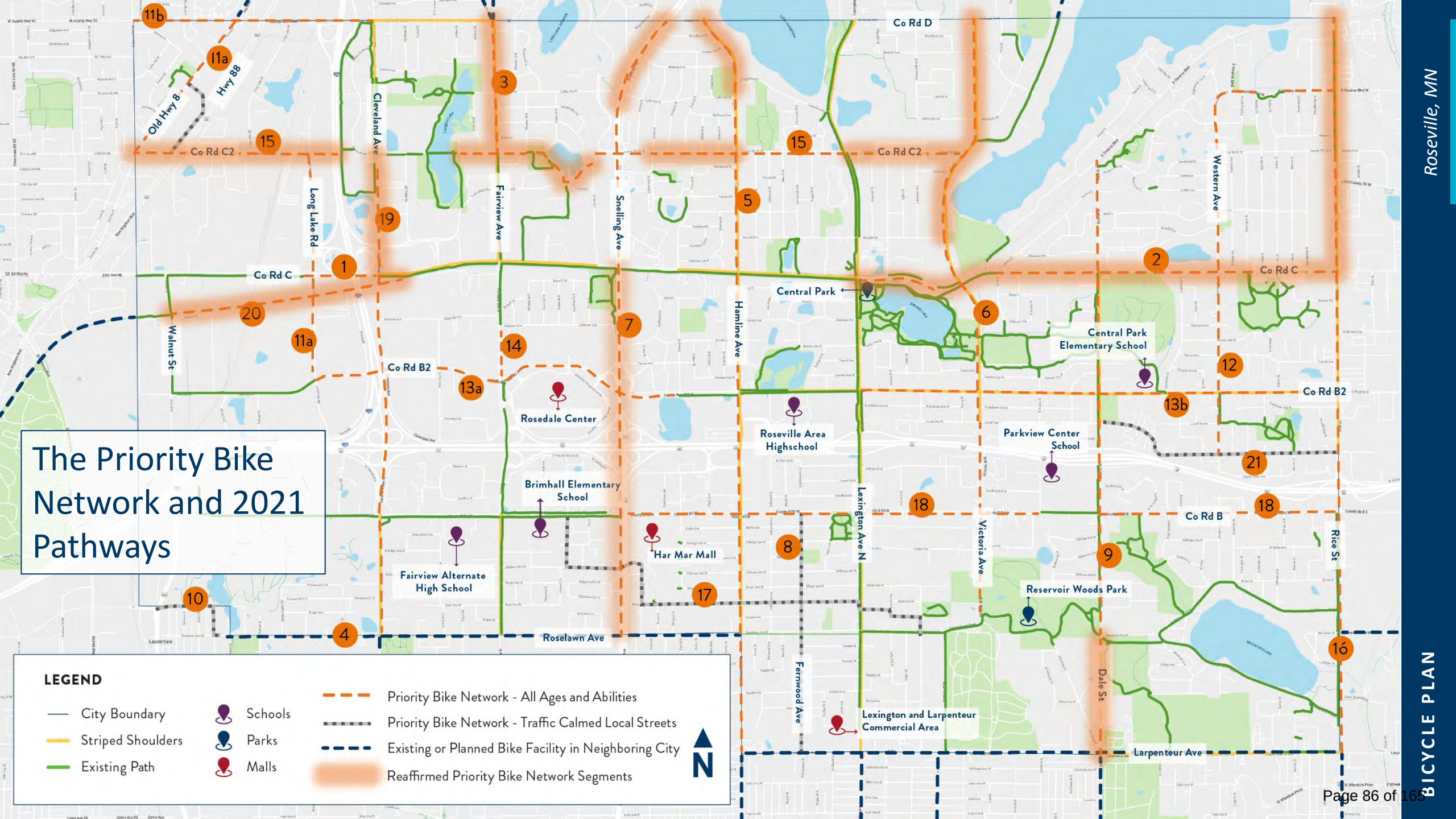
The Priority Bike Network and 2021 Pathways

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path

- Schools
- Parks
- Malls

- Priority Bike Network - All Ages and Abilities
- Priority Bike Network - Traffic Calmed Local Streets
- Existing or Planned Bike Facility in Neighboring City
- Reaffirmed Priority Bike Network Segments



Draft Prioritization

Roseville can expand on this preliminary prioritization framework by adding in additional metrics:

- **Safety:** Perform a city-wide traffic safety analysis to determine intersections or street segments that have a history of being dangerous for people on bike.
- **Implementability:** Based on city and county programmed street projects and relative cost of appropriate improvements for the route (e.g., mini traffic circles vs full reconstruction) the city can make a qualitative determination of which bikeways are most implementable and achieve those in the next 3-5 years.
- **Re-affirmed Bikeways:** Review results of the Pathways Master Plan and consider giving segments or bikeways in the Bike Network extra priority if they were identified again during development of this Plan.

Note: This is a draft prioritization list. The table and map that follows is a comprehensive list of routes and segments that have been identified through engagement with the community and collaboration with city staff. The City of Roseville will need to continue to refine and finalize this network and prioritization of bikeways and projects.

Draft Prioritization

To get started, Roseville will need to create an implementation schedule for Priority Bike Network bikeways to determine what to program and to share their priorities with Ramsey County. This plan provides a draft prioritization framework on the following pages. Routes were prioritized using the following criteria and the results are summarized in this appendix. The criteria listed below are not ranked or weighted, though Roseville could consider doing so when finalizing the prioritization:

- **Equity:** MnDOT's Active Transportation Equity score tool was used for this criteria. MnDOT's Active Transportation Equity score divides the state into small polygons and considers multiple demographic, public health, and existing infrastructure factors to assign an equity score to each polygon. Roseville's Priority Bike Network was overlayed with these polygons, and each route was assigned a high, medium, or low equity priority based on the polygons they intersect. Bike Network bikeways intersecting with equity polygons with a score of 0-5 were assigned low equity priority, 4-10 were assigned medium equity priority, and 11-15 were assigned high equity priority. See the map on next page.
- **Transit:** Connections to transit was a priority for the city when embarking on this bike planning process. Location and frequency of planned transit routes were compared with the Priority Bike Network and network bikeways were assigned a transit connectivity score based on their interaction with planned transit routes. Metro Transit's Network Next and Network Now were used to identify planned transit routes in Roseville. See the second map.
- **Connections to Neighboring Bike Networks:** As a first-ring suburb, Roseville's bike network plays an important role in regional connectivity for cyclists. Additionally, engagement results indicated a strong desire for Roseville residents to be able to connect to neighboring cities by bike. Neighboring cities' existing and planned bikeways were identified, and Roseville's Priority Bike Network bikeways were scored based on their connectivity to these bikeways. See the second map.
- **Connections to School:** The ability of children to safely and comfortable use a cycling network speaks to its all-abilities nature. Prioritizing connections to school will help Roseville take the first steps to providing safe and comfortable biking conditions for this key group of bikers. Bikeways in the Priority Bike Network were compared to locations of schools and given a qualitative score based on their proximity or connection to schools in Roseville. See the second map.

Roseville's Priority Bike Network and Equity

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path
- Schools
- Parks
- Malls

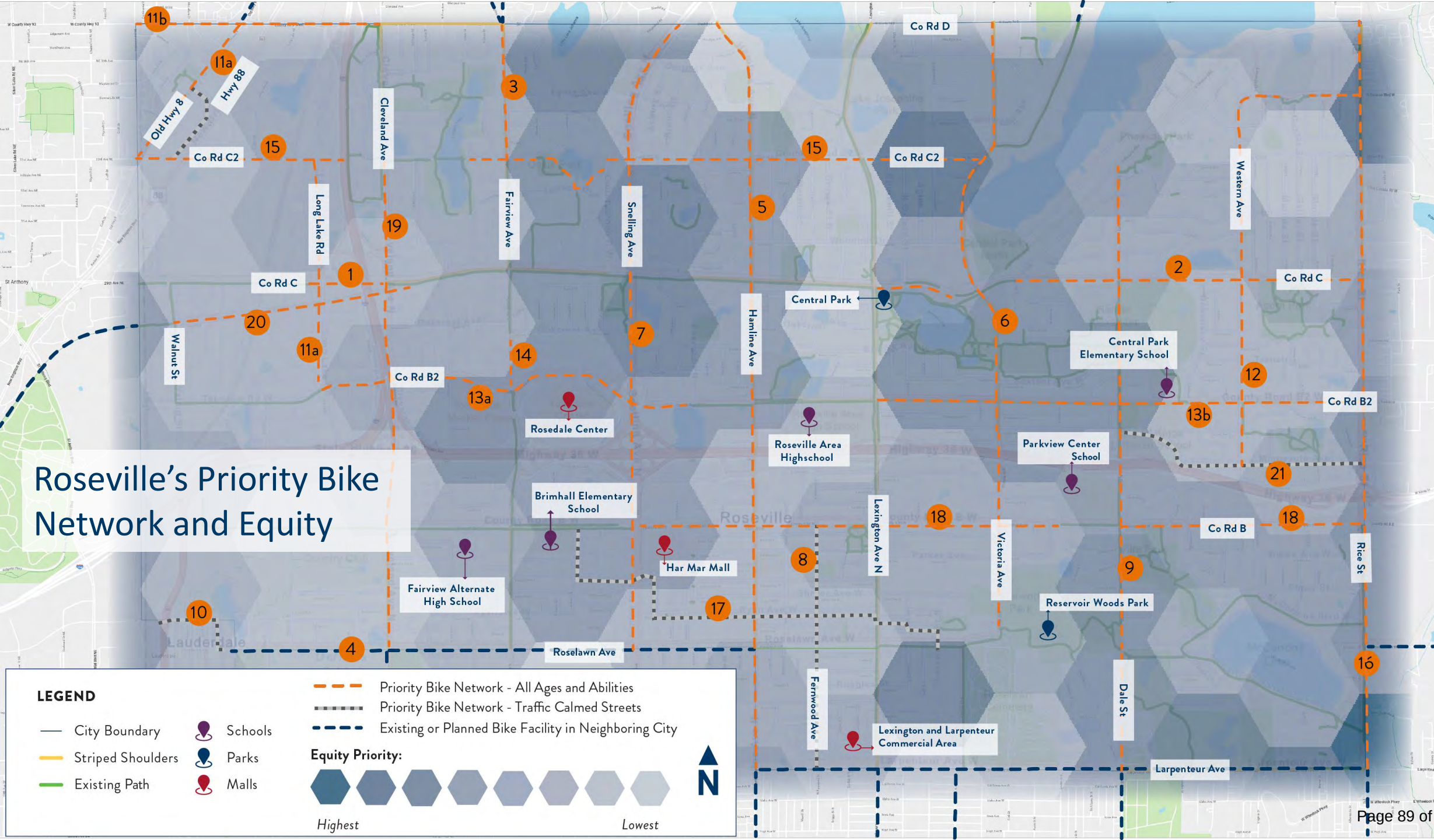
- Priority Bike Network - All Ages and Abilities
- Priority Bike Network - Traffic Calmed Streets
- Existing or Planned Bike Facility in Neighboring City

Equity Priority:



Highest

Lowest



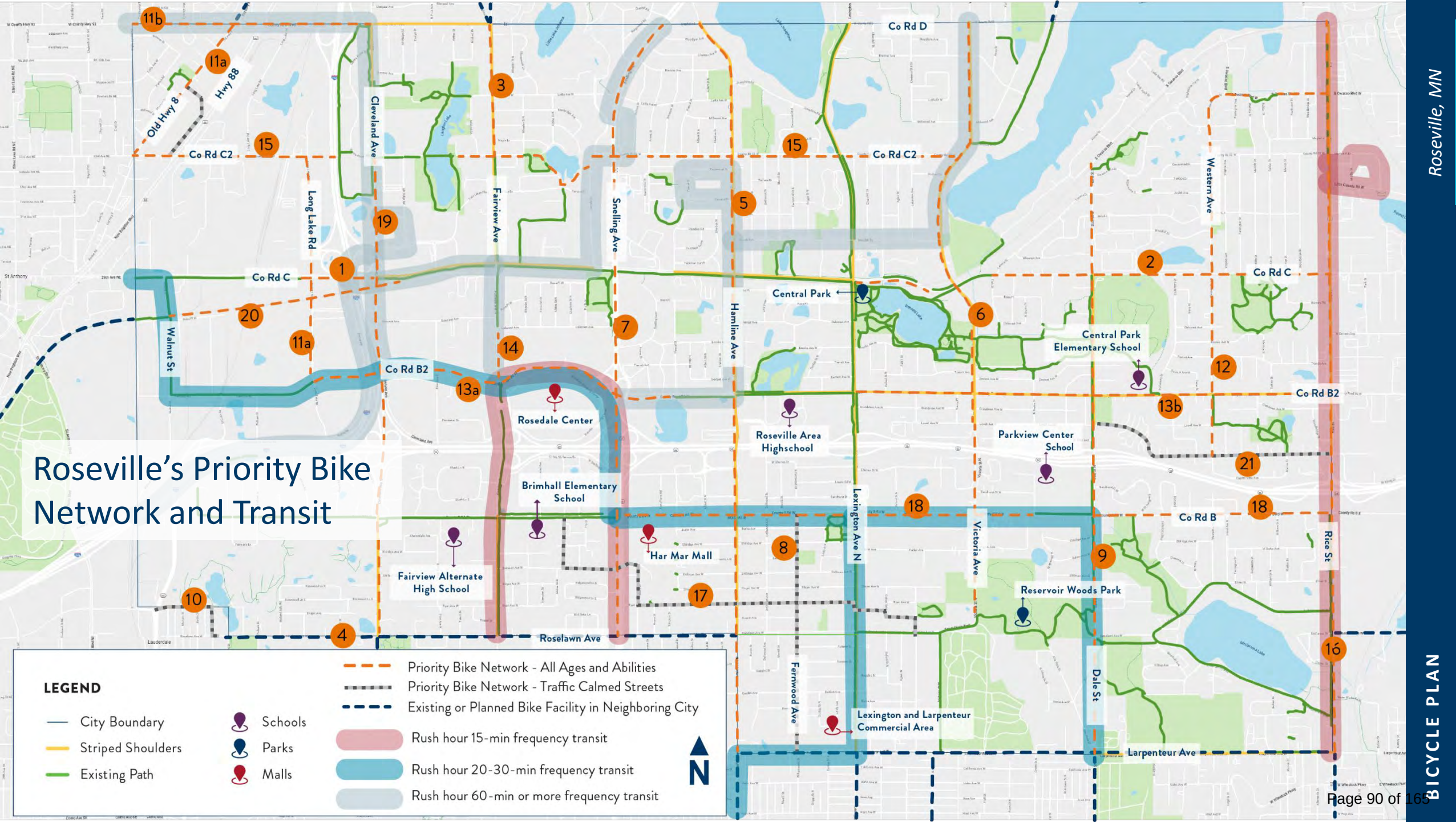
Roseville's Priority Bike Network and Transit

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path

- Schools
- Parks
- Malls

- Priority Bike Network - All Ages and Abilities
- Priority Bike Network - Traffic Calmed Streets
- Existing or Planned Bike Facility in Neighboring City
- Rush hour 15-min frequency transit
- Rush hour 20-30-min frequency transit
- Rush hour 60-min or more frequency transit



Bicycle Priority Network Prioritization

*This framework represents a starting point for prioritization that the City can build upon and ultimately finalize based on public input, alignment with the Pathways Master Plan, and feedback from other stakeholders. **Route numbers do not indicate priority ranking.***

Route # (See Map)	Route/Segment	Equity – MnDOT Active Transportation Equity Score	Transit Connectivity	Connects to Neighboring Network	Connects to School
1	County Rd C Between Long Lake Rd and Cleveland Ave	Medium	Low – connects to medium and low frequency bus routes	Medium – does not connect directly to neighboring network but completes bikeway to the Diagonal Trail in Minneapolis	Low – no schools nearby
2	County Rd C – Central Park to Rice St	Medium	High – connects to future high frequency transit route on Rice St.	Low – does not connect directly to neighboring network	Medium – schools within ~1/2 mile
3	Fairview Ave – North-South Artery	Medium	High – completes connection to future high frequency transit route	High – connects directly to neighboring networks	Low – no schools nearby
4	Roselawn Ave across town from Reservoir Woods to Lauderdale	Medium	High – intersects existing and future high frequency transit	High – connects directly to neighboring network	Medium – schools within ~1/2 mile
5	Hamline Ave N	Medium	Medium – connects to low and medium frequency future transit routes	High – connects directly to neighboring network	High – connects directly, or almost directly, to Roseville Area High School

Bicycle Priority Network Prioritization

Route # (See Map)	Route/Segment	Equity – MnDOT Active Transportation Equity Score	Transit Connectivity	Connects to Neighboring Network	Connects to School
6	Victoria Ave from Reservoir Woods to Co Rd D	High	Medium – connects to low and medium frequency future transit routes	Medium – Does not connect to neighboring network but gets close	Medium – school within ~1/2 mile
7	Snelling Ave – Arden Hills to Roselawn Ave	High	High – connects to high frequency future transit routes	High – connects directly to neighboring network	Medium – school within ~1/2 mile
8	Fernwood Ave	Medium	Medium – connects to medium-frequency future transit routes	High – connects directly to neighboring network	Low – no schools nearby
9	Dale St from Larpenteur Ave to Owasso Blvd (Crossing Hwy 36)	Medium	Medium – Connects to and overlaps with medium-frequency future transit routes	High – connects directly to neighboring network	High – connects directly, or almost directly, to two schools
10	Crossing over Hwy 280 to Minneapolis	Medium	Medium – would provide connection to Minneapolis and additional transit opportunities but does not directly connect to transit within Roseville	High – Does not connect directly to neighboring facility but provides connection to extensive bike network in Minneapolis	Low – no schools nearby

Bicycle Priority Network Prioritization

Route # (See Map)	Route/Segment	Equity – MnDOT Active Transportation Equity Score	Transit Connectivity	Connects to Neighboring Network	Connects to School
11	Northwest Roseville Connections	Medium	Low – connects to low-frequency future transit routes	High – connects directly to neighboring network	Low – no schools nearby
12	Western Ave – Owasso to McCarron's	High	High – connects to high-frequency future transit routes	Low – does not connect directly to neighboring network	Medium – school within ~1/2 mile
13	Co Rd B2 from Long Lake Blvd to Rice St	Medium	High – connects to multiple future high-frequency transit routes and medium-frequency routes	Medium – does not connect directly to neighboring network but gets close	High – 13b connects directly to school
14	Fairview Ave - Oakcrest Ave to Co Rd B2	Medium	High – connects to and overlaps with future high-frequency transit routes	Low – does not connect directly to neighboring network	Low – no schools nearby
15	Co Rd C2	High	Low – connects to low-frequency future transit routes	Low – does not connect directly to neighboring network	Low – no schools nearby

Bicycle Priority Network Prioritization

Route # (See Map)	Route/Segment	Equity – MnDOT Active Transportation Equity Score	Transit Connectivity	Connection to Neighboring Network	Connects to School
16	Rice St	High	High – overlaps with future high-frequency transit route	High – connects directly to neighboring network	Low – no schools nearby
17	Brimhall Elementary School to Reservoir Woods Park	Medium	Medium – connects to future high- and medium-frequency transit routes	Medium – does not connect directly to neighboring network but gets close	High – connects directly to school
18	Co Rd B – Snelling Ave to Rice St	Medium	High – connects multiple high- and medium-frequency future (and existing) transit routes	Medium – does not connect directly to neighboring network but gets close	High – connects directly, or nearly directly, to school
19	Cleveland Ave – Co Rd C2 to Roselawn Ave	Medium	Medium – connects to future medium- and low-frequency transit routes	High – connects directly to neighboring network	Medium – school within ~1/2 mile
20	Connection from Co Rd C to Diagonal Trail	Medium	Medium – connects to future medium- and low-frequency transit routes	High – connects directly to neighboring network	Low – no schools nearby
21	Minnesota Ave/Lovell Ave from Rice St to Dale St	Medium	High – connects to future high-frequency transit routes	Low – does not connect directly to neighboring network	High – connects directly to Concordia Academy and King of Kings Lutheran School



Appendix D

DEMONSTRATION PROJECT



Project Snapshot

Hamline Avenue

The City of Roseville, in partnership with Ramsey County and MnDOT Metro District, right-sized a half-mile section of Hamline Avenue between County Road B and County Road B2 to improve the safety and comfort for people biking. Travel lanes were narrowed to add painted buffered bike lanes.



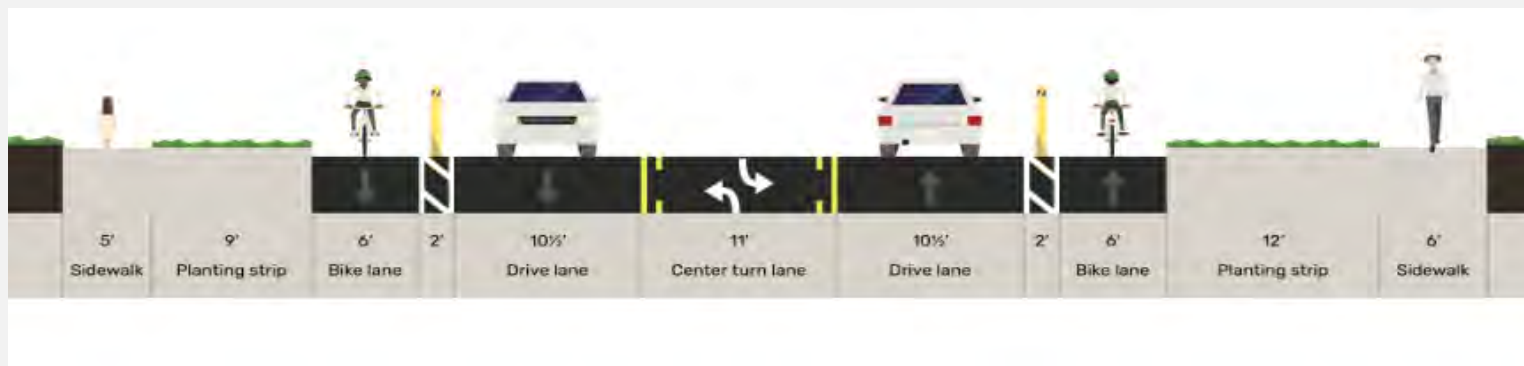
Initial install cost for demonstration project: **\$46,000***

*\$17k paid by MnDOT grant & \$10k paid by County

Pre- vs Post-Demonstration Conditions



**18-ft lane represents an implied 12-ft travel lane with a 6-ft shoulder



Pre-demo roadway cross section

- 12' center left turn lane
- 12' driving lane
- 6' shoulders

Curb-to-Curb Width	80 feet
Posted Speed	35 MPH
Average Daily Traffic (ADT)	6,875 vehicles

Post-demo roadway cross section

- 11' center left turn lane
- 10.5' driving lanes
- 2' buffer zone
- 6' bike lane

Driver's Speed – How did the project impact motorists' speeds?

Findings



2 mph decrease in average motorist speed

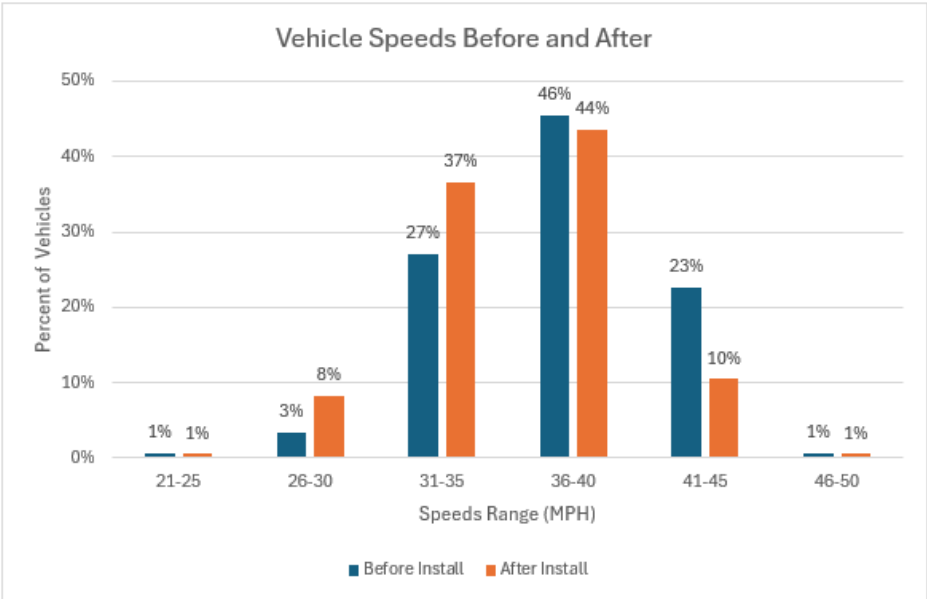


3 mph decrease in 85th percentile motorist speed

- Fewer drivers traveling at the fastest speeds. The share of vehicles traveling 41-45 mph decreased 13%*
- More drivers traveling near the posted speed. After installation, a larger share of vehicles shifted into the 31-35 mph range*

	Before Demo. Project	After Demo. Project
Posted Speed	35 mph	35 mph
Average Speed	38 mph	36 mph
85 th Percentile Speed	42 mph	39 mph

Radar gun was used to collect speed data from the corner of Colonial Drive and Hamline Avenue. Pre-install data was collected 4/16/2025 and post-install data was collected 11/6/2025. Data was collected by the Ramsey County and analyzed by the MnDOT planning assistance consultant team.



Bicycle Use – What changes were observed in biking activity?

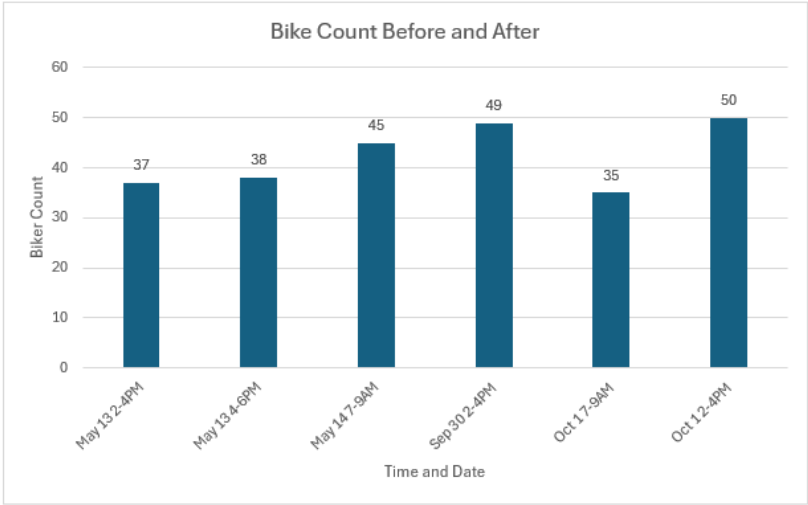
Findings



**~12% (11.7%) increase
in people biking**

Data shows a positive trend. It is worth noting that the shorter count durations (1.5 days for each pre- and post-install data collection) may not represent typical weekly conditions. Additionally, seasonal and weather conditions may have influenced bicycle volumes, particularly as pre-install counts occurred in early May.

	Before Demo. Project	After Demo. Project
Bicycle Counts	120 bicyclists	134 bicyclists
Video camera was placed at Hamline and Commerce intersection to record bikers during peak hour periods: 7 AM to 9 AM 2 PM to 4 PM 4 PM to 6 PM Pre-install data was collected on Tuesday 5/13/2025 and Wednesday 5/14/2025. Post-install data was collected on Tuesday 9/30/2025 and Wednesday 10/1/2025. Bikers were recorded by City of Roseville when entering either side of the intersections. Data was analyzed in 15-minute intervals by the MnDOT planning assistance consultant team.		





SUCCESS STORY

The project increased biking activity and slowed vehicle speeds along the corridor. Bicycle counts rose by 12%, while average driving speeds dropped by 2 miles per hour (mph)(from 38 to 36 mph) and high-end speeders slowed by 3 mph, moving closer to the 35 mph posted speed limit.

An added benefit of the bike lanes is that they increased separation between people walking and driving, improving the safety and comfort for all active transportation users.

Public Feedback

An online survey regarding the demonstration project was open from Oct 10-Nov 30, 2025. Below are some themes resulting from the online survey's 160 respondents:

Travel Mode Themes

- People who biked (63 respondents) or walked (15) emphasized how the project increased comfort over Highway 36, especially for families. Many commented that the presence of protection meaningfully shaped their route choice.
- People who drove (79) were more likely to express concerns about lane width, turn-lane removal, plowing feasibility, and nighttime visibility. A subset acknowledged traffic calming as a benefit.
- People who did not visit the site (3) frequently questioned usage levels or the prioritization of cycling improvements.

Gender-Based Themes

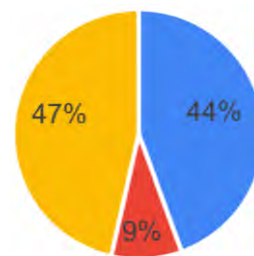
- Female respondents (79) frequently described safety benefits—especially when biking with children—and cited greater comfort crossing Highway 36. As drivers, many expressed difficulty navigating tight lanes and right-turn movements.
- Male respondents (68) often emphasized operational concerns as drivers (lane width, plowing, emergency pull-over). Those who bike regularly voiced strong support for protected lanes and network expansion.

Relationship to Hamline & Roseville

- Residents living on Hamline Avenue (11 respondents) submitted the most detailed comments related to operations—turning difficulty, backups at key intersections, and winter maintenance concerns—reflecting daily exposure to the corridor.
- Residents who live, work, or travel through Roseville showed a range of views: multimodal users were mostly positive about safety and visibility improvements, while driver-only respondents reported confusion at intersections and visual clutter.

Age-Based Themes

- Ages 26–39 (27 respondents) tended to express strong support for protected infrastructure and requested corridor extensions. Many felt comfortable adjusting to changes when driving and reported increased confidence biking over Highway 36.
- Ages 40–54 (50) provided mixed feedback: those who walk or bike were positive about perceived safety improvements, while driver-only respondents raised concerns regarding narrowed lanes, removal of turn lanes, and nighttime visibility.
- Ages 55–74 and 75+ (77) were more likely to describe stress as drivers, citing narrow lanes, difficult turns, and concerns about bollard durability and emergency vehicle access.



181 people provided comments via email, phone call or online survey. The percentage of submittals that were **supportive of the demonstration, **critical of all or some elements of the demonstration**, or **neutral on it** are shown here.**



LESSONS LEARNED

Some delineators were moved after the initial 2025 install to address concerns related to mailbox access. Despite designing for large vehicle turning radii, some delineators were often hit, but remained in place. The number and spacing of delineators was both visually overwhelming to some. All delineators were removed for the 2025-2026 winter due to concerns about snow clearing. In Spring 2026 the delineators will be placed in the corridor again, with modified spacing, and with the intent to keep them in place throughout the winter. City and County staff will continue to learn from this demonstration project and use lessons learned to improve this segment of road and other future installations.



Appendix E

POLICY, PRACTICE, &
PROGRAM RECOMMENDATIONS

Promote All Abilities Bikeways on All Roads in the Half-Mile Arterial Grid

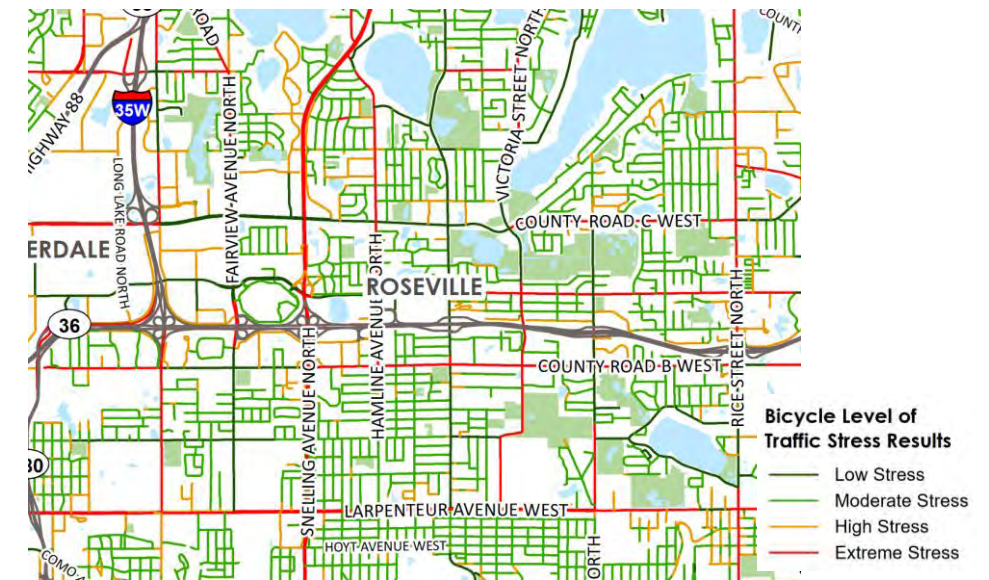
Ramsey County roads create most of the half-mile arterial grid within the city, making them critical to the city's bike network.

The County's Pedestrian and Bicycle Plan (2015) Bicycle Network Deficiency Analysis identifies those streets that are most and least suitable for traveling by users of all abilities as determined by the level of traffic stress. Many of the county roads in Roseville are classified as high to extreme stress due to high vehicle speeds and volumes, multi-lane conditions and minimal to no bikeway facilities, such as portions of Larpenteur Ave, Hamline Ave, Rice St and County Road C, B and B2.

Continue to partner with Ramsey County to improve safety for bicyclists on the county's high-speed, high-volume arterial streets by coordinating efforts and pooling resources to ensure protected bike lanes or shared-use pathways continue to get built.

While local streets are often considered low stress, the county's analysis classifies most local streets in Roseville as moderate stress because the city's default posted speed limit is 30 mph, which is too high for users of all abilities to ride in mixed traffic.

Ramsey County Bicycle Network Deficiency Analysis



Promote All Abilities Bikeways on All Roads in the Half-Mile Arterial Grid (cont.)

Several next steps include:

Keep the momentum going on these joint projects:

- Hamline Ave Bike Lane Demonstration Project
- County Road C 4-3 Lane Conversion

Continue involvement in the planning process for a longer-term re-visioning of Rice Street.

Share this Plan and collaborate with Ramsey County, Hennepin County, Met Council, and MnDOT.

Seek funding: By jointly applying for regional, state or federal grants, the city and county can secure funding for infrastructure upgrades, like protected bike lanes and safer intersections. This collaboration ensures a unified approach to road safety that addresses both local needs and county goals to create a more comprehensive, sustainable and bike-friendly transportation network.

Supplemental Opportunity: Identify Opportunities for Diagonal Connections

The Network Mapping Workshop conducted with local stakeholders during development of this plan identified a network of “diagonal” bikeways as a visionary future desire for cycling in the City. “Diagonal” bikeways refer to bikeways that traverse the city without adhering to the existing street network and would be for exclusive use of people riding bikes, walking, or rolling. Achieving such facilities in Roseville is challenging as the road network and land uses are already substantially built out and acquisition of the land necessary to construct significant segments of a diagonal trail network could be cost prohibitive. While the priorities of this plan are to develop a bikeway network in Roseville relying on the existing roadway network, the City can take steps towards implementing Diagonal Connections as part of their priority bike network:

- 1. Trail Connection to Local Roads:** The City can take steps towards making the existing street network more “diagonal” by identify opportunities to close small gaps from local roads to parks, businesses, and other frequently traveled places. These gaps will be identified when redevelopment or other activities occur. Examples opportunities for these connections include the trail by Applewood Overlook to Pescal Street, Dionne Street to Cub parking lot, and Hillscourte South to Mackubin Street.
- 2. Opportunities for Right-of-Way Acquisition:** Through redevelopment or other activities, the City can look for opportunities to purchase the right-of-way necessary to construct larger segments of diagonal bikeways.

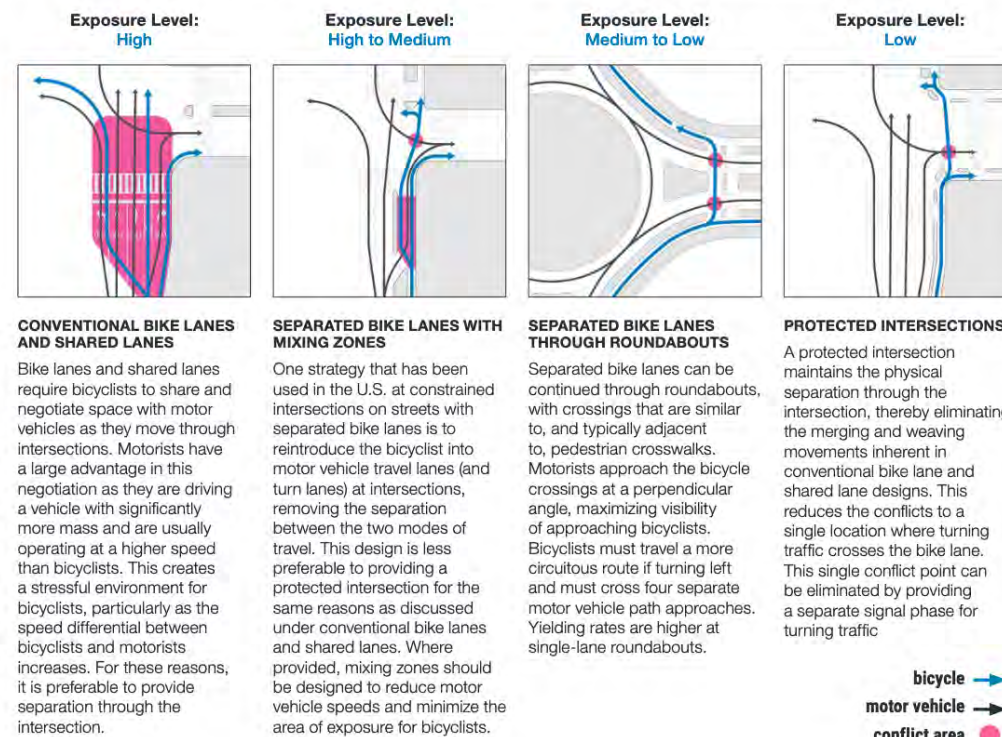
Address Complex Intersections and Barrier Crossings

Complex Intersections

A bikeway is only as strong as its weakest intersection or crossing. Intersections are the place where many vehicle-bike conflicts occur. Many intersections in Roseville are highly complex with multiple vehicle lanes, wide travel lanes, long crossing distances and overly wide turn radii which encourage drivers to make fast, sweeping turns. These auto-oriented designs increase exposure and risk for people biking (and walking), reduce safety and comfort of the bike network and can discourage bicycling altogether. As Roseville works to make streets safer and more welcoming for bicyclists of all abilities, intersection design is key – don't drop bicyclists at the intersection.

As a next step, consider doing a city-wide or corridor specific intersection and crossing safety analysis to prioritize intersections and crossings and start to identify safety countermeasures and treatments. Remember: just because people are not *observed* biking at an intersection does not mean they do not *want* to bike through that intersection. Be proactive - observed bicycle traffic should not be a major input when deciding to build safer intersections.

Figure 7: Comparison of Bicyclist Comfort and Safety at Intersections



Source: MassDOT Separated Bike Lane Planning & Design Guide

Address Complex Intersections and Barrier Crossings (cont.)

Barrier Crossings

A key takeaway from the network mapping workshop conducted during the development of this plan was the presence of major barriers throughout the city, namely Hwy 36, I-35W, and Hwy 280 as well as associated interchanges and on and off ramps. These freeways prevent low-traffic, low-volume local streets from being viable bikeways for cyclists as these local streets do not connect over these barriers, forcing cyclists on to high-volume, high-speed arterial streets. The continuity of this half-mile arterial street network is why an all-abilities bikeway network should be implemented on these streets, but safe and comfortable crossings of barriers are essential to making the network truly all-abilities.

Part of improving barrier crossings for people biking will be improvements to traffic signal operation and timing – things like leading pedestrian intervals, shorter signal phases, no right turn on red, and bike specific signal heads can improve the experience for cyclists crossing complex intersections. Since Roseville does not operate any traffic signals, the City will need to coordinate with agency partners to consider these changes.

MnDOT’s on-going Highway 36 study, of which Roseville has been a key partner, is an important component to start addressing crossings over Hwy 36 for bicyclists in Roseville. The study started in 2023 and concluded in April 2025 and extends from Cleveland Ave to the west to the Bruce Vento Trail in Maplewood to the east. The study describes ideas the study team analyzed to meet the project’s purpose and need, including ideas for improving safety and comfort for people crossing over Hwy 36 by bike or foot. These ideas could include closing ramp access, adding protected or buffered bike lanes, setting a target speed of 30 mph on streets that cross Hwy 36, intersection treatments designed to slow driver speeds to less than 10 mph at crossings, and restricting right turns during red lights.

“Snelling Ave is downright dangerous on a bike but the only remotely viable options (Hamline and Fairview) are also dangerous and incredibly dilapidated. Could probably say the same regarding Hwy 61, using English or Edgerton as alternatives, these roads/crossings were not designed with cyclists in mind.”

- Comment from MnDOT’s Highway 36 study survey

In addition to Hwy 36, other barriers were identified as missing or in need of improvement during development of this Bike Plan:

- Hwy 280 in the southwest corner of the city
- Co Rd C2 over I-35W

Fill Gaps in Existing Shared-Use Path Network

Roseville has been building shared-use paths through its parks and in partnership with Ramsey County on several county roads, including County Road C.

A large section of County Road C west of Lexington Ave includes a shared-use path. A gap exists in this path between Cleveland Ave and Long Lake Rd. During the engagement process of this Plan, many people shared the desire for this gap to be closed. Additionally, a gaps in the shared-use path on Fairview Ave exist as well.

Filling in shorter, missing segments of shared-use path along already existing bikeways is one step towards creating a **network of all-abilities bikeways** through the city to connect more people to important destinations like Rosedale Center (Fairview Ave) and the Diagonal Trail in Minneapolis (County Road C).

Shared-use paths and driveways:

As shared-use path gaps are closed and new shared use paths are built, ensure where the path crosses driveways that the path cross slope is maintained (does not dip down). This prioritizes bicyclists' safety and through movement at minor crossings such as driveways. It slows motorists turning movements, increases motorists yielding behavior, and reduces conflicts between people driving and bicycling. As an added benefit, communities find snow removal of paths that do not dip down at driveways work better for snowplow equipment.

During a bike audit along Rice St the group noted that the numerous driveways along the existing shared-use path created a bumpy ride. Maintaining a relatively flat cross slope where a shared-use path crosses a driveway creates a more comfortable bikeway for bicyclists.

Continue identifying and start improving a network of Traffic-Calmed Local Streets

Roseville's local street network (city-owned streets) feature **limited direct, continuous bikeways for bicyclists**. Routes using local streets are winding, have dead-ends or are super blocks (long blocks with limited to no connectivity due to large parks, schools, shopping centers or other land use decisions).

However, local streets are currently some of the only alternatives to roads like Snelling Ave and Co Rd C, and **many cyclists in Roseville take advantage of local streets to supplement their bikeways**. This means bicyclists ride in mixed traffic or on a shoulder that is shared with pedestrians and/or parked vehicles. Some local streets are posted at 30 mph or higher. For example, parts of Victoria Ave are posted at 35 mph. The higher vehicle speeds reduce the safety and comfort for bicyclists, and most people who fall into the "interested but concerned" bicyclist category are likely not to bike.

While the local street network works for some bicyclists, it does not work for everyone. There is an opportunity to strengthen a subset of Roseville's local streets to create a **Traffic-Calmed Local Streets** network for riders of all abilities. This network can be achieved through incremental, cost-effective approaches.

Identify the Network

Traffic-Calmed Local Streets can **supplement**, be an **alternative to**, or **provide connection** to the All-Abilities Bikeways identified in the Priority Bike Network. A Traffic-Calmed Local Street network is especially important as All Abilities bikeways might take longer to implement given the need for reconstruction and coordination with other agencies to complete these routes.

This plan has identified three local bikeways (routes #8, #17, and #21 in the Priority Bike Network) to become **Traffic-Calmed Local Streets**, but the City should work to identify additional bikeways to add to this network that supplement and connect to the All Abilities routes by:

- Reviewing local network links identified in the 2021 Pathways plan
- Identifying continuous local street bikeways
- Reviewing public engagement collected for this Plan
- Conducting additional engagement on additional streets to add to the Traffic-Calmed Local Streets network
- Aiming for one east-west and one north-south traffic-calmed local street within each ½ mile quadrant

Continue identifying and start improving a network of Traffic-Calmed Local Streets (cont.)

Use Paint

Once the city has identified the Traffic-Calmed Local Street network, paint can be used to implement some routes. This approach allows for the city to take a context sensitive and Safe System Approach to Complete Streets. By narrowing travel lanes and reallocating space for painted bike lanes or painted buffered bike lanes, Roseville can create a clear visual separation between people biking and driving. Painted bike lanes also help slow motorists' speeds and serve as a visible reminder to drivers to be mindful of people biking, promoting a more cautious and considerate driving culture. Importantly, using paint provides a more flexible solution, allowing cities to test the effectiveness of new traffic patterns and adjust as needed. By reallocating space in this way, cities demonstrate a commitment to making streets safer and more accessible for all road users. See Core Concepts in Appendix A.

Target Speed and Posted Speed

The default speed limit on Roseville's local streets is 30 mph, which is too high for cyclists of all abilities to feel comfortable sharing space with vehicle traffic. To start slowing driver operating speeds and improving safety for all users on Traffic-Calmed Local Streets, the city should consider establishment of a 20-25 mph target speed for local streets within the Traffic-Calmed Local Street Network. This slower target speed cannot be achieved solely through changing the posted speed. Achieving operating speeds that align with the target speed is primarily accomplished through geometric changes designed with the target speed in mind such as traffic calming elements and on-road buffered bike lanes. City staff should work with City Council to develop a program that allows reduction of speed limits on Traffic-Calmed Local Streets once an agreed upon set of traffic calming tools or elements have been implemented or are planned to be implemented.

4. Identify and Improve a Network of Traffic-Calmed Local Streets

Bicycle Boulevards:

Some bikeways in the **Traffic-Calmed Local Street** network might be low-speed and low-volume enough that painted bike lanes are not necessary and elements design to calm traffic and alert drivers to presence of cyclists at key locations are appropriate. Many of these bikeways simply require the city to sign and use pavement markings to mark these as shared use streets or “bicycle boulevards.” In some cases, additional traffic calming tools should be considered to encourage motorists go 20 mph and vehicle volumes stay low. These traffic calming tools can include neighborhood traffic circles, chicanes, or median refuges with vehicle closure. Roseville should consult the guides listed in Appendix A of this plan for additional treatments to consider for Bicycle Boulevards. How these treatments work together to form a Bicycle Boulevard is described in Appendix A. In general, additional analysis will be required to determine which tools are necessary to support slower speeds, as it may be more than simple paint and signage. See the discussion of target speed and posted speed on the prior page for additional context.

In addition to calming traffic, these treatments also act as wayfinding for cyclists, alerting them that they are on a route intended for them.

Improving biking conditions on a network of **Traffic-Calmed Local Streets** will provide a more comfortable parallel bikeways to high-volume, high-speed major roads and can be implemented faster than improvements to major roads (many of which are county roads).

Safe Routes to School

Prioritizing bikeways to schools is a crucial first step in building a city’s bike network because it encourages active transportation for children and promotes healthy habits from a young age. Ensuring safe routes for students also addresses concerns about road safety, giving parents more confidence to allow their children to bike to school. By focusing on schools, Roseville can establish a core network of bikeways that connect key neighborhoods, laying the foundation for a more extensive, citywide bike infrastructure. The minimum allowable speed limit in a Minnesota school zone is 15 mph but lowering city street speed limits around schools to 20 mph may also address road safety.

Policy Recommendations

The following are policy recommendations that support bicycling.

Policy	Recommendation: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?
Toward Zero Deaths	Make an official and public commitment to a Toward Zero Deaths (TZD) goal to achieve zero traffic fatalities or severe injuries among all road users within a set timeframe.	Toward Zero Deaths is a strategy to eliminate all traffic fatalities and severe injuries. A local policy lays out goals, timeline, stakeholders and a commitment to multi-disciplinary cooperation and collaboration, community engagement, transparency and equitable outcomes. Establishing a Toward Zero Deaths goal can help justify other changes in how streets are designed, maintained and operated which improves safety for all. Minnesota Toward Zero Deaths (TZD) is a program and network to support local and statewide traffic fatalities or severe injury reduction goals. <i>Learn more and join the Minnesota TZD network.</i>	☐ Establish the city's own TZD goal in collaboration with the mayor, city council and city manager. ☐ Continue participation in County and City of St Paul TZD efforts
Safer Vehicle Operating Speeds	Take advantage of reconstruction projects to change street design to support slower operating speeds.	Roseville acknowledges that posted speed limits are less effective than roadway design at managing driver speeds. The city would like to begin pursuing changes in their street design process that prioritize slower vehicle operating speeds. This could look like establishing a target speed (the speed you want drivers to go) for different street types (e.g., 20 mph for Traffic-Calmed Local Streets) and establishing design standards to be used during redesign and reconstruction of these streets.	☐ Establish a "Target Speed" street design policy that states street elements should be designed to the desired operating speed, rather than the speed drivers are already going. ☐ Establish target speeds for different street types in the city.

Policy Recommendations

The following are policy recommendations that support bicycling.

Policy	Recommendation: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?
Land Use, Development Code/ Ordinance	Ensure current land use code and ordinances support compact, mixed-use practices to help encourage bicycling trips.	Retail and commercial sites are important local and regional destinations in Roseville. Land use is a big factor in supporting active trips. Retail and commercial development has historically prioritized the car with strip-style development which creates unclear and indirect access to business entrances for people arriving on foot or bike. As development and redevelopment of retail sites in Roseville continues, the city has an opportunity to influence the built form through development ordinance and design review. Compact, mixed-use development with short blocks, pedestrian and bike-only links or trails, buildings that front the street, ample bike parking and reducing or eliminating off-street parking requirements for vehicles allows active transportation (including transit) to work more effectively. Higher housing density located in and near retail or mixed-use commercial districts is key to addressing local housing needs and mode shift, as well. Density can be done well. For example, many cities are incentivizing Accessory Dwelling Units (ADUs) on residential, single family zoned, properties by eliminating off-street parking requirements to support this incremental development strategy.	☐ Review and revise land use development code/ ordinances to help promote bicycle trips

Policy Recommendations

The following are policy recommendations that support bicycling.

Policy	Recommendation: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?
Bike Parking in Private Development	Update parking ordinances to ensure bike parking is required in future development projects.	Secure, well located and highly accessible bike parking is necessary for biking to be a viable transportation option. It is a relatively compact and cost-effective parking strategy. Many cities have minimum ordinances for bike parking and bike racks. These requirements can include the number of spaces needed, where to locate them, availability of short- and long-term options and how to install. To encourage installation of bike parking ordinances often apply to new developments, counting toward vehicle parking requirements. <i>Resource: Essentials of Bike Parking, Association of Pedestrian and Bicycle Professionals</i>	☐ Review current parking and land-use/development ordinances to evaluate bike parking requirements and develop recommendations to increase bike parking. ☐ Develop a grant program to support private property owners who want to add bike parking.
Equitable Enforcement of Cyclist Behavior	Revise existing city policies related to disparities in traffic enforcement to include cyclists.	Roseville Police Department currently has policies in place to address the disparities communities of color experienced related to traffic enforcement. Currently, the policies only refer to vehicular and pedestrian traffic. The current policy stresses a focus on moving violations versus equipment violations.	☐ Review and revise city policies related to disparities in traffic enforcement to include bicyclists. ☐ As is also referenced in the TZD practice recommendation in this Plan, consider use of TZD grant funds for additional driver and cyclists education efforts on bicycling laws and cyclist right of way.

Practice Recommendations

The following are practice or agency procedure recommendations that support bicycling.

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Complete Streets Checklist	Revise Complete Streets checklist to be used by public works and planning.	Roseville currently has a Complete Streets checklist, but it should be revisited and updated. Complete Streets checklists are used to help put Complete Streets Policies into practice. Checklists are used at the start of any project to summarize data and information about the street and surrounding land use, record details of the project and identify specific improvements that can be incorporated. See an example of a Complete Streets Checklist.	☐ Review and revise the existing Complete Streets Checklist using current standards and examples to use in support of Complete Streets Policy.
Design Guidance	Adopt or endorse national or state street design guides.	Rewriting street design guides can be time intensive and cost prohibitive for many communities. To support implementation of Complete Streets and this Plan, adopt or endorse state and national design guides to enable the use of best practices and design flexibility. Such as: - National Association of City Transportation Officials (NACTO) Urban Street Design Guide - NACTO Urban Bikeway Design Guide and Designing for Small Things with Wheels (guidance on e-bikes) - Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks - MnDOT Bicycle Facility Design Manual - American Association of State Highway and Transportation Officials (AASHTO) Comprehensive Bike Guide	☐ Review and adopt or endorse design guide(s) to be used by city staff and consultants on street projects.

Practice Recommendations

The following are practice or agency procedure recommendations that support bicycling.

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Bike Parking in Street Projects	Update bicycle parking practices to expand bicycle racks in the right of way to accommodate the diversity of bike types (e.g., adaptive and cargo bikes, e-bikes, scooters).	Cities have been providing on-street parking, often for free, for vehicles for decades. To help encourage and achieve local mode shift goals and ensure biking is a viable transportation option, future capital street projects should include an approach to reserving curbside or furnishing zone of sidewalks for bike racks. These spaces should include covered, weather protected, options, support electric charging needs and accommodate larger bikes (e.g., cargo or adaptive). Bike racks can be customized to reflect the character of the community and serve as a public art element.	☐ Complete a citywide evaluation of bike rack installations and develop a process to identify locations to add bike racks across the city. ☐ Install bicycle parking with all capital street projects.
Maintenance Procedures	Ensure annual budget provides for regular maintenance and minor repairs of active transportation facilities.	Shared use paths, on-street bicycle facilities and sidewalks require regular maintenance. People walking and biking are more susceptible than motor vehicles to pavement irregularities such as cracks, potholes, broken glass and gravel. Establishing an annual process for assessing conditions and determining where repairs are needed, including addressing ADA compliance is an important practice to maintaining active transportation network.	☐ Complete a condition inventory of sidewalks, multi-use trails or paths and ADA compliance. ☐ Establish and prioritize repair locations using a data driven approach based on inventory data.

Practice Recommendations

The following are practice or agency procedure recommendations that support bicycling.

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Winter Maintenance	Ensure that bikeways and walkways are cleared from snow in a timely manner.	Maintaining winter access for people walking and biking in the city is critically important. Winter maintenance often requires many people and institutions throughout the city help ensure paths are kept clear and passable. Currently, the city is responsible for clearing all shared-use paths within the city within 24 hours after snow has quit falling and after a minimum of 2" of accumulated snowfall. Additionally, the city does not allow parking on city streets after two or more inches of continuous snowfall until streets have been plowed curb to curb.	☐ Expand education and awareness efforts for residents and businesses on city's bikeway snow and ice removal ordinance, related standards and responsibilities. ☐ Establish a city-run corner and transit clearing program. ☐ Determine best way to ensure existing and future on-street bike lanes and bicycle boulevards have the same quality of snow and ice clearance as protected bike lanes and shared use paths.

Practice Recommendations

The following are practice or agency procedure recommendations that support bicycling.

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Toward Zero Deaths (TZD)	Continue TZD program efforts through participation in County-wide program facilitated by the Saint Paul Police Department.	Toward Zero Deaths is a strategy to eliminate all traffic fatalities and severe injuries. A local policy lays out goals, timeline, stakeholders and a commitment to multi-disciplinary cooperation and collaboration, community engagement, transparency and equitable outcomes. Establishing a Toward Zero Deaths goal can help justify other changes in how streets are designed, maintained and operated which improves safety for all. Minnesota Toward Zero Deaths (TZD) is a program and network to support local and statewide traffic fatalities or severe injury reduction goals. <i>Learn more and join the Minnesota TZD network.</i> Roseville currently partners with the Saint Paul Police Department for a county-wide TZD grant provided through MnDOT.	☐ Continue, and explore expanding, the city's role in county-wide TZD efforts coordinated by the Saint Paul Police Department. ☐ Explore using funds available through TZD program participation towards driver and cyclist education on bicycling laws and rights of way.

Program Recommendations

The following are program recommendations that support bicycling.

Program	Recommendation: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?
Safe Routes to School (SRTS)	Continue to support local Safe Routes to School program efforts.	Safe Routes to School programs improve safety, reduce traffic and improve air quality near schools through a multidisciplinary approach that is structured around the “6 Es.” These are evaluation, education, encouragement, equity, engagement and engineering. Cities can continue to support by leading engineering efforts by prioritizing active transportation investments along key routes to school. Related to education, in 2023 state legislation was passed that requires all public-school students receive instruction in safe walking and bicycling skills at the beginning of the school year. <i>Resource:</i> Walk and Bike Safety Education for K-8 Students, MnDOT	☐ Work with school partners to apply for MnDOT planning, boost or infrastructure grants to enact this Plan and a SRTS Plan. See MnDOT’s Safe Routes to School Grant Funding page for opportunities.
School Streets and Park & Walk Programs	Pilot School Streets and/or Park & Walk in partnership with neighborhood schools.	School Streets are temporary car-free zones adjacent to or leading up to a school. School Streets help manage traffic and improve safety during school arrival and dismissal by eliminating vehicle congestion in front of schools. This creates an environment that encourages children and caregivers to walk, bike, roll, play and learn before, during and after school. Often School Streets are paired with Park & Walk zones where school buses and/or caregivers drop students at an established location(s) a few blocks from school. School staff, parents and other volunteers walk the kids to/from school.	☐ Collaborate with school partners and neighborhood residents on a School Street pilot. See Minnesota Safe Routes to School Guide on School Streets and Park & Walk and learn from Seattle Department of Transportation School Streets.

Program Recommendations

The following are program recommendations that support bicycling.

Program	Recommendation: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?
Bicycle Rack and Corral Cost Share Program	Develop a bike rack and corral cost share program.	Cities are instituting bike rack programs that allows businesses and other eligible organizations to request bike racks for the public right of way in front of their property. This includes bike corrals that can store 10-12 bikes , including covered, placed in an on-street parking stall. Minneapolis allows eligible businesses to be reimbursed up to 50% of the bicycle rack or corral cost and 50% of the installation cost. Schools, libraries, parks and other eligible public facilities can request to receive racks at no cost.	☐ Assess current bike parking availability and develop recommendations to increase bike parking through a cost share bike rack and corral program.
E-bike Rebate Program	Develop and pilot a local E-bike rebate program, and promote existing rebate opportunities	To encourage more people to bicycle and make bicycling more accessible, the City can establish its own e-bike rebate program and promote existing opportunities such as the Minnesota State E-bike Rebate Program.	☐ Research how other cities have established rebate programs.
Wayfinding Program	Continue developing a wayfinding program for cyclists	Help existing and new bicyclists identify bikeways they can use, either now or as the Priority Network is implemented. Wayfinding can consist of virtual or print maps, signage and pavement markings.	☐ Continue developing a wayfinding program for cyclists ☐ Develop a plan to update the wayfinding program annually as projects are completed and based on public feedback

Program Recommendations

The following are program recommendations that support bicycling.

Program	Recommendation: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?
Monitoring and Reporting	Develop a program to collect metrics related to cyclist comfort and safety.	While an annual monitoring and reporting program for bike improvements in the city is likely not within current staff capacity, the City could still explore establishing a bicycle improvement monitoring program focusing on key metrics and in coordination with the County such as: Level of Traffic Stress, for both roadway segments and intersections, length of improvements completed on the Connected Ramsey Community Network and Design Flag Analysis at intersections.	☐ Collect baseline data related to cyclist safety and comfort in Roseville in the next 1-2 years.

Next Steps for Collaboration with Ramsey County

Next Step	Description
1	Apply for the Ramsey County Active Living Ramsey Communities Be Active! Be Green! Bench Program and create more bench corridors throughout Roseville.
2	Continue participating in the Active Living Ramsey Communities Coalition. Active Living Ramsey Communities Mission: Active Living Ramsey Communities improves health through community engagement. We promote and create environments that make it safe and easy for everyone to integrate physical activity into their daily routine.
3	Continue to update Roseville's Pedestrian and Bicycle inventory and plans in the Ramsey Countywide Pedestrian and Bicycle GIS Clearinghouse through Active Living Ramsey Communities GIS Clearinghouse—Geographic Information Systems (GIS) is a collaborative mapping tool that can represent spatial and geographic data. It is used to map, visualize, analyze and interpret data to better understand relationships, patterns and trends between local government jurisdictions in Ramsey County. Pedestrian and bicycle data is collected annually from Ramsey County communities by Ramsey County. An updated set of current bicycle and pedestrian related data for the whole county is maintained by Ramsey County. This collaborative work helps make applying for funding easier.
4	Collaborate, support and update the Ramsey Countywide Connect Ramsey Communities Bicycle Network and continue to include it in the Roseville Comprehensive Plan. Roseville has included the Connect Ramsey Communities Bicycle Network in its planning documents for the past two decades and will continue to do so in the future.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

DATE: April 28, 2026

ITEM: 6.c.

ITEM DESCRIPTION: Pathway Master Plan - Continued Segment Review

Background

The City of Roseville last updated the Pathway Master Plan in 2021. That update was relatively minor in the sense that the only part of the plan that was reviewed was the segments. Pathway segments that had been completed were removed and six new segments were added and ranked on the preference list.

The last major upgrade to the plan was in 2018 in conjunction with the Transportation Plan which was a requirement of the Comprehensive Plan. During that update, the entire plan was looked at including goals, objectives, changing from a priority list to a preference list, and adding/removing pathway segments.

Once again, since the 2021 plan was adopted, there have been many changes to the system. New pathways have been added and there have been additional requests for additional pathway segments to be added to the Pathway Master Plan. Similar to the last update, staff would use the Public Works Environment and Transportation Commission as a working group to update the plan. In addition to looking to add/remove segments, staff would also like to look at the plan to make it clearer and more concise and easier to understand for the public. There have been additional corridor studies completed since the 2018 plan update including the TH 36 study, Victoria Pathway Study, County Road B/Snelling Study, etc., and many changes in land use, including new parks and new housing. We would also like to tie in the draft Bike Plan. The goal is to bring the final draft of the Bike Plan to the commission in September for final recommendation. Staff would also like to review if the current preference list is using the correct criteria to rank the segments.

Staff would use this PWETC meeting to review the current plan and highlight areas of the plan that will be looked at. Staff would like feedback on the process and what information the commission will need. The overall update will likely be done over a series of meetings. Similar to the 2021 update, we would hold public hearings for segments that are being considered to be added. Residents near and adjacent to the segments would be invited to the meeting.

Below is a draft task list of items to be updated or incorporated into the new plan. Additionally, they are in a proposed order for the commission to address. We can use the meeting to further refine which items the commission would like to review and discuss.

- Existing Plan Review
- Should any segments be added to the pathway master plan?
 - Should any Parks & Recreation Constellation Plan segments be pathway master plan segments?
- Bike plan incorporation
- Preference List Ranking
 - Modify the Criteria
- Provide recommendations to the 5-year CIP

The commission began this review at the November 2025 meeting and continued at the March 2026 meeting. This is a continuation of that discussion and includes an update (Attachment 3) which includes additional segments to consider. Attachment 5 now includes updated notes from both meetings.

Recommendation

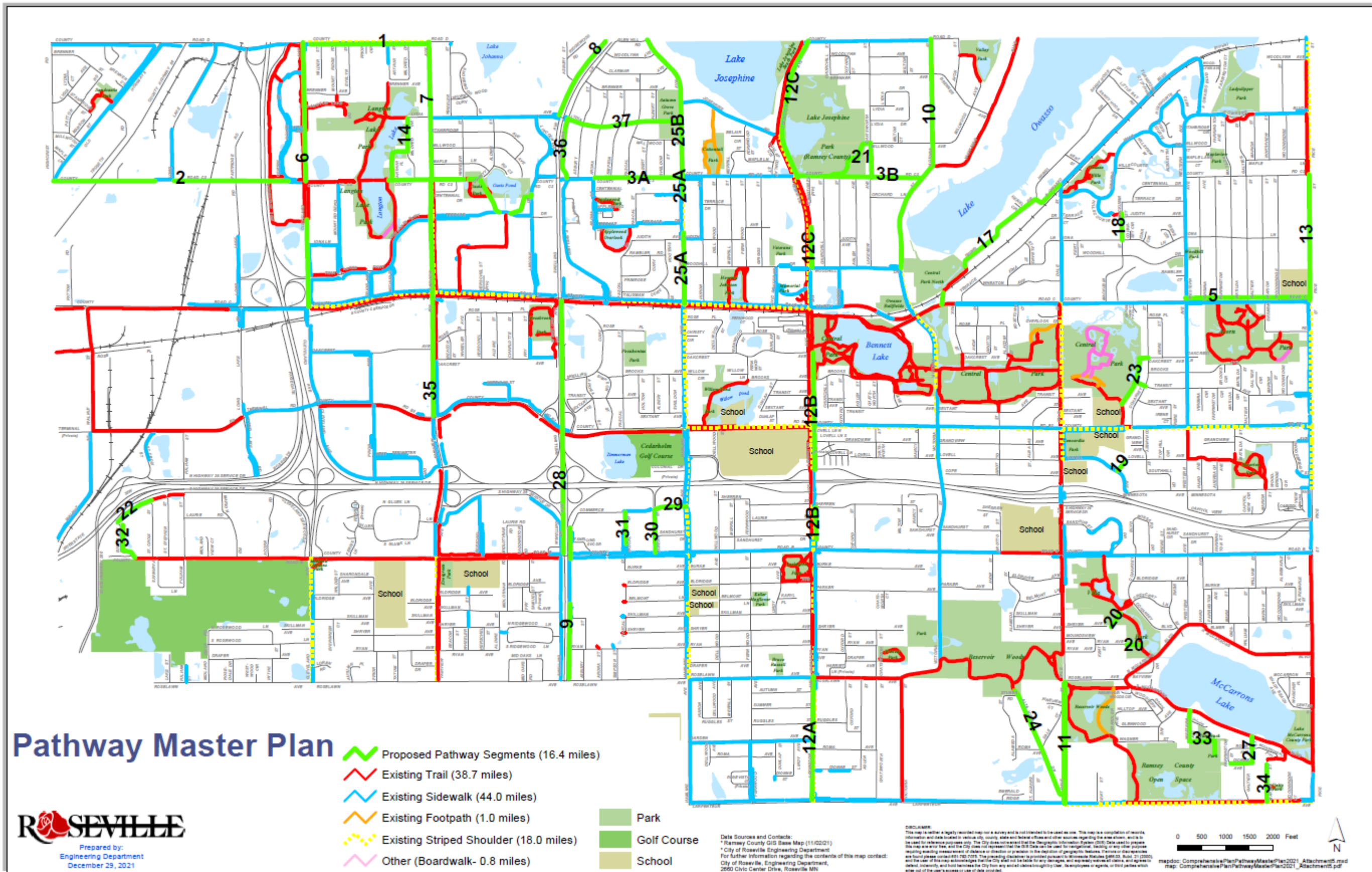
Review existing segments and provide feedback and recommendations.

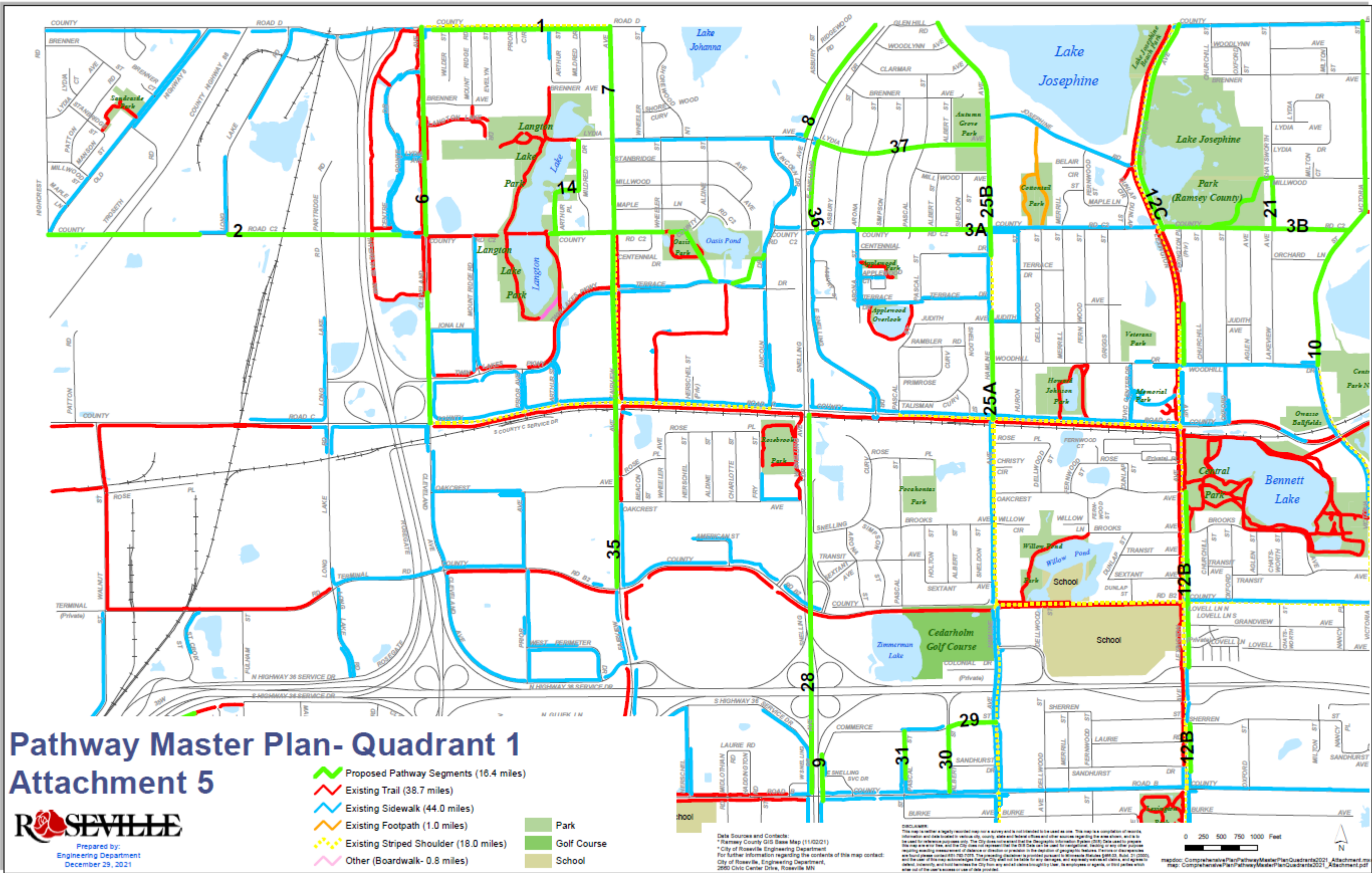
Review existing constellation plan and provide feedback and recommendations if any of these segments should be added to the pathway master plan.

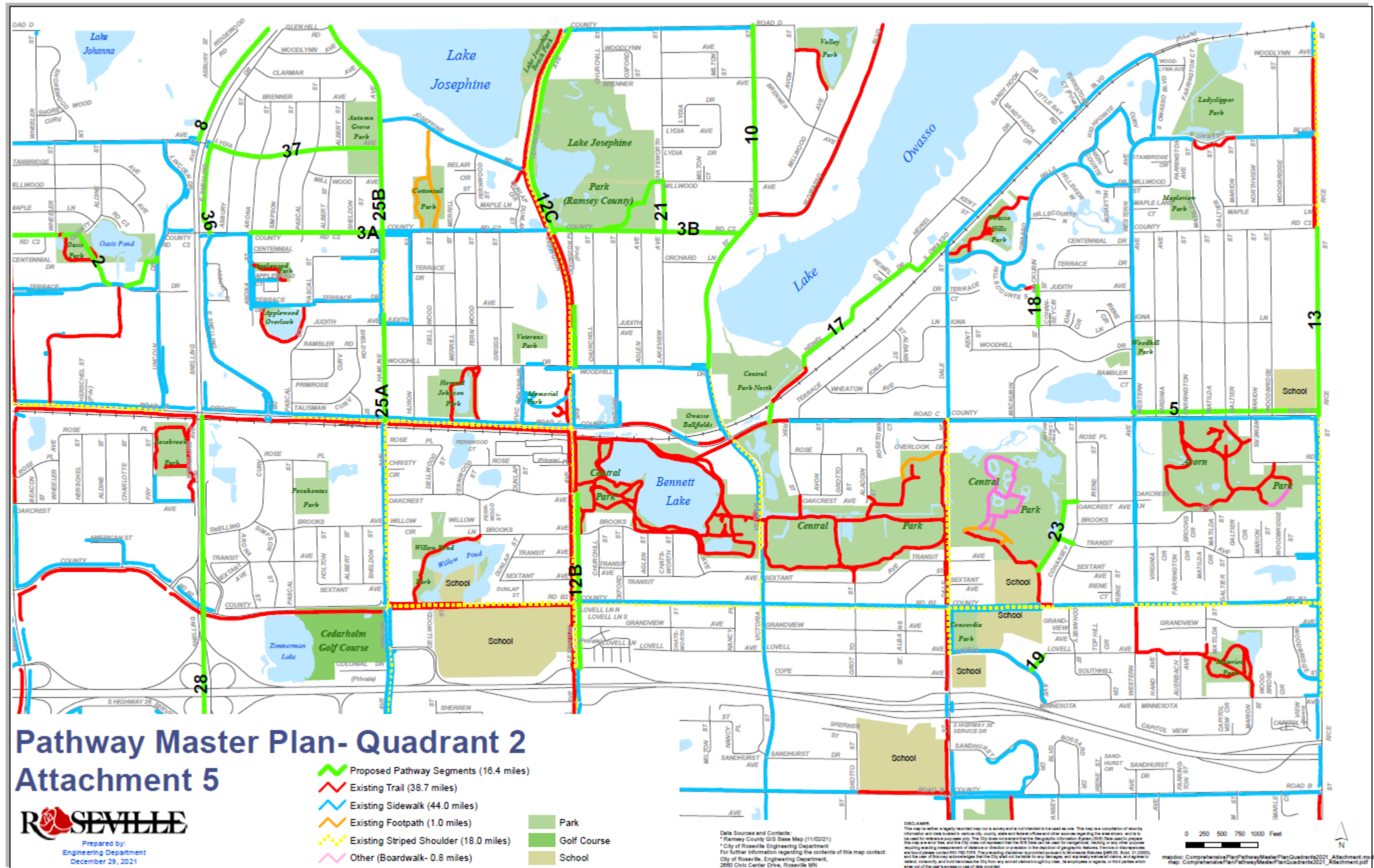
Review possible pathway segments to add and provide feedback and recommendations.

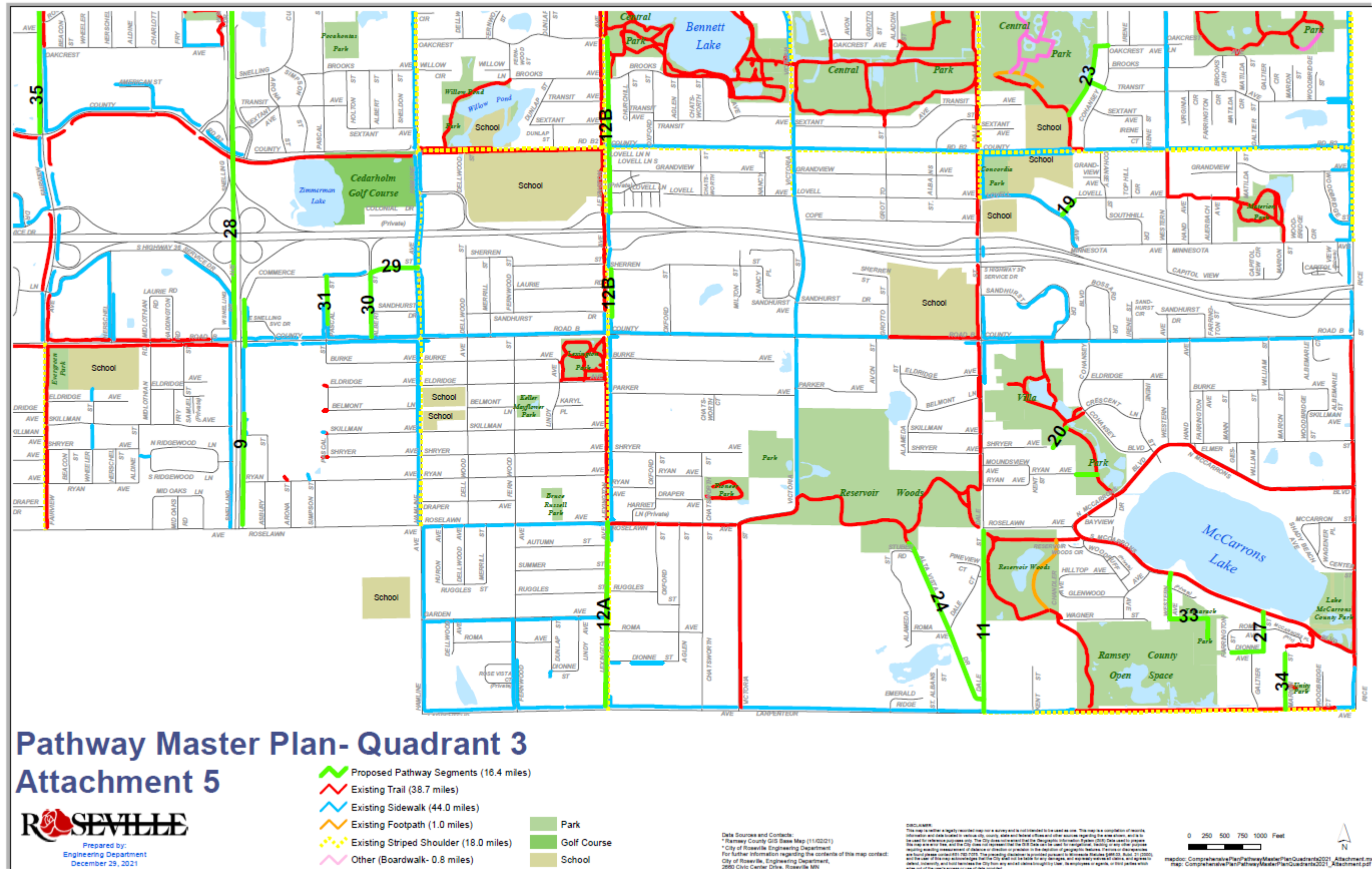
Attachments

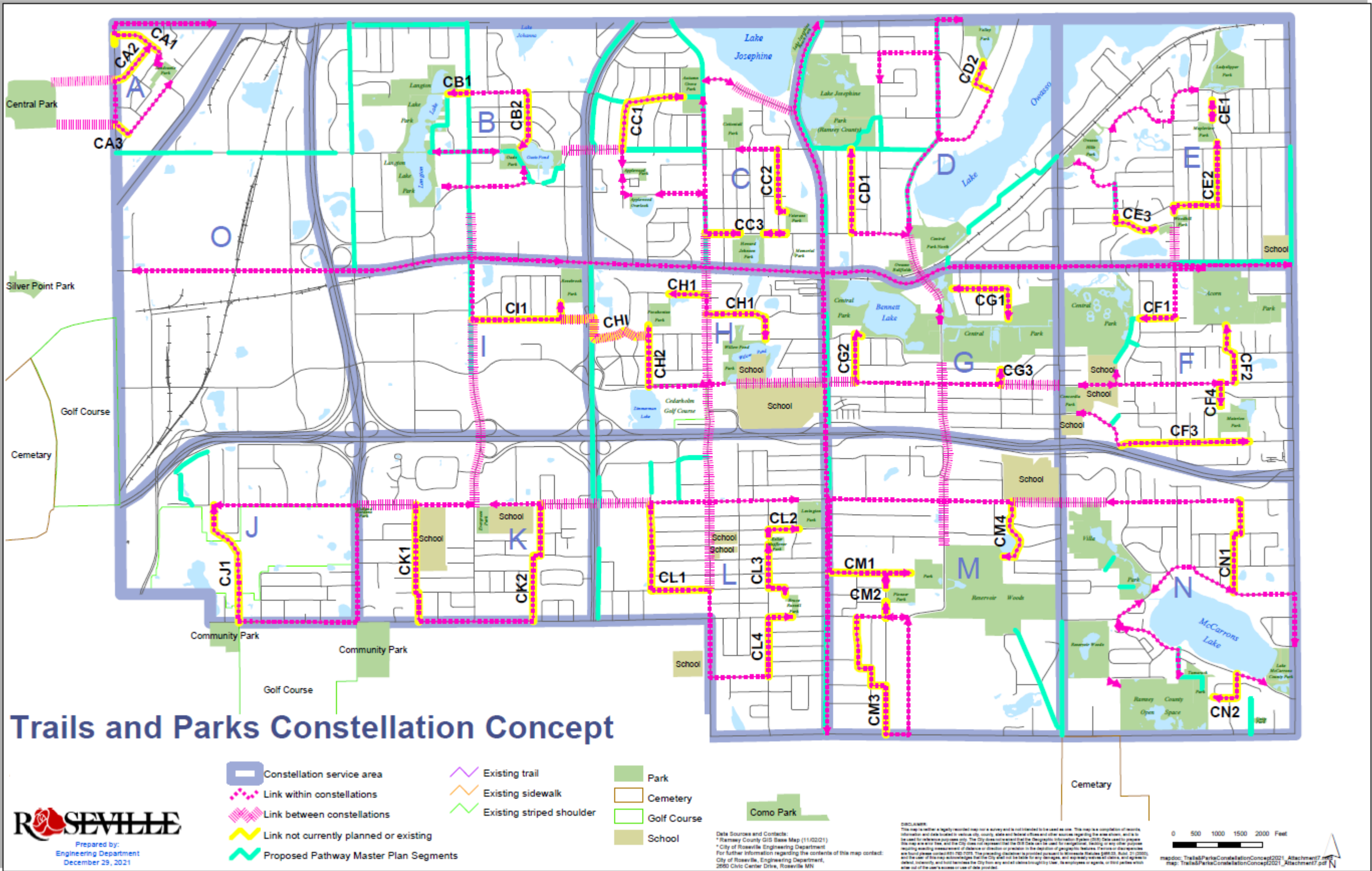
1. Existing Pathway Master Plan
2. Existing Constellation Plan
3. Possible Pathway Master Plan Segments to Add
4. Existing Pathway CIP
5. Pathway Master Plan Segment List

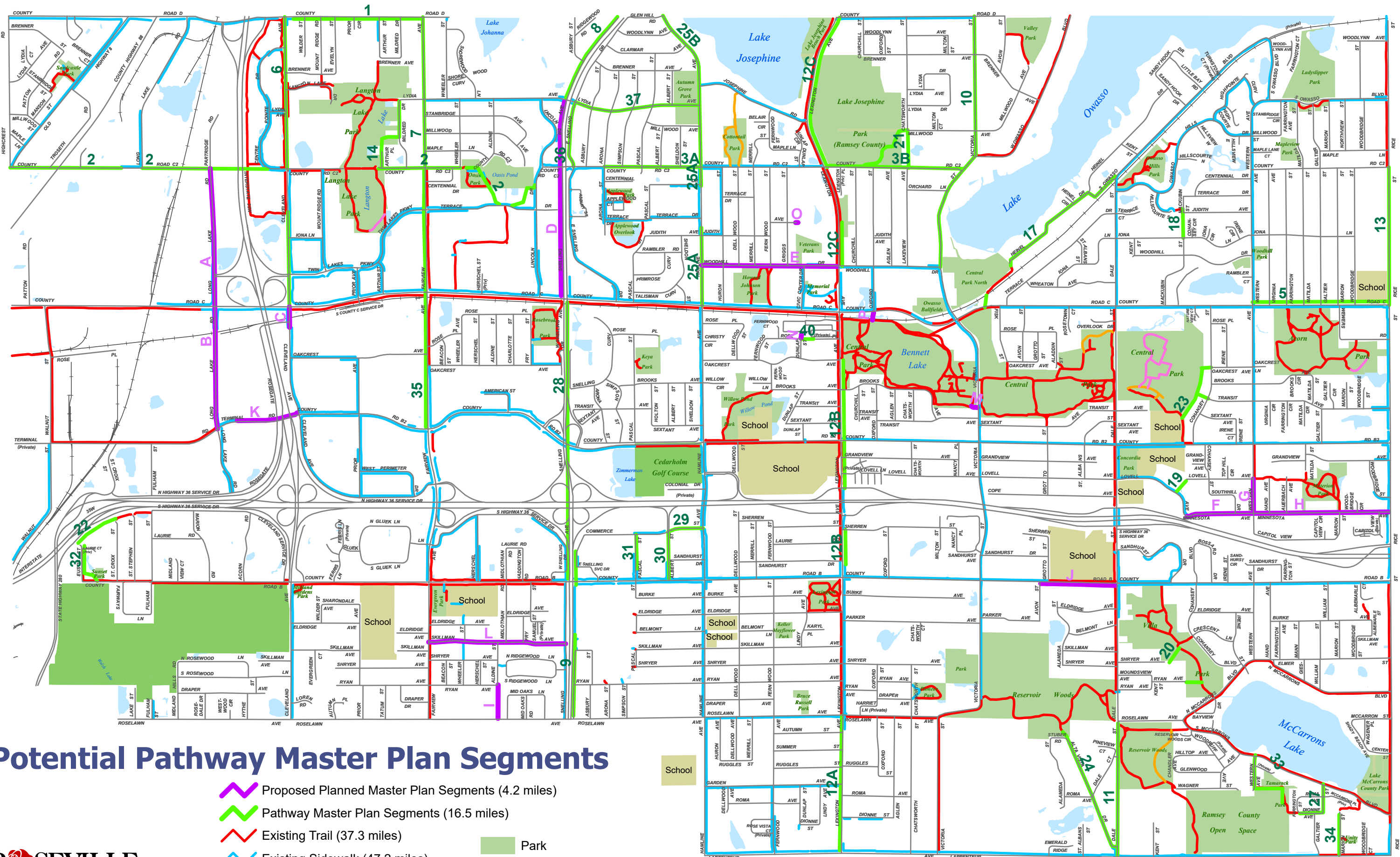












Potential Pathway Master Plan Segments

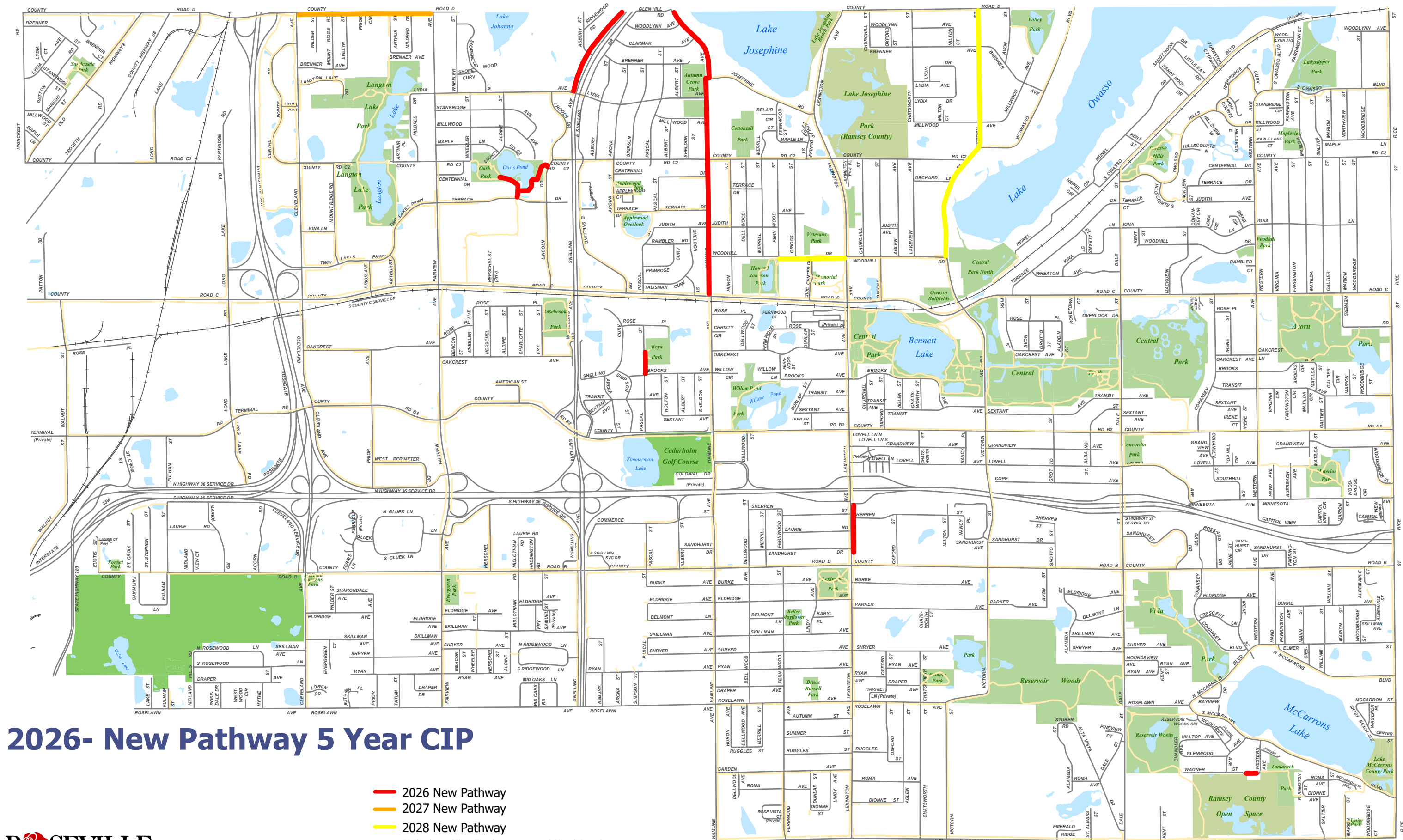
- Proposed Planned Master Plan Segments (4.2 miles)
 - Pathway Master Plan Segments (16.5 miles)
 - Existing Trail (37.3 miles)
 - Existing Sidewalk (47.2 miles)
 - Existing Footpath (1.1 miles)
 - Boardwalk- 0.6 miles
- | | |
|--|-------------|
| | Park |
| | Golf Course |
| | School |

ROSEVILLE
Prepared by: Engineering Department
3/17/2026

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7044. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

Data Sources
* Ramsey County GIS (2/14/2026)
* City of Roseville Community Development
* City of Roseville Finance Department





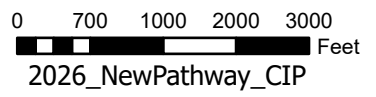
2026- New Pathway 5 Year CIP

- 2026 New Pathway
- 2027 New Pathway
- 2028 New Pathway
- Existing City Pathways and Parking Lots

ROSEVILLE
Prepared by: Engineering Department
11/20/2025

Data Sources
* Ramsey County GIS (10/3/2025)
* City of Roseville Community Development
* City of Roseville Finance Department

DISCLAIMER:
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Project Preference List							PWET Comments
Map Ref.	Project Name	Description	TYPE	NOTES	Total Points	Pathway Master Plan and Parks Constellation Plan Rank	
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.							
Parks and Recreation Master Plan Constellation Link							
28	Snelling Avenue*	Develop off road pathway between County Road B and County Road C	Trail/Sidewalk		25	1	Keep
4A	County Road C (A)	Construct an on-road pathway from Lexington Avenue to Victoria St.	On Road	2026 Project	23	2	Remove
9	Snelling Avenue South of Highway 36	Complete pathway along east side of Snelling Avenue for improved access to A-BRT transit stations.	Trail/Sidewalk		22	3	Modify - "east"
16	Rosedale to HarMar Connection	A pedestrian bridge across Highway 36 and pathway connection between Rosedale and HarMar Mall.	Trail/Sidewalk	TH 36 Study - Snelling Bridge 2030	22	3	Remove
12C	Lexington Avenue (C)	Complete off-road pathway on the east side of Lexington Avenue from County Road C2 to County Road D.	Trail	Only C2-Cty D is missing - Modify	22	3	Modify
12A	Lexington Avenue (A)	Complete off-road pathway on the east side of Lexington Avenue from Larpenteur Avenue to Roselawn Avenue County Road B	Sidewalk	Only Larpentuer to Roselawn is Missing - Modify	21	6	Modify
12B	Lexington Avenue (B)	Complete off-road pathway on the east side of Lexington Avenue from County Road B2 to County Road C.	Trail/Sidewalk	2026 project. After 2026 only missing B2-C - Modify	19	7	Modify
4B	County Road C (B)	Construct an on-road pathway from Victoria St to Dale St.	On Road	2026 Project for on road - Modify?	19	7	Remove
3A	County Road C-2 (A)	Complete both on- and off-road pathways within the County Road C-2 alignment from Snelling Avenue to Hamline Ave	On Road & Trail/Sidewalk	Should we do both?	18	9	Keep
4C	County Road C (C)	Construct an on-road pathway from Dale St to Western Ave.	On Road	2026 Project for on road - Modify?	18	9	Remove
4D	County Road C (D)	Complete off-road pathway on northside of County Road C from Western Ave to Rice St.	Trail/Sidewalk	2026 Project for on road - Modify?	18	9	Delete
6	Cleveland Avenue	Complete off-road pathway segments between County Road C and County Road D.	Trail/Sidewalk	Partial completed - Modify	17	12	Modify
13	Rice Street	Complete an off-road pathway from County Road C to C2.	Trail/Sidewalk	Missing C-C2	17	12	Modify
25A	Hamline Avenue A	An off-road trail from County Road C to County Road C-2.	Trail	2026 Project - Can Remove	17	12	Remove
10	Victoria Street (north of C)	Develop an on- road and off-road pathway from County Road C to County Road D.	Trail/Sidewalk	2028 Project - Modify	16	15	Keep
CC-3	Constellation Link C3	Develop a constellation link pathway along Woodhill Drive between Hamline Avenue and Civic Center Drive to connect to Howard Johnson Park	Trail/Sidewalk	Potential Add	16	15	Reference E
36	Snelling Service Dr E	Develop an off road pathway along the east side of the East Snelling Service Drivet, C2 to Lydia	Trail/Sidewalk		16	15	Modify
2	County Road C-2 West of Snelling	Develop on-and/or off-road pathways on County Road C-2 from Old8 to Long Lake Road/Partridge	On Road & Trail/Sidewalk		15	18	Modify
8	TH 51 connection to Old Snelling (Arden Hills)	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses.	Trail	MnDOT 2026 Project - Can Remove	15	18	Remove
25B	Hamline Avenue B	An off-road trail from County Road C-2 to County Road D.	Trail	2026 Project - Can Remove	15	18	Remove

Project Preference List							PWET Comments
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Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.							
Parks and Recreation Master Plan Constellation Link							
3B	County Road C-2 (B)	Complete an off-road pathway on County Road C-2 from Lexington Ave to Victoria St.	Trail/Sidewalk		15	18	Modify
CD-1	Constellation Link D1	Develop a constellation link pathway along Oxford Street between Woodhill Avenue pathway and County Road C2.			15	18	Remove from Pathway Plan
27	Tamarack Park Connection*#	Install a pathway connection from South McCarron’s Blvd to Tamarack Park.	Trail		14	23	Remove from From Plan
CC-2	Constellation Link C2	Develop a constellation link pathway along Griggs Street between Veterans Park and County Road C2.			14	23	Remove
CK-2	Constellation Link K2	Develop a constellation link pathway along Aldine Street/Midlothian Road between Roselawn Pathways and County Road B pathways.			14	23	Leave for now
35	Fairview Ave, west side B2 to C2	Develop an off road pathway along the west side of Fairview Avenue from County Road B2 - C2	Trail/Sidewalk		14	23	Keep
29	Commerce Street*	Develop a pathway connection on the south side between State Farm Rd and Hamline Ave	Trail/Sidewalk		13	27	Modify
CF-3	Constellation Link F3	Develop a constellation link pathway along Minnesota Avenue between Lovell Avenue pathways and Materion Park.			13	27	F &H ADD
CI-1	Constellation Link I1	Develop a constellation link pathway along Oakcrest Avenue between Fairview Avenue pathways and Rosebrook Park.			13	27	Don’t Add
37	Lydia Avenue	Develop and off road pathway on Lydia Avenue between Snelling Avenue and Hamline Avenue	Trail/Sidewalk		13	27	Keep
5	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.	Sidewalk	Not part of 2026 project	12	31	Keep
7	Fairview Avenue C (north of B-2)	Development of off-road pathways between County Road C2 and County Road D.	Trail/Sidewalk		12	31	Keep
31	Pascal Street*	Develop a pathway connection between County Road B and Commerce Street	Trail/Sidewalk		12	31	
CC-1	Constellation Link C1	Develop a constellation link pathway along Arona/Lydia between County Road C2 and Autumn Grove Park.			12	31	
CF-2	Constellation Link F2	Develop a constellation link pathway along Galtier Street and Matilda Street to connect County Road B2 pathways to Acorn Park.			12	31	
18	Judith to Iona Connection#	Develop a pathway connection between Judith Ave and Iona Lane.	Trail/Sidewalk		11	36	
CA-1	Constellation Link A1	Develop a constellation link pathway along Maple Lane between Highcrest Road pathway and Old Hwy 8 pathway.			11	36	
CH-1	Constellation Link H1	Develop a constellation link pathway along Oakcrest Avenue and Fernwood Street between Hamline Avenue pathways and Willow Pond Park pathways.			11	36	
CHI	Constellation Connection H to I	Develop a constellation connection between Consellation H and I across Snelling Avenue between County Road B2 and County Road C.			11	36	
CN-1	Constellation Link N1	Develop a constellation link pathway along William Street between the pathway on N McCarrons Boulevard and the pathway along County Road B.			11	36	
1	County Road D	Develop pathway facilities, both on- and off-road, between Cleveland and Fairview Avenue.	Trail/Sidewalk	2027 Project	10	41	
11	Dale Street South	The construction of an off-street pathway from Reservoir Woods Park to Larpenteur Avenue.	Trail/Sidewalk		10	41	
19	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.	Trail/Sidewalk		10	41	
21	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2.	Trail/Sidewalk		10	41	

Project Preference List							PWET Comments
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Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.							
Parks and Recreation Master Plan Constellation Link							
24	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir Woods Park.	Trail/Sidewalk		10	41	
30	Albert Street*	Develop a pathway connection between County Road B and Commerce Street	Sidewalk	Partial completed - Modify	10	41	
CB-2	Constellation Link B2	Develop a constellation link pathway along Aldine St between Oasis Park and Lydia Avenue pathway.			10	41	
CG-1	Constellation Link G1	Develop a constellation link pathway along Rose Place and Aladdin Street to connect Fisk Street with Central Park (Dale Street Soccer Fields)			10	41	
CG-2	Constellation Link G2	Develop a constellation link pathway along Oxford Street between County Road B2 pathways and Central Park pathway off Brooks Street.			10	41	
CH-2	Constellation Link H2	Develop a constellation link pathway along Pascal Street between County Road B2 pathways to Pocahontas Park.			10	41	
CL-1	Constellation Link L1	Develop a constellation link pathway along Shryer Avenue and the east side of the Har Mar Mall to connect the pathway on Hamline to the pathway of County Road B.			10	41	
CL-3	Constellation Link L3	Develop a constellation link pathway along Ryan Avenue and Fernwood Street to connect Bruce Russell Park to Keller Mayflower Park.			10	41	
CM-2	Constellation Link M2	Develop a constellation link pathway along Chatsworth Street between Roselawn and Shryer to connect to Pioneer Park.			10	41	
CM-4	Constellation Link M4	Develop a constellation link pathway along Alameda Street between Reservoir Woods and the pathways on County Road B.			10	41	
CN-3	Constellation Link N2	Develop a constellation link pathway along Dionne Avenue and Galtier Street to connect Tamarack Park to the pathway on South McCarrons Boulevard.			10	41	
34	Marion Street	Develop an off road pathway along Marion Street from Larpentuer Avenue to the cul-de-sac	Sidewalk	Completed 2023	10	41	
23	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.	Trail/Sidewalk		9	57	
CA-2	Constellation Link A2	Develop a constellation link pathway along Lydia Avenue between Highcrest pathway and Brenner Street.			9	57	
CB-1	Constellation Link B1	Develop a constellation link pathway along County Road C2 between Langton Lake Park and Fairview Avenue pathway.			9	57	
CE-3	Constellation Link E3	Develop a constellation link pathway along Mackubin Street and Woodhill Drive to connect pathways to Owasso Hills Park to Woodhill Park.			9	57	
CG-3	Constellation Link G3	Develop a constellation link pathway along Grotto Street between County Road B2 pathways and Central Park Pathways at Sextant Avenue.			9	57	
CK-1	Constellation Link K1	Develop a constellation link pathway along Prior Avenue between Roselawn pathway and County Road B pathway/Fairview Community Center.			9	57	
CL-4	Constellation Link L4	Develop a constellation link pathway along Fernwood Street and Roselawn Avenue to connect Garden Avenue pathways to Bruce Russell Park.			9	57	
CM-1	Constellation Link M1	Develop a constellation link pathway along Shryer Avenue to connect Lexington Park pathways to Pioneer Park.			9	57	
CM-3	Constellation Link M3	Develop a constellation link pathway along Chatsworth Street, Roma Avenue, Aglen Street, Ruggles Street and Oxford Street to connect the pathway on Victoria Street to the pathway on Roselawn Avenue.			9	57	

Project Preference List							PWET Comments
Map Ref.	Project Name	Description	TYPE	NOTES	Total Points	Pathway Master Plan and Parks Constellation Plan Rank	
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.							Add <

Roseville Public Works, Environment and Transportation Commission

Agenda Item

DATE: April 28, 2026

ITEM: 7.a.

ITEM DESCRIPTION: Commission Direction on Member Initiated Agenda Items

Background

Suggested Items:

- May 19
 - WM Recycling Update
 - MS4/Stormwater Update
- June 23
 - Prep for Joint Council Meeting
 - Recommend Approval of Climate Equity Action Plan
 - Leaf Site Recommendations

Looking Ahead:

- Future
 - MnDOT Safe Systems Approach
 - Pavement Funding
 - Speed Limits

Recommendation

Approve future agenda.

Attachments

None

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: April 28, 2026

ITEM: 8.a.

ITEM DESCRIPTION: Approve March Minutes

Background

Attached are the minutes from the March 24, 2026 meeting.

Recommendation

Motion approving the minutes of March 24, 2026, subject to any necessary corrections or revision.

Attachments

1. Draft March Minutes

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, March 24, 2026, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1. Introduction / Roll Call

Chair Ficek called the meeting to order at approximately 6:30 p.m. and at his request, Public Works Director Jesse Freihammer called the roll.

Present: Chair Bryant Ficek, Vice Chair Edwin Hodder, and Members Daniel Fergus, Allison Luongo, and Katie Brokaw Palalay

Youth Commissioners: Carsten Bauer, and Alexis Jendro

Absent: Members Jarrod Cicha and Des Mueller (Excused)

Staff Present: Public Works Director Jesse Freihammer

2. Approve Agenda

Motion

Member Fergus moved, Member Luongo seconded, approval of the March 24, 2026 Agenda as presented.

Ayes: 7

Nays: 0

Motion carried.

3. Public Comments

Vice Chair Hodder explained that he wanted to draw attention to a Star Tribune article on large data centers and noted that residents were now expressing concerns about smaller facilities. He asked whether the City currently had any data centers.

Public Works Director Freihammer responded that they were not aware of any data centers in the city. It was noted that such facilities are typically constructed on larger parcels of land, which are limited within the city, although smaller-scale versions could exist. He indicated that none were currently known.

34
35 **4. Business Items**

36 **a. Communication Items**

37 Mr. Freihammer provided an update on upcoming construction and
38 maintenance activities in the city.

39 Mr. Freihammer explained that construction season is expected to be busy,
40 with several projects starting in the coming months. He reported that the
41 Lexington pathway project is expected to begin in early May. The Hamline
42 project remains under review with state aid and is likely to start after July,
43 potentially extending into a two-year project. The PMP project is expected to
44 go out for bid soon and begin in June. Sewer lining work was scheduled for
45 award at the April 20 Council meeting. Lift station work is entering the
46 bidding phase, and a related study will be completed soon to support the
47 City's capital improvement plan.

48 Mr. Freihammer noted that wayfinding signage installation would resume in
49 the coming weeks after ground thawing. The Willow Pond project remains in
50 planning, with work expected in late 2026 or later. He said the environmental
51 review would be submitted for public comment, and neighbors within 500 feet
52 would be notified. Lighting upgrades will continue at intersections and along
53 the Lincoln corridor and parts of Long Lake Road. He added that the Owasso
54 Hills neighborhood project is under review and may return later in the year
55 pending a benefit assessment and possible policy changes.

56 Mr. Freihammer reported on county projects, noting that County Road C plans
57 were complete and expected to be bid soon, with construction planned for the
58 summer and bridge work in 2027. The Fairview project would include a mill
59 and overlay as well as reconstruction of the intersection at County Road B,
60 which would be turned into a four-way stop. Other county projects are in
61 design, including corridors on County Road D, Fairview Avenue, Cleveland
62 Avenue, Victoria Street path, Rice Street, and the Larpenteur Avenue corridor
63 study.

64 Mr. Freihammer indicated MnDOT projects would include work on Snelling
65 Avenue starting in mid to late April and continuing through the State Fair,
66 with traffic reduced to one lane in each direction. Highway 280 is expected to
67 be closed for most of the summer, with full closures beginning in mid-April.

68 Mr. Freihammer announced that extra water efficiency grant funding had been
69 approved and would be available to residents. The climate equity action plan
70 will return to the Council on April 6. A native plant sale will run from
71 April 13 to May 14.

72 Mr. Freihammer finished with maintenance updates, mentioning that staff had
73 been busy with compost operations and planned to open the leaf site in early

74 April for about four weeks. He reported that crews responded to several water
75 main breaks and pump failures during the week and had also completed snow
76 removal after a significant storm. He noted that while snowfall totals were
77 lower than expected, it was still one of the season's largest storms and
78 required multiple plow operations.

79 Member Brokaw Palalay asked whether the Snelling paving project and the
80 Hamline Avenue project would overlap, noting that the Snelling project was
81 outside the Commission's direct purview but related to overall construction
82 timing.
83

84 Mr. Freihammer said there would be some overlap between the Snelling paving
85 project and the Hamline Avenue project, noting that the extent of the overlap
86 was not yet known. He explained that if the state project began in April and the
87 City project started after July, the timelines would intersect. He added that the
88 City project limits might not cover the full length of Hamline Avenue. He noted
89 there was a tie-in point at the north end of the project where MnDOT would be
90 completing ramp work, including curb ramps.
91

92 Member Brokaw Palalay commented that for connecting streets such as Lydia
93 Avenue and County Road C, there should be consideration of additional signage
94 or traffic-calming measures during construction. He expressed concern that
95 drivers may use those routes as cut-throughs when traffic on Snelling Avenue
96 is reduced to one lane in each direction, particularly at intersections with
97 signals, which could experience increased traffic volumes.
98

99 Mr. Freihammer indicated staff would look into the concern regarding
100 additional signage on connecting streets. He noted that staff was already
101 coordinating with MnDOT on the Highway 280 corridor to add signage,
102 particularly in areas where drivers often become confused during closures.
103

104 Mr. Freihammer explained that additional signage would be installed in the
105 County Road B neighborhood west of Cleveland Avenue, where drivers
106 sometimes attempt to use disconnected routes during the Highway 280
107 shutdown. He added that the county was also working with MnDOT to install
108 signage along Cleveland Avenue, as it was expected to serve as a primary
109 detour route. He confirmed that staff would continue working with MnDOT to
110 add signage as needed.
111

112 Member Brokaw Palalay expressed concern about speeding along County Road
113 C2, noting that it was already an issue and that the area lacked sidewalks. He
114 said increased cut-through traffic during construction could further impact
115 safety and emphasized concern for pedestrians during the summer months.
116

117 Mr. Freihammer explained that dredging at Willow Pond could occur during
118 the winter, depending on the method selected. He noted that contractors had

119 indicated a preference for working with higher water levels so equipment could
120 operate from barges rather than creating excessive mud conditions.

121
122 Mr. Freihammer noted that another option would be winter dredging, in which
123 ice could be removed and excavation completed under frozen conditions. He
124 added that staff may allow contractors to propose either approach, depending
125 on what is most effective for a pond of that size.
126

127 Mr. Freihammer said it was uncertain whether Willow Pond would freeze
128 completely because of its large drainage area and continuous water flow.
129 However, he noted that it would need to freeze solid for certain construction
130 methods. He indicated that additional information would be available once
131 plans were finalized.
132

133 Mr. Freihammer added that Ryan would be present at the May meeting and
134 could provide a more detailed update on the Willow Pond project.
135

136 Member Luongo asked about the amount of road construction planned for the
137 summer, noting that there may be more activity than usual on major city roads.
138 He acknowledged that road construction is typical during the summer months
139 but expressed that this season appeared especially active.
140

141 Mr. Freihammer said this construction season would be busier than normal. He
142 explained that several projects had been delayed in prior years, resulting in
143 multiple carryover projects occurring in the same season. He noted that projects
144 such as Twin Lakes, Lexington, and Hamline were all carryovers, contributing
145 to the increased activity.
146

147 Mr. Freihammer added that there was also some overlap of larger corridor
148 projects, including County Road C, which further contributed to the higher level
149 of construction. He said the city would also be bidding on two separate
150 pavement projects, including the pavement management project and a
151 reconstruction project in the Walnut and Terminal Road industrial area. He
152 noted that the latter project would take place later in the year and primarily
153 impact businesses in that corridor.
154

155 Member Luongo asked whether information about the upcoming construction
156 projects could be included in the city newsletter, noting that staff may already
157 be doing so, but wanted to confirm.
158

159 Mr. Freihammer explained that staff already share construction information
160 through city communication channels, including the newsletter, and would
161 continue to provide updates to residents. He indicated that staff make efforts to
162 inform the public about project timing, impacts, and detours so residents can
163 plan accordingly.
164

Member Luongo asked whether the city could create a dedicated webpage for summer 2026 road construction projects that would compile all projects in one place for residents to review.

Mr. Freihammer explained that the city already provides construction information on its website, including a dedicated projects page and an interactive GIS map that allows users to zoom in and select individual projects for more details.

Mr. Freihammer explained that residents can sign up for construction alerts through the city, which are typically distributed on Fridays and include updates on city, county, and MnDOT projects. He added that residents can also subscribe to Ramsey County alerts, which are generally sent later on Fridays, as well as MnDOT alerts, where users can choose to receive updates on specific projects.

Chair Ficek asked about the leaf site, specifically whether staff would monitor activity and observe operations once it opens.

Mr. Freihammer noted that staff would be monitoring activity at the leaf site and collecting data, explaining that the spring season can be more challenging for gathering information due to lower usage compared to fall. He reported that staff planned to use cameras again to assist with monitoring.

Mr. Freihammer explained that staff had received a high number of calls from residents due to incorrect information online identifying the site as a yard waste facility. He indicated that staff were working to correct the information so residents would not attempt to bring materials that are not accepted.

Mr. Freihammer reported that staff would bring the topic back to the Commission in June for further discussion, with the goal of allowing the Council to make a decision in July. He added that any changes or updates would then be communicated in the fall newsletter to prepare residents for the upcoming season.

b. Civic Campus Project Update

Mr. Freihammer reported that there were no major updates at this time, noting that a stakeholder meeting had not yet occurred, but work on the project continued. He explained that both the license passport dance studio and the maintenance operations center remained in the concept design phase. He indicated that the concept for the license passport facility was nearing completion, although negotiations with the VFW were still ongoing.

Mr. Freihammer explained that staff had revisited programming for the maintenance operations center over the past month to refine space needs and sizing. He noted that a design charrette was scheduled for later in the week,

210 where layout options would be evaluated and refined based on concepts
211 prepared by the architects. He indicated that this exercise would help move
212 the project forward.

213 Mr. Freihammer reported that more detailed updates were expected at the next
214 meeting and that a stakeholder meeting was anticipated in April to gather
215 additional feedback, particularly regarding the north side of the site. He added
216 that significant progress was expected over the next few months, with more
217 substantial updates anticipated in April and May.

218 **c. Pathway Master Plan**

219 Mr. Freihammer explained that the discussion would continue the pathway
220 review process previously started in November. He noted that the goal was to
221 work through as much of the material as possible during the meeting, potentially
222 completing a substantial portion in one session rather than spreading it across
223 multiple meetings.

224
225 Mr. Freihammer reported that the materials had been updated to correct minor
226 errors and include additional maps. He explained that the map identified
227 segments by number, with additional lettered segments representing potential
228 additions to the plan. He noted that several segments had already been reviewed
229 and generally supported for further consideration, and that additional segments
230 not previously discussed would be reviewed at the end.

231
232 Mr. Freihammer explained that staff would provide a brief overview of each
233 segment, after which the Commission could determine whether to keep,
234 modify, or remove it from consideration. He clarified that adding a segment at
235 this stage would not formally include it in the pathway master plan, but would
236 move it forward for further evaluation.

237
238 Mr. Freihammer outlined that the next step would involve neighborhood
239 engagement, including a public meeting, followed by Commission review and
240 potential recommendation to the Council for final consideration. He noted that
241 the proposed segments had originated from input by the Mayor,
242 Councilmembers, staff observations, and resident feedback.

243
244 Chair Ficek clarified that the term "segment" did not specify whether the
245 connection would be a sidewalk or a trail; rather, it indicated a general
246 connection.

247
248 Mr. Freihammer explained that segments in the pathway master plan can
249 include either sidewalks or trails, depending on existing conditions and
250 available space. He noted that while some segments are identified specifically
251 as sidewalk or trail, many are listed more generally because the exact facility
252 type has not yet been determined.
253

Mr. Freihammer indicated that when filling gaps in existing infrastructure, staff would typically match what is already in place, such as continuing a sidewalk or trail on the same side of the street. He added that in some cases the plan may specify a particular side, such as north or south, when there is an existing facility on one side and a need to extend it.

Mr. Freihammer noted that, for the proposed segments under consideration, the focus at this stage is on whether the connection should be included at all, rather than on determining the exact placement or facility type.

Member Fergus asked what the difference was between a trail and a sidewalk.

Mr. Freihammer explained that all connections are considered pathways within the pathway master plan, with distinctions between trails and sidewalks based on design and use. He noted that trails are typically eight to ten feet wide, constructed of bituminous material, and designed to accommodate biking and walking with additional clear space.

Mr. Freihammer indicated that sidewalks are generally six feet wide, constructed of concrete, and primarily intended for pedestrian use, although biking is permitted. He added that trails are better suited to multi-use activities, including both biking and walking.

Mr. Freihammer explained that sidewalks are generally intended for walking, although children may also use them for biking. He noted that the standard sidewalk width is typically six feet to allow two people to walk side by side comfortably, although widths may vary in some cases.

Mr. Freihammer then transitioned to the pathway segment review, noting that the Commission would continue working through the listed segments in order. He explained that the meeting materials included the original pathway master plan, a map with labeled segments for proposed additions, and a spreadsheet with descriptions of existing segments for reference and potential modification.

Mr. Freihammer reported that the Commission had previously reviewed segments 9 and 16 and would begin with segment 12C. He described the segment as Lexington Avenue, currently identified as completing an off-road pathway on the east side from County Road C to County Road D. He noted that a pathway already exists from County Road C to County Road C2 and suggested that the description could be modified to reflect a connection from County Road C2 to County Road D.

Mr. Freihammer explained that the segment would pass through an area that includes open space, nearby apartments, and commercial uses. He indicated that staff would recommend a trail for this segment, consistent with existing conditions along much of the corridor. He noted that the Commission could

choose to keep, modify, or remove the segment and that discussion would guide any updates rather than formal motions at this stage.

Member Brokaw Palalay recommended keeping the segment, noting that the existing pathway was already busy and that maintaining the planned connection was supported.

Mr. Freihammer asked whether the Commission wanted to modify the segment description to reflect that the connection would be from County Road C2 to County Road D, noting that the segment between County Road C and County Road C2 had already been constructed in recent years.

Member Fergus recommended modifying the segment, noting that the portion from County Road C to County Road C2 had already been completed.

Mr. Freihammer explained that portions of the pathway had already been constructed as part of recent development. He noted that the apartment and senior housing developments installed segments of sidewalk or pathways as part of their projects, and that the city completed additional connections around the same time, approximately five years ago.

Member Fergus asked whether the segment being discussed included the large wetland area.

Mr. Freihammer confirmed that the segment included the wetland area, noting that it is part of Ramsey County land associated with Lake Johanna and Josephine Park. He indicated that staff would modify the segment description to reflect the connection from County Road C2 to County Road D.

Mr. Freihammer then introduced the next segment, 12A on Lexington Avenue, described as completing an off-road pathway on the east side from Larpenteur Avenue to County Road B. He noted that the missing portion is only between Larpenteur Avenue and Roselawn Avenue, as a sidewalk has already been constructed north of Roselawn. He indicated that the description could be modified accordingly.

Member Fergus clarified that there is a sidewalk north of Roselawn and asked whether the proposed segment would be an on-road trail or pathway.

Mr. Freihammer clarified that the segment would be an off-road pathway.

Chair Ficek noted that the segment was intended to recognize a gap in the system and acknowledged that it represented a missing connection.

Mr. Freihammer confirmed that the segment represented a gap and recommended modifying the description to reflect the portion from Larpeur Avenue to Roselawn Avenue.

Mr. Freihammer then introduced segment 12B on Lexington Avenue, described as an off-road pathway on the east side between County Road B and County Road C. He noted that a portion of this segment would be completed as part of the 2026 project beginning in May, leaving only the section from County Road B2 to County Road C as the remaining gap.

Mr. Freihammer explained that this segment runs from the high school area to the north end of Central Park. He noted that while there are some informal connections into the park from nearby streets, this segment would provide a more direct connection along Lexington Avenue. He added that the area includes residential properties and landscaping within the city-maintained right-of-way.

Member Fergus asked whether there is a sidewalk on the west side of Lexington Avenue.

Mr. Freihammer confirmed that there is a pathway on the west side of Lexington Avenue and crosswalks in the area. He explained that on the east side, the connection near Central Park is incomplete, noting that users traveling from the south are left without a clear continuation at County Road B2.

Mr. Freihammer indicated that while there is some access to Central Park via Brooks Avenue, completing the full segment from County Road B2 to County Road C would provide a continuous north-south connection. He noted that a portion of the segment would be constructed as part of an upcoming project, leaving approximately a half-mile gap.

Mr. Freihammer recommended modifying the segment description to reflect completion of the remaining portion, and the Commission expressed support for finishing the connection.

Mr. Freihammer explained that the segments were being reviewed in the order of the current priority list, noting that higher traffic corridors appeared first and that later segments may require more discussion.

Mr. Freihammer then introduced segment 4B on County Road C, described as the construction of an on-road pathway from Victoria Street to Dale Street. He explained that this improvement, in the form of a bike lane, is already scheduled as part of a 2026 county project associated with roadway reconfiguration.

Mr. Freihammer recommended removing the segment from the plan, noting that it is expected to be completed by the time the review process is finalized.

Mr. Freihammer clarified that segment 4B on County Road C includes on-road pathways in the form of bike lanes from Victoria Street to Dale Street, which will be incorporated into the County Road C project.

Chair Ficek clarified that the segment referred specifically to bike lanes along County Road C and acknowledged that the improvement would be completed as part of the upcoming construction project.

Mr. Freihammer confirmed that segment 4B was already planned as part of the County Road C project and, with the Commission's agreement, recommended removing it from the pathway master plan.

Mr. Freihammer then introduced the next segment on County Road C, described as the completion of both on- and off-road pathways from Snelling Avenue to Hamline Avenue. He explained that this segment originated from an earlier concept in the pathway master plan that envisioned a continuous bike corridor along County Road C2, including a potential overpass over Interstate 35. He noted that the overpass concept had since been removed and that County Road C had become the primary corridor for connectivity.

Mr. Freihammer indicated that the segment description differs from others due to its historical context and broader scope. He noted that the Commission could choose to simplify the description to a general pathway if preferred. He also explained that the corridor currently lacks dedicated pedestrian facilities, with only a shoulder used for parking, and that the area serves both residential neighborhoods and nearby businesses.

Mr. Freihammer asked whether the Commission preferred to keep the segment as currently written, including both on and off-road pathways, or modify it to specify only an off-road pathway. He noted that the bike plan recommendations for the corridor were not immediately recalled and suggested the Commission could leave the description as is for now and refine it later if needed.

Chair Ficek indicated he was ok with leaving it as written.

Mr. Freihammer introduced the next segment on County Road C, described as the construction of an on-road pathway from Dale Street to Western Avenue. He explained that this improvement would be completed as part of the 2026 project and recommended removing the segment from the pathway master plan, with the Commission's agreement.

Mr. Freihammer then presented another County Road C segment, described as completing both on-road and off-road pathways from Western Avenue to Rice Street. He noted that the on-road component would be constructed as part of the upcoming project, while the off-road pathway would not be included.

436
437 Mr. Freihammer explained that the off-road pathway on the north side had
438 originally been proposed but was removed from the project by the Council.
439 However, it remains in the pathway master plan for potential future
440 consideration. He indicated that the Commission could choose to retain the off-
441 road segment and clarify that it would be located on the north side, where no
442 pathway currently exists, since there is already one on the south side. He also
443 noted that the Commission could consider removing it entirely if desired.
444

445 Member Fergus noted significant pushback from residents on that segment.
446

447 Mr. Freihammer explained that residents had petitioned to remove the segment,
448 and the Council acted on that feedback. He noted that while some residents
449 supported the project, a larger number expressed opposition during the process.
450

451 Member Fergus recalled that the Council chose not to pursue the project at that
452 time, but kept it in the pathway master plan for future consideration and asked
453 for confirmation.
454

455 Mr. Freihammer explained that the Council considered removing the segment
456 from the pathway master plan but ultimately chose to keep it on the list for
457 future consideration.
458

459 Member Luongo asked when the Commission would have another opportunity
460 to review or revisit this segment, expressing concern that they might otherwise
461 miss the chance to weigh in.
462

463 Mr. Freihammer explained that the opportunity to include the segment in the
464 current project had passed. He noted that while the right-of-way still exists, any
465 future construction would likely depend on a cost-share policy and would not
466 occur in the near term.
467

468 Mr. Freihammer indicated that it could be 10 or more years before the project
469 is reconsidered, and that future opportunities would depend on available
470 funding and stronger community support. He added that while the segment may
471 still rank highly, it would be evaluated based on timing and feasibility, and the
472 Commission could choose to keep it for future consideration or remove it if it
473 is not expected to move forward.
474

475 Chair Ficek expressed support for keeping the segment in the pathway master
476 plan. He noted disagreement with the prior decision to remove it from the
477 project, stating that the pathway had been planned for many years. He added
478 that having facilities on both sides of the roadway improves usability by
479 reducing the need for pedestrians and cyclists to cross the street multiple times.
480 He acknowledged that the project is unlikely to occur in the near term but
481 supported retaining it for future consideration.

482
483 Member Luongo expressed support for keeping the segment in the pathway
484 master plan. He noted that master plans often remain in place for many years
485 and that community perspectives may change over time, making the segment a
486 viable option for future consideration.
487

488 Mr. Freihammer asked whether the Commission preferred to modify the
489 segment description to specify the completion of an off-road pathway on the
490 north side of County Road C from Western Avenue to Rice Street.
491

492 The commission agreed to the change.
493

494 Mr. Freihammer indicated that he would describe the segment generally as a
495 pathway rather than specifying a trail or sidewalk. He then introduced segment
496 6 on Cleveland Avenue, described as the development of an off-road pathway
497 between County Road C and County Road D. He noted that the segment was
498 somewhat disjointed and would be reviewed in more detail.
499

500 Mr. Freihammer explained that the Cleveland Avenue segment from County
501 Road C to County Road D is largely completed, though in a split configuration.
502 He noted that a sidewalk exists on the east side from County Road C to County
503 Road C2, while a pathway continues on the west side from County Road C2 to
504 County Road D.
505

506 Mr. Freihammer indicated that this creates a continuous corridor, but with a
507 mid-segment shift from east to west. He explained that the Commission could
508 consider the segment complete as is, or modify it to create a continuous facility
509 on one side. He noted that completing the corridor on the east side would likely
510 require extending a sidewalk, whereas completing it on the west side would be
511 less desirable due to freeway ramps.
512

513 Mr. Freihammer added that the corridor includes a mix of commercial,
514 industrial, residential, and park uses, including access to Langton Park and
515 nearby senior housing. He noted that while Cleveland Avenue is a busy
516 roadway, it is not classified as a full arterial, which may influence whether
517 facilities on both sides are prioritized. He indicated that the Commission could
518 choose to remove the segment or modify it based on priorities.
519

520 Chair Ficek asked whether, for the segment from County Road C to County
521 Road C2, where there is no facility on the west side, the city would consider
522 adding a pathway on that side in the future if an opportunity arose, despite the
523 presence of the ramp entrance.
524

525 Mr. Freihammer explained that adding a pathway on the west side between
526 County Road C and County Road C2 could be considered. However, it would
527 depend on county priorities and future ranking evaluations. He noted that

because there are no adjacent businesses along that stretch, the city would likely be responsible for winter maintenance, thereby increasing operational costs.

Mr. Freihammer added that the corridor has inconsistencies in bicycle infrastructure, with on-street bike lanes present north of Iona but not south of it, where traffic volumes are higher. He noted that this creates a connectivity gap, particularly in a busy area near Twin Lakes.

Chair Ficek suggested splitting the segment into two parts, identifying a pathway on the west side from County Road C to County Road C2 and a pathway on the east side from County Road C2 to County Road D. He indicated that the Commission would then need to determine whether both segments should be included.

Mr. Freihammer indicated that the segment is currently listed as one, but noted that it could be divided into two separate segments if the Commission preferred, and acknowledged that splitting it may provide clearer direction.

Member Brokaw Palalay expressed support for splitting the segment into two if that approach would provide greater clarity. He also asked for additional clarification on pathway conditions further south along Cleveland Avenue.

Mr. Freihammer explained that, farther south along Cleveland Avenue, there is generally a sidewalk on the east side, extending down to County Road B2. He noted that on the west side, there is a sidewalk in certain areas due to terrain challenges, including a steep hill.

Mr. Freihammer identified a short gap in the system, approximately 400 feet long, that is difficult and costly to complete. He explained that the gap currently requires pedestrians to cross mid-block, creating an awkward and less safe condition. He added that there are only a few properties on the west side in that area, and overall, the corridor functions primarily along an east-side alignment.

Member Fergus described traveling north along the corridor, then transitioning to the west-side sidewalk, and sought clarification on the connection.

Mr. Freihammer explained that pedestrians traveling north and using the west-side sidewalk must cross back due to a gap created by a steep hill in the corridor. He noted that addressing the gap would require significant improvements, such as constructing a retaining wall or narrowing the roadway, which would be costly and complex. He indicated that the current configuration reflects a simpler approach that directs pedestrians to cross mid-block.

Member Brokaw Palalay noted that although there are few residents in that area, several bus stops still generate pedestrian activity.

Mr. Freihammer explained that the corridor includes hotels and pedestrian activity, including people walking to nearby destinations such as Walmart. He noted that the segment from County Road C to County Road C2 is primarily commercial, while areas north of Langton Park include residential properties, particularly on the east side.

Mr. Freihammer added that there is an existing pathway connection between residential lots that provides direct access to Langton Lake, allowing neighborhood residents to reach the park without traveling along Cleveland Avenue, except for those directly adjacent to the corridor.

Chair Ficek summarized the discussion and indicated support for including a segment on the east side from County Road C2 to County Road D. He then raised the question of whether to include a west side segment from County Road C to County Road C2, or remove it if it is not necessary. He also asked whether that segment should be identified specifically as a sidewalk or more generally as a pathway, noting that no facility currently exists there.

Member Fergus confirmed that there is currently no facility in that area and asked whether County Road C2 is where the hotels are located.

Mr. Freihammer explained that County Road C2, or Center Point, is where the hotels are located. He clarified that a portion of the pathway on the west side has already been constructed as part of the Center Point development.

Mr. Freihammer explained that the remaining gap is relatively short, beginning around Iona and extending approximately 400 feet north. He indicated that completing a pathway in that section would fill the remaining connection between County Road C and the existing infrastructure.

Chair Ficek noted that there is currently no pathway on the west side, but explained that adding one would provide additional connectivity options. He indicated that a west-side pathway could allow users to travel south to the signalized crossing at the ramp or continue north without unnecessarily crossing the road. He emphasized that while access is limited today, adding a pathway would improve overall flexibility and connectivity for users along the corridor.

Member Brokaw Palalay expressed support for adding the west side segment and noted that its priority could be evaluated during the future prioritization process.

Chair Ficek agreed that the west side segment would likely rank low in priority, noting that the area is primarily stormwater ponds.

Mr. Freihammer noted that the area includes a stormwater pond on the north side, with the remainder consisting of wetlands owned by MnDOT.

620
621 Member Luongo asked whether there may be political viability with the county
622 to extend on-street bike lanes from Iona further south, as an alternative
623 approach.

624
625 Mr. Freihammer explained that extending the street bike lanes in that area
626 would be challenging due to traffic conditions at the intersection. He noted that
627 the corridor includes double left-turn lanes and multiple through lanes as part
628 of a relatively recent project, which would make modifications more difficult,
629 though not impossible.

630
631 Member Luongo expressed interest in finding a way to continue dedicated bike
632 facilities through the corridor.

633
634 Mr. Freihammer noted that extending bike lanes to County Road C would be
635 beneficial but would require significant rework. He indicated that adding
636 southbound bike lanes may be more feasible, whereas northbound
637 improvements would be more challenging given existing roadway conditions.

638
639 Chair Ficek suggested that if on-street bike lanes are not feasible, the segment
640 could instead be designated as a trail to accommodate bicycle use better. He
641 noted that this approach could provide a dedicated corridor for bikes and
642 pedestrians, particularly since the east side already includes a sidewalk, and
643 indicated support for describing the segment more generally as a pathway or
644 trail.

645
646 Mr. Freihammer summarized the discussion, indicating that the segment would
647 be split into two parts. He confirmed that one segment would include
648 completing a sidewalk on the east side from County Road C2 to County Road
649 D.

650
651 Mr. Freihammer noted that the second segment would include constructing a
652 trail on the west side from County Road C to just north of Iona, connecting to
653 existing facilities. He clarified that the trail would be designed as a wider, multi-
654 use facility.

655
656 Mr. Freihammer indicated that the segments would be labeled separately for
657 clarity and that the exact naming convention would be determined as part of the
658 plan updates.

659
660 Member Fergus asked whether the trails located around and behind the hotel
661 are maintained by the city.

662
663 Mr. Freihammer confirmed that the trails around and behind the hotel are city
664 trails. He explained that while the city owns and maintains them, winter
665 maintenance is performed by adjacent property owners due to their proximity

to commercial properties. He noted that the trails were reconstructed approximately four to five years ago, having originally been built to a substandard six feet wide, and were widened to eight feet. He added that the trails are well used, particularly by nearby apartment residents, hotel guests, and employees, with many using them to access Langton Park.

Mr. Freihammer then introduced the next segment on Rice Street, described as completing an on and off-road pathway from County Road C to the north city boundary. He noted that the portion from County Road C2 to the north boundary has already been constructed, leaving only the segment from County Road C to County Road C2 as the remaining gap. He explained that this area serves primarily residential uses, including a church and a large apartment complex on the west side.

Member Luongo expressed concern about safety in the area, noting that people frequently walk in the street, including older adults and individuals using mobility scooters, creating a dangerous situation.

Mr. Freihammer indicated that the Rice Street segment description would be modified to reflect the remaining portion from County Road C to County Road C2. He noted that the county has a project planned within the next five to six years and that the city has communicated interest in coordinating improvements with that effort.

Mr. Freihammer then introduced the next segment on Hamline Avenue, described as an off-road trail from County Road C to County Road C2, and recommended removing it since the city will be constructing that segment within the next year.

Mr. Freihammer then presented the Victoria Street segment north of County Road C, described as developing both on road and off road pathways from County Road C to County Road D. He noted that a portion from County Road C to Woodhill has already been constructed as a sidewalk, while the county is beginning design for a future project, tentatively scheduled for 2028, which may include a trail instead. He recommended keeping the segment as currently written in the pathway master plan, noting that final decisions on facility type and location would be determined through the county's design process.

Member Luongo recommended keeping the segment in the pathway master plan until the project is fully confirmed and constructed.

Mr. Freihammer introduced the concept of constellation links, explaining that they are intended to connect parks and represent preferred routes for traveling between park locations. He noted that these links were added to the pathway master plan during a previous update without extensive discussion, which has led to some confusion.

712
713 Mr. Freihammer explained that some of the proposed links follow low-volume
714 neighborhood streets, raising questions about whether additional pathways are
715 necessary when pedestrians can already use the roadway. He indicated that the
716 concept differs from traditional pathway planning, as it focuses on suggested
717 routes rather than required infrastructure.

718
719 Mr. Freihammer noted that while some constellation links may align with
720 existing or planned pathways, others may not be practical or necessary. He
721 added that people often choose their own routes and may not regularly travel
722 directly between parks, instead starting from their homes. He provided this
723 context to guide the Commission's review of the upcoming segment.
724

725 Member Luongo asked whether an actual pathway could be constructed instead
726 of relying on a designated constellation link route.
727

728 Mr. Freihammer explained that a constellation link can be converted into a
729 formal pathway if the Commission prefers, but noted that doing so would
730 require a clear designation. He indicated that labeling something as a
731 constellation link can create confusion, as it is unclear whether it represents a
732 suggested connection or a planned, constructed facility.
733

734 Mr. Freihammer emphasized that if the intent is to build a pathway, it should
735 be identified as such in the plan rather than remaining a constellation link. He
736 noted that this distinction had not been clearly defined in previous updates to
737 the pathway master plan.
738

739 Mr. Freihammer then introduced constellation link C3, described as a
740 connection along Woodhill Drive between Hamline Avenue and Civic Center
741 Drive, providing access to Howard Johnson.
742

743 Member Luongo recommended designating the connection as a formal pathway
744 rather than a constellation link, noting that it would be more appropriate given
745 anticipated future conditions.
746

747 Mr. Freihammer noted that designating the connection as a pathway could
748 address both the constellation link concept and previously identified needs for
749 a trail connection in the area. He explained that similar requests had come from
750 both engineering and parks staff, and combining them into a single pathway
751 designation would streamline the plan.
752

753 Mr. Freihammer indicated that with upcoming projects, including the Hamline
754 Avenue work in 2026 and the Civic campus project anticipated around 2028,
755 much of the corridor would likely be completed, leaving only a short gap
756 between Civic Center Drive and Hamline Avenue. He recommended keeping
757 the full corridor in the plan to ensure long-term continuity.

Chair Ficek expressed support for converting the segment to a pathway and noted that the current gap is relatively small.

Chair Ficek asked whether the identified gap should be defined as extending from the existing sidewalk connection to Hamline Avenue.

Mr. Freihammer recommended defining the segment to extend to Lexington Avenue, noting that the full corridor should remain in the plan. He explained that the Civic campus project would likely include pathway construction on both sides, supporting a continuous connection through the area.

Chair Ficek expressed concern about adding the pathway, only to end up with a partial connection, noting a preference to avoid creating an incomplete segment.

Mr. Freihammer explained that staff had proposed a similar connection as segment E, which would include a trail from Hamline Avenue to Lexington Avenue on the south side. He indicated that if the Commission supports that approach, segment E could be added and would effectively replace the constellation link.

Member Luongo asked whether a trail within Veterans Park would be included in the Civic campus plan or handled separately through parks planning.

Mr. Freihammer explained that a trail within Veterans Park would likely be included in the Civic campus and park redesign project. He noted that adding a walking path is one of the concepts under consideration and that additional discussion would occur as planning progresses.

Mr. Freihammer then introduced segment 36 on the east side of the Snelling service drive, described as the development of an off-road pathway. He noted that this segment had been previously discussed and referenced the map for its general limits.

Mr. Freihammer recalled that the segment had been previously discussed and clarified that it extends from County Road C2 to Lydia Avenue along the east side of the Snelling service drive. He noted that the segment runs in front of several apartment buildings.

Mr. Freihammer explained that this segment was added in 2021 at the request of residents and had already gone through the full review process at that time.

Member Brokaw Palalay recommended modifying the segment description to specify developing an off-road pathway along the east side of the east Snelling service drive from County Road C2 to Lydia Avenue.

Mr. Freihammer introduced the next segment on County Road C2 west of Snelling Avenue, described as the development of both on- and off-road pathways from the west city boundary to Snelling Avenue, including a proposed pedestrian bridge over Interstate 35W.

Mr. Freihammer explained that this segment originated from an earlier, more ambitious concept intended to create a continuous east-west pedestrian corridor. He noted that existing conditions include partial sidewalk connections, pathways through Langton Park, and segments with wide shoulders but no dedicated pedestrian or bicycle facilities. He added that the corridor passes through wetlands, residential areas, parkland, and industrial areas with limited pedestrian demand.

Mr. Freihammer indicated that the proposed pedestrian bridge was a key component of the original concept, intended to provide an alternative crossing to the County Road C corridor. However, he noted that without the bridge, the corridor would not function as a continuous route. He questioned whether constructing a bridge at this location aligns with current priorities and whether it is a worthwhile long-term investment.

Member Luongo expressed concern about the feasibility of funding a pedestrian bridge, noting uncertainty about the funding source.

Member Brokaw Palalay expressed concern about the value of the proposed corridor, noting uncertainty about how many people would use it. He indicated that without a broader regional connection, such as a continuous greenway linking multiple cities, the segment may have limited usefulness.

Chair Ficek noted that broader considerations regarding regional bike connections would be more appropriate to discuss in the future bike plan.

Member Luongo noted that while the connection could be beneficial for linking to the northeast, it was unclear whether there would be significant demand to travel into the city's residential areas from that direction.

Mr. Freihammer explained that the current primary connection for pedestrians and bicyclists runs along the diagonal trail and County Road C corridor, which has been improved with a pathway on the south side that connects to the city's trail system. He noted that this infrastructure did not exist when the County Road C2 concept was originally developed in the early 2000s.

Mr. Freihammer indicated that additional improvements on the County Road D corridor, planned for a future project, will further enhance connectivity, reducing the need for a separate C2 corridor. He explained that these newer corridors provide viable alternatives that were not previously available.

850
851 Mr. Freihammer suggested that the Commission could consider removing the
852 pedestrian bridge component if it is no longer feasible. He also noted that the
853 segment could be modified or broken into smaller portions, such as focusing on
854 a shorter stretch of County Road C2, rather than maintaining the full original
855 concept, particularly since parts of the corridor do not currently exist.

856
857 Member Luongo suggested that it may be beneficial to include a sidewalk on
858 the west side of County Road C2 to provide nearby residents with a safe place
859 to walk and improved local connectivity.

860
861 Chair Ficek suggested starting the discussion with the proposed bridge over
862 Interstate 35W. He noted that while pedestrian-only facilities can be appealing,
863 the location may limit their usefulness, since they do not connect to a major
864 regional trail and are somewhat out of the way.

865
866 Chair Ficek summarized that there was consensus to remove the bridge
867 component from the segment. He explained that the remaining portions of the
868 corridor could be considered separately on each side of Interstate 35W.

869
870 Mr. Freihammer recommended breaking the west side into two segments, one
871 from Highway 8 to Highway 88 and another from Highway 88 to Long Lake
872 Road, to allow for more targeted evaluation. He noted that this approach would
873 align with prior discussions about potential improvements along Long Lake
874 Road.

875
876 Chair Ficek and Mr. Freihammer discussed focusing on the west side of County
877 Road C2. They noted that a pathway already exists along much of Long Lake
878 Road, allowing for a potential connection from Long Lake to Old Highway 8,
879 which also has a sidewalk. They discussed whether to formalize improvements
880 as on-street bike lanes or maintain flexibility.

881
882 Mr. Freihammer recommended keeping the description broad as an on- and off-
883 road pathway to allow for future design decisions, including potential bike lanes
884 or trail development. Chair Ficek supported maintaining flexibility, and the
885 group agreed to use “and or” language to preserve multiple options.

886
887 Mr. Freihammer suggested defining the segment from Old Highway 8 to Long
888 Lake Road and noted that it could be split into two segments, Old Highway 8
889 to Highway 88 and Highway 88 to Long Lake Road, to allow for phased
890 implementation. Chair Ficek acknowledged that keeping segments flexible
891 would not prevent phased construction, and the group agreed on the general
892 approach before moving on to discuss the east side.

893
894 Mr. Freihammer discussed the east side of the County Road C2 corridor, noting
895 that a connection already exists into Langton Park. He indicated that additional

improvements on the east side may be limited, but suggested that a potential connection between Langton Park and Oasis Park could be considered.

Mr. Freihammer explained that this would involve a short connection through a primarily residential area near Fairview Avenue, where parks are located on either side. He noted that this concept aligns with what had previously been identified as a constellation link. However, it was not labeled separately because the broader C2 corridor was already included in the pathway master plan.

Member Luongo expressed uncertainty about the need for a separate pathway in that area, noting that it is a low-volume, contained residential corridor and may not justify the investment. He indicated openness to including it if there has been resident interest, but did not strongly support it.

Chair Ficek noted that the connection appearing in multiple planning documents created some uncertainty. He expressed hesitation about prioritizing a pathway in this case, explaining that the corridor is a low-volume local road where pedestrians can already walk safely without additional infrastructure.

Mr. Freihammer noted that the area consists of very low-volume streets serving small, isolated neighborhoods. He explained that there is no through traffic and that vehicles in the area are typically limited to residents accessing their homes or visitors traveling to the nearby parks.

Chair Ficek indicated he could support either option for the segment, noting that it would likely be a low priority regardless.

Chair Ficek and Mr. Freihammer noted that the connection between Langton Park and Oasis Park would likely be a low construction priority and would most realistically be completed in coordination with another project rather than as a standalone improvement. It was noted that while it could score well on planning metrics due to its proximity to Fairview Avenue and its park connectivity, it would likely be an opportunistic project.

Mr. Freihammer indicated that if included, the segment should be clarified as a general pathway connection between the two parks, without pursuing additional expansion beyond that scope. The Commission agreed to retain the segment in a limited, flexible form.

Mr. Freihammer then introduced the next segment, a Trunk Highway 51 connection to Old Snelling. He recommended removing it since MnDOT is constructing the pathway on the west side this year, completing the connection with prior improvements by Arden Hills.

Mr. Freihammer next presented a Hamline Avenue segment between County Road C2 and County Road D and recommended removing it as it is planned for construction in 2026.

Mr. Freihammer then returned to the County Road C2 corridor, introducing a segment between Lexington Avenue and Victoria Street. He described the corridor as primarily residential with moderate traffic and noted nearby open space and informal walking trails. He recommended modifying the description to specify completing an off-road pathway along County Road C2 from Lexington to Victoria. He added that the 2028 Victoria Street improvements would include pathways on both sides, further enhancing connectivity. The Commission agreed to retain the segment with the modified description.

Member Brokaw Palalay asked about a remaining gap along County Road C2 near Oasis Pond, noting that most of the corridor had already been discussed.

Mr. Freihammer clarified that the area was part of the previously discussed segment west of Snelling and explained that the Twin Lakes Phase Two project would include pathway connections through that area. He noted that the project would provide a connection, though not a direct one due to wetland constraints, and could potentially be constructed as early as this year.

Member Brokaw Palalay acknowledged the clarification and indicated that it addressed the remaining concern.

Mr. Freihammer then introduced another constellation link, identified as D1 along Oxford Street between Woodhill Drive and County Road C2. He explained that the intent was to connect neighborhood areas to nearby parks. He noted that the area is a low-volume residential neighborhood and suggested that people already have multiple routes to access the parks via existing streets.

Member Luongo indicated that he did not see a clear benefit to the proposed connection.

Mr. Freihammer expressed uncertainty about selecting Oxford Street as the preferred connection, noting that similar access could be achieved from multiple nearby streets. He added that both parks are natural areas rather than destination playgrounds, so there may be limited demand for direct travel between them.

Chair Ficek asked whether the east-west connection at the bottom of the map has already been constructed.

Mr. Freihammer confirmed that there is a sidewalk on the south side of Woodhill Drive, providing the east-west connection.

Member Fergus questioned whether Oxford Street was selected because it already had a sidewalk connection.

Mr. Freihammer explained that Oxford Street likely appeared in the plan because it is centrally located in the neighborhood and may have been identified as a logical connection at the time. He noted that a sidewalk now exists south of Woodhill Drive along Oxford and suggested that the constellation link may have been created before that sidewalk was constructed, which may reduce the need for the proposed connection.

Chair Ficek, Member Luongo, and Mr. Freihammer discussed the east-west connection and clarified that the sidewalk along the south side of Woodhill Drive already provides a continuous connection from Lexington Avenue to Victoria Street.

Mr. Freihammer explained that the remaining portion under consideration was the north-south Oxford Street connection, originally identified as part of a constellation link. He noted that because the east-west connection is already complete and local streets provide adequate access, additional infrastructure may not be necessary.

The Commission agreed that the Oxford Street connection did not warrant inclusion as a formal pathway and supported its removal from the pathway master plan, while allowing it to remain as a conceptual constellation link within parks planning.

Mr. Freihammer then introduced segment 27, a Tamarack Park connection from South McCarrons Boulevard. He explained that the area is served by low-volume local streets and already has informal access into the park. The Commission applied consistent reasoning used for similar segments and supported removing both segment 27 and a related segment due to the limited need for additional infrastructure on local roads.

Mr. Freihammer next presented a constellation link along Gregg Street connecting Veterans Park to County Road C2. The discussion shifted to a related proposed segment that would provide a direct connection to Veterans Park from the north. The Commission expressed support for advancing that proposed segment for further study and neighborhood engagement, while removing the Gregg Street constellation link.

Mr. Freihammer then introduced a segment along Aldine Street near Roselawn Avenue, noting that it has been the subject of recent resident input and is currently under review by the Council and Parks Department. He explained that a feasibility study is underway to evaluate a potential nature style pathway. Given ongoing discussions and mixed resident feedback, the Commission

considered leaving the segment unchanged in the plan pending further direction.

Member Luongo asked how removing the segment from the pathway master plan would interact with the ongoing Council process and resident input.

Mr. Freihammer explained that the segment is already under active review, including multiple Council discussions and a pending report related to a potential vacation. He noted that there has been significant resident involvement, including petitions both for and against the proposal.

Mr. Freihammer indicated that Council will likely act on the report before the updated pathway master plan returns for approval. He explained that removing the segment now would not prevent Council from proceeding with a project if they choose to do so, and conversely, Council could also decide to remove it independently. He noted that the pathway master plan update is likely at least a year away from Council consideration.

Chair Ficek and Mr. Freihammer discussed how to handle the Aldine segment given the ongoing Council review. They agreed it would be best to leave the segment as is for now rather than making changes prematurely.

Chair Ficek noted support for the concept of a connection, while Mr. Freihammer indicated staff would revisit it after Council action and update the plan accordingly, either removing it if constructed or if not pursued.

Mr. Freihammer then introduced segment 35 on Fairview Avenue, described as developing an off-road pathway on the west side from County Road B2 to County Road C2. He clarified that a continuous pathway already exists on the east side, while the west side has partial segments with gaps.

Mr. Freihammer explained that this segment intends to fill the remaining gaps on the west side, particularly given the higher traffic volumes on Fairview Avenue south of County Road C2. He noted that recent improvements have addressed portions of the corridor, but several gaps remain that would improve overall connectivity.

Member Brokaw Palalay noted that this Fairview Avenue segment reflects earlier concerns about safety, particularly with people using scooters and walking in the roadway, and pointed out the presence of bus stops that increase pedestrian activity.

Mr. Freihammer confirmed those conditions, and the Commission expressed support for completing the west side gaps.

Mr. Freihammer then introduced the Commerce Street segment, described as developing a pathway connection between Albert Street and Hamline Avenue. He explained that the area includes a high concentration of apartments and key destinations such as the library, high school, and nearby retail, including Target. He noted that a portion of the pathway has already been constructed by recent apartment development.

Mr. Freihammer indicated that completing the connection would improve pedestrian access throughout the corridor. He suggested that a road diet on the four-lane street could make it feasible to add the remaining sidewalk or pathway.

Chair Ficek recommended extending the Commerce Street segment west to State Farm Road, noting that pedestrians regularly use that corridor to access nearby destinations such as Target.

Mr. Freihammer confirmed that the upcoming development, including the State Patrol site, may incorporate sidewalk improvements in that area. The Commission supported modifying the segment to develop a pathway on the south side of Commerce Street from State Farm Road to Hamline Avenue.

Mr. Freihammer then clarified that the Minnesota Avenue constellation link was a duplicate of a previously discussed segment. He noted that the Commission had already supported adding a pathway along Minnesota Avenue from Lovell Avenue through Western Avenue and continuing east, effectively covering the entire corridor.

Mr. Freihammer next introduced the constellation link II along Oakcrest Avenue between Fairview Avenue and Rosebrook Park. He explained that the connection would provide access from a residential neighborhood into the park system, with broader links to other parks in the area. He noted that Oakcrest Avenue is a low-volume residential street with limited traffic and that existing pathways are available along Fairview Avenue and within the park.

Member Luongo asked whether there had been any resident feedback regarding the Oakcrest Avenue connection.

Mr. Freihammer indicated there had not been notable input and explained that the roadway now functions as a low-volume local street due to limited access at Snelling Avenue.

The Commission agreed the segment did not warrant inclusion as a formal pathway and supported leaving it as a constellation link rather than adding it to the pathway master plan.

Mr. Freihammer then introduced the Lydia Avenue segment, described as the development of an off-road pathway between Snelling Avenue and Hamline Avenue along the north side of Autumn Grove Park. He noted that this segment was added during the 2021 pathway master plan update at the request of residents and had already gone through neighborhood engagement and Council approval. He added that a portion of the pathway along Hamline Avenue is expected to be constructed this year.

Member Luongo expressed support for retaining the Lydia Avenue segment, noting that it provides a direct connection to Northwestern and serves students living in the neighborhood's eastern portion.

Chair Ficek confirmed that Lydia functions as a collector roadway, reinforcing the need for pedestrian infrastructure.

Member Brokaw Palalay also supported the segment, and the Commission agreed it addresses a clear need.

Mr. Freihammer noted that the segment was originally requested by residents and had received general support during prior engagement, with only limited opposition. He added that implementation could include a road diet to improve safety and accommodate the pathway.

The Commission agreed to keep the segment.

Mr. Freihammer then revisited a County Road C segment related to constructing a sidewalk on the north side between Western Avenue and Rice Street. He noted that this overlapped with a previously discussed segment and recommended keeping the updated version and removing the duplicate.

The Commission agreed.

Mr. Freihammer introduced segment 7 on Fairview Avenue, north of County Road B2, described as the development of an off-road pathway between County Road C2 and County Road D. He noted that the corridor currently lacks pedestrian facilities and functions more like a rural roadway with wide shoulders.

The Commission agreed that, given traffic levels and the need for connectivity, the segment should be retained.

Mr. Freihammer concluded by noting significant progress in reviewing the segments.

Chair Ficek suggested pausing at that point.

Mr. Freihammer noted that the Commission reviewed approximately 28 to 30 segments and indicated that the next discussion would likely occur in July or August due to a full meeting schedule. He encouraged members to submit additional segment ideas if they believe anything is missing, explaining that staff can add them for review and initiate the standard neighborhood engagement process before bringing recommendations forward to the Commission and Council.

Chair Ficek asked whether there are other right-of-way corridors in the city, similar to Aldine, that could be considered for future pathway connections.

Mr. Freihammer explained that Aldine is a unique case, as most right-of-way corridors have already been evaluated through a prior process that identified potential vacations. He noted that some corridors were short or disconnected and therefore not suitable for connecting pathways. He added that several existing pathway connections into parks, such as Tamarack and Mattern, were created using former right-of-way corridors.

Mr. Freihammer indicated that only a limited number of additional opportunities remain, with a few still identified in the pathway master plan, including some in the Owasso Hills area that may be reviewed in future discussions.

5. Commission Direction on Member-Initiated Agenda Items

Mr. Freihammer provided an overview of upcoming Commission activities and meeting topics.

Mr. Freihammer reported that a new Commission member, Luke Sandstrom, would be sworn in at a future meeting and noted that he has prior city experience and familiarity with the pathway master plan. He indicated that ethics training would likely occur in early April.

Mr. Freihammer outlined upcoming agenda items, including the adoption of the bike plan, a potential discussion of streetlight policy, continued review of the pathway master plan, a Waste Management presentation in May, stormwater updates, and preparation for the Joint Council meeting. He noted that the June meeting would likely include a discussion on the climate equity action plan and a leaf site recommendation, which may generate public interest.

Chair Ficek asked whether additional meetings would be needed to complete the pathway master plan review.

Mr. Freihammer indicated there is no strict deadline and explained that the current effort is intended to prepare for a larger transportation plan update expected to begin in 2027. He noted that the Commission is making steady progress and could continue at the current pace, with the option to add a special meeting if needed.

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Chair Ficek also asked about the Joint Council meeting timeline and encouraged members to begin thinking about topics they may want to discuss.

Mr. Freihammer indicated the meeting is typically held in July and suggested further discussion at an upcoming meeting to coordinate participation and messaging.

6. Approval of February 24, 2026, Meeting Minutes

Comments and corrections to the draft minutes had been submitted by PWETC commissioners prior to tonight's meeting, and those revisions were incorporated into the draft presented in the meeting materials.

Motion

Vice Chair Hodder moved, Member Fergus seconded, approval of the February 24, 2026, meeting minutes as presented.

Ayes: 5

Nays: 0

Abstain: 2 (Luongo, and Brokaw Palalay)

Motion carried.

7. Adjourn

Motion

Member Luongo moved, Member Fergus seconded, and the meeting adjourned at approximately 8:28 p.m.

Ayes: 7

Nays: 0

Motion carried.