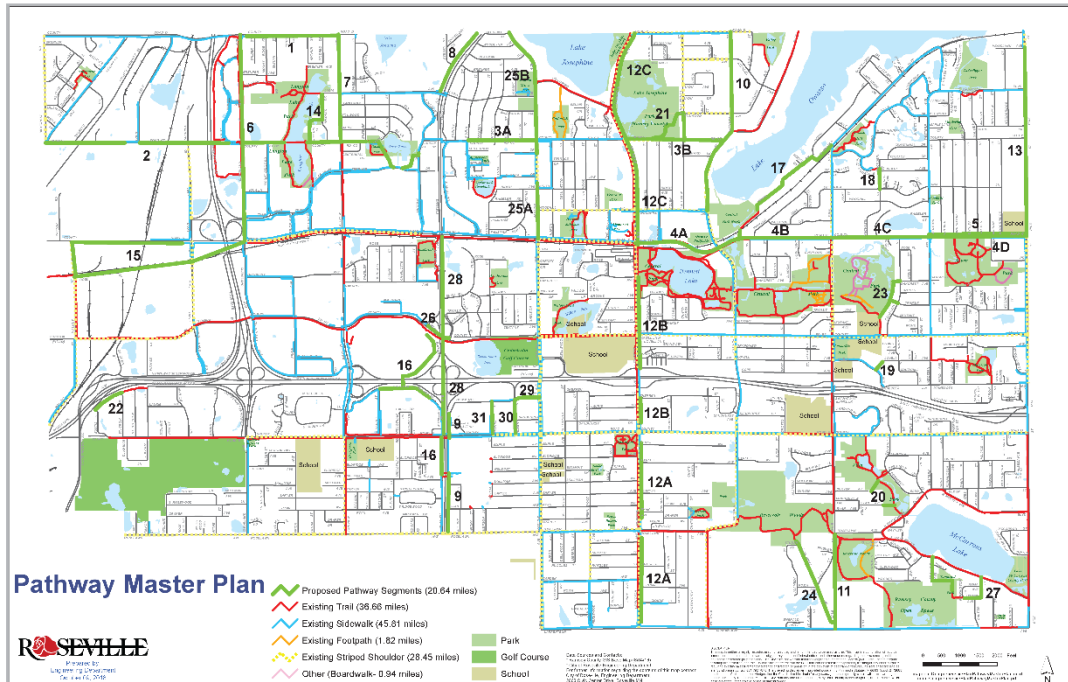




Appendix C

**EXISTING NETWORK &
DRAFT PRIORITIZATION**

Pathway Master Plan



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

What is a Pathway?

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

Building from the Pathway Master Plan

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

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

This Bike Plan builds from the Pathway Master Plan by:

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

Bike Network

Existing Network & Pathways Progress in Roseville

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

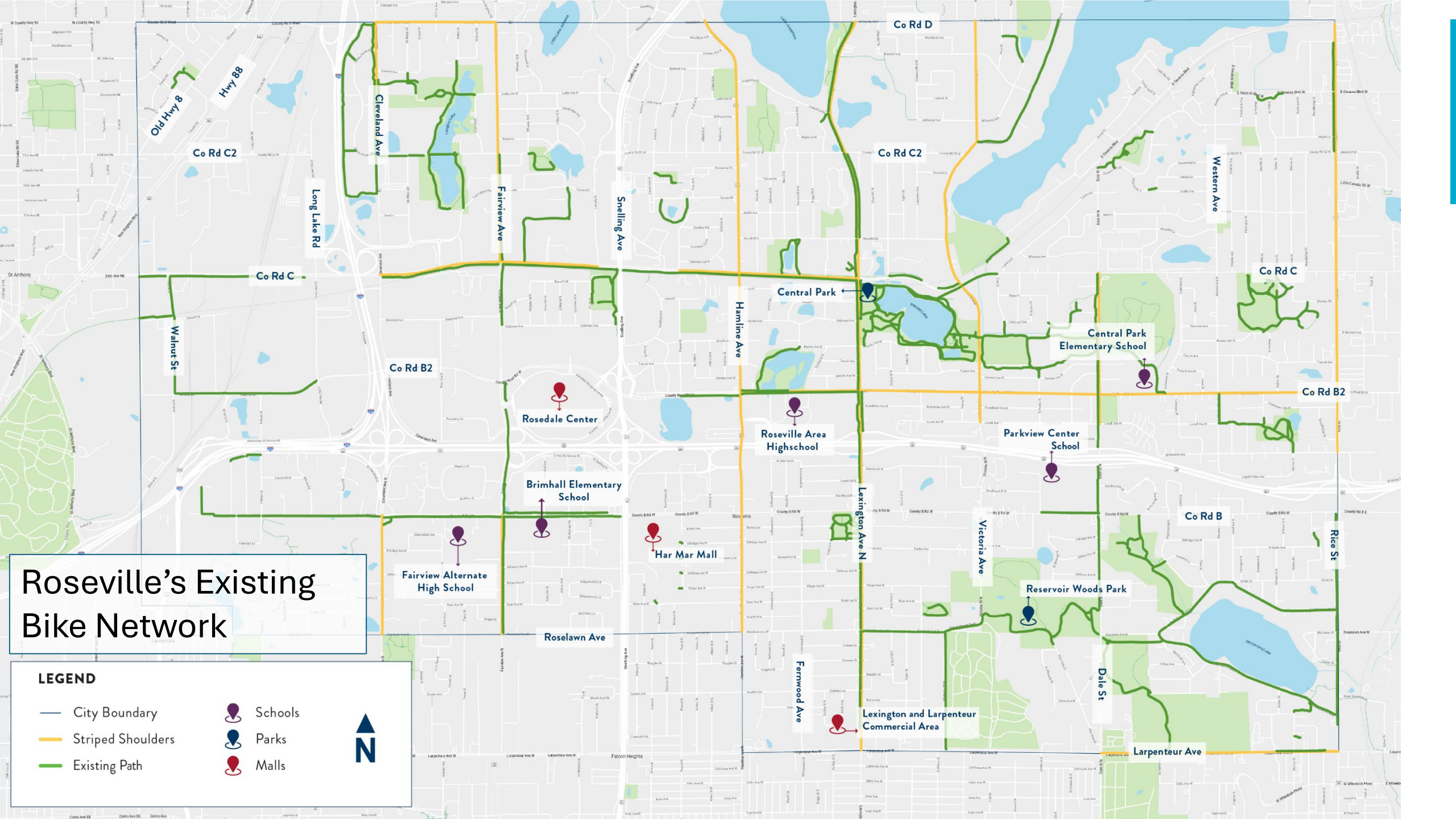
Priority Bike Network – New & Reaffirmed Bikeways

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

Roseville's Existing Bike Network

LEGEND

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



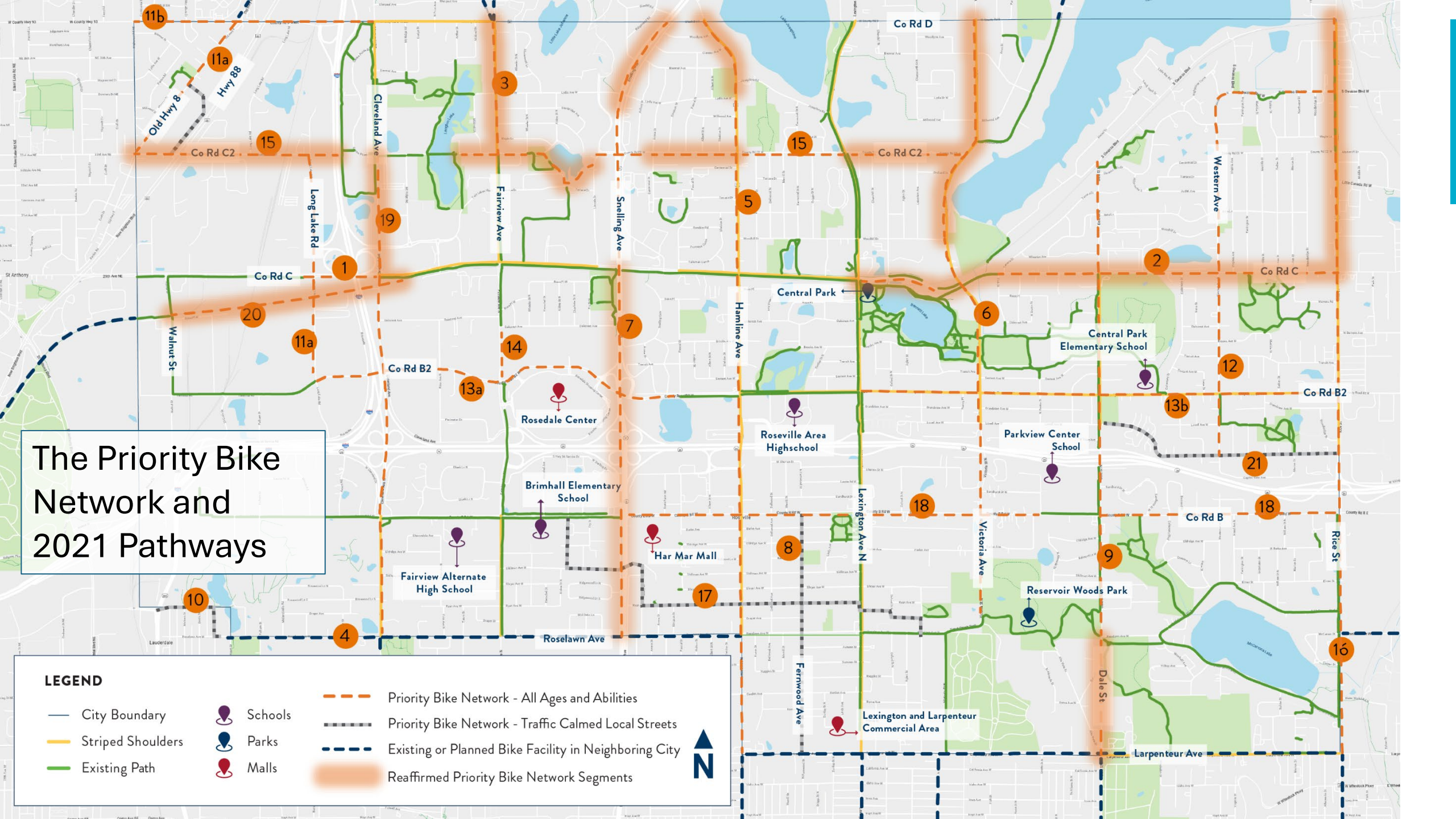
The Priority Bike Network and 2021 Pathways

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path

- Schools
- Parks
- Malls

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



Draft Prioritization

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

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

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

Draft Prioritization

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

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

Roseville's Priority Bike Network and Equity

LEGEND

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

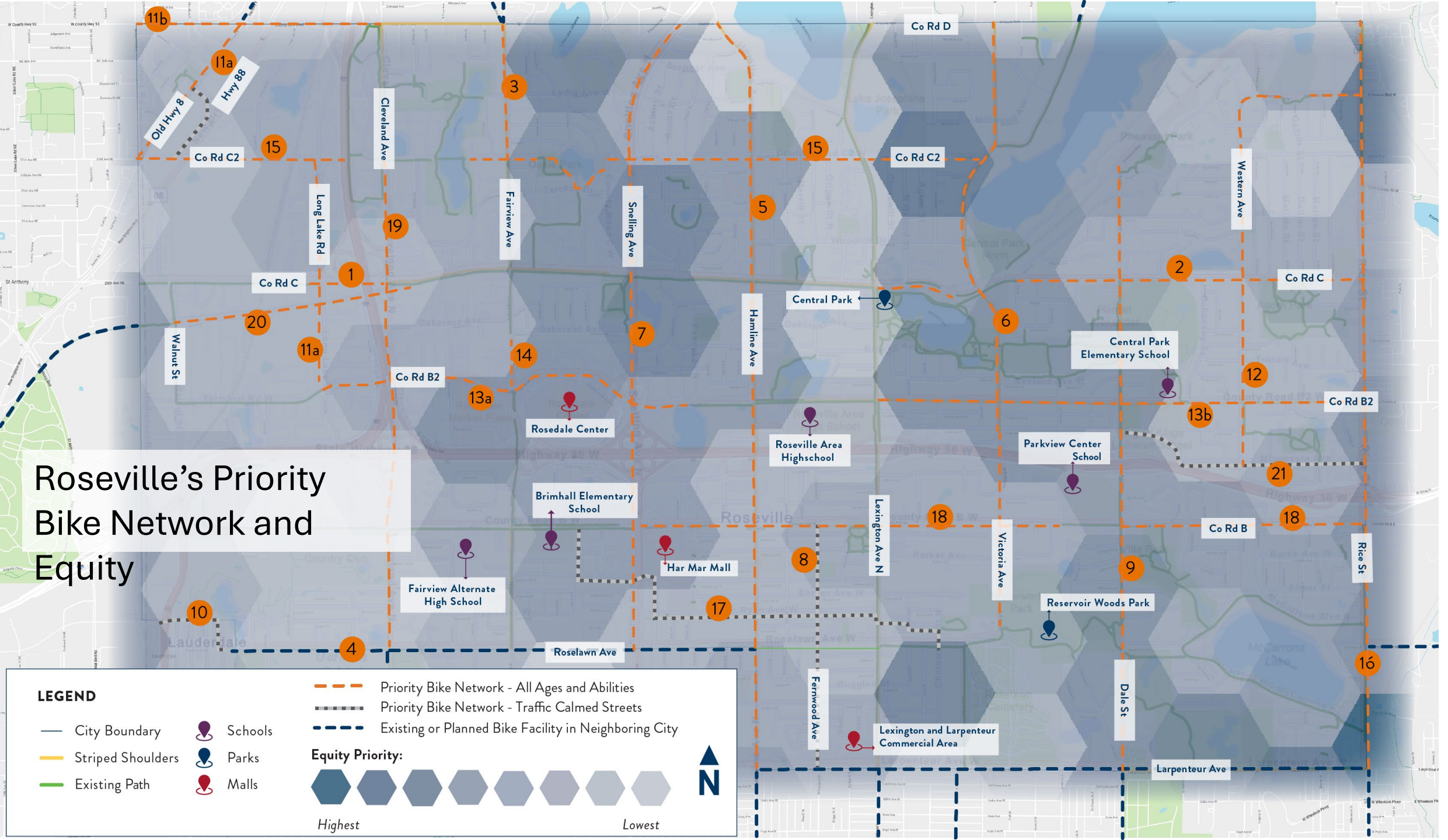
- Priority Bike Network - All Ages and Abilities
- Priority Bike Network - Traffic Calmed Streets
- Existing or Planned Bike Facility in Neighboring City

Equity Priority:



Highest

Lowest



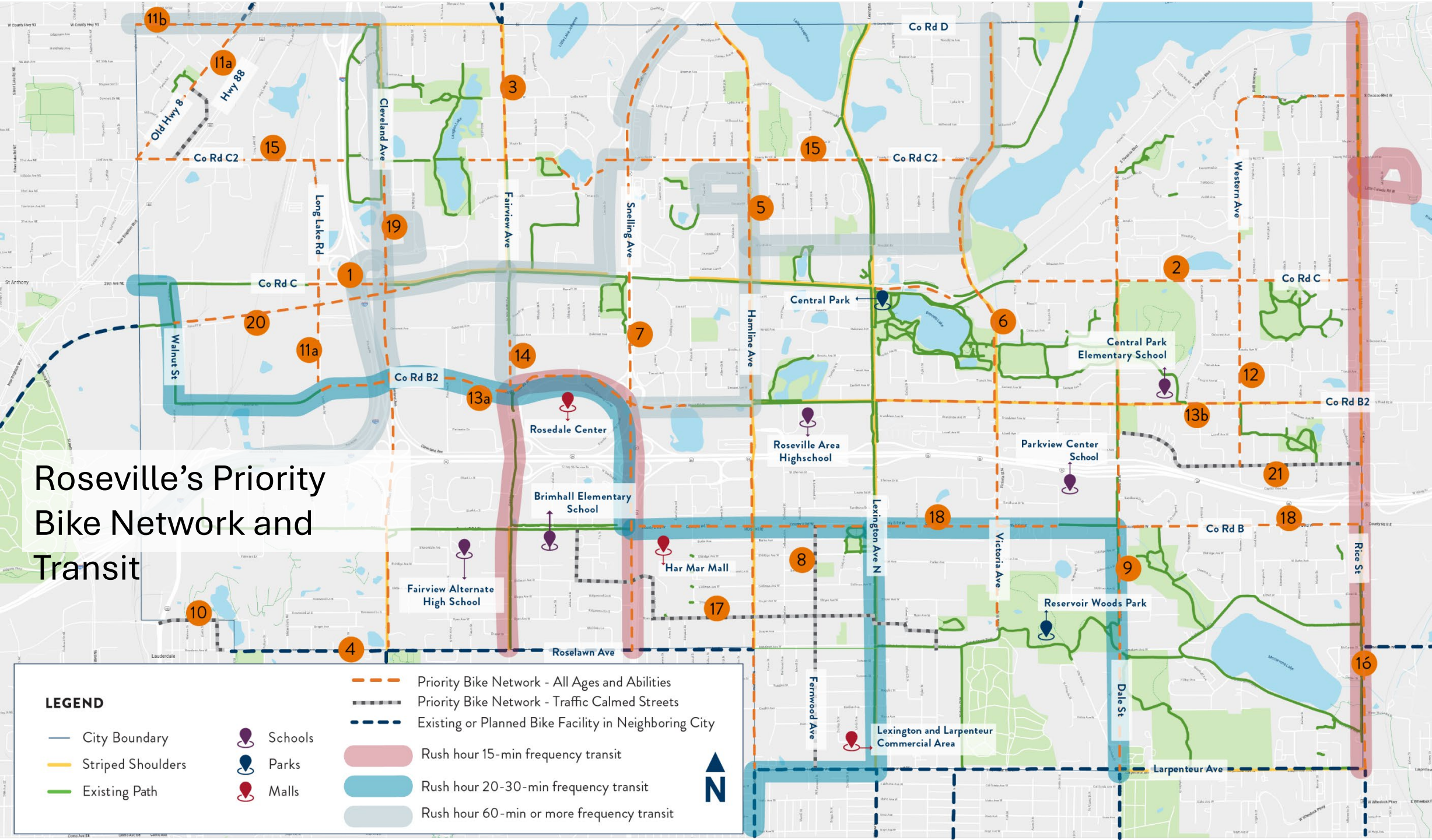
Roseville's Priority Bike Network and Transit

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path

- Schools
- Parks
- Malls

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



Bicycle Priority Network Prioritization

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

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

Bicycle Priority Network Prioritization

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

Bicycle Priority Network Prioritization

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

Bicycle Priority Network Prioritization

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