



Parks & Recreation Commission Agenda

Tuesday, May 5, 2026

6:30 PM

City Council Chambers

Commission Members: Karen Beckman (Chair), Jamie Penny (Vice-Chair), Audrey Arneson (Youth), Luci Botzek, Nick Boulton, Bryan Donaldson, Jayne Harris, Chris Her, Mia Huntley (Youth), Chad Kooistra, Lindsay Matts-Benson.

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)

- 1. Roll Call**
- 2. Approve Agenda**
- 3. Receive Public Comment**
- 4. Approval of Meeting Minutes**
 - a. Approval of the April 7, 2026 Meeting Minutes
- 5. Business Items**
 - a. Receive and Consider a Recommendation of Approval of Bike Plan
 - b. Roseville Park Buildings and Rental Facilities
 - c. Overview of Mountain Bike & Bike Park Feasibility and Costs (Commissioner Initiated)
 - d. Maintenance and Operations Center Update (Standing Agenda Item)
 - e. Continue Review and Update of Parks and Recreation Commission Goals
- 6. Commission Direction on Member Initiated Agenda Items**
 - a. List of Member-Initiated Items
- 7. Other Business**
 - a. Departmental Updates
 - i. 2026 Discover Your Parks Sign Up
 - b. Other New or Relevant Communication Items
 - i. Next Meeting - June 2, 2026 - Park Tours
- 8. Adjourn**

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 4.a.

ITEM DESCRIPTION: Approval of the April 7, 2026 Meeting Minutes

Background

Enclosed is a draft of the minutes of April 7, 2026. Please be prepared to approve or amend.

Recommendation

Approve/amend meeting minutes of April 7, 2026.

Attachments

1. 4. Minutes - April 7, 2026

**ROSEVILLE PARKS AND RECREATION COMMISSION
MEETING MINUTES FOR
APRIL 7, 2026 6:30 p.m.**

PRESENT: Arneson, Beckman, Botzek, Donaldson, Harris, Her, Huntley, Kooistra,
Matts-Benson, Penny.
ABSENT: Boulton.
STAFF: Anderson, Johnson.

1. ROLL CALL

Roll Call Commissioners: Arneson, Beckman, Botzek, Donaldson, Harris, Her,
Kooistra, Matts-Benson, Penny.

Chair Beckman noted that Commissioner Huntley would be arriving late to the meeting.

2. APPROVE AGENDA

Commissioner Matts-Benson moved to approve the agenda as presented. Commissioner Arneson seconded.

Roll Call

Ayes: Arneson, Beckman, Botzek, Donaldson, Harris, Her, Kooistra, Matts-Benson,
Penny.

Nays: None.

Abstain: None.

3. RECEIVE PUBLIC COMMENT

No public in attendance.

4. APPROVAL OF MINUTES

Commissioner Botzek moved to approve the March 3, 2026 meeting minutes.
Commissioner Harris seconded.

Roll Call

Ayes: Arneson, Beckman, Botzek, Donaldson, Harris, Her, Kooistra, Matts-Benson,
Penny.

Nays: None.

Abstain: None.

5. BUSINESS ITEMS

a) **REVIEW PARKS AND RECREATION 2026-2027 STRATEGIC WORKPLAN**

Staff provided an overview of the proposed 2026–2027 Strategic Workplan. The workplan focuses on mid- and long-term initiatives and is aligned with both the City’s Strategic Plan and the Parks and Recreation System Master Plan. Staff noted that the document is staff-driven, meaning not all listed projects have been formally vetted or approved. The workplan is intended to be a living document that will evolve over time.

High Priority Initiative – Parks and Recreation System Master Plan Update:

Staff identified updating the Parks and Recreation System Master Plan as a high-priority initiative. The Master Plan establishes the long-term vision for the park system, evaluates gaps and areas of over-saturation, and provides a strategic roadmap for future improvements. Staff noted that the current Master Plan is approximately 16 years old and that the community has changed significantly since its adoption. Additionally, approximately \$7.5 million in Capital Improvement Program (CIP) funding is anticipated for 2027–2031, further supporting the need for an updated plan.

Strategic Plan Alignment:

- Ensuring Parks and Recreation offerings are future-focused and reflect community needs
- Enhancing quality of life and strengthening the park system as a community asset
- Supporting strategic and planned asset replacement
- Prioritizing community engagement throughout planning processes

Success Indicators:

- Initiation of the Master Plan update process by the end of 2027; or
- Establishment of a definitive timeline for the Master Plan update, along with an interim plan, by 2027

High Priority Initiative – Staff Continuity and Organizational Strength:

Staff also reviewed additional high-priority initiatives related to staff continuity and organizational strength. This includes ensuring staffing levels and organizational structure aligns with system needs and expected service levels, improving continuity, and developing leadership succession planning. Staff noted that these efforts are driven by growth in facilities and programs, aging infrastructure, and increasing expectations for service quality and responsiveness.

Strategic Plan Alignment:

- Organizational Excellence – Attract and retain a high-quality workforce

81
82 **Success Indicators:**

- 83 • Clear organizational structure and staffing plan established to support current and future
84 service levels
85 • Reduced voluntary turnover
86

87 **Workplan Projects** – Staff outlined key project areas included in the workplan:

88 **Planning and System Vision:**

- 89 • Develop a process to update the Central Park Master Plan
90 • Explore opportunities for nature play development

91 **Capital Investment and Facility Improvements:**

- 92 • Plan and implement capital improvement projects
93 • Evaluate and plan improvements to the OVAL lobby
94 • Develop a long-term plan for Skating Center improvements
95 • Plan for updates or replacement of the golf course maintenance facility
96

97 **Recreation Programs and Service Delivery:**

- 98 • Conduct a community-wide recreation needs assessment
99 • Develop and transition to a Dance and Wellness Studio
100 • Maintain and adapt youth recreation programs

101 **Partnerships and Community Connections:**

- 102 • Strengthen support and long-term sustainability of Friends groups
103 • Improve coordination with affiliated recreation providers
104 • Establish long-term agreements for shared use of community gyms

105 **Operations and Sustainability:**

- 106 • Evaluate and improve park trash and recycling systems
107 • Develop a plan to reduce reliance on fossil fuels in park operations
108 • Evaluate custodial services across facilities to improve efficiency and effectiveness
109

110 **b) REVIEW AND CONSIDER UPDATES TO THE PARKS AND RECREATION COMMISSION GOALS**

111 The Commission reviewed the existing Parks and Recreation Commission goals, along with the
112 current status of previously established goals.
113

114 Chair Beckman requested adding “Establish Nature Playground” as a short-term goal under the
115 goal of “Find and support ways to get residents outdoors and connected with nature.”
116

117 The Commission discussed the potential to condense some of the goals and make revisions to
118 streamline and improve the functionality of the document.
119

Commissioner Matts-Benson noted an appreciation for staff participation in Commission meetings, particularly when staff present information related to their operational areas.

Commissioner Her asked whether demographic data is available for City volunteers. Staff indicated they would gather additional information and report back to the Commission.

Chair Beckman summarized that there was consensus to update the organizational layout of the goals document, with initial revisions to be completed by Chair Beckman and Commissioner Harris. The Commission agreed that any proposed updates will be brought forward at the May Commission meeting, with a finalized document anticipated for the June Commission meeting.

c) MAINTENANCE AND OPERATIONS CENTER UPDATE (STANDING AGENDA ITEM)

Staff reviewed the latest concept plan for the Maintenance and Operations Center project. The concept continues to evolve as staff refine space needs and overall site layout.

Staff shared updated layouts for the proposed facilities, including the Dance Studio and supporting spaces such as storage, lobby, office, and changing areas. Staff noted that designs are still preliminary and subject to ongoing revisions.

Staff also noted that designs for the south side of the site are progressing quickly, with updated design sets anticipated within the next week.

At this time, there are no updates regarding specific elements that may be included within the park space. Staff indicated that they are continuing to evaluate options and anticipate bringing additional information forward to the Commission at a future meeting.

6. COMMISSION DIRECTION ON MEMBER INITIATED AGENDA ITEMS

a) LIST OF MEMBER-INITIATED ITEMS

The Commission did not have any member-initiated agenda items.

7. OTHER BUSINESS

a) DEPARTMENTAL UPDATES

- Cedarholm Golf Course briefly opened as weather permitted, with approximately 500 golfers attending during the first weekend.
- Arts at the OVAL was held on March 14 in the Olympic Room at the Roseville Skating Center, with 425 attendees despite blizzard-like weather conditions.
- The Tapping Time event was held at the Harriet Alexander Nature Center on March 28 and March 29, with at least 975 attendees over the two-day event.

- A planning meeting for Autumn Grove Park is anticipated to take place in late April or early May.
- Playground planning meetings were held for Sandcastle Park and Applewood Park, with strong participation and positive feedback from neighborhood residents.
- The Roseville Skate School Ice Show is scheduled for April 16–18, 2026. Tickets are currently available for purchase.
- The Roseville School of Dance recital will be held at Roseville Area High School on May 2 at 4:00 p.m. and May 3 at 2:00 p.m.
- Picnic shelter reservations will be available online beginning April 15.
- Information on the Climate Action Plan was presented to the City Council at the April 6, 2026 meeting. Staff encouraged interested individuals to view the presentation. Commissioner Harris noted that Commissioners may be particularly interested in the “Climate Smart Land Strategy” as it relates to parkland.
- The City Council has authorized moving forward with the nature playground at the Harriet Alexander Nature Center. Staff is currently preparing a Request for Proposals (RFP) and meeting with consultants, with the goal of beginning community engagement in June.
- The final bid package for the Rosebrook Park project has been authorized, with construction anticipated to begin in early May 2026.
- Earth Day at the Harriet Alexander Nature Center will take place on April 25 from 10:00 a.m. to 2:00 p.m.
- Kite Day in the Park will be held on April 25 from 10:00 a.m. to 2:00 p.m. at Rosebrook Park.
- The Friends of Roseville Parks Designer Handbag Bingo fundraising event will be held on April 28 at the Cedarholm Community Building from 1:00 p.m. to 3:00 p.m.

b) **OTHER NEW OR RELEVANT COMMUNICATION ITEMS**

Commissioner Kooistra asked about the anticipated timeline for completion of the Rosebrook Park project. Staff responded that they are optimistic construction may be completed this summer, though final timelines will depend on permitting and construction schedules.

Chair Beckman reminded Commissioners that the annual Ethics Training will be held on April 8.

8. ADJOURN

Meeting adjourned at approximately 7:55 p.m.

Respectfully Submitted,

Danielle Christensen, Parks and Recreation Department Assistant

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 5.a.

ITEM DESCRIPTION: Receive and Consider a Recommendation of Approval of Bike Plan

Background

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

The Plan was first introduced to the Public Works, Environment and Transportation Commission (PWET) on March 26, 2024, with updates provided in April and June 2024, and March and September 2025. The draft Plan was also shared with the Parks & Recreation Commission in October 2025. The draft Plan was posted on the City website, with public comments solicited from October 10 through November 30, 2025.

On April 28, 2026, the Public Works, Environment and Transportation Commission reviewed the final draft and recommended adoption of the Bike Plan.

Staff will provide a brief presentation at this meeting and is seeking a recommendation from the Parks & Recreation Commission to City Council.

Recommendation

Receive the presentation and consider a recommendation to the City Council regarding approval of the Bike Plan.

Attachments

1. DRAFT 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:

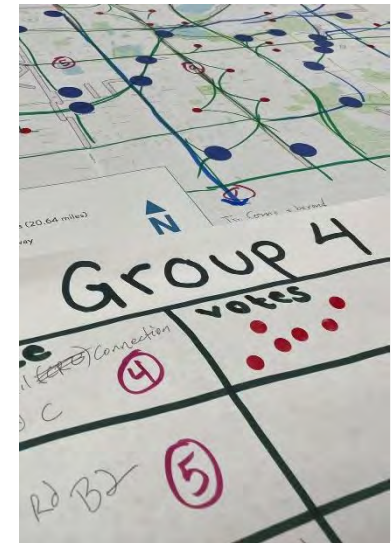
www.dot.state.mn.us/active-transportation-program



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

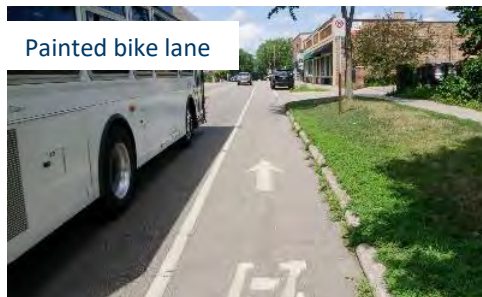
Appendix D – Demonstration Project

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.



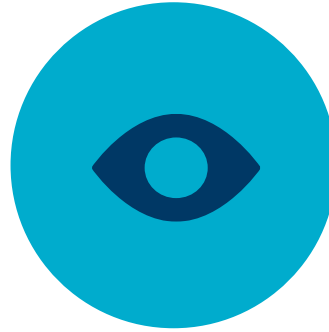
Why a Bike Plan?

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.

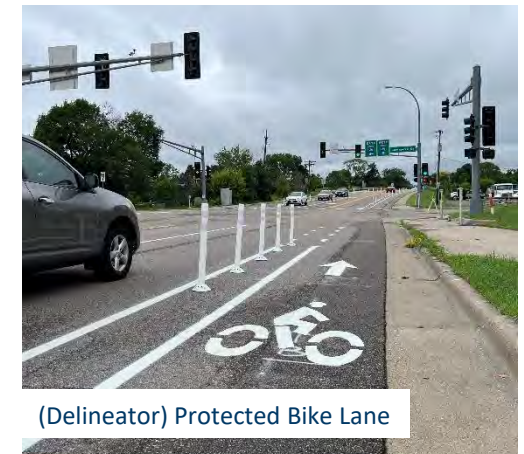
How the Plan was Developed

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>

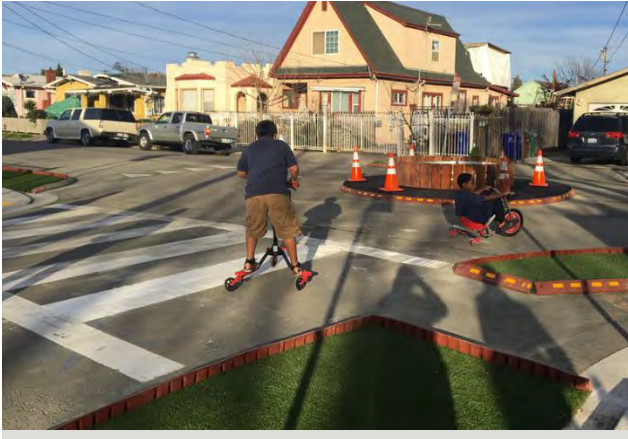


HAPPINESS

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.

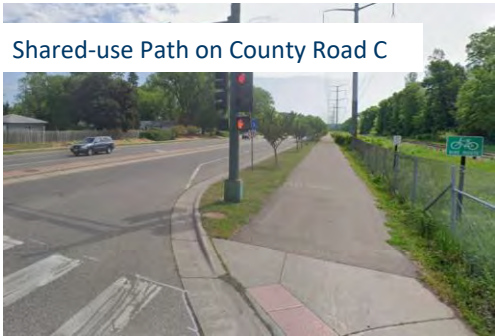
Existing Bike Network

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.

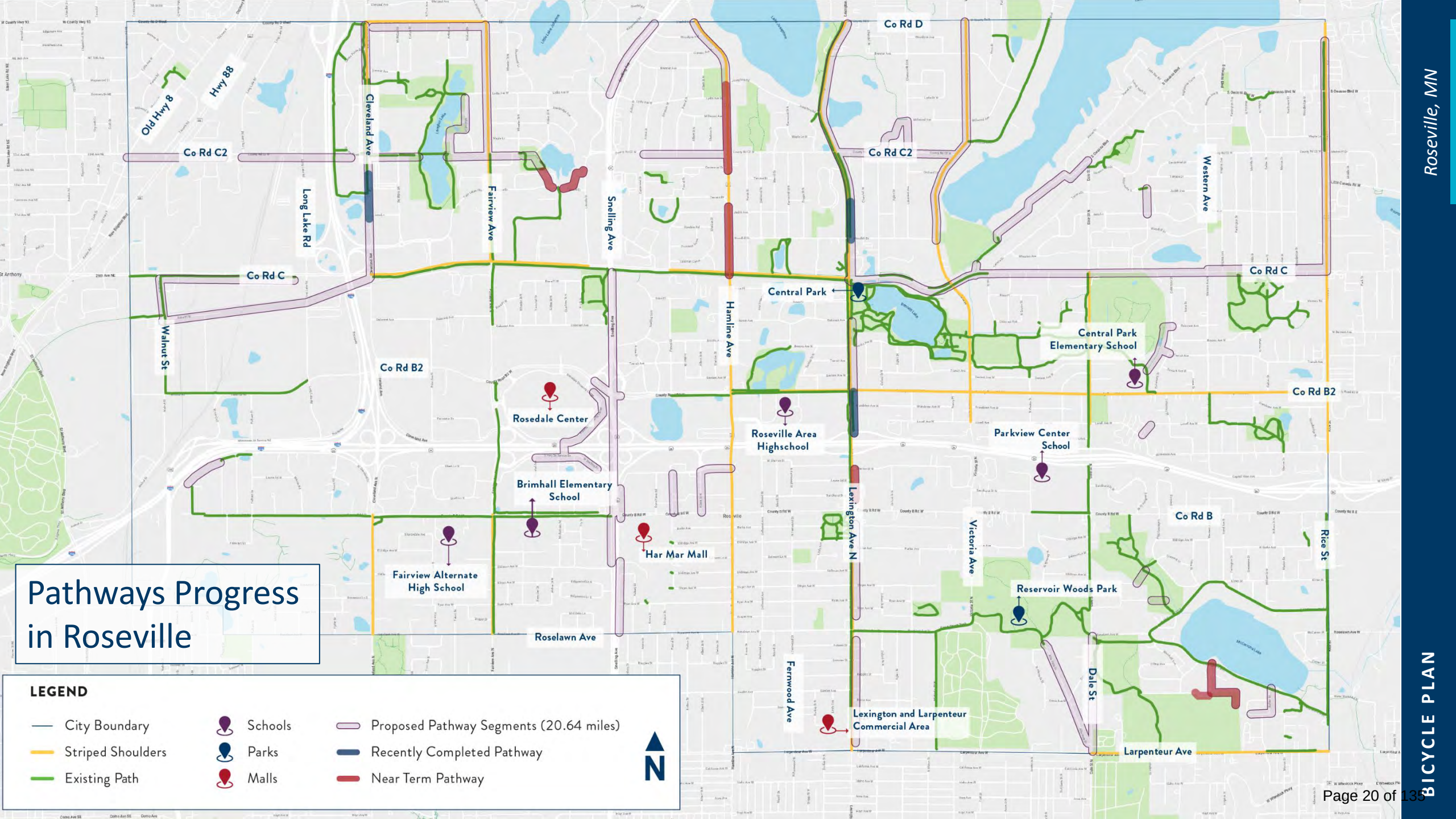
Bikeway Type	Existing Mileage
Sidewalks: 5-6 feet wide along busy roads, bicycling allowed, but not ideal.	47
Shared-use path: 8-10 feet wide along busy roads, shared by people walking and biking.	37
Striped Shoulders: street-level paved shoulders often shared with parking and marked with a white line.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

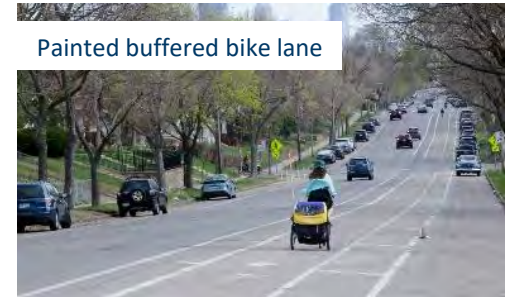
There is a notable concern about the lack of bike racks at key destinations, poor maintenance of existing bike paths and the need for better infrastructure support.

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.



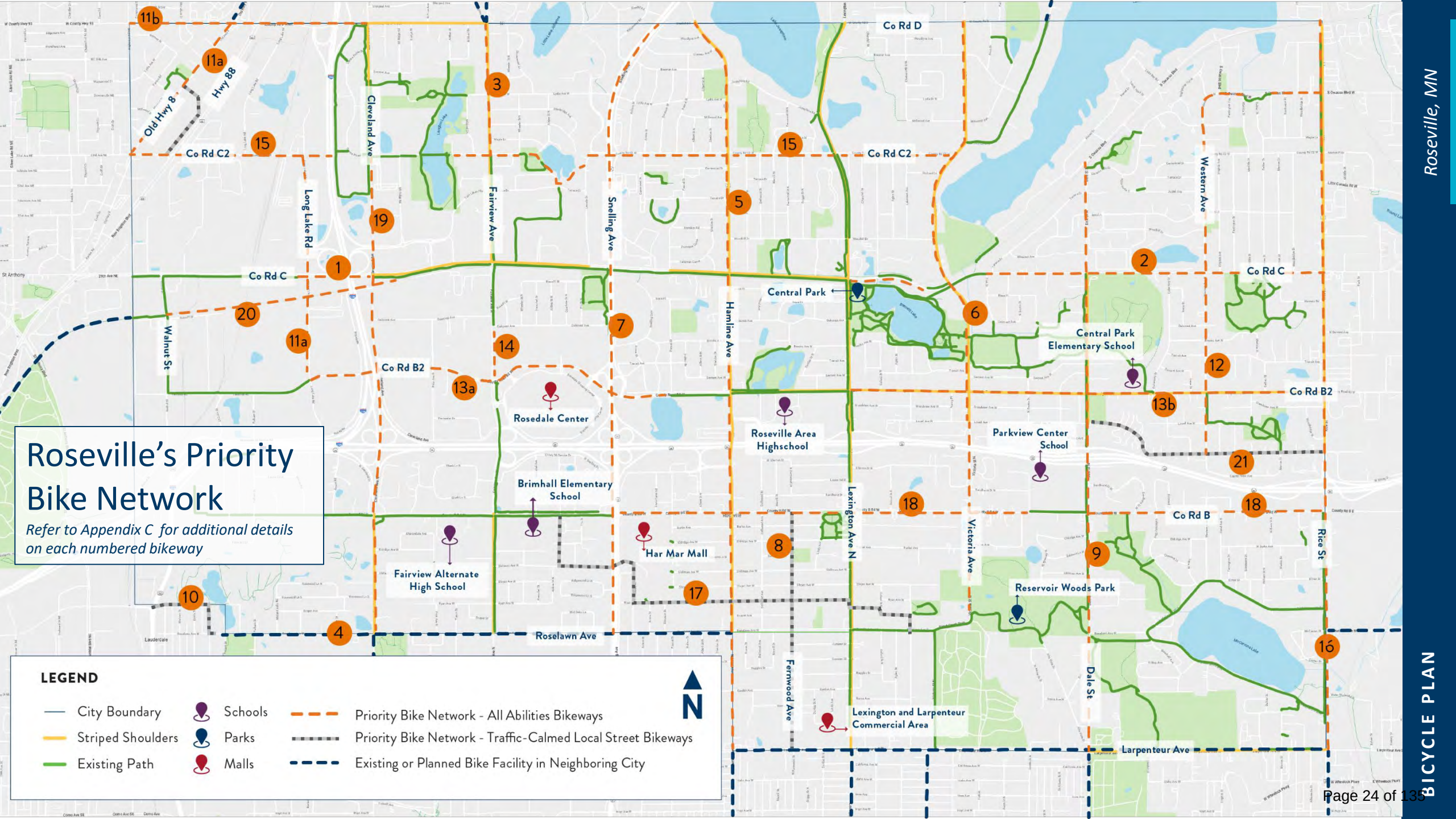
The Priority Bike Network identified through development of this plan is extensive. To help the city identify projects to move forward in the near-term a **draft prioritization** is provided in Appendix C. In addition, the city will not always have the opportunity to implement a street’s preferred or 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

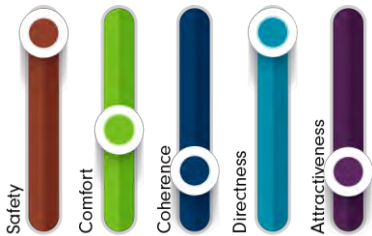
Does the route provide direct and convenient access to destinations?

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:

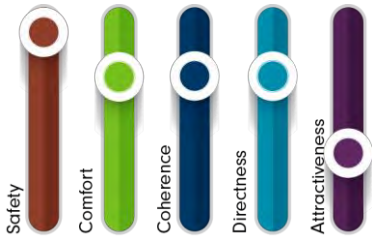
Commute or Errand Trips: People commuting or running errands value directness and safety.



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

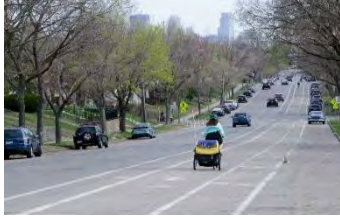
The “interested but concerned” adult population will feel safe bicycling on these streets.

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

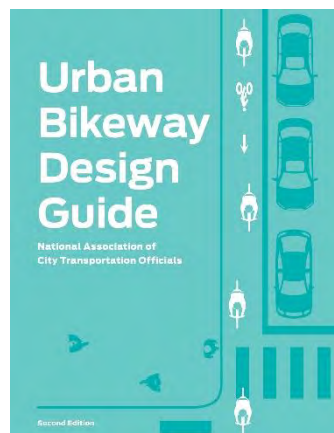
Best Practices

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)



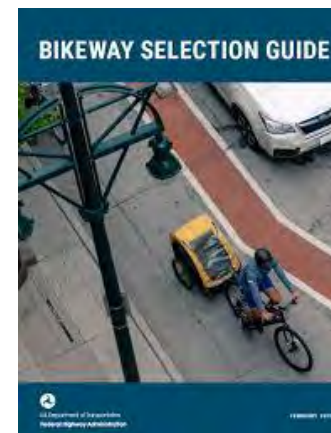
[Urban Bikeway Design Guide, 3rd Edition](#)

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

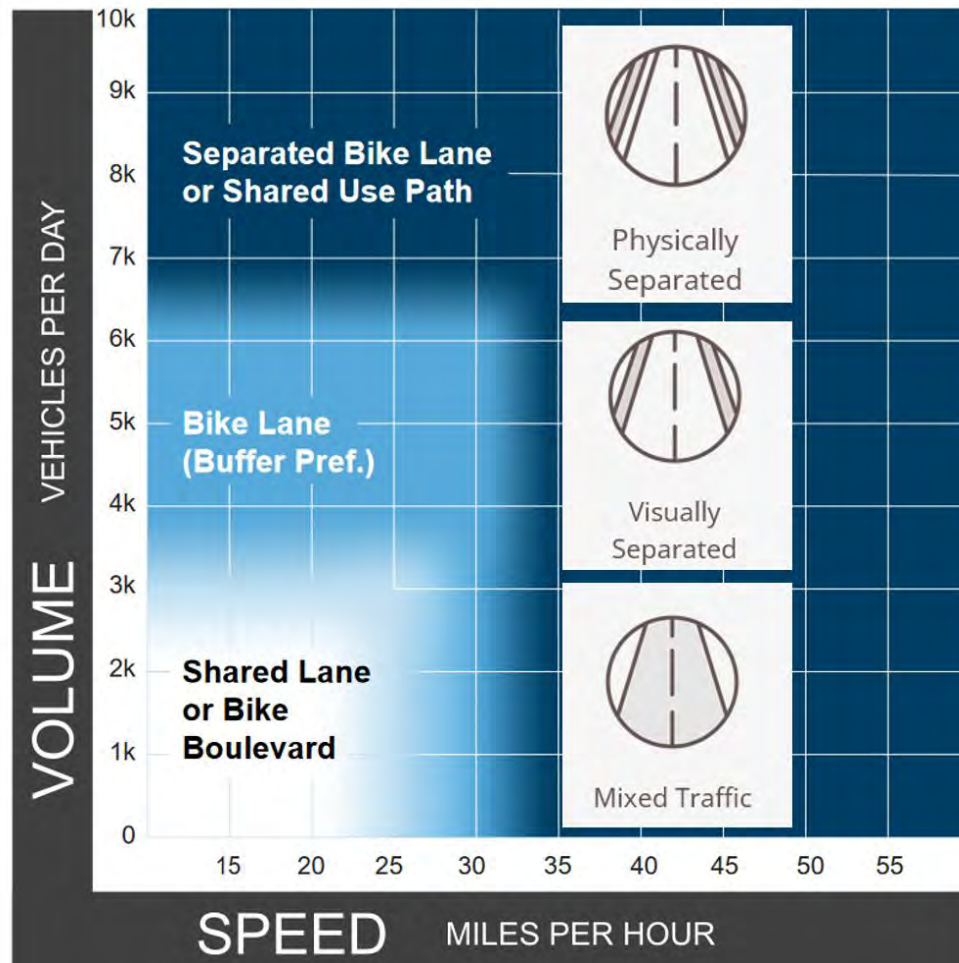


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

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

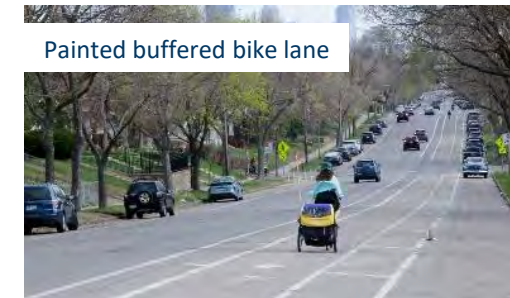
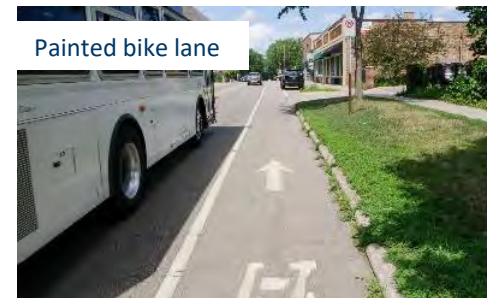
There are many different types of bike facilities. These facilities are all different in the way they interact and operate with other users of the street. The range of bicycle facility types is also always evolving. Determining how each bikeway will function requires detailed examination of each corridor, 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

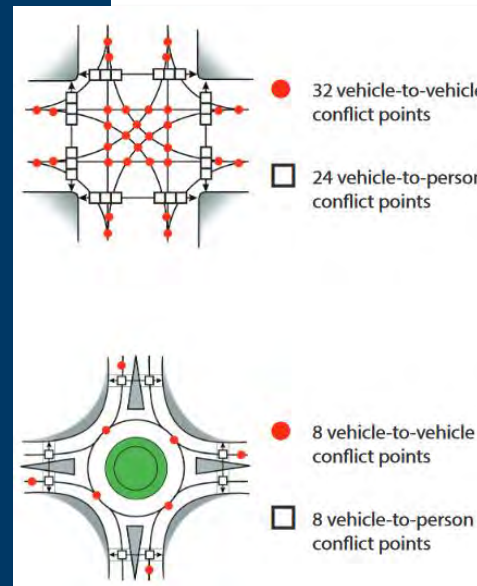
MODERN ROUNDABOUTS

A SAFER CHOICE BY DESIGN

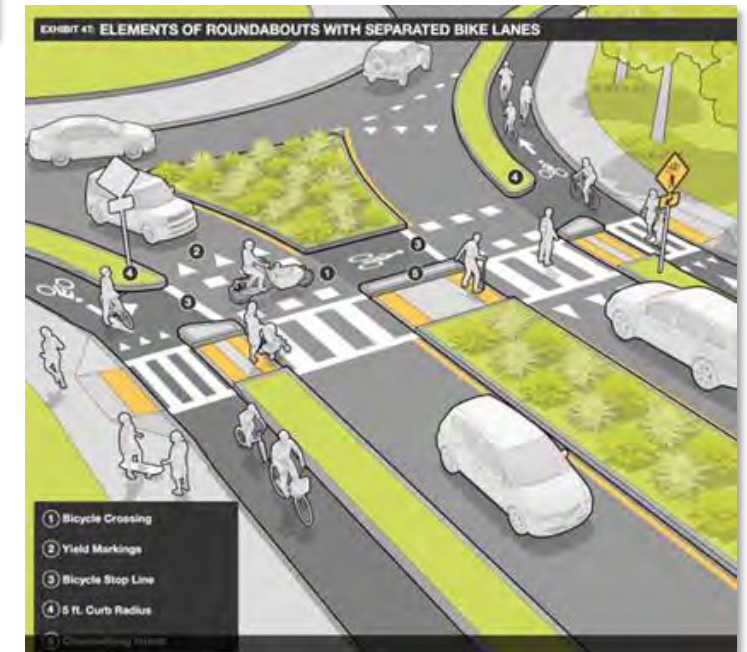
Modern roundabouts, including mini or compact roundabouts, are a Federal Highway Administration (FHWA) **Proven Safety Countermeasure**, creating a safer intersection for all users:

- 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:

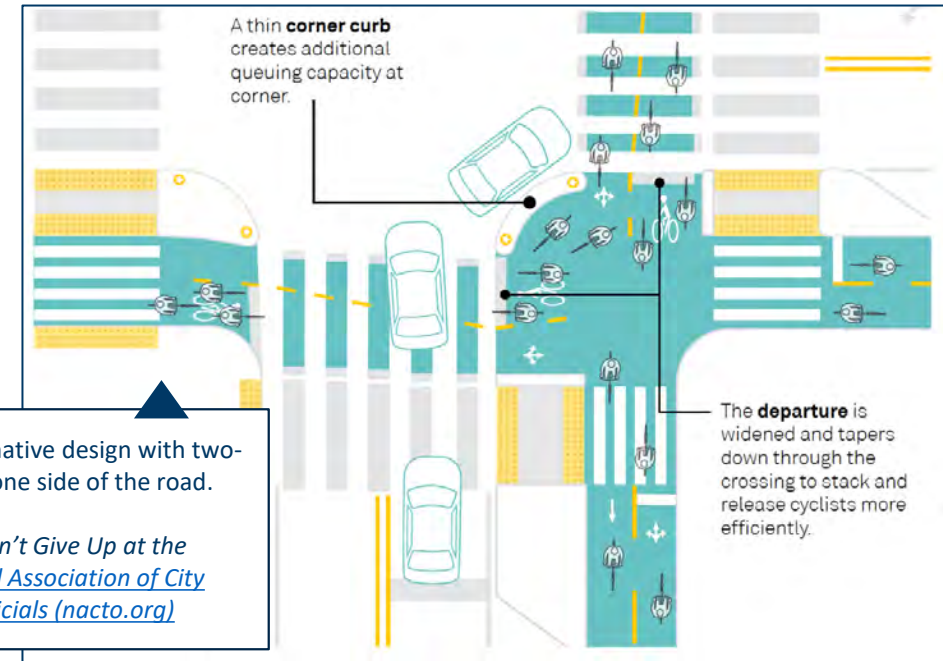
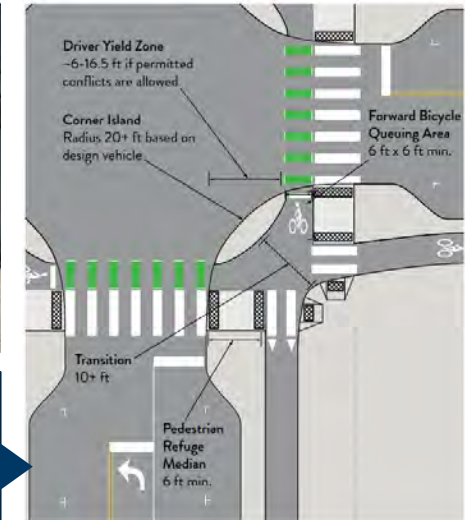
Protected intersections would be most appropriate for bikeways on roads comprising the ½ mile arterial grid in Roseville (primarily County roads). For this reason, protected intersections would need to accommodate truck turning movements and the concept designs shown on this page would need to be adapted. 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

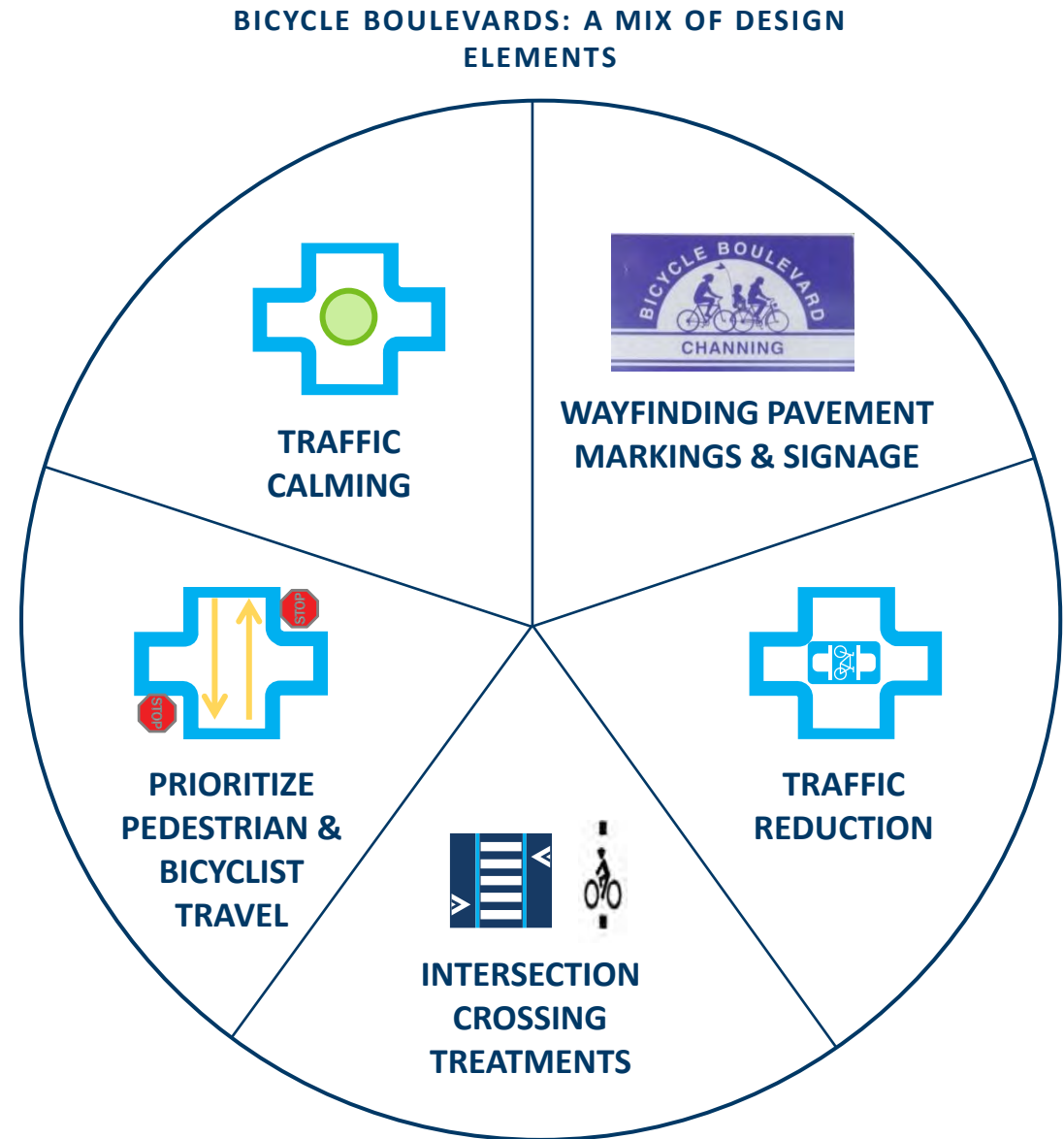
BICYCLE BOULEVARD

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

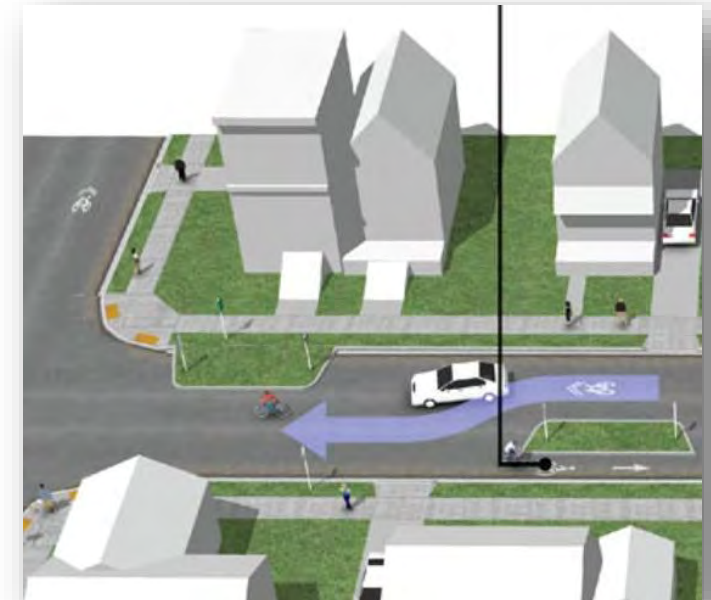
Chicanes slow vehicle traffic and can add space for greening and stormwater management. They can also be implemented quickly with just paint and temporary bollards.

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.

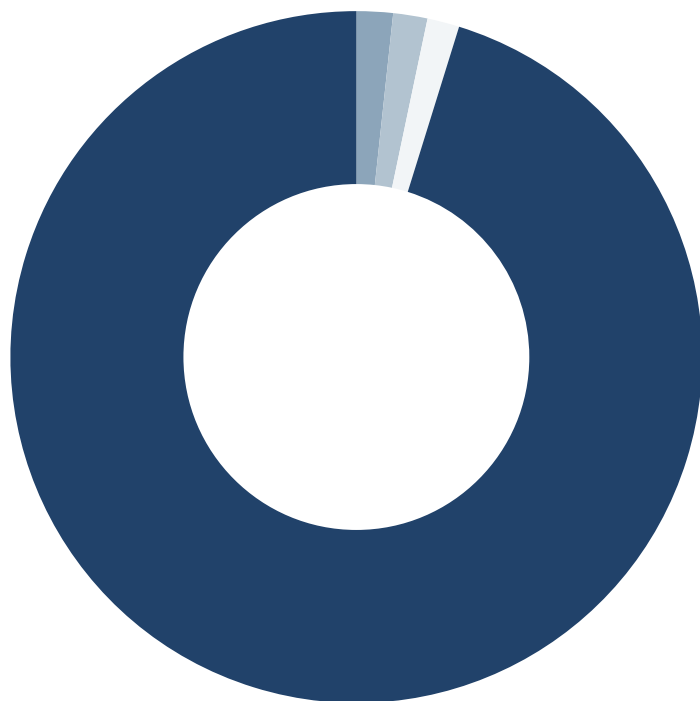
Network Mapping Workshop

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

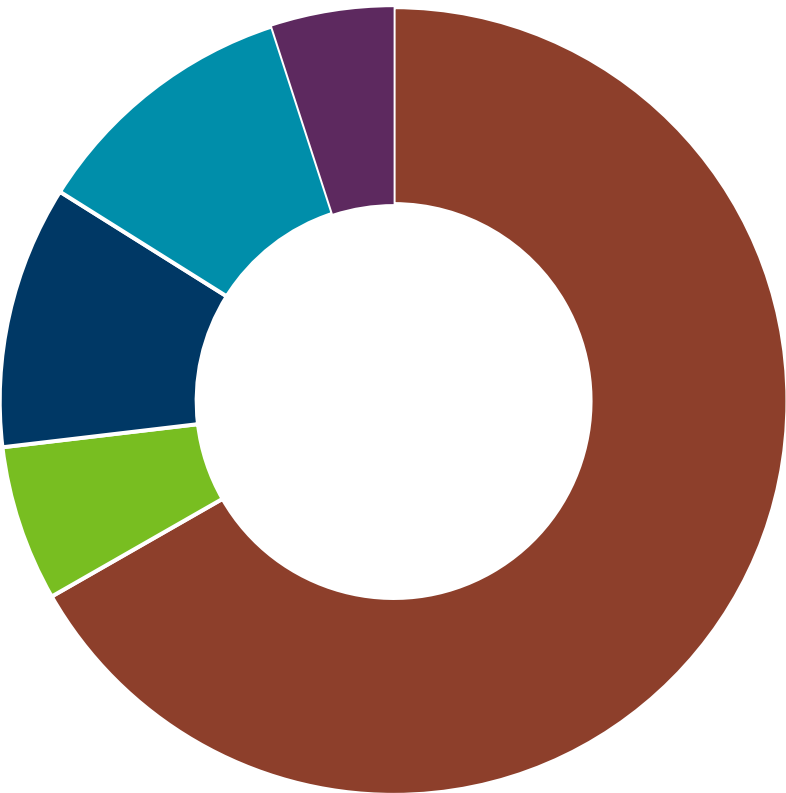
1.5% Transit

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

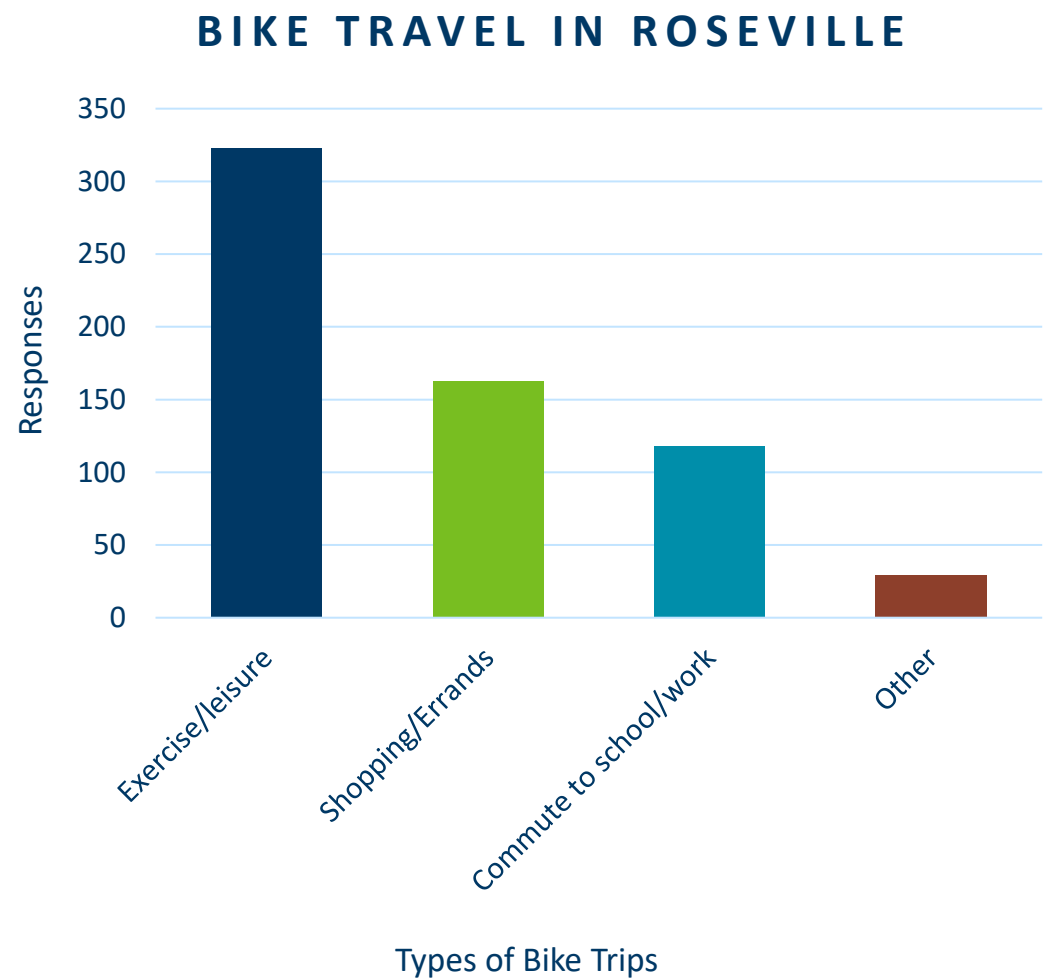
IMPORTANCE OF KEY BIKE NETWORK PRINCIPLES



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



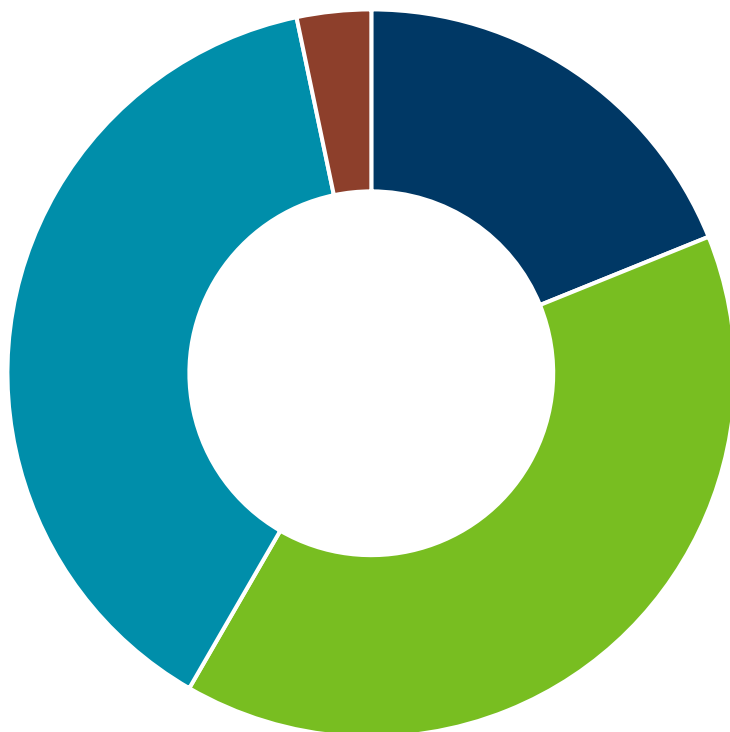
89%

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.

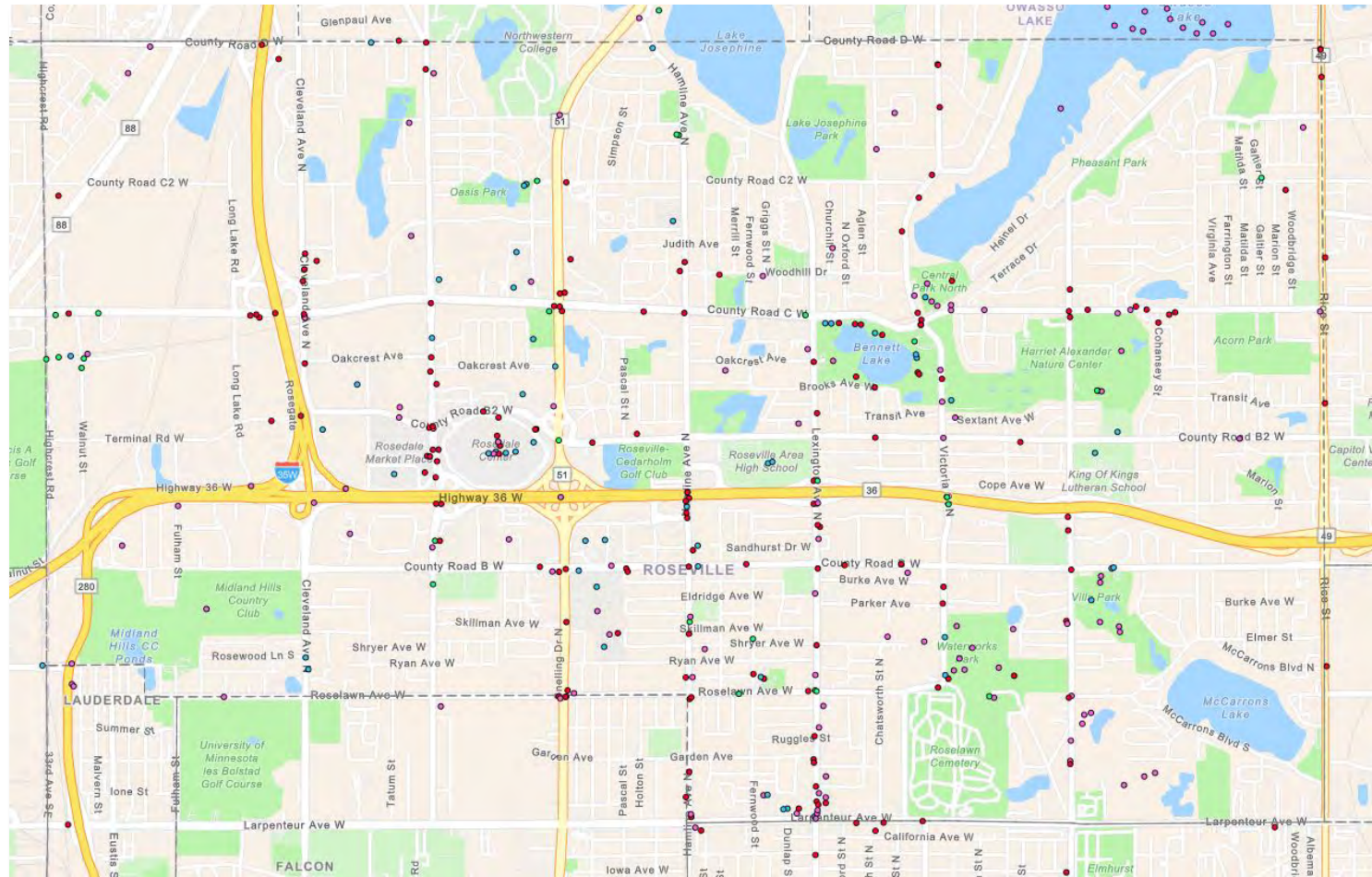
18.9% *Highly Confident*

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

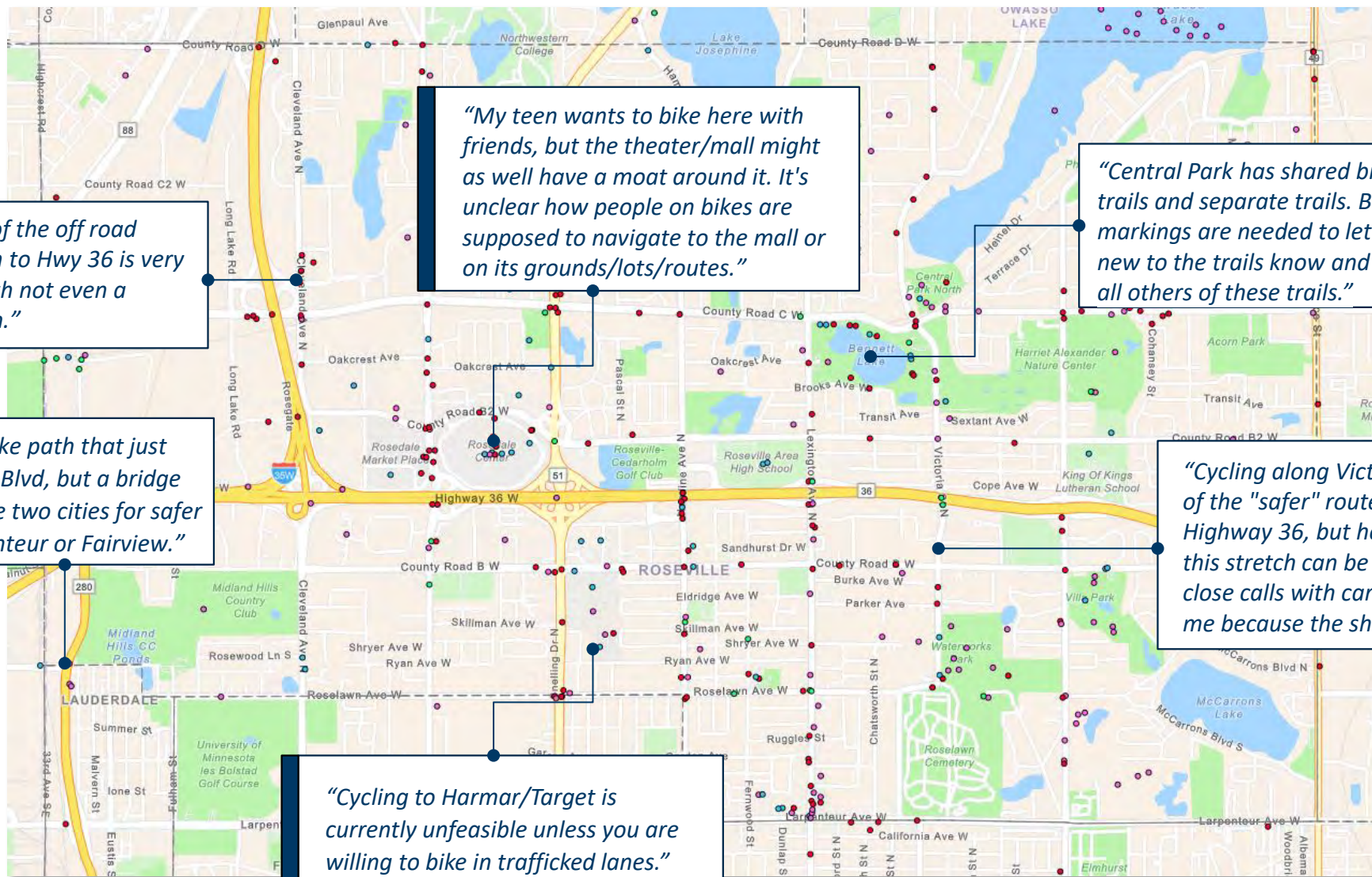
The Roseville Bike Plan Interactive **Comment Map** allowed community members to place pins on a map based on four categories:

- 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:

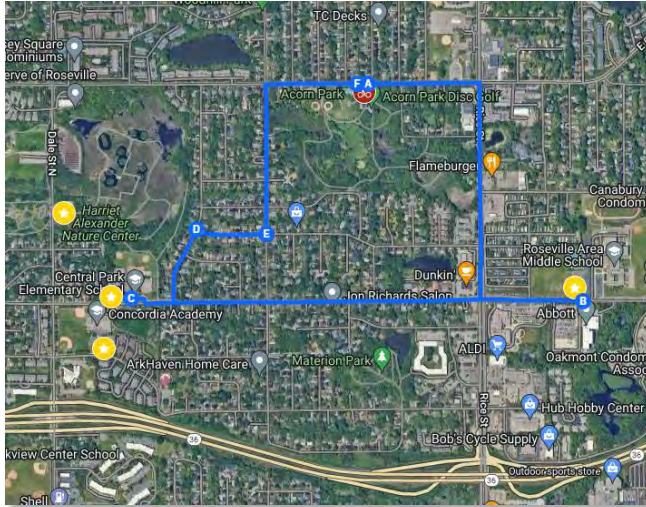
- Users would like to bike to Rosedale Center and the transit center that is nearby.
- Users would like to see bike facilities on Lexington Ave so that there is a safe connection to Como Park.
- Bike parking is essential and requested by bicyclists at stores and restaurants including Cub Foods and Dairy 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

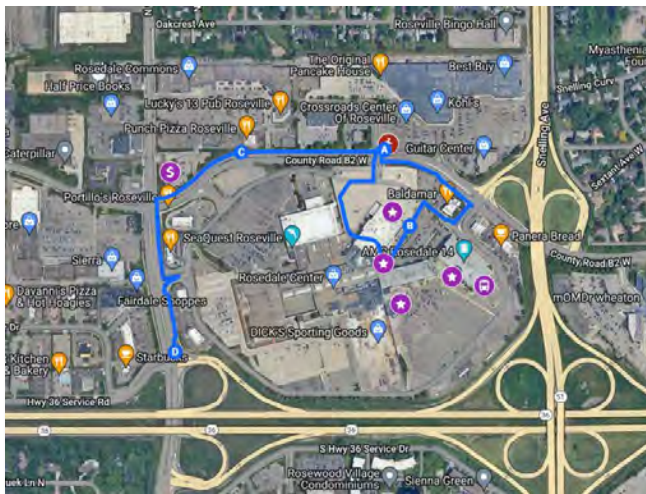


Members of the Roseville Bike Plan Committee were joined by residents for three bike audits on June 10th and 11th, 2024. The groups who participated in the audits are shown starting from lower left: Rosedale Center, Acorn Park, and Lake McCarron's County Park.

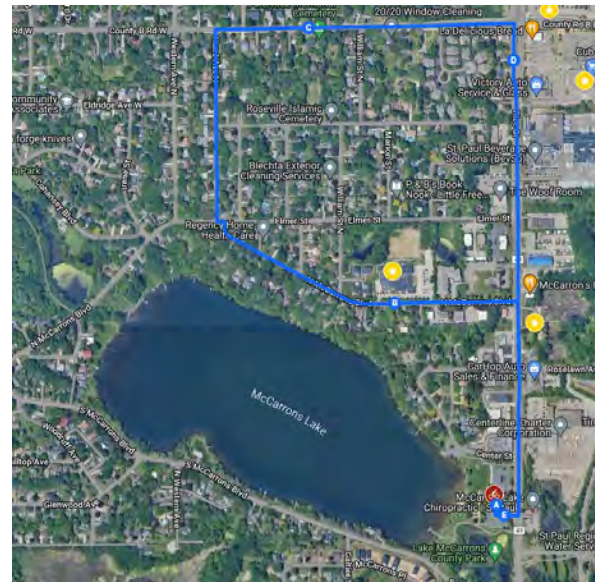
Bike Audits



Bike audit route in northeast Roseville



Bike-focused walk audit route near Rosedale Center



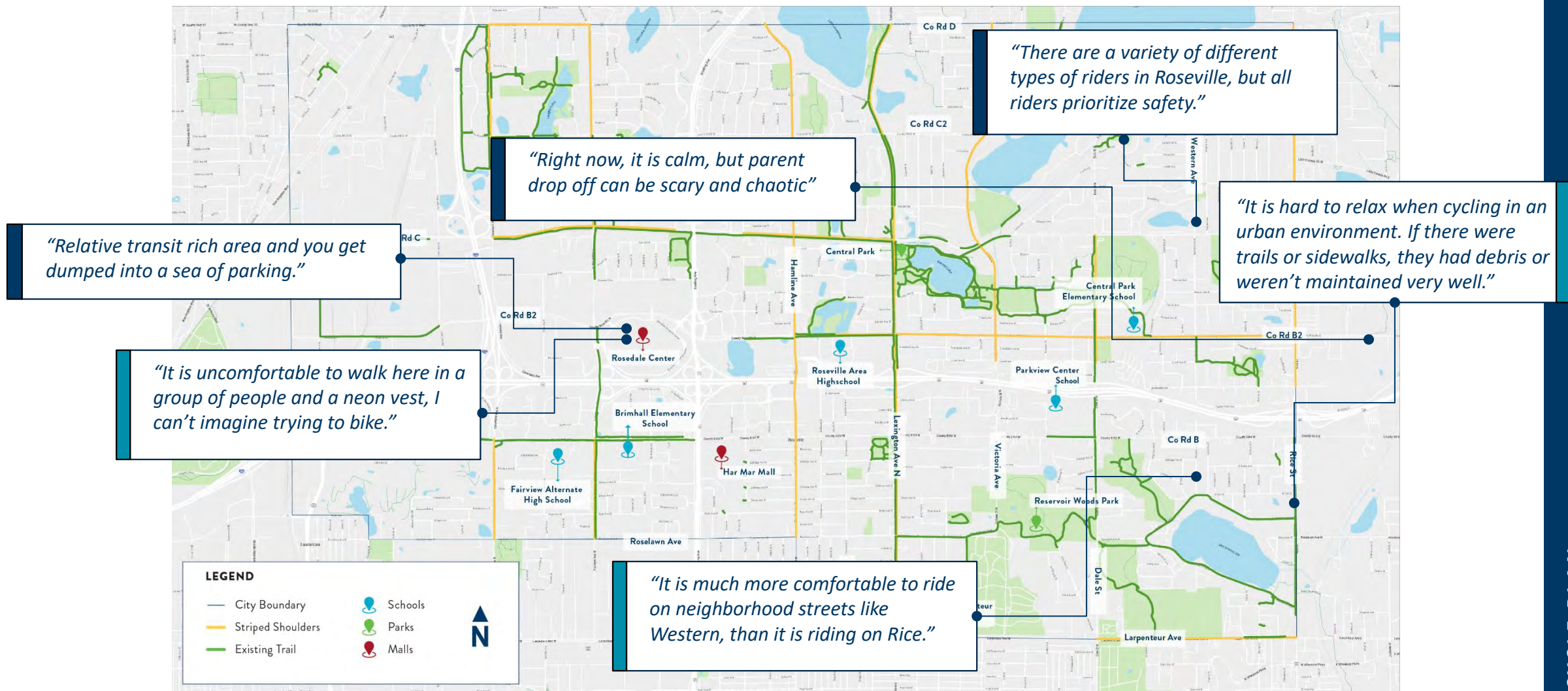
Bike audit route in southeast Roseville

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.



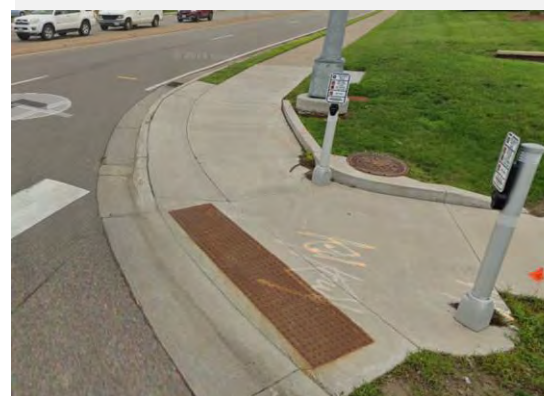
Long Distances Between Crosswalks

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.

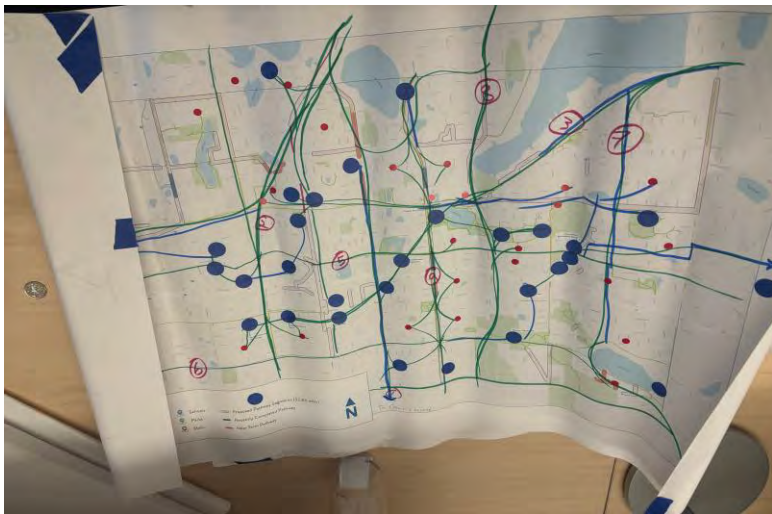
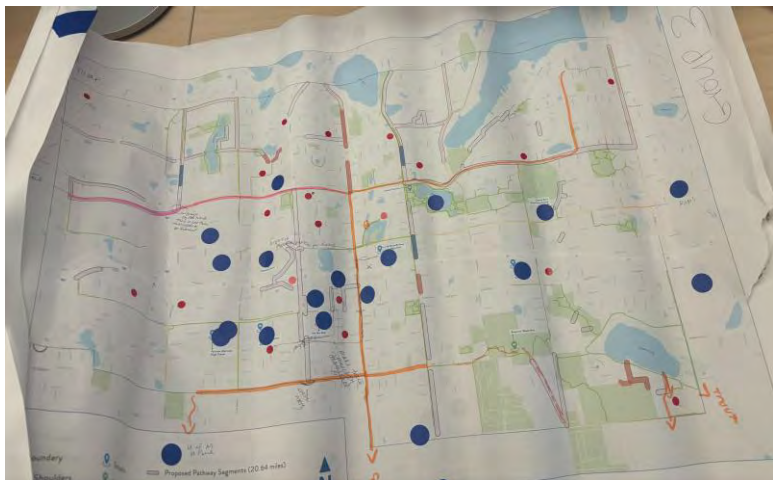
Emerging Priority Bikeways Identified During the Workshop

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

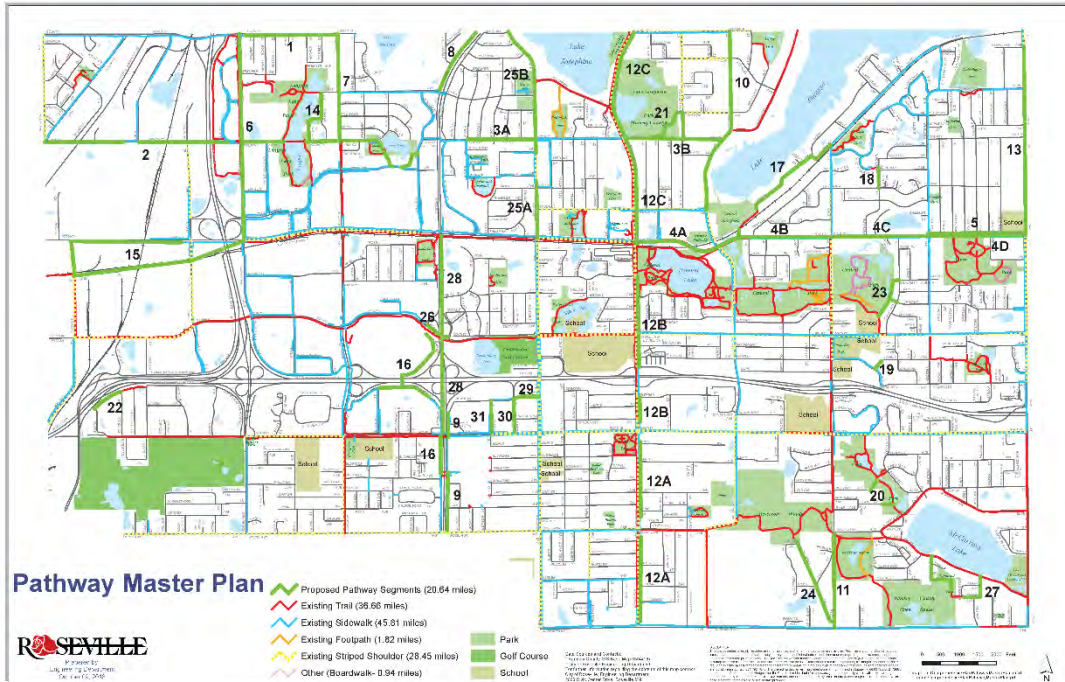




Appendix C

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

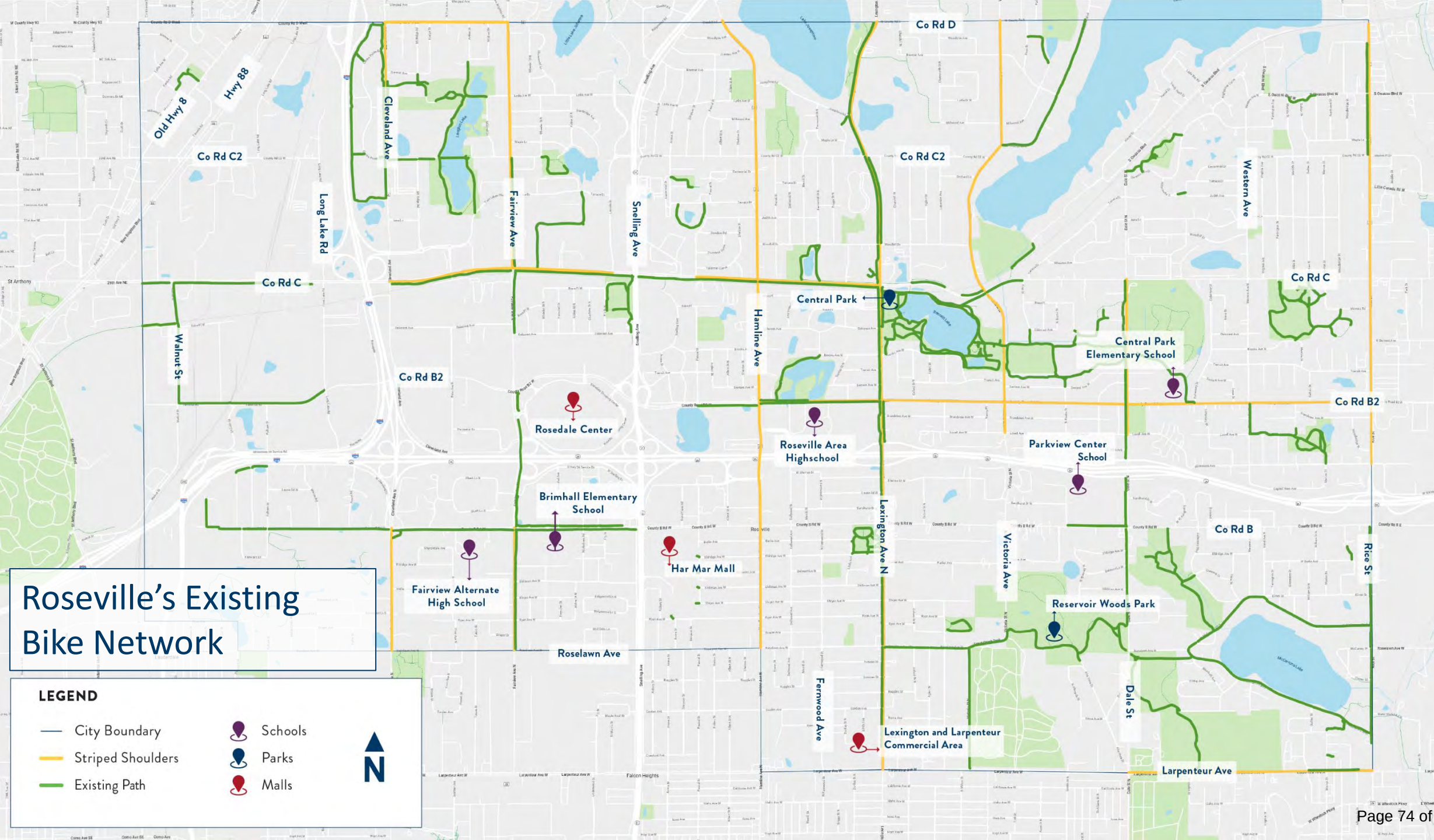
Bike Network

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.



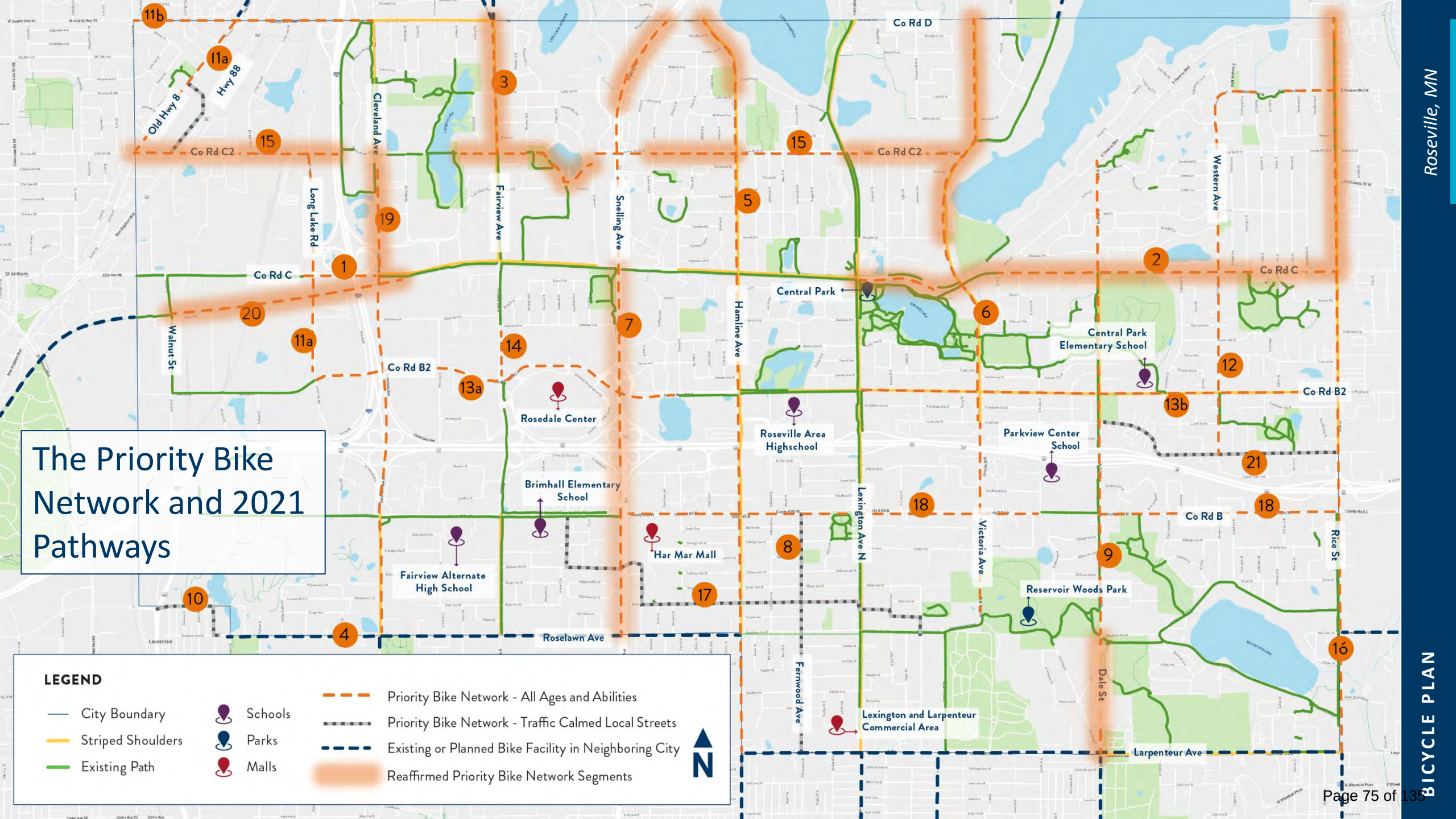
The Priority Bike Network and 2021 Pathways

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

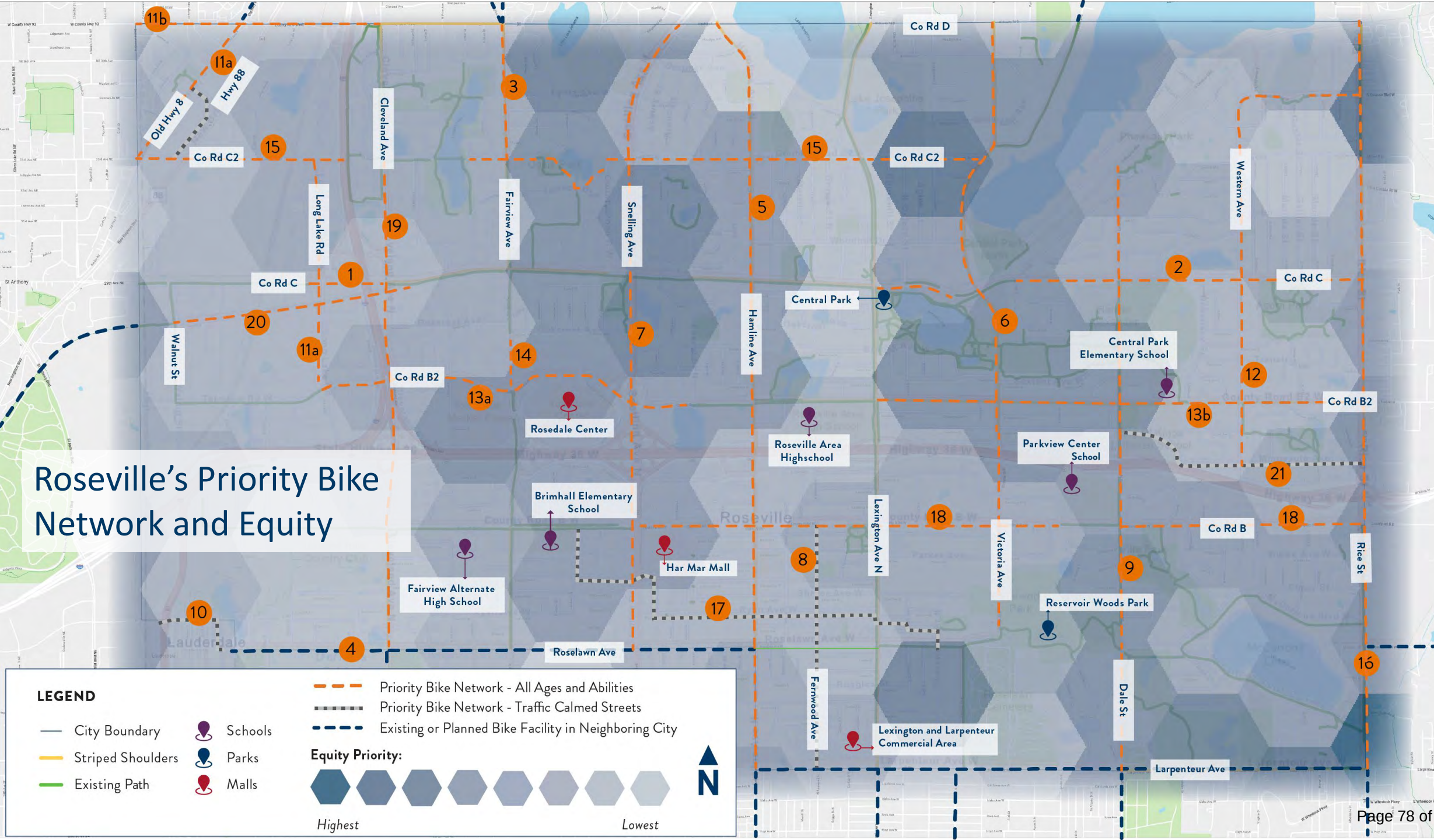
- Priority Bike Network - All Ages and Abilities
- Priority Bike Network - Traffic Calmed Streets
- Existing or Planned Bike Facility in Neighboring City

Equity Priority:



Highest

Lowest



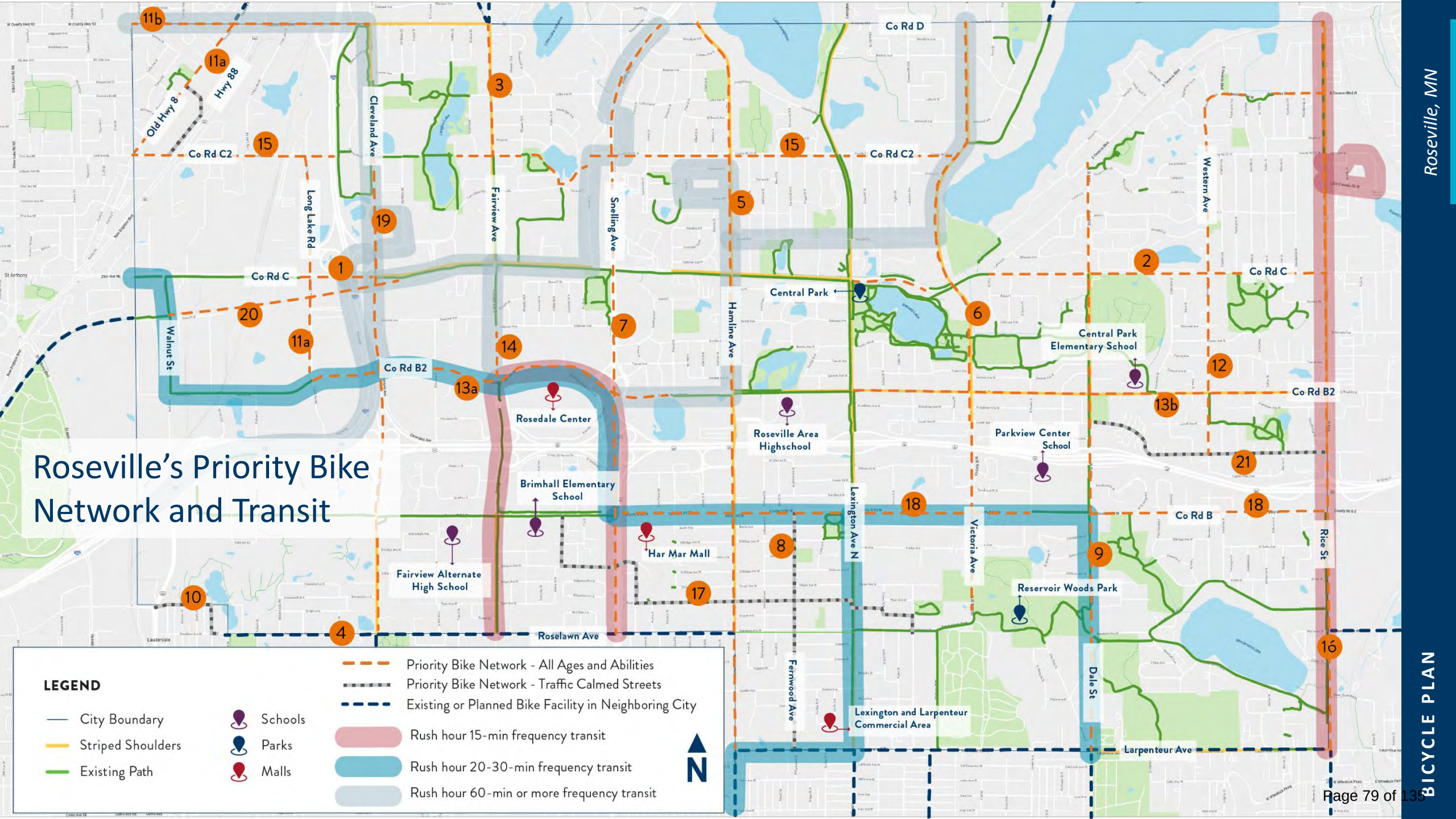
Roseville's Priority Bike Network and Transit

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.



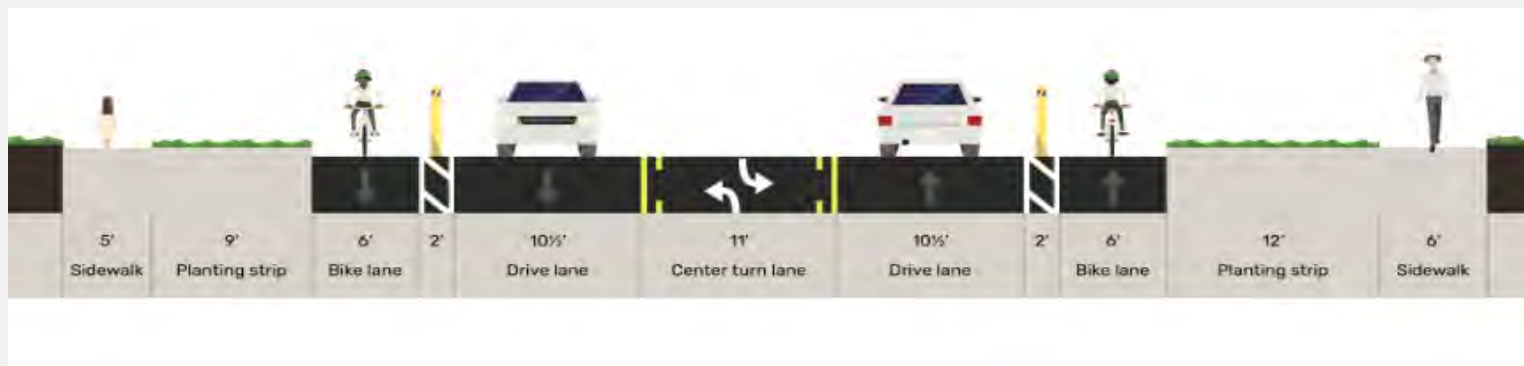
Initial install cost for demonstration project: **\$46,000***

*\$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



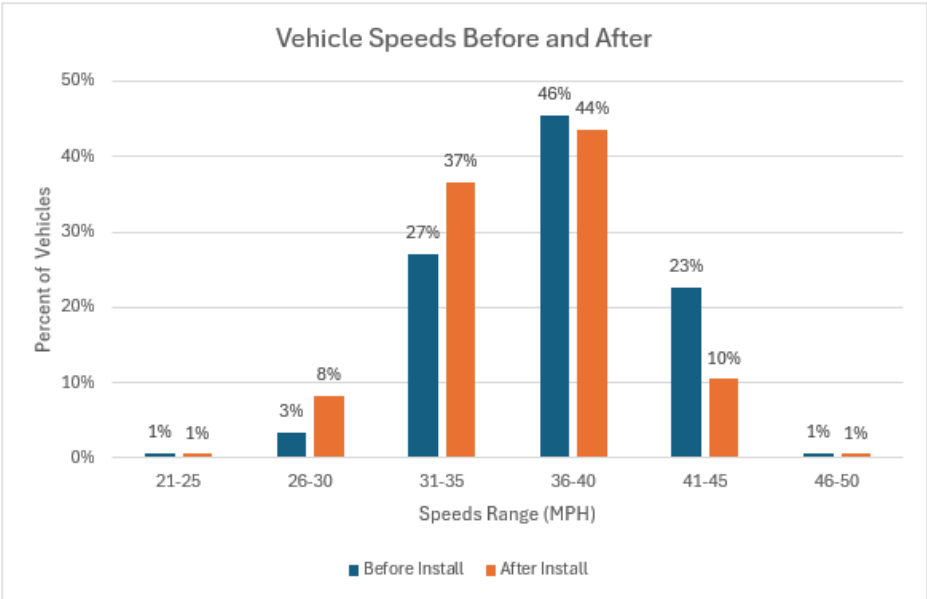
2 mph decrease in average motorist speed



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?

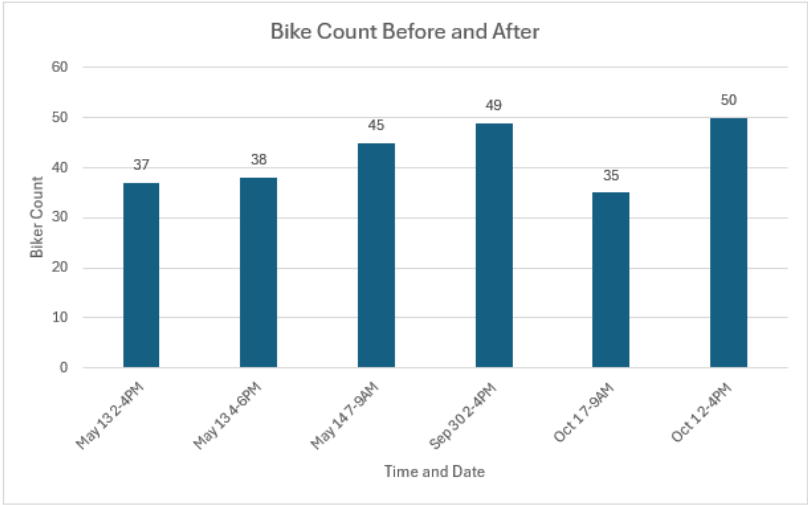
Findings



~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

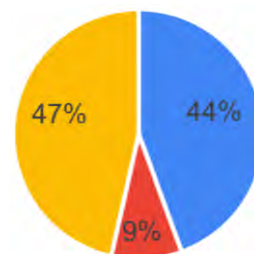
- Female respondents (79) frequently described safety benefits—especially when biking with children—and cited greater comfort crossing Highway 36. As drivers, many expressed difficulty navigating tight lanes and right-turn movements.
- Male respondents (68) often emphasized operational concerns as drivers (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

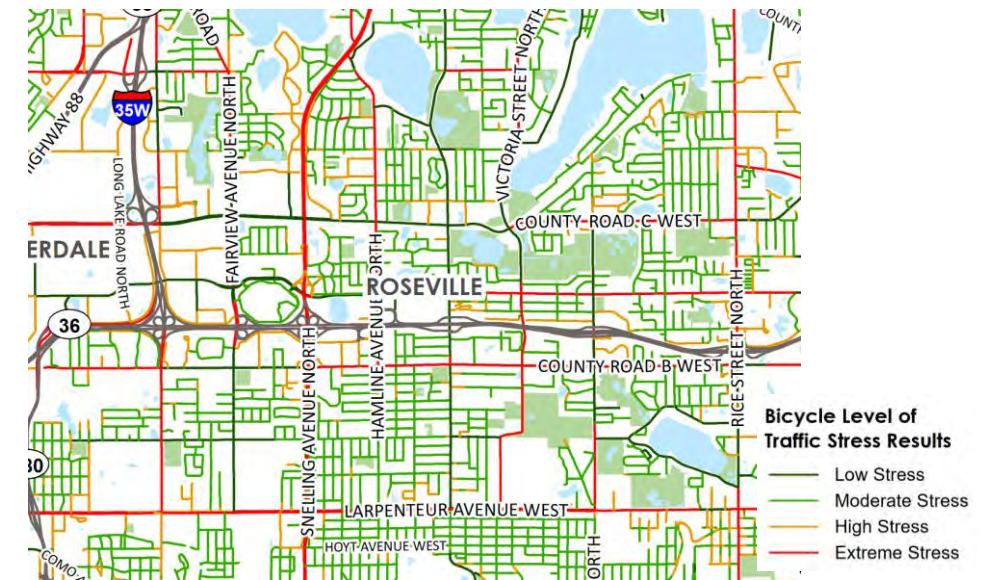
Ramsey County roads create most of the half-mile arterial grid within the city, making them critical to the city's bike network.

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.

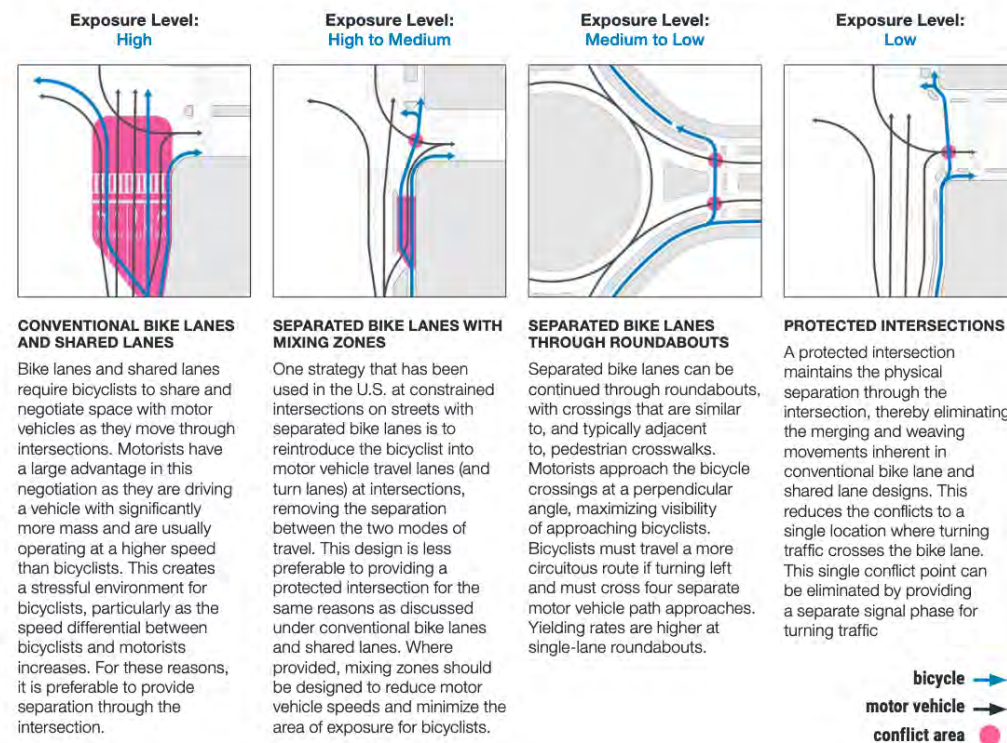
Address Complex Intersections and Barrier Crossings

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 Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 5.b.

ITEM DESCRIPTION: Roseville Park Buildings and Rental Facilities

Background

As part of the Park Renewal Program in 2014–2015, the City constructed six park buildings throughout the community. These buildings were intended to serve as neighborhood hubs for programs and park activities, while also being available for rentals during non-programmed times.

In the decade since, the park buildings have exceeded original expectations in both programmed use and rentals. In 2025, there were more than 1,100 bookings, generating over \$171,000 in revenue.

Staff will present an overview of park building operations, including rentals and maintenance, and will discuss potential future operational updates.

Recommendation

Receive the presentation and provide feedback to staff.

Attachments

None

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 5.c.

ITEM DESCRIPTION: Overview of Mountain Bike & Bike Park Feasibility and Costs (Commissioner Initiated)

Background

For many years, the City has received requests to add more off-road bike amenities in Roseville. Although not currently called for in the 2010 Parks and Recreation System Master Plan, mountain biking, pump tracks, and bike parks, are some of the faster growing trends in the Parks and Recreation industry - particularly during and after the COVID-19 pandemic. Cycling experiences range from small dirt pump tracks, to bituminous pump tracks, to large mountain bike systems that have transformed communities.

In late 2025, several Commissioners requested that staff share more about this trend, including costs and where/how it could fit in Roseville. Currently, Roseville has a small, mostly-volunteer maintained, pump track at Autumn Grove Park. Additionally, informal and unauthorized mountain biking occurs at Reservoir Woods park. Roseville Area High School has a growing mountain bike team, and many young families in Roseville have expressed a greater interest in recreational cycling.

Staff will provide a broad overview of project types and cost of these type of cycling projects.

Recommendation

Receive presentation provide feedback.

Attachments

1. Article From Commissioner Boulton: Eden Prairie moving ahead on mountain-biking trails - Eden Prairie Local News

Eden Prairie moving ahead on mountain-biking trails

Mark A. Weber

Before the year is over, mountain-bike riders will have their own trails in Eden Prairie — a “nature fix” without leaving the community.

The trails project was approved by the Eden Prairie City Council on Tuesday, April 21, when it awarded the construction contract to Pathfinder Trail Building for \$420,800. The city received one other bid, for \$443,129.52.

The looping trails and a one-acre “skills park” — a safe, controlled area where bikers of all ages can perfect their technical moves — will be built in Cedar Hills Park, a little-known city park along Eden Prairie Road, south of Pioneer Trail.

The city’s Park Improvement Fund will pay for the project. The fund is made up of fees developers pay to help the city build new parks and recreation amenities.

Parks Director Amy Markle said construction will likely start in July, with the park, its playground and basketball court remaining open during the project. The contract requires the work to be completed by Oct. 1, 2026.

Over the past year, Markle said, the city pulled together a small committee of residents — mountain-bike enthusiasts and others who had inquired about the project — to help design the skills park and trails. With the help of a professional designer, the proposal was refined and recently posted for construction bids.

About 15 acres of the park will hold bike loops with various features. One large, all-access loop will be for novices. Nearby will be shorter trails for those with intermediate or advanced mountain-biking skills. “But the vast majority of the loop area will be really for all ages, all abilities,” Markle said.

“Our overall vision is to provide a space for residents to off-road cycle, to not only gain skills but, if you have some, an opportunity to grow into your skills,” she added. “And also provide a space where people have a designated area to off-road cycle.”

Congregating mountain biking in one area is important, Markle said, because people have been biking in areas not really designed for it, including conservation areas where bike ruts have formed in native prairie and other sensitive areas.

“Mountain biking is fun — I love it myself,” she said. “But it needs to be in a designated area. So we’re hoping we can focus it in areas specifically designed for biking, and keep those other natural areas protected.”



Construction will begin soon on mountain-bike trails and a skills park at Cedar Hills Park in Eden Prairie. The park is along Eden Prairie Road between Pioneer Trail and Flying Cloud Drive. Photo courtesy of Pathfinder Trail Building and Ryan Taylor Visual

When Markle unveiled the idea to council members in March 2025, she said a potential second phase involving longer trails would be explored for Flying Cloud Airport property across Eden Prairie Road from Cedar Hills Park.

A couple of meetings with the Metropolitan Airports Commission (MAC), which owns the airport property, have since been held.

"I think the area just east of Cedar Hills Park that we've inquired about is a 'no' for now, but there's also some other potential areas in other areas of the city that we have started to discuss that could hold additional trails," Markle said.

Early reaction to this year's project has been positive, she added.

"So far, people seem really excited. I think there's a lot of mountain bikers in Eden Prairie that have gotten used to loading their mountain bike on their car and going to all the areas around us for mountain biking," she said. "Most of our peer cities have mountain biking trails — Shakopee just opened one; Edina just opened Braemar; Minnetonka has one; Bloomington just opened one. And so I think a lot of residents are used to going 'out' to mountain bike. It would be so nice to have one 'in,' closer to home."

Cedar Hills Park, Markle added, "has some really nice topography that lends itself well to bike trails. It's going to be an interesting project."

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 5.d.

ITEM DESCRIPTION: Maintenance and Operations Center Update (Standing Agenda Item)

Background

At each meeting throughout the planning and construction process, staff will provide updates on the progress of the Maintenance and Operations Center.

Recommendation

Receive update, ask questions, and provide feedback.

Attachments

None

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 5.e.

ITEM DESCRIPTION: Continue Review and Update of Parks and Recreation Commission Goals

Background

At the April 7 meeting, the Parks and Recreation Commission began discussing updates to the Commission's goals for the upcoming year.

During that meeting, several key pieces of feedback were identified:

- A general desire to revise the format to make the goals more actionable
- Clarification of the "Commissioner Steward's" role (see Commissioner Harris's email, Attachment #2)
- Interest in adding the "installation of a nature playground" as a goal
- A desire to hear more presentations about current operations to better understand the Department's work, connect with staff, and provide informed feedback

Following the initial discussion, the Commission requested that this item return as a brief agenda item at the May meeting. This allows Commissioners time to reflect on the discussion and provide any additional input.

After the May meeting, Chair Beckman and Commissioner Harris offered to consolidate the feedback into a revised format for potential Commission review and adoption at a future meeting.

Recommendation

Provide any additional feedback regarding Commission goals

Attachments

1. 2025 Parks & Recreation Commission Goals
2. Email From Commissioner Harris Regarding Goals
3. Bench Handout - Possible Goals from B. Donaldson

2025 Parks & Recreation Commission Goals (Commission Review Sept 2025)

Progress Updates through March 2026

Goal	Action/Initiative	Timeframe	Commissioner Steward	Progress
Equity and Access				
Find ways to be visible in the community utilizing an "equity lens"	Short Term Goal: Continue to ensure that an equity lens and equity analysis is utilized when discussion parks projects and initiatives.	Ongoing	Matts-Benson	Fee assistance and annual report information included in annual report. Demographic questions with dash. More inclusive playgrounds
	Long Term Goal: Identify gaps in the City's Parks and Recreation offerings that lead to underutilization by underrepresented populations and determine possible strategies for remediation.	1-3 years		utilizing more creative engagement tools - Discover Your Parks for Rosebrook, neighborhood committee for Maintenance and Operation Center
Understand residents' experiences with their local parks. Work to find historically underrepresented voices in the community.	Short Term Goals: Periodically review data and demographics (survey feedback, new recreation management software, etc.)	Ongoing		Discover Your Parks engagement events.
	Identify methods for the City to capture better data on participation, and feasibility of implementation.	1 year, Ongoing	Matts-Benson, Beckman	Dash platform
	Utilize equity lens when providing feedback regarding items that the commission reviews .	Ongoing		
	Commissioners make a conscious effort to formally AND informally engage with diverse individuals and perspective within the community and ensure that that feedback is shared and included. (Discover Your Parks, Conversations with Neighbors, Others...)	Ongoing		
	Long Term Goal: Identify gaps in the City's Parks and Recreation offerings that lead to underutilization by underrepresented populations and determine possible strategies for remediation.	1-3 years		discussed master plan update
Engagement, Connection, and Access				
Continue to support and advise Parks & Recreation staff on already identified projects and potential opportunities.	Short Term Goal: Complete installation of a more inclusive play structure at Lexington Park	1 year	Matts-Benson	Completed
	Review options for, and make a recommendation to staff and the City Council on planned improvements to Rosebrook Park including wading pool vs splash pad, increased parking, play structure replacement (etc)	1-2 years	Beckman	Project design complete, contractors hired, implementation in spring/summer
	Plan for replacement of Autumn Grove Playground in the coming years including creation of a strategy for the development of AG South parcel, considering moving the playground, addition of irrigation, other ideas.	1-3 years	Beckman	Completed planning, and initial design.
	Long Term Goal: Bring new ideas, projects or opportunities to the Commission for discussion and education.	Ongoing		Several commissioner initiated items have been discussed, nature play project

Find and support ways to get residents outdoors and connected to nature.	Short Term Goal: Develop a strategy and plan (including possible funding, and timing) to install adequate bike infrastructure in each park	1 year	Kooistra	New Bike Racks Installed @ Central Park Lexington - still need to develop a phased plan
	Review the City's Community Garden Program. Determine if current plan/number of gardens is sufficient	1 year	Penny	Site visit, pilot program @ Hwy 88 under way, presentation to the Commission
	Long Term Goal: Explore ways to encourage more connection to the Harriet Alexander Nature Center, Reservoir Woods and other natural/outdoor spaces	1-3 years	Boulton	Nature Playground
Ensure that Volunteers and others wanting to Give Back are Connected to the Parks and Recreation System.	Short Term Goal: Periodically review how volunteers are used in the Parks and Recreation System (update from volunteer coordinator)	1 year, Ongoing	Kooistra, Penny, A. Arneson	Reviewed in 2025, and as part of Nat Resources in 2026
	Determine ways in which volunteers may be currently underutilized and recommend plans (and required resources) to ensure their inclusion	2 years	Kooistra, Penny, A. Arneson	
Support and grow the Roseville Central Park Foundation, Friends of Roseville Parks and Friends of the OVAL in their work in enhancing the Roseville Parks and Recreation System.				Meeting scheduled in 2026. \$130,000 contributed in 2025, more pledged.
Natural Resources				
Focus on green spaces. Specifically, native animal habitat and climate change.	Short Term Goal: Ensure that sustainability/climate resilience is explicitly addressed when planning projects and initiatives.	Ongoing	Kooistra	\$700,000 in grant funding received in 2025, commission review in March
Support and participate in the Natural Resource initiatives of the Parks and Recreation Department (Natural Resource Stewardship Program, Accelerated EAB Project, etc.)	Short Term Goal: Support the implementation of the 2024 Natural Resources Management Plan through participating and feedback (ongoing)	Ongoing	Kooistra	Received presentation, provided feedback March 26
	Periodically review progress on Natural Resources Management, including benchmarks and tangible progress	1-2 years		"
	Ensure adequate resources exist to continue progress on the 2024 Natural Resources Management Plan	Ongoing		Grants received
	Long Term Goal: Ensure long-term success/viability of investment already made in the Natural Resources Management program.			
Visioning and Planning				
Ensure Parks and Recreation is well represented in EnVision Roseville/Strategic Planning	Short Term Goal: Ensure that the Commission is kept up to date on the City's strategic plan.		Beckman,	Ongoing updates
	Periodically review progress relevant initiatives within the strategic plan with the PRC to determine whether progress is being made.			Presented to Commission
	Long Term Goal: Ensure that feedback that was received in EnVision Roseville is reflected in initiative planning.			

Campus Master Plan Project	Short Term Goal: Work to ensure that Parks and Recreation is factored into the Campus Master Plan and that there is thoughtfulness regarding the loss of Veterans Park.	1 year	Matts-Benson	Standing Agenda Item, vets park preserved, dance included
	Receive updates and provide feedback on Parks and Recreation related items in the design process (Dance Studio, Storage Spaces, etc).	1-2 years	Matts-Benson	"
	Long Term Goal: Ensure that Parks and Recreation and affiliated group storage needs are considered in long-term facility planning.	5 years plus		
Support Long Term Financial Stability	Short Term Goal:			
	Provide feedback for/on how Friends groups can effectively support the Parks and Recreation Department Develop strategies to effectively connect potential donors to areas of significant impact within the Parks and Recreation System (1-2 years)	Ongoing 1-2 years		
Land acquisition/planning	Provide input on land use related to the city's park system including providing feedback to staff and the City council regarding opportunities for potential acquisition or possible loss of parkland.	Ongoing		Aldine ROW Conversation, Park Dedication
Access/Connectivity	Short Term Goal: Monitor/Review bicycle plan that is currently under way	1 year		Presented to Commission
	Identify opportunities for greater connectivity, safe passage into/out of parks, including funding sources	Ongoing	Penny	

May Park & Rec Commission Meeting

From jayne harris <harris.jayne@gmail.com>

Date Sat 4/25/2026 11:23 AM

To Matthew Johnson <Matthew.Johnson@cityofroseville.com>; Karen Beckman <kbeckmanrosevillemn@gmail.com>

I will be out of the country for the next few weeks and won't be at the May meeting.

Following up on our discussion at the last meeting regarding the Park & Recreation Commission goals, I wanted to share a thought before I leave town. I feel — and I believe others may feel the same — that there is still some uncertainty around what specific actions commissioners are expected to take when assigned to a broad goal area, especially given that we serve in an advisory capacity.

To help provide a bit more clarity, particularly for newer commissioners, I pulled together a quick example of how goals might be structured. See below. This is simply a suggestion that might help create more clarity and consistency around expectations and commissioner involvement. Not sure if this is helpful or valuable, but I wanted to pass along my thoughts before heading out of town.

2026 Park & Recreation Commission Goals

Equity in Parks & Recreation

Goal: Ensure that an equity lens and equity analysis are consistently applied when discussing park projects and initiatives.

Current Progress: More inclusive playgrounds; Fee assistance tracking included in annual reporting; Demographic data collection through the dashboard

Objective 1: Increase visibility in the community using an equity lens

Commissioner Tactics:

Serve as ambassadors at park events throughout the city, helping all members of the community feel welcome while building trust and awareness among underrepresented populations.

Commissioner Actions:

- Rotate commissioner attendance at community events
- Gather informal feedback from residents at events
- Identify barriers to participation that residents mention
- Share observations/themes with staff and the commission

Commission Bench Handout (May 5, 2026):

Possible Commission Goals Submitted by Commissioner Donaldson

Goal 1: Youth Sports Partnership & Facility Evolution: *Ensure field infrastructure meets current partner needs while remaining adaptable for a changing demographic.*

- **Short Term (1 Year):** Review City relationship with youth sports association, and provide feedback on strategies on how the City can systematically ensure that needs are being met.
- **Medium Term (1-2 Years):** Investigate the long-term future of traditional fields and evaluate if/how they can be adapted for diverse recreation trends (e.g., multi-sport conversions, temporary overlays, or non-traditional field sports).
- **Ongoing:** Review field usage and demand data (collected by the Parks Department) and provide feedback on how the data should be reflected in Capital Improvement Planning.

Goal 2: Philanthropic Health & Project-Based Giving: *Provide feedback and strategies to help the City Transition from general financial support to highly visible, high-impact project funding.*

- **Short Term (1 Year):** Consider/provide feedback for the development of a "Capital Wishlist," in collaboration with the Roseville Central Park Foundation, Friends of the Oval, and FOR Parks, creating a structured list of shovel-ready projects (e.g., Skating lobby, Nature Playground) to present to potential donors.
- **Ongoing:** Monitor the health and participation levels of the Friends groups, ensuring their fundraising missions remain synchronized with the City's infrastructure priorities.

Goal 3: The "User-to-Steward" Pipeline

Focus: *Engaging active park and facility users as volunteers and donors.*

- **Medium Term (2 Years):** Develop a comprehensive strategy (including resources, delivery methods, measurement tools etc) that connects users directly to the Friends groups for micro-donations or volunteer sign-ups targeted to that specific park. Examples may include: QR codes at high-traffic sports sites

- **Ongoing:** Work with staff to improve "Donor Recognition" component in the annual report, and other areas to specifically highlighting how project-based giving improved field playability for Roseville youth.

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 6.a.

ITEM DESCRIPTION: List of Member-Initiated Items

Background

Recommendation

Attachments

1. Parks and Recreation Commissioner Initiated Item List

Commissioner Requested Items			
Subject	Commissioner	Tentative Date	Completed
EV Charging	(Penny)	1/6/2026	x
Autumn Grove South	(Her)	3/3/2026	x
Permanent Skate Park	(Boulton)		
Forestry Update	(Donaldson)	3/3/2026	x
Climate Change	(Harris)		
Community Gardens	Joint Meeting/Penny	2/5/2026	x
Budget	Joint Meeting	11/5/2025	x
Bike Racks/Infrastructure	Joint Meeting/Boulton		
Mountain Biking	Boulton	5/5/2026	
Pickleball Courts	Joint Meeting	12/2/2025	Ongoing
Community Center	(Boulton - Others)		Need to check with City Council
Reservoir Woods Environmental and Future Planning		5/5/2026	
Nature Center Playground Updates	Beckman	2/5/2026	
Veterans Park Updates	Boulton	6/2/2026 (tentative)	

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 7.a.

ITEM DESCRIPTION: Departmental Updates

Background

At each Commission meeting, city staff provides updates on Parks and Recreation activities and projects.

Recommendation

Receive report and provide feedback.

Attachments

1. 05.2026 - P&R Flyers



SKATE PARK NOW OPEN AT THE OVAL

THE SKATE PARK IS NOW
OPEN! TO LEARN MORE
ABOUT THE SCHEDULE VISIT
OUR WEBSITE:



SCAN ME!



LEARN MORE &
REGISTER HERE

RUN FOR THE ROSES

REGISTER NOW 5K
& KIDS FUN RUN!



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Amira

ROSEVILLE

FLOWERAMA


**planet
fitness**

Instructors

Liz Leverty: Dance Coordinator, Mondays: Intermediate, Hip Hop 4 Competition, Tuesdays: Hip Hop 1, Hip Hop 2, Hip Hop 3, Contemporary 1, Contemporary 2, Fridays: Opening Number, Intermission Piece

Ayanna Churcher: Wednesdays: Preschool, Beginner 1, Beginner 2, Beginner 3

Arisa Bailey: Thursdays: Preschool, Intermediate Technique, Senior Solos, Sundays: Big Person and Me

Blake Wieseler : Saturdays: Creative Movement (Session), Preschool, Kindergarten, Beginner 1, Hip Hop 1

Claire Quinly : Sunday Sessions: Creative Movement, Beginner Ballet, Ballet and Tap Combo, Intro to Hip Hop

Assistants

Amaya Nampala: Tuesdays

Briella Adjei: Wednesdays

Eavan Olsen: Thursdays

Natasha Katchinsky: Saturdays

Eden Fraizer: Sundays

Amber Churcher: Assistant Substitute



**Thank you for attending our
annual spring recital.
We are so happy you are here to
support our students and staff!**



**2026 Spring Recital
May 2nd and 3rd
Roseville Area High School
Auditorium**



**ROSEVILLE
SCHOOL
OF DANCE**

Opening Number Jazz ----- Hannah Montana

Intermediate Tech Ballet ----- Dancing with the Stars

Hip Hop 2 Dance 1 ----- Doctor Who

Tuesday Hip Hop 1 ----- Kim Possible

Contemporary 2 ----- The Summer I Turned Pretty

Wednesday Preschool Ballet ----- Arthur

Hip Hop 3 Dance 1 ----- Bill Nye the Science Guy

Thursday Kindergarten Tap ----- The Doodlebobs

Beginner 2 Jazz ----- The Powerpuff Girls

Bella Lyrical Solo ----- Local Legends

Saturday Kindergarten Ballet ----- Sesame Street

Beginner 3 Tap ----- Scooby Doo

Intermediate Lyrical ----- The Bachelor

Saturday Beg 1 Ballet ----- The Muppets

Hip Hop 4 ----- Criminal Minds

Wednesday Beg 1 Tap ----- My Little Pony

Beginner 3 Jazz ----- Over the Garden Wall

Beginner 2 Ballet ----- Once Upon A Time in Wonderland

10 Minute Intermission

Intermission Piece Contemporary ----- This is Us

Saturday Hip Hop 1 ----- High School Musical: The Musical: The Series

Saturday Kindergarten Tap ----- Care Bears

Thursday Kindergarten Ballet ----- The Backyardigans

Intermediate Tech Tap ----- Fairly OddParents

Claire Hip Hop Solo ----- So You Think You Can Dance

Wednesday Beg 1 Ballet ----- Steven Universe

Beginner 2 Tap ----- Adventure Time

Beginner 3 Ballet ----- The Vampire Diaries

Intermediate Jazz ----- Say Yes to the Dress

Saturday Preschool Ballet ----- Bluey

Contemporary 1 ----- Agatha All Along

Sophie Contemporary Solo ----- Grey's Anatomy

Hip Hop 2 Dance 2 ----- Danny Phantom

Saturday Beg 1 Tap ----- Magic School Bus

Hip Hop 3 Dance 2 ----- X-Files

Big Person and Me ----- Full House

Closing Number Street Jazz ----- The Greatest Show

D A N C E R S

Monday
Intermediate
Meghan Brill
Lyla Frazier
Millie Shields
Scotlyn Davis
Celia Altstatt
Louisa Fields
Maren Arnholt
Ella Hollister
Elizabeth Dent
Sofia Olson
Marleau Spindler

Monday Hip Hop 4
Competition
Eden Frazier
Amaya Nampala
Louisa Bergquist
Molly Holbrook
Fiona Olivera Gadea
Regan O'Connell

Tuesday Hip Hop 1
Lucy Peterson
Chloe Kaney
Angie Reyes
Mia Kooi
Delaney Jannett
Solveig Olson

Tuesday Hip Hop 2
Mara Hauger
Maddie Sherburne
Abigail Sroka
Leta Benson
Audrey Gerlach
Stella Barta
Paige Benedict
Eleanor Baufield
Brenna Moriarty
Genesis Ahabwe
Elliana Clay
Hazel Wilkes
Lennon Ryan

Tuesday Hip Hop 3
Lillian Richardson
Lyla Frazier
Millie Shields
Miko Huebner
Aubrey Haut
Sofia Olson
Zada Nampala
Benji Staloch
Annea Dressen

Tuesday Contemporary 1
Competition
Eden Frazier
Amaya Nampala
Benji Staloch
Sidney Feia
Claire Altstatt

Tuesday Contemporary 2
Competition
Sophie Hopper
Sophia Martineau
Claire Quinley
Natasha Kachinsky
Isabella Van Duynhoven

Wednesday
Preschool
Anneliese Haubrich
Zoey Kooi
Ava Carfagnini
Reneil Kollie
Elsie Chromy
Kina Nhep
Mavis Jackson

Wednesday Beginner 1
Madeline Gerlach
Delilah Zempel
Freya Ode
Lila Reasoner
Luna Lestrud
Finley Graif
Mia Kooi
Leiana Martin
Goldie Fields
Juniper Gilleland
Ximena Maynard-Ochoa

Wednesday Beginner 2
Abigail Sroka
Hadley Strom
Selena Erwin
Ophelia Zempel
Jacqueline Jardine
Samantha Lee
Camille Geurkink
Rose Yager
Genesis Ahabwe
Angie Reyes
Solveig Olson
Jasmine Stockwell
Alexandra Walczak
Abel Pierson
Charlotte Bailey

Wednesday Beginner 3
Stella Barta
Leta Benson
Lillian Richardson
Vera Konkini
Pearl Yager
Miko Huebner
Elliana Clay
Iris Strand
Zada Nampala
Marina Stockwell
Lila Steineck

Thursday Kindergarten
Ellie Lacher
Olympia Masog
Mey Howison
Margot Enquist
Josephine Dang
Leona Ryan
Mara Peterson
Iris Podrid
Matilda Vargas
Nora Chalbi
Helen Pierson

Thursday
Intermediate Tech
Lyla Frazier
Hillary Reyes
Meghan Brill
Sofia Olson

Friday Opening
Number
Nora Chalbi
Eleanor Dwyer
Lydia Eckels
Delaney Jannett
Astrid Lovaas
Aurora Mollenhauer
Lucy Peterson
Genesis Ahabwe
Leta Benson
Audrey Gerlach
Mara Hauger
Samantha Lee
Solveig Olson
Lillian Richardson
Maddie Sherburne
Abigail Sroka
Jasmine Stockwell
Marina Stockwell
Hazel Wilkes

Friday Intermission
Piece
Eden Frazier
Amaya Nampala
Natasha Kachinsky
Celia Altstatt
Annea Dressen
Sidney Feia
Louisa Fields
Lyla Frazier
Aubrey Haut
Miko Huebner
Kaitlyn Kummer
Zada Nampala
Fiona Olivera Gadea
Sofia Olson
Hillary Reyes
Lillian Richardson
Amelia Shields
Benji Staloch
Louisa Bergquist
Marleau Spindler

Saturday Preschool
Naomie Peterson
Adeline Patterson Rodgers
Oliver Herriges
Zoey Turnquist
Mara Goin
Eliza Farber
Charlotte Batres

Saturday Kindergarten
Margot Favre
Harper Mathews
Adalyn McKenney
Niko Peterson
Betty Johnson
Marjorie Herriges
Opal Pollock
Eira Galvin
Maya Karanjeet
Olivia Frudden
Harlow Berry
Amelia Khaled

Saturday Beginner 1
Astrid Lovaas
Eleanor Dwyer
Lydia Eckels
Audrey Jefferson
Madison Brekkestran
Lela Holm
Aurora Mollenhauer
Rayna Diaz
Reid Holsen
Raina Sherburne

Saturday Hip Hop 1
Elin Bjorum
Poppy Walling
Violet Walling
Eleanor Gerich
Charlotte Bailey
Reid Holsen
Ximena Maynard-Ochoa
Lydia Eckels

Sunday Big Person And Me
Madison Brekkestran
Nora Chalbi
Goldie Fields
Eira Galvin
Juniper Gilleland
Lela Holm
Aurora Mollenhauer
Leona Ryan
Matilda Vargas

Senior Solos
Sophie Hopper
Isabella Van Duynhoven
Claire Quinley



The Roseville Open
will take place
MAY 14-17, 2026.



COMPETE.
INSPIRE.
ACHIEVE.



SKATE
YOUR
BEST.

Roll In Movies



June 12



July 10



August 7

Come watch your favorite family friendly movies on the BIG screen, outside on the OVAL scoreboard! Bring the kids, the treats and a comfy seat for these FREE outdoor movies. Movie begins at 7:30pm. (Skate park and inline track will be closed during movies).

Food Trucks will be available to grab a bite to eat before the show!

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 7.a.i.

ITEM DESCRIPTION: 2026 Discover Your Parks Sign Up

Background

Each summer, Parks & Recreation Commission members have the opportunity to volunteer at Discover Your Parks events. The dates for this year's events are listed below. Participation is encouraged as a way to connect with the community.

Commissioners may sign up using the following

link: <https://www.signupgenius.com/go/5080E4DAAAB2DA7F58-63802323-2026>

Day	Date	Time	Theme	Location
Wednesday	June 17	6:30-8pm	TBD	Valley Park
Wednesday	June 24	6-8pm	Superhero Carnival	Langton Lake Park (Rosefest Event)
Wednesday	July 8	6:30-8pm	TBD	Tamarack Park
Wednesday	July 15	6:30-8pm	TBD	Bruce Russell Park
Wednesday	July 22	6:30-8pm	TBD	Oasis Park
Wednesday	July 29	6:30-8pm	TBD	Muriel Sahlin Arboretum
Wednesday	August 5	6:00-8pm	TBD	Mapleview Park
Wednesday	August 12	6:30-8pm	TBD	Howard Johnson Park

Recommendation

Commission members are encouraged to sign up to volunteer at Discover Your Parks events at their convenience, based on their availability: <https://www.signupgenius.com/go/5080E4DAAAB2DA7F58-63802323-2026>

Attachments

None

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 7.b.

ITEM DESCRIPTION: Other New or Relevant Communication Items

Background

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

Recommendation

Receive report and provide feedback.

Attachments

None

Roseville Parks & Recreation Commission Agenda Item

DATE: May 5, 2026

ITEM: 7.b.i.

ITEM DESCRIPTION: Next Meeting - June 2, 2026 - Park Tours

Background

Staff are tentatively planning for the June meeting to be our annual park tours. Staff will briefly discussed proposed sites, and how the meeting will work.

Recommendation

Receive information and provide feedback.

Attachments

None