

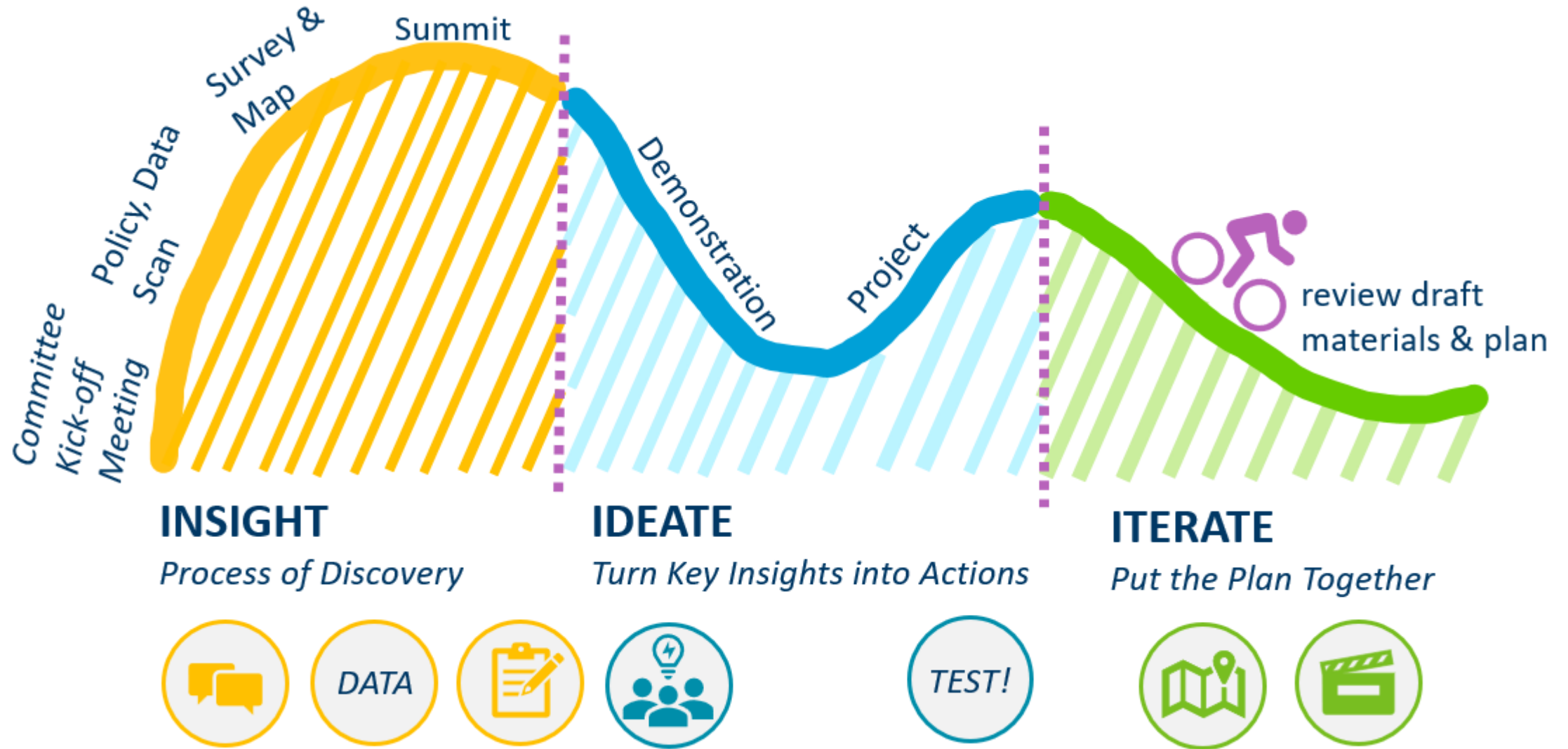
City of Roseville Bike Plan Update

PWET Commission March 18, 2025



Bike Plan Update

Process



Plan Vision



VISION

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

Plan Goals



GOALS

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

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

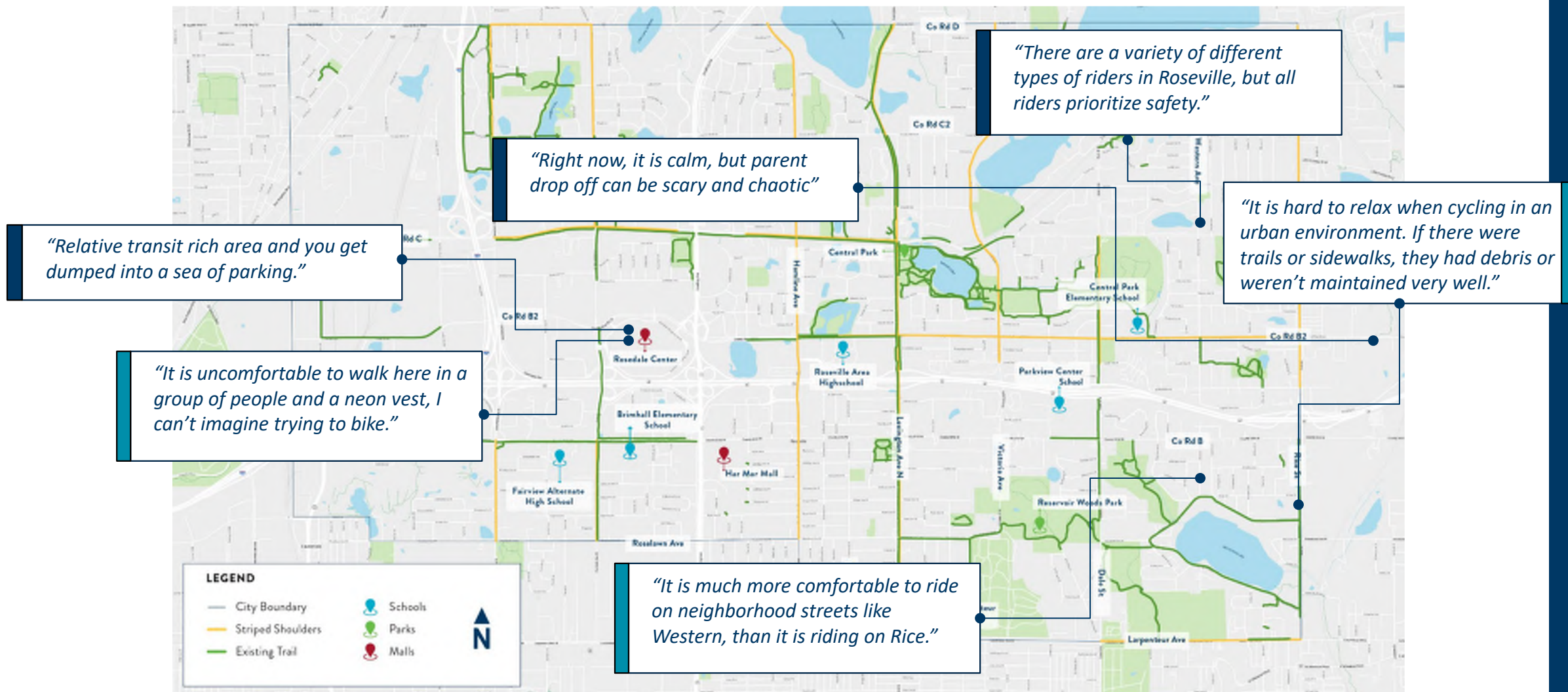
Transportation Choice: Make bicycling an efficient way to get around the community, reach neighboring cities, and connect to transit, increasing bicycle trips and reducing automobile trips.

Bike Audits

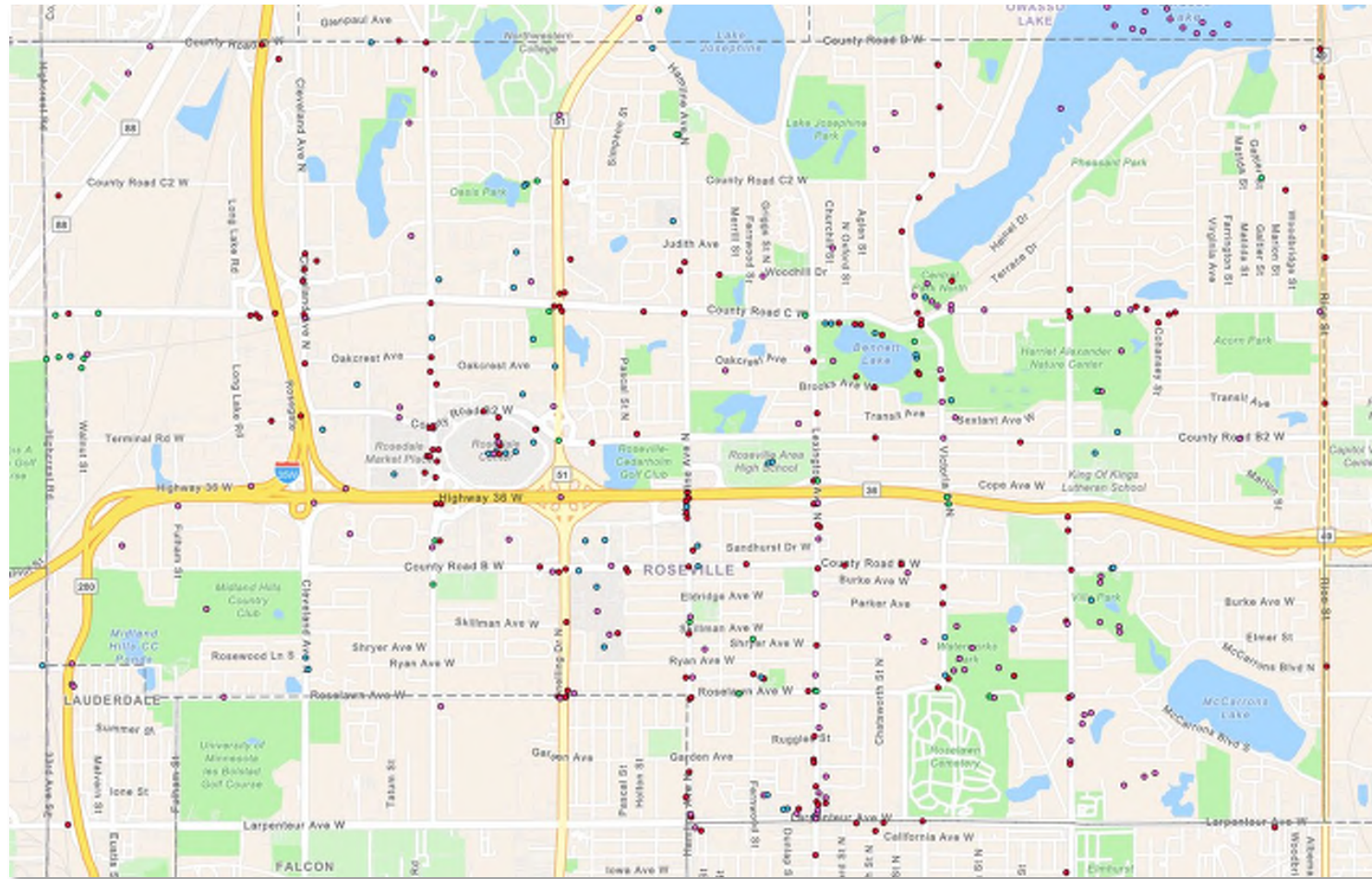


Members of the Roseville Bike Plan Committee were joined by residents for three bike audits on June 10th and 11th, 2024. The groups who participated in the audits are shown starting from lower left: Rosedale Center, Acorn Park, and Lake McCarron's County Park.

What We Heard | Bike and Walk Audit Comments



What We Heard, Observed, Learned



- Legend:
- Destinations
 - Biking is currently unsafe/uncomfortable
 - Biking is currently safe/comfortable
 - Ideas/requests

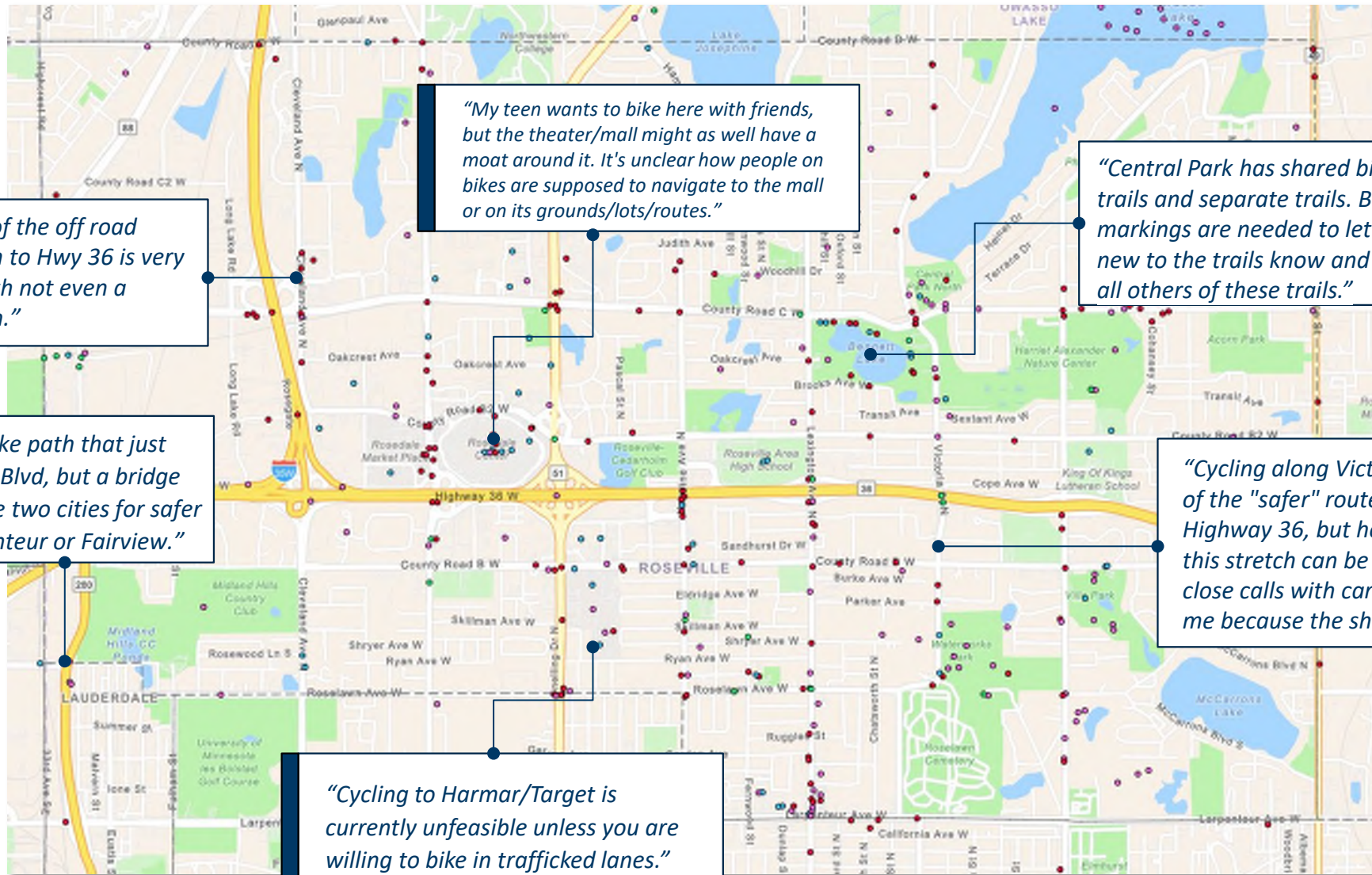
The Roseville Bike Plan Interactive Comment Map allowed community members to place pins on a map based on four categories:

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

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

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

What We Heard | Specific Issues and Opportunities



"Cleveland south of the off road bikeway and down to Hwy 36 is very uncomfortable with not even a shoulder to ride on."

"My teen wants to bike here with friends, but the theater/mall might as well have a moat around it. It's unclear how people on bikes are supposed to navigate to the mall or on its grounds/lots/routes."

"Central Park has shared bike/ped trails and separate trails. Better markings are needed to let those new to the trails know and remind all others of these trails."

"There is a nice bike path that just ends at Industrial Blvd, but a bridge would connect the two cities for safer riding than Larpenteur or Fairview."

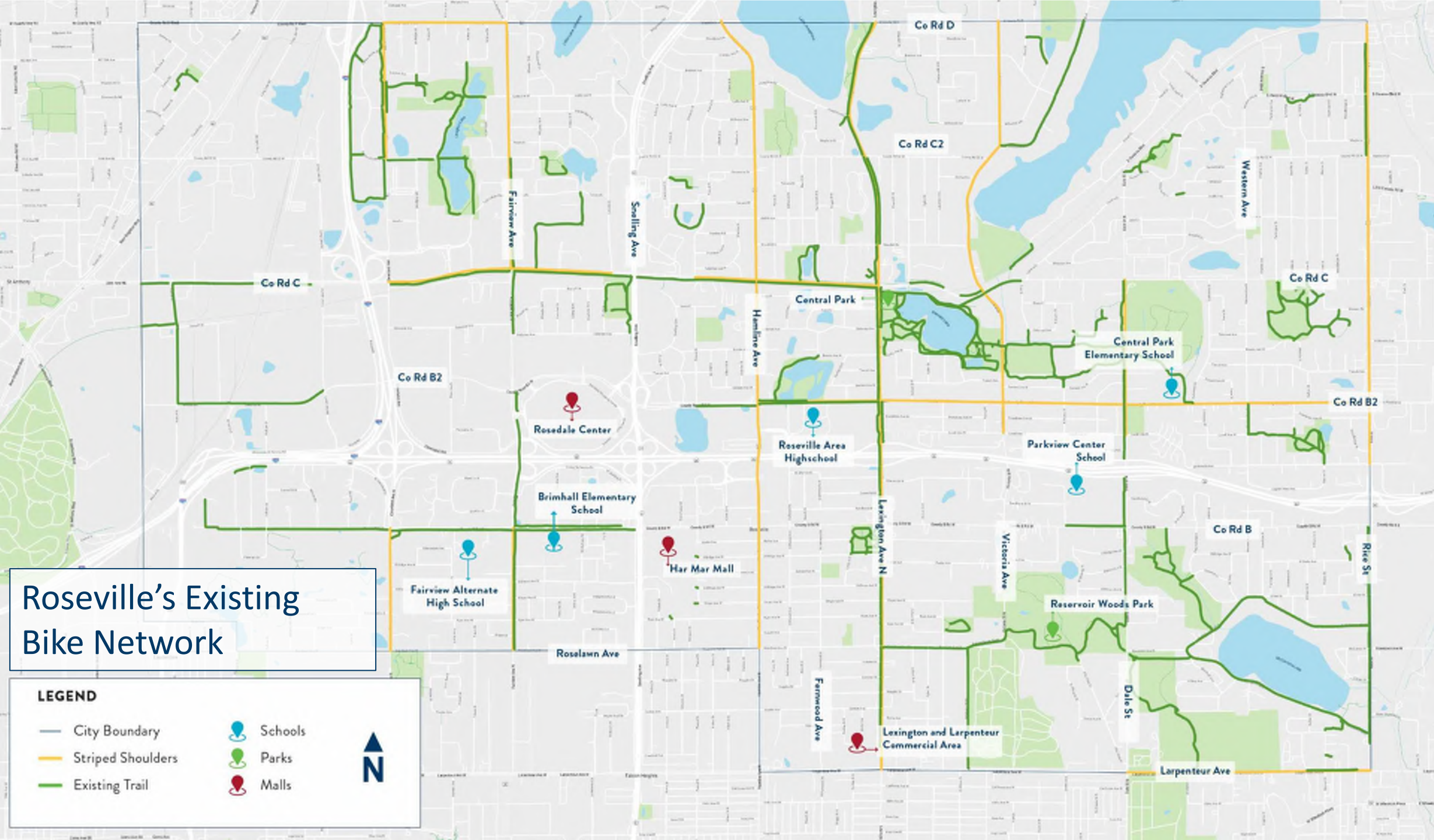
"Cycling along Victoria is considered one of the 'safer' routes for crossing Highway 36, but heading southbound on this stretch can be perilous. I've had close calls with cars nearly brushing past me because the shoulder is so narrow."

"Cycling to Harmar/Target is currently unfeasible unless you are willing to bike in trafficked lanes."

Roseville's Existing Bike Network

LEGEND

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



Existing Network | Facility Types in Roseville's Bike Network

Bikeway Type	Existing Mileage	Percent of Network	Example	
Sidewalks: In Roseville sidewalks are typically 5-6 ft wide paved facilities alongside a street intended for use by people walking however city ordinance allows for bikers to use sidewalks, too. Sidewalks are not a long-term solution for cyclists in Roseville but are part of the existing network.	46.8	46%		<i>A sidewalk on Co Rd B in Roseville</i>
Shared-use path: In Roseville these include paved trails alongside a busy street shared by people walking and biking. They are typically 8-10 ft wide.	36.6	36%		<i>A shared-use path on Co Rd C in Roseville</i>
Bike Shoulders: In Roseville these include street-level paved shoulders often shared with parking and marked with a white line	17.96	18%		<i>Bike shoulders on Western Ave in Roseville</i>
Total	101.36	100%		

The Priority Bike Network and 2021 Pathways

LEGEND

- City Boundary
- Striped Shoulders
- Existing Trail

- Schools
- Parks
- Malls

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



Overarching Network Recommendations

1. **Promote All Ages and Abilities bikeways on all roads in the half-mile arterial grid. This includes city, county and state roads.**
2. **Address complex intersections and barrier crossings**
3. **Fill gaps in existing shared-use path network**
4. **Identify and Improve a Network of Traffic-Calmed Local Streets:**
 - **Identify**
 - **Use Paint**
 - **Traffic Calming**
 - **Safer Routes to School**

Roseville's Priority Bike Network and Equity

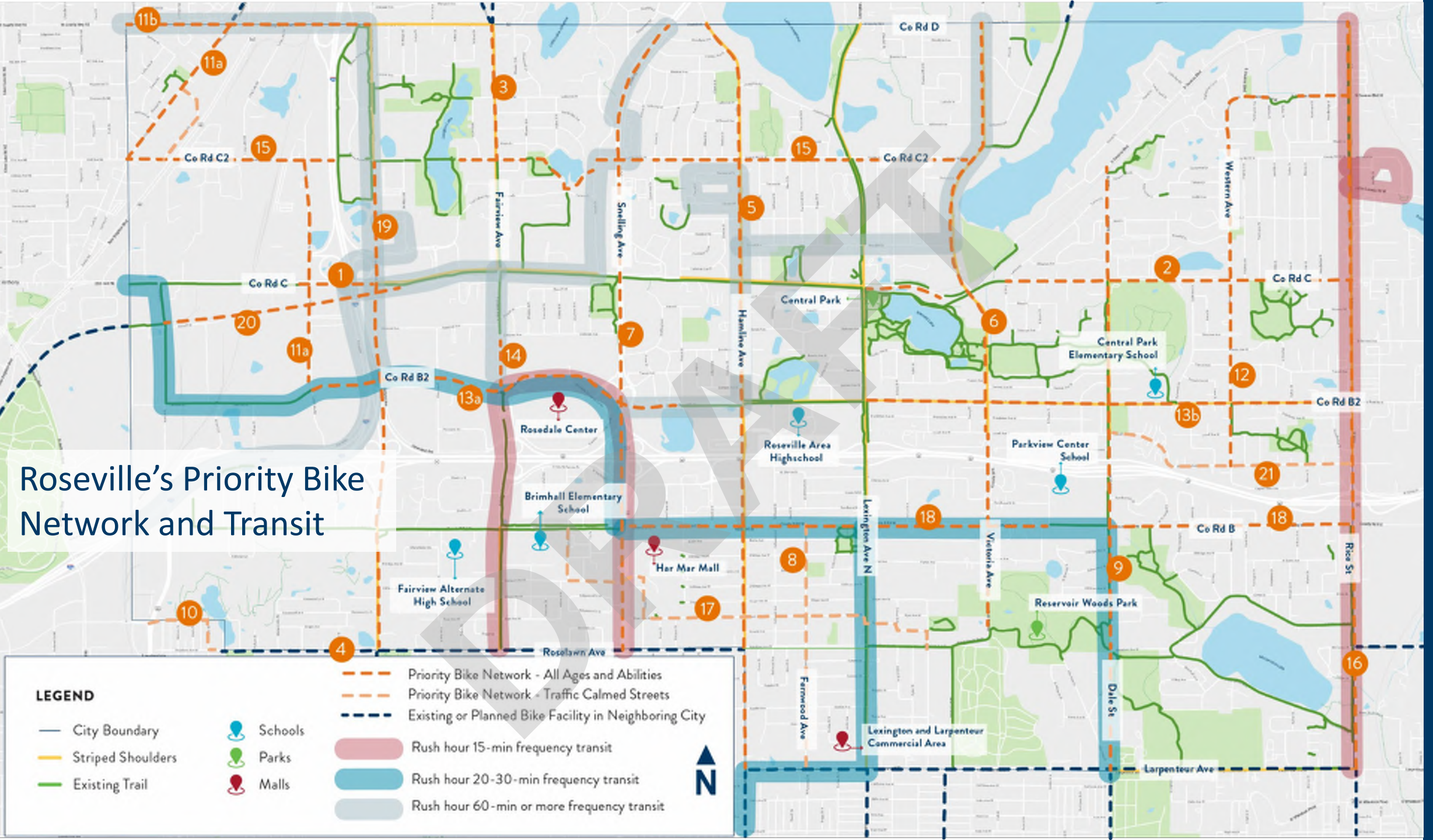
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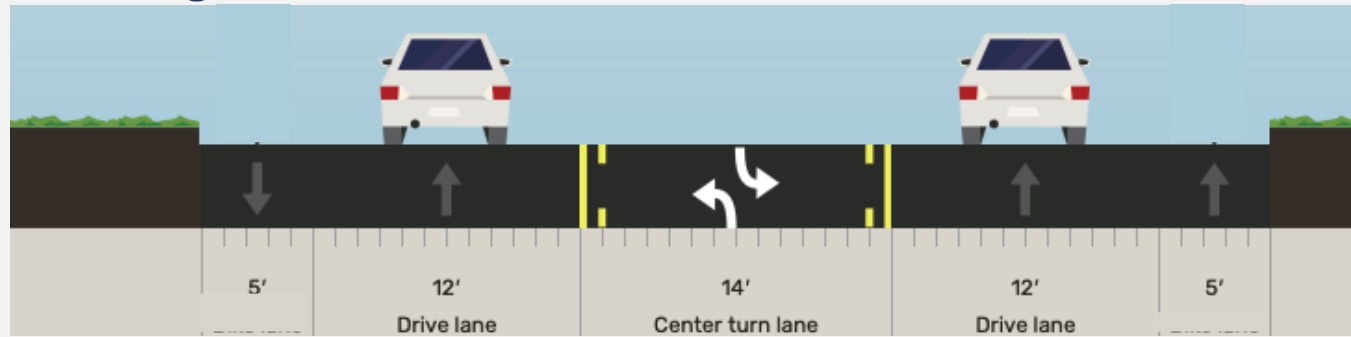


Roseville's Priority Bike Network and Transit



Demonstration Project – Hamline Avenue CR B to B2

Existing



Proposed – May 2025



Protected Bike Lanes

