

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 27, 2021

Item No: 5

Item Description: Pathway Master Plan Amendment

Background:

As part of the comprehensive plan update in 2018, the PWETC and Council updated the Pathway Master Plan. The current version of the plan was adopted by the City Council in October of 2018. Since that time, numerous pathways have been added and some new pathways have been discussed as being added that are not currently in the plan.

Attachment A is the current plan that was adopted in 2018.

Attachment B includes proposed changes from staff based on what has been constructed since 2018, including pathways which will be constructed in 2021, as well as some new proposed segments to the pathway master plan. The proposed segments are based on feedback from Council and new developments that have occurred or are planned to occur in the future.

Staff presented these segments to the Commission in April as an introductory step for the overall process. While no formal vote was taken, the Commission generally agreed with continuing conversations about the six proposed segments.

Since the April meeting, staff has mailed postcard notifications to properties within 500 feet of the proposed segments to encourage input and comments. Attached are any public comments we received (some are summaries of phone calls). We received several questions asking for some clarification of what we were proposing (mostly from properties along Lydia). We did not include those questions.

It should be pointed out that these five of the six segments are simply adding lines to a map for planning purposes. If and when the City is able to leverage an adjacent project and/or identify funding for the proposed segments, there will be a community engagement process to discuss the pathway, its design, any additional concerns, etc.

The proposed Tamarack Pathway, which connects Western Ave to Tamarack Park, does have funding identified and if it is approved by the City Council as an amendment to the Pathway Master Plan, the City would schedule this for construction in 2022.

Staff will provide a slightly updated presentation and review the comments from the public. The Commission should provide an opportunity for public comment during the meeting and then discuss a final recommendation to the City Council for amendments to the Pathway Master Plan. The proposed amendments will be presented to the City Council late August or early September. Notices will again be sent to adjacent property owners prior to that meeting once scheduled.

Recommended Action:

Receive presentation and provide a recommendation to the City Council on the proposed Pathway Master Plan amendments.

Attachments:

- A: 2018 Pathway Master Plan
- B: Pathway Master Plan, 2021 Proposed Updates
- C: Roseville Pathway Map (December 2020)
- D: PWETC Except from April 2021 Minutes
- E: Public Notice Postcards
- F: Public Comments
- G: Presentation



City of Roseville, Minnesota
PATHWAY MASTER PLAN
Updated 2018- DRAFT
October 8, 2018



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PATHWAY MASTER PLAN

Pathway Master Plan includes the following information:

1. Introduction
2. Process
3. Background
4. Issues
5. Policies and Standards
6. Preference List of Pathway Segments
7. Recommendations
8. Attachments

1. INTRODUCTION

In the City of Roseville, pathways are defined as facilities that serve non-motorized users (pedestrians, bicyclists, in-line skaters, etc.) commonly within the public right-of-way. There are many different types of pathways throughout the city as further described in this document, and they can be both on-road (i.e., shoulder, bike lane) or off-road (i.e., sidewalks, trails, footpaths). The development of a pathway network in the City of Roseville, as well as, in the entire metropolitan area continues to have the support of Roseville residents. This desired network of pathways is essential in moving people to and from various destinations as well as providing additional recreational opportunities. The City currently has about 114 miles of pathways that provide some alternative to driving but are mostly used as recreational paths. This is a good start but if we as a City want to continue to provide a desirable place to live and work we need to pursue the construction of pathways in an organized and progressive manner.

In 1992, the City invited residents to participate in Vista 2000 -- a series of forums designed to bring together citizens, city officials and business, education and civic groups to create a vision for our community's future. One of the outcomes of Vista 2000 was the creation of the Roseville Pathway Master Plan (1997). This plan was instrumental in the development of almost 30 miles of pathways over the last 20 years.

In 2006, the City Council spearheaded a community visioning process entitled: Imagine Roseville 2025. The results of the visioning process demonstrated that the community continues to support the development of a more extensive pathways system that will link the current pathways system to itself, the neighboring community's paths, and the regional system creating a network that will function in the same fashion as our

vehicular transportation system.

The City of Roseville also has an adopted Parks and Recreation System Master Plan which was adopted in 2010. That plan discusses the concept of Constellations and Sectors within the Park system. The following excerpt is quoted from that Master Plan document:

As an evolution from the 1960 Parks and Recreation Plan, and through the process of developing this Master Plan, we envision an organizational structure that better serves the parks and recreation needs and desires of a nearly fully developed community. Sectors and constellations organize Roseville into four sectors (formed by Snelling Avenue and Highway 36) and 15 constellations (formed by a combination of factors, primarily significant roads and a ½ mile walking radius centered in a neighborhood). Sectors and constellations are enhanced by green park-like connections that emphasize pedestrian and biking paths between parks in each constellation, which links to nearby constellations and sectors. While some park components or services are best delivered on a community-wide basis, others are better delivered to smaller segments of the community. With sectors and constellations, each part of Roseville and every neighborhood will be afforded the parks and recreation opportunities it needs, with each park playing a role that balances immediate neighborhood needs with those of the broader community. In this approach, parks within walking distance of a neighborhood are organized to serve a majority of the neighborhood's park and recreation needs.

A map showing the identified constellations and sectors is included in Attachment 7 of this Plan.

In 2017, the City initiated an update of its comprehensive plan to guide direction of the city in policy implementation and infrastructure efforts through the 2040 planning horizon. The following transportation goals were developed for the 2040 Comprehensive Plan:

City of Roseville 2040 Transportation Goals

1. Coordinate transportation decisions with other government entities and coordinate planning efforts to ensure connectivity of regional routes.
2. Create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion.
3. Create a safe and efficient roadway network, able to accommodate the existing and projected demand for automobile capacity and to reduce roadway congestion.
4. Promote the use of transit as a reasonable alternative to driving automobiles during both congested and non-congested time periods through land-use and transportation decisions.

5. Encourage the use of non-motorized transportation by providing and supporting development of a high-quality network of both off-road and on-road pathways, and ensure that bicycle and pedestrian routes are safe, efficient and attractive.

During the public involvement process for the 2040 Comprehensive Plan, continued pathway development and resident access to a safe and connected bicycle and pedestrian system continued to be a common theme.

This Pathway Master Plan is an update of the 2008 plan. The intent of this document is to provide guidance for the future development of pathways in the City of Roseville and to build upon current and previous planning efforts intended to improve and enhance the City's pathway system.

Purpose

Imagine every Roseville resident being within short walking distance of a pathway network that links them to numerous local and metro-wide destinations. Places like; schools, libraries, parks, stores, friends or work could be easily accessed just getting on the pathway network and walking, biking or skating there. A successful network would mean that people living in the Langton Lake neighborhood could safely walk or bike to Rosedale for lunch and a movie and then over to HarMar to pick up some new books. A student from the Lake Owasso area could bike to morning class at the University of Minnesota. Someone who's out for some exercise could bike around Bennett Lake on their way to Lake McCarrons, then off to the Gateway Trail to explore the northeast suburbs. Or a homeowner near Lake Josephine could bike to their job in downtown Minneapolis. The opportunities are limitless if we develop a safe network of pathways that connect to our neighboring communities.

Pathways are not a new concept, they are found throughout the metropolitan area. Numerous communities are developing pathways with every new development or redevelopment. Roseville alone has about 114 miles of on and off-road pathways. The sidewalk, once a lost idea, has made its way back into suburban development because it connects neighborhoods creating a healthier and more livable community.

The need is for a congruent system that links the existing pathways with each other creating a grid not unlike the street network. The goal is to provide a safe alternative to the automobile that can provide access as conveniently and efficiently as that allowed for the automobile. Every street within the City should have a facility that provides safe travel for pedestrians, cyclists and in-line skaters, whether it's a shared on-road facility or separated off-road facility.

The purpose of this document, the Roseville Pathway Master Plan, is to provide a set of guidelines for use in the development of a pathway network for our community. These guidelines provide policies and standards for the planning, design, construction, maintenance, promotion and regulation of the community's pathway facilities. This plan is not intended to define interior park paths, those will be defined on an individual basis as the parks are planned and developed, although, the guidelines will provide

some of the necessary elements for proper design and development as well as provide some guidance and preference to meet the Parks and Recreation System Master Plan goal of connecting constellations and segments. The recommendations provided in this plan focus not only on the physical facilities, but also on education and enforcement as important components of a general program to promote safe pathway use. Once the master plan is adopted as part of the Roseville Comprehensive Plan it will serve as a planning tool to assist the City Council on decisions regarding pathway issues.

Benefits

There are many factors that make up the perceived quality of life for a community; education, diverse recreation opportunities, strong economy, clean and healthy environment and convenient transportation are just a few. A successful pathway network can help make a community a better place to live, work, play or visit by improving the quality of life. Creating places for pedestrians and bicyclists means more than just special trails, though those might certainly be an important part of an overall plan. Creating an active community environment means taking a look at the broader scope of where there are, and aren't, opportunities to safely connect to destinations. It involves land use design, retrofitting the transportation infrastructure, funding and much more.

Of all the benefits that pathways can provide for a community, the most obvious are recreation and social. A growing urban population with increasing amounts of leisure time, combined with an overall surge in health consciousness, has led to an increasing demand for outdoor activities such as jogging, walking, biking and in-line skating.

Encouraging the development and use of alternative modes of transportation can benefit the community as well as the individual. Some benefits are:

1) Safety

- a) Pathways provide people, young and old, a designated space for accessing area destinations.
- b) Pathways create safe alternatives to the school-busing program.
- c) Pathways direct people to safe street crossings.

2) Social

- a) Pathways promote strong neighborhood connections creating a more livable community.
- b) A pathways network can provide access and mobility to users of any age or ability.

3) Economic

- a) Bicycling and in-line skating, as well as walking, are an affordable and low maintenance alternative to automobile use.
- b) Pathways, because of their size and construction, are less costly to develop and maintain than roadways.

- c) Surveys have indicated that the value of a home goes up an average of 6% as a result of its close proximity to a trail.

4) Transportation

- a) A pathways system provides an increased convenience for non-motorized transportation to access local and regional destinations.
- b) Pathway use, as an alternative, assists in the relief of roadway congestion and frees up parking spaces.
- c) Pathways provide another level of service in the desired multi-modal transportation system by providing connections to transit.

5) Health

- a) Users of pathways, whether they walk, bike or in-line skate, improve their physical fitness and reduce personal stress.
- b) Pathway trips, when utilitarian, add fitness into one's daily routine.

6) Environmental

- a) Using pathways as an alternative to motorized vehicles reduces air and noise pollution.
- b) Bicycling and in-line skating are energy efficient.
- c) Pathway use does not consume fossil fuels.

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2. PROCESS

Alongside the development of the 2040 Comprehensive Plan Update and the corresponding 2040 Transportation Plan Update, the Public Works, Environment, and Transportation Commission (PWETC) led the update of the Pathway Master Plan. Over the course of three PWETC meetings, the PWETC discussed the current plan, reviewed and identified modifications to the policies and standards, discussed remaining pathway gaps, and provided an updated scoring and ranking criteria process in order to ensure a quantified scoring system for preferred pathway segments. City staff's role was to provide support and guidance by setting up meetings, gathering information, answering questions, editing the plan, and otherwise assisting the PWETC as needed.

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3. BACKGROUND

History of Roseville's Pathways

Trail development in Roseville started during the early 1970s with a small loop in Sandcastle Park which led to the construction of the very popular Central Park system, the 1995 construction of the County Road C pathway, and the 1997 expansion of the Acorn Park trails. In 1975, a comprehensive plan for trails was developed similar to the network that is being proposed with this document. The desire was to have an integrated system of paths that connected residents to area parks. The intent was mainly recreational.

The City's first pathway plan created a surge of development in the 1970s locating pathways mainly in the parks. City code was changed later to dictate that developers were responsible for providing pedestrian accommodations to their new facility, so sidewalks started to sprout up in commercial and industrial areas. Outside funding sources became more available in the 1980s, which also increased the development of pathways including a growing interest in basic pathway facilities for bike commuters.

As a follow-up to Vista 2000, on September 11, 1995 the City Council appointed a volunteer advisory committee to work with staff to develop a comprehensive pathway master plan. The advisory committee was made up of fourteen Roseville residents and three staff members. This plan was approved by City Council in 1997 and updated in 2003. The main focus of the 2003 update was to re-prioritize the list of pathway project that were identified within the 1997 plan, eliminating the ones that had been constructed and creating new priorities. A similar process occurred in 2008 as part of the last Pathways Master Plan Update.

Current Conditions

Demographics

The 2015 American Community Survey (a five-year average of general population characteristics) indicates that Roseville has a stable population; this is mainly due to limited developable land. Some additional demographic information is provided below:

- Roseville's population was 33,690 in 2000. In 2015, the population was 34,948. This is approximately an increase of four percent since 2000.
- The City's forecasted 2040 population is expected to remain near current levels.
- The percent of the population over the age of 50 has continued to increase. However, Roseville is seeing an increase in younger residents and families as the percentage of residents in the 20 to 34 age group has also increased between 2000 and 2015.
- The overall age of Roseville is notably older than the county and the region. The 2015 median age of Roseville's population was 40.8 years. This compares with 34.6 years for Ramsey County and 36.9 years for the region.

- The aging resident stability indicates that Roseville is a desirable place to live and most are staying in the community.

The data indicates that seniors and empty nesters occupy most of the households. These demographics define the need for the creation of a pathway network that allows seniors the means to exercise and make short utilitarian trips.

The fact that the city is nearly developed also indicates that pathway construction and location will be somewhat restricted due to previously defined corridors and limited space.

Land Use

Roseville is virtually 100% developed. Origins, destinations and travel routes are well established. Understanding and defining land use is critical to pathways development in that these destination points are where people want to walk or bike - areas such as, major civic buildings, recreational and cultural facilities and shopping areas. See Attachment 1 for Existing Land Use Map.

Transportation System

With Roseville being completely developed, the transportation system and travel routes are well established. Because of its proximity to the core cities and its age, Roseville's development patterns have been mainly a continuation of the core grid. The major through traffic corridors that carry the bulk of the vehicles are laid out with half-mile spacing. These arterial roads are designed to carry the majority of the traffic and do it quite well. For the same reasons they also serve well as corridors for non-motorized transportation, providing commuter cyclists with an efficient means to their destination be it work, school or the store. But in the past they had not been designed to accommodate bicycle and pedestrian traffic thus making most of them dangerous for such travel due to the domination of vehicular traffic.

1) Roadways (See Attachment 2 for Roadway Functional Classification Map)

- a) MNDOT: Major high volume roads, including Snelling, Interstate 35W, and Highway 36.
- b) County: High volume roads that make up the 1/2 mile roadway grid pattern in Roseville.
- c) City: Lower volume neighborhood streets and collectors.

2) Transit (See Attachment 3 for Transit Service Map) Ninety percent of the City's population lives within a 1/2 mile of a bus route. Here is a brief description of the transit system that serves Roseville:

- a) Transit Centers: Rosedale & Little Canada (Rice Street at Little Canada Road)
- b) Park and Rides: Roseville Skating Center, Grace Church, & I-35W and County Road C
- c) High-Frequency bus service: The A-Line provides bus rapid transit (BRT) high-frequency service every 15 minutes or better along Snelling Avenue from the

Rosedale Transit Center south into St. Paul and ending at 46th Street Green Line light rail transit (LRT) station in Minneapolis.

- d) Fixed route bus service: Metropolitan Council provides 16 fixed routes.
- e) Non-fixed routes: There are transit options offering door to door service at reasonable rates. Each program has eligibility requirements. These services are provided by Metro Mobility and Roseville Area Senior Program.

3) Pathways (See Attachment 4 for Existing Pathways Map) The City of Roseville currently has approximately 114 miles of both on and off-road pathways.

- a) County: There are some on-road striped shoulders that meet the minimum standards as stated in the definitions. There are approximately 29 miles of on-road pathways.
- b) State: Currently there are no State pathway facilities in Roseville. The closest facility is the Gateway Trail south and east of the City.
- c) City: This system consists of the park interior pathway system and some connecting routes between destinations along major roads. There are approximately 81 miles of city owned and maintained off-road sidewalk and trail pathway facilities.

Described below are the major paths that make up the majority of the City's existing pathway system.

Central Park Pathways

The pathway system in Central Park has always been popular because of its proximity to attractive and diverse natural amenities, its connection to numerous recreational areas and its size, which provides multiple access points and lengthy paved paths. The Central Park paths are heavily used and provide a very good trail experience for recreational users and a good thoroughfare for utilitarian users.

County Road C Pathway

The pathway in the County Road C corridor was constructed in 1995 with funding assistance from ISTE. This path provides an essential central spine through the City, connecting users to a number of City amenities like commercial/retail centers, Central Park, Acorn Park, City Hall and the Lexington Avenue pathway.

County Road B2 Pathway

This off-road trail provides access from the Lexington Avenue trail through the Rosedale Mall shopping area. It was expanded, using federal funds, in 2005 to extend from Rosedale to the west city boundary where it connects up to the Minneapolis Diagonal Trail. This corridor is a major connector for students within the walking area for Roseville Area Schools, providing connections to Roseville High School, Central Park Elementary, and Roseville Middle School.

County Road B Pathway

This corridor consists mainly of off-road concrete sidewalks providing access to and from residential areas, HarMar shopping area, Parkview Elementary and Lexington Avenue pathway. This sidewalk, from Rice Street all the way to Cleveland Avenue, provides an east/west pedestrian corridor.

Dale Street Pathway

This corridor is mainly an off-road bituminous pathway connecting County Road C to Larpenteur Avenue. This pathway briefly merges with the Roselawn/Reservoir Woods Trail at Roselawn. The pathway was identified in the 1997 plan and constructed in 2000 using Federal funds. The segment of Dale Street from Roselawn to Larpenteur does not have an off-road pathway. The connection to Larpenteur Avenue is achieved through Reservoir Woods Park.

Larpenteur Avenue Sidewalk

Four segments of this sidewalk have been constructed along Larpenteur Avenue since the development of the 1997 plan. The segments are Hamline to Oxford (2000), Galtier to Rice Street (2001) and Oxford to Reservoir Woods (2003). The segment of Larpenteur between Reservoir Woods Park and Galtier was completed in 2017.

Lexington Avenue Pathway

This is the main north/south spine of the City. The corridor consists of both bituminous path and concrete sidewalk running from Larpenteur Avenue north through Roseville and into Shoreview. Shoreview's development of this pathway corridor provides a wonderful opportunity to create a regional north/south link.

Roselawn/ Reservoir Woods/ McCarrons Pathway

This off-road trail was identified in the 1997 plan and constructed in 2000 using Federal funds. It follows Roselawn from Lexington Avenue through Reservoir Woods Park under Dale Street to McCarrons Blvd. This pathway then continues along both North and South McCarrons Blvd to connect to Rice Street.

Rice Street Pathway

This is an important north/south link from Roseville to St. Paul. The corridor has a bituminous path of varying width and condition. This is a critical feeder to the Trout Brook County Trail at McCarrons Park. The Trout Brook Trail connects to the Gateway State Trail.

4) User Groups

Users differ widely in their means of travel, ability and preference for travel environment. Some will place importance on their ability to get from one place to another, keeping their trip time short and not concerning themselves with the conditions around them. Others will favor traveling in a pleasant environment, even going out of their way to experience scenic and natural amenities. This plan

for a linked pathway network will accommodate all user groups in some capacity. The major types of users are:

- a) **Commuter Bicyclists** – desire to travel safely at higher speeds with minimal stops.
- b) **Recreational Bicyclists** – desire a safe and scenic corridor with occasional rest areas
- c) **Pedestrians** - Walkers, joggers, students, strollers, in-line skaters, skate boarders, people with disabilities, young bicyclists and tri-cyclists – desire a smooth surface, a safe facility, and scenic corridor
- d) **Cross-country skiers, snowshoers** – desire a natural, scenic corridor, groomed snow
- e) **Skate-boarders** – desire a smooth and often challenging surface

Pathway Types

On-Road Pathways: On-road paths are a paved portion of the roadway that provides space for the use of bicycle and some limited pedestrian activities. See Attachment 4 for Existing Pathways Map.

Bike Route: A shared right of way located on roadways designated with appropriate signage to encourage bicycle use and connectivity. (none in Roseville)

Bike Lane: A bike lane is a portion of the roadway or shoulder designated for exclusive or preferential use by people using bicycles. Bicycle lanes are distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by striping, marking, or other similar techniques. (none in Roseville)

Striped Shoulder: A portion of the edge of a paved road surface that is contiguous with the road surface and separated by striping at least 4 feet wide. (Approximately 29 miles)

Shared lane: Low traffic roads that have no additional space provided for bicyclists or pedestrians but that can be shared between automobiles, bicyclists, and pedestrians because of low traffic volumes and localized activity. Shared lanes are not designated as pathways although they do provide good access routes to other pathways.

Off-Road Pathways: While a community's streets and roadways typically provide the best means of accessing a variety of destinations by bicycle, off-road pathways can enhance the primary transportation system. Pathways that are separated from the motor vehicle traffic can be excellent transportation routes for bicyclists and pedestrians, especially users not comfortable with riding alongside vehicle traffic, and in many instances, can provide pathway users with linkages not available to motor vehicles.

Trail: An off-road pathway that is generally 6-12 feet wide and has a paved bituminous or similar hard surface. Trails are typically located within dedicated right of way, within road right of way separated by a curb and or boulevard, or within parks. The surface type and width accommodate multiple users, including pedestrians, bicyclists, and in-line skaters. (Approximately 36 miles)

Sidewalk: Concrete sidewalks, usually within the road right of way, generally 4-6 feet wide and running parallel to the road, intended for use by pedestrians. (Approximately 45 miles)

Foot Path: Wood chip trails, ag-lime trails, and turf trails are not considered part of the pathway network because they are exclusive to parks. This document is not about park pathways. They are mentioned for inventory purposes only. (Approximately 2 miles)

Other: Boardwalks are not considered part of the pathway network because they are exclusive to parks. This document is not about park pathways. They are mentioned for inventory purposes only. (Approximately 1 mile)

Supplemental Facilities

Bicycle and pedestrian facilities include more than just the paths themselves. Secure and appropriate bicycle parking and locker facilities, comprehensive maps of Roseville's pathway network, mass transit integration, rest areas, and trailheads are key components of a complete pathway network. Roseville has few supplemental facilities for pathway users. They consist mostly of:

1) Bicycle parking and lockers

- a) bike racks of obsolete design that are sporadically placed in some parks and public buildings
- b) occasional bike racks located at commercial buildings
- c) few if any, bike lockers
- d) current city code does not address the issues of bicycle parking

2) Pathways Map

- a) comprehensive pathways map showing all types of facilities within the City

- b) partnering with Active Living Ramsey County on comprehensive County pathway mapping

3) Trail Heads and Rest Area

- a) utilizes existing parks w/ restrooms, picnic areas, recreational areas, drinking fountains
- b) need intermittent rest stops with benches between destinations

4) Transit Accommodations

- a) abundant transit opportunities
- b) limited and often unsafe pedestrian access to transit stops and park and rides
- c) bus shelters at bus stops along high traffic roads
- d) bus benches at many bus stops

Current Operation & Maintenance Practices

Off-Road Pathways

The Parks and Recreation Department and its maintenance staff has the responsibility of making sure routine maintenance operations are completed. On occasion they will request assistance from the street maintenance staff.

Listed below are the maintenance operations performed for the City's off-road pathways.

- **Plowing:** Remove any accumulation promptly and continuously until cleared. Accumulation of two inches or more shall be removed within 24 hrs.
- **Sweeping:** Sweep three times annually, spring, summer and fall, or when safety is of concern.
- **Sealing/ Patching:** Fill cracks or holes as they occur.

On-Road Pathways

The Public Works Department and its maintenance staff are responsible for the maintenance of the on-road pathway facilities on City of Roseville streets. Listed below are the maintenance operations performed for the City's on-road pathways.

- **Plowing:** When there is an accumulation of two inches or more of snow it will be removed within 24 hrs.
- **Ice control:** apply ice control when ice or snow adheres to the pathway.
- **Sweeping:** Sweep three times annually, spring, summer and fall, or when safety is of concern.
- **Sealing/ Patching:** Fill cracks or holes as they occur.

On-Road pathways located on County Roads are maintained by Ramsey County.

Trail Management Program

Since 1999 the Public Works Department has had the responsibility to implement a long-term reconstruction and major maintenance program. The Trails Management Program (TMP) is modeled after the Pavement Management Program and consists of: Inspection/Evaluation, Maintenance, Sequential Planning and Financial Planning. The TMP utilizes state of the art pavement tools to help identify and prioritize pathway maintenance and rehabilitation. All of the pathways are broken down into segments that are surveyed approximately every 5 years and actual pavement distresses are measured and entered into a computer database. The measured distresses are used to determine the pavement condition index (PCI). The PCI is a numerical rating between 100, a new pavement, and 0, a completely failed pavement. This methodology was originally developed by the US Army Corps of Engineers and later revised by the Minnesota Local Road Research Board. It has become a standard method to evaluate pavement condition. A computer program that utilizes pavement research findings to predict the degradation of pavement with time then analyzes the pathway data. The rate of degradation has been calibrated to match our actual experience. In addition, the program allows us to model different maintenance strategies to gauge their impact on the overall system and budget. The program is quite flexible and allows us complete discretion in choosing the most appropriate maintenance technique.

As of the 2017 PCI survey, the average PCI rating for bituminous pathways was 62. The average PCI rating for concrete pathways was 89.

4. ISSUES

Over the last two decades, the City has continued to expand and enhance the pathway system. But it still lacks some important elements that will meet the needs of its users over the next two decades. These are the types of elements that come with time and public support and demand for a complete network. Periodic updates of this master plan is an important step in identifying and monitoring issues that can provide the City with a complete pathway network consistent with current demands and anticipated future needs. The following is an updated list of issues relevant to Roseville.

1) Safety

- a) Provide transportation facilities for all ages and abilities (children, senior citizens, people with disabilities, pedestrians, and bicyclists).
- b) Improve the ability to safely travel from one location to the next.

2) Connectivity

- a) Use of the pathway system for transportation-related trips as an alternative to the automobile.
- b) Enhance access to transit service and stops, and especially the A-Line BRT stations along Snelling Avenue.
- c) Provide linkages between major destinations and to the rest of the metropolitan area.
- d) Connecting to regional bikeways and the regional trail network.
- e) The continuation of bikeways into Roseville being developed by the City of St. Paul and Ramsey County along major north-south roadways including Rice Street, Dale Street, Lexington Avenue, and Cleveland Avenue.
- f) Coordination of pathway connections with the Connected Ramsey Communities Network map.
- g) Provide neighborhood access to the City's pathway system.
- h) Complete pathway connections to City parks.
- i) Complete links within and between park constellations.
- j) Support connections to neighboring community's pathways.
- k) Provide pathway facilities along regional transportation corridors.
- l) Overcome barriers that deter pathway use:
 - i) Highway 36, Snelling Avenue, Interstate 35W, arterials,
 - ii) Narrow bridge decks and underpasses,
 - iii) Poorly defined crosswalks at intersections, and
 - iv) Major intersections that have high traffic volumes and deter pedestrian activity.

3) Maintenance

- a) Maintain funding for equipment and personnel to support the City's pathway system.
- b) Meet the needs of a demanding traveling public during all four-seasons.
- c) Continue to preserve the current pathway facilities.

4) Education and Promotion

- a) Promote the pathway system using signage, maps, and on-line resources to increase pathways use and build public support.
- b) Continue to update the Pathway Master Plan and monitor its progress.
- c) Public and stakeholder engagement in the development of new pathways.

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5. POLICIES AND STANDARDS

The policies (bold) and standards were developed to guide the City in the development of Roseville's pathway network. They are detailed statements that aid in the resolution of the previously defined pathway issues. The intent of this section is to define the minimum standards for pathway facilities in Roseville. In certain instances it may be necessary to increase the standards in order to provide a safe and efficient facility for the community. *Standards that were left undefined in this document are defined by MNDOT pathway guidelines.*

The various types of pathways include, but may not be limited to the following:

Bicycle Lane: A portion of a roadway designed for exclusive use by people using bicycles. Bike lanes are distinguished from the portion of the roadway used for motor vehicle traffic by physical barrier or striping and pavement markings. The widths of these lanes vary between 5-10 feet, depending on speed and Average Daily Traffic on the road.

Shared Lane: Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. The standard driving lane is to be shared between vehicles and light traffic.

Wide Outside Lane: Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. A widened outside driving lane, 14 feet or greater, is to be shared between vehicles and bicycles.

Trail: An off-road pathway that is 8-12 feet wide that is generally shared use, designed for the use of bicycles, in-line skaters and pedestrians.

Sidewalk: An off-road pathway that is 6-8 feet wide that is generally designed for pedestrian use, although state law does allow the use of bicycles on these facilities outside of defined business districts.

Striped Shoulder: A portion at the edge of a paved road surface that is contiguous with the road surface and separated by striping at least 4 feet wide.

LOCATION

1) **Inventory and acquire rights-of-way that have become available.**

- a) Where possible use available rights-of-way first.
- b) Use shared rights-of-way second.
- c) Purchase private rights-of-way last.
- d) Sharing pathway rights-of-way with underground utilities will be allowed as long as there is no interference with the function of the pathway.

2) **Provide pathway facilities along all roads.**

- a) Develop a pathway along all arterial roads where equal alternate parallel routes are not available. For example, an adjacent parallel trail located within park boundaries but offset from the roadway corridor.
- b) Strive to complete pathways along arterial roads and regional trail corridors on both sides of the roadway.
- c) For standalone pathway projects, prioritize completing pathways along roadways where no pathway exists prior to completing pathways along both sides of the roadway.
- d) As part of road reconstruction projects, explore the feasibility of adding or upgrading pathway facilities (both on-road and off-road as appropriate).
- e) Pathways parallel to roads are preferred in zoned residential areas to ensure continuity of design and minimize overall impact to property.
- f) Develop pathways using the following recommended standards as guidelines:

Pathway Design Selection for Urban (curb and gutter) cross section roads							
Motor Vehicle ADT (2 lane)		<500	500-1000	1,000-2,000	2,000-5,000	5,000-10,000	>10,000
Motor Vehicle ADT (4 lane)		N/A	N/A	2,000-4,000	4,000-10,000	10,000-20,000	>20,000
Motor Vehicle Speed	25 mph	SL	WOL	WOL	WOL	BL = 5 ft or T = 8 ft	N/A
	30 mph	SL w/ sign	WOL	BL = 5 ft or T = 8 ft	BL = 5 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft
	35-40 mph	WOL	BL = 5 ft	BL = 5 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or SS = 8 ft
	45 mph and greater	BL = 5 ft	BL = 5 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or SS = 8 ft	T or SS = 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, T = Trail, SS = Striped Shoulder ADT = Average Daily Traffic							

Pathway Design Selection for Rural (shoulder and ditch) cross section roads							
Motor Vehicle ADT (2 lane)		<500	500-1000	1,000-2,000	2,000-5,000	5,000-10,000	>10,000
Motor Vehicle ADT (4 lane)		N/A	N/A	2,000-4,000	4,000-10,000	10,000-20,000	>20,000
Motor Vehicle Speed	25 mph	SS = 4 ft or SL	SS = 4 ft or SL	SS = 4 ft or WOL or T = 8 ft	SS = 4 ft or T = 8 ft	SS = 4 ft or T = 8 ft	N/A
	30 mph	SS = 4 ft or SL	SS = 4 ft or WOL	SS = 4 ft or T = 8 ft	SS = 4 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft
	35-40 mph	SS = 4 ft or SL	SS = 4 ft or WOL	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 8 ft or T = 8 ft
	45 mph and greater	SS = 4 ft	SS = 4 ft	SS = 6 ft or T = 8 ft	SS = 8 ft or T = 8 ft	SS = 8 ft or T = 8 ft	T or SS = 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, T = Trail, SS = Striped Shoulder ADT = Average Daily Traffic							

3) Develop pathways around lakes, to and in every park and open space.

- Pathway development around lakes will be designed to provide, at minimum, views to the lake.
- Pathways in parks and open spaces will be developed consistent with their individual park master plans.
- Develop pathways consistent with the Parks & Recreation System Master Plan Trails and Parks Constellation Link Map.
- Cross-country and snowshoe locations will be designated by the Parks and Recreation Department.
- Snowmobiles and other unauthorized motorized vehicles will not be allowed on off-road or paved surface pathways.
- Loop pathways will be designated, measured and signed in coordination with the Parks and Recreation Department.
- Where possible, develop continuous pathway loops that are unbroken by street crossings and other obstructions.

4) Develop a pathways system that is accessible from all areas of the city.

- The pathways system should be designed to provide an unobstructed connection no further than 1/4 mile to a pathway from any given property. Where the 1/4 mile distance is not feasible, the resulting connection distance should be as close to 1/4 mile as reasonably possible.

CONNECTION

- 5) Provide a safe network of pathway linkages for pedestrians and cyclists to and between educational facilities, churches, business centers, transit stops, parks and open space.**
 - a) Business centers shall have pathways connecting to the public pathway network.
 - b) Schools shall have off-road connections to the pathways network.
 - c) Parks, open space and transit stops shall have a pathway connecting them to the pathways network.
 - d) Develop pathways consistent with the Parks & Recreation System Master Plan Trails and Parks Constellation Link Map.
 - e) Include school property for possible pathway loops and linkages to the greater pathways network.
 - f) Provide public access to school facilities.
- 6) Provide access around/through major obstacles.**
 - a) Major obstacles include Highway 36, Snelling Avenue and Highway 35W.
 - b) When bridge reconstruction takes place, bicyclist and pedestrian accommodations shall be integrated into the design.
 - c) Connections across major obstacles shall be provided at controlled intersections or be grade separated (pedestrian bridges and tunnels).
- 7) Provide pathway linkages for bicyclists and pedestrians to the regional pathway system.**
 - a) To complete major linkages to the regional pathway system; utilize grade separations (pedestrian bridges and tunnels) to overcome major obstacles.
 - b) Signage shall be utilized to inform and direct users of regional trail linkages.
- 8) Provide a pathway system that promotes a sense of community through the connection of neighborhoods.**
 - a) Utilize existing or purchase new easements to construct pathways between neighborhoods.
- 9) Provide a pathway system that connects to local and regional commercial destinations.**
 - a) Provide pathway access from neighborhoods to commercial uses for consumers and employees.

IMPLEMENTATION

- 10) Coordinate planning and design of pathway connections with neighborhood groups, civic organizations, school districts, business districts and other governing agencies.**
 - a) Make the Pathway Master Plan publicly available through multiple means and mediums.

- b) When projects are implemented, stakeholders and impacted groups will be notified and provided an opportunity for input before plans are finalized.
- c) Allow for phasing of some pathways to see them through stages of implementation and funding.
- d) Develop landscape standards for enhancing existing pathways and developing new pathways.

11) Consider alternative pathway types, suitable to intended use.

- a) Pathways intended for wheeled uses shall be paved.
- b) Pathways in ecologically sensitive areas shall be designed to minimize their impact.
- c) Pathways intended for winter activities will not have their snow removed.
- d) Non-paved pathways will be limited in use (walking, hiking, etc.).

12) Pathways shall be designed to avoid user conflicts.

- a) High use areas with multiple user groups (bicyclists, pedestrians, in-line skaters, etc.) may require separate pathways for separate uses.
- b) In areas of potential or known conflict, pathways shall be signed for their intended use.
- c) Direction of traffic flow, on high use pathways, will be defined and signed or marked.
- d) Significant space, barriers or delineation shall be provided between pathways and conflicting adjacent uses.
- e) Pathways where conflicts with speed occur shall have defined speed advisories that are properly signed.
- f) Pathways shall be designed to provide for adequate visibility based on MNDOT standards for pathway facilities.
- g) Best practices shall be considered when designing pathways on-road or adjacent to roadways to minimize conflicts between motorized vehicles and bicyclists and pedestrians.

13) Develop a consistent palette of design elements.

- a) Design elements shall consist of signage, trail markings, curb cuts, driveway crossings, medians/dividers, intersections/crosswalks, furniture, lighting, walls, and typical pathway and roadway sections.
- b) Develop a design goal to provide a boulevard between pathways and roadways that lends itself to civic beauty and traffic calming.

14) Establish a formal review process for new and renovated public and private development projects that addresses pedestrian and bicycle issues.

- a) City staff will utilize the City Plan Review Process to ensure consistency with the Pathway Master Plan.
- b) Staff will use a checklist to aid in the plan review process that shall be required to complete prior to plan approval.

15) Pathways shall be part of roadway design and construction.

- a) The City shall consider pathways as part of the transportation system.
- b) The City recognizes that residents adjacent to the pathways may not be the only beneficiaries.

16) Seek ways to encourage businesses to address bicyclist and pedestrian issues through the redevelopment of their property.

- a) Provide incentives (low interest loans) for Roseville businesses to redevelop their property with improvements for pedestrians and bicyclists.

MAINTENANCE

17) Pathways will be kept in good repair and useable.

- a) During winter, the highest use pathways shall be cleared of snow to bare pavement.
- b) During winter, the medium use pathways shall be cleared of enough snow to allow passage.
- c) During winter, the low use pathways will not be cleared of snow.
- d) Pathways will be cleared within 24 hours after a snowfall.
- e) All paved pathways shall be swept once during the spring and once during late summer.
- f) Vegetation encroaching in a pathway corridor shall be trimmed to allow safe passage according to MnDOT standards.
- g) All pathways and their related facilities shall be inspected annually. Inspection data shall be entered into a management system to help guide the maintenance and replacement decisions.

18) Maintenance responsibilities will be assigned based on function and use of the facilities.

- a) The City will be responsible for all pathway maintenance under City jurisdiction.
- b) Per City Code, all property owners except taxable properties zoned R-1 or R-2, are required to clear snow from “non-motorized pathways” within 12 hours after snow and ice have ceased to be deposited thereon.” (City Code 407.03)
- c) Commercial and institutional property owners will be responsible to clear snow from adjacent pathways when event is 2 inches or greater.

19) The City will develop and implement maintenance practices that will minimize the burden on adjoining properties.

- a) City will minimize property damage during pathway maintenance practices.
- b) City will reestablish turf damaged as a result of pathway maintenance.
- c) City will replace or repair mailboxes on City streets damaged by direct contact by City snow removal machinery.
- d) No more snow will be deposited on private driveways and sidewalks than would be typically deposited by street snow removal.

- e) City will make efforts to schedule snow removal to minimize double shoveling.

EDUCATION/INFORMATION/REGULATION

20) The City shall regularly update this Plan.

- a) The Pathway Master Plan will be adopted by reference into the City's Comprehensive Plan.
- b) The Plan should be reevaluated once every three years.

21) Utilize pathway projects to educate the community about the benefits of a well-planned pathways system.

- a) Staff will pursue grants when available to assist in funding the implementation of pathway networks.
- b) Staff will report successes in pathway projects to the local papers as an educational and promotional practice.

22) Provide proper signage for a safe, user-friendly pathway network.

- a) Regulatory and warning signs for pathway users and for roadway users adjacent to pathways shall be placed and designed to current national and state regulations and standards.
- b) Promote the use of wayfinding devices (including on-line mapping resources) and signage to better orient users to the Roseville system and encourage pathway etiquette.

23) Develop regulations for pathway use and enforcement.

- a) Staff will develop pathway regulations to be published and posted to further improve pathway usability.

24) Develop and provide events that promote non-motorized modes of travel.

- a) Add a pathway safety program to the Safety Camp.
- b) Continue to promote Roseville's pathway facilities with events like the Rosefest "Tour de Roses."

25) The City will develop a promotion and education plan.

- a) Provide a "safe biking" class in the Community Education program.
- b) Encourage area cycling shops to support and promote the City's pathway network.
- c) Utilize the OVAL for cycling events both competitive and educational.
- d) Gather and/or develop educational and promotional videos for use at schools, promotional events or local cablecasts.
- e) Collaborate with school officials on ways to educate students on pathway safety and use.
- f) The City will widely circulate pathways plan and maps.
- g) The City will encourage citizen volunteers to aid in pathway maintenance and improvements.

- h) Utilize the City's webpage to educate, inform and promote alternative modes of travel and the Roseville pathway network.

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6. PREFERENCE LIST OF PATHWAY SEGMENTS

Previous versions of the Pathway Master Plan included a list of priority projects and ranking based on qualitative evaluation criteria as defined by the Pathway Advisory Committee (a defunct group of citizens that served as a steering committee for the Pathway Master Plan). Committee members identified the list of priority projects and individually scored them based on the evaluation criteria. The scores were then weighted and added up to provide a composite score and rank for each project. While the ranking process was beneficial, there was concern that scoring system provided inconsistent results, and that future updates could result in different ranking results.

As part of the 2017 Pathway Master Plan update, the PWETC revised the scoring system and evaluation criteria for use in this plan. The updates were intended to be simplified, quantitative, and easily replicated for future use. The PWETC assessed and consolidated the 10 previous evaluation criteria down to 6 criteria. The PWETC then modified the scoring for each criterion and established quantifiable measurement tools using readily available GIS data and City maps. In addition, the PWETC revised the list of projects for evaluation to eliminate previously completed pathway segments and divide up longer segments to reduce the potential for over-scoring due to project length. Based on the updated evaluation criteria, City staff utilized GIS data to apply the scoring system to the updated list of preferred projects.

The following evaluation criteria were used by the PWETC to rank projects based upon the applied scoring system.

Evaluation Criteria

1) Connects multiple destinations.

Provides safe and convenient access to businesses, schools, churches, work, parks and other community amenities and destinations.

Add one point for each type of destination within 1/4 mile of pathway

- 1-Each-Institutional use (school, university) within 1/4 mile
- 1-Each-Park/Open Space use within 1/4 mile
- 1-Each-Public facilities within 1/4 mile
- 1-Total-Industrial/Office use (employment centers) within 1/4 mile
- 1-Total-Commercial use within 1/4 mile

Measurement tool: City's Future Land Use Map

2) Volume of usage.

The pathway corridor has shown a consistent need for facility development based on its ability to serve the surrounding population and employment base.

Total population within 1/4 mile of pathway

- 3-Population is 3,000 or greater

- 2-Population is 2,000 to 2,999
- 1-Population is 500 to 1,999
- 0-Population is less than 500

AND

Total employment within 1/4 mile of pathway

- 3-Employment is 3,000 or greater
- 2-Employment is 2,000 to 2,999
- 1-Employment is 100 to 1,999
- 0-Employment is less than 100

Measurement tool: US Census Block Dataset

3) Connects to regional system.

Provides linkage to the larger network of pathways that extend beyond Roseville. The pathway serves longer trips within Roseville and into neighboring cities.

- 3-Regional corridor (county road, regional/state trail, RBTN route)
- 2-Local pathway that directly connects to regional corridor or Parks & Recreation System Master Plan Trails and Parks Constellation Link.
- 1-Pathway provides local connection only

Measurement tool: City's Pathway map and regional bikeways mapping

4) Addresses a gap or barrier in the transportation network.

Addresses a pathway network gap along the transportation network and/or crosses a major barrier. Eliminates a major barrier or safety concern in the pathway network that may inhibit bicycle or pedestrian travel.

- 5-Provides enhanced safe crossing (grade separated or improved intersection) of major highway (I-35W, TH 36, Snelling Avenue) or railroad
- 4-Completes pathway along A-Minor Arterial roadway
- 3-Completes pathway along Other Arterial roadway
- 2-Completes pathway along Major Collector roadway
- 1-Completes pathway along a Local roadway

Measurement tool: City's Roadway Functional Classification Map

5) Connects to Transit

Connects bus stops, transit hubs, or provides a connection to other transit.

- 3-Transit Center or park and ride within 1/4 mile of pathway
- 2-A-BRT Station within 1/4 mile of pathway
- 1-Bus stop within 1/4 mile of pathway

Measurement tool: GIS, transit routes and stops

6) Connects High-Density Residential to Transit or Parks (Max 5 Points)

Improves access for densely populated areas to the City's transit and park facilities.

- 2-Per 100 units-Pathway connects multi-family residential or mixed use area to transit stop or park within 1/8 mile walking distance
- 1-Per 100 units-Pathway connects multi-family residential or mixed use area to transit stop or park within 1/4 mile walking distance

Measurement tool: GIS, City's Existing Land Use Map, transit routes and stops

Scoring Results

The following table shows the cumulative results of scoring the preference list of pathway projects using the evaluation criteria established by the PWETC. See Attachment 6 for a more detailed Project Preference List and Scoring Results. Segments with * next to the project name are new segments added to the plan. Segments with # next to the project name are segments that are shown on the Parks & Recreation System Master Plan Trails and Parks Constellation link.

Segments that are highlighted in green are pathway segments on arterial roadways with volumes greater than 4,000 ADT which do not have a pathway on either side of the roadway.

Map Ref.	Project Name	Total Points	Pathway Master Plan Rank
28	Snelling Avenue*	25	1
4A	County Road C (A)	23	2
9	Snelling Avenue South of Highway 36	22	3
16	Rosedale to HarMar Connection	22	3
12C	Lexington Avenue (C)	22	3
12A	Lexington Avenue (A)	21	6
12B	Lexington Avenue (B)	19	7
4B	County Road C (B)	19	7
3A	County Road C-2 (A)	18	9
4C	County Road C (C)	18	9
4D	County Road C (D)	18	9
6	Cleveland Avenue	17	12
13	Rice Street	17	12
25A	Hamline Avenue A	17	12
10	Victoria Street (north of C)	16	15
2	County Road C-2 West of Snelling	15	16
8	TH 51 connection to Old Snelling (Arden Hills)	15	16
26	County Road B2 & Snelling*	15	16
25B	Hamline Avenue B	15	16
3B	County Road C-2 (B)	15	16
27	Tamarack Park Connection*#	14	21
29	Commerce Street*	13	22
5	County Road C Sidewalk	12	23
7	Fairview Avenue C (north of B-2)	12	23
31	Pascal Street*	12	23
18	Judith to Iona Connection#	11	26
1	County Road D	10	27
11	Dale Street South	10	27
15	NE Diagonal RR Connection (Walnut to Co Rd C)	10	27
19	Lovell to Minnesota Connection	10	27
21	Millwood to County Road C2 Link	10	27
24	Alta Vista Drive	10	27
30	Albert Street*	10	27
23	Cohansey St to HANC Connection	9	34
20	Villa Park Connections	8	35
17	Heinel Drive Connection	7	36
14	Langton Lake Loop	6	37
22	Eustis to St. Croix Connection	6	37
Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.			

The results of the scoring exercise will be used by the City to assist in prioritizing future pathway projects as part of the annual capital improvement program update. However, it is important to note the list of preferred projects will not be implemented based on the ranking results, as this list is intended to be updated periodically. In addition, there are several factors that can affect the timing and cost of developing pathway projects. These factors include coordination with planned roadway improvements (when it may be most feasible to construct new pathway segments), the availability of right-of-way, utilities, constructability, and magnitude of project in terms of both length and cost. For example, if a proposed pathway project is located along a roadway that is programmed for reconstruction, then coordinating the pathway improvements with the road improvements is the best opportunity to implement the project (regardless of project ranking). Likewise, the ability for a proposed pathway project to obtain external funding could also accelerate the development of such a project.

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7. RECOMMENDATIONS

The following recommendations are intended to continue supporting the City's efforts in developing an appropriate and well-guided pathway network for the community.

- 1) Formally adopt the Roseville Pathway Master Plan as part of the City of Roseville's Comprehensive Plan to guide the City in all pathway-related issues.**
- 2) Support the effort to maintain a growing system of pathways through proper funding of equipment, personnel or contracted services.**

With the recommended promotion and continued development of pathway facilities in Roseville should come the dedication and support to maintain the facilities as highly beneficial recreation and transportation amenities. Through the commitment of improved operational maintenance, the City is assuring, for the future of Roseville, a well-maintained transportation and recreation pathway network.

- 3) Demand conscientious development through strict policies and standards defining the City of Roseville's goal for pathways and pathway related issues.**
- 4) Continue implementing a funding program for the development, management and maintenance operation recommendations laid out in this document. Pursue external funding sources to support the development of new pathway segments.**
- 5) Re-evaluate the Pathway Master Plan at least every three years to review the impact of the Roseville Pathway Master Plan. This will ensure that the plan remains consistent with the community's goals.**
- 6) Continue working with neighboring cities, Ramsey County, MnDOT, and other regional agencies to support development of the regional bikeway network and local connections to and from the City's pathway system.**

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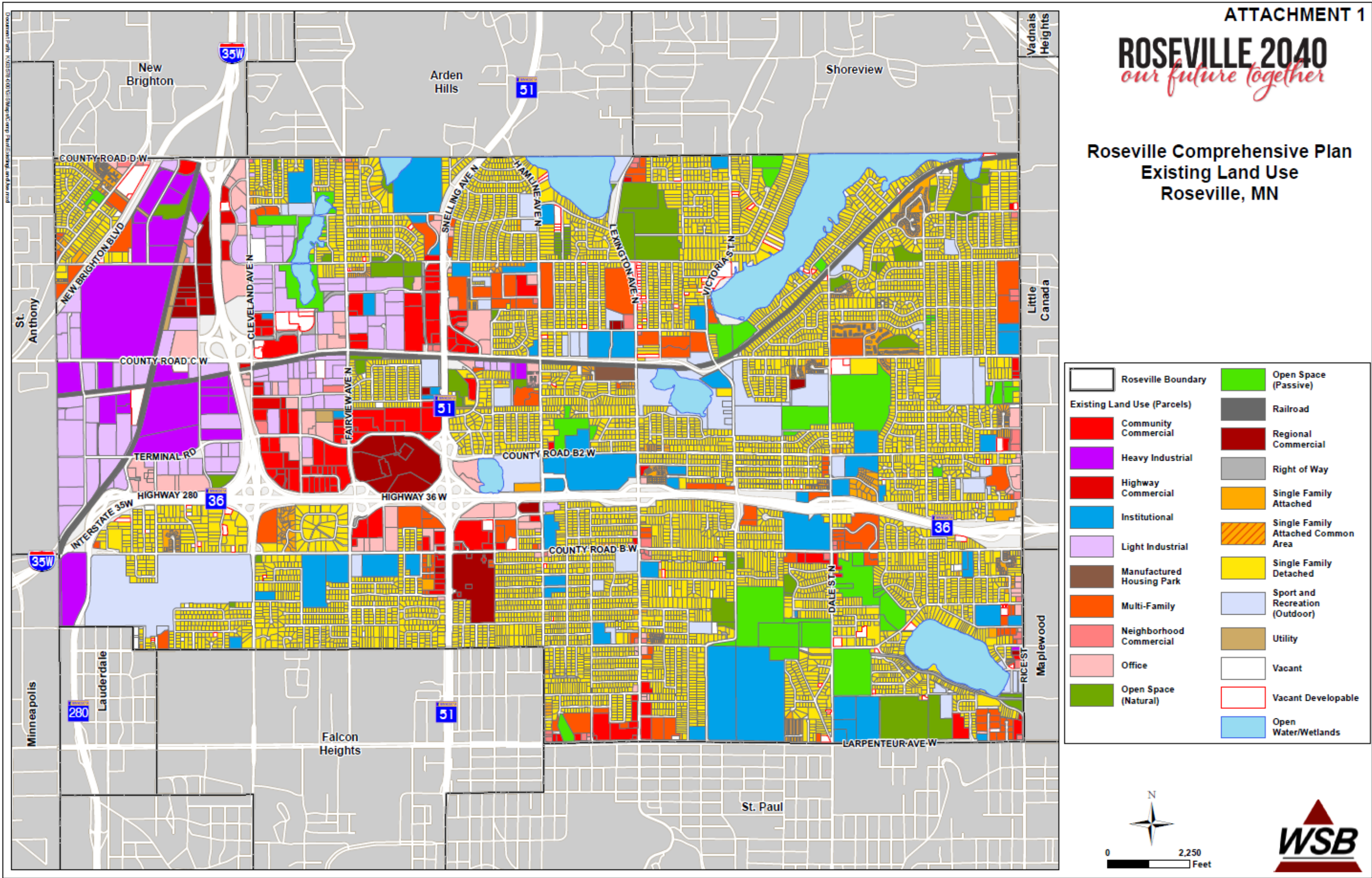
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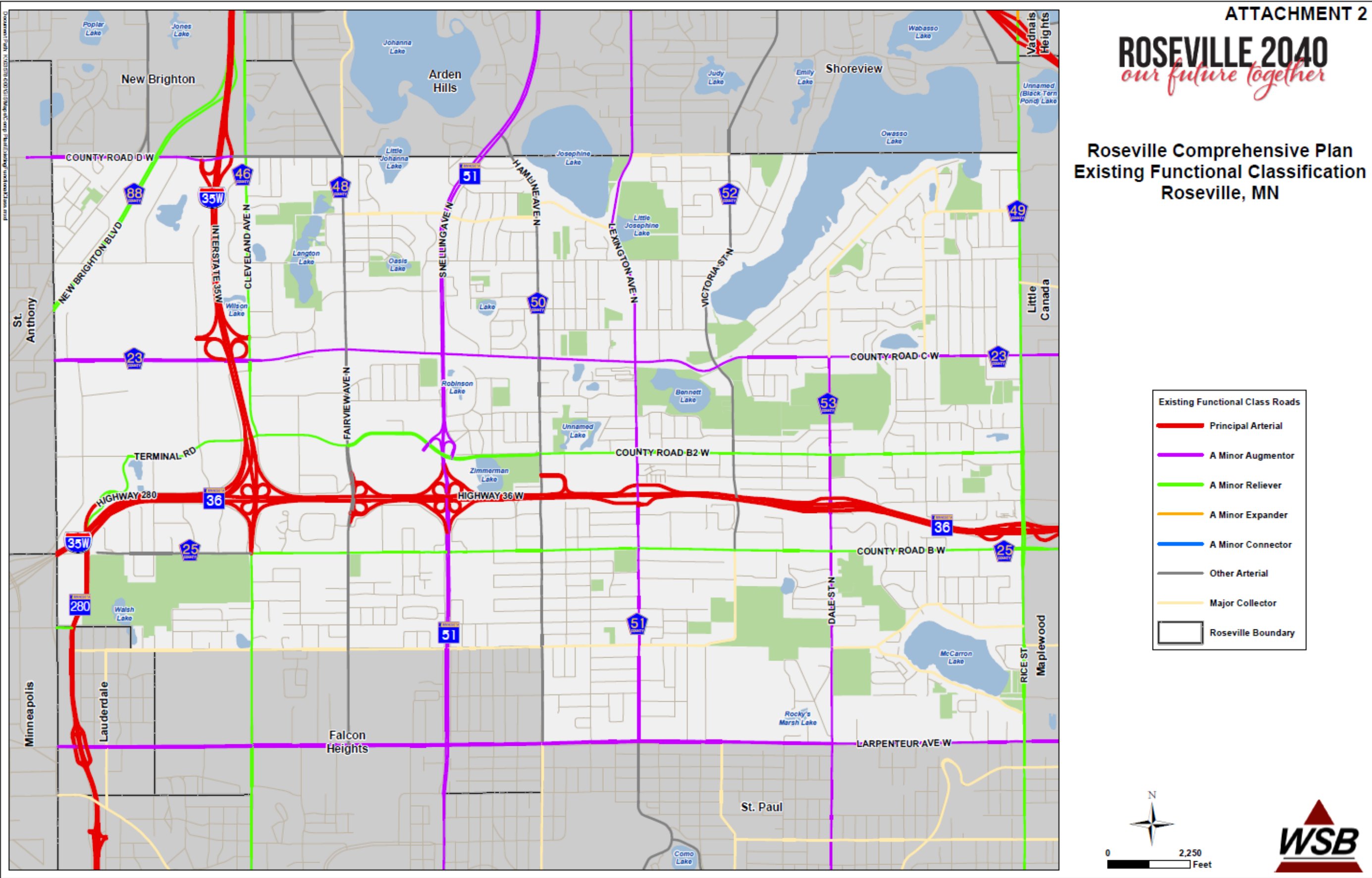
8. ATTACHMENTS

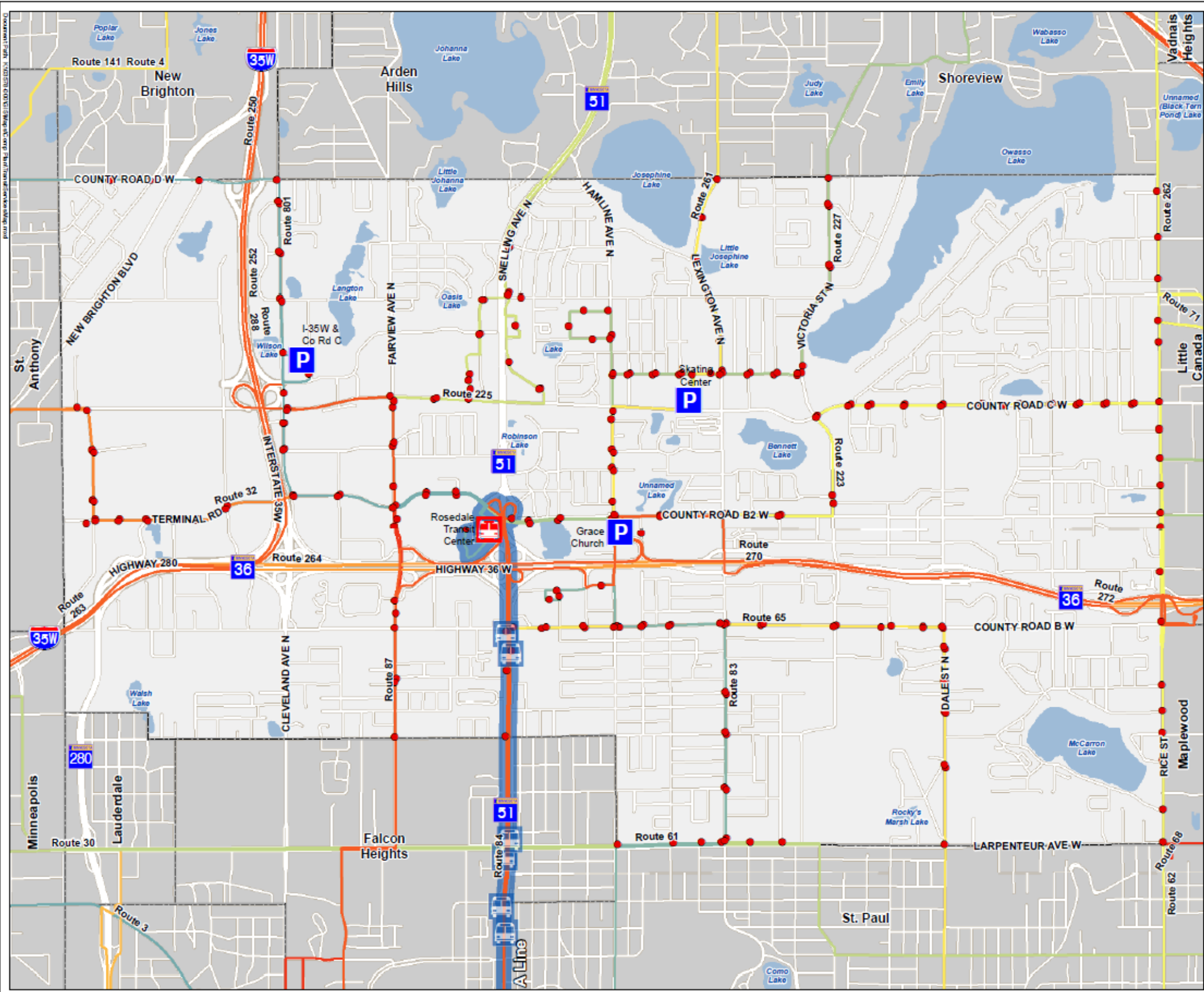
- Attachment 1: Existing Land Use Map
- Attachment 2: Roadway Functional Classification Map
- Attachment 3: Transit Services Map
- Attachment 4: Existing Pathways Map
- Attachment 5: Pathway Master Plan Map
- Attachment 6: Project Preference List and Scoring Results
- Attachment 7: Parks & Recreation System Master Plan Trails and Parks Constellation Link Map.

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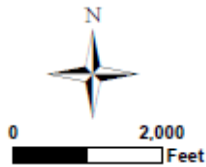
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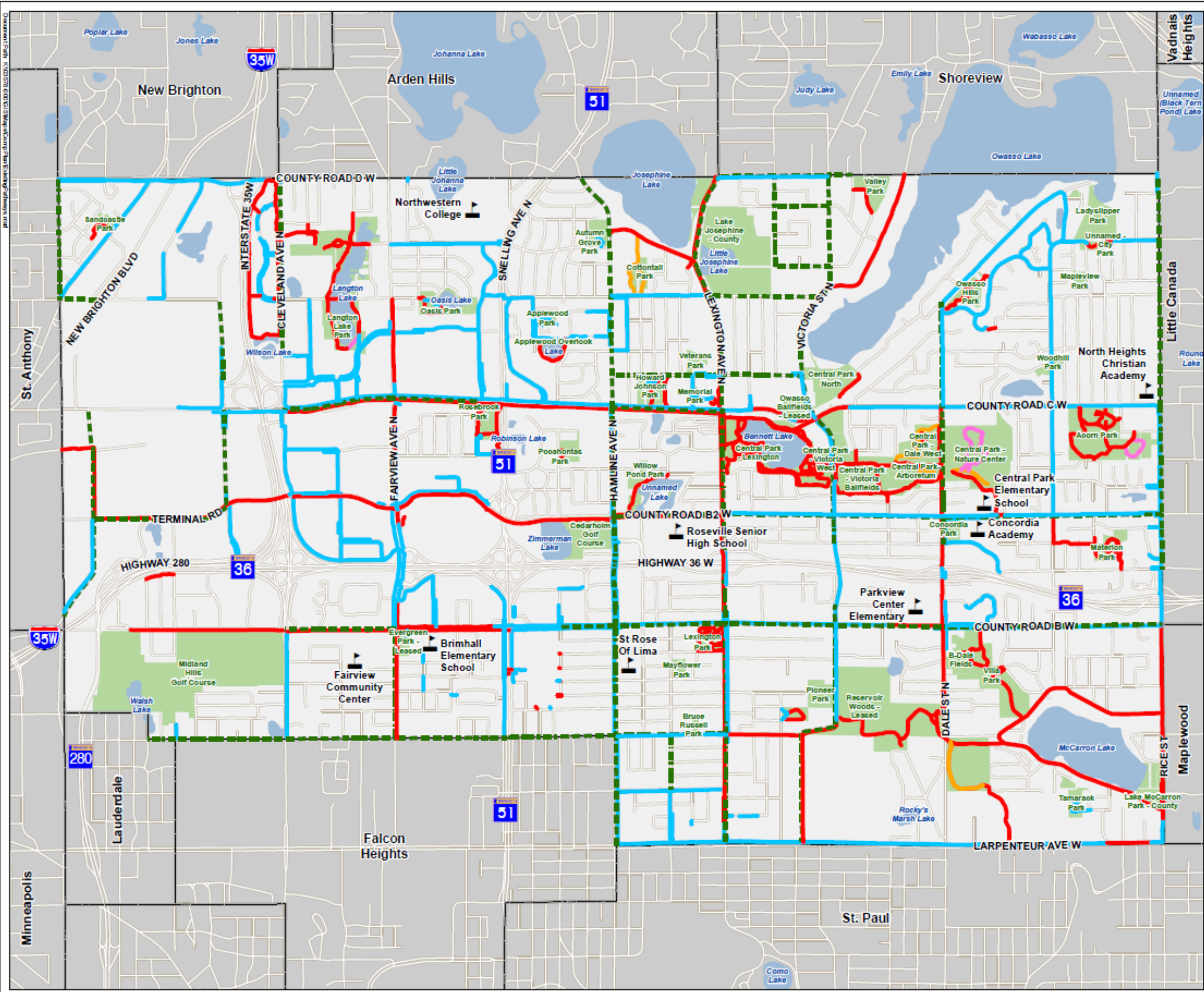
ROSEVILLE 2040

our future together

Roseville Comprehensive Plan Transit Services Roseville, MN

	Rosedale Transit Center	272
	Park and Ride	288
	A-Line BRT Transitway	3
	A-Line BRT Stations	30
	Bus Stop	32
Existing Bus Route		4
	141	61
	223	62
	225	65
	227	68
	250	71
	252	801
	261	83
	262	84
	263	860
	264	87
	270	



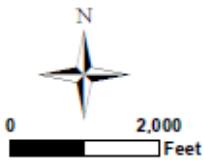


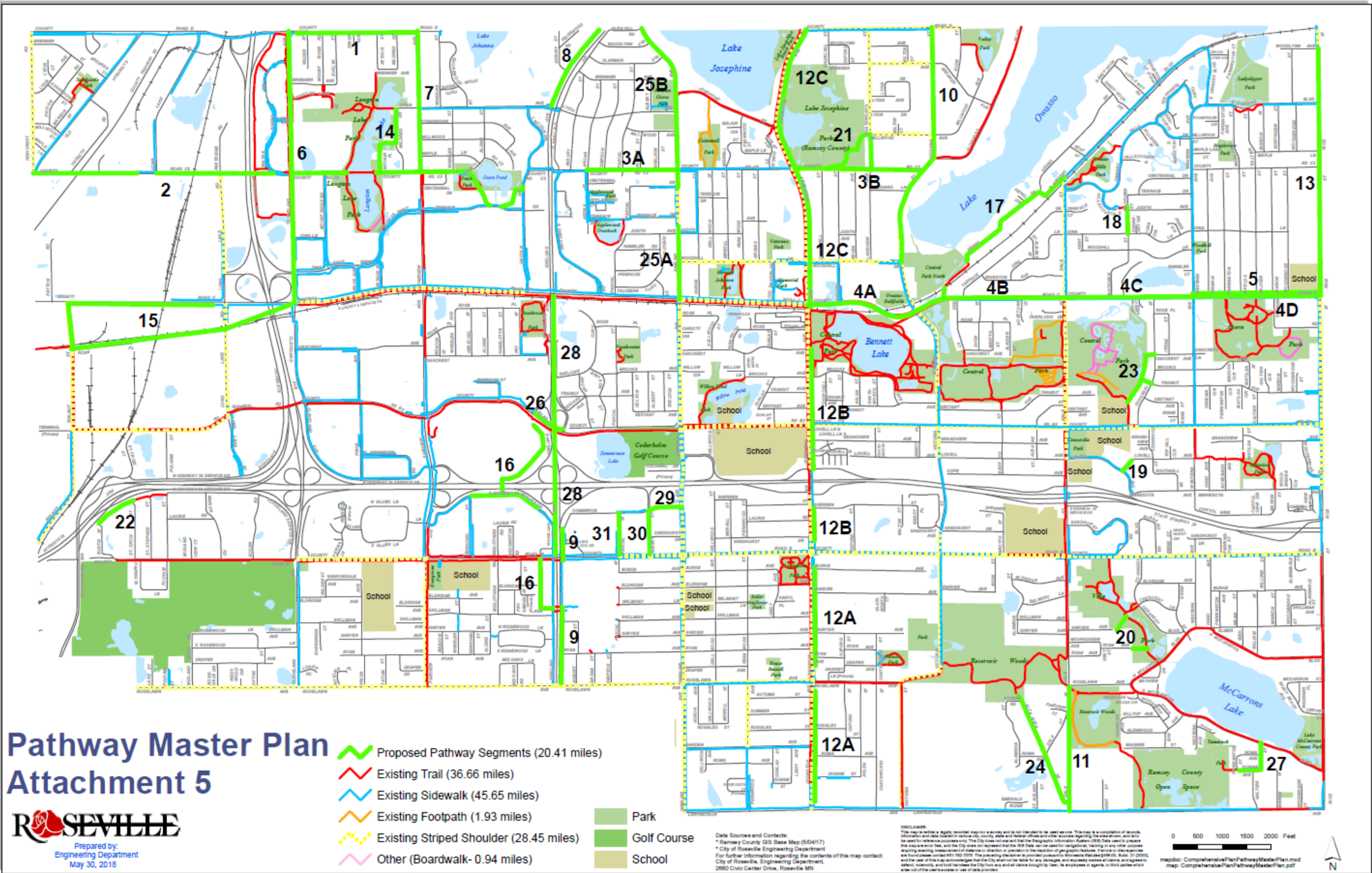
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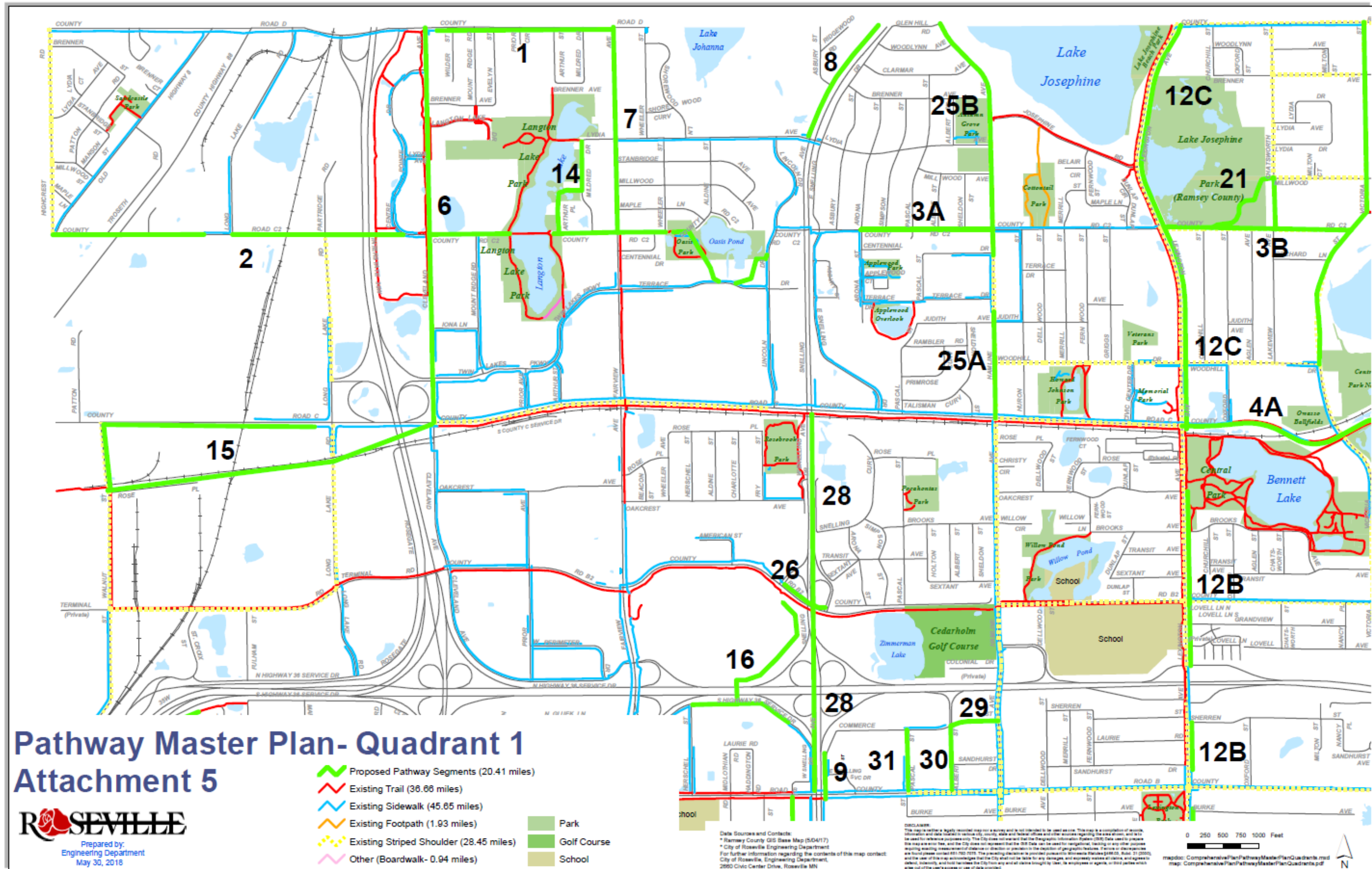
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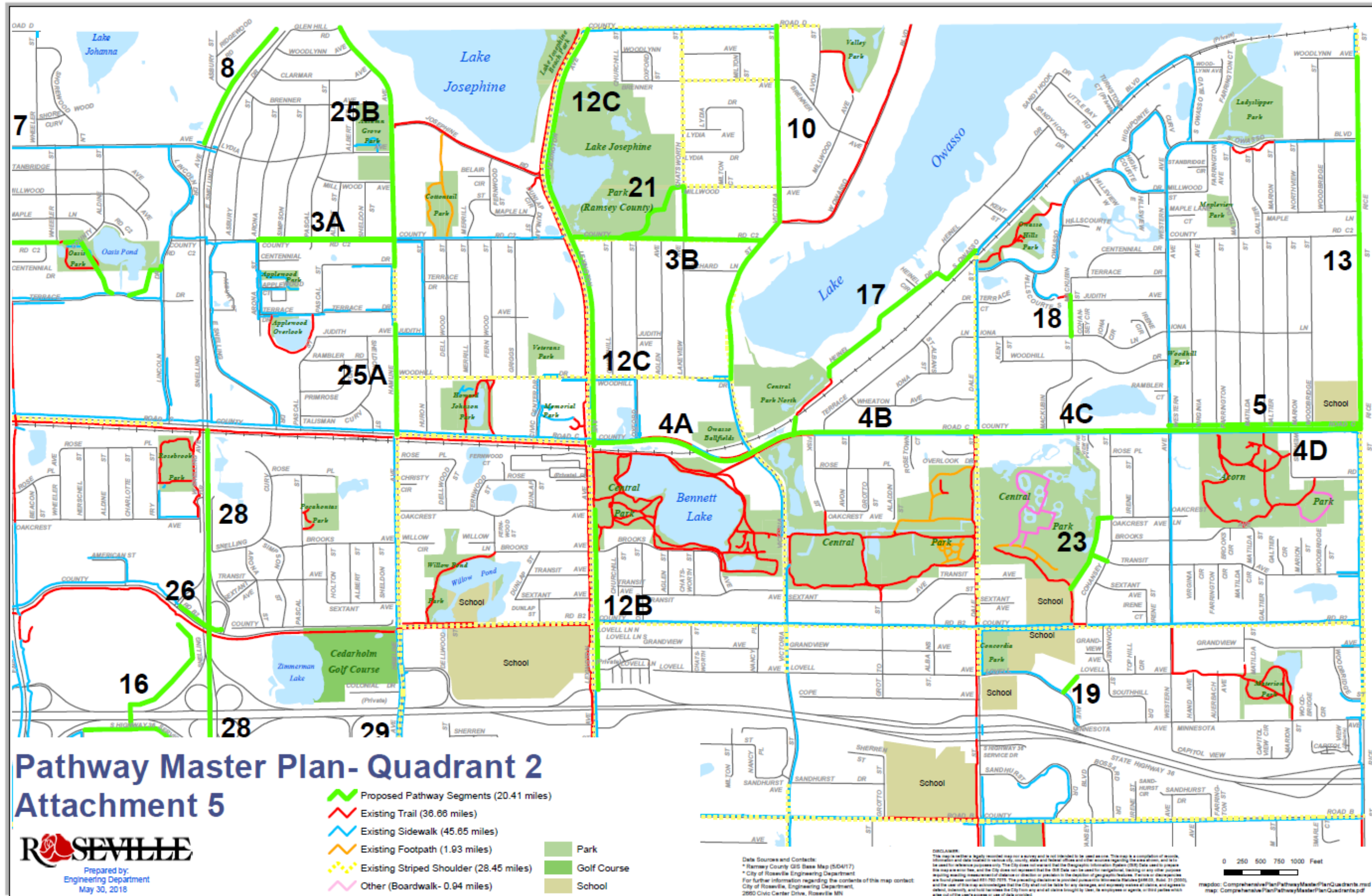
**Roseville Comprehensive Plan
Existing Pathways
Roseville, MN**

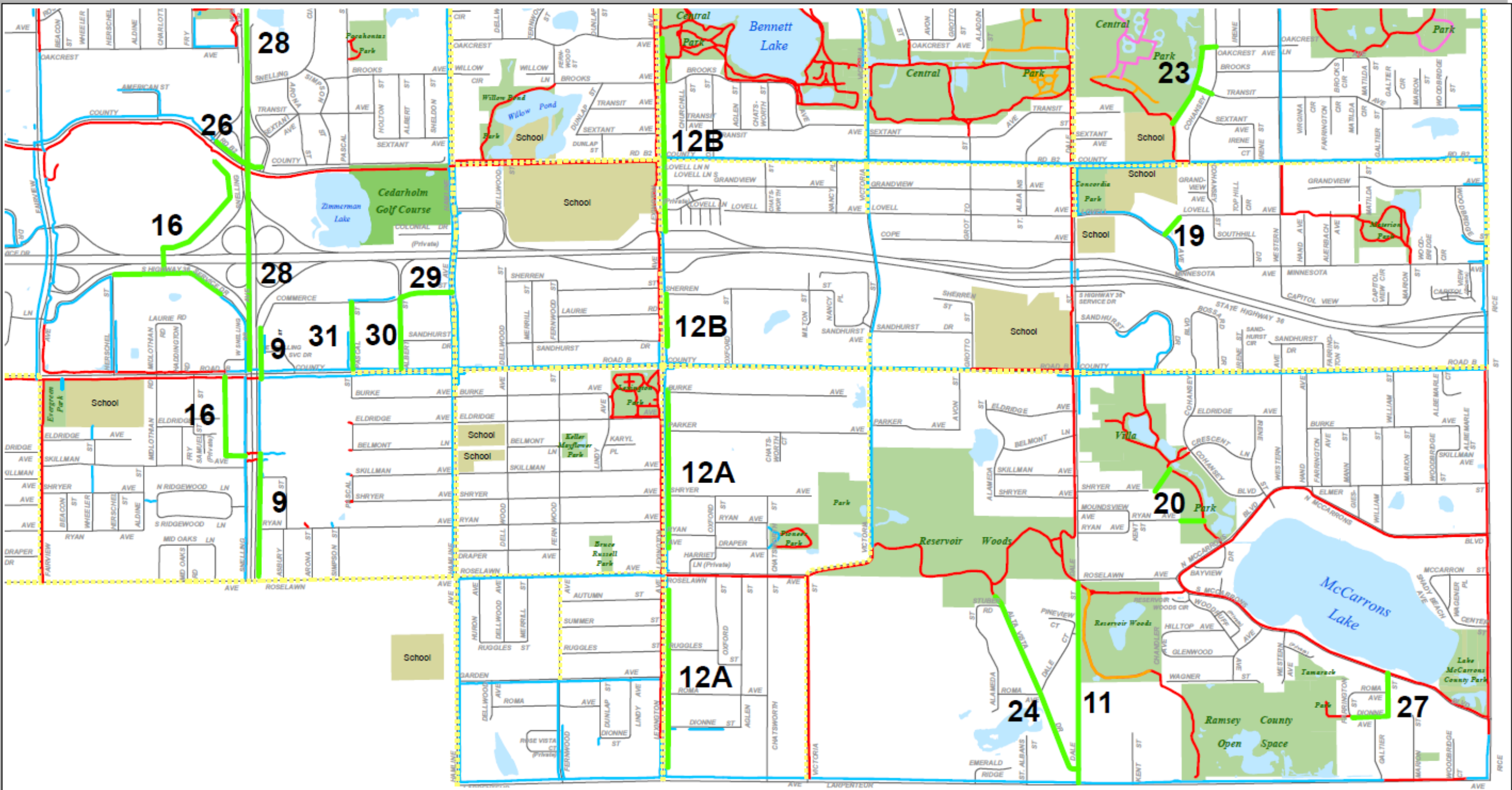
- Existing Trail (36.43 miles)
- Existing Sidewalk (45.28 miles)
- Footpath (1.93 miles)
- Existing Striped Shoulder (29.14 miles)
- Other (Boardwalk 0.94 miles)
- TOTAL 113.72 miles**











Pathway Master Plan- Quadrant 3

Attachment 5



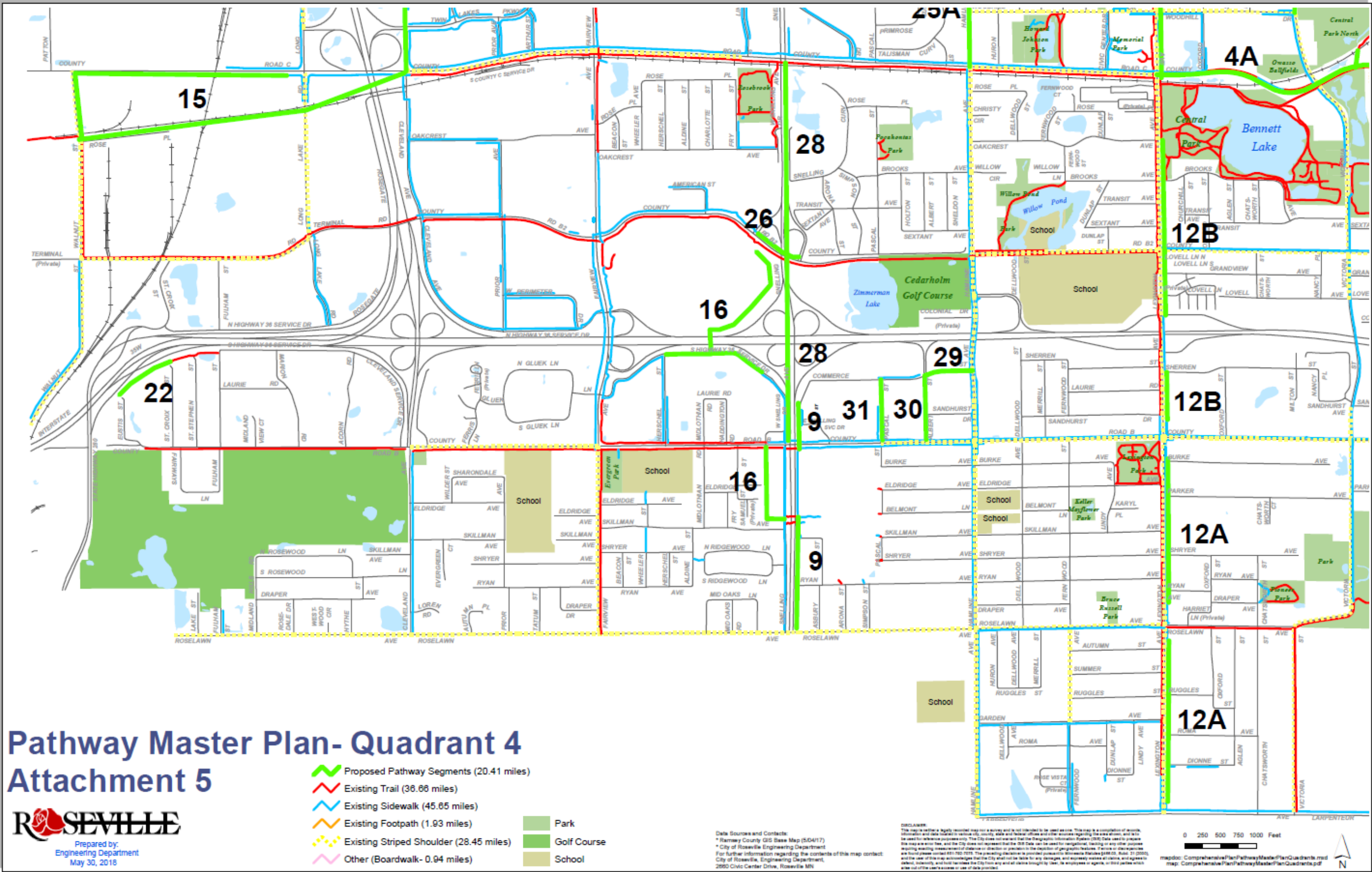
- Proposed Pathway Segments (20.41 miles)
- Existing Trail (36.66 miles)
- Existing Sidewalk (45.65 miles)
- Existing Footpath (1.93 miles)
- Existing Striped Shoulder (28.45 miles)
- Other (Boardwalk - 0.94 miles)
- Park
- Golf Course
- School

Data Sources and Contacts:
* Ramsey County GIS Base Map (5/04/17)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2650 Civic Center Drive, Roseville, MN

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map is accurate, and the City does not accept any liability for any errors or omissions. The City does not accept any liability for any damages, including but not limited to, direct, indirect, and consequential damages, arising from the use of this map. The City shall not be liable for any damages, and expressly makes no claim, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by third parties, its employees or agents, or third parties which arise out of the user's access or use of data provided.

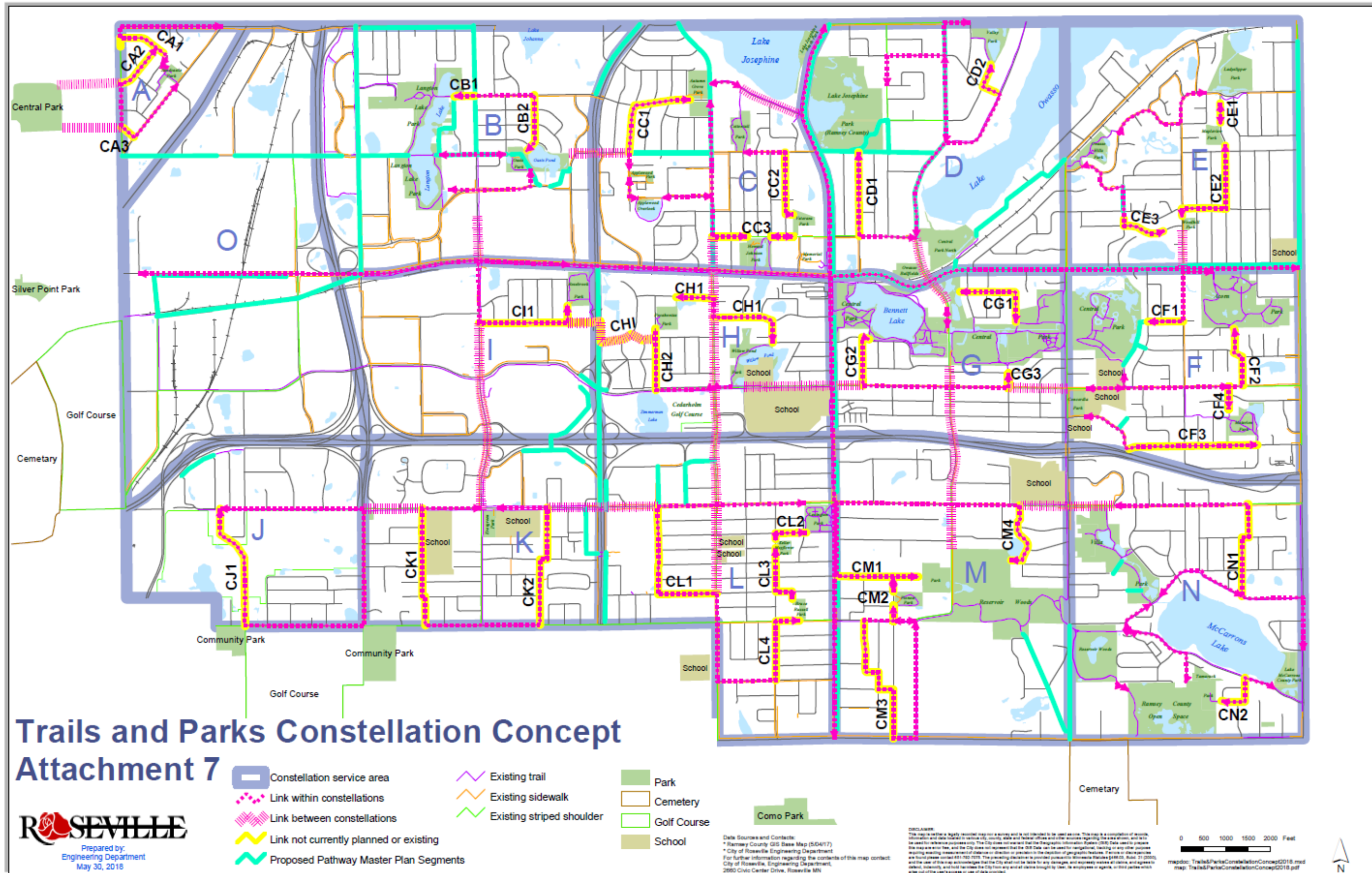
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map: ComprehensivePlanPathwayMasterPlanQuadrant3.pdf





Project Preference List													Attachment 6
Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects Highly Density to Transit or Parks	Total Points	Pathway Master Plan Rank	Constellation Plan Rank	Pathway Master Plan and Parks Constellation Plan Rank
28	Snelling Avenue*	Develop off road pathway between County Road B and County Road C	5	1	3	3	5	3	5	25	1		1
4A	County Road C (A)	Construct an on-road pathway from Lexington Avenue to Victoria St.	5	1	1	3	4	4	5	23	2		2
9	Snelling Avenue South of Highway 36	Complete pathways along Snelling Avenue for improved access to A-BRT transit stations.	2	1	3	2	5	4	5	22	3		3
16	Rosedale to HarMar Connection	A pedestrian bridge across Highway 36 and pathway connection between Rosedale and HarMar Mall	2	1	1	2	5	6	5	22	3		3
12C	Lexington Avenue (C)	Complete off-road pathway on the east side of Lexington Avenue from County Road C to County Road D.	4	1	1	3	4	4	5	22	3		3
12A	Lexington Avenue (A)	Complete off-road pathway on the east side of Lexington Avenue from Larpenteur Avenue to County Road B	5	2	1	3	4	1	5	21	6		6
12B	Lexington Avenue (B)	Complete off-road pathway on the east side of Lexington Avenue from County Road B to County Road C.	5	1	1	3	4	1	4	19	7		7
4B	County Road C (B)	Construct an on-road pathway from Victoria St to Dale St.	5	1	0	3	4	1	5	19	7		7
3A	County Road C-2 (A)	Complete both on- and off-road pathways within the County Road C-2 alignment from Snelling Avenue to Hamline Ave	5	2	1	3	1	1	5	18	9		9
4C	County Road C (C)	Construct an on-road pathway from Dale St to Western Ave.	4	1	0	3	4	1	5	18	9		9
4D	County Road C (D)	Complete both on- and off-road pathways within the County Road C alignment from Western Ave to Rice St.	4	1	1	3	4	1	4	18	9		9
6	Cleveland Avenue	Complete off-road pathway segments between County Road C and County Road D.	3	0	3	2	3	4	2	17	12		12
13	Rice Street	Complete an off-road pathway from County Road C to the north City boundary.	3	1	1	3	3	1	5	17	12		12
25A	Hamline Avenue A	An off-road trail from County Road C to County Road C-2.	3	1	1	3	3	1	5	17	12		12
10	Victoria Street (north of C)	Develop an on- road and off-road pathway from County Road C to County Road D.	6	1	1	2	3	1	2	16	15		15
2	County Road C-2 West of Snelling	Develop both on-and off-road pathways within the County Road C-2 alignment from the west City Boundary to Snelling Avenue. This corridor would include a pedestrian bridge across I-35W.	2	1	3	2	1	1	5	15	16		17
8	TH 51 connection to Old Snelling (Arden Hills)	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses.	5	1	1	2	4	1	1	15	16		17
26	County Road B2 & Snelling*	Install a sidewalk along the north side of CR B2 between the Snelling Ramps.	3	0	1	2	3	6	0	15	16		17
25B	Hamline Avenue B	An off-road trail from County Road C-2 to County Road D.	3	1	1	3	3	1	3	15	16		17
3B	County Road C-2 (B)	Complete an off-road pathway within the County Road C-2 alignment from Lexington Ave to Victoria St.	3	1	1	3	1	1	5	15	16		17
27	Tamarack Park Connection**	Install a pathway connection from South McCarron's Blvd to Tamarack Park.	4	1	0	2	1	1	5	14	21		23
29	Commerce Street*	Develop a pathway connection between Albert St and Hamline Ave	5	1	1	1	1	4	0	13	22		26
5	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.	2	1	1	2	3	1	2	12	23		29
7	Fairview Avenue C (north of B-2)	Development of off-road pathways between County Road C2 and County Road D.	5	1	0	3	3	0	0	12	23		29
31	Pascal Street*	Develop a pathway connection between County Road B and Commerce Street	5	1	1	1	1	3	0	12	23		29
18	Judith to Iona Connection#	Develop a pathway connection between Judith Ave and Iona Lane.	1	1	0	2	1	1	5	11	26		34
1	County Road D	Develop pathway facilities, both on- and off-road, between Cleveland and Fairview Avenue.	3	0	1	2	3	1	0	10	27		39
11	Dale Street South	The construction of an off-street pathway from Reservoir Woods Park to Larpenteur Avenue.	1	1	0	3	4	1	0	10	27		39
15	NE Diagonal RR Connection (Walnut to Co Rd C)	Develop a pathway connection between Cleveland Avenue and Walnut Street along County Road C or along the Railroad right-of-way south of County Road C.	2	0	3	3	1	1	0	10	27		39
19	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.	3	1	1	1	1	0	3	10	27		39
21	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2.	2	1	1	1	1	1	3	10	27		39
24	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir Woods Park.	1	1	1	3	1	1	2	10	27		39
30	Albert Street*	Develop a pathway connection between County Road B and Commerce Street	5	1	1	1	1	1	0	10	27		39
23	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.	3	1	1	1	1	1	1	9	34		55
20	Villa Park Connections	Develop a pathway connection from Shrver Ave and from Ryan Ave into Villa Park.	3	1	0	1	1	1	1	8	35		64
17	Heinel Drive Connection	Develop a pathway connection between S. Owasso Blvd and County Road C along Heinel Drive.	2	1	0	1	1	1	1	7	36		68
14	Langton Lake Loop	Develop a pathway that goes around all of Langton Lake.	4	0	0	1	1	0	0	6	37		71
22	Eustis to St. Croix Connection	Develop a pathway connection between Eustis Street and St. Croix Street.	1	0	1	1	1	1	1	6	37		71
Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.													

Project Preference List												Attachment 6	
Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects Highly Density to Transit or Parks	Total Points	Pathway Master Plan Rank	Constellation Plan Rank	Pathway Master Plan and Parks Constellation Plan Rank
CC-3	Constellation Link C3	Develop a constellation link pathway along Woodhill Drive between Hamline Avenue and Civic Center Drive to connect to Howard Johnson Park.	3	1	1	2	1	4	2	16		1	13
CD-1	Constellation Link D1	Develop a constellation link pathway along Oxford Street between Woodhill Avenue pathway and County Road C2.	3	1	1	2	1	1	4	13		2	17
CC-2	Constellation Link C2	Develop a constellation link pathway along Griggs Street between Veterans Park and County Road C2.	3	1	1	2	1	4	0	14		3	23
CK-2	Constellation Link K2	Develop a constellation link pathway along Aldine Street/Midlothian Road between Roselawn Pathways and County Road B pathways.	4	1	1	2	1	3	2	14		3	23
CF-3	Constellation Link F3	Develop a constellation link pathway along Minnesota Avenue between Lovell Avenue pathways and Materion Park.	3	2	1	2	1	1	1	13		5	26
CI-1	Constellation Link I1	Develop a constellation link pathway along Oakcrest Avenue between Fairview Avenue pathways and Rosebrook Park.	3	1	3	2	1	1	0	13		5	26
CC-1	Constellation Link C1	Develop a constellation link pathway along Arona/Lydis between County Road C2 and Autumn Grove Park.	3	1	0	2	2	1	1	12		7	29
CF-2	Constellation Link F2	Develop a constellation link pathway along Galtier Street and Matilda Street to connect County Road B2 pathways to Acorn Park.	3	1	2	2	1	1	0	12		7	29
CA-1	Constellation Link A1	Develop a constellation link pathway along Maple Lane between Highcrest Road pathway and Old Hwy 8 pathway.	3	1	1	2	1	3	0	11		9	34
CH-1	Constellation Link H1	Develop a constellation link pathway along Oakcrest Avenue and Fernwood Street between Hamline Avenue pathways and Willow Pond Park pathways.	4	1	1	2	1	1	1	11		9	34
CHI	Constellation Connection H to I	Develop a constellation connection between Constellation H and I across Snelling Avenue between County Road B2 and County Road C.	3	0	0	2	1	3	0	11		9	34
CN-1	Constellation Link N1	Develop a constellation link pathway along William Street between the pathway on N McCarrons Boulevard and the pathway along County Road B.	2	1	1	2	1	4	0	11		9	34
CB-2	Constellation Link B2	Develop a constellation link pathway along Aldine St between Oasis Park and Lydis Avenue pathway.	3	1	1	2	1	0	0	10		13	39
CG-1	Constellation Link G1	Develop a constellation link pathway along Rose Place and Aladdin Street to connect Fisk Street with Central Park (Dale Street Soccer Fields).	3	1	0	2	1	1	0	10		13	39
CG-2	Constellation Link G2	Develop a constellation link pathway along Oxford Street between County Road B2 pathways and Central Park pathway off Brooks Street.	4	1	1	2	1	1	0	10		13	39
CH-2	Constellation Link H2	Develop a constellation link pathway along Pascal Street between County Road B2 pathways to Pochontas Park.	4	1	1	2	1	1	0	10		13	39
CL-1	Constellation Link L1	Develop a constellation link pathway along Shryer Avenue and the east side of the Har Mar Mall to connect the pathway on Hamline to the pathway of County Road B.	2	1	1	2	1	3	0	10		13	39
CL-3	Constellation Link L3	Develop a constellation link pathway along Ryan Avenue and Fernwood Street to connect Bruce Russell Park to Keller Mayflower Park.	3	1	0	2	1	1	0	10		13	39
CM-2	Constellation Link M2	Develop a constellation link pathway along Chatsworth Street between Roselawn and Shryer to connect to Pioneer Park.	3	1	0	2	1	1	0	10		13	39
CM-4	Constellation Link M4	Develop a constellation link pathway along Alameda Street between Reservoir Woods and the pathways on County Road B.	4	1	1	2	1	1	0	10		13	39
CN-3	Constellation Link N2	Develop a constellation link pathway along Dionne Avenue and Galtier Street to connect Tamarack Park to the pathway on South McCarrons Boulevard.	3	1	0	2	1	1	0	10		13	39
CA-2	Constellation Link A2	Develop a constellation link pathway along Lydis Avenue between Highcrest pathway and Brenner Street.	3	1	1	2	1	1	0	9		22	53
CB-1	Constellation Link B1	Develop a constellation link pathway along County Road C2 between Langton Lake Park and Fairview Avenue pathway.	3	1	0	2	1	0	0	9		22	53
CE-3	Constellation Link E3	Develop a constellation link pathway along Mackubin Street and Woodhill Drive to connect pathways to Owasso Hills Park to Woodhill Park.	1	1	0	2	1	1	3	9		22	53
CG-3	Constellation Link G3	Develop a constellation link pathway along Grotto Street between County Road B2 pathways and Central Park Pathways at Sextant Avenue.	4	1	0	2	1	1	0	9		22	53
CK-1	Constellation Link K1	Develop a constellation link pathway along Prior Avenue between Roselawn pathway and County Road B pathway/Fairview Community Center.	1	1	1	2	1	1	2	9		22	53
CL-4	Constellation Link L4	Develop a constellation link pathway along Fernwood Street and Roselawn Avenue to connect Garden Avenue pathways to Bruce Russell Park.	3	1	1	2	1	1	0	9		22	53
CM-1	Constellation Link M1	Develop a constellation link pathway along Shryer Avenue to connect Lexington Park pathways to Pioneer Park.	4	1	0	2	1	1	0	9		22	53
CM-3	Constellation Link M3	Develop a constellation link pathway along Chatsworth Street, Roma Avenue, Aglen Street, Ruggies Street and Oxford Street to connect the pathway on Victoria Street to the pathway on Roselawn Avenue.	2	1	1	2	1	1	1	9		22	53
CF-1	Constellation Link F1	Develop a constellation link pathway along Oakcrest Avenue between Cohansey Street and Western Avenue pathway.	2	1	1	2	1	1	0	8		30	64
CF-4	Constellation Link F4	Develop a constellation link pathway along Matilda Street to connect to Materion Park with County Road B2 pathways.	3	1	1	2	1	0	0	8		30	64
CL-2	Constellation Link L2	Develop a constellation link pathway along Fernwood Street and Eldridge Avenue to connect Keller Mayflower Park to Lexington Park.	3	1	0	2	1	1	0	8		30	64
CE-2	Constellation Link E2	Develop a constellation link pathway along Iona Street and Matilda Street to connect Woodhill Park to Mapleview Park.	2	1	0	2	1	1	0	7		33	68
CI-1	Constellation Link J1	Develop a constellation link pathway through Midland Hills Golf Course between Roselawn Avenue and County Road B pathway.	1	1	1	2	1	0	1	7		33	68
CE-1	Constellation Link E1	Develop a constellation link pathway along Matilda Street to connect Mapleview Park to S Owasso Boulevard pathway.	2	1	0	2	1	0	0	6		33	71
CA-3	Constellation Link A3	Develop a constellation link pathway along Brenner Street/Patton Road between Highcrest Road pathway and Sandcastle Park.	0	0	0	2	1	1	1	3		36	74
CD-2	Constellation Link D2	Develop a constellation link pathway along Millwood Avenue and Brenne Avenue to connect Valley Park to West Owasso Boulevard pathway.	1	0	0	2	1	1	0	3		36	74



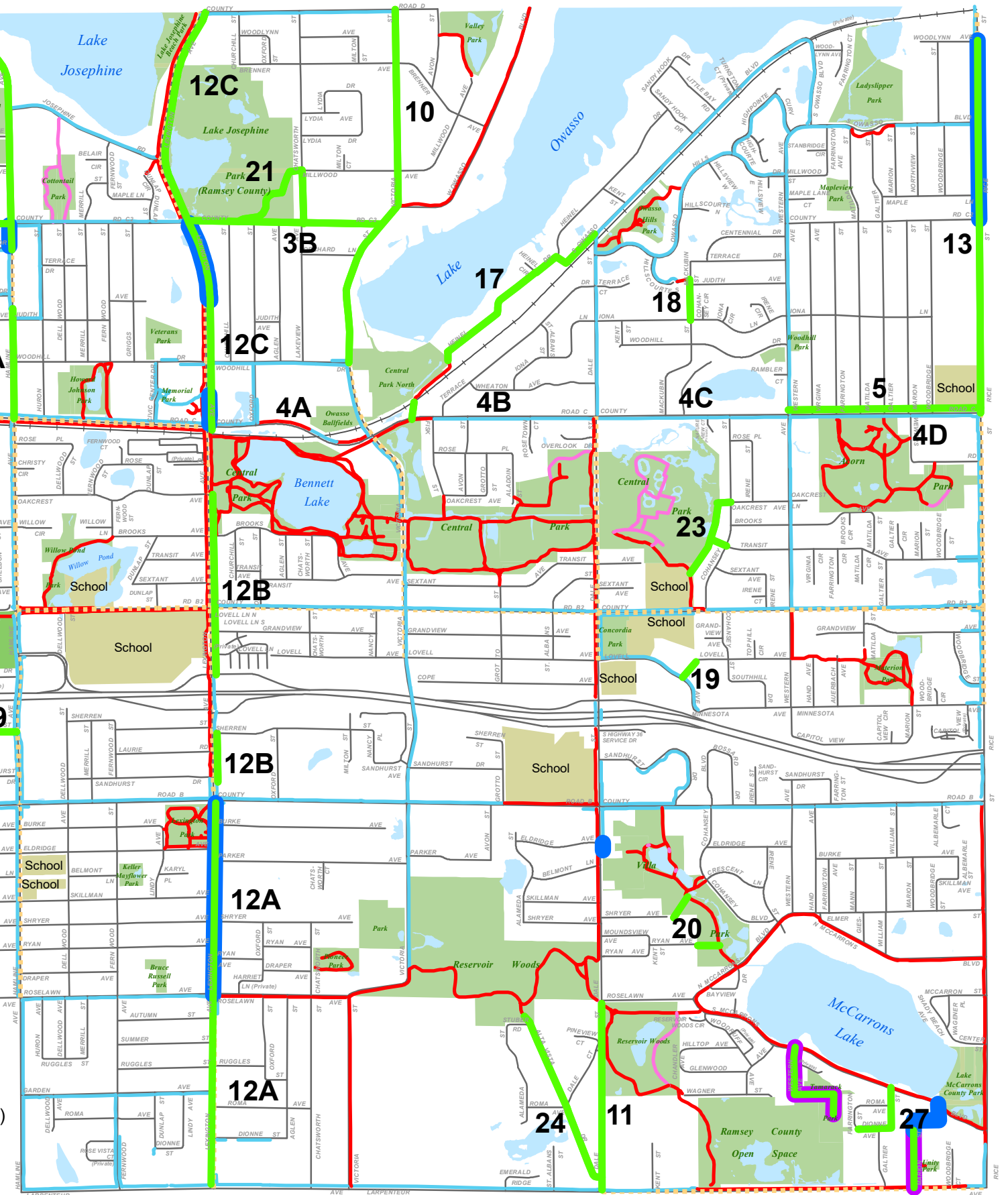
Pathway Master Plan 2021 Updates



Prepared by:
Engineering Department
April 23, 2021

- Existing Pathway Master Plan Segments (20.6 miles)
- Proposed New Pathway Master Plan Segments (0.6 miles)
- Completed Pathway Segments Since 2018 (5.2 miles)
- Existing Trail (37.6 miles)
- Existing Sidewalk (43.7 miles)
- Other (Boardwalk- 1.9 miles)
- Existing Striped Shoulder (18.0 miles)

- Park
- Golf Course
- School



Data Sources and Contacts:
* Ramsey County GIS Base Map (3/31/21)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

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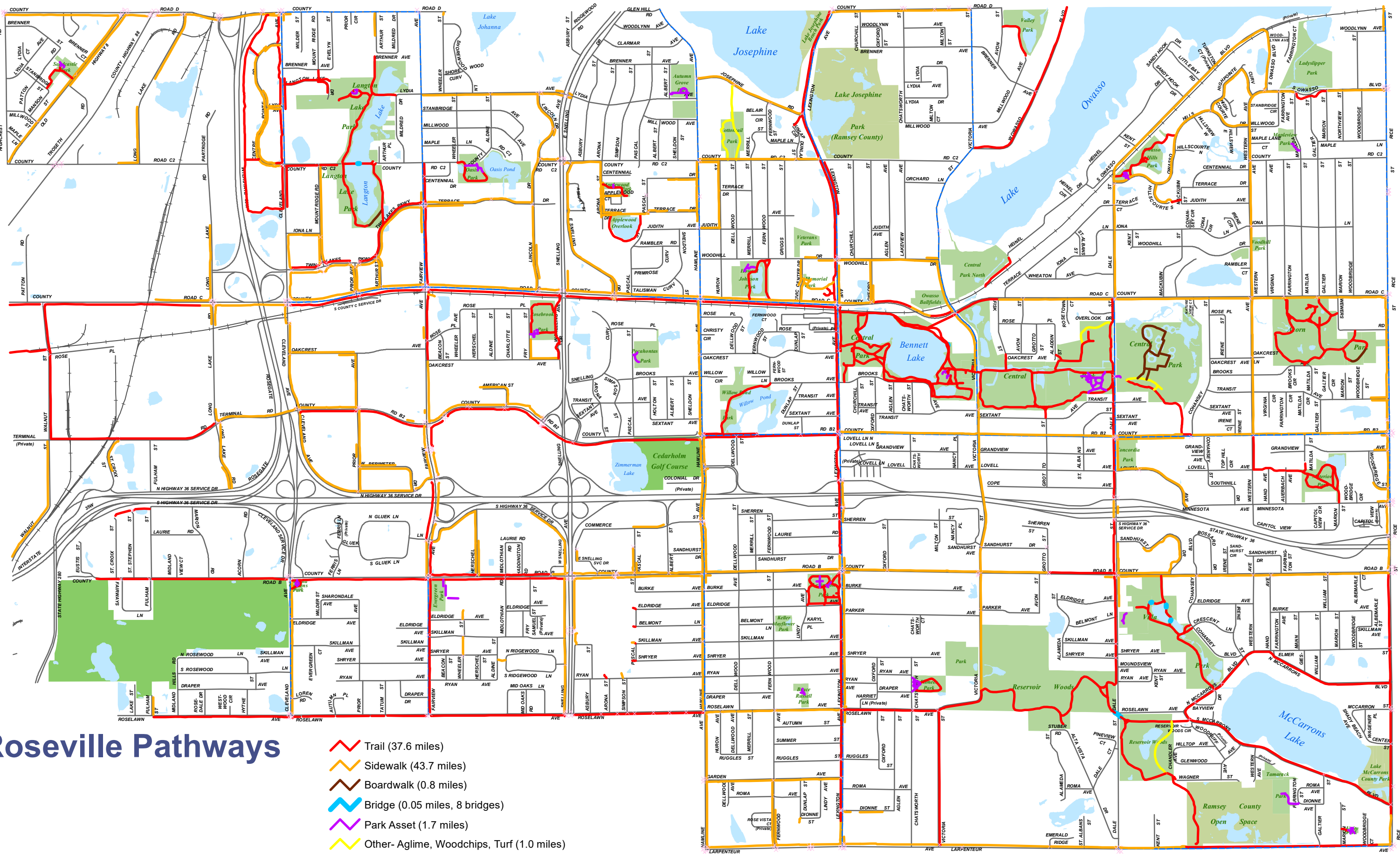
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map: ComprehensivePlanPathwayMasterPlan2021Updates.pdf



Roseville Pathways

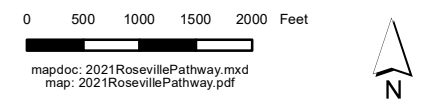
- Trail (37.6 miles)
- Sidewalk (43.7 miles)
- Boardwalk (0.8 miles)
- Bridge (0.05 miles, 8 bridges)
- Park Asset (1.7 miles)
- Other- Aglime, Woodchips, Turf (1.0 miles)
- Striped Shoulder (18.0 miles)
- Pathway Crossing (6.3 miles)

Total Mileage: 109.3 mileage



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**Excerpt from
Roseville Public Works, Environment
and Transportation Commission
Meeting Minutes**

Tuesday, April 27, 2021, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

*Pursuant to Minn. Stat. 13.D.021, Public Works, Environment
and Transportation Commission members, City Staff, and members of the
public participated in this meeting electronically due to the
COVID-19 pandemic.*

8. Proposed Updates to the Pathways Master Plan

Mr. Freihammer made a presentation to the Commission on the Pathways Master Plan update.

Member Cicha indicated regarding the ranking system, connecting to the transit system it is showing based off of 1 to 3 rating, but he saw numbers higher than 3. He wanted to be sure that they are taking connections into transit and evaluating that very highly with what paths they think they should be preferring because he thought it was pretty well understood that those that are taking transit are walking there.

Mr. Freihammer explained he will have to take a look at that criteria. He did not look too much at the table but that was a big need. A lot of times when they get the connected transit, they are usually connecting to multi-family which usually goes hand in hand and build off of each other.

Member Spencer asked when looking at a path, understanding the City has concrete and asphalt, is there a set construction method for the paths. He wondered if there is some sort of standard that has to be followed when construction happens.

Mr. Freihammer indicated the City does have some set minimum standards. The City's informal preference is to do bituminous pathways first. One of the advantages of this is bituminous is easier to maintain and is also wider so maintenance is actually easier. This is also a lot smoother for bikers to use as well. He reviewed the City standards for concrete and bituminous sidewalk construction.

Member Spencer indicated an email was sent to the Commission by somebody who wanted the City to consider a path on Fairview and he wondered if staff was going to respond to the person or how this should be handled.

Mr. Freihammer explained there are some segments being built this year with the credit union and there are also some additional developments that have some segments. Ramsey County is part of the B2 project and are going to make some of those connections. There will still probably be a gap north of there but that is a gap the City can look to fill in and complete.

Member Spencer indicated with the pathway going over the ditch, thinking about stuff like that and thinking about the pedestrian pathway over 35, he wondered if the City has every thought about partnering with companies to sponsor certain segments.

Mr. Freihammer explained he did not think staff ever discussed naming rights or any sort of cooperative thing with businesses or other property owners.

Mr. Culver noted the City could look at something such as adopt a trail program for litter control and maybe even snow control. This is something to consider.

Mr. Matthew Anderson, Anderson Law Group, PLLC, 1010 Dale Street North, Attorney representing residents of Roseville that live on McCarrons Boulevard. He indicated he wanted to talk about the Tamarack Trail Segment. He made a short presentation to the Commission about the residents' opposition to the proposed path.

Chair Wozniak thanked Mr. Anderson for the presentation.

Member Ficek asked if the homes have driveways on the McCarron's side or is this their only access to their garages.

Mr. Anderson was not sure, but he thought they all had McCarron's facing driveways. There is one homeowner that has lived in this area since before Roseville was incorporated and his first garage was the one in the back which he has been using consistently all of the years he has lived there. He noted there are a few properties he represents where the only way to access the back of their property is from Wagner Street.

Chair Wozniak asked what environmental harm Mr. Anderson is asserting that the pathway would cause that is not already present in the current land use.

Mr. Anderson explained when listening to the description of what goes into a pathway with at least six inches of base and then on top of that another two to three inches of asphalt and at least at eight feet wide, the City is filling a wetland and the City is losing wetland at a rapid pace as he showed in his presentation. He indicated

the wetland is a thriving environment that the homeowners have respected and driven on the dirt road but have not dug anything up and replaced it with outside vegetation or class five rather than the native soil that belongs there.

Chair Wozniak asked if the proposed pathway then would not, essentially follow the current path taken by the homeowners.

Mr. Anderson explained when looking at the map, he believed the proposal is to go right over those tracks, but he was not certain. The plan would still have to dig up what is there and replace it with class five rather than native soil and then cut back whatever vegetation is within the eight feet wide area.

Member Misra asked who is maintaining the road currently.

Mr. Anderson indicated no one is maintaining it. The homeowners who use the road are making sure it does not fall into total disrepair. He believed someone mows it once a year. He noted the City does not plow it and he did not think the City mowed it. It was his understanding the homeowners have maintained that stretch to be able to get a truck through there. In the winter, the road is rarely used.

Mr. Culver indicated staff needed to present a couple of more segments before the meeting is over for the Commission to give feedback on.

Mr. David Booms, 300 South McCarron's Boulevard, explained he wanted to talk about Mr. Anderson's comments, specifically to access. The one photo he showed was a stairway leading down to South McCarron's was taken from his property. He indicated they are roughly 36 feet above the south McCarron's. He noted he has lived in the area since 1995 and that road, the alley way has been used by the residents routinely. The road is the most common way to get to their property. He explained his pontoon is parked in the back along with having a shed in the back. He stated they are also having some work done now with their roof as well as working on the deck and all of the materials being used are being brought up the back using the street pathway. He wanted to affirm that the residents do maintain the back area.

Member Cicha asked if putting in a pathway would limit access for the homeowners. He wondered what would stop the residents from using the pathway.

Mr. Culver explained once this becomes a pathway then the primary user is the pedestrian or person on a bicycle and from a safety perspective the City cannot have that mix of traffic on a regular basis. If a person is using a pathway they are not expecting a car to be on the pathway. The City does have some rules about that, and the Parks Department actually does have some provisions for allowing occasional access via a pathway to a rear portion of an adjacent property owner's property for maintenance purposes or something like that, but there are rules, and the resident has to ask permission. This would not be an open access at that point

and not something the residents could use whenever they wanted or needed. He indicated to provide some facts from the City side, this has been a use that has been going on for decades however, it is a roadway right-of-way and is not a road. It is not a built road; it is a private access currently on a public right-of-way. It does not meet City standards. If anybody were to build an access to their property that they were going to use on a regular basis where it results in rutting, as this clearly does, and needs some sort of maintenance, then that has to be paved. That is clearly in the City's Zoning Standards and Requirements. The City has made property owners pave portions of rear access to their properties because they were using it too often. That gets into erosion and general maintenance and environmental concerns as well.

Mr. Culver explained he was not even aware that this use was going on. Certainly, members of his staff knew, and he did not know who put that dead end sign up or when it went up. The City, as a whole, knew that this access was being used in that way for a long time. He did not know it was being used like that until there was talk about the pathway. If the City is going to allow that continued use then really the access needs to be upgraded to meet City standards. He indicated all of the neighbors get along fine right now but there is also some concern because there is no actual legal access through the adjacent properties for these people to gain access to their own properties. There really needs to be some sort of defined legal cross easement in order for that to continue in perpetuity because any one property owner can say they do not want anyone crossing their property to get to another's property.

Mr. Culver explained the City actually vacated a portion of the right-of-way that was shown on that map a few years ago on the northern end because there were some issues with shed placement and property lines, etc. That did not necessarily impact the roadway being talked about, but it does impact some of the neighbor's ability to access their own property through that area. The City staff still thinks it is a beneficial access for the general public, particularly on the west side of Tamarac Park because of that wetland those residents cannot get to the park unless they drive around the neighborhood.

Chair Wozniak thought the Commission needed to start discussion on recommended changes. He thought the Commission should start discussion on the C2 bridge connection. He asked for Commission comments or potential pathway preference.

Member Ficek asked what exactly the path is connecting because on the west side are car dealerships and on the east side are some companies. He wondered what the draw would be for that pathway connection.

Mr. Culver thought the original intent was to connect the neighborhood on the west side of Roseville ultimately to the rest of Roseville across 35W. He noted this connection has been in the City Pathway plan for a long time.

Chair Wozniak thought Mr. Steve Gjerdingen had some very well thought out comments in his email and he encouraged the Commission to take a look at that. He was not sure how Mr. Gjerdingen found out about this being a topic at this meeting and he wondered how or if staff is asking for public comment about the Pathway Masterplan at this point.

Mr. Freihammer indicated some of the residents are much more in tune with all of Roseville's dealing so Mr. Gjerdingen may have caught that on an agenda. He indicated the City will reach out to specific impacted properties for the next meeting. He noted the City is in the community gathering phase and wants input from residents as well as the Commission.

Member Misra indicated she would be in favor of seeing something that would be helpful to pedestrians to cross Snelling.

Chair Wozniak asked the Commission to take a close look at the plan before the next meeting and look at what should be added and focused on. How these should be prioritized to make sure it still takes into account what they think it should, in terms of values and so forth, like transit. Also consider some of the concerns voiced by people on McCarron's who might not have access to their house if a pathway goes in.

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and Transportation Commission
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Mr. Anderson was not sure, but he thought they all had McCarron's facing driveways. There is one homeowner that has lived in this area since before Roseville was incorporated and his first garage was the one in the back which he has been using consistently all of the years he has lived there. He noted there are a few properties he represents where the only way to access the back of their property is from Wagner Street.

Chair Wozniak asked what environmental harm Mr. Anderson is asserting that the pathway would cause that is not already present in the current land use.

Mr. Anderson explained when listening to the description of what goes into a pathway with at least six inches of base and then on top of that another two to three inches of asphalt and at least at eight feet wide, the City is filling a wetland and the City is losing wetland at a rapid pace as he showed in his presentation. He indicated

the wetland is a thriving environment that the homeowners have respected and driven on the dirt road but have not dug anything up and replaced it with outside vegetation or class five rather than the native soil that belongs there.

Chair Wozniak asked if the proposed pathway then would not, essentially follow the current path taken by the homeowners.

Mr. Anderson explained when looking at the map, he believed the proposal is to go right over those tracks, but he was not certain. The plan would still have to dig up what is there and replace it with class five rather than native soil and then cut back whatever vegetation is within the eight feet wide area.

Member Misra asked who is maintaining the road currently.

Mr. Anderson indicated no one is maintaining it. The homeowners who use the road are making sure it does not fall into total disrepair. He believed someone mows it once a year. He noted the City does not plow it and he did not think the City mowed it. It was his understanding the homeowners have maintained that stretch to be able to get a truck through there. In the winter, the road is rarely used.

Mr. Culver indicated staff needed to present a couple of more segments before the meeting is over for the Commission to give feedback on.

Mr. David Booms, 300 South McCarron's Boulevard, explained he wanted to talk about Mr. Anderson's comments, specifically to access. The one photo he showed was a stairway leading down to South McCarron's was taken from his property. He indicated they are roughly 36 feet above the south McCarron's. He noted he has lived in the area since 1995 and that road, the alley way has been used by the residents routinely. The road is the most common way to get to their property. He explained his pontoon is parked in the back along with having a shed in the back. He stated they are also having some work done now with their roof as well as working on the deck and all of the materials being used are being brought up the back using the street pathway. He wanted to affirm that the residents do maintain the back area.

Member Cicha asked if putting in a pathway would limit access for the homeowners. He wondered what would stop the residents from using the pathway.

Mr. Culver explained once this becomes a pathway then the primary user is the pedestrian or person on a bicycle and from a safety perspective the City cannot have that mix of traffic on a regular basis. If a person is using a pathway they are not expecting a car to be on the pathway. The City does have some rules about that, and the Parks Department actually does have some provisions for allowing occasional access via a pathway to a rear portion of an adjacent property owner's property for maintenance purposes or something like that, but there are rules, and the resident has to ask permission. This would not be an open access at that point

and not something the residents could use whenever they wanted or needed. He indicated to provide some facts from the City side, this has been a use that has been going on for decades however, it is a roadway right-of-way and is not a road. It is not a built road; it is a private access currently on a public right-of-way. It does not meet City standards. If anybody were to build an access to their property that they were going to use on a regular basis where it results in rutting, as this clearly does, and needs some sort of maintenance, then that has to be paved. That is clearly in the City's Zoning Standards and Requirements. The City has made property owners pave portions of rear access to their properties because they were using it too often. That gets into erosion and general maintenance and environmental concerns as well.

Mr. Culver explained he was not even aware that this use was going on. Certainly, members of his staff knew, and he did not know who put that dead end sign up or when it went up. The City, as a whole, knew that this access was being used in that way for a long time. He did not know it was being used like that until there was talk about the pathway. If the City is going to allow that continued use then really the access needs to be upgraded to meet City standards. He indicated all of the neighbors get along fine right now but there is also some concern because there is no actual legal access through the adjacent properties for these people to gain access to their own properties. There really needs to be some sort of defined legal cross easement in order for that to continue in perpetuity because any one property owner can say they do not want anyone crossing their property to get to another's property.

Mr. Culver explained the City actually vacated a portion of the right-of-way that was shown on that map a few years ago on the northern end because there were some issues with shed placement and property lines, etc. That did not necessarily impact the roadway being talked about, but it does impact some of the neighbor's ability to access their own property through that area. The City staff still thinks it is a beneficial access for the general public, particularly on the west side of Tamarac Park because of that wetland those residents cannot get to the park unless they drive around the neighborhood.

Chair Wozniak thought the Commission needed to start discussion on recommended changes. He thought the Commission should start discussion on the C2 bridge connection. He asked for Commission comments or potential pathway preference.

Member Ficek asked what exactly the path is connecting because on the west side are car dealerships and on the east side are some companies. He wondered what the draw would be for that pathway connection.

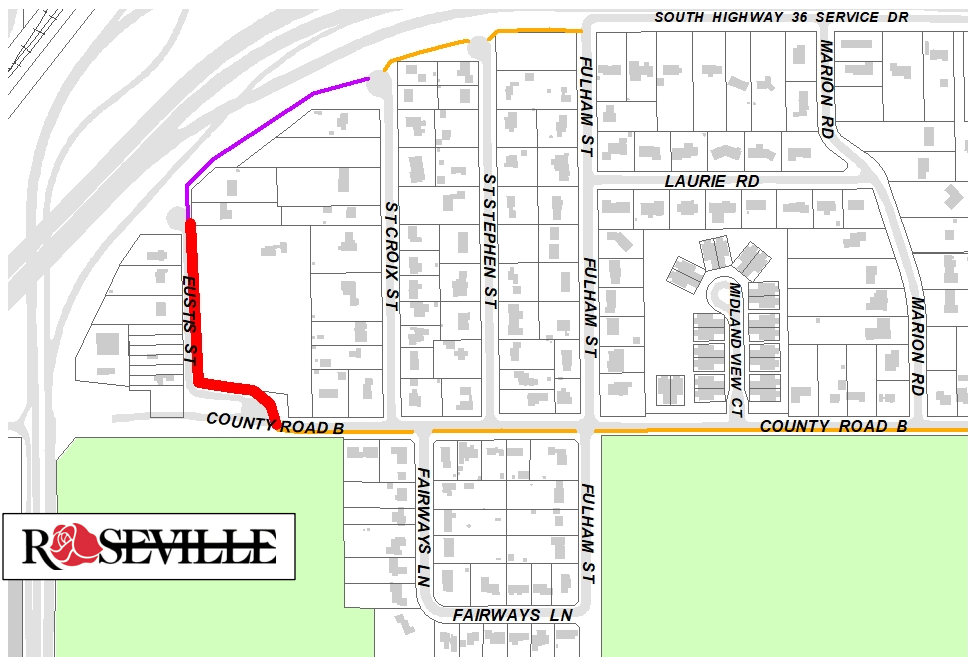
Mr. Culver thought the original intent was to connect the neighborhood on the west side of Roseville ultimately to the rest of Roseville across 35W. He noted this connection has been in the City Pathway plan for a long time.

Chair Wozniak thought Mr. Steve Gjerdingen had some very well thought out comments in his email and he encouraged the Commission to take a look at that. He was not sure how Mr. Gjerdingen found out about this being a topic at this meeting and he wondered how or if staff is asking for public comment about the Pathway Masterplan at this point.

Mr. Freihammer indicated some of the residents are much more in tune with all of Roseville's dealing so Mr. Gjerdingen may have caught that on an agenda. He indicated the City will reach out to specific impacted properties for the next meeting. He noted the City is in the community gathering phase and wants input from residents as well as the Commission.

Member Misra indicated she would be in favor of seeing something that would be helpful to pedestrians to cross Snelling.

Chair Wozniak asked the Commission to take a close look at the plan before the next meeting and look at what should be added and focused on. How these should be prioritized to make sure it still takes into account what they think it should, in terms of values and so forth, like transit. Also consider some of the concerns voiced by people on McCarron's who might not have access to their house if a pathway goes in.



**PROPOSED PATHWAY
MASTER PLAN SEGMENT**

-  Proposed Eustis Street Pathway
-  Existing Proposed Pathway Master Plan Segment
-  Existing Pathway

Pathway Master Plan Proposed Amendment

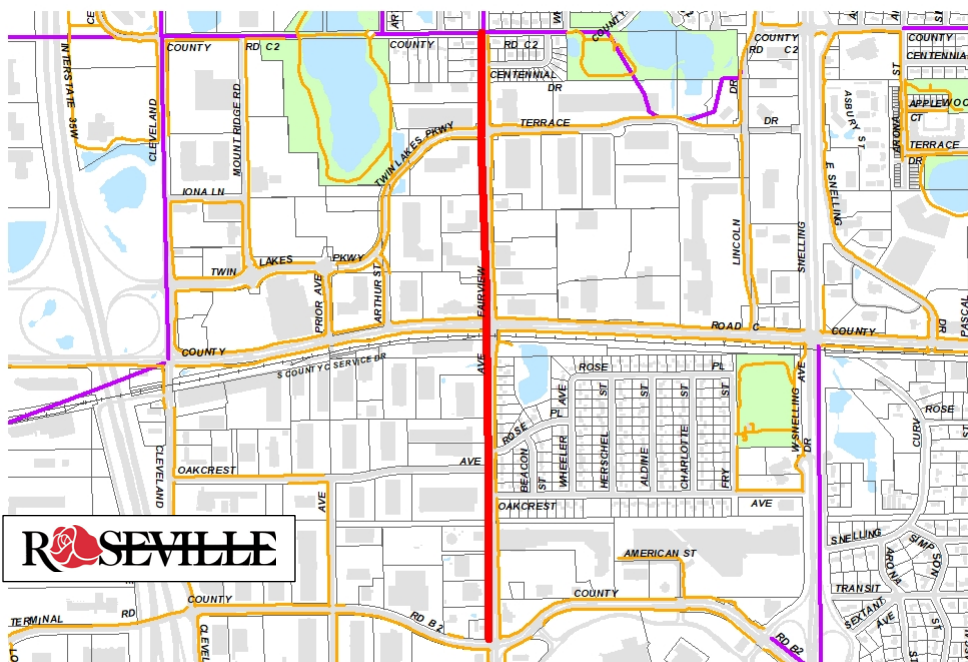
The City of Roseville is proposing amendments to its Pathway Master Plan. One of the six segments proposed to be added is a trail along Eustis St from County Road B to the end of the cul-de-sac. More information is available on the following webpage:
cityofroseville.com/pathways

You can also access the full Pathway Master Plan on this page. City staff would like to hear about concerns and support for this proposed connection. Visit the website for contact info and info about upcoming public meetings or call 651-792-7004.



City of Roseville | Engineering Dept.
2660 Civic Center Drive
Roseville, MN 55113

CURRENT RESIDENT



**PROPOSED PATHWAY
MASTER PLAN SEGMENT**

-  Proposed Fairview Avenue Pathway
-  Existing Proposed Pathway Master Plan Segment
-  Existing Pathway

Pathway Master Plan Proposed Amendment

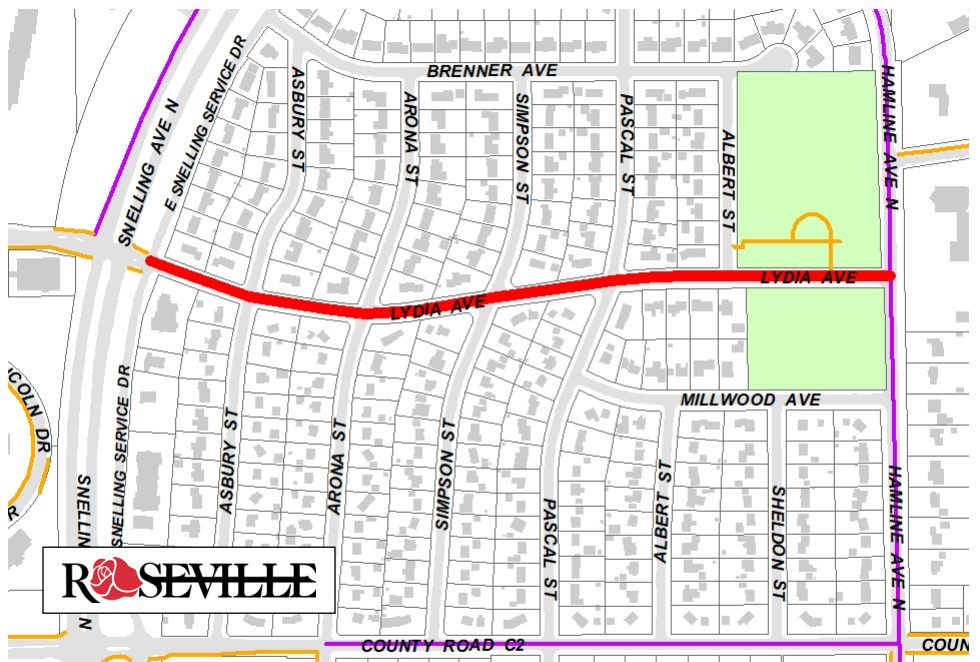
The City of Roseville is proposing amendments to its Pathway Master Plan. One of the six segments proposed to be added is a trail along the west side of Fairview Ave from County Road B2 to County Road C. More information is available on the following webpage:
cityofroseville.com/pathways

You can also access the full Pathway Master Plan on this page. City staff would like to hear about concerns and support for this proposed connection. Visit the website for contact info and info about upcoming public meetings or call 651-792-7004.



City of Roseville | Engineering Dept.
2660 Civic Center Drive
Roseville, MN 55113

CURRENT RESIDENT



**PROPOSED PATHWAY
MASTER PLAN SEGMENT**

- Proposed Lydia Avenue Pathway
- Existing Proposed Pathway Master Plan Segment
- Existing Pathway

Pathway Master Plan Proposed Amendment

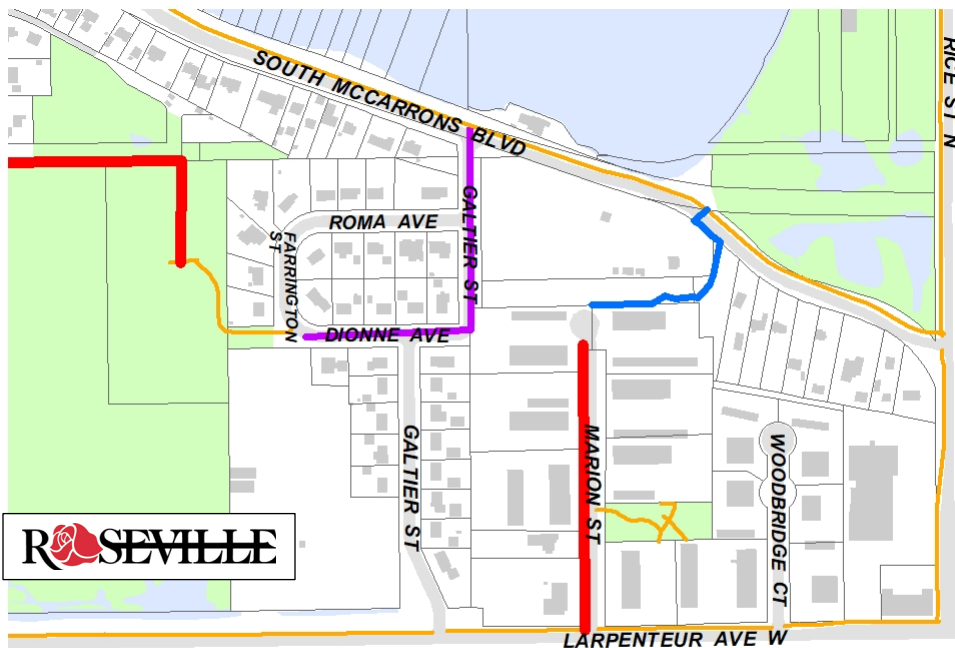
The City of Roseville is proposing amendments to its Pathway Master Plan. One of the six segments proposed to be added is a trail along Lydia Ave from Snelling Ave to Hamline Ave. More information is available on the following webpage: cityofroseville.com/pathways

You can also access the full Pathway Master Plan on this page. City staff would like to hear about concerns and support for this proposed connection. Visit the website for contact info and info about upcoming public meetings or call 651-792-7004.



City of Roseville | Engineering Dept.
2660 Civic Center Drive
Roseville, MN 55113

CURRENT RESIDENT



**PROPOSED PATHWAY
MASTER PLAN SEGMENT**

- Proposed Marion Street and Tamarack Park Pathway
- Pathway Added in 2021
- Existing Proposed Pathway Master Plan Segment
- Existing Pathway

Pathway Master Plan Proposed Amendment

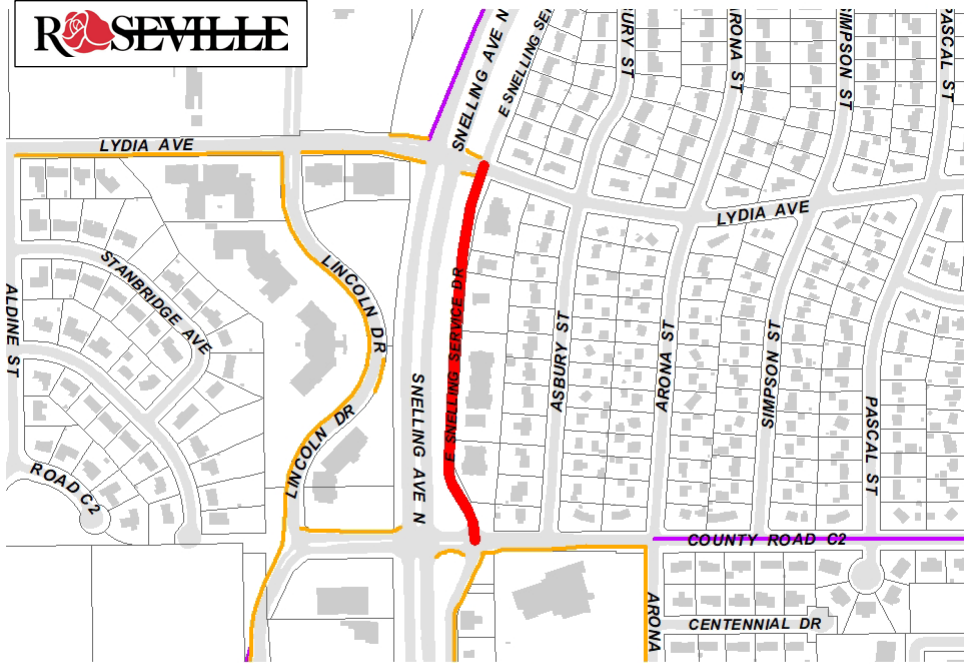
The City of Roseville is proposing amendments to its Pathway Master Plan. One of the six segments proposed to be added is a trail along the west side of Marion St from Larpenteur Ave to the end of the street. More information is available on the following webpage: cityofroseville.com/pathways

You can also access the full Pathway Master Plan on this page. City staff would like to hear about concerns and support for this proposed connection. Visit the website for contact info and info about upcoming public meetings or call 651-792-7004.



City of Roseville | Engineering Dept.
2660 Civic Center Drive
Roseville, MN 55113

CURRENT RESIDENT



PROPOSED PATHWAY MASTER PLAN SEGMENT

- Proposed Snelling Service Drive E Pathway
- Existing Proposed Pathway Master Plan Segment
- Existing Pathway

Pathway Master Plan Proposed Amendment

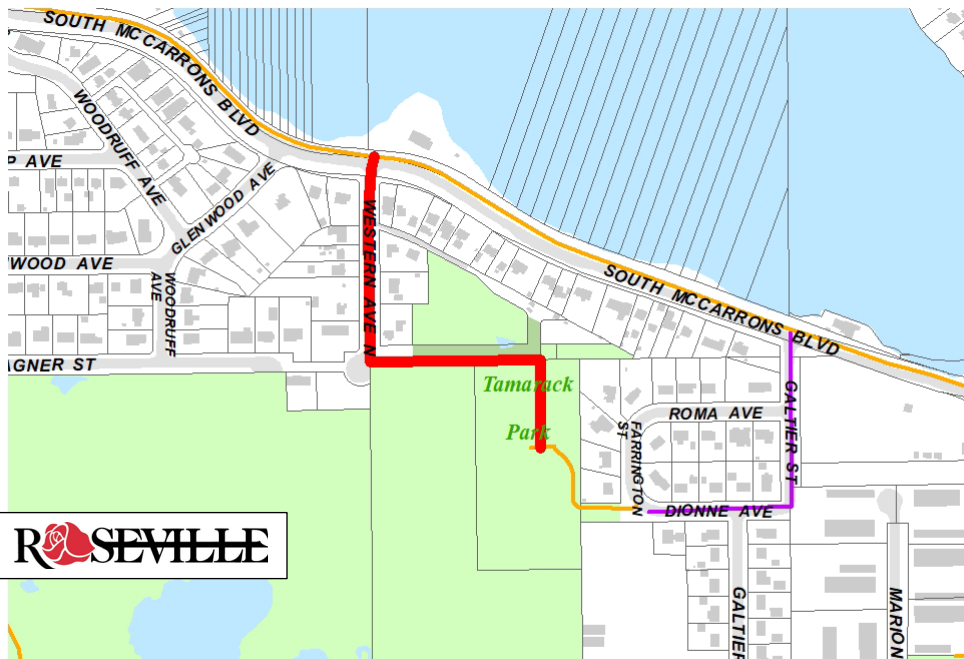
The City of Roseville is proposing amendments to its Pathway Master Plan. One of the six segments proposed to be added is a trail along the west side of East Snelling Service Dr from County Road C2 to Lydia Ave to. More information is available on the following webpage: cityofroseville.com/pathways

You can also access the full Pathway Master Plan on this page. City staff would like to hear about concerns and support for this proposed connection. Visit the website for contact info and info about upcoming public meetings or call 651-792-7004.



City of Roseville | Engineering Dept.
2660 Civic Center Drive
Roseville, MN 55113

CURRENT RESIDENT



PROPOSED PATHWAY MASTER PLAN SEGMENT

- Proposed Tamarack Park Connection Pathway
- Existing Proposed Pathway Master Plan Segment
- Existing Pathway

Pathway Master Plan Proposed Amendment

The City of Roseville is proposing amendments to its Pathway Master Plan. One of the six segments proposed to be added is a trail from South McCarrons Blvd to Tamarack Park via Western Ave and City right-of-way. More information is available on the following webpage: cityofroseville.com/pathways

You can also access the full Pathway Master Plan on this page. City staff would like to hear about concerns and support for this proposed connection. Visit the website for contact info and info about upcoming public meetings or call 651-792-7004.



City of Roseville | Engineering Dept.
2660 Civic Center Drive
Roseville, MN 55113

CURRENT RESIDENT

PUBLIC WORKS, ENVIRONMENT AND TRANSPORTATION COMMISSION

PATHWAY MASTER PLAN AMENDMENT

July 27, 2021

Public Comments Received Prior to Meeting

From: Matt Anderson

Sent: Thursday, May 13, 2021 2:40 PM

To: Joe Wozniak

Cc: Karen Huiett

Subject: Pathway Plan and McCarron's Blvd Residents

Joe and Karen,

I am emailing you as the listed Chair and Vice Chair of the Public Works, Environment & Transportation Commission. I gave a presentation regarding why certain homeowners were against the plan to put a paved pathway through the wetlands behind their houses leading to Tamarack Park.

I am emailing you to clarify one piece of information for the commission. I've gone back and watched the video of the meeting from April 27 and realized that there was a statement that there is no way to access the park from the west side unless this pathway were to be installed. I want it to be perfectly clear to the commission members that nothing currently prohibits anyone from accessing the park through the path as it currently exists. It just isn't paved. It is a dirt path. The status quo would be that people can walk the current dirt path to the park, rather than a paved one.

Thank you for your time and the work you do.

Best,

Matt Anderson

Summary of Phone Conversation with Sean Emery - July 19th

Re: New Segment by Tamarack Park

It cuts off access to the back of properties on S McCarrons Blvd, there's no other way to get to back of the homes. He's not sure why portions of pathways are paved and some are not. Wants to suggest boardwalk through end of Wagner up to tamarack – reduces street crossings, driveway crossings, and would be a more beautiful walk, more direct.

From: James Arcand
Sent: Friday, June 11, 2021 6:36 AM
To: Jesse Freihammer
Subject: Master plan paths

Caution: This email originated outside our organization; please use caution.

Hi Jesse,

I live on the west side of Snelling just north of Lydia in a closed neighborhood with no outside public paths or walkways. Please remember these Roseville neighborhoods with kids who have no access but busy Snelling to walk/bike on when trying to escape this neighborhood and explore Roseville.

Thank you.

Summary of Phone Conversation with Madeline Mohler - July 9th

Opposed – Lydia

Tree loss, loss of yard. Impacts to property value.

Asked about funding. Jesse Freihammer indicated no assessments per city policy.

Jesse Freihammer indicated this is just a plan and that if funding was made available, additional neighborhood input about design would take place then.

Summary of Phone Voicemail from Andrew Montain, 286 South McCarrons Blvd - July 6th

He is against the Tamarack pathway along Western Ave. He said it is not a practical route. It is too steep. It would disrupt the nice wetland and add too much pavement. If this was added, more people would cut through his property to get to the new pathway.

From: Will Defiel
Sent: Friday, July 16, 2021 10:42 AM
To: Jesse Freihammer
Subject: Proposed Tamarack Segment Opposition

Hello Jesse,

It's been a while since we last spoke about the easement vacation behind my house at 326 S McCarrons Blvd. I hope you are well.

As you may be aware, there has been a lot of opposition to the Proposed Tamarack Segment of the updated Master Plan. Last year, all of the neighbors that use this road to access their back yards met with members of the city and parks depts. Our main goal has been to maintain vehicle access to our homes via the existing road (which Parks is proposing to turn into a non-motorized pathway). When we

could not reach an agreement with the city, we hired an attorney, Matt Anderson of Anderson Law Group, PLLC, to represent our claim to the use of the road.

This email is meant to reiterate that we (residents along the proposed pathway) are still opposed to this Proposed Tamarack Segment, as currently outlined in the Master Plan.

Our attorney is planning on attending the July 27th meeting, and will be voicing our concerns at that time, but we wanted to make sure that there was direct opposition from the residents affected as well. Please pass this email along to the Parks Dept and City Council.

Thank you,

Will Defiel

From: [Lisa](#)

Sent: Monday, July 26, 2021 8:42 AM

To: joesvillemn@hotmail.com; jarrodcicha@gmail.com; bjficek@yahoo.com; joyce082@umn.edu; misra.stenquist@prodigy.net; shanespencer_42@yahoo.com

Cc: [Matt Anderson](#); [Ann Tran](#); [Sean Emery](#); [Joe Linn](#); [Jody Lulich](#); [Will Defiel](#); [Benjamin Olsen](#)

Subject: Proposed Changes to Tamarack Park Pathway

Thank you for this opportunity to voice our concern over the impact the proposed changes to the Tamarack pathway will have on our lives. This change will be discussed at Tuesday's meeting. Please forward this to any of the members that we may have inadvertently missed.

Our names are Lisa and Dave Booms and we moved to 300 McCarrons Blvd S in 1995. At that time, it was our understanding from the neighbors and the seller that the alley behind our home was one that had been in use since the 1940s (as illustrated by attached aerial photos from the University of MN from 1940s and 1950s). We used it to park the 24 foot moving van we needed to unload all of our possessions on moving day. We did so because the access from our garage to the front door of our home has 38 stairs – we just counted them again.

Since then, we've used the alley on a semi-regular basis for many things including:

1. Construction materials for contractors and DIY. Most recently, for roofing materials this summer.
2. Large purchases such as furniture, appliances, etc.
3. Groceries.
4. Boat storage.
5. Elderly family members who are not able to walk the steps.
6. Transporting each other when injuries made walking up the 38 steps difficult and dangerous. An ambulance once took one of us to the hospital via stretcher.

7. In addition, our utilities are accessed from the back of the house including electricity, internet and phone lines.

Much of the day to day routines of our lives are conducted by the alleyway as are our neighbors. To not have that access would severely limit and inconvenience us all but most particularly our property as we have the most difficult access in the front with our 38 stairs.

As you can see, we utilize the alley quite regularly and we can honestly say that we very rarely encounter anyone walking on it so we are surprised that this small alley seems to be such a high priority to the city. Indeed, the "pathway access" to it from South McCarrons Blvd is not a real pathway, it's the street. There is no pathway or sidewalk at all on Western Ave.

City employees have told us that once the new walkway is in place, we will have severely limited access (once or twice a year at the most) at best and cannot even guarantee that for us. We would be expected to contact the city to request a date and time to drive on it well in advance and wait for them to either accept or deny our request. They will not put even that small concession in writing so it is possible that, in the future, even that access could be denied or disavowed. In that case, we would then be forced to bring heavy items up the 38 stairs. We do not know how we would transport ailing or elderly family member up the stairs for visits and holidays.

Many of the neighbors along the alley have, therefore, chosen to retain a lawyer to help communicate and plead our case for continuing to allow the freedom of access that many of us have had for decades. We are leaving it to him to communicate our legal reasoning. This email's primary purpose is to tell you about the personal impacts to the lives of the Booms.

It is our hope that we can come to a reasonable agreement about the use of the alley so that we all can continue to bring heavy or cumbersome loads, ailing family members, etc. to our homes.

Sincerely,

Lisa and Dave Booms
300 S. McCarrons Blvd
Roseville MN 55113

From: [Joe Linn](#)

Sent: Tuesday, July 27, 2021 12:17 PM

To: [Lisa](#)

Cc: joesvillemn@hotmail.com; jarrodchica@gmail.com; bjficsek@yahoo.com; joyce082@umn.edu; misra.stenquist@prodigy.net; shanespencer_42@yahoo.com; [Matt Anderson](#); [Ann Tran](#); [Sean Emery](#); [Jody Lulich](#); [Will Defiel](#); [Benjamin Olsen](#); [James Carpender](#)

Subject: Re: Proposed Changes to Tamarack Park Pathway

We won't be able to be at tonight's meeting so we're letting you know our concerns about the proposal to take away the road that provides access to our homes.

We have lived and paid taxes at 318 S McCarrons for 25 years. During that time, like all of our neighbors we have relied on the road behind our house. The road has been there since the 1940s and provides the only access to the living level of our homes.

The homes on this section of S McCarrons are built on a steep grade and the existing road provides the only way to move large items in and out of our homes or to get construction equipment to the back of our homes. Let me repeat, because of the steep slope, there is no other access.

We have used the road to move large furniture in and out of our homes. We have done multiple remodels on our home and have relied on the road to provide access for construction equipment. When we have had tree work done, that is how they got the equipment in and the dead wood out.

Other neighbors rely on the road to allow them to bring their boats and campers behind their homes. We have all used the road to bring elderly and disabled guests to our homes.

As we get older, that road will allow us to continue living in our home. And when the time comes to leave, it will provide the only possible way to move large items like a grand piano out of our home.

Your proposed project will pave through a wetland that provides a nesting area for waterfowl.

I hope you will consider the unanimous opposition by every household that would be hurt by this project and not close this necessary road.

Joe Linn and Jody Lulich

JUL 16 2021

July 13, 2021

Department of Engineering
Attn: Marc Culver
2660 Civic Center Drive
Roseville, MN 55113

Re: Proposed Amendment to Pathway Master Plan

Dear Marc and City Staff,

I appreciate your hard work with the City of Roseville and your creative process in seeking meaningful enhancements and pathways for residents throughout the City. I am, however, concerned about the recent, proposed pathway being considered for Eustis Street.

A public pathway, I believe, is convenient for walking through a thick, wooded area in a park-like setting or is used to provide a much safer option for pedestrians near a busy street. However, St. Croix, St. Stephen and Fulham Streets, as well as Hwy 36 Service Drive, Laurie Road, Marion, Acorn and Fairways Lane are all consistently and heavily walked by neighbors in this neighborhood. Yet none of these streets need or have pathways. However, Eustis Street, the shortest, most quiet and least travelled street in the neighborhood, is now being considered for a pathway?

In addition, your Proposed Amendment for the **Pathway Master Plan** suggests a future connection eventually passing from Eustis Street to St. Croix Street. That is property I believe owned by the State, not the City. During our lifetime at this home, since 1986, we have personally and voluntarily maintained that adjacent property by mowing, weeding, with burdock and buckthorn eradicating as much as physically possible, with no help from the City or State. In spite of the closeness of the freeways and taller and taller freeway lights, we have spent those years establishing a more pleasant oasis for ourselves and our neighbors by doing so. I would hate to think of that property soon becoming a public thoroughfare and, would see any future pathway crossing that area as inconsiderate of the work we have voluntarily done for the past 35 years as well as destroying our personal peace, privacy and safety.

I would suggest, instead, perhaps placing a seating bench near a cul-de-sac in our neighborhood, preferably in the shade of an existing tree, to provide a much needed respite for the more aging population of our community, even if it were placed adjacent to our property.

Concerned homeowner,

A handwritten signature in cursive script that reads "Susan Dunwell". The signature is fluid and elegant, with a long, sweeping tail on the final letter.

Susan Dunwell
2253 St. Croix Street





ANDERSON LAW GROUP PLLC
1010 DALE ST., ST. PAUL, MN 55117

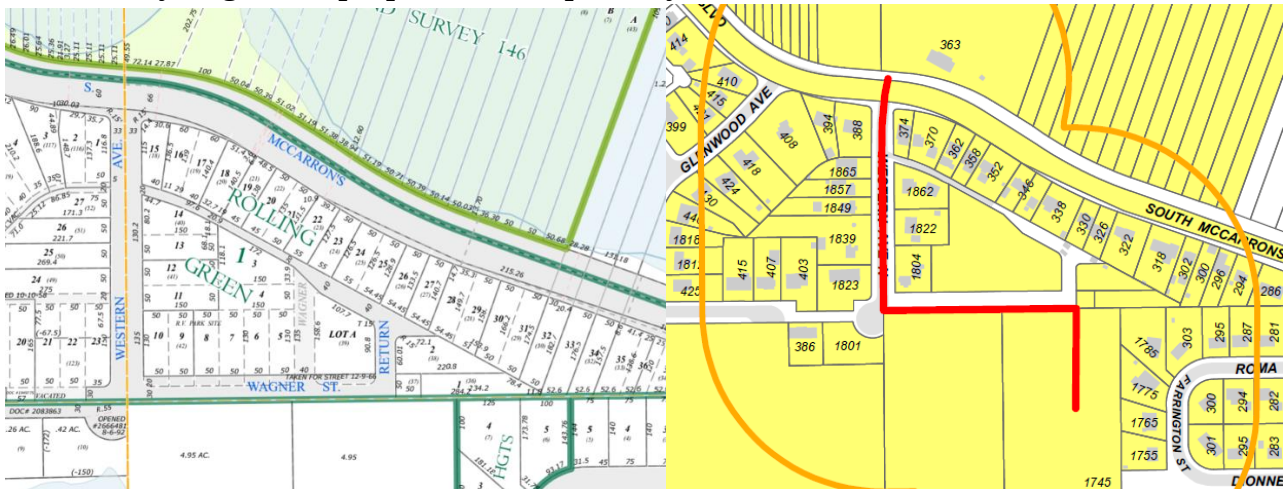
Joe Wozniak
Roseville Public Works Department
via email joesvillemn@hotmail.com

Mark Gaughan
via email [REDACTED]

Mr. Wozniak,

I am writing to discuss opposition to the Tamarack Park Connection Proposed Pathway. I gave a Power Point presentation at the April meeting, and will not rehash what I have already raised as concerns. However, there are certain aspects I want to elaborate upon.

A. The area in question is designated as a street according to the Ramsey County Parcel Map and the City Engineer's proposal for the pathway.



The area being proposed as a pathway is clearly Wagner Street. This is important for two major reasons. First, it defines the City's authority to make improvements on it. Second, it demonstrates the residents' reliance on the street.

1. A Municipality lacks authority to turn a Street into a Pathway.

In Minnesota, a municipality cannot act without express authority from the state. *See Harstad v. City of Woodbury*, 916 N.W.2d 540, 545 (Minn. 2018). A municipality's authority regarding street improvements and maintenance is limited by Minnesota Statutes. Specifically, Minn. Stat. § 429.021, subd. 1(1) permits a city to "acquire, open, and widen any street" or to improve a street by "constructing, reconstructing, or maintaining sidewalks, [and] pavements. . . ." The statute is clear: a municipality can add a pathway to an existing street, but has no authority to replace an existing street with a sidewalk. Thus, Roseville does not have the authority to what it is proposing to do regarding the Tamarack Park Connection Proposed Pathway.

In fact, when a municipality acquires "land for a limited public purpose, the land reverts back to the fee owner if the property is no longer used for the public purpose." *Wolfson v. City of St. Paul*,

535 N.W.2d 384, 387 (Minn. App. 1995). In the *Wolfson* case, St. Paul tried to turn public parking lot into a right-hand turn lane. The Court ruled it lacked authority to do so, and as a result of its attempts, the ownership of the parking lot reverted back to the old owners.

Roseville is attempting the same thing St. Paul was not allowed to do: take a public right-of-way specifically meant for one purpose and turn it into something else entirely. Roseville has no authority to do so.

2. People have long relied on the street to access their property.

For my clients, this street is their *only vehicle access to the back of their property*. They have used this street for unloading groceries, unpacking after trips, vehicle storage, accessing lawn clipping and leaf bags, hauling gardening supplies, etc. One client has used this street since before Roseville was incorporated as a City. Some have health and mobility issues, and this street gives them their only realistic chance to access the back yard.

Furthermore, a closer look at the maps above and you will see that there are three properties completely isolated with the *only* access via Wagner Street. Two of those properties are owned by Roseville, and have the designated address of 0 Wagner Street. One property is owned by two of my clients, and is also designated as 0 Wagner Street. If this Street were to be turned into a Pathway, my clients will *completely* lose the ability to access their property by vehicle.

B. The negatives outweigh any potential benefit.

The neighborhood is very much opposed to the project. I represent the owners of eight homes that will overlook this pathway. All of them vehemently opposed to the project. This Commission has so far heard from one other citizen on this project who was also vehemently opposed.

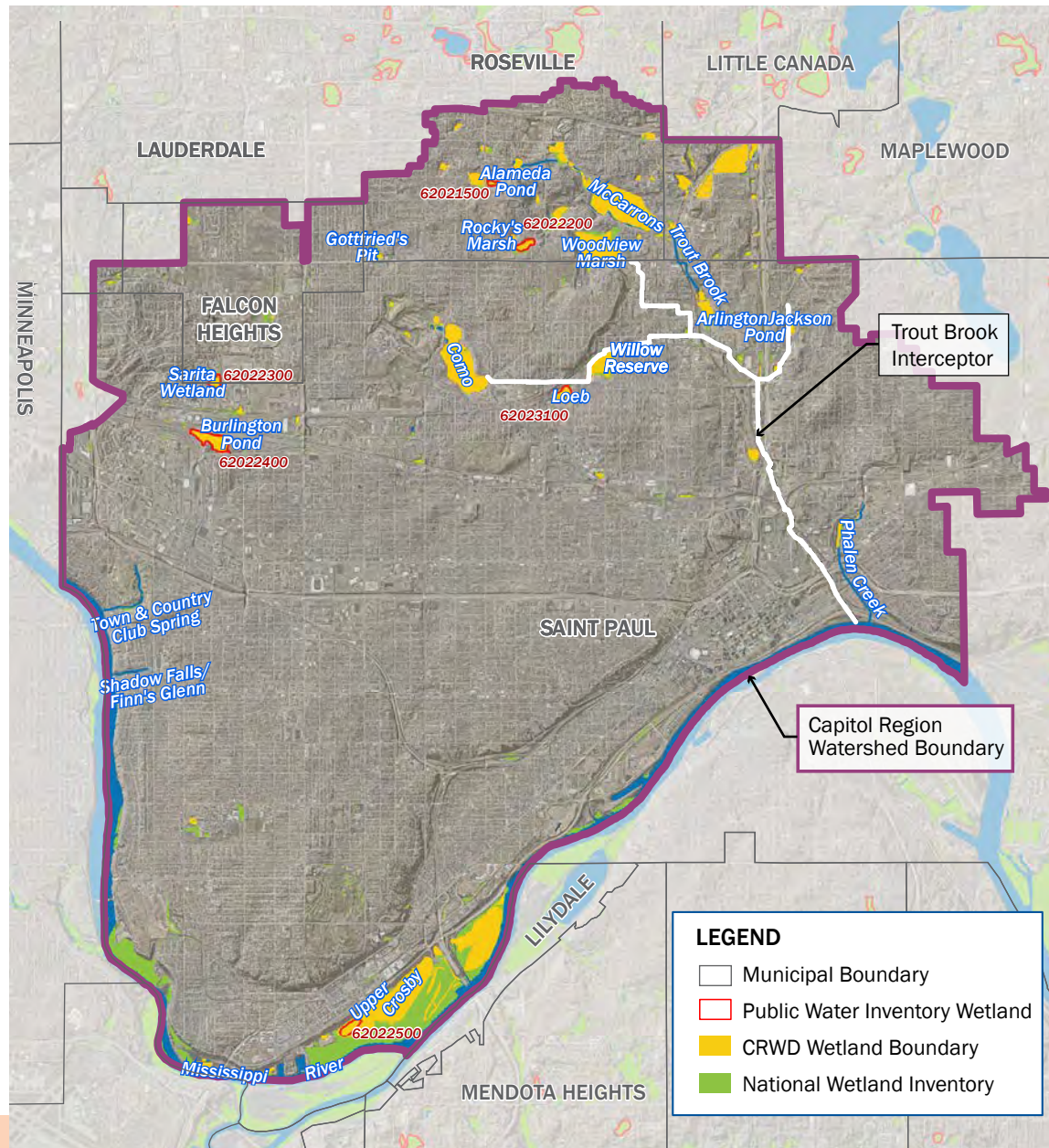
The potential environmental degradation is a massive risk. I highlighted the environmental degradation such pathway would cause, running directly through a designated wetland. This wetland was one of only two in the entire Capital Region Watershed District to score in the “moderate” zone for plant life and macroinvertebrate in a recent CRWD study. (See attachments). The pathway proposed by Roseville runs the risk of knocking the wetland into the “poor” category by replacing plant life, natural vegetation, native soil, and healthy wetland with Class 5 and asphalt, displacing habitat for wildlife such as migratory birds.

Yet, there remains little reason for adding this pathway. There already is access to this park, and this exact route is already open for the public to use. There is no benefit to disrupting the status quo.

Dated: July 23, 2021

Anderson Law Group PLLC

/s/ Matthew Anderson
By: Matthew E. Anderson (ID#: 0397364)
1010 Dale St. N.
St. Paul, MN 55117
[REDACTED]
Email: [REDACTED]



and water retention benefits that these natural areas provide. The District has inventoried and continues to monitor wetlands within its jurisdiction (see [Figure 2-9](#) and [Appendix A](#)). Results from wetland monitoring performed from 2007-2014 generally indicate that the District contains wetlands of “poor” to “moderate” quality based on indices of biological integrity (IBIs) of the macroinvertebrate and plant communities ([CRWD, 2016](#)). None of the wetlands surveyed in the District scored in the “excellent” category for either IBI assessment. The low levels of species diversity and robustness observed in District wetlands are likely due to watershed stressors introduced by the surrounding land uses, stormwater inputs, and the lack of habitat connectivity ([CRWD, 2016](#)). [Arlington-Jackson wetland and Woodview Marsh](#) were the only wetlands that scored in the “moderate” condition category for both plant and macroinvertebrate IBIs historical average scores ([CRWD, 2016](#)). The District’s 2010 Wetland Management Strategy (see [Appendix F](#)) includes the identification, evaluation, and prioritization of potential wetland restoration and enhancement projects. This analysis will be updated based on wetland monitoring data and natural resource inventories to plan District actions during the life of this Plan.

The District has also inventoried and mapped historic water resources (see [Figure 2-10](#)). The location of historic resources is useful for

Figure 2-9: District Wetlands

22 WOODVIEW MARSH

22.1 BACKGROUND

Woodview Marsh is a large wetland that is bounded on the southern edge by Larpenteur Avenue in between Dale and Rice Street, and located southeast of Lake McCarrons (Figure 22-1). It is located within Tamarack Park in Roseville MN, and most of the open water portion of the wetland is surrounded by tree cover (Figure 22-2). Surrounding land use is primarily residential and green space. Woodview Marsh was monitored for macroinvertebrates and plants in 2007 and 2013 (Table 22-1).

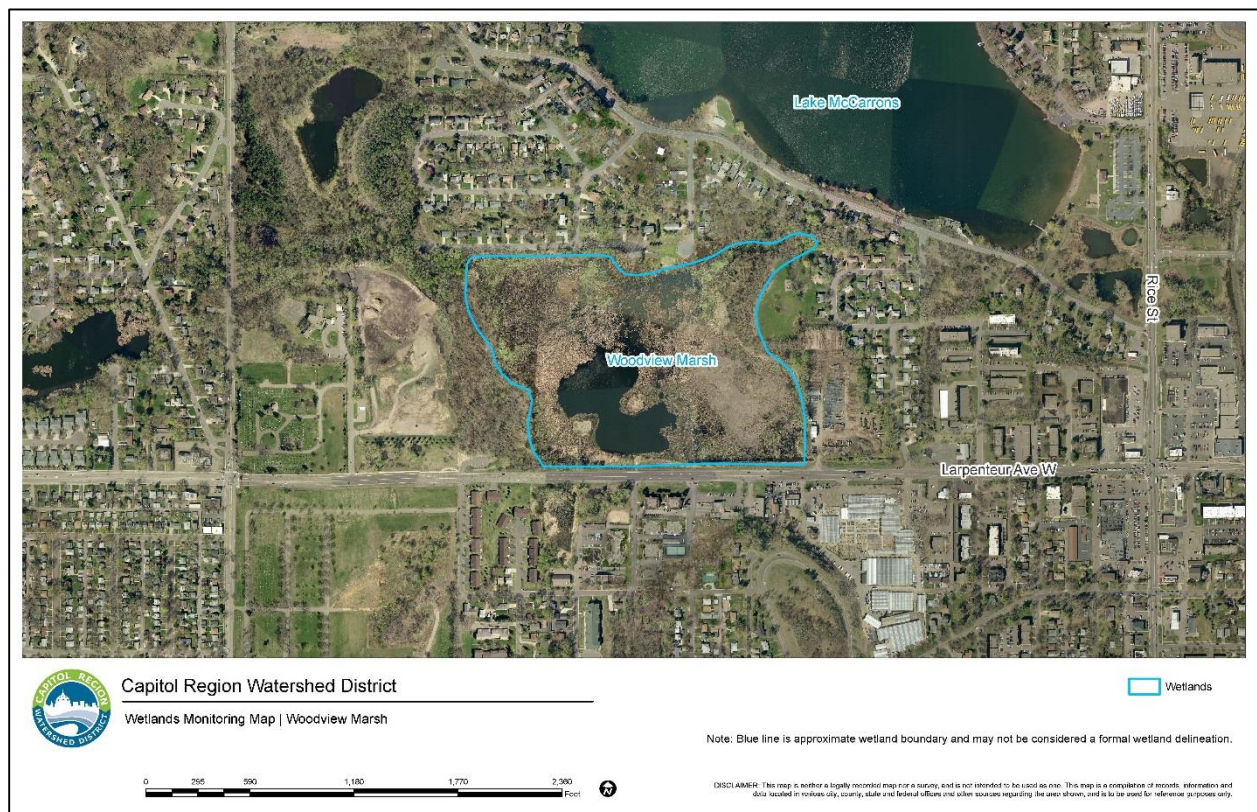


Figure 22-1: Map of Woodview Marsh.



Figure 22-2: View of northeastern shore of Woodview Marsh.

Table 22-1: Dates monitored for Woodview Marsh (2007, 2013).

Year Monitored	Macroinvertebrate Date	Plant Date
2007	6/22	8/1
2013	7/24	7/29

22.2 RESULTS

The macroinvertebrate IBI score of 28 for Woodview Marsh in 2007 places this wetland in the mid-range of the moderate condition category (Figure 22-3). The score drops to the poor condition in 2013 with a score of 22. The major drivers behind this drop in score were a decrease in total invertebrate taxa, odonatan taxa and taxa within the ETSD metric (Table 22-2). Also contributing to this drop in score was an increase in Corixidae specimens observed. Interestingly, during this same time period, the number of chironomid genera increased which increased this metric score.

The plant IBI score of 26 also places the wetland in the moderate condition category, but contrary to the macroinvertebrate trend, the plant IBI increases between 2007 and 2013 to a score of 34 (Figure 22-3). This is caused by an increase in vascular genera and aquatic guild species, as well as a decrease in the proportion of the dominant three taxa and persistent litter (Table 22-3).

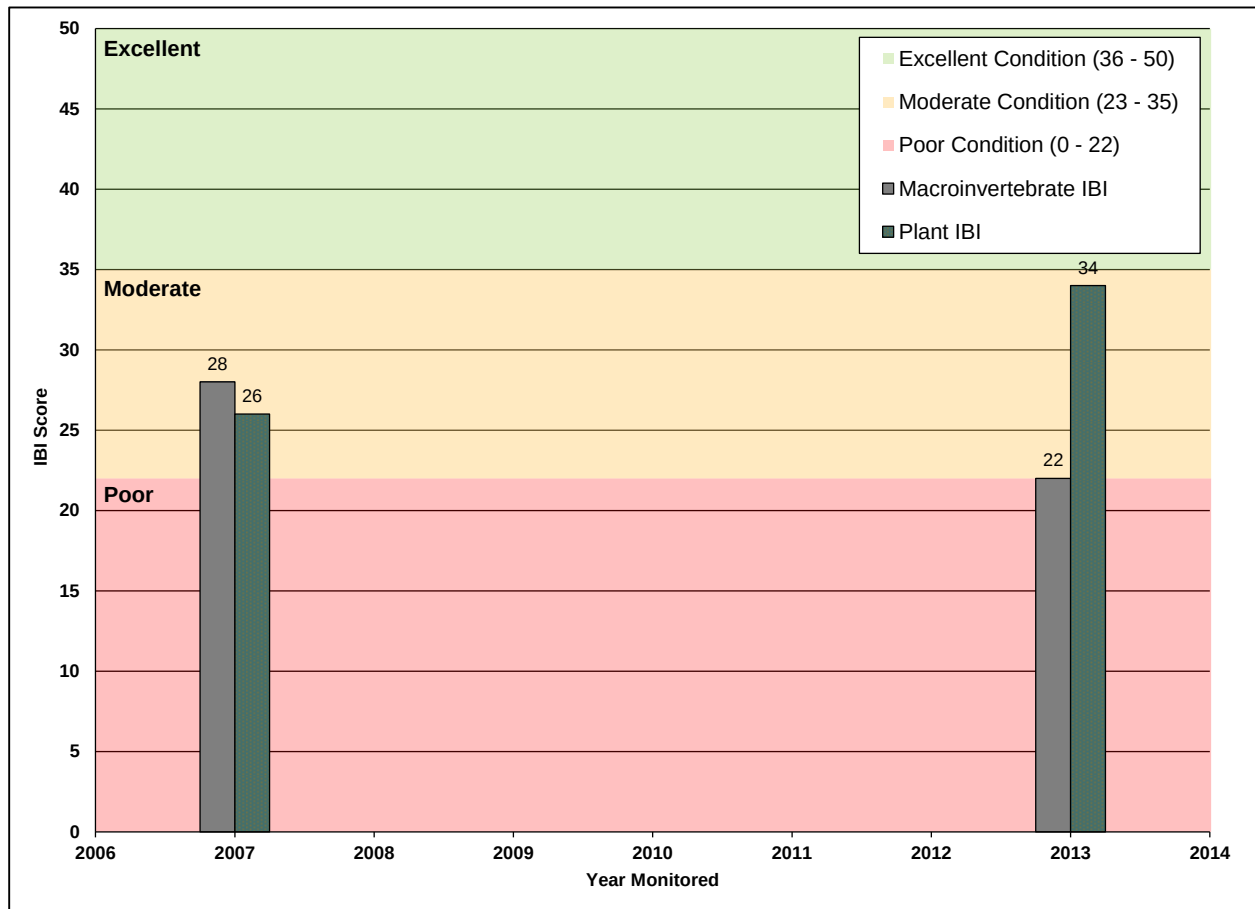


Figure 22-3: Macroinvertebrate and plant IBI scores for Woodview Marsh.

Table 22-2: Woodview Marsh macroinvertebrate metric scores/values and total score.

Macroinvertebrate Metrics		2007		2013	
		value	score	value	score
1	Total invertebrate taxa	55	5	39	3
2	Odonata taxa	4	3	0	1
3	Chironomid genera ^a	13	3	17	5
4	Leech taxa	6	5	3	3
5	Snail taxa	3	1	2	1
6	ETSD metric: # genera mayflies, caddisflies; presence of fingernail clams, dragonflies	5	3	2	1
7	Number of intolerant taxa	1	1	2	1
8	Tolerant taxa proportion of sample count ^a	74.9%	1	69.8%	1
9	Dominant 3 taxa as proportion of sample count ^a	79.4%	1	73.0%	3
10	Corixidae proportion of beetles and bugs in AT ^b	1.5%	5	61.3%	3
Total Macroinvertebrate IBI Score			28		22

a Metric calculated from dip-net samples only.

b Metric calculated from activity trap samples only.

Table 22-3: Woodview Marsh aquatic plant metric scores/values and total score.

Plant Metrics		2007		2013	
		value	score	value	score
1	Vascular genera ^a	12	3	19	5
2	Nonvascular genera	0	1	0	1
3	Carex cover ^a	6.5	5	7	5
4	Sensitive species (#) ^a	3	3	3	3
5	Tolerant taxa proportion	0.31	3	0.39	3
6	Grasslike species (#) ^a	4	3	4	3
7	Perennials species (#) ^a	11	3	17	3
8	Aquatic guild species (#)	3	1	5	3
9	Proportion of dominant 3 taxa cover class	0.48	3	0.32	5
10	Persistent litter	35.5%	1	25.7%	3
Total Plant IBI Score			26		34

^a Only native species used in metric calculation.

The physical properties and water chemistry for Woodview Marsh are reported in Tables 22-4 and 22-5. Physical and chemical properties of the water recorded from the Sonde can be dependent upon the date in which it was recorded due to seasonal variability. Additionally, attributes such as pH, SC, and DO can differ naturally because of the complexity of wetland systems (MPCA, 2005). According to MPCA (2015) for the Mixed Wood Plain (MWP) ecoregion, the averages for all years sampled of the following chemical parameters fall into Stressor Level Categories (relative to other regional reference sites): NO₃+NO₂ (low); TKN (high); TP (medium); Cl⁻ (high); and SO₄ (low) (Tables 3-2 and 22-5).

Table 22-4: Sonde data for Woodview Marsh (2007, 2013).

Sample Date/Time	Water Temperature (°F)	pH	Specific Conductivity (µS/cm3)	DO (%)	DO (mg/L)
08/01/2007 13:40	89.17	7.8	546	65.1	4.77
07/29/2013 14:34	-	-	-	-	-

Table 22-5: Water chemistry data for Woodview Marsh (2007, 2013).

Sample Date/Time	Chl-a (µg/L)	Ortho-P (mg/L)	TP (mg/L)	TKN (mg/L)	NO ₃ (mg/L)	NO ₂ (mg/L)	Cl ⁻ (mg/L)	SO ₄ (mg/L)	Turbidity (NTU)
06/27/2007 15:05	-	0.013	0.120	1.9	-	-	90.0	-	-
07/24/2013 15:15	160.0	0.046	0.550	5.6	0.05	0.03	44.3	0.6	45
Average	160.0	0.030	0.335	3.8	0.05	0.03	67.2	0.6	45

	Actual number less than value (<)
	Estimated concentration above the method detection limit and below the reporting limit (~)

Pathway Master Plan
Proposed Amendment
Public Works



Pathway Master Plan

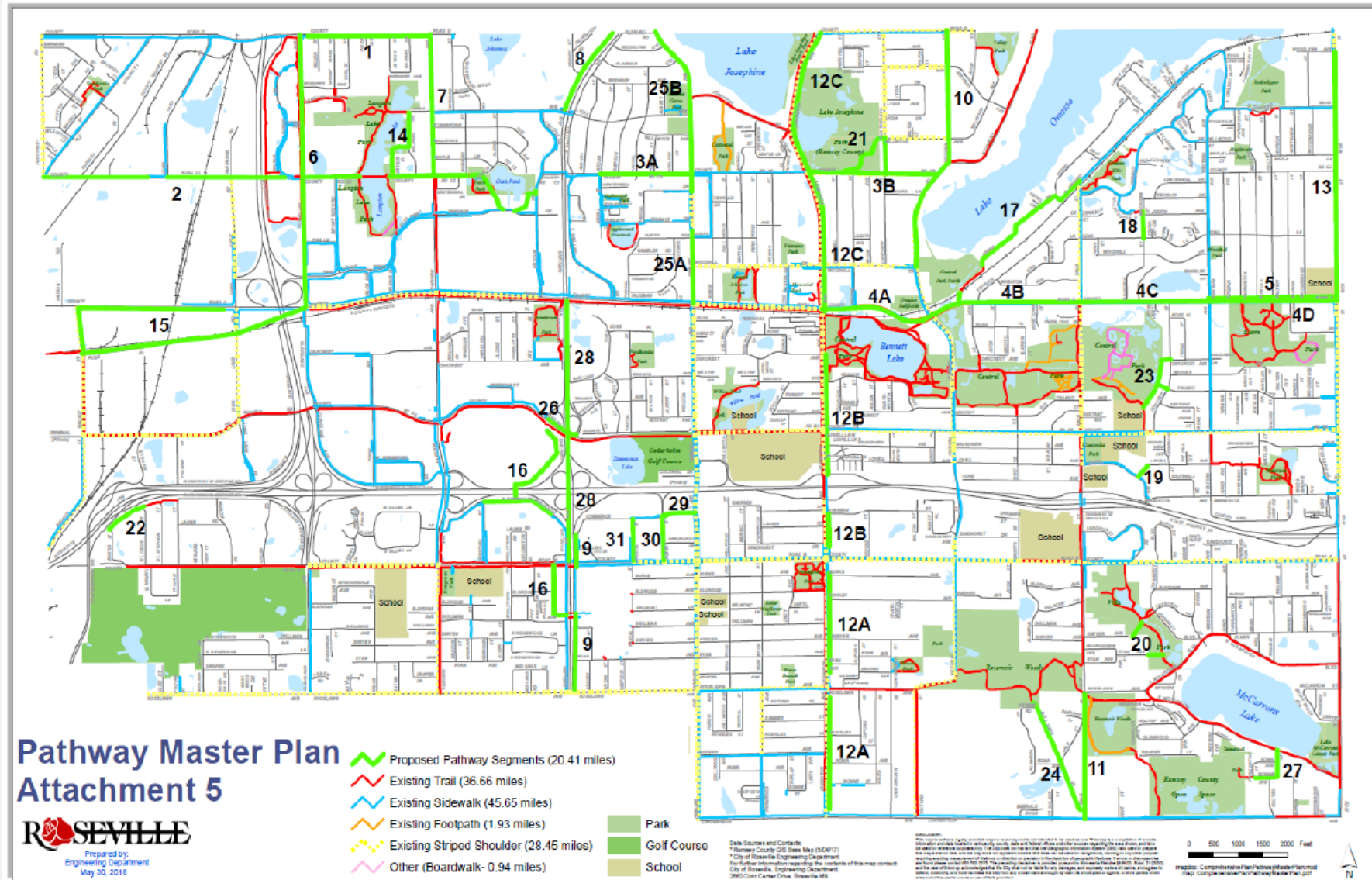
Background

- Latest version approved by Council – October 2018
 - Previously updated in 2008 and 1997
 - Updated as part of the Comprehensive Plan Update
 - Included as an appendix to the Comprehensive Plan
- Need for Update
 - New pathways have been completed
 - New development/redevelopment
 - New segments suggested
- Process
 - April PWETC – initial feedback (COMPLETED)
 - Public notice of proposed segments (COMPLETED)
 - July PWETC – Review proposed segments, receive public input, provide recommendation to City Council
 - Council (date TBD) – Present Pathway Master Plan
 - Additional public input
 - Adopt changes as approved by Council



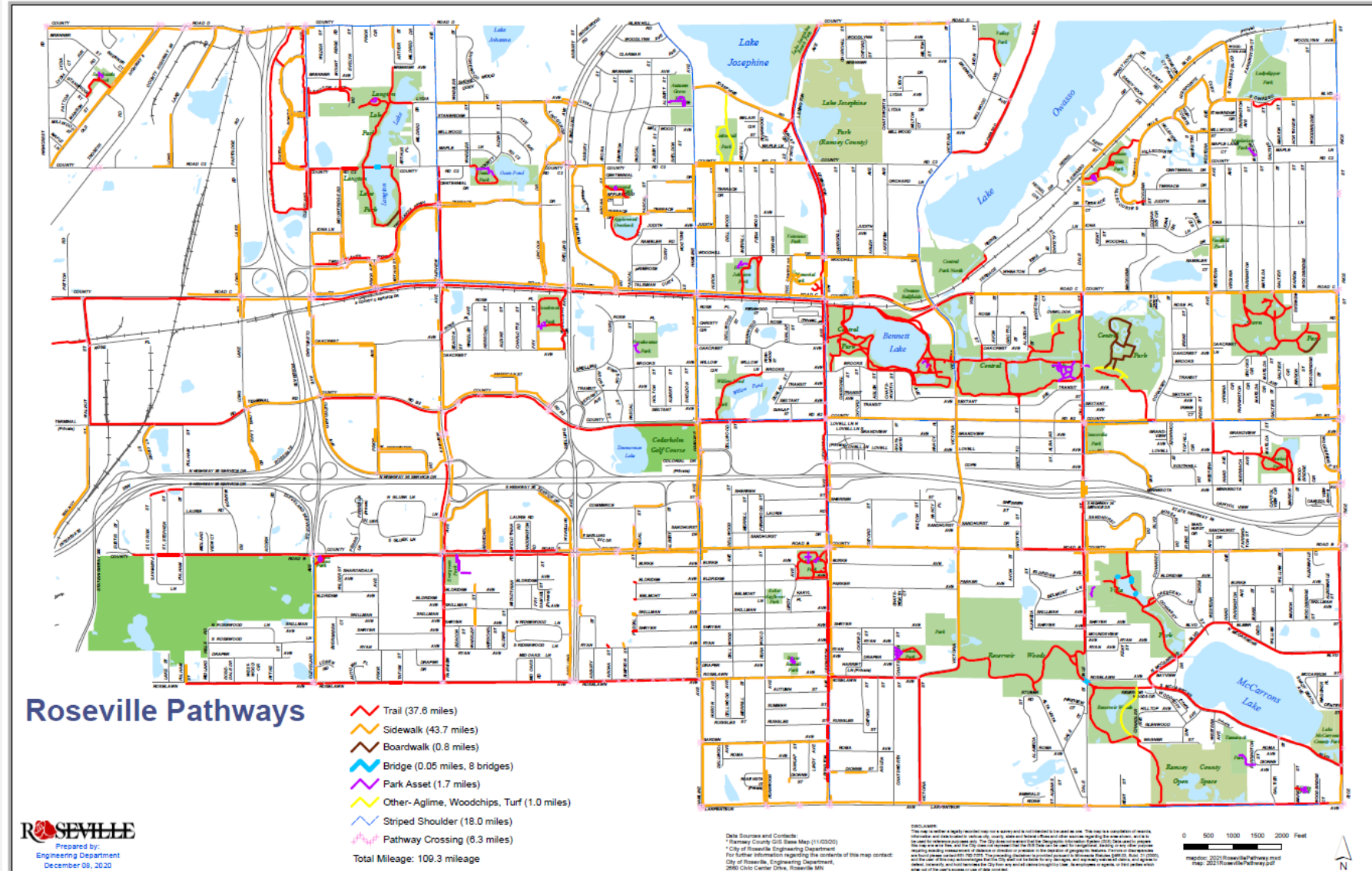
Pathway Master Plan

Current Plan



Pathway Master Plan

Existing Pathway Map (December 2020)



Proposed Changes



Pathway Master Plan

Proposed Changes

I. Remove

1. Completed segments

- A. Segment 15: County Road C/Walnut
- B. Portions of 12A and 12C: Lexington Avenue
- C. Portions of 13: Rice Street
- D. Segment 26: B2 under Snelling Bridge

II. Additions

- 1. Complete Marion Street Connection
- 2. Eustis Street (extension of segment 22)
- 3. Tamarack Park Connection
- 4. Lydia Ave – Snelling to Hamline Ave
- 5. Snelling Service Drive – east frontage road from Lydia Ave to County Road C2
- 6. Fairview Ave – west side of Fairview from County Road C2 to County Road B2

Pathway Master Plan

Proposed Changes

Complete Marion Street Connection

- Sidewalk on west side of Marion Street, Larpenteur to new pathway (2021) at the end of cul-de-sac
- Rice Larpenteur Visioning Plan



Connect Marion Street (defined as Marion greenway) to S. McCarrons Boulevard

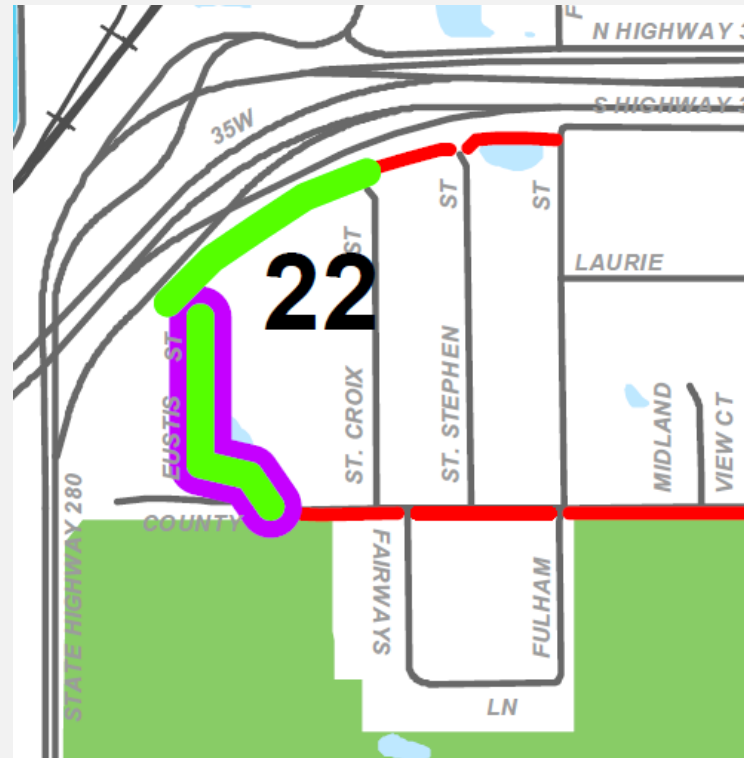
- Enhance sidewalk and public realm along Rice Street associated with this project.
- Create new traffic controlled intersections along Marion Street at: Larpenteur Avenue and Wheelock Parkway.

City of St. Paul, City of Roseville, Ramsey County, Rice-Larpenteur Development Alliance

Pathway Master Plan

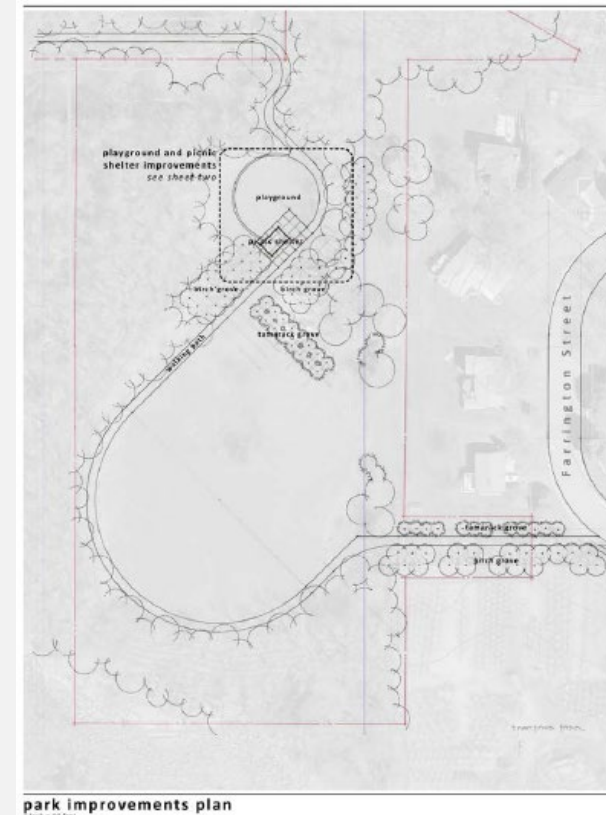
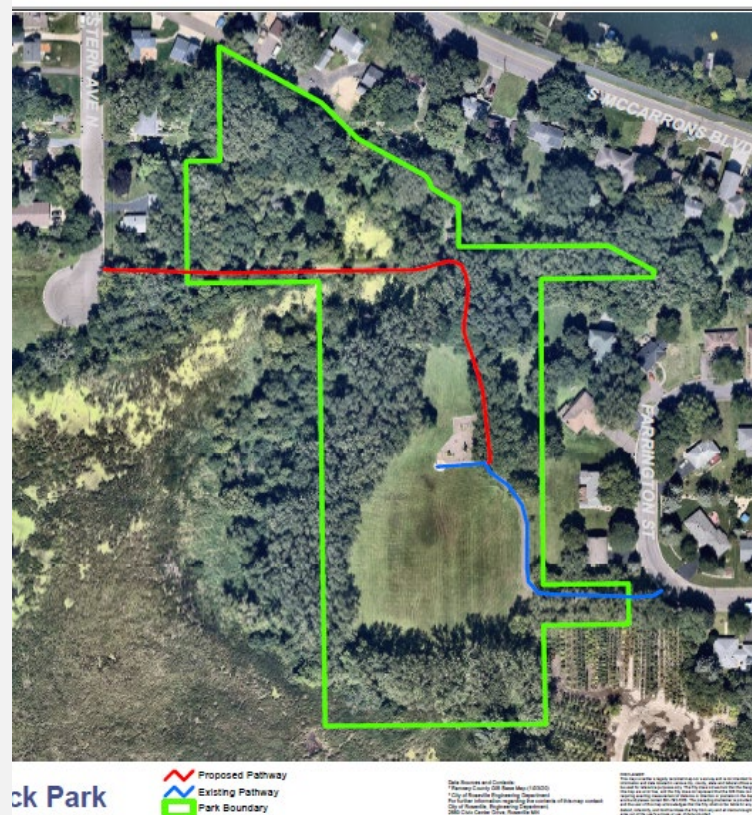
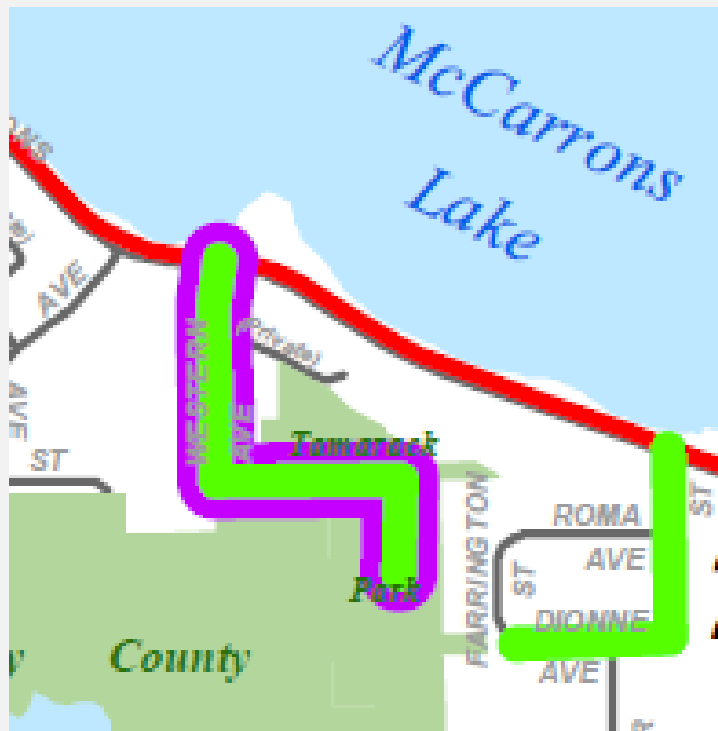
Proposed Changes

- Eustis Street (extension of segment 22)
 - Make connection between pathway on Cty Road B and trail south of I35W
 - Possible future development
 - City will be reconstructing County Rd B in 2024 and will build new pathway. Final design to be determined.



Proposed Changes

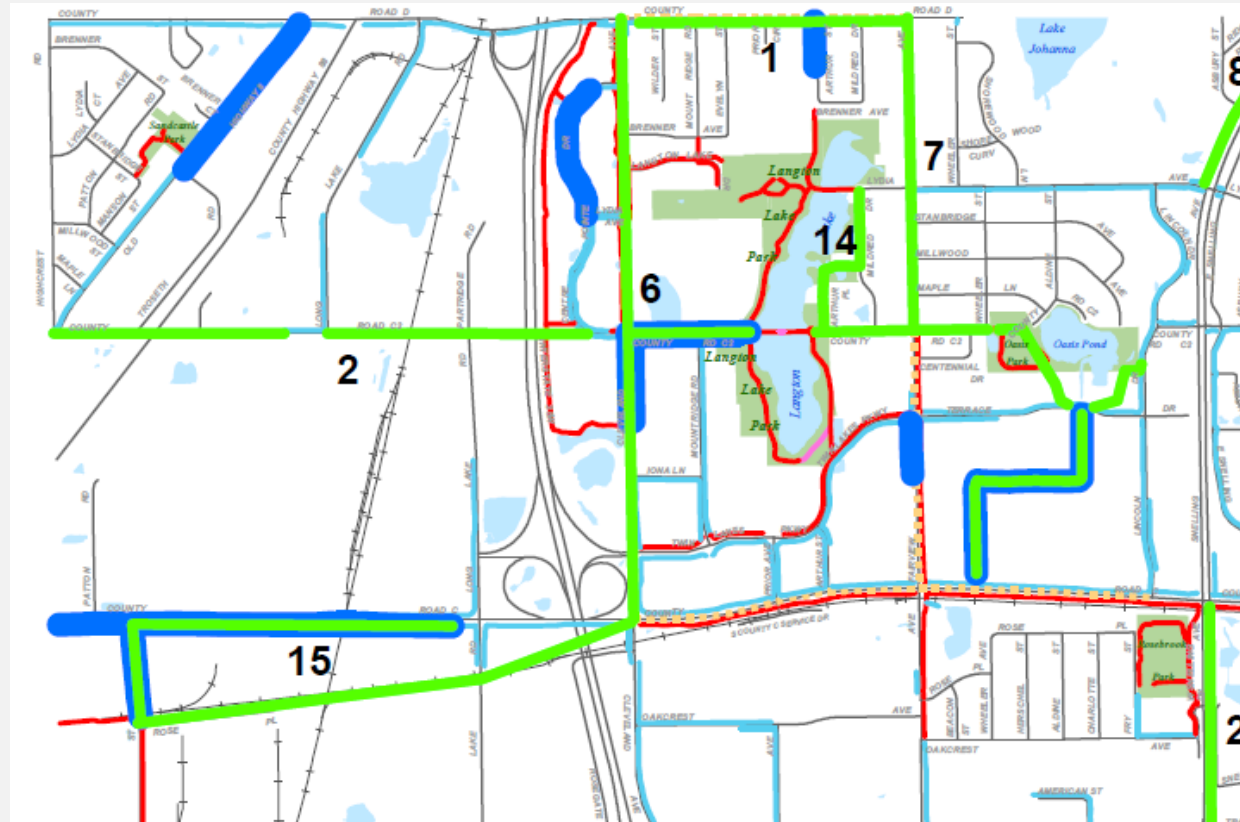
- Tamarack Park Connection
 - Complete looped pathway from Farrington St, through Tamarack park, out to Western Avenue and connection back to South McCarrons
 - Suggested as part of the 2018 Pathway Master Plan approval
 - Included in Park Master Plan



Pathway Master Plan

Proposed Changes

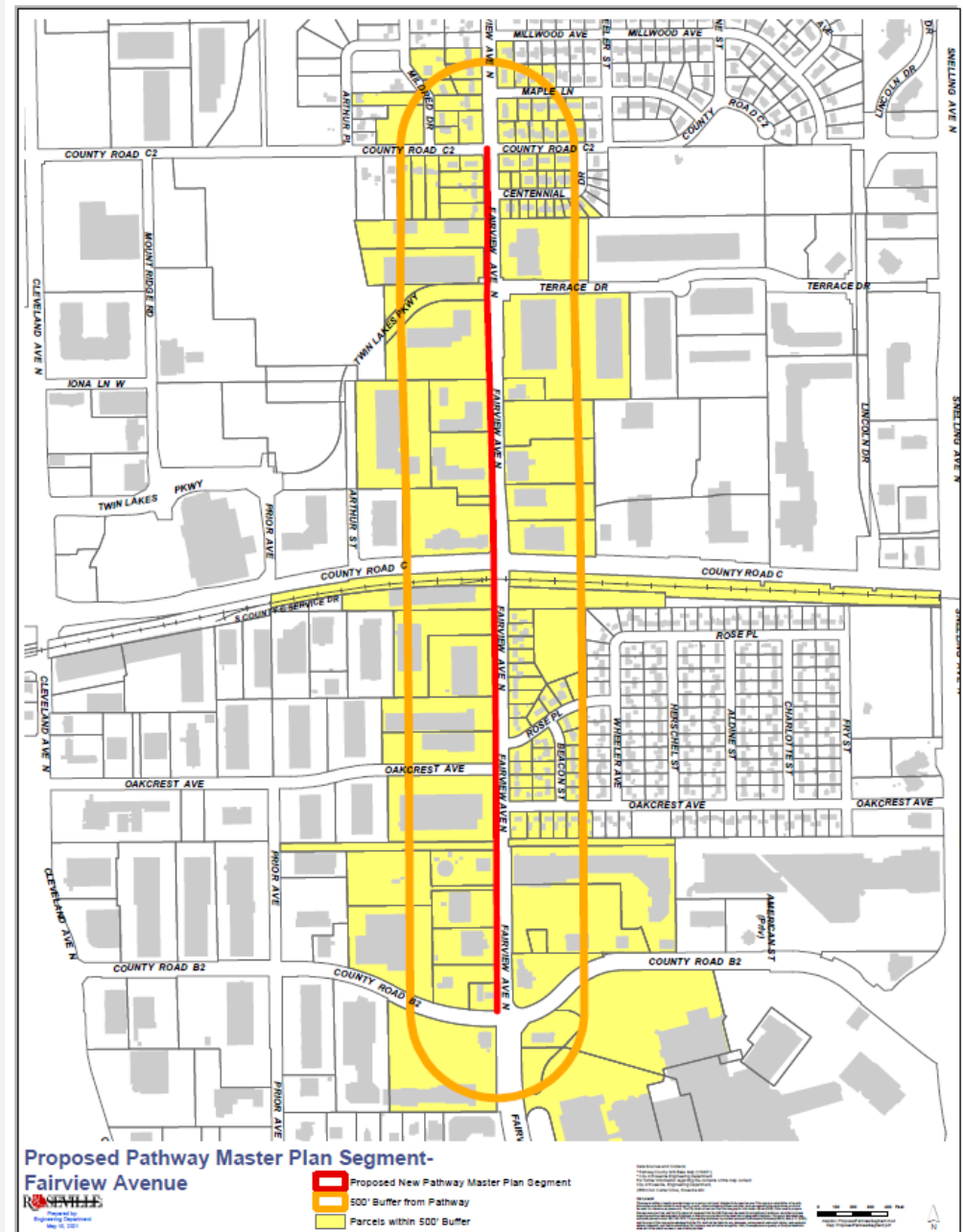
- Segment 2
 - County Road C2 West of Snelling
 - Develop both an on and off-road pathway within the Cty Rd C2 alignment from the west City boundary to Snelling Avenue. The corridor would include a pedestrian bridge across I-35W.



Pathway Master Plan

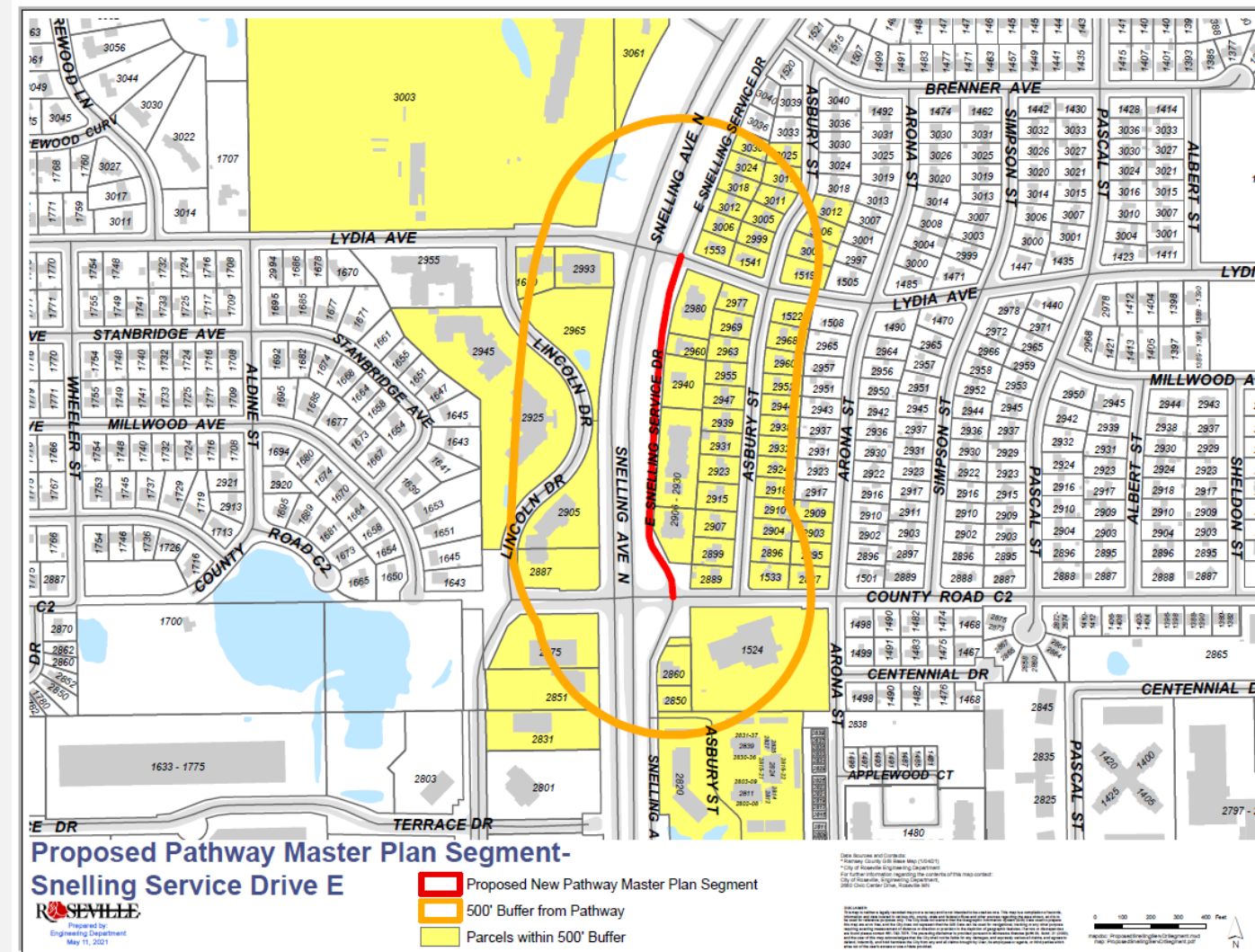
Proposed Changes

- Fairview Ave – County Road C2 to County Road B2
 - Add pathway to west side of Fairview Ave
 - Several segments already in place
 - Continuous pathway in place on east side of Fairview
 - Given speed and volume on Fairview it should have a pathway on both sides of roadway



Proposed Changes

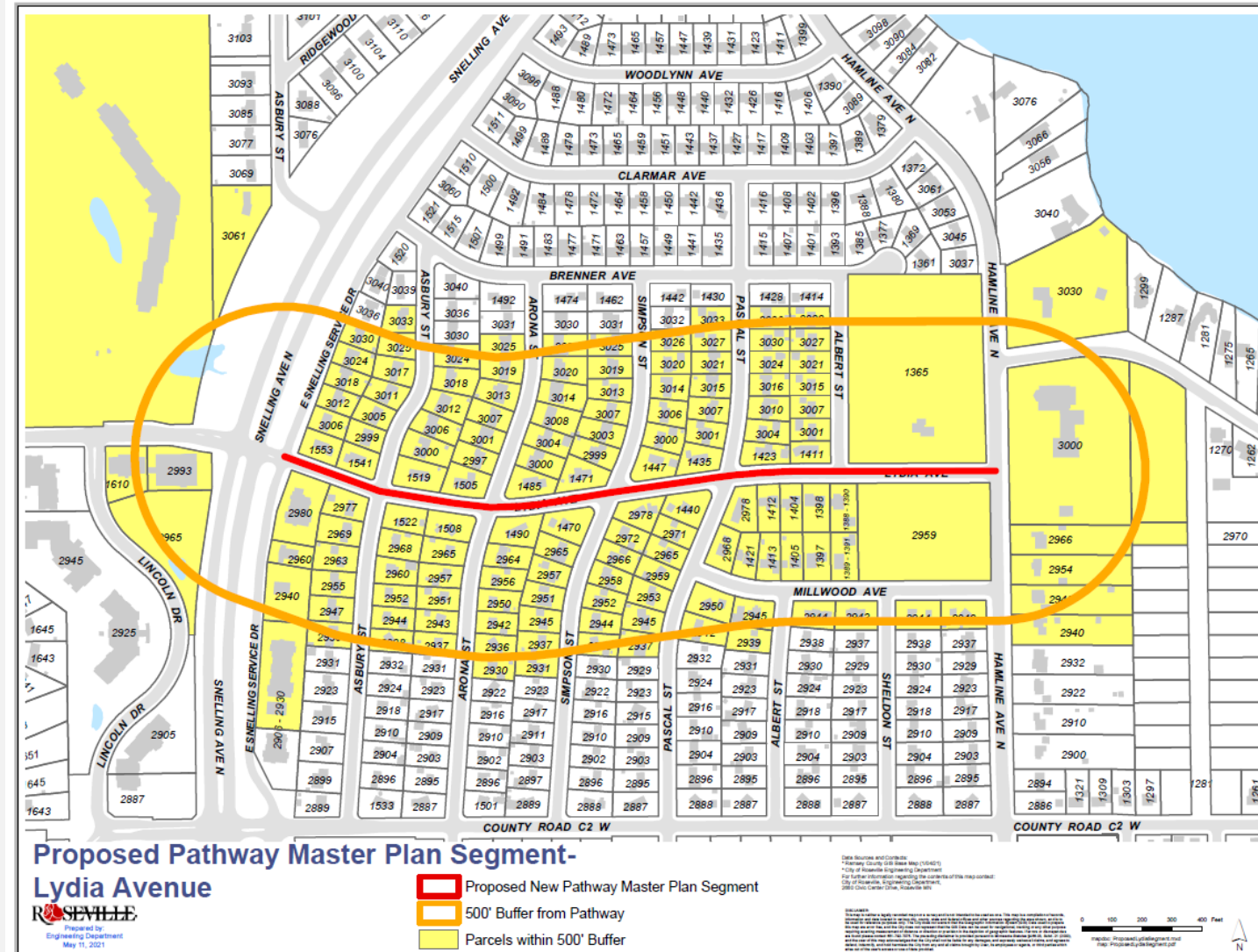
- East Snelling Service Drive
 - Add pathway to roadway from Lydia Ave to County Road C2
 - High density housing walking to Northwestern, transit, other locations
 - High demand parking area so not much room on roadway to share with pedestrians and vehicles



Pathway Master Plan

Proposed Changes

- Lydia Ave
 - Add pathway to roadway from Snelling Ave to Hamline Ave
 - Lydia is a collector street with direct signalized access to Snelling Ave resulting in higher volumes of traffic
 - Currently wide shoulder that is occasionally used for parking
 - Public input to date has expressed concerns about which side of the street the pathway would be located, impacts to front yards, etc.



Pathway Master Plan

Preference List

- Based on statistical analysis and is not subjective
- 6 Criteria (max 27 points)
 - 1) Connects Multiple Destinations (0-5)
 - 2) Volume of Usage (0-6)
 - a) Based on volume of employment and population within ¼ mile
 - 3) Connects to Regional System (1-3)
 - a) Constellation Links get 2 points
 - 4) Addresses a gap or barrier in the transportation network (1-5)
 - 5) Connects to Transit (1-3)
 - 6) Connects High-Density Residential to Transit or Parks (0-5)

Pathway Master Plan

Preference List

Project Preference List

Thursday, July 1, 2021

Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects Highly Density to Transit or Parks	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.											
Parks and Recreation Master Plan Constellation Link											
28	Snelling Avenue*	Develop off road pathway between County Road B and County Road C	5	1	3	3	5	3	5	25	1
4A	County Road C (A)	Construct an on-road pathway from Lexington Avenue to Victoria St.	5	1	1	3	4	4	5	23	2
9	Snelling Avenue South of Highway 36	Complete pathways along Snelling Avenue for improved access to A-BRT transit stations.	2	1	3	2	5	4	5	22	3
16	Rosedale to HarMar Connection	A pedestrian bridge across Highway 36 and pathway connection between Rosedale and HarMar Mall.	2	1	1	2	5	6	5	22	3
12C	Lexington Avenue (C)	Complete off-road pathway on the east side of Lexington Avenue from County Road C to County Road D.	4	1	1	3	4	4	5	22	3
12A	Lexington Avenue (A)	Complete off-road pathway on the east side of Lexington Avenue from Larpeur Avenue to County Road B	5	2	1	3	4	1	5	21	6
12B	Lexington Avenue (B)	Complete off-road pathway on the east side of Lexington Avenue from County Road B to County Road C.	5	1	1	3	4	1	4	19	7
4B	County Road C (B)	Construct an on-road pathway from Victoria St to Dale St.	5	1	0	3	4	1	5	19	7
3A	County Road C-2 (A)	Complete both on- and off-road pathways within the County Road C-2 alignment from Snelling Avenue to Hamline Ave	5	2	1	3	1	1	5	18	9
4C	County Road C (C)	Construct an on-road pathway from Dale St to Western Ave.	4	1	0	3	4	1	5	18	9
4D	County Road C (D)	Complete both on- and off-road pathways within the County Road C alignment from Western Ave to Rice St.	4	1	1	3	4	1	4	18	9
6	Cleveland Avenue	Complete off-road pathway segments between County Road C and County Road D.	3	0	3	2	3	4	2	17	12
13	Rice Street	Complete an off-road pathway from County Road C to the north City boundary.	3	1	1	3	3	1	5	17	12
25A	Hamline Avenue A	An off-road trail from County Road C to County Road C-2.	3	1	1	3	3	1	5	17	12
10	Victoria Street (north of C)	Develop an on- road and off-road pathway from County Road C to County Road D.	6	1	1	2	3	1	2	16	15
CC-3	Constellation Link C3	Develop a constellation link pathway along Woodhill Drive between Hamline Avenue and Civic Center Drive to connect to Howard Johnson Park	5	1	1	2	1	4	2	16	15
36	Snelling Service Dr E	Develop an off road pathway along the east side of the East Snelling Service Drive	5	1	2	1	1	1	5	16	15
2	County Road C-2 West of Snelling	Develop both on-and off-road pathways within the County Road C-2 alignment from the west City Boundary to Snelling Avenue. This corridor would include a pedestrian bridge across I-35W.	2	1	3	2	1	1	5	15	18
8	TH 51 connection to Old Snelling (Arden Hills)	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses.	5	1	1	2	4	1	1	15	18
25B	Hamline Avenue B	An off-road trail from County Road C-2 to County Road D.	3	1	1	3	3	1	3	15	18
3B	County Road C-2 (B)	Complete an off-road pathway within the County Road C-2 alignment from Lexington Ave to Victoria St.	3	1	1	3	1	1	5	15	18
CD-1	Constellation Link D1	Develop a constellation link pathway along Oxford Street between Woodhill Avenue pathway and County Road C2.	5	1	1	2	1	1	4	15	18
27	Tamarack Park Connection*#	Install a pathway connection from South McCarron's Blvd to Tamarack Park.	4	1	0	2	1	1	5	14	23
CC-2	Constellation Link C2	Develop a constellation link pathway along Griggs Street between Veterans Park and County Road C2.	5	1	1	2	1	4	0	14	23
CK-2	Constellation Link K2	Develop a constellation link pathway along Aldine Street/Midlothian Road between Roselawn Pathways and County Road B pathways.	4	1	1	2	1	3	2	14	23
35	Fairview Ave, west side B2 to C2	Develop an off road pathway along the west side of Fairview Avenue from County Road B2 - C2	3	1	3	3	3	1	0	14	23
29	Commerce Street*	Develop a pathway connection between Albert St and Hamline Ave	5	1	1	1	1	4	0	13	27
CF-3	Constellation Link F3	Develop a constellation link pathway along Minnesota Avenue between Lovell Avenue pathways and Materian Park.	5	2	1	2	1	1	1	13	27
CI-1	Constellation Link I1	Develop a constellation link pathway along Oakcrest Avenue between Fairview Avenue pathways and Rosebrook Park.	5	1	3	2	1	1	0	13	27
37	Lydia Avenue	Develop and off road pathway on Lydia Avenue between Snelling Avenue and Hamline Avenue	5	1	1	2	2	1	1	13	27
5	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.	2	1	1	2	3	1	2	12	31
7	Fairview Avenue C (north of B-2)	Development of off-road pathways between County Road C2 and County Road D.	5	1	0	3	3	0	0	12	31
31	Pascal Street*	Develop a pathway connection between County Road B and Commerce Street	5	1	1	1	1	3	0	12	31
CC-1	Constellation Link C1	Develop a constellation link pathway along Arona/Lydia between County Road C2 and Autumn Grove Park.	5	1	0	2	2	1	1	12	31
CF-2	Constellation Link F2	Develop a constellation link pathway along Galtier Street and Matilda Street to connect County Road B2 pathways to Acorn Park.	5	1	2	2	1	1	0	12	31
18	Judith to Iona Connection#	Develop a pathway connection between Judith Ave and Iona Lane.	1	1	0	2	1	1	5	11	36
CA-1	Constellation Link A1	Develop a constellation link pathway along Maple Lane between Highcrest Road pathway and Old Hwy 8 pathway.	3	1	1	2	1	3	0	11	36
CH-1	Constellation Link H1	Develop a constellation link pathway along Oakcrest Avenue and Fernwood Street between Hamline Avenue pathways and Willow Pond Park pathways.	4	1	1	2	1	1	1	11	36
CHI	Constellation Connection H to I	Develop a constellation connection between Constellation H and I across Snelling Avenue between County Road B2 and County Road C.	5	0	0	2	1	3	0	11	36
CN-1	Constellation Link N1	Develop a constellation link pathway along William Street between the pathway on N McCarrons Boulevard and the pathway along County Road B.	2	1	1	2	1	4	0	11	36
1	County Road D	Develop pathway facilities, both on- and off-road, between Cleveland and Fairview Avenue.	3	0	1	2	3	1	0	10	41
11	Dale Street South	The construction of an off-street pathway from Reservoir Woods Park to Larpeur Avenue.	1	1	0	3	4	1	0	10	41

Pathway Master Plan

Preference List

Map Ref.	Project Name	Description	Connects Multiple Destinations	Volume Usage - Population	Volume Usage - Employment	Connects to Regional System	Addresses a Gap or Barrier in the Transportation System	Connects to Transit	Connects Highly Density to Transit or Parks	Total Points	Pathway Master Plan and Parks Constellation Plan Rank
Pathway Master Plan Segment on Arterial Roadway with more than 4,000 ADT, with no pathway on either side of the roadway.											
Parks and Recreation Master Plan Constellation Link											
19	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.	3	1	1	1	1	0	3	10	41
21	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2.	2	1	1	1	1	1	3	10	41
24	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpentuer Avenue and Reservoir Woods Park.	1	1	1	3	1	1	2	10	41
30	Albert Street*	Develop a pathway connection between County Road B and Commerce Street	5	1	1	1	1	1	0	10	41
CB-2	Constellation Link B2	Develop a constellation link pathway along Aldine St between Oasis Park and Lydia Avenue pathway.	5	1	1	2	1	0	0	10	41
CG-1	Constellation Link G1	Develop a constellation link pathway along Rose Place and Aladdin Street to connect Fisk Street with Central Park (Dale Street Soccer Fields)	5	1	0	2	1	1	0	10	41
CG-2	Constellation Link G2	Develop a constellation link pathway along Oxford Street between County Road B2 pathways and Central Park pathway off Brooks Street.	4	1	1	2	1	1	0	10	41
CH-2	Constellation Link H2	Develop a constellation link pathway along Pascal Street between County Road B2 pathways to Pocahontas Park.	4	1	1	2	1	1	0	10	41
CL-1	Constellation Link L1	Develop a constellation link pathway along Shryer Avenue and the east side of the Har Mar Mall to connect the pathway on Hamline to the pathway of County Road B.	2	1	1	2	1	3	0	10	41
CL-3	Constellation Link L3	Develop a constellation link pathway along Ryan Avenue and Fernwood Street to connect Bruce Russell Park to Keller Mayflower Park.	5	1	0	2	1	1	0	10	41
CM-2	Constellation Link M2	Develop a constellation link pathway along Chatsworth Street between Roselawn and Shryer to connect to Pioneer Park.	5	1	0	2	1	1	0	10	41
CM-4	Constellation Link M4	Develop a constellation link pathway along Alameda Street between Reservoir Woods and the pathways on County Road B.	4	1	1	2	1	1	0	10	41
CN-3	Constellation Link N2	Develop a constellation link pathway along Dionne Avenue and Galtier Street to connect Tamarack Park to the pathway on South McCarrons Boulevard.	5	1	0	2	1	1	0	10	41
34	<u>Marion Street</u>	Develop an off road pathway along Marion Street from Larpentuer Avenue to the cul-de-sac	3	0	1	1	1	1	3	10	41
23	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.	3	1	1	1	1	1	1	9	57
CA-2	Constellation Link A2	Develop a constellation link pathway along Lydia Avenue between Highcrest pathway and Brenner Street.	3	1	1	2	1	1	0	9	57
CB-1	Constellation Link B1	Develop a constellation link pathway along County Road C2 between Langton Lake Park and Fairview Avenue pathway.	5	1	0	2	1	0	0	9	57
CE-3	Constellation Link E3	Develop a constellation link pathway along Mackubin Street and Woodhill Drive to connect pathways to Owasso Hills Park to Woodhill Park.	1	1	0	2	1	1	3	9	57
CG-3	Constellation Link G3	Develop a constellation link pathway along Grotto Street between County Road B2 pathways and Central Park Pathways at Sextant Avenue.	4	1	0	2	1	1	0	9	57
CK-1	Constellation Link K1	Develop a constellation link pathway along Prior Avenue between Roselawn pathway and County Road B pathway/Fairview Community Center.	1	1	1	2	1	1	2	9	57
CL-4	Constellation Link L4	Develop a constellation link pathway along Fernwood Street and Roselawn Avenue to connect Garden Avenue pathways to Bruce Russell Park.	3	1	1	2	1	1	0	9	57
CM-1	Constellation Link M1	Develop a constellation link pathway along Shryer Avenue to connect Lexington Park pathways to Pioneer Park.	4	1	0	2	1	1	0	9	57
CM-3	Constellation Link M3	Develop a constellation link pathway along Chatsworth Street, Roma Avenue, Aglen Street, Ruggles Street and Oxford Street to connect the pathway on Victoria Street to the pathway on Roselawn Avenue.	2	1	1	2	1	1	1	9	57
33	<u>Tamarack Park</u>	Develop a pathway from Western Avenue into Tamarack Park	3	1	1	2	1	0	1	9	57
20	Villa Park Connections	Develop a pathway connection from Shryer Ave and from Ryan Ave into Villa Park.	3	1	0	1	1	1	1	8	67
CF-1	Constellation Link F1	Develop a constellation link pathway along Oakcrest Avenue between Cohansey Street and Western Avenue pathway.	2	1	1	2	1	1	0	8	67
CF-4	Constellation Link F4	Develop a constellation link pathway along Matilda Street to connect Materion Park with County Road B2 pathways.	3	1	1	2	1	0	0	8	67
CL-2	Constellation Link L2	Develop a constellation link pathway along Fernwood Street and Eldridge Avenue to connect Keller Mayflower Park to Lexington Park.	3	1	0	2	1	1	0	8	67
17	Heinel Drive Connection	Develop a pathway connection between S. Owasso Blvd and County Road C along Heinel Drive.	2	1	0	1	1	1	1	7	71
CE-2	Constellation Link E2	Develop a constellation link pathway along Iona Street and Matilda Street to connect Woodhill Park to Mapleview Park.	2	1	0	2	1	1	0	7	71
CJ-1	Constellation Link J1	Develop a constellation link pathway through Midland Hills Golf Course between Roselawn Avenue and County Road B pathway.	1	1	1	2	1	0	1	7	71
32	<u>Eustis Street</u>	Develop an off road pathway along Eustis Street between County Road B and the cul-de-sac	2	1	1	2	1	0	0	7	71
14	Langton Lake Loop	Develop a pathway that goes around all of Langton Lake.	4	0	0	1	1	0	0	6	75
22	Eustis to St. Croix Connection	Develop a pathway connection between Eustis Street and St. Croix Street.	1	0	1	1	1	1	1	6	75
CE-1	Constellation Link E1	Develop a constellation link pathway along Matilda Street to connect Mapleview Park to S Owasso Boulevard pathway.	2	1	0	2	1	0	0	6	75
CA-3	Constellation Link A3	Develop a constellation link pathway along Brenner Street/Patton Road between Highcrest Road pathway and Sandcastle Park.	0	0	0	2	1	1	1	5	78
CD-2	Constellation Link D2	Develop a constellation link pathway along Millwood Avenue and Brenneue Avenue to connect Valley Park to West Owasso Boulevard pathway.	1	0	0	2	1	1	0	5	78



Questions?