CHAPTER 7: TRANSPORTATION

Chapter 7 includes the following information:

1. Introduction
2. Transportation Glossary
3. Summary of Regional Strategies
4. Existing Roadway System
5. Future Roadway System
6. Existing and Planned Non-Motorized Transportation Network
7. Freight
8. Transit
9. Aviation
10. Goals and Strategies

1. INTRODUCTION

The City of Roseville boasts a robust, complex, multi-modal transportation system that includes facilities for vehicles, freight, walking, bicycling, and transit. These facilities are operated by a number of agencies including the City of Roseville, Ramsey County, the Minnesota Department of Transportation and the Minnesota Commercial Railway (MNNR). Metro Transit also provides local and regional transit service in and around the City of Roseville.

This transportation chapter has been prepared in compliance with State of Minnesota Statutes and applicable Metropolitan Council guidelines. As part of this Plan, the City has reviewed existing and future conditions for each mode and identified safety, operations, and network improvements that will be important to address over the 2040 planning horizon. The City has also developed goals and strategies to preserve and improve the transportation system.

2. TRANSPORTATION GLOSSARY

BNSF Railway: (Formerly Burlington Northern Santa Fe Railway) Owner of all railroad tracks within Roseville.

CIP: Capital Improvement Plan – five-year plan for capital investments in the transportation system and in other capital assets owned by the City (equipment, buildings, etc.).

CR: County Road – county-owned roadway that does not receive State funding.

CRCN: Connected Ramsey Communities Network - planning framework for the County and local jurisdictions to refer to when planning, prioritizing, and designing an active transportation network. Active Living Ramsey Communities' Map Online.

Critical Crash Rate: Statistical indicator of a safety problem at a location. If crash rates at a location are above the critical crash rate, it indicates that the location has a crash rate that is statistically significant compared to similar roadways.

CSAH: County State Aid Highway – county-owned roadway that receives State Aid funding.

MnDOT: Minnesota Department of Transportation.

MNNR: Minnesota Commercial Railway – Operator of freight trains on all railroads within Roseville.

RBTN: Regional Bicycle Transportation Network – existing and planned regional bicycle network established by the Metropolitan Council.

TH: Trunk Highway – State highway owned and operated by MnDOT.

TPP: Transportation Policy Plan – Regional transportation plan for the Twin Cities metropolitan region, developed by the Metropolitan Council.

3. Summary of Regional Strategies

This chapter has been prepared to be consistent with the regional transportation strategies outlined in the Metropolitan Council 2040 Transportation Policy Plan (TPP). The TPP evaluates the existing transportation system, identifies transportation challenges to the region, and sets regional goals, objectives, and priorities to meet the transportation needs of current residents while accommodating the region's anticipated growth. The TPP also guides local agencies in coordinating land use and transportation and establishes regional performance measures and targets.

The TPP is guided by the following goals:

- **Transportation System Stewardship:** Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multi-modal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and State.
- **Healthy Environment:** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investment to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Funding is a key constraint that is acknowledged in the TPP. Current transportation revenue will not meet the region's transportation needs through 2040. As a result, the TPP includes two long-term investment scenarios: a fiscally-constrained scenario that identifies projects anticipated to be funded based on current revenue projections, and an increased revenue scenario that identifies project priorities should additional transportation funding become available.

Under the current revenue scenario, the TPP is focused on operations and maintenance of the existing transportation system. Investments in highway

mobility and access are limited to those projects that address multiple TPP goals and objectives. The increased revenue scenario would allow additional investments in operations and maintenance, as well as regional mobility, access, safety, and bicycle/pedestrian improvements. However, congestion cannot be greatly reduced under even the increased revenue scenario. Under both scenarios, proposed investments are focused on areas of the metro with the greatest existing and future challenges and anticipated growth.

The Metropolitan Council classifies Roseville under the Urban Community Designation. Based on *Thrive MSP 2040*, Urban areas are expected to plan for forecasted population and household growth at average densities of at least ten units per acre for new development and redevelopment. These communities are also expected to target opportunities for more intensive development near regional transit investments.

4. Existing Roadway System

The sections below provide information about the existing roadway system in Roseville, including existing number of lanes, existing roadway jurisdiction, existing functional classification, existing traffic, existing safety, and access management. This section also includes summary recommendations from recent plans and corridor studies.

Functional Classification

The functional classification system groups roadways into classes based on roadway function and purpose. Functional classification is based on both transportation and land use characteristics, including roadway speeds, access to adjacent land, connection to important land uses, and the length of trips taken on the roadway.

The **functional classification system** organizes a roadway and street network that distributes traffic from local neighborhood streets to collector roadways, then to minor arterials, and ultimately the principal arterial system. Roads are placed into categories based on the degree to which they provide access to adjacent land and mobility for through traffic. Functional classification gives an indication of the relative hierarchy of roadways in the transportation network.

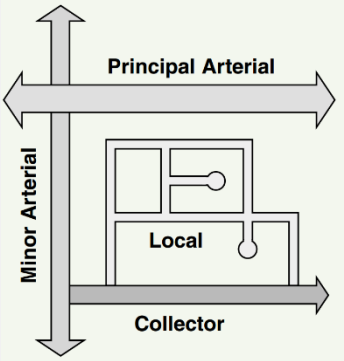

Image: MnDOT

Four classes of roadways are included in the seven-county metropolitan area functional classification system: principal arterials, minor arterials, collector streets, and local streets. Map 7-1 shows the existing functional classification of each road in the City of Roseville and Map 7-2 shows the existing roadway jurisdiction. The following sections describe each functional class in greater detail and indicate which roadways fall into each classification.

A note on transportation plan strategies:

To assist in implementing this Plan, mode-specific strategies have been prepared and are described in detail in Section 10 of this Chapter. Key strategies are also shown on Maps 7-17 and 7-18.

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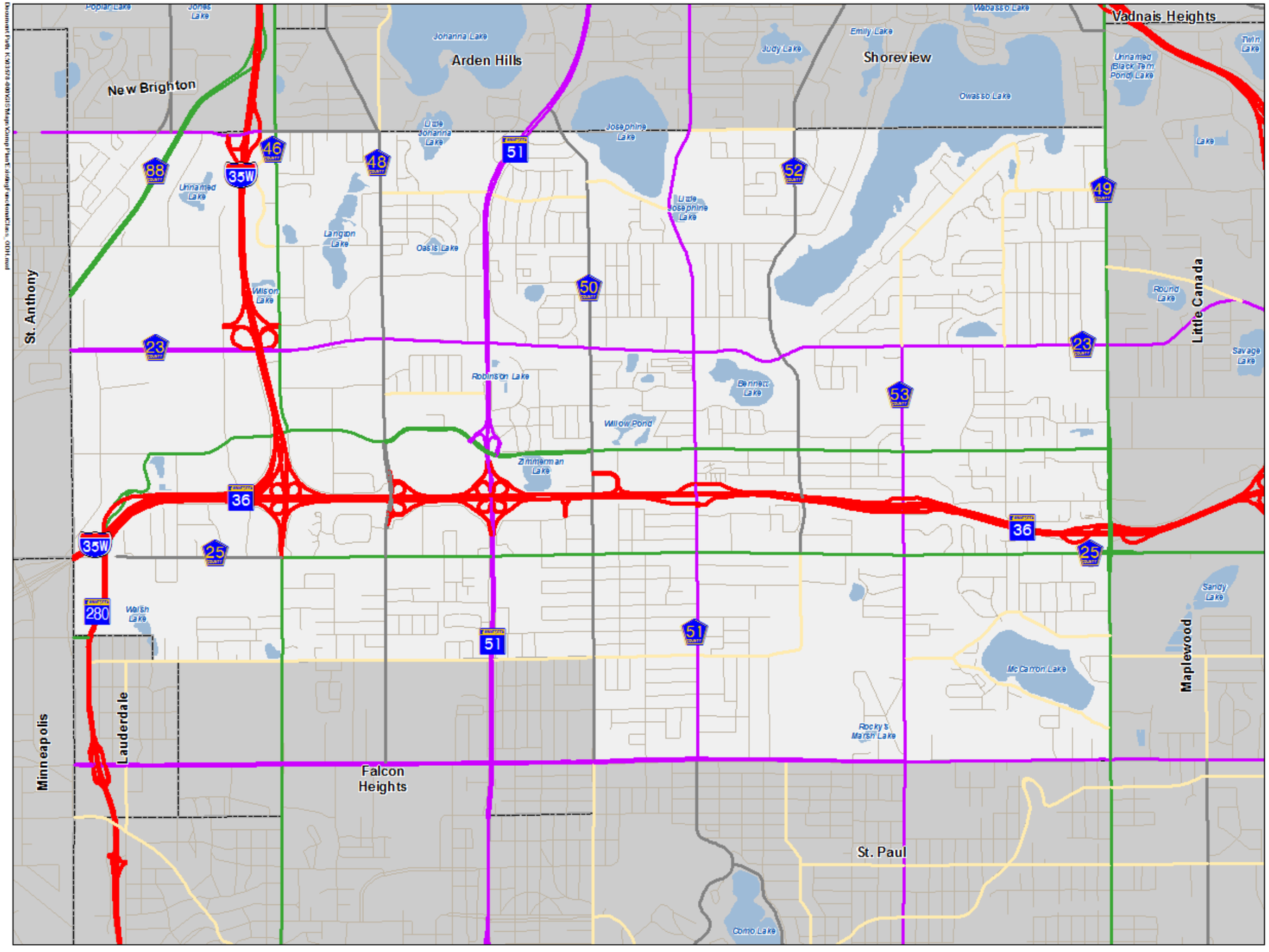

Existing Functional Class Roads

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector
- Roseville Boundary

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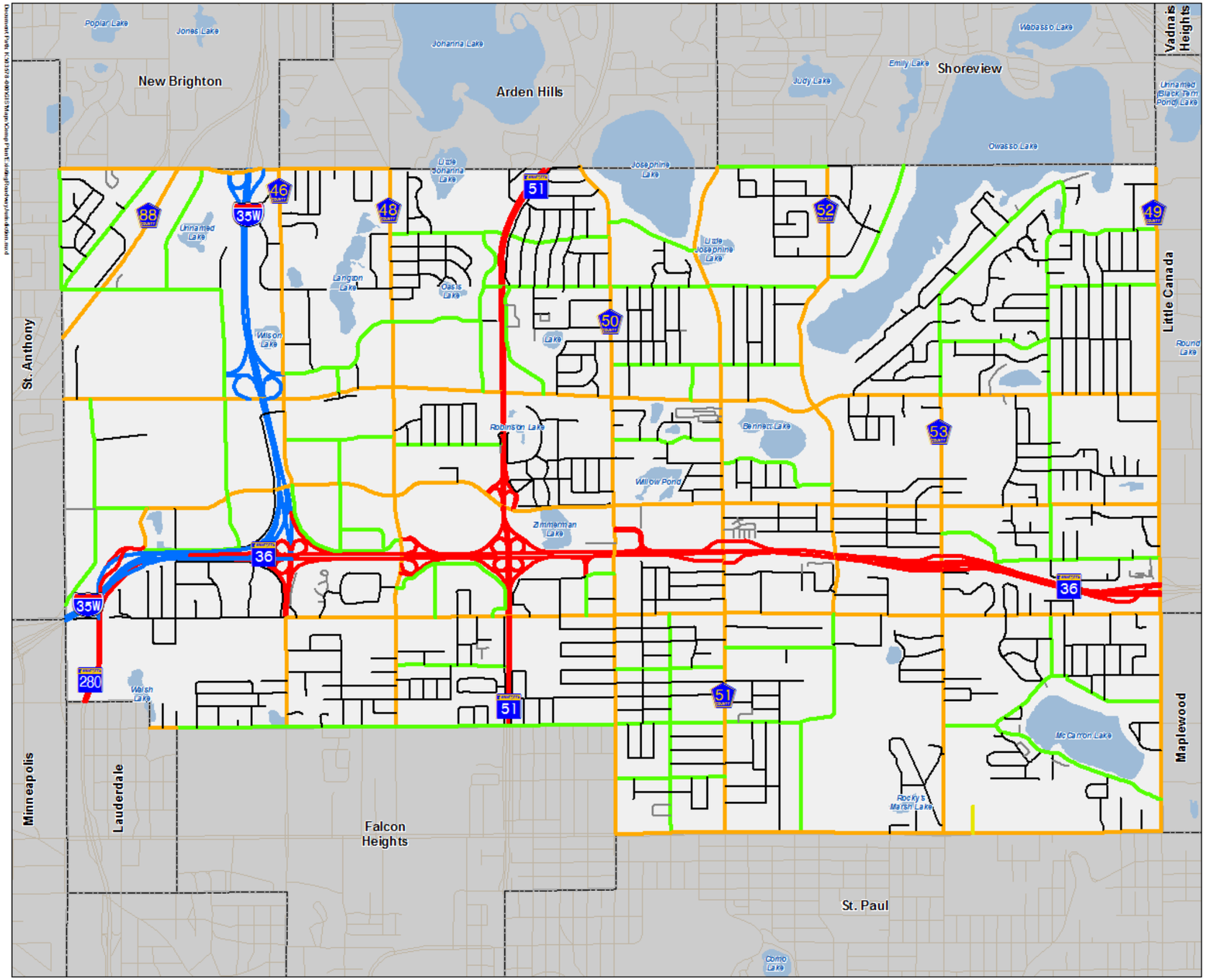
MAP 7-1 EXISTING FUNCTIONAL CLASSIFICATION



MAP 7-2 EXISTING ROADWAY JURISDICTION

Roadway Jurisdiction

- Interstate
- State Highway
- County State Aid Highway (CSAH)
- County Road
- City Street (MSA)
- City Street
- Private Street
- Roseville Boundary

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Principal Arterials

Principal arterials are roadways that provide the greatest level of mobility and access control. Within the metropolitan area, the great majority of principal arterials are under MnDOT jurisdiction. Principal arterials are typically Interstate highways or other state or US freeways or expressways. These facilities are intended to serve trips greater than eight miles and express transit trips. Spacing of principal arterials varies within developing areas of the metropolitan area. Typically, these facilities are spaced between two and six miles apart. These facilities connect regional business and commercial concentrations, transportation terminals, and large institutions within the metropolitan area. Principal arterials also connect to other cities, regions, and states outside of the metropolitan area.

Principal arterials are intended to maintain average speeds of 40 mph during peak traffic periods. To maintain mobility and speeds on principal arterials, land access and transportation system connections are limited. There is little to no direct land access from principal arterials. Intersections are limited to interstate freeways, other principal arterials, and "A" Minor arterials. Access points are typically grade-separated or controlled with a signal and are spaced one to two miles apart.

Three existing principal arterials are located within the City of Roseville. MnDOT Interstate (I-) 35W crosses through the western portion of the city. I-35W connects Minneapolis with Roseville, New Brighton, Arden Hills, and Blaine. Trunk Highway (TH) 36 runs east-west through Roseville, connecting from (and joining with) I-35W in the west to the cities of Little Canada, Maplewood, North St. Paul, and Stillwater to the east. TH 280 connects I-35W in the southwestern portion of the city to I-94 to the south. The 2040 Transportation Policy Plan does not propose any additional principal arterials within the city.

Minor Arterials

Minor arterials maintain a focus on mobility, but provide more land access than principal arterials. Within Roseville, all minor arterials are under the jurisdiction of MnDOT or Ramsey County with the exception of a short segment of Broadway Street along the southwestern border, which is under the City's jurisdiction. Minor arterials are intended to serve trips of four to eight miles in length. Within developing areas of the metro, these facilities are spaced between one and two miles apart. Minor arterials connect cities and towns within the region and link to regional business and commercial concentrations. Access points along minor arterials are generally at-grade and typically controlled with signals or stop signs.

During peak traffic, minor arterials in developing areas are intended to maintain 30 mph average speeds. As a result, transportation system connections are limited to interstate freeways, other principal arterials, other minor arterials, collectors, and some local streets. Land access is limited to concentrations of commercial

and industrial land uses. The Metropolitan Council has established a system of "A" Minor and "B" Minor arterials. "A" Minor arterials are eligible for federal funding administered by the Metropolitan Council.

The Metropolitan Council has further split "A" Minor arterials into four types, described below:

- Relievers: Arterials located parallel to congested principal arterials. The purpose of "A" Minor Relievers is to provide additional capacity in congested corridors.
- Augmenters: Arterials that supplement the principal arterials system within urban centers and urban communities.
- Expanders: Arterials that supplement principal arterials in less-densely developed areas of the metro area.
- Connectors: Arterials that provide connections between rural towns and connect rural areas with the principal arterial system.

There are six "A" Minor Augmenters and eight "A" Minor Relievers within Roseville:

"A" Minor Augmenters:

- Snelling Avenue (TH 51)
- County Road D (County State Aid Highway (CSAH) 19) west of I-35W
- County Road C (CSAH 23)
- Larpenteur Avenue (CSAH 30)
- Lexington Avenue (CSAH 51)
- Dale Street (CSAH 53)

"A" Minor Relievers:

- New Brighton Boulevard (CSAH 88)
- Cleveland Avenue (CSAH 46)
- Rice Street (CSAH 49)
- St. Croix Street/Terminal Road (CSAH 24)
- County Road B2 (CSAH 78)
- County Road B2 (County Road (CR) 111)
- County Road B (CSAH 25) east of Cleveland Avenue (CSAH 46)
- Broadway Street

"B" Minor arterials have a similar focus on mobility above land access. These roadways connect major traffic generators in the region. "B" Minor arterials are not eligible for federal funding. "B" Minor arterials within the city include the following:

- County Road B west of Cleveland Avenue (CSAH 46)
- County Road D between I-35W and Fairview Avenue (CSAH 48)
- Fairview Avenue (CSAH 48)
- Hamline Avenue (CSAH 50)
- Victoria Street (CSAH 52)

No additional minor arterials are proposed within Roseville at this time.

Collectors

Collector roadways provide linkages to larger developments and community amenities. They generally do not link communities to one another. Collector roadways generally favor access to the system over mobility, but try to balance the two competing needs. Collector roadways are generally lower speed than the principal or minor arterial routes. Collector roadways are often owned and operated by cities, although counties operate some of these facilities. Within Roseville, most collector roadways are owned and maintained by the City. Collectors are intended to serve trips of one to four miles in length. Collectors link minor arterials, other collectors, and local streets.

Local Roadways

The primary function of local roadways is land access. Local roadways connect individual land parcels with other local roadways and collectors. Trips on local roadways are typically under two miles. Speeds on local roadways are typically low. Longer trips are facilitated by local roadway connections to the collector and arterial systems. Local roadways are under the jurisdiction of the City of Roseville. Local roadways are all roadways that are not arterials or collectors.

Planned Functional Classification

Several functional classification changes are recommended in response to changes in traffic patterns, development patterns, and increased population and employment in the city. Planned functional classification changes are listed below.

In recognition of the actual role that the roadway serves, and in order for this segment to be eligible for federal transportation grants, the City proposes to change the following segment **from a B-Minor Arterial to an A-Minor Reliever**

- Fairview Avenue north of County Road B

The City recognizes that this change request must be made to the Transportation Advisory Board (TAB).

Recognizing a change in role since the termination of this roadway segment prior to Trunk Highway 280 the City proposes to change the following segment from a B-Minor Arterial to a collector:

- County Road B west of Cleveland Avenue

Collectors were previously divided into "major" and "minor" collectors within the city; however, the City of Roseville proposes defining all major and minor collectors simply as "collectors." Collectors within Roseville include the following:

- Lydia Avenue
- Josephine Road
- County Road D (between Lexington Avenue and Victoria Street)
- Dale Street and South Owasso Boulevard (north of County Road C)
- Western Avenue (north of County Road C)
- Roselawn Avenue
- Victoria Street between Roselawn Avenue and County Road B
- McCarrons Boulevard North
- McCarrons Boulevard South

The City proposes identifying all streets on the Municipal State Aid System as collector roadways, and therefore, changing the following roadways from local streets to collectors:

- Old Highway 8
- Long Lake Road
- County Road C2 from the St. Anthony border to Long Lake Road, from Lincoln Drive to Victoria Street, and from Western Avenue to Rice Street
- Walnut Street
- Terminal Road west of St. Croix Street
- Rosegate west of Long Lake Road
- Cleveland Avenue between Terminal Road and Fairview Avenue
- Prior Avenue north of TH 36
- Perimeter Drive
- Oakcrest Avenue from Cleveland Avenue to Fairview Avenue and from Hamline Avenue to Lexington Avenue
- Twin Lakes Parkway
- Terrace Drive
- Lincoln Drive
- East Snelling Service Drive
- Woodhill Drive
- Civic Center Drive
- Iona Lane between Dale Street and Western Avenue
- South TH 36 Frontage Road/West Snelling Drive
- Herschel Avenue

- Skillman Avenue from Fairview Avenue to Snelling Avenue and from Hamline Avenue to Lexington Avenue
- Albert Street between County Road B and Commerce Street
- Commerce Street east of Albert Street
- Fernwood Street south of County Road B
- Garden Avenue
- Brooks Avenue east of Lexington Avenue
- Transit Avenue east of Brooks Avenue
- Parker Avenue west of Victoria Street
- Victoria Street south of Roselawn Avenue
- Western Avenue from North McCarrons Boulevard to County Road B and from Minnesota Avenue to County Road C
- Lovell Avenue from Dale Street to Minnesota Avenue
- Minnesota Avenue east of Lovell Street

MAP 7-3 below provides a map illustrating the existing and planned functional classification system for Roseville.

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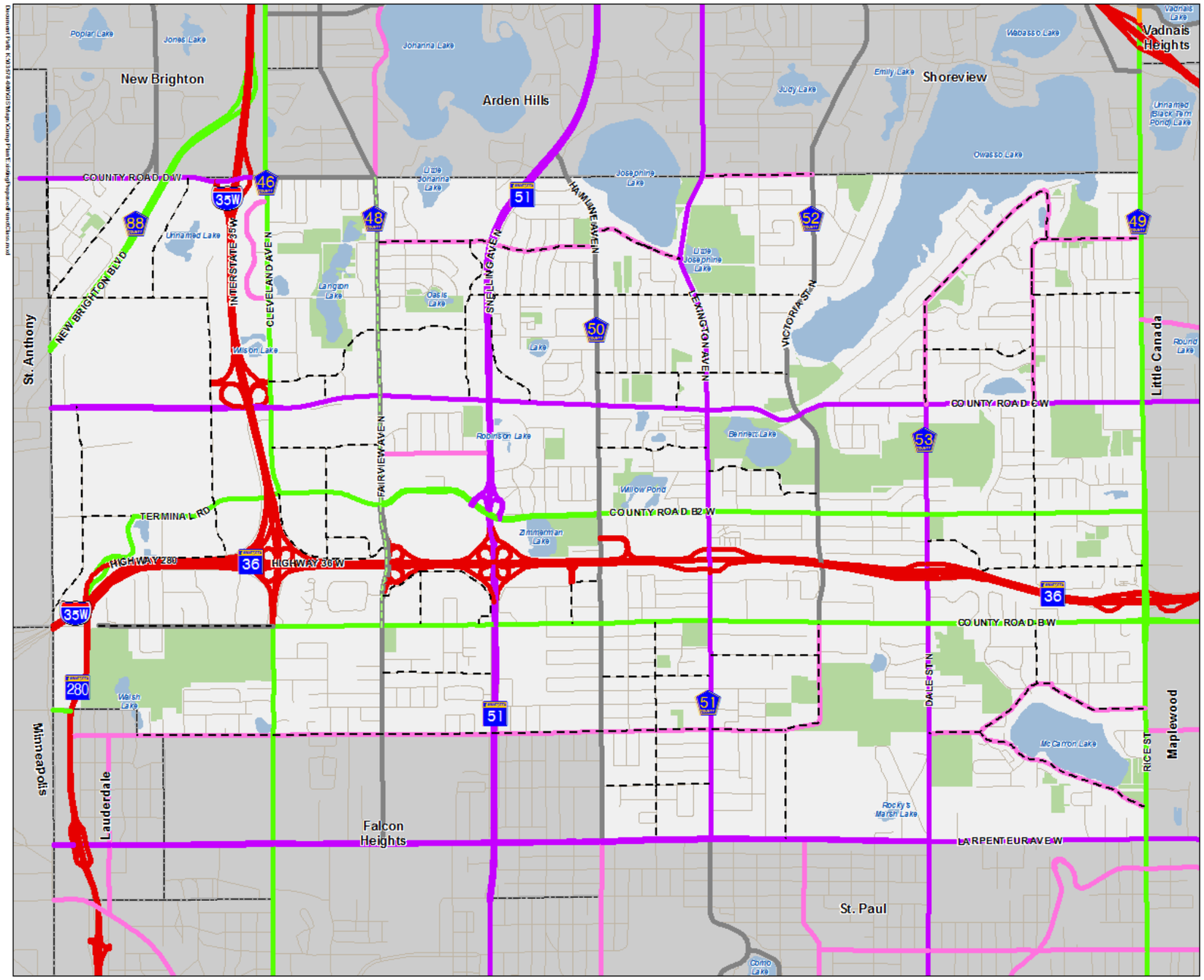
Map 7-3 Existing and Planned Functional Classification



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Existing Roadway Capacity and Safety

Roadway capacity and roadway safety are two key indicators of how well the roadway system is meeting the city's transportation needs. The sections below provide information to better understand capacity and safety issues within Roseville.

Existing Roadway Capacity

A roadway's capacity indicates how many vehicles may use a roadway before it experiences congestion. Capacity is largely dependent upon the number of lanes and whether or not a roadway is divided. TABLE 7-1 below lists planning level thresholds that indicate a roadway's capacity. Additional variation (more or less capacity) on an individual segment is influenced by a number of factors including: amount of access, type of access, peak hour percent of traffic, directional split of traffic, truck percent, opportunities to pass, amount of turning traffic, availability of dedicated turn lanes, parking availability, intersection spacing, signal timing and a variety of other factors.

TABLE 7-1 PLANNING LEVEL URBAN ROADWAY CAPACITIES

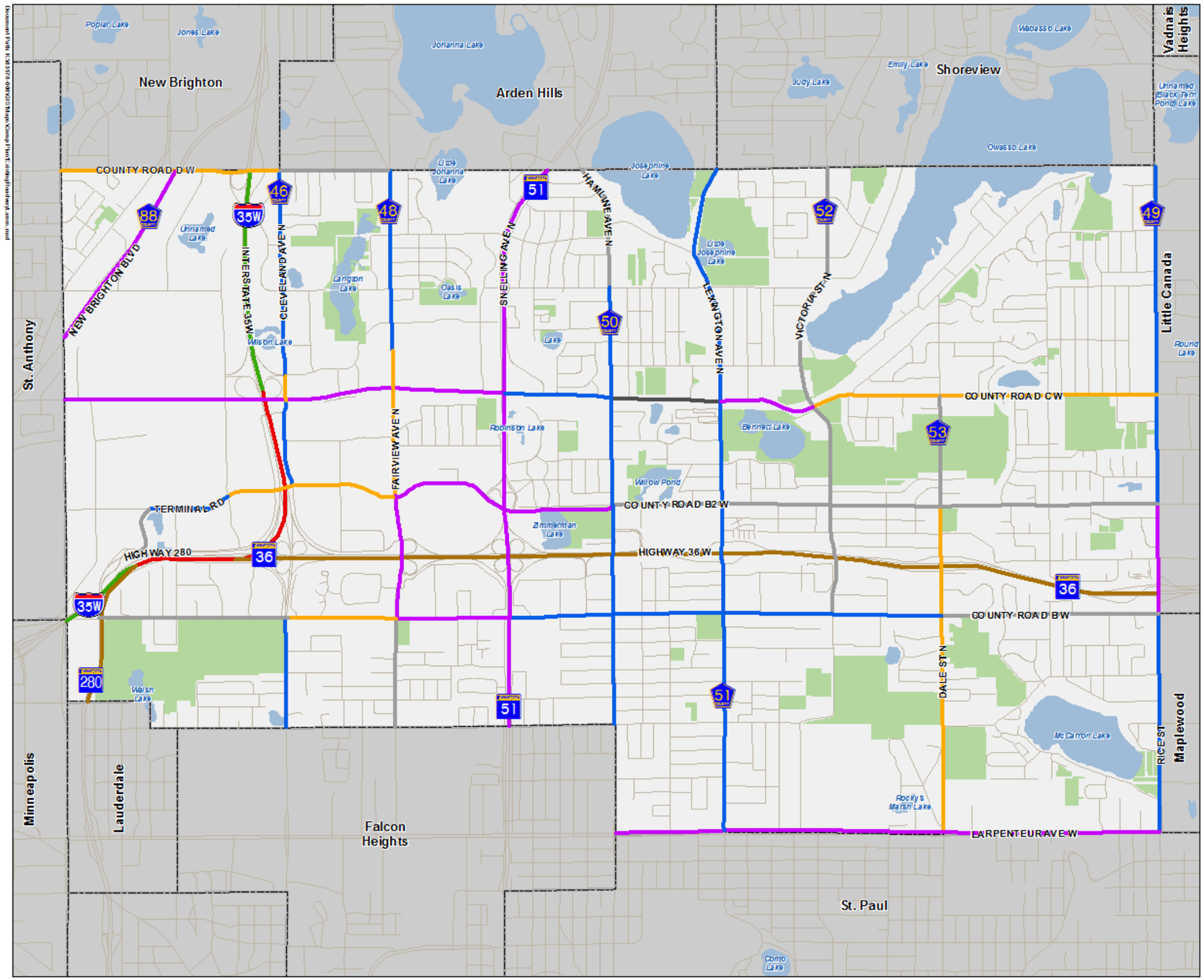
Facility Type		Daily Two-way Volume	
		Lower Threshold	Higher Threshold
Arterials	Two-lane Undivided	10,000	12,000
	Two-lane Divided or Three-lane Undivided	15,000	17,000
	Four-lane Undivided	18,000	22,000
	Four-lane Divided or Five-lane Undivided	28,000	32,000
Freeways	Four-lane Freeway	60,000	80,000
	Six-lane Freeway	90,000	120,000
	Eight-lane Freeway or Higher	Calculated on a segment-by-segment basis	

Existing Capacity Problems on Arterial Roads

At the planning level, capacity problems are identified by comparing the existing number of lanes with current traffic volumes. MAP 7-4[1] illustrates the existing number of lanes on arterial roadways within the city. MAP 7-5 illustrates existing traffic volumes on Principal Arterial, A-Minor Arterials and other significant roadways within Roseville. MAP 7-6 illustrates existing levels of service on these roadways, based on volume-to-capacity ratios.

[1] NOTE: MAPS 4 through 10 depict arterial roadway classifications and higher only.

MAP 7-4 EXISTING NUMBER OF LANES



Existing Roadway Lanes

- 2 lane divided
- 2 lane undivided
- 3 lane undivided
- 4 lane divided
- 4 lane undivided
- 4 lane freeway
- 6 lane freeway
- 8 or more lane freeway
- Roseville Boundary

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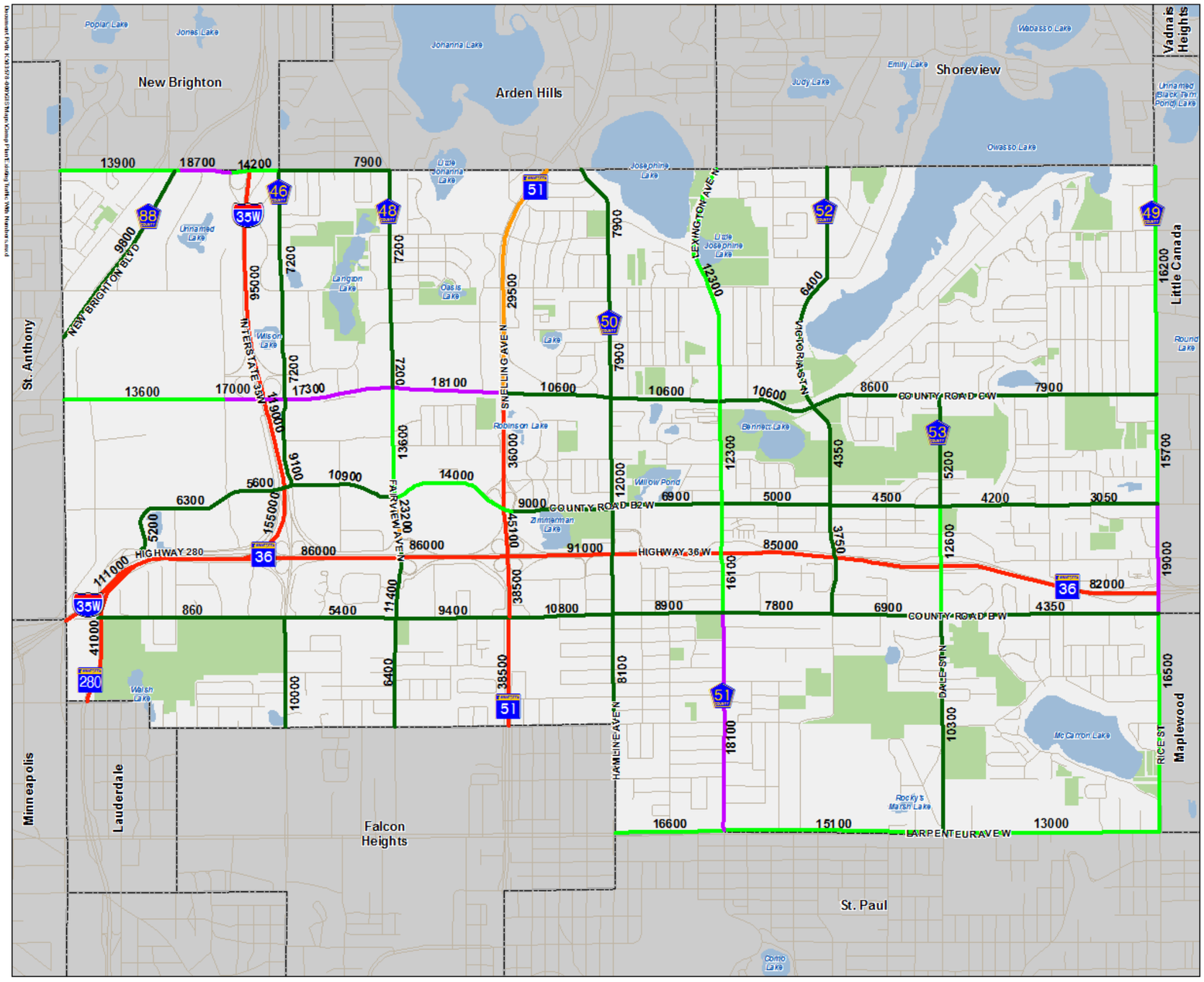
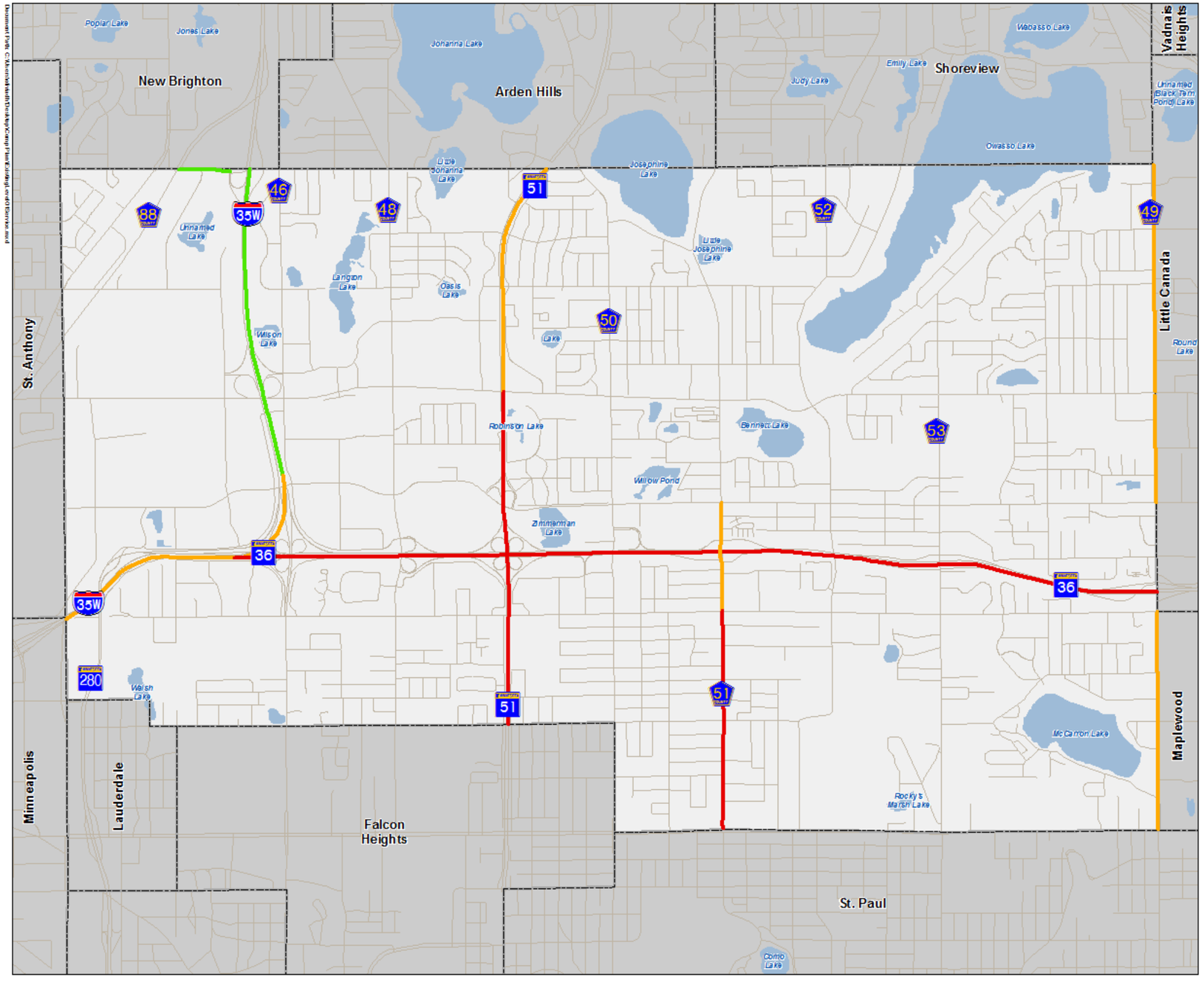


Average Daily Traffic (ADT)

- 1,000 - 12,000
- 12,001 - 17,000
- 17,001 - 22,000
- 22,001 - 32,000
- > 32,000
- Roseville Boundary

MAP 7-5 EXISTING TRAFFIC VOLUMES



MAP 7-6 EXISTING LEVELS OF SERVICE

Existing Level of Service

- **D** — Higher density traffic restricts maneuverability (.76 to .90 v/c)
- **E** — Low speeds, considerable delays (.91 to .99 v/c)
- **F** — Very low speeds and long delays with stop-and-go traffic (≥ 1.0 v/c)
- **Roseville Boundary**

Planning Level Urban Roadway Capacities

	Facility Type	Daily Two-way Volume: Lower Threshold	Daily Two-way Volume: Higher Threshold*
Arterials	Two lane undivided	10,000	12,000
	Two lane divided or Three lane undivided	15,000	17,000
	Four lane undivided	18,000	22,000
	Four lane divided or five lane undivided	28,000	32,000
Freeways	Four lane freeway	60,000	80,000
	Six lane freeway	90,000	120,000
	Eight lane freeway or higher	Calculated on a segment by segment basis	

*Higher Threshold is used in this analysis for calculating LOS

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TABLE 7-2 EXISTING NUMBER OF LANES ON ARTERIAL ROADS

Functional Classification	Roadway Name	Location	Number of Lanes
Principal Arterial	I-35W	Roseville-St. Anthony Village border to Roseville-New Brighton border	6-8
	TH 36	I-35W to Roseville-Little Canada border	4-8
	TH 280	Roseville-Lauderdale border to I-35W	4
"A" Minor Augmenter	Snelling Avenue	Roseville-Falcon Heights border to Roseville-Arden Hills border	4
	County Road D	Roseville-St. Anthony Village border to I-35W	4
	County Road C	Roseville-St. Anthony Village border to Roseville-Little Canada border	2-4
	Larpenteur Avenue	Roseville-Falcon Heights border to Roseville-Maplewood border	4
	Lexington Avenue	Roseville-St. Paul border to Roseville-Arden Hills border	3
	Dale Street	Roseville-St. Paul border to County Road C	2-4
"A" Minor Reliever	New Brighton Boulevard	Roseville-St. Anthony Village border to Roseville-New Brighton border	4
	Cleveland Avenue	Roseville-Falcon Heights border to County Road B; and County Road B2 to Roseville-Arden Hills border	3-4
	Rice Street	Roseville-St. Paul border to Roseville-Shoreview border	3-4
	St. Croix Street/Terminal Road	TH 280 to Cleveland Avenue	2-4
	County Road B2	Cleveland Avenue to Dale Street	2-4
	County Road B2	Dale Street to Rice Street	2
	County Road B	Cleveland Avenue to Roseville-Maplewood border	2-4
	Broadway Street	Roseville-Minneapolis border to TH 280	3
"B" Minor Arterial	County Road B	North Eustis Street to Cleveland Avenue	2
	County Road D	I-35W to Fairview Avenue	2-4
	Fairview Avenue	Roseville-Falcon Heights border to Roseville-Arden Hills border	2-4
	Hamline Avenue	Roseville-Falcon Heights border to Roseville-Arden Hills border	2-3

As shown in TABLE 7-2, I-35W/TH 36 are the only arterial roadways located within Roseville that have segments with more than four lanes. All other arterial roadways have four or fewer lanes. Several arterial roadways transition between the number of lanes. In some locations, these roadways have two lanes, four lanes, or three lanes (one travel lane in each direction with a center two-way left-turn lane). Several arterial roadways in Roseville are approaching or exceed the thresholds provided in TABLE 7-1, above, indicating existing periods of congestion on roadways including I-35W, TH 36, Snelling Avenue, Lexington, and Rice Street.

Existing Safety and Operational Issues

There are a number of locations within Roseville where safety and operational issues have been identified for motorists and pedestrians. These locations fall into one of two categories: corridors where congestion has been identified as an issue based on existing and future volumes, and intersections and roadway segments that experience higher crash rates.

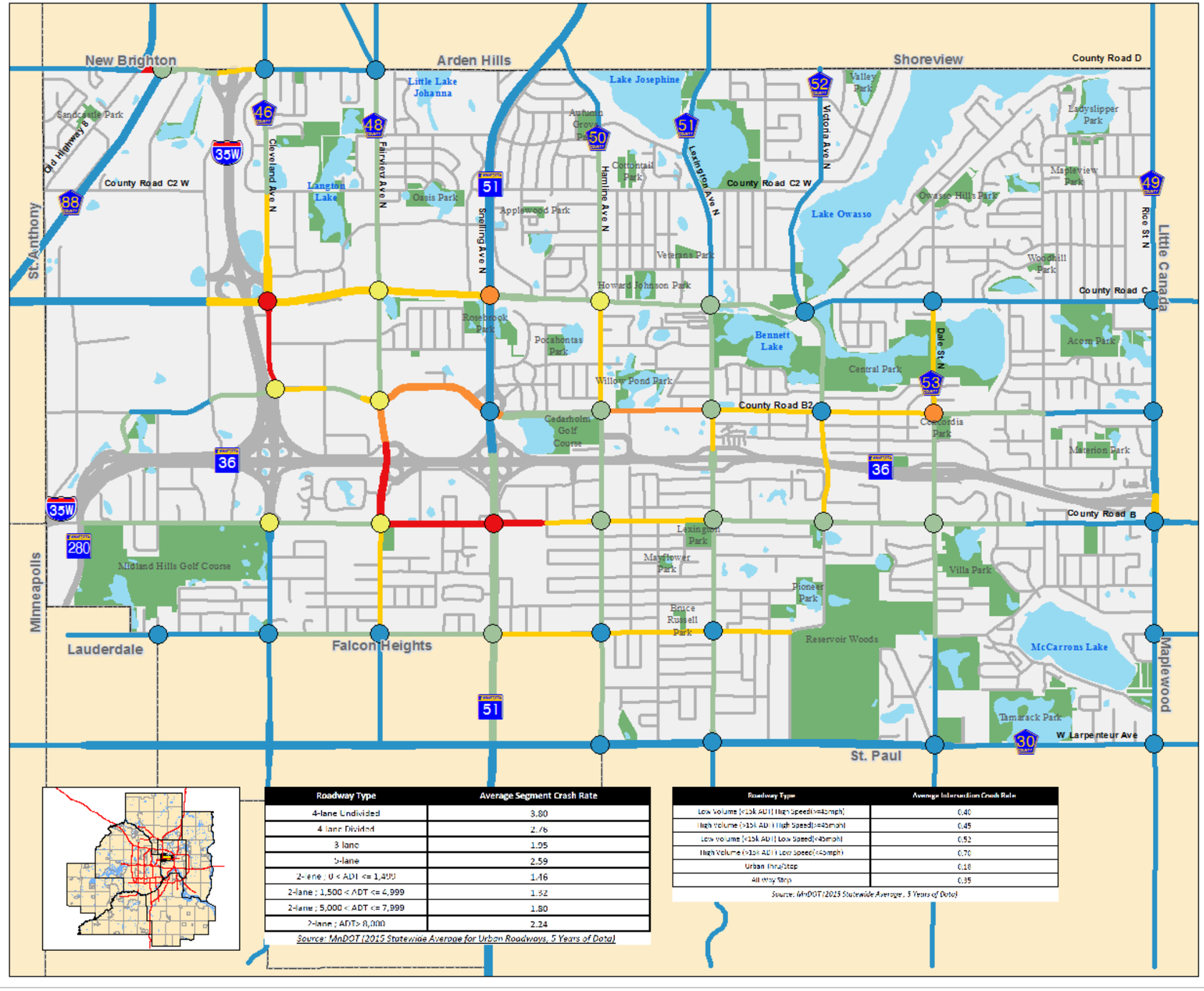
Corridors within Roseville that experience some level of congestion based on existing and forecasted volumes include the following:

- I-35W
- Snelling Avenue
- Lexington Avenue
- Rice Street
- TH 36

Based on a review of crash rates along key minor arterial roadway segments and intersections within Roseville, a number of locations have been identified as exhibiting higher levels of crashes based on 2011 – 2015 data. As shown in MAP 7-7, these locations include:

- Cleveland Avenue and County Road C
- Snelling Avenue and County Road B
- Snelling Avenue and County Road C
- Dale Street and County Road B2
- Cleveland Avenue from County Road C to County Road B2
- Fairview Avenue from County Road B2 to County Road B
- County Road B from Fairview Avenue to east of Snelling Avenue
- County Road B2 from Fairview Avenue to Snelling Avenue

County Road B2 from Hamline Avenue to Lexington Avenue



Roadway Type	Average Segment Crash Rate
4-lane Undivided	3.80
4-lane Divided	2.76
3-lane	1.95
5-lane	2.59
2-lane ; 0 < ADT <= 1,499	1.46
2-lane ; 1,500 < ADT <= 4,999	1.32
2-lane ; 5,000 < ADT <= 7,999	1.80
2-lane ; ADT> 8,000	2.24

Source: MnDOT (2015 Statewide Average for Urban Roadways, 5 Years of Data)

Roadway Type	Average Intersection Crash Rate
Low Volume (<15k ADT) High Speed(>45mph)	0.40
High Volume (>15k ADT) High Speed(>45mph)	0.45
Low Volume (<15k ADT) Low Speed(<45mph)	0.52
High Volume (>15k ADT) Low Speed(<45mph)	0.70
Urban Traffic Signal	0.18
All Way Stop	0.35

Source: MnDOT (2015 Statewide Average , 5 Years of Data)

MAP 7-7 CRASH RATES ALONG MINOR ARTERIALS AND KEY INTERSECTIONS

NOTE: This Figure displays crash rates for intersections involving key minor arterials.

Crashes per Million Entering Vehicles

- 0.0 - 0.5
- 0.5 - 0.75
- 0.75 - 1.0
- 1.0 - 1.25
- >1.25

Crashes per Million Vehicle Miles

- 0.00 - 3.00
- 3.00 - 6.00
- 6.00 - 9.00
- 9.00 - 12.00
- > 12

Data Source : MnDOT Crash Data

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Access Management

The purpose of access management is to provide adequate access to adjacent land development while maintaining acceptable and safe traffic flow on higher level roadways. Access management consists of carefully controlling the spacing and design of public street intersections and private access points to the public roadway system. Because they are designed for higher speed, longer distance trips, arterials generally have restricted access, while local streets can accommodate much greater access. Collector roadways fall in between arterials and local roadways regarding the amount of access that is permitted.

The agency with jurisdiction over a roadway sets access management guidelines. Access to I-35W, TH 36, Snelling Avenue, and TH 280 must meet MnDOT access management guidelines. See TABLES 7-3 and 7-4 for MnDOT Access Management Guidelines.

It should be noted that there are existing access points within the City that are inconsistent with Ramsey County's draft access management policies. In many cases these access points were established prior to agency access spacing guidelines/policies. In other cases the agency has granted an exception to the existing guidelines. As roadways are reconstructed, and as development or redevelopment occurs, each of these agencies generally works to modify and/or relocate access points that do not meet current access spacing guidelines, recognizing that this may not be feasible in all instances.

MnDOT Access Management Manual

TABLE 7-3 SUMMARY OF RECOMMENDED STREET SPACING FOR IRCS

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
1	**High Priority Interregional Corridors & Interstate System (IRCs)**				
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		⊘
1AF	Non-Interstate Freeway		Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
1A	Rural		1 mile	1/2 mile	
1B	Urban/Urbanizing		1/2 mile	1/4 mile	
1C	Urban Core		300-660 feet dependent upon block length		
2	**Medium Priority Interregional Corridors**				
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (See Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	1/2 mile	
2B	Urban/Urbanizing		1/2 mile	1/4 mile	
2C	Urban Core		300-660 feet, dependent upon block length		¼ mile
3	**Regional Corridors**				
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	1/2 mile	See Section 3.2.5
3B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
3C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

MnDOT Access Management Manual

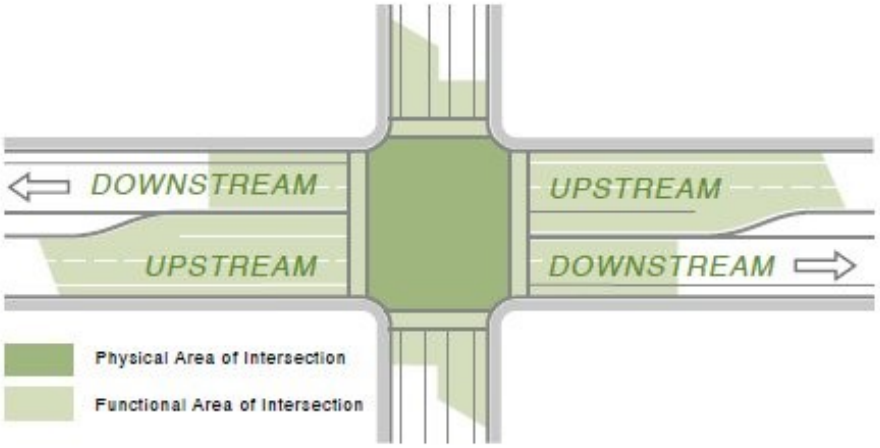
TABLE 7-4 SUMMARY OF RECOMMENDED STREET SPACING FOR NON-IRCS

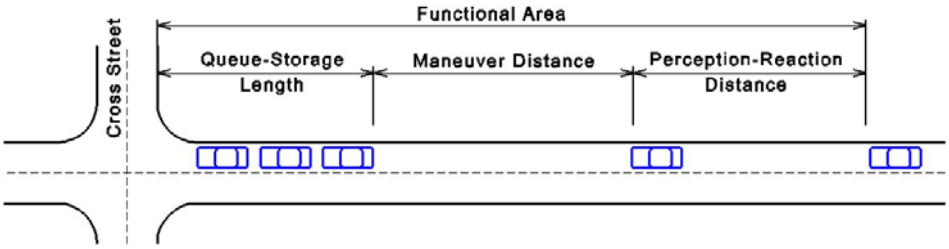
Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4	**Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)**				
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet dependent upon block length		1/4 mile
5	**Minor Arterials**				
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6	**Collectors**				
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7	**Specific Area Access Management Plans**				
7	All	All	By adopted plan		

Ramsey County has developed a draft set of access management policies. Rather than a set of specific standards, Ramsey County's draft policies "are intended to apply accepted access management principles in a context-sensitive manner to maximize the possible benefits as development occurs or as existing properties are modified." The draft policies are as follows.

- A parcel has the legal right to one access from a public street. If access can be obtained from an adjacent street, access from a County Road or County State Aid Highway should be directed to the minor street.
- Opportunities to combine or eliminate accesses shall be considered when new accesses are proposed.
- Where feasible, the access spacing standards of the MnDOT Access Management Manual shall be met.
- Where possible, new driveways shall be aligned with existing driveways or streets.

- Any proposed new access or modification of an existing access to a Ramsey County Road or County State Aid Highway requires a County access permit, with approval subject to review by the County Engineer.
- Any change in land use of a property with access to any County Road or County State Aid Highway requires review of the access, in accordance with Minnesota Rules 8810.5200. Existing access is not automatically perpetuated.
- Unless no other option for access to a property exists, access will not be allowed within the functional area of a street intersection, or within the functional area of another existing access. As defined by MnDOT, the functional areas of intersections are defined as follows:
  - On roadways with posted speed limits less than 45 MPH, 435 feet.
  - On roadways with posted speed limits of 45 MPH or greater, 650 feet.
  - The interpretation of the functional area of an intersection shall be made by the County Engineer and adjustments to these distances shall be made, as appropriate, to the particular situation. Diagrams of intersection functional areas are shown below:





- If no access to a parcel can be obtained, except from a County Road or County State Aid Highway, Ramsey County acknowledges that a parcel has the right to one access, subject to approval by the County Engineer. More than one access may be approved, but should not be assumed.

- The need for turn lanes, bypass lanes, medians or median improvements, signage, or any other accommodations necessary for safe operation of an access shall be determined by the County Engineer and incorporated into access permit provisions. All construction costs shall be paid for by the permit applicant. Ramsey County will not contribute to the costs of necessary improvements.
- The need for a Traffic Impact Study for any proposed access shall be determined by the County Engineer. The County Engineer may require installation of any mitigation measures recommended by a Traffic Impact Study.
- The County Engineer may require dedication of access control over the remainder of a parcel as a condition of granting access in a particular location.

Recommendations from Recent Plans and Studies

Several recent planning efforts have been completed that identify potential improvements to Roseville's transportation system. This section describes these studies and summarizes their recommendations.

MnPASS System Study Phases 2 and 3

In 2010, MnDOT completed Phase 2 of its MnPASS system study and is currently updating its list of MnPASS expansion corridors as part of Phase 3. MnPASS-managed lane improvements are intended to help manage congestion by providing new capacity parallel to general purpose traffic lanes, in which all vehicles (except transit) are required to pay a toll. The MnPASS lanes would be priced so that free-flow operation is always maintained by increasing the price as volume in the managed lane increases. During Phase 2, TH 36 and I-35W in Roseville were identified as "Tier 2" corridors to be carried forward for further study and built as financing and approvals are obtained and engineering challenges resolved. The TPP identifies the I-35W MnPASS lane as a funded project and the TH 36 MnPASS lane as an unfunded project in the current revenue scenario.

Roseville Pathway Master Plan

Concurrent to this Comprehensive Plan update, the City of Roseville is updating its Pathway Master Plan, which was first prepared in 2008. The Pathway Master Plan identifies, evaluates, and prioritizes locations for bicycle and pedestrian facilities. Recommendations from the pathway plan update have been incorporated into this Plan where applicable.

Ramsey County-wide Pedestrian and Bicycle Plan

Ramsey County municipalities came together to develop the Ramsey County-wide Pedestrian and Bicycle Plan, a countywide approach for increasing physical activity through biking and walking. The plan establishes the Connected Ramsey Communities Network as a countywide planning framework for local jurisdictions and Ramsey County to refer to when planning, prioritizing, and designing an active transportation network. This network includes existing and planned facilities, as well as "identified needs" which are not yet included in local plans.

The Ramsey County-wide Pedestrian and Bicycle Plan recommends that all municipalities in the county prioritize the facilities identified in the Connected Ramsey Communities Network as an important part of their bikeway network, and design their pedestrian and bicycle system to a high level of quality. The plan includes a set of tools, analyses, and actions to engage communities in creating a place where people of all ages, abilities, and backgrounds can safely and comfortably walk and bike in their daily lives. The plan incorporates equity

principles, tools, and performance measures with an emphasis on an All Abilities Transportation Network that serves all people throughout Ramsey County.

A Line Extension Evaluation

In 2016 Metro Transit studied the feasibility of extending the A Line north from its current terminus at the Rosedale Center Mall in Roseville to the City of Arden Hills, connecting with the planned Rice Creek Commons project on the site of the former Twin Cities Army Ammunition Plant (TCAAP). This extension could provide new high-frequency transit service to areas of Roseville not currently served. The study identified a preferred alignment in Roseville along Snelling Avenue with preliminary station locations at County Road C and Lydia Avenue. The study recommended a phased implementation of this extension and identified roles for local communities in the near-term, mid-term, and long-term. Near-term strategies for communities include implementing pedestrian-friendly development and accounting for BRT when completing local roadway projects. Mid-term strategies include focusing growth and development along the extension corridor and scoping road projects to include civil infrastructure for the A Line extension. Long-term strategies include maximizing development potential along the corridor and partnering in construction of the A Line extension.

5. Future Roadway System

This section addresses future roadway improvement needs and roadway design guidelines.

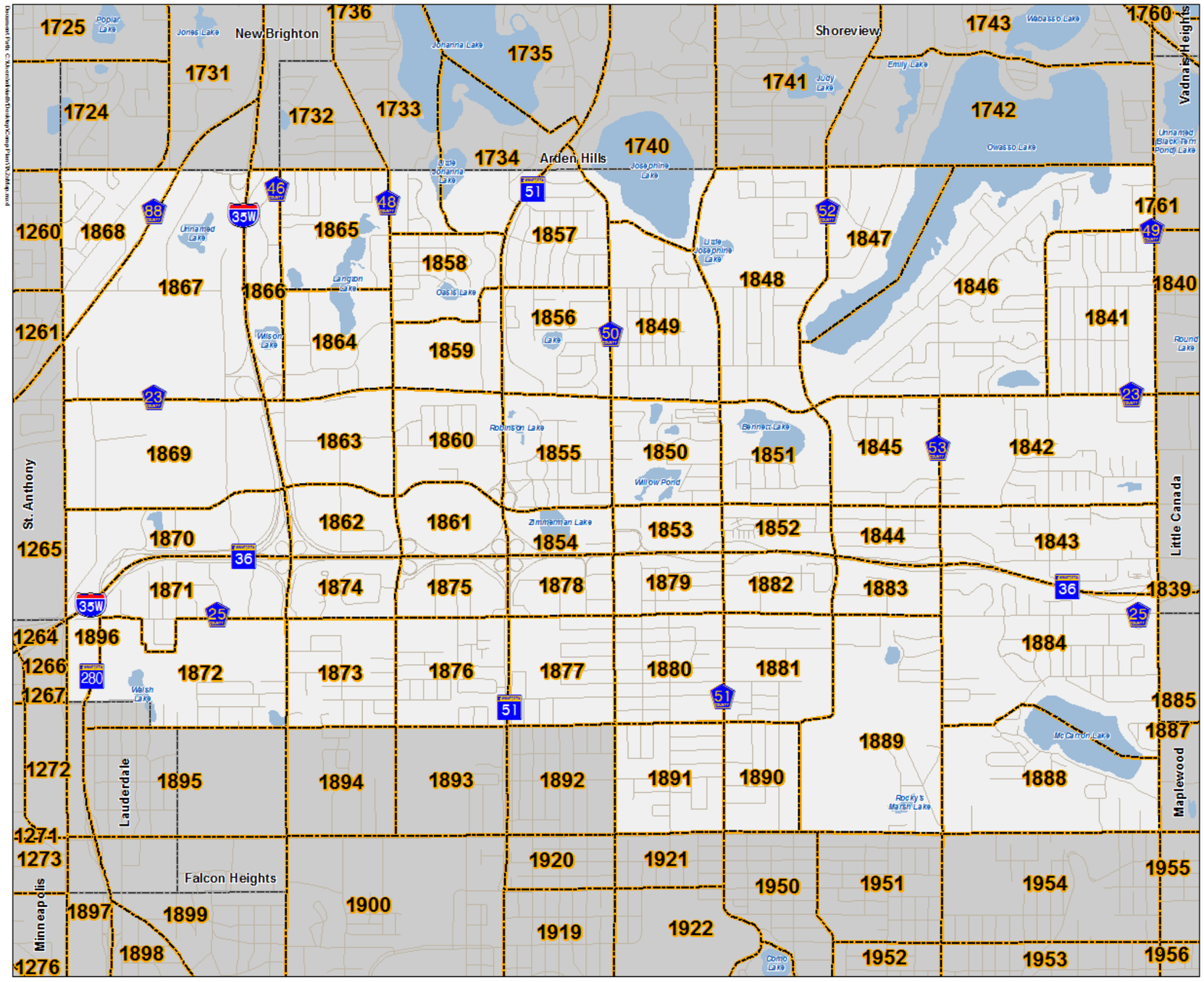
Roadway Capacity – Traffic Forecasting

To determine future roadway capacity needs, year 2040 traffic forecasts were prepared using the Metropolitan Council travel demand model. The 2040 projections were compared against the assumed 2040 roadway network to see where roadway segment capacity deficiencies may result. The 2040 roadway network assumed for this analysis is the same as the current roadway network; however, the Current Revenue Scenario includes the installation of MnPASS lanes on I-35W north of TH 36. The City and County Capital Improvement Plans (CIPs) do not include any projects that add significant capacity to the roadway network.

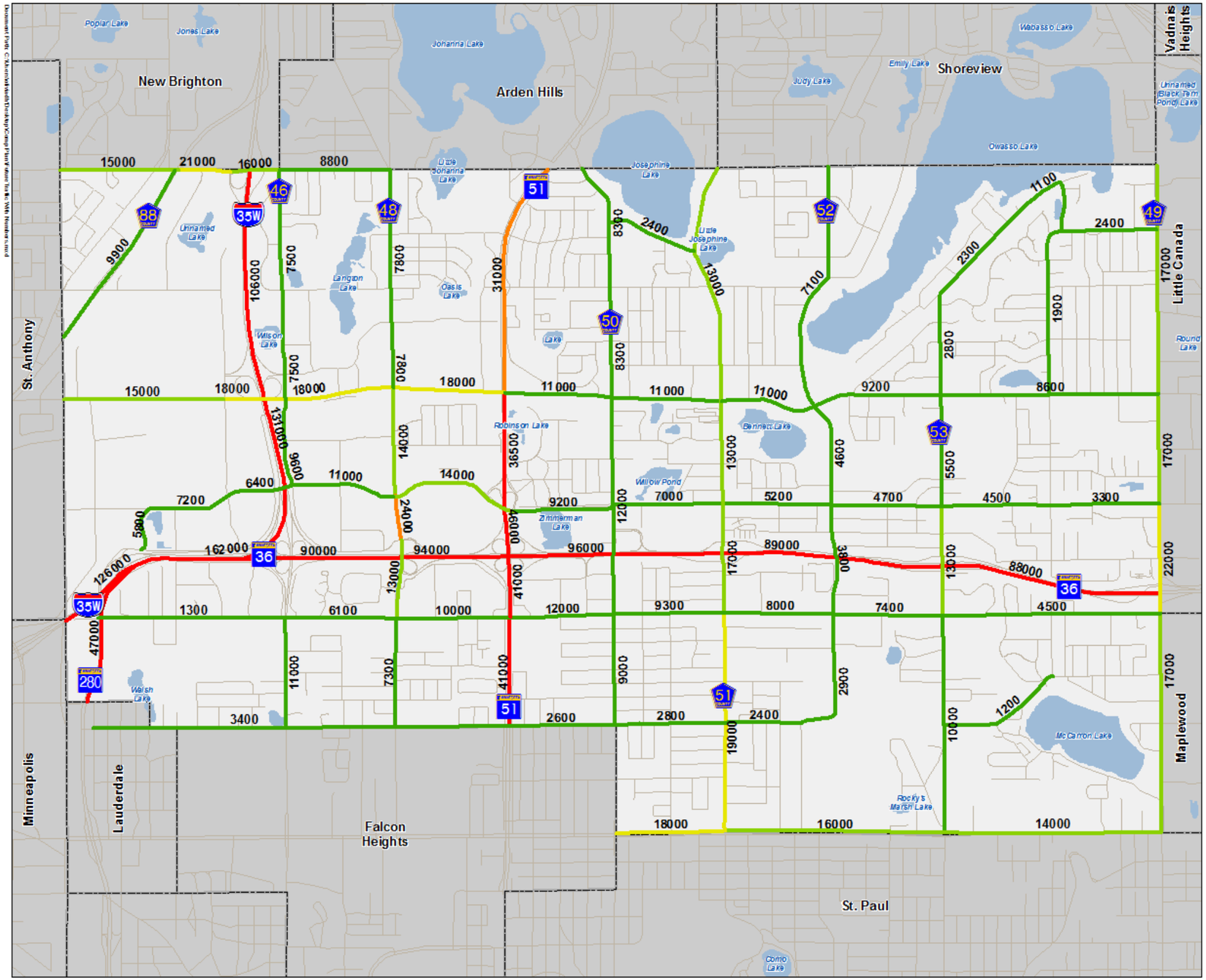
A central concept of travel demand forecasting is the use of Transportation Analysis Zones (TAZs). Each forecast study area, the City of Roseville in this case, is divided into a series of TAZs. Each TAZ has socio-economic population, employment, and household data that is used by the model to assign trips to the various network roadways. MAP 7-8 displays Metropolitan Council TAZs within Roseville. The results of the Metropolitan Council travel demand model process are summarized in MAP 7-9 and 7-10, which displays Metropolitan Council 2040 projected average daily traffic volumes compared to the existing traffic volumes.

TABLE 7-5 provides population, household, and employment allocations by TAZ based on an analysis of the Roseville 2040 Land Use Plan. The values provided in TABLE 7-5 can be used by the Metropolitan Council to assist in allocating socio-economic data in Roseville for future updates to the regional travel demand model.

While the travel demand model is a valuable tool for identifying future traffic based on the proposed land use impacts, it is not meant for use in detailed traffic operations studies. For a more accurate representation of the transportation impacts from specific developments, detailed traffic studies should be conducted to determine the operational impacts on adjacent roadways and intersections.



MAP 7-8 ROSEVILLE TAZS – METROPOLITAN COUNCIL



Average Daily Traffic (ADT)

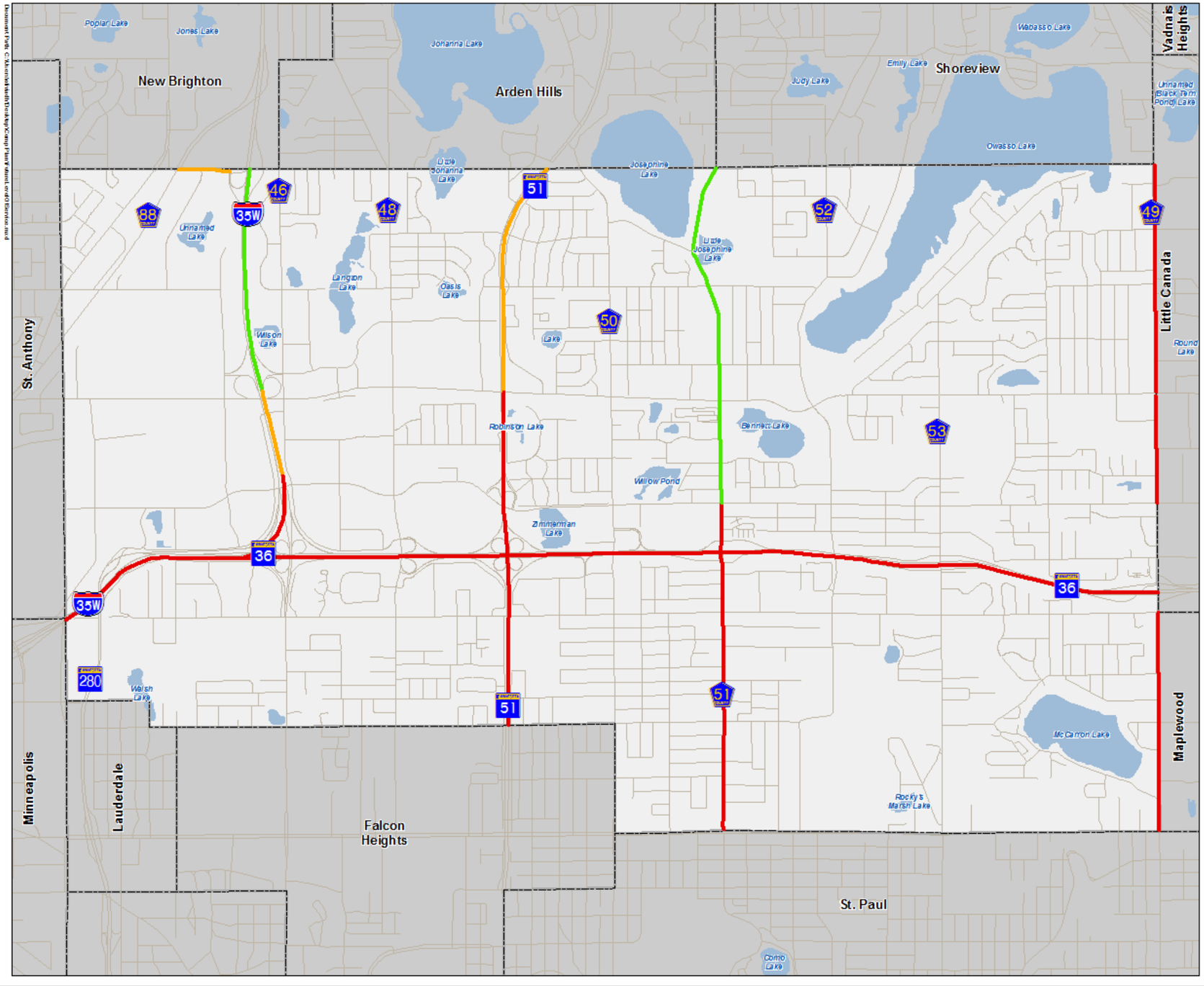
- 1,000 - 12,000
- 12,001 - 17,000
- 17,001 - 22,000
- 22,001 - 32,000
- > 32,0000
- Roseville Boundary

N

0 2,250 Feet

WSB

MAP 7-9 EXISTING AND FORECASTED TRAFFIC VOLUMES



MAP 7-10 FUTURE LEVEL OF SERVICE

Future Level of Service

- D — Higher density traffic restricts maneuverability
- (.76 to .90 v/c) E — Low speeds, considerable delays
- (.91 to .99 v/c) F (≥ 1.0 v/c) — Very low speeds and long delays with stop-and-go traffic
- **Roseville Boundary**

Planning Level Urban Roadway Capacities

	Facility Type	Daily Two-way Volume: Lower Threshold	Daily Two-way Volume: Higher Threshold*
Arterials	Two lane undivided	10,000	12,000
	Two lane divided or Three lane undivided	15,000	17,000
	Four lane undivided	18,000	22,000
	Four lane divided or five lane undivided	28,000	32,000
Freeways	Four lane freeway	60,000	80,000
	Six lane freeway	90,000	120,000
	Eight lane freeway or higher	Calculated on a segment by segment basis	

*Higher Threshold is used in this analysis for calculating LOS

N

0 2,250 Feet

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TABLE 7-5 CITY OF ROSEVILLE LAND USE PLAN ALLOCATION OF FORECASTS BY TAZ

	2010 Census			2020 Forecast			2030 Forecast			2040 Forecast		
TAZ	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
1733*	138	52	31	138	52	31	138	52	31	138	52	31
1734*	780	28	617	821	28	672	886	28	673	930	28	675
1740*	73	25	22	73	25	22	73	25	22	73	25	22
1841	1902	822	95	1881	842	95	1830	859	95	1859	875	95
1842	1034	397	1215	1068	416	1215	1089	424	1277	1152	451	1320
1843	1440	597	620	1428	597	620	1430	598	631	1418	599	642
1844	496	231	1	492	231	1	492	231	1	492	231	1
1845	528	229	15	528	229	15	528	229	15	528	229	15
1846	2548	1140	96	2543	1190	96	2543	1211	96	2543	1211	96
1847	329	121	4	329	121	4	329	121	4	300	121	4
1848	1558	658	384	1645	675	384	1730	693	393	1785	728	402
1849	1312	613	378	1309	613	378	1309	613	378	1278	613	378
1850	814	342	140	814	356	140	759	361	140	777	373	140
1851	374	153	5	369	153	5	369	153	5	343	153	5
1852	601	255	155	589	255	155	559	255	155	539	255	155
1853	4	2	204	4	2	204	4	2	204	4	2	185
1854	67	48	678	82	48	678	77	48	678	74	48	678
1855	724	373	386	750	407	386	719	423	386	719	452	386
1856	1468	735	2126	1486	737	2126	1482	742	2189	1546	749	2200
1857*	921	332	19	904	338	19	894	341	19	894	347	19
1858	799	411	336	830	426	336	785	432	456	782	439	551
1859	0	0	2038	0	0	2350	195	100	2700	390	147	3050
1860	518	243	1372	518	243	1253	530	248	1071	542	253	1083
1861	0	0	2651	0	0	2972	0	0	2976	0	0	2988
1862	5	5	1287	5	5	1400	41	22	1408	77	39	1460
1863	0	0	2874	0	0	2874	4	2	2997	8	4	3023
1864	293	83	2031	315	143	2150	306	143	2324	357	148	2475
1865	299	111	35	480	246	575	497	255	575	453	255	580

	2010 Census			2020 Forecast			2030 Forecast			2040 Forecast		
TAZ	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
1866	0	0	1199	0	0	1342	0	0	1350	0	0	1329
1867*	155	98	2988	155	98	4200	159	100	3705	163	102	3225
1868	948	460	161	1078	598	161	1088	635	161	1255	702	161
1869	0	0	1826	0	0	1880	0	0	1914	0	0	3002
1870	0	0	1425	0	0	1925	0	0	1425	0	0	1425
1871	454	172	100	441	172	100	405	172	100	364	172	79
1872	439	186	86	439	186	86	396	191	86	375	193	86
1873	697	267	48	693	272	205	643	275	210	597	277	225
1874	400	238	19	400	242	19	422	247	19	444	256	19
1875	454	256	2579	454	256	2600	464	261	3500	474	266	2994
1876	913	402	350	1013	408	350	1034	412	400	1055	422	400
1877	762	297	798	810	368	998	880	389	1150	958	409	1250
1878	338	184	1188	338	195	1188	395	211	1207	452	238	1226
1879	397	166	48	397	166	48	397	170	48	397	174	48
1880	961	385	35	884	385	35	890	392	35	902	392	35
1881	601	235	57	498	239	57	496	243	57	499	243	57
1882	429	172	17	429	175	17	358	175	17	357	175	17
1883	230	112	91	230	112	91	240	116	91	250	120	91
1884	2431	1211	419	3475	1235	462	3512	1262	470	3476	1270	495
1888	1216	432	100	1592	458	100	1505	461	100	1515	466	100
1889	800	346	136	768	346	136	768	352	136	745	352	136
1890	802	452	381	802	459	406	819	466	444	826	472	460
1891	1208	546	832	1703	552	832	1731	559	870	1595	572	875
1896*	0	0	406	0	0	406	0	0	406	0	0	406
2040 Land Use Plan Totals	**33,660**	**14,623**	**35,104**	**36,000**	**15,300**	**38,800**	**36,200**	**15,700**	**39,800**	**36,700**	**16,100**	**40,800**
Metropolitan Council Forecasts	**33,660**	**14,623**	**35,104**	**36,000**	**15,300**	**38,800**	**36,200**	**15,700**	**39,800**	**36,700**	**16,100**	**40,800**

*TAZ boundary lies partially outside of Roseville. Values only reflect allocations for portions of TAZ within Roseville.

2040 Future Roadway Capacity Improvement Needs

To identify the need for potential future capacity improvements, Metropolitan Council 2040 forecasts were compared to planning level roadway capacities as listed in TABLE 7-1 for Principal and A-Minor Arterial Roadways. Based on this comparison, five roadways will meet or exceed capacity by 2040: Lexington Avenue, Snelling Avenue, Rice Street, TH 36, and I-35W. Each of these roadways currently exhibits a Level of Service (LOS) of E or F during at least one peak period, as shown in MAP 7-6 and TABLE 7-6. This indicates that motorists experience some level of congestion. These conditions are anticipated to worsen under 2040 conditions.

TABLE 7-6 HEAVILY CONGESTED SEGMENTS BY AVERAGE DAILY TRAFFIC (ADT) & LEVEL OF SERVICE (LOS)

Roadway	Segment	Roadway Capacity ADT	Current ADT (LOS)	2040 ADT (LOS)
Lexington Avenue	County Road B2 to County Road B	17,000	16,100 (E)	17,000 (F)
	County Road B to Larpenteur Avenue	17,000	18,100 (F)	19,000 (F)
Snelling Avenue	North City Limits to County Road C	32,000	29,500 (E)	31,000 (E)
	County Road C to County Road B2	32,000	36,000 (F)	48,000 (F)
	County Road B2 to Highway 36	32,000	45,100 (F)	46,000 (F)
	Highway 36 to Roselawn Avenue	32,000	38,500 (F)	41,000 (F)
Rice Street	North City Limits to County Road C	17,000	16,200 (E)	17,000 (F)
	County Road C to County Road B2	17,000	15,700 (E)	17,000 (F)
	County Road B to Larpenteur Avenue	17,000	16,500 (E)	17,000 (F)
Highway 36	Cleveland Avenue to Fairview Avenue	80,000	86,000 (F)	90,000 (F)
	Fairview Avenue to Snelling Avenue	80,000	86,000 (F)	94,000 (F)
	Snelling Avenue to Lexington Avenue	80,000	91,000 (F)	96,000 (F)
	Lexington Avenue to Dale Street	80,000	85,000 (F)	89,000 (F)
	Dale Street to Rice Street	80,000	82,000 (F)	88,000 (F)
I-35W	West City Boundary to Highway 280	120,000	111,000 (E)	126,000 (F)
	Highway 280 to County Road B2	157,500	155,000 (E)	162,000 (F)
	County Road B2 to County Road C	140,000	119,000 (D)	131,000 (E)

6. Existing and Planned Non-Motorized Transportation Network

This section addresses network needs for walking and bicycling within Roseville. This section also addresses the needs of people using wheelchairs and assistive mobility devices such as mobility scooters, as they are considered pedestrians.

Enhancing the non-motorized elements of the Roseville transportation system is a key goal in terms of improving transportation sustainability in the city and in the region. This approach gives residents an alternative to driving, supports transportation options for people who do not have consistent access to a personal vehicle, and encourages healthy activities and lifestyles.

This section includes information on the existing non-motorized transportation network within Roseville, connections to land use planning, the planned local non-motorized transportation network, and the planned regional non-motorized transportation network. This section also includes recommendations for intersection improvements and design best practices.

Existing Non-Motorized Transportation Network

The non-motorized transportation network in Roseville is comprised of sidewalks, trails, striped roadway shoulders, and other facilities such as footpaths and boardwalks. As shown in Map 7-11, the city contains nearly 44 miles of sidewalk and more than 36 miles of off-street trail. There are also more than 28 miles of striped roadway shoulder within the city, which provide additional space for bicyclists and pedestrians where a dedicated facility does not exist.

Roadways with substantial segments of continuous sidewalk and trail include Cleveland Avenue, Fairview Avenue, Hamline Avenue, Lexington Avenue, Victoria Street, Western Avenue, Rice Street, Larpenteur Avenue, County Road B, County Road B2, and County Road C.

Connections to Land Use Planning

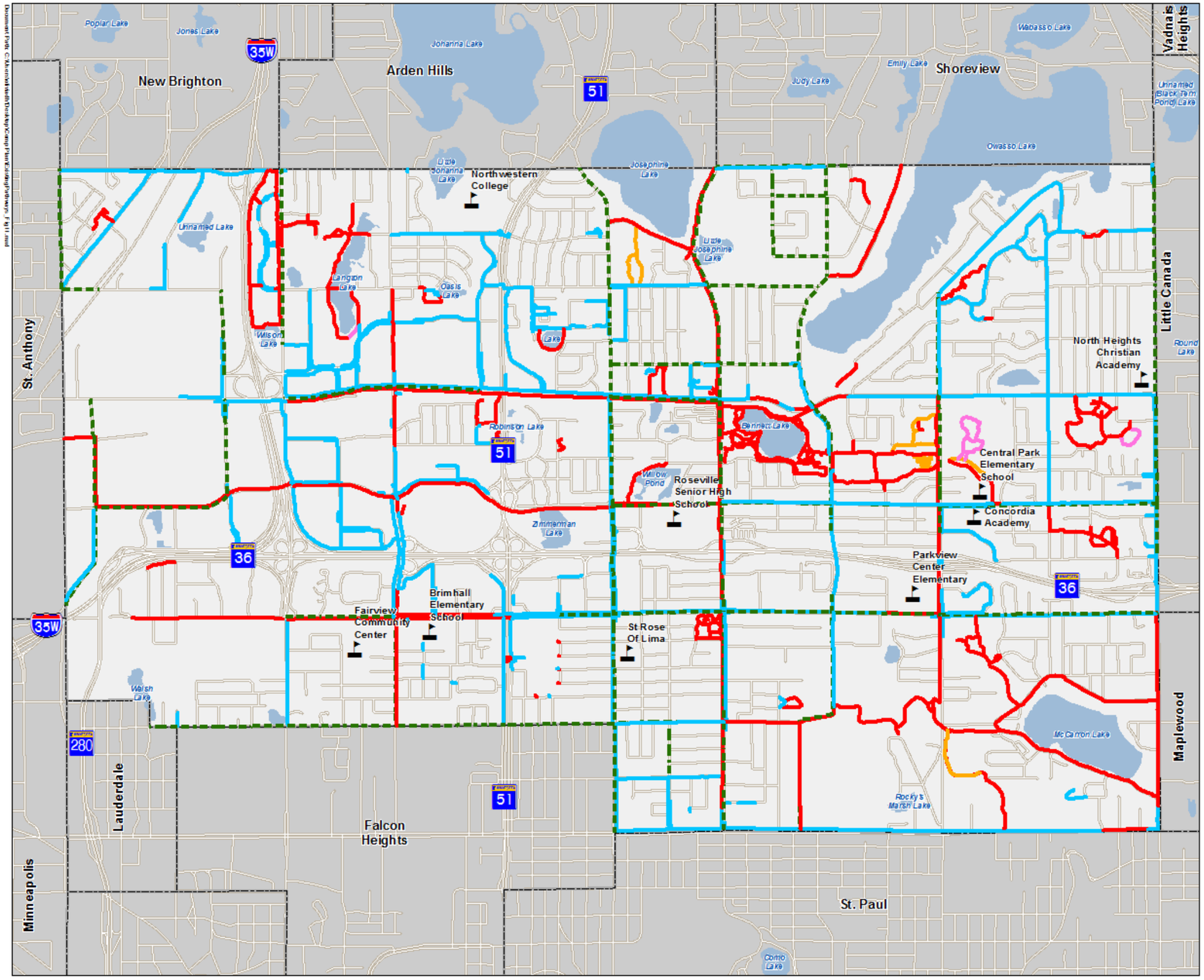
Roseville has development patterns largely consistent with its designation as an Urban community. Existing residential development is higher in density compared with Suburban-designated areas, but reflects the transition toward development patterns influenced by the rise of the automobile, with longer block lengths and commercial land uses typically separated from largely single-family residential land uses. This means that people walking and bicycling must cover greater distances to reach commercial areas from their homes. While Roseville contains a largely regular arterial street grid, not all of these roadways provide dedicated, comfortable facilities for bicyclists and pedestrians, which limits the ability for non-motorized users to conveniently access parks, trails, and schools, even if they are located within a relatively short distance. There are also commercial destinations

throughout Roseville that lie within walking or biking distance of many City residents, including HarMar Mall, Rosedale Center, and Roseville Center.

The City's land use planning and coordination with developers can help improve opportunities for walking and bicycling for transportation. The City can encourage mixed-use development that situates residents within a short walk of commercial destinations. Roseville can also work with developers to construct sidewalks and trails within developments. Additionally, the City can require pedestrian and bicycle connections in areas where the roadway network does not connect, such as cul-de-sac connector trails that provide shortcuts for people walking and bicycling.

Planned Local Non-Motorized Transportation Network

Because Roseville's existing non-motorized transportation network is well established, the planned network focuses on filling gaps that exist and improving safety conditions and the comfort or convenience of non-motorized facilities through intersection design, streetscape improvements, and other design considerations. The Connected Ramsey Communities Network will be a useful resource to inform this effort. When the network is complete, it will provide safe, convenient linkages between residential areas and commercial, institutional, and recreational areas within the city. The network will improve options for people to walk and bicycle for transportation within Roseville and facilitate regional connections (described in greater detail in the following section). The existing and proposed local bicycle and pedestrian network is based on the Pathway Master Plan and is shown in MAP 7-12. These figures also identify existing gaps in the non-motorized network.



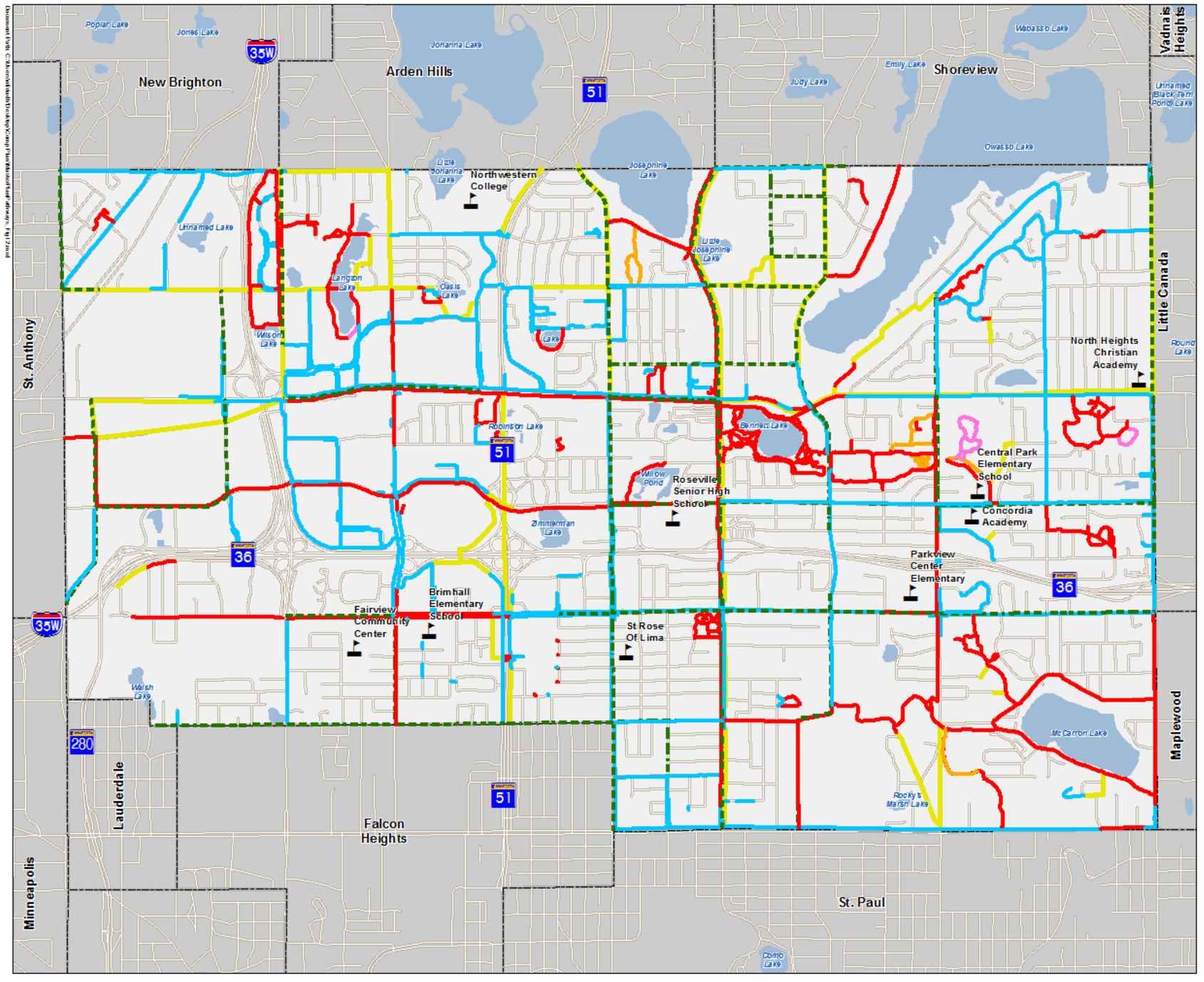
MAP 7-11 EXISTING LOCAL BICYCLE AND PEDESTRIAN NETWORK

- 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

N

0 2,000 Feet



MAP 7-12 PROPOSED LOCAL BICYCLE AND PEDESTRIAN NETWORK

Planned Regional Non-Motorized Transportation Network

The Metropolitan Council 2040 TPP encourages the use of bicycles as a mode of transportation and establishes a Regional Bicycle Transportation Network (RBTN) to establish an integrated network of on-street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.

Within Roseville, the RBTN identifies one Tier 1 RBTN alignment, four Tier 1 RBTN corridors, one Tier 2 RBTN alignment, and one Tier 2 RBTN corridor. The Tier 1 alignment is located along Lexington Avenue north of County Road C. There is an existing trail along the west side of the roadway in this location. Approximate locations for the Tier 1 RBTN corridors include County Road C east of I-35W; Fairview Avenue south of County Road C; Hamline Avenue; Old Highway 8 and County Road D; and Walnut Street, Terminal Road, Long Lake Road, and County Road B2. Several of these corridors currently include segments of trail and/or striped shoulder. The Tier 2 RBTN alignment within Roseville is located along Dale Street south of County Road C. The Tier 2 RBTN corridor is located along Rice Street south of County Road C. As with the Tier 1 locations, portions of this alignment and corridor include existing segments of trail. The RBTN map also identifies four regional destinations within the City: the I-35W and County Road C Area (a regional job center), the Rosedale Center Area (a sub-regional job center), University of Northwestern-St. Paul, and Roseville Area Senior High School.

The Ramsey County-Wide Pedestrian & Bicycle Plan identifies a Connected Ramsey Communities Network, with a series of corridors that represent long-distance bikeways crossing the County. Within Roseville, major countywide corridors (with status) are identified along County Road C (existing and planned); Walnut Street, Terminal Road, Long Lake Road, and County Road B2 (existing); Old Highway 8 and County Road D (identified need); Fairview Avenue (existing, planned, and identified need); Hamline Avenue (existing and planned upgrade); and Lexington Avenue (planned upgrade).

The City proposes the following alignments for the RBTN corridors identified within Roseville:

- Along County Road C connecting to the Northeast Diagonal Trail in St. Anthony Village
- Along Fairview Avenue between the City boundary with Falcon Heights and County Road C
- Along Hamline Avenue through the length of the city

- Along Old Highway 8 through the length of the city
- Along Rice Street between the City boundary with St. Paul and County Road C

The City also recommends that the Metropolitan Council and Ramsey County explore adding Roselawn Avenue to the RBTN in future plan updates to provide an east-west bicycle route south of TH 36.

The existing and proposed regional network is shown in MAP 7-13.

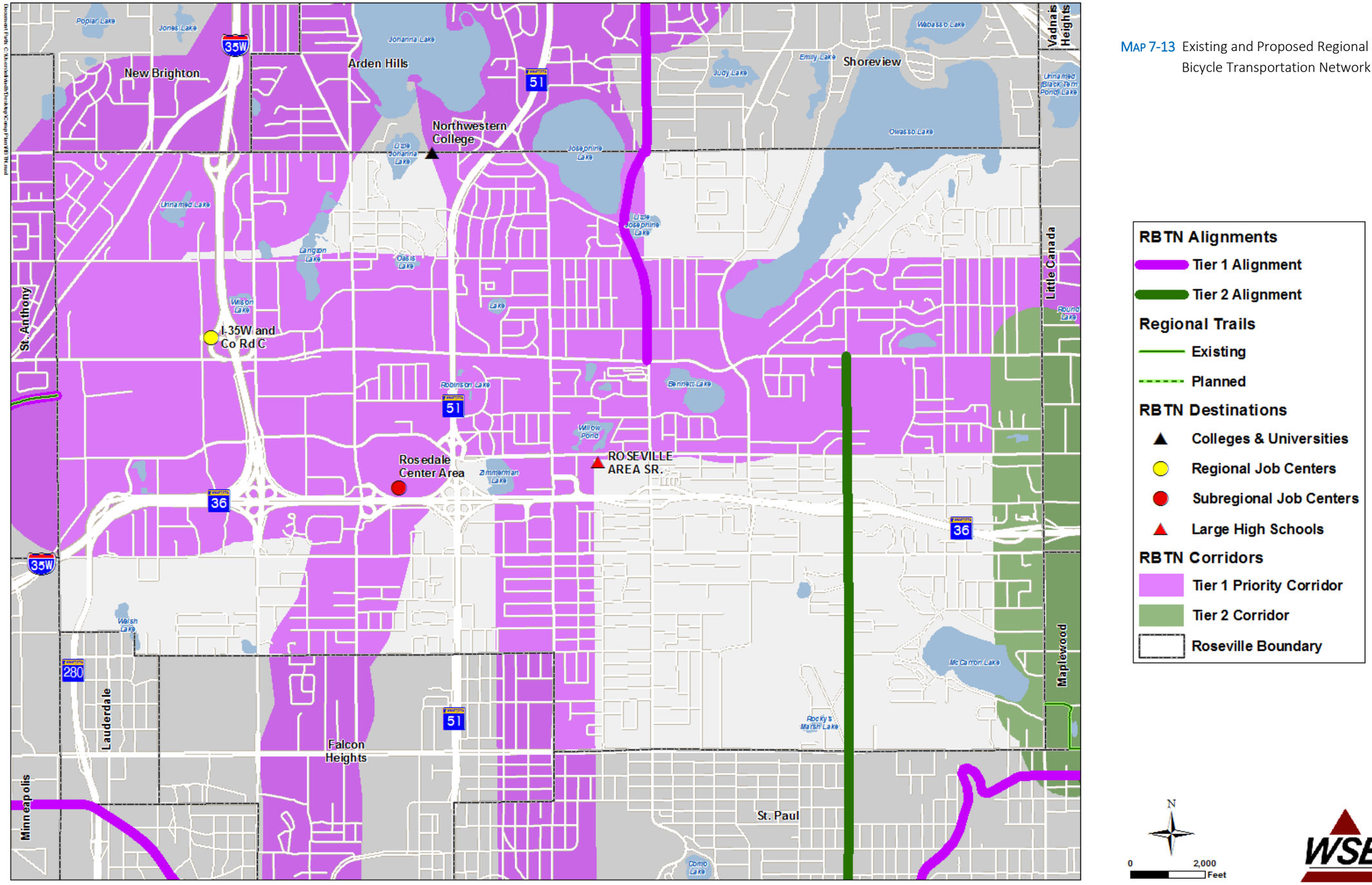
Non-Motorized Transportation Design Considerations

The City's Pathway Master Plan identifies different types of pedestrian and bicycle facilities and defines minimum standards for the design of these facilities. Facilities are divided into on-street and off-street pathway types. On-street pathways include bike routes, bike lanes, striped shoulders, and shared lanes. Off-road pathways include trails, sidewalks, and footpaths. Design standards and dimensions are based on the type of facility along with characteristics of the adjacent roadway such as speed limit and average annual daily traffic (AADT).

As non-motorized facilities are planned and designed, the City should consult additional planning and design resources, including:

- County-Wide Pedestrian & Bicycle Plan, Ramsey County
- Minnesota's Best Practices for Pedestrian/Bicycle Safety, MnDOT
- Bikeway Facility Design Manual, MnDOT
- Minnesota Manual on Uniform Traffic Control Devices, MnDOT
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Second Edition, National Association of City Transportation Officials
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials
- Complete Streets Implementation Resource Guide for Minnesota Local Agencies, MnDOT
- Public Right-of-Way Accessibility Guidelines (PROWAG), US Access Board

Accessibility is a very important consideration for non-motorized design. All new pedestrian and bicycle facilities must meet the ADA accessibility guidelines established in PROWAG. The guidelines in PROWAG address the design needs of people with physical and/or visual impairments. Accessibility will become increasingly important over the next 20 years due to demographic changes. Baby Boomers are aging and the population over age 65 is increasing. People over 65 are more likely to have physical and/or visual impairments that affect their ability to get around.



MAP 7-13 Existing and Proposed Regional Bicycle Transportation Network

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7. FREIGHT

Freight transportation in Roseville is primarily served by two rail lines and arterial roadways. MAP 7-14 shows the freight system and potential freight generators. Two Minnesota Commercial Railway (MNNR) rail lines pass through Roseville—one crossing north to south in the western portion of the city and one crossing from the northeast to the west. The latter rail line terminates in the western portion of the city and has been abandoned to the west; this rail line was purchased by the Hennepin County Railroad Authority and developed into the Northeast Diagonal Trail.

There are several large freight traffic generators within the city and the Triple Crown Bi-modal Terminal, a regional freight terminal, is located southwest of Roseville, adjacent to TH 280 and the MNNR railroad in Minneapolis. Freight traffic generators within Roseville are located along portions of I-35W and along TH 36. Freight generators include concentrations of industrial land uses east and west of I-35W, including the Magellan and Nustar petroleum terminals, and industrial and large-scale commercial land uses (such as Rosedale Center and HarMar Mall) north and south of TH 36.

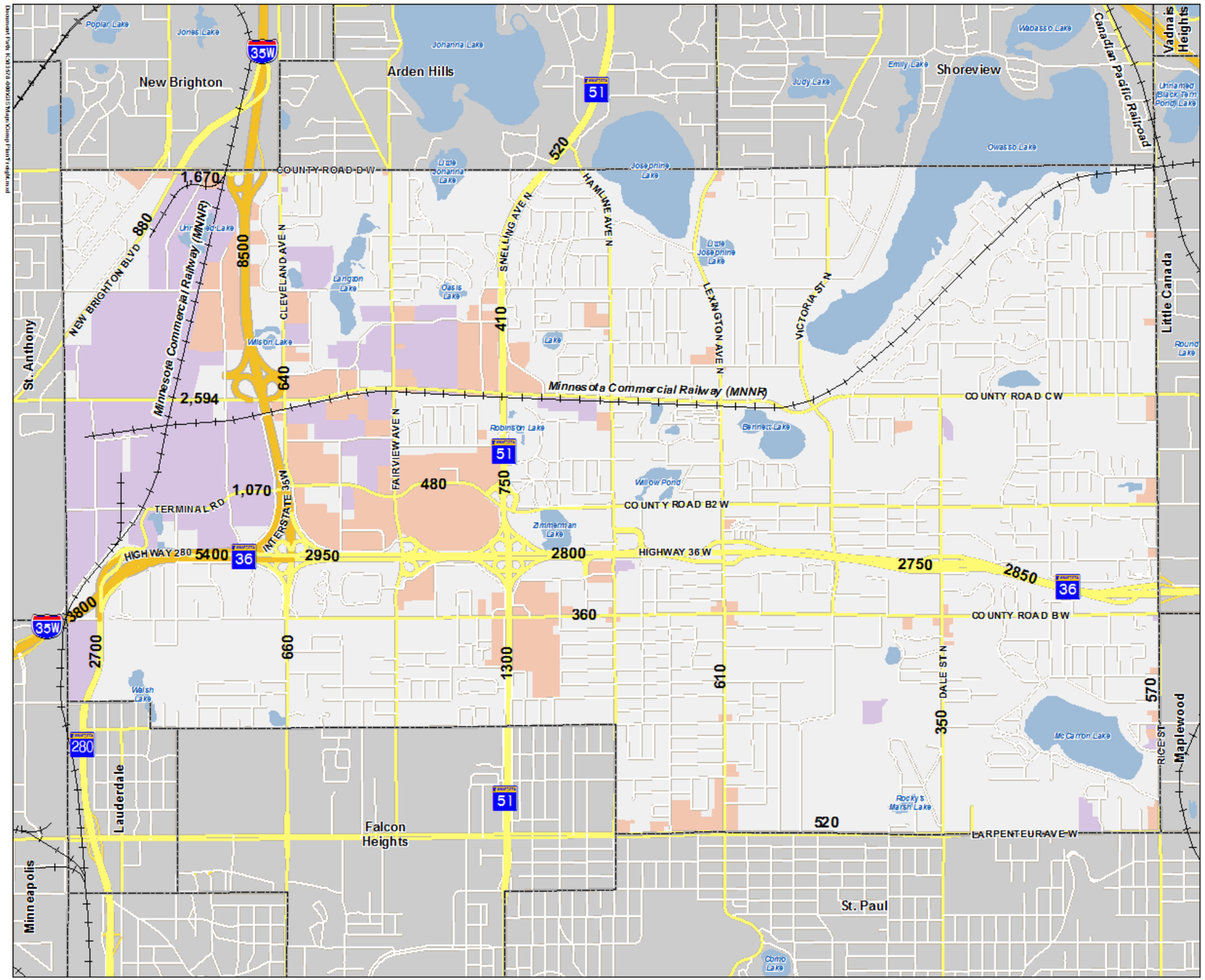
MAP 7-14 also shows Heavy Commercial Average Daily Traffic (HCAADT) in Roseville. There are several roadways with high heavy commercial volumes within the city, including I-35W, which has an HCAADT ranging from 3,800 to 8,500, and TH 36, which has an HCAADT ranging from 2,750 to 5,400 within the city. The 2017 Regional Truck Highway Corridor study identifies ten key roadways in Roseville as part of the regional freight network: I-35W, TH 36, TH 280, Snelling Avenue south of TH 36, New Brighton Boulevard, County Road C west of Snelling Avenue, Terminal Road, and Broadway Street are all identified as Tier 1 corridors. County Road D and Fairview Avenue north of TH 36 are identified as Tier 2 corridors. Snelling Avenue north of TH 36 is a Tier 3 corridor.

The Metropolitan Council 2040 TPP notes that freight rail traffic has increased substantially since 2010. Throughout the region, freight rail traffic is expected to increase, especially as the regional population continues to grow. There are 17 locations in the City where the rail lines cross public roadways at-grade: Terminal Road, County Road C, County Road C2, County Road D, Long Lake Road (two locations), Walnut Street, Cleveland Avenue, Prior Avenue, Fairview Avenue, Snelling Avenue, Hamline Avenue, Lexington Avenue, Victoria Street, Dale Street, and South Owasso Boulevard. Each of the public street crossings is controlled by a combination of cross-buck signs, flashing lights, and/or gates. There are also several locations where the railroad crosses private driveways or trails.

The Metropolitan Council 2040 TPP acknowledges several freight challenges that impact the City and the region. As mentioned above, freight traffic is expected to

increase and place pressure on the region's highway and rail systems. Safety is also an increasing concern, particularly rail safety as related to Bakken crude oil being transported through the region on rail lines. The volume of rail traffic has therefore raised concerns about compatibility between freight traffic and adjacent land uses. While land use adjacent to the City's primary freight routes is generally compatible with these uses (industrial, commercial, etc.), there are several areas of single-family and multifamily residential housing that lie adjacent to the rail lines.

The City, through strategies identified later in this document, will endeavor to prepare all railroad crossings in the city for certification as Quiet Zone crossings. As crossings are enhanced or rebuilt, the City will work with the rail line operator to include the necessary geometric improvements to support the Quiet Zone designation at some point in the future when the crossing arms and signal equipment are also enhanced. The Quiet Zone designation will allow trains to travel through the area without having to sound their horns.



Land Use

- Industrial and Utility
- Retail and Other Commercial
- Railroads
- Roseville Boundary

XXXX Heavy Commercial Average Daily Traffic (HCADT)
Sources: MnDOT, estimates based on AADT

N

0 2,000 Feet

MAP 7-14 EXISTING FREIGHT SYSTEM

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8. TRANSIT

Roseville is located within the Transit Capital Levy District as shown in the Metropolitan Council 2040 TPP. The TPP further classifies the metropolitan area into transit markets based on demographic and urban design factors. Much of Roseville is located in Market Area III, but there are some pockets of the city located within Market Area II. Transit service in Market Area III is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable. Market Area II generally supports fixed-route transit, but at lower frequencies or shorter service spans than provided in Market Area I.

The A Line rapid bus line, which opened in 2016, provides a frequent transit connection between the Rosedale Transit Center in Roseville and the 46th Street Blue Line Light Rail station in Minneapolis, traveling along Snelling Avenue, Ford Parkway, and 46th Street. Future A Line BRT extensions may continue to the future Rice Creek Commons in Arden Hills as development occurs. The extension would continue up Snelling Avenue to County Road E, to Lexington Avenue, To Highway 96 and into the Rice Creek Commons Development. In addition to Rosedale Center, another station is located at the intersection of Snelling Avenue and County Road B. In addition to the A Line, there are 21 bus routes that operate within Roseville, including eight that provide urban local service, five that provide suburban local service, and eight that provide express service. The bus routes that serve Roseville provide a mix of frequencies and types of service. Some routes operate every 30 minutes or every hour during the day and evening (i.e., urban local buses) while others provide limited-stop service and operate only during peak commuting times (i.e., express buses). Fixed-route bus service in Roseville is summarized in TABLE 7-7 and shown on MAP 7-15. Note that several bus routes pass through Roseville on TH 36 or I-35W and do not include any stops within the city.

In addition to the fixed-route transit options, Roseville is also served by Anoka County Transit Link, a dial-a-ride service for the general public (Ramsey County is served by Anoka County Transit Link). Transit Link provides connections to destinations within Ramsey County. Transit Link also connects to regular route transit for trips within the metro area, including outside of Ramsey County. The City is also served by Metro Mobility by Metro Transit, a shared ride public transportation service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. Trips are provided for any purpose. Roseville residents also have opportunities to participate in the Metro Vanpool program. This program provides financial assistance for vanpools to serve areas with limited regular-route transit service.

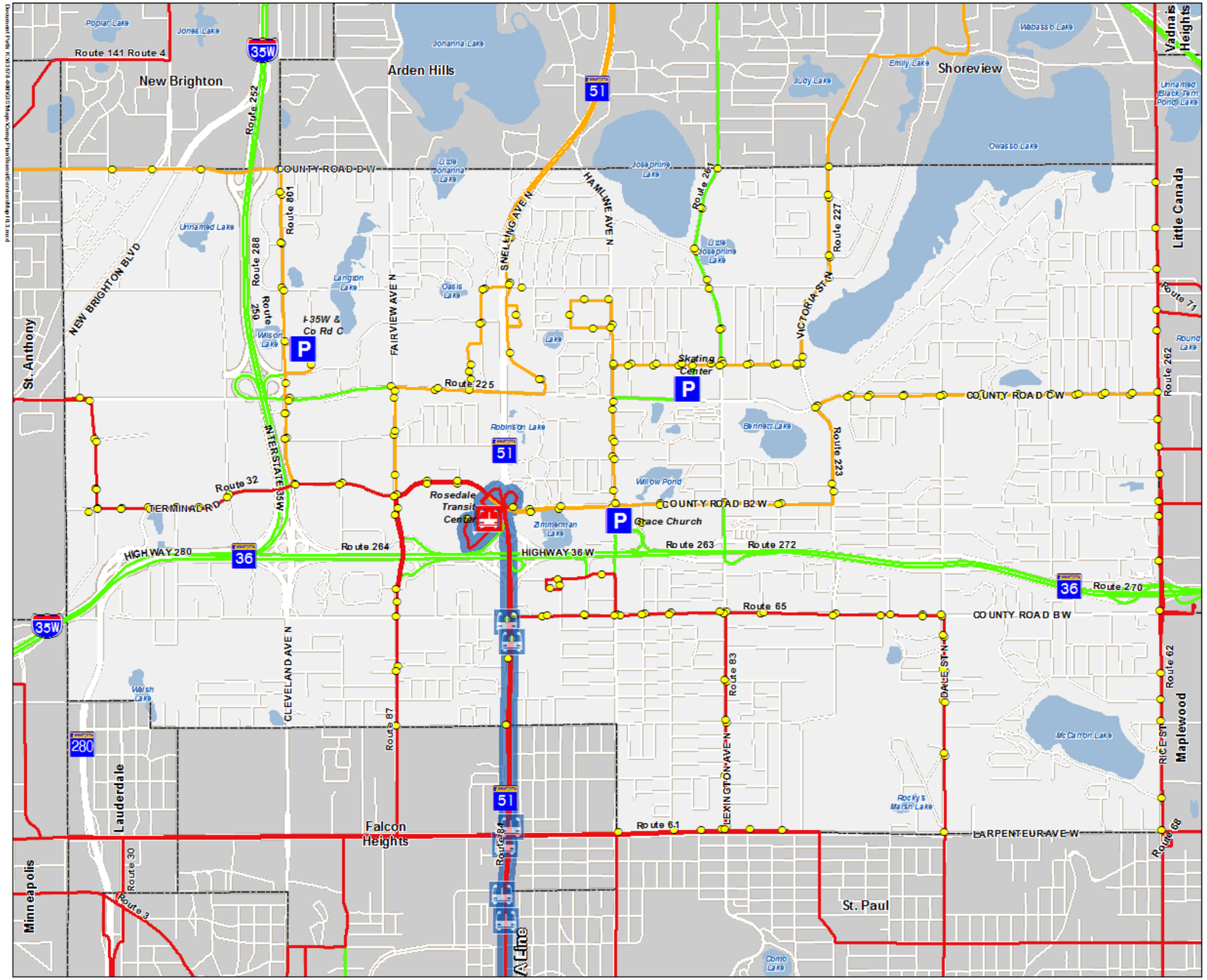
There are three park-and-ride lots located Roseville: Grace Church, I-35W and County Road C, and Skating Center. Of these facilities, only the Skating Center location has been above capacity in recent years. Metro Transit's 2016 Annual Regional Park-and-Ride System Report indicated that the Skating Center Park-and-Ride was at 102 percent of its capacity (50 parking stalls). Depending on future changes in park-and-ride demand, the City and Metro Transit may explore expansion or additional locations along the associated transit corridors.

TABLE 7-7 ROSEVILLE BUS ROUTES

Route	Route Description	Service Type
32	Robbinsdale - Lowry Avenue - Rosedale	Urban Local
61	E Hennepin Avenue - Larpenteur Avenue - Arcade Street	Urban Local
62	Rice Street - Little Canada - Shoreview - Signal Hills	Urban Local
65	Dale Street - County Road B - Rosedale	Urban Local
71	Little Canada - Edgerton - Concord - Inver Hills	Urban Local
83	HarMar Target - Lexington Avenue	Urban Local
84	Rosedale - Snelling - 46th Street LRT - Sibley Plaza	Urban Local
87	Rosedale - U of MN St. Paul - Cleveland Avenue	Urban Local
223	Rosedale - Little Canada - Maplewood	Suburban Local
225	Deluxe - Roseville - Covenry - Rosedale	Suburban Local
227	Target Shoreview - Victoria - Rosedale	Suburban Local
262	Limited Stop - 95th Avenue Park and Rive - Rice Street - St. Paul	Suburban Local
801	Brooklyn Center - Columbia Heights - Rosedale	Suburban Local
250	Express - St. Josephs Park and Ride - 95th Avenue Park and Ride - Minneapolis	Express
252	95th Avenue Park and Ride - U of MN	Express
261	Express - Shoreview - Roseville - Minneapolis	Express
263	Express - Rice Street Park and Ride - Roseville	Express
264	Express - County Road C Park and Ride - Roseville	Express
270	Express - Mahtomedi - Maplewood - Minneapolis	Express
272	Express - Maplewood - Roseville - U of MN	Express
288	Express - Forest Lake - Minneapolis	Express

Source: Metro Transit

MAP 7-15 TRANSIT FACILITIES



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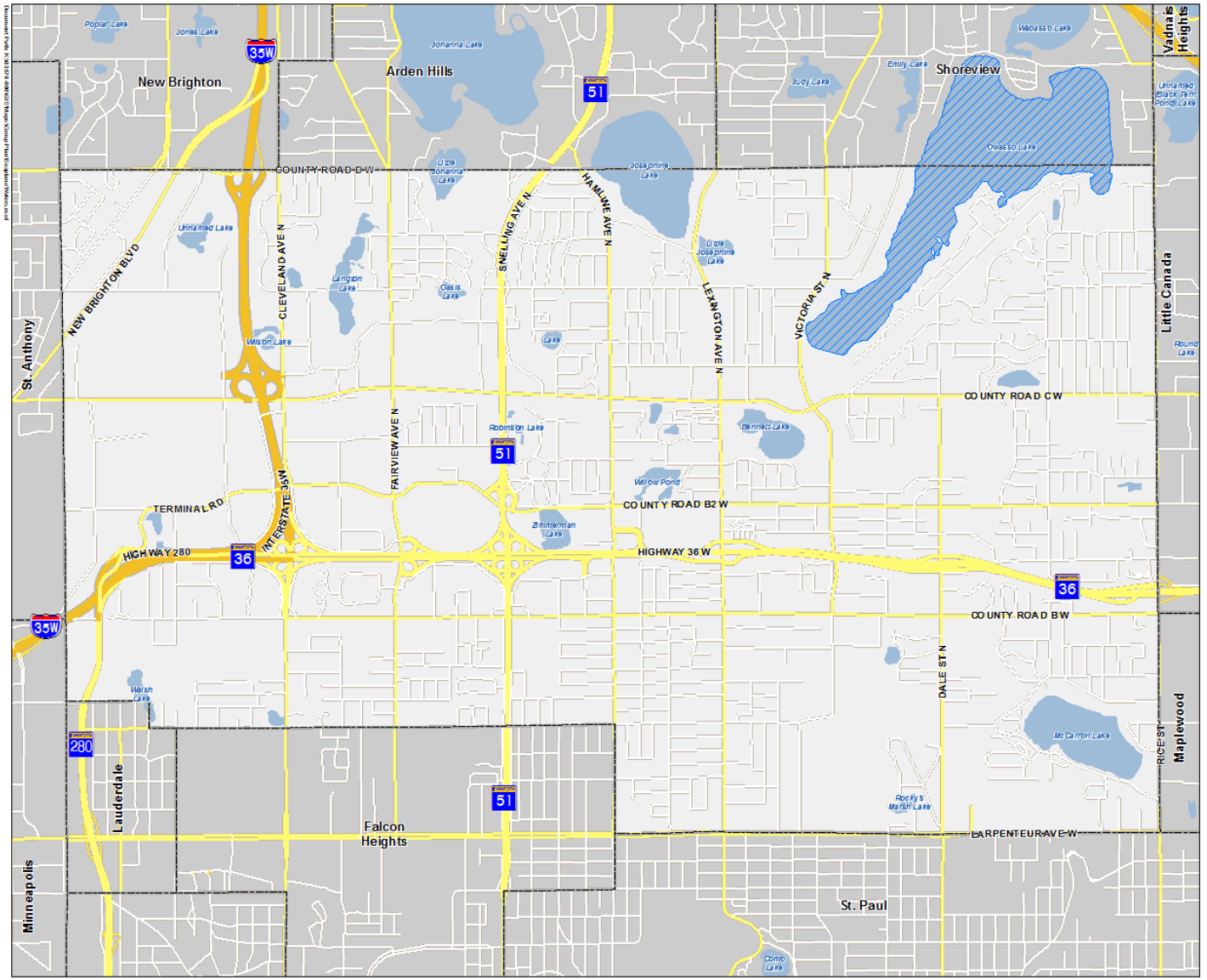
9. AVIATION

There are currently no existing or planned aviation facilities within Roseville. However, the City is responsible for airspace protection in order to reduce hazards to air travel within the region. The closest public use airport to Roseville is the St. Paul Downtown Airport (Holman Field), approximately 4 miles southeast of Roseville.

Based on the distance to the nearest airports, there are no radio beacons or other air navigation aids located in off-airport locations in Roseville. The city is not within the area of influence of any airports and is therefore not subject to associated land use restrictions. Seaplane use is designated and allowed by MnDOT on Lake Owasso, as shown on MAP 7-16.

Any person or organization who intends to sponsor the construction or alteration of a structure affecting navigable airspace as defined in Federal Regulation Title 14; Part 77 needs to inform the Federal Aviation Agency (FAA) of the project. This notification is accomplished through the completion and submittal to FAA of Form 7460-1, Notice of Proposed Construction or Alteration. In Roseville, this requirement applies to any construction or alteration exceeding 200 feet above ground level.

There are currently no heliports in Roseville or any known plans to construct one.



MAP 7-16 DESIGNATED WATERS FOR SEAPLANE USE

Seaplane Use Allowed

Roseville Boundary

N

0 2,000 Feet

10. Goals and Strategies

A multi-modal transportation system incorporates several modes of transportation, including walking, bicycling, automobiles, public transportation, trucking/freight, and trains. This Plan, and the City's actions over the next 20 years, will be guided by the following multi-modal transportation goals, policies, and strategies. Goals and strategies focused on equity are highlighted with the equity symbol. Ⓔ

Vision Statement, Goals, and Policies

Vision Statement: The City of Roseville will have a comprehensive, safe, efficient and reliable transportation system. The table below shows the City of Roseville's transportation goals and policies.

Goals	Policies
1. Coordinate transportation decisions with other government entities, and coordinate planning efforts to ensure connectivity of regional routes.	1.1 Continue to cooperate with County and State transportation departments, Metropolitan Council, and neighboring communities to achieve orderly and timely development of existing and proposed roadway, pathway, and transit routes serving the city.
	1.2 Coordinate all street planning with County, State, and federal road plans. Work cooperatively with MnDOT and Ramsey County to improve landscaping, screening, lighting, and maintenance of through-city roadway systems, especially TH 36.
	1.3 Communicate with the Metropolitan Council and MnDOT to encourage them to increase traffic capacity on major highways in order to reduce traffic on local roadways.
	1.4 Cooperate with State and federal agencies and railroad companies to enhance safety at all highway, railroad, and pedestrian crossings.
	1.5 Provide notification to the Federal Aviation Agency (FAA) using FAA Form 7460, as may be amended, and the MnDOT Aeronautics Division when any construction or alteration of an object would affect general airspace, as defined in Minnesota Statutes 360.
2. Create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion.	2.1 Proactively communicate and explore opportunities to expand transit, pathways, intermodal connectivity and Travel Demand Management (TDM) strategies as reasonable alternatives to driving, where appropriate. 2.2 Ensure that the transportation network is prepared for changing or emerging transportation technologies, modes and demographics.

Goals	Policies
3. Create a safe and efficient roadway network, able to accommodate the existing and projected demand for automobile capacity and to reduce roadway congestion.	3.1 System-wide transportation capacity should be achieved by using a high level of network connectivity, appropriately spaced and properly sized thoroughfares, and multiple travel modes, as an alternative to increasing the capacity of individual thoroughfares, where appropriate.
	3.2 Channel major traffic volumes onto community collector streets, arterials, and highways, and discourage motorized traffic from passing through residential areas on local streets.
	3.3 Identify, evaluate, and correct problems of congestion in high-traffic areas and recurrent accident sites.
	3.4 Encourage the use of Intelligent Transportation Systems (ITS) to mitigate capacity issues and increase efficiency and safety of the existing roadway network.
	3.5 Create and/or upgrade major thoroughfare systems to multiple traffic lanes when warranted by traffic conditions.
	3.6 Develop streets according to their designated functional classification, pavement width, and load capacity. Continuity of the street must recognize the function for which the street is intended.
	3.7 Maintain high-quality neighborhoods through the ongoing City Pavement Management Program to rehabilitate or reconstruct City streets and pathways.
	3.8 Advocate for appropriate roadway authorities to construct roadway capacity, safety, and other improvements that meet existing and forecasted travel and demographic demands.
	3.9 Plan for and support a multimodal transportation system that moves people and goods safely and efficiently.

Goals	Policies
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.	4.1 Cooperate with and assist Metro Transit to provide effective transit service to all areas of the city.
	4.1 Advocate for planning and development of the Northeast Diagonal Transit Corridor.
	4.2 Support and allow access to a robust public transit system that is integral to the metropolitan system and meets long-term needs by supporting transit hubs, Bus Rapid Transit (BRT), fixed route, and dial-a-ride service options.
	4.3 Encourage the development of park-and-rides to reduce congestion on arterials throughout Roseville.
	4.4 Clearly mark bus stops and provide adequate space for buses to pull out of the moving traffic lane for loading and unloading.
	4.5 Provide adequate and attractive pedestrian access to bus stops by expanding the existing network of sidewalks as recommended in the Pathway Master Plan.
	4.6 Provide safe, efficient, and attractive pedestrian and bicycle access to transit stops, for all users, by expanding the existing network of sidewalks and bikeways as recommended in the Pathway Master Plan.
	4.7 Provide input into the rail corridor planning and abandonment process. If rails are removed, the corridors should be preserved for public uses, such as transit or pathways. In the event of rail line abandonment, an appropriate public agency should acquire the land for public purposes.
	4.8 Play an active role in planning for potential transitways and preserving potential rights-of-way and station locations.
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.	4.9 Encourage the development of additional east-west transit services, including additional routes and increased frequency of existing routes.
	5.1 Recognize the needs and preferences of pedestrians and cyclists with various skill, experience levels and purpose by providing a wide range of facilities to accommodate commuter, functional, and recreational trips.
	5.2 Create and/or upgrade on-road bicycle facilities, where feasible, to ensure the safety of cyclists and improve the efficiency of the bicycle network.
	5.3 Update the Pathway Master Plan as needed.
	5.4 Expand, maintain, and promote a system of continuous and connected pathways that encourage walking and biking.

Strategies

The multi-modal strategies listed in this section are specific, actionable steps that the City can take in support of the goals of this Plan. These strategies are based upon existing and future transportation needs as described in detail in the previous sections of this Plan.

The multi-modal strategies are broken into several categories:

- Programmed Improvements & Studies
- Congested Roadway Corridors
- High Crash Locations
- Freight
- Interchanges
- Functional Classification
- Transit
- Bicycle and Pedestrian
- Community-Based Concerns

Each strategy is tied to one or multiple goals; however, not all goals are associated with a specific strategy. In these cases, the City's goals apply across individual projects, and the City will identify opportunities to achieve them throughout its existing project and policy development processes. The following pages describe each strategy, notes which goal(s) is/are related to each strategy, and identifies the lead agency for the strategy. MAPS 7-17 and 7-18 following the strategies highlight selected strategies geographically.

Strategies: Programmed Improvements & Studies

Location: I-35W—south of TH 36 **Lead Agency:** MnDOT **Type of Improvement:** Pavement Preservation **Goals Addressed:** Coordinate Transportation Decisions; Create a Sustainable Transportation Network. **Strategy:** FY 2018 programmed pavement preservation project south of TH 36 through Roseville.
Location: Interstate 35W—County Road C to Lino Lakes **Lead Agency:** MnDOT **Type of Improvement:** Pavement Preservation and Managed Lane Expansion **Goals Addressed:** Coordinate Transportation Decisions; Create a Sustainable Transportation System; Create a Safe and Efficient Roadway Network. **Strategy:** FY 2019 programmed pavement preservation and addition of MnPASS lanes north of TH 36 through Roseville.

Location: TH 36
Lead Agency: MnDOT
Type of Improvement: Pavement Preservation
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network.
Strategy: FY 2022 programmed pavement preservation project through Roseville.

Location: TH 36
Lead Agency: MnDOT
Type of Improvement: MnPASS Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System; Create a Safe and Efficient Roadway Network.
Strategy: MnDOT is currently studying the addition of an eastbound and westbound MnPASS lane along TH 36 from just east of I-35W extending east through Roseville. City of Roseville officials should work closely with MnDOT, Metropolitan Council and others to ensure that any recommended MnPASS improvements resulting from this study are integrated into MnDOT's FY 2022 programmed pavement preservation project along this corridor.

Location: County Road C Railroad Bridge west of Victoria Street
Lead Agency: Ramsey County
Type of Improvement: Bridge Replacement
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.
Strategy: Submit bridge replacement for State Bridge Bond funding during the 2018 Legislative Session with a potential construction year of 2020 or 2021, if successful. Due to the deficient bridge at this location, County Road C is currently load restricted west of Victoria Street.

Location: County Road C: New Brighton Boulevard in Hennepin County to east of Long Lake Road in Roseville
Lead Agency: Ramsey County
Type of Improvement: Full Reconstruction
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.
Strategy: FY 2020 programmed full reconstruction project. Also, potential addition of a separated bicycle trail and sidewalk improvements.

Location: Cleveland Avenue at County Road B
Lead Agency: Ramsey County
Type of Improvement: Signal Replacement or Roundabout
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.
Strategy: FY 2018 programmed project to replace existing signal or construct a new roundabout in conjunction with programmed pavement project on I-35W.

Location: Rice Street from County Road B2 to County Road C2
Lead Agency: Ramsey County
Type of Improvement: Full Reconstruction or Pavement Preservation
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.
Strategy: FY 2021 programmed project (tentative), pending research into right-of-way costs. If full reconstruction is too costly, the project scope may be scaled back to a pavement preservation project.

Location: County Road B: Snelling Avenue to State Farm Road
Lead Agency: Ramsey County
Type of Improvement: Pavement Replacement
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System.
Strategy: FY 2019 programmed pavement replacement project.

Location: Snelling Avenue: County Road B2 to 1,180 feet north of Lydia Avenue
Lead Agency: City of Roseville/MnDOT
Type of Improvement: Northbound Third Lane Expansion
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: FY 2021 programmed third lane northbound expansion pending results of travel demand modeling and traffic operations analysis.

Location: County Road C east of Victoria Street
Lead Agency: Ramsey County
Type of Improvement: Study 4-Lane Undivided to 3-Lane Reconfiguration
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation System; Create a Safe and Efficient Roadway Network.
Strategy: Explore the feasibility and benefits of reconfiguring County Road C east of Victoria Street from the existing 4-lane undivided design to a 3-lane design.

Strategies: Congested Roadway Corridors

Location: I-35W
Lead Agency: MnDOT
Type of Improvement: Monitor & Pursue Strategic Improvements
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Existing Level of Service (LOS) is D/E and 2045 forecasted LOS is D/E/F in this corridor. Officials should continue to monitor existing and forecasted congestion along I-35W through Roseville. The City should endeavor to maintain an open and proactive dialogue with MnDOT, Metropolitan Council, Ramsey County, adjacent communities and users of I-35W with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall LOS in this corridor. The programmed FY 2019 addition of MnPASS lanes north of TH 36 will assist with this congestion.

Location: Snelling Avenue
Lead Agency: MnDOT/City of Roseville
Type of Improvement: Monitor & Pursue Strategic Improvements
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Existing Level of Service (LOS) is E/F and 2045 forecasted LOS is E/F in this corridor. Officials should implement the programmed FY 2021 3-lane expansion northbound, or a suitable alternative to this programmed improvement. Additionally, monitoring should continue of existing and forecasted congestion levels. The City should endeavor to maintain an open and proactive dialogue with MnDOT, Metropolitan Council, Ramsey County, adjacent communities and users of Snelling Avenue with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall LOS in this corridor.

Location: Lexington Avenue
Lead Agency: Ramsey County
Type of Improvement: Monitor & Pursue Strategic Improvements/Corridor Study
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Existing Level of Service (LOS) south of TH 36 is F and 2045 forecasted LOS is also F in this corridor. Officials should continue to monitor existing and forecasted congestion levels along Lexington Avenue south of TH 36. The City should endeavor to maintain an open and proactive dialogue Metropolitan Council, Ramsey County and users of this roadway with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall LOS in this corridor. A corridor study should also be considered to evaluate existing and forecasted traffic operations and design solutions in greater detail.

Location: Rice Street
Lead Agency: Ramsey County
Type of Improvement: Monitor & Pursue Strategic Improvements/Corridor Study
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Existing Level of Service (LOS) is E and 2045 forecasted LOS is F in this corridor, except at the intersection of TH 36 where a 4-lane divided roadway currently exists. Officials should monitor existing and forecasted congestion levels along Rice Street. The City should endeavor to maintain an open and proactive dialogue with Metropolitan Council, Ramsey County, and users of Rice Street with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall LOS in this corridor. A corridor study should also be considered to evaluate existing and forecasted traffic operations and potential design solutions in greater detail.

Location: TH 36
Lead Agency: MnDOT
Type of Improvement: Monitor & Pursue Strategic Improvements/MnPASS Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: Existing Level of Service (LOS) is F and 2045 forecasted LOS is also F in this corridor. City officials should work closely with MnDOT and Ramsey County as the scheduled MnPASS study along TH 36 takes place to ensure that all pertinent local input is considered. The City should also endeavor to maintain an open and proactive dialogue with MnDOT, Metropolitan Council, Ramsey County, and users of TH 36 with the goal of identifying opportunities to collaborate on short and long-range strategies for improving overall LOS in this corridor.

Strategies: High Crash Locations

Location: Cleveland Avenue and County Road C
Lead Agency: Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate was greater than 1.25 per million entering vehicles at Cleveland Avenue and County Road C, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study at this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: Snelling Avenue and County Road B
Lead Agency: MnDOT/Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate was greater than 1.25 per million entering vehicles at Snelling Avenue and County Road B, which exceeds the statewide average. City officials should coordinate with MnDOT and Ramsey County to conduct a detailed traffic operations study at this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: Snelling Avenue and County Road C
Lead Agency: MnDOT/Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate was 1.0 to 1.25 per million entering vehicles at Snelling Avenue and County Road C, which exceeds the statewide average. City officials should coordinate with MnDOT and Ramsey County to conduct a detailed traffic operations study at this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: Dale Street and County Road B2
Lead Agency: Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate was 1.0 to 1.25 per million entering vehicles at Dale Street and County Road B2, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study at this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: Cleveland Avenue: County Road C to County Road B2
Lead Agency: Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate for this segment was greater than 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: Fairview Avenue: County Road B2 to County Road B
Lead Agency: Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate for this segment ranged from 9 to greater than 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: County Road B: Fairview Avenue to east of Snelling Avenue
Lead Agency: Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate for this segment was greater than 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: Roselawn Avenue: Hamline Avenue to Snelling Avenue
Lead Agency: City of Roseville
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate for this segment was greater than 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: County Road B2: Fairview Avenue to Snelling Avenue
Lead Agency: Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate for this segment was between 9 and 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Location: County Road B2: Hamline Avenue to Lexington Avenue
Lead Agency: Ramsey County
Type of Improvement: Traffic Operations Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The 2011–2015 crash rate for this segment was between 9 and 12 per million vehicle miles, which exceeds the statewide average. City officials should coordinate with Ramsey County to conduct a detailed traffic operations study of this segment this intersection to evaluate potential strategies to lower this crash rate. Opportunities to make improvements at this location in conjunction with scheduled Capital Improvement Program work should be explored.

Strategies: Freight

Location: County Road C
Lead Agency: Ramsey County
Type of Improvement: Truck Mobility
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: County Road C has been identified by Metropolitan Council in their May 17, 2017 Regional Truck Highway Study as the #13 truck delay hotspot in the Twin Cities Region, with a total of 17 hours of truck delay per day. Efforts should be made by Ramsey County and the City of Roseville to work with the trucking community to better understand problems related to truck mobility through Roseville and the County Road C corridor. Federal FAST Act freight funding or other freight related funding sources available through MnDOT or Metropolitan Council should be pursued for truck mobility improvements along this corridor, as opportunities present themselves.

Location: County Road B2
Lead Agency: Ramsey County
Type of Improvement: Truck Safety
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: County Road B2 has been identified by Metropolitan Council in their May 17, 2017 Regional Truck Highway Study as the #3 truck crash hotspot in the Twin Cities Region, with 14.3 truck crashes per million trucks. Efforts should be made by Ramsey County and the City of Roseville to work with the trucking community to better understand problems related to truck crashes along this corridor. Federal FAST Act freight funding or other freight related funding sources available through MnDOT or Metropolitan Council should be pursued for safety improvements along this corridor, as opportunities present themselves.

Location: County Road C
Lead Agency: Ramsey County
Type of Improvement: Truck Safety
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: County Road C has been identified by Metropolitan Council in their May 17, 2017 Regional Truck Highway Study as the #18 truck crash hotspot in the Twin Cities Region, with 4.7 truck crashes per million trucks. Efforts should be made by Ramsey County and the City of Roseville to work with the trucking community to better understand problems related to truck crashes along this corridor. Federal FAST Act freight funding or other freight related funding sources available through MnDOT or Metropolitan Council should be pursued for safety improvements along this corridor, as opportunities present themselves.

Location: New Brighton Boulevard
Lead Agency: Ramsey County
Type of Improvement: Truck Safety
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: New Brighton Boulevard has been identified by Metropolitan Council in their May 17, 2017 Regional Truck Highway Study as the #19 truck crash hotspot in the Twin Cities Region, with 4.6 truck crashes per million trucks. Efforts should be made by Ramsey County and the City of Roseville to work with the trucking community to better understand problems related to truck crashes along this corridor. Federal FAST Act freight funding or other freight related funding sources available through MnDOT or Metropolitan Council should be pursued for safety improvements along this corridor, as opportunities present themselves.

Location: BNSF Railway
Lead Agency: City of Roseville/Ramsey County/MnDOT
Type of Improvement: At-Grade Railroad Crossing Safety/Operations
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: City of Roseville, Ramsey County, and MnDOT officials should coordinate closely with BNSF to monitor the ongoing safety and operations of at-grade railroad crossings at the following locations in Roseville: Walnut Street, Long Lake Road, Cleveland Avenue, Fairview Avenue, Snelling Avenue, Hamline Avenue, Lexington Avenue, Victoria Street, Dale Street, South Owasso Boulevard, and numerous private driveways. Railroad safety and operations improvements at these locations should be pursued as State and federal funds are available and circumstances warrant.

Location: Minnesota Commercial Railway(MNNR)
Lead Agency: City of Roseville/Ramsey County
Type of Improvement: At-Grade Railroad Crossing Safety/Operations
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: City of Roseville and Ramsey County officials should coordinate closely with MNNR to monitor the ongoing safety and operations of at-grade railroad crossings at the following locations in Roseville: Terminal Road, County Road C2, County Road C, County Road D, and Long Lake Road. Railroad safety and operations improvements at these locations should be pursued as State and federal funds are available and circumstances warrant.

Location: At-Grade Railroad Crossings throughout Roseville
Lead Agency: City of Roseville/BNSF Railway/MNNR
Type of Improvement: Prepare Crossings for Quiet Zone Certification as crossings and/or roadway is reconstructed
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: The City of Roseville will work with the operating railroad operators in the city to upgrade the at-grade railroad crossings to support future certification as Quiet Zone crossings by adding the required geometric features necessary for the certification.

Strategies: Interchanges

Location: TH 280: Intersection at Broadway Street
Lead Agency: MnDOT
Type of Improvement: Interchange
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: This intersection has been identified by Metropolitan Council in their January 2017 Principal Arterial Intersection Conversion Study as an existing at-grade intersection with a high priority for future grade separation. This intersection is located partially in the City of Roseville and partially in the City of Lauderdale, with the City of Minneapolis immediately to the west. The TH 280 corridor served an important regional function as a detour route when the I-35W bridge collapsed in 2007. Roseville officials should coordinate with MnDOT, Metropolitan Council, and the aforementioned local governments to discuss the overall priority of this identified interchange project with respect to other needed regional improvements and pursue necessary design, project development, and funding as appropriate.

Strategies: Functional Classification

Location: City of Roseville Municipal State Aid (MSA) System
Lead Agency: City of Roseville
Type of Improvement: All MSA Roads Classified as "Collector"
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Classify all City of Roseville Municipal State Aid (MSA) Streets as "collector" roadways. This includes changing some MSA functionally unclassified roadways to "collector" and changing some MSA roadways currently classified as "major collector" to "collector." Specific proposed changes are illustrated on the Existing and Proposed Functional Classification map depicted in MAP 7-3.

Strategies: Transit

Location: System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: Last Mile Access
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Ⓔ **Strategy:** Connections to bus stops and transit stations can be challenging by foot or bike due to lack of continuous sidewalk facilities and crossings. Opportunities to improve access and connections should be explored in a collaborative manner with all public and private stakeholders. Discussions with Metro Transit could be used to help prioritize key investments based on ridership and access demands. Improvements should be integrated and scheduled as part of Capital Improvement Programs as funding is available.

Location: System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: More Bus Shelters
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Strategy: Work with Metro Transit to explore opportunities to enhance bus shelter facilities at key locations to support existing ridership and attract additional riders to the transit service.

Location: System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: Enhanced East-West Fixed Route Service
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Ⓔ **Strategy:** There are limited transit routes that connect the eastern and western parts of Roseville without requiring a trip outside of the city. The City should work with Metro Transit to explore the feasibility of providing an east-west local fixed-route service within Roseville.

Location: System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: Seven Day and Evening Service
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Strategy: The City should work with Metro Transit to explore the feasibility of expanding bus route evening and weekend service for fixed-route service within Roseville.

Ⓔ

City officials should coordinate with Metro Transit and the City of Arden Hills to extend the A-Line BRT to Rice Creek Commons. University of Northwestern, Bethel University and Rice Creek Commons could be future stops benefiting from additional transit connections. Opportunities to improve multi-modal connections and parking should be explored in a collaborative manner with all public and private stakeholders. Improvements should be integrated and scheduled as part of Capital Improvement Programs as funding is available.

Ⓔ

Location: Larpenteur Avenue east of Victoria Street
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: Add Service
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Strategy: There is currently no bus service along Larpenteur Avenue east of Victoria Street and limited connections in this area. The City should work with Metro Transit to enhance bus service and access for residents along Larpenteur Avenue.

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Location: System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: Express Bus to St. Paul
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Strategy: Express service to downtown St. Paul is limited in comparison to express routes serving downtown Minneapolis and the University of Minnesota. The City should work with Metro Transit to explore the feasibility of additional express bus service to downtown St. Paul.

Location: System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: Elderly Transit Service
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.

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Strategy: Metro Mobility currently provides transit service for disabled citizens that cannot use the normal fixed route transit system. Transit services for the elderly currently include the Roseville Area Senior Program and American Red Cross. City officials should coordinate with Metro Transit, the Roseville Area Senior Program, and American Red Cross to evaluate current and future transit system needs for a growing elderly population in Roseville to ensure that adequate and affordable service is available.

Location: System-Wide
Lead Agency: City of Roseville/Metro Transit
Type of Improvement: A-Line Commuter Bus Connections
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit.
Ⓔ **Strategy:** City officials should coordinate with Metro Transit to evaluate current transit and bicycle/pedestrian connections and parking availability to the existing A-Line Commuter Bus service. Opportunities to improve multi-modal connections and parking should be explored in a collaborative manner with all public and private stakeholders. Improvements should be integrated and scheduled as part of Capital Improvement Programs as funding is available.

Strategies: Bicycle and Pedestrian

Location: System-Wide
Lead Agency: City of Roseville
Type of Improvement: Wayfinding and Signage
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Strategy: Improve signage and wayfinding from bicycle and pedestrian facilities to transit stations and other key community destinations.

Location: Lexington Avenue
Lead Agency: Ramsey County
Type of Improvement: Regional Bike Trail Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Ⓔ **Strategy:** Ramsey County will study the feasibility of developing a regional bicycle trail along Lexington Avenue through the City of Roseville. The City should be engaged throughout this process to enhance connectivity along Lexington Avenue.

Location: Fairview Avenue RBTN
Lead Agency: City of Roseville/Ramsey County/Metropolitan Council
Type of Improvement: RBTN Alignment Shift
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Ⓔ **Strategy:** The City of Roseville, Ramsey County, and Metropolitan Council should discuss potentially realigning the Fairview Avenue RBTN to Cleveland Avenue to better align with connections south and the ability to cross a major railway barrier.

Ⓔ **Location:** Snelling Avenue and TH 36
Lead Agency: City of Roseville
Type of Improvement: Bicycle/Pedestrian Bridge
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Strategy: City of Roseville officials should coordinate with MnDOT to explore feasible locations for a grade separated bicycle/pedestrian crossing of TH 36 between HarMar Mall and Rosedale Center (in the vicinity of TH 51/Snelling Avenue).

Ⓔ **Location:** Victoria Street north of County Road C
Lead Agency: City of Roseville
Type of Improvement: Bicycle/Pedestrian
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Strategy: City of Roseville officials should explore and pursue, as feasible, bicycle and pedestrian improvements along Victoria Street north of County Road C.

Ⓔ **Location:** HarMar Mall and Rosedale Center
Lead Agency: City of Roseville
Type of Improvement: Bicycle/Pedestrian
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Strategy: City of Roseville officials should explore and pursue, as feasible, bicycle and pedestrian improvements to improve overall multi-modal access to the HarMar Mall and Rosedale Center.

Ⓔ **Location:** St. Paul Regional Connections
Lead Agency: City of Roseville/City of St. Paul
Type of Improvement: Bicycle/Pedestrian
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Strategy: City of Roseville officials should work closely with adjacent city officials to ensure all planning, design, project development, grant pursuits, and implementation for regional bicycle and pedestrian corridors connecting the two communities are fully coordinated and leveraged.

Ⓔ **Location:** System-Wide
Lead Agency: City of Roseville
Type of Improvement: Bicycle/Pedestrian Maintenance
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Encourage the Use of Non-Motorized Transportation.
Strategy: City of Roseville officials should review current practices with respect to ongoing bicycle and pedestrian system maintenance and identify any opportunities to enhance these activities, especially during cold winter months.

Location: System-Wide
Lead Agency: City of Roseville
Type of Improvement: Complete Streets Policy
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Promote the Use of Transit; Encourage the Use of Non-Motorized Transportation.
Strategy: A Complete Streets approach to planning and implementing non-motorized facilities, as described in the MnDOT Complete Streets Implementation Resource Guide, can provide a helpful framework for creating a community-supported, safe, comfortable, and convenient transportation network that serves all modes. City of Roseville officials should evaluate implementing a Complete Streets policy or process intended to provide design guidance and implementation clarity, allowing the community and project designers to advance individual projects in a collaborative and cost-efficient manner.

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Strategies: Community-Based Concerns

Location: Terminal Road
Lead Agency: City of Roseville
Type of Improvement: Corridor Study
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Conduct a corridor study to evaluate existing and forecasted traffic operations and safety related concerns and potential strategies for future improvements.

Location: Old Highway 8
Lead Agency: City of Roseville
Type of Improvement: Corridor Study
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Conduct a corridor study to evaluate existing and forecasted traffic operations and safety related concerns and potential strategies for future improvements.

Location: Pascal Street and Burke Avenue
Lead Agency: City of Roseville
Type of Improvement: Neighborhood Study South of County Road B
Goals Addressed: Coordinate Transportation Decisions; Create a Safe and Efficient Roadway Network.
Strategy: Conduct a neighborhood study south of County Road B to evaluate safety concerns and potential solutions to address cut thru traffic along Pascal Street and Burke Avenue.

Location: Victoria Avenue and Orchard Lane
Lead Agency: City of Roseville
Type of Improvement: Traffic Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: Conduct a detailed traffic study to evaluate safety and traffic concerns at this location.

Location: Various
Lead Agency: City of Roseville
Type of Improvement: Speed Study
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: Concerns have been raised through the public involvement process for the City of Roseville 2040 Transportation Plan regarding multiple speed limit postings along certain roadway corridors through the City. The specific concern is that multiple speed limit postings along certain roadway corridors is confusing to some motorists, especially when speed changes are posted in areas that do not have a significant change in roadway design characteristics or adjacent land use. To address this concern, City officials should review current speed limit postings along major roadway corridors and request that MnDOT conduct updated speed studies along corridors that are of concern.

Location: County Road B2 at Lexington Avenue
Lead Agency: Ramsey County
Type of Improvement: Left Turn Signal Phasing
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The lack of left-turn phasing at this intersection currently creates backups on eastbound County Road B2, and sometimes westbound as well. A review of the current signal system and geometric layout at this intersection should occur and necessary signal and intersection design upgrades should be considered.

Location: County Road B2 at Hamline Avenue
Lead Agency: Ramsey County
Type of Improvement: Left Turn Signal Phasing
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The lack of left turn phasing at this intersection currently crates backups eastbound and westbound along County Road B2. A review of the current signal system and geometric layout at this intersection should occur and necessary signal and intersection design upgrades should be made considered.

Location: County Road D at Fairview Avenue
Lead Agency: Ramsey County/City of Roseville
Type of Improvement: Intersection Control/Operations
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The intersection is controlled by an all-way stop and significant backups currently occur, particularly northbound. Current intersection geometrics and intersection control should be evaluated at this location to assess if any design and/or intersection control upgrades should be made.

Location: Fairview Avenue: TH 36 south ramp through County Road B2
Lead Agency: City of Roseville/MnDOT
Type of Improvement: Signal Timing
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: Poor signal timing along Fairview Avenue currently creates multiple stops and backups through this signalized corridor. Review of signal timing should occur along Fairview Avenue from the TH 36 south ramp through County Road B 2 to better time and coordinate these signals.

Location: Lydia Avenue and County Road C2 at Snelling Avenue
Lead Agency: MnDOT/City of Roseville
Type of Improvement: Signal Timing
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: Extremely long green cycle lengths along Snelling Avenue and short cross street green times along Lydia Avenue and County Road C2 lead to long backups and frequent cycle failures at each intersection. A review of signal timing at these two intersections should take place to determine if any adjustments can be made to improve traffic flow through this area.

Location: County Road C: Victoria Street through Western Avenue
Lead Agency: Ramsey County/City of Roseville
Type of Improvement: Intersection Control
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: All-way stops at Victoria Street, Dale Street and Western Avenue create large queues at times along County Road C. Review of these intersections should occur to determine if all-way stops should remain in-place or if roundabouts or signals would work better. This should be incorporated into other analysis, studies or proposed improvements to County Road C where feasible.

Location: Cleveland Avenue at County Road D
Lead Agency: Ramsey County
Type of Improvement: Signal Upgrade
Goals Addressed: Coordinate Transportation Decisions; Create a Sustainable Transportation Network; Create a Safe and Efficient Roadway Network.
Strategy: The lack of left turn phasing and possibly poor signal timing currently lead to large queues in the northbound direction when I-35W is congested, and some delay issues in the eastbound direction during the a.m. peak hour. A review of existing signal timing and consideration of adding left-turn phasing at this intersection should occur to improve traffic flow.

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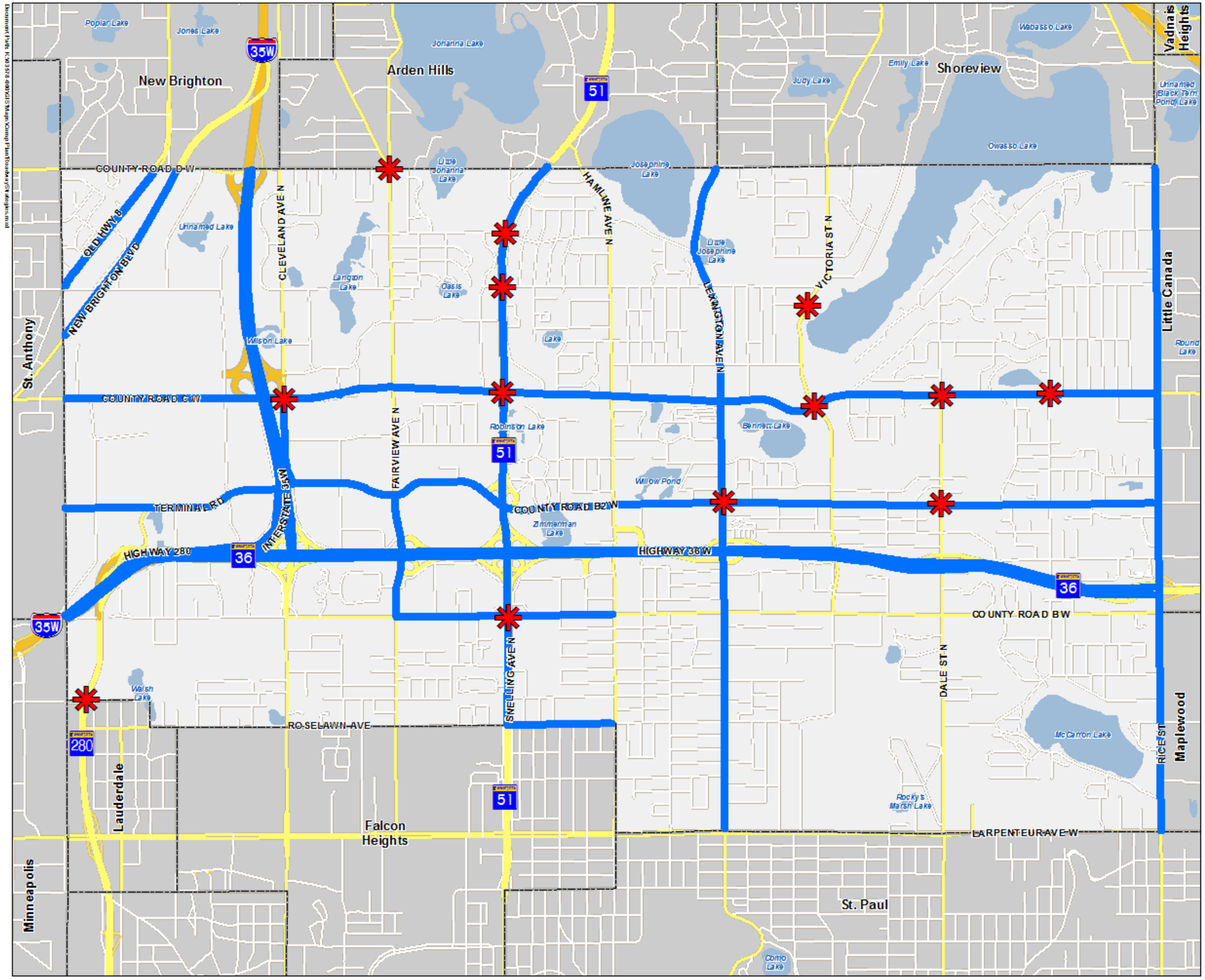
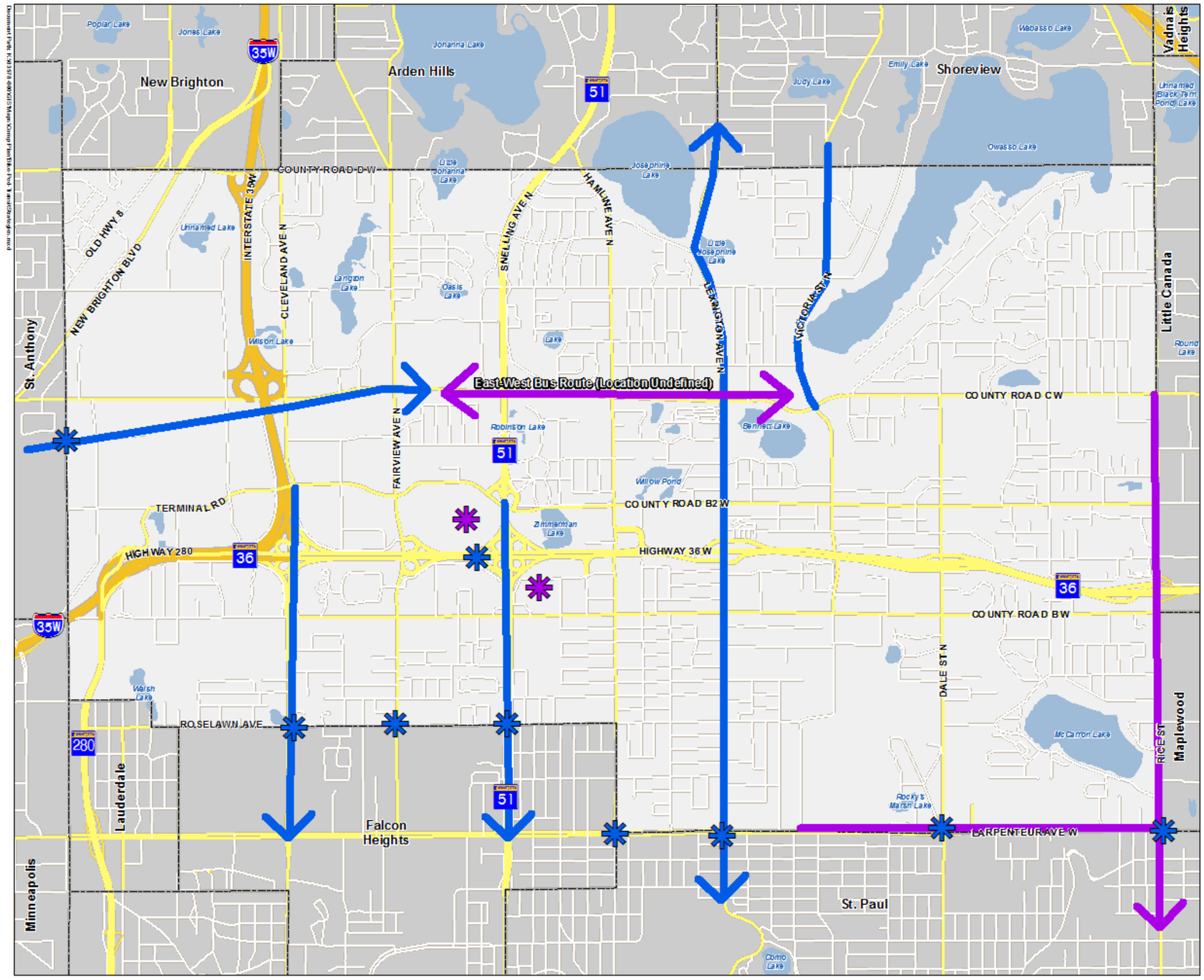


MAP 7-17 ROADWAY STRATEGIES



MAP 7-18 BICYCLE/PEDESTRIAN AND TRANSIT STRATEGIES

Proposed Short and Long Range Roadway Projects

The sections below identify proposed short- and long-range roadway projects identified in the City and Ramsey County CIPs, the Metropolitan Council 2040 TPP/2018 Draft Transportation Improvement Plan (TIP), and based on the proposed land use and redevelopment activities described in previous sections of this Plan.

Proposed Projects from Capital Improvement Plans

The City's CIP identifies a number of roadway and pathway projects. These projects are primarily mill and overlay or pathway maintenance projects intended to improve and maintain the roadway or pathway surface. There are also several new pathway construction projects identified, including segments along Larpenteur Avenue, County Road B, and Victoria Street.

The TPP identifies a number of highway projects in Roseville, including a pavement rehabilitation project and bridge project along I-35W, construction of an I-35W MnPASS lane north of TH 36, and two additional bridge projects on TH 36. The City also received federal funding to construct an additional northbound lane along Snelling Avenue between County Road B2 to north of Lydia Avenue, along with associated intersection and ADA improvements.

Public Comments

The City has gathered public input through public open house meetings, focus groups, and several community walkabouts in addition to web-based communications. Through these interactions, members of the public identified issues and opportunities related to transportation, with a strong focus on improving non-motorized transportation options in many locations throughout the city. Many comments were received relating to making Roseville more walkable and bikeable by filling gaps in the sidewalk and trail network, adding infrastructure such as bike lanes, and making associated safety and streetscaping improvements along roadways and at intersections. Other comments received related to improving transit connections and facilities, reducing traffic congestion, and improving overall connectivity. Feedback from public engagement has been incorporated into the transportation strategies included in this Plan. A full accounting of public comments is included in Appendix A.

Conclusion and Next Steps

The purpose of this Transportation Plan is to set a multimodal transportation vision for the City of Roseville through the year 2040. Goals and specific strategies have been identified collaboratively by the City, Ramsey County, MnDOT, and members of the public within the framework of Metropolitan Council requirements. The

vision and associated strategies outlined in this Plan were established by considering existing and forecasted conditions, Roseville priorities, regional travel patterns and a variety of other factors.

As the owners of the transportation network in Roseville (i.e. City of Roseville, Ramsey County, MnDOT, and MNNR advance their respective Capital Improvement Programs (CIPs), this Plan is intended to serve as an important resource and reference in establishing priorities and advancing transportation projects for implementation. Advancing these projects from a planning to implementation phase will require collaborative discussions among facility owners, adjacent communities, the Metropolitan Council, residents, and others to conduct traffic studies, finalize designs, preserve rights-of-way, obtain environmental clearances, and leverage necessary financial resources. FIGURE 7-1 on the following page outlines the entire planning and project development process required for transportation projects from concept plans to construction implementation.

FIGURE 7-1 TRANSPORTATION PLANNING PROCESS