



Appendix D

**POLICY, PRACTICE, &
PROGRAM RECOMMENDATIONS**

Promote All Abilities Bikeways on All Roads in the Half-Mile Arterial Grid

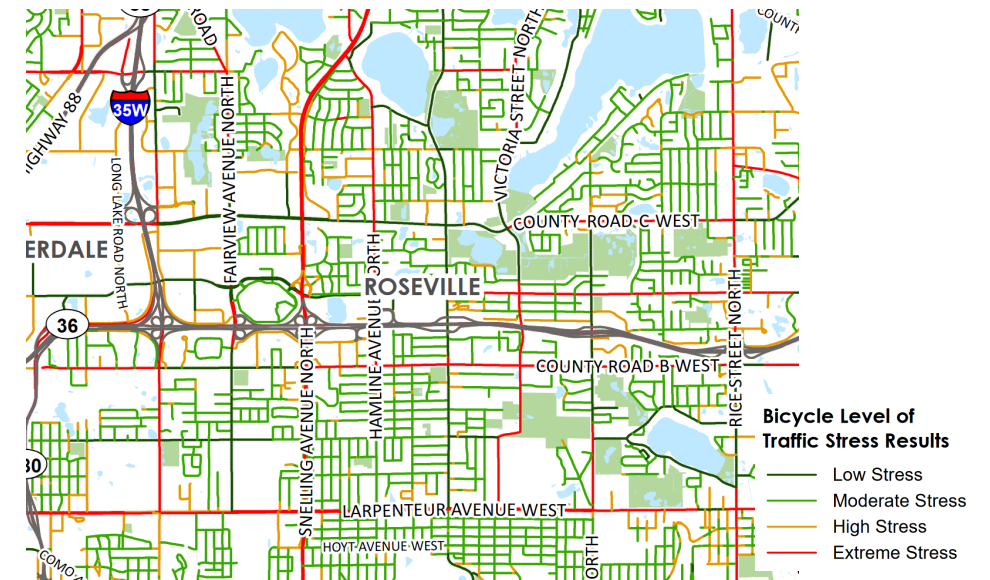
Ramsey County roads create most of the half-mile arterial grid within the city, making them critical to the city's bike network.

The County's Pedestrian and Bicycle Plan (2015) Bicycle Network Deficiency Analysis identifies those streets that are most and least suitable for traveling by users of all abilities as determined by the level of traffic stress. Many of the county roads in Roseville are classified as high to extreme stress due to high vehicle speeds and volumes, multi-lane conditions and minimal to no bikeway facilities, such as portions of Larpenteur Ave, Hamline Ave, Rice St and County Road C, B and B2.

Continue to partner with Ramsey County to improve safety for bicyclists on the county's high-speed, high-volume arterial streets by coordinating efforts and pooling resources to ensure protected bike lanes or shared-use pathways continue to get built.

While local streets are often considered low stress, the county's analysis classifies most local streets in Roseville as moderate stress because the city's default posted speed limit is 30 mph, which is too high for users of all abilities to ride in mixed traffic.

Ramsey County Bicycle Network Deficiency Analysis



Promote All Abilities Bikeways on All Roads in the Half-Mile Arterial Grid (cont.)

Several next steps include:

Keep the momentum going on these joint projects:

- Hamline Ave Bike Lane Demonstration Project
- County Road C 4-3 Lane Conversion

Continue involvement in the planning process for a longer-term re-visioning of Rice Street.

Share this Plan and collaborate with Ramsey County, Hennepin County, Met Council, and MnDOT.

Seek funding: By jointly applying for regional, state or federal grants, the city and county can secure funding for infrastructure upgrades, like protected bike lanes and safer intersections. This collaboration ensures a unified approach to road safety that addresses both local needs and county goals to create a more comprehensive, sustainable and bike-friendly transportation network.

Supplemental Opportunity: Identify Opportunities for Diagonal Connections

The Network Mapping Workshop conducted with local stakeholders during development of this plan identified a network of “diagonal” bikeways as a visionary future desire for cycling in the City. “Diagonal” bikeways refer to bikeways that traverse the city without adhering to the existing street network and would be for exclusive use of people riding bikes, walking, or rolling. Achieving such facilities in Roseville is challenging as the road network and land uses are already substantially built out and acquisition of the land necessary to construct significant segments of a diagonal trail network could be cost prohibitive. While the priorities of this plan are to develop a bikeway network in Roseville relying on the existing roadway network, the City can take steps towards implementing Diagonal Connections as part of their priority bike network:

- 1. Trail Connection to Local Roads:** The City can take steps towards making the existing street network more “diagonal” by identify opportunities to close small gaps from local roads to parks, businesses, and other frequently traveled places. These gaps will be identified when redevelopment or other activities occur. [Examples opportunities for these connections include the trail by Applewood Overlook to Pescal Street, Dionne Street to Cub parking lot, and Hillscourte South to Mackubin Street.](#)
- 2. Opportunities for Right-of-Way Acquisition:** Through redevelopment or other activities, the City can look for opportunities to purchase the right-of-way necessary to construct larger segments of diagonal bikeways.

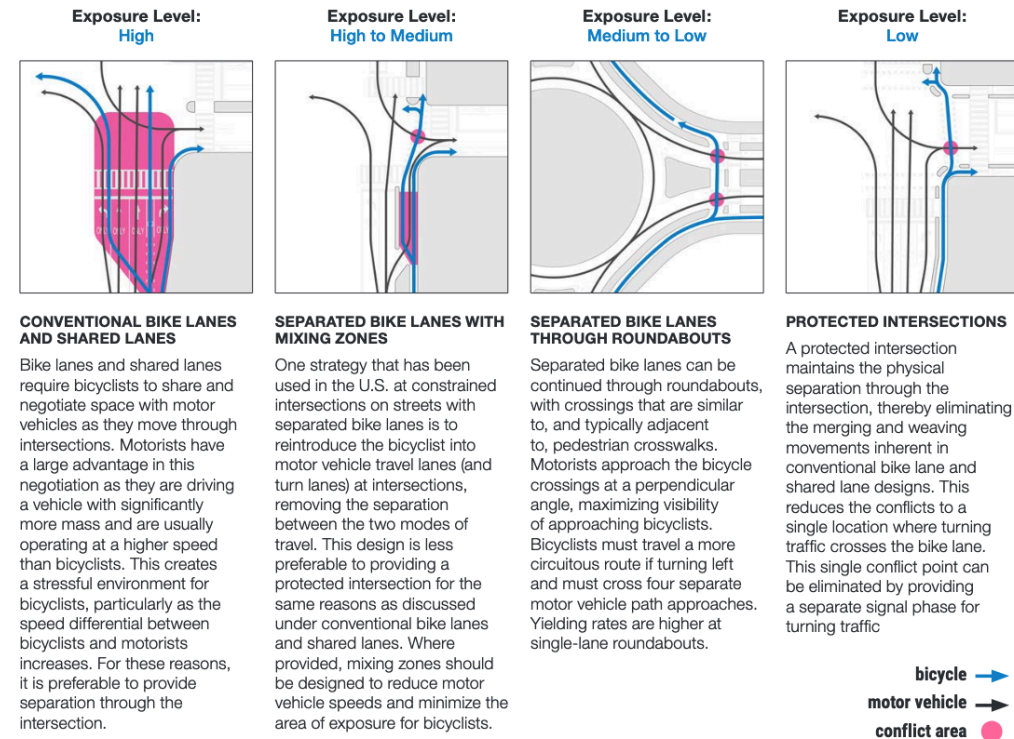
Address Complex Intersections and Barrier Crossings

Complex Intersections

A bikeway is only as strong as its weakest intersection or crossing. Intersections are the place where many vehicle-bike conflicts occur. Many intersections in Roseville are highly complex with multiple vehicle lanes, wide travel lanes, long crossing distances and overly wide turn radii which encourage drivers to make fast, sweeping turns. These auto-oriented designs increase exposure and risk for people biking (and walking), reduce safety and comfort of the bike network and can discourage bicycling altogether. As Roseville works to make streets safer and more welcoming for bicyclists of all abilities, intersection design is key – don't drop bicyclists at the intersection.

As a next step, consider doing a city-wide or corridor specific intersection and crossing safety analysis to prioritize intersections and crossings and start to identify safety countermeasures and treatments. Remember: just because people are not *observed* biking at an intersection does not mean they do not *want* to bike through that intersection. Be proactive - observed bicycle traffic should not be a major input when deciding to build safer intersections.

Figure 7: Comparison of Bicyclist Comfort and Safety at Intersections



Source: MassDOT Separated Bike Lane Planning & Design Guide

Address Complex Intersections and Barrier Crossings (cont.)

Barrier Crossings

A key takeaway from the network mapping workshop conducted during the development of this plan was the presence of major barriers throughout the city, namely Hwy 36, I-35W, and Hwy 280 as well as associated interchanges and on and off ramps. These freeways prevent low-traffic, low-volume local streets from being viable bikeways for cyclists as these local streets do not connect over these barriers, forcing cyclists on to high-volume, high-speed arterial streets. The continuity of this half-mile arterial street network is why an all-abilities bikeway network should be implemented on these streets, but safe and comfortable crossings of barriers are essential to making the network truly all-abilities.

Part of improving barrier crossings for people biking will be improvements to traffic signal operation and timing – things like leading pedestrian intervals, shorter signal phases, no right turn on red, and bike specific signal heads can improve the experience for cyclists crossing complex intersections. Since Roseville does not operate any traffic signals, the City will need to coordinate with agency partners to consider these changes.

MnDOT's on-going Highway 36 study, of which Roseville has been a key partner, is an important component to start addressing crossings over Hwy 36 for bicyclists in Roseville. The study started in 2023 and concluded in April 2025 and extends from Cleveland Ave to the west to the Bruce Vento Trail in Maplewood to the east. The study describes ideas the study team analyzed to meet the project's purpose and need, including ideas for improving safety and comfort for people crossing over Hwy 36 by bike or foot. These ideas could include closing ramp access, adding protected or buffered bike lanes, setting a target speed of 30 mph on streets that cross Hwy 36, intersection treatments designed to slow driver speeds to less than 10 mph at crossings, and restricting right

"Snelling Ave is downright dangerous on a bike but the only remotely viable options (Hamline and Fairview) are also dangerous and incredibly dilapidated. Could probably say the same regarding Hwy 61, using English or Edgerton as alternatives, these roads/crossings were not designed with cyclists in mind."

- Comment from MnDOT's Highway 36

In addition to Hwy 36, other barriers were identified as missing or in need of improvement during development of this Bike Plan:

- Hwy 280 in the southwest corner of the city
- Co Rd C2 over I-35W

Fill Gaps in Existing Shared-Use Path Network

Roseville has been building shared-use paths through its parks and in partnership with Ramsey County on several county roads, including County Road C.

A large section of County Road C west of Lexington Ave includes a shared-use path. A gap exists in this path between Cleveland Ave and Long Lake Rd. During the engagement process of this Plan, many people shared the desire for this gap to be closed. Additionally, a gaps in the shared-use path on Fairview Ave exist as well.

Filling in shorter, missing segments of shared-use path along already existing bikeways is one step towards creating a **network of all-abilities bikeways** through the city to connect more people to important destinations like Rosedale Center (Fairview Ave) and the Diagonal Trail in Minneapolis (County Road C).

Shared-use paths and driveways:

As shared-use path gaps are closed and new shared use paths are built, ensure where the path crosses driveways that the path cross slope is maintained (does not dip down). This prioritizes bicyclists' safety and through movement at minor crossings such as driveways. It slows motorists turning movements, increases motorists yielding behavior, and reduces conflicts between people driving and bicycling. As an added benefit, communities find snow removal of paths that do not dip down at driveways work better for snowplow equipment.

During a bike audit along Rice St the group noted that the numerous driveways along the existing shared-use path created a bumpy ride. Maintaining a relatively flat cross slope where a shared-use path crosses a driveway creates a more comfortable bikeway for bicyclists.

Continue identifying and start improving a network of Traffic-Calmed Local Streets

Roseville's local street network (city-owned streets) feature **limited direct, continuous bikeways for bicyclists**. Routes using local streets are winding, have dead-ends or are super blocks (long blocks with limited to no connectivity due to large parks, schools, shopping centers or other land use decisions).

However, local streets are currently some of the only alternatives to roads like Snelling Ave and Co Rd C, and **many cyclists in Roseville take advantage of local streets to supplement their bikeways**. This means bicyclists ride in mixed traffic or on a shoulder that is shared with pedestrians and/or parked vehicles. Some local streets are posted at 30 mph or higher. For example, parts of Victoria Ave are posted at 35 mph. The higher vehicle speeds reduce the safety and comfort for bicyclists, and most people who fall into the "interested but concerned" bicyclist category are likely not to bike.

While the local street network works for some bicyclists, it does not work for everyone. There is an opportunity to strengthen a subset of Roseville's local streets to create a **Traffic-Calmed Local Streets** network for riders of all abilities. This network can be achieved through incremental, cost-effective approaches.

Identify the Network

Traffic-Calmed Local Streets can **supplement**, be an **alternative to**, or **provide connection** to the All-Abilities Bikeways identified in the Priority Bike Network. A Traffic-Calmed Local Street network is especially important as All Abilities bikeways might take longer to implement given the need for reconstruction and coordination with other agencies to complete these routes.

This plan has identified three local bikeways (routes #8, #17, and #21 in the Priority Bike Network) to become **Traffic-Calmed Local Streets**, but the City should work to identify additional bikeways to add to this network that supplement and connect to the All Abilities routes by:

- Reviewing local network links identified in the 2021 Pathways plan
- Identifying continuous local street bikeways
- Reviewing public engagement collected for this Plan
- Conducting additional engagement on additional streets to add to the Traffic-Calmed Local Streets network
- Aiming for one east-west and one north-south traffic-calmed local street within each ½ mile quadrant

Continue identifying and start improving a network of Traffic-Calmed Local Streets (cont.)

Use Paint

Once the city has identified the Traffic-Calmed Local Street network, paint can be used to implement some routes. This approach allows for the city to take a context sensitive and Safe System Approach to Complete Streets. By narrowing travel lanes and reallocating space for painted bike lanes or painted buffered bike lanes, Roseville can create a clear visual separation between people biking and driving. Painted bike lanes also help slow motorists' speeds and serve as a visible reminder to drivers to be mindful of people biking, promoting a more cautious and considerate driving culture. Importantly, using paint provides a more flexible solution, allowing cities to test the effectiveness of new traffic patterns and adjust as needed. By reallocating space in this way, cities demonstrate a commitment to making streets safer and more accessible for all road users. See Core Concepts in [Appendix A](#).

Target Speed and Posted Speed

The default speed limit on Roseville's local streets is 30 mph, which is too high for cyclists of all abilities to feel comfortable sharing space with vehicle traffic. To start slowing driver operating speeds and improving safety for all users on Traffic-Calmed Local Streets, the city should consider establishment of a 20-25 mph target speed for local streets within the Traffic-Calmed Local Street Network. This slower target speed cannot be achieved solely through changing the posted speed.

Achieving operating speeds that align with the target speed is primarily accomplished through geometric changes designed with the target speed in mind such as traffic calming elements and on-road buffered bike lanes. City staff should work with City Council to develop a program that allows reduction of speed limits on Traffic-Calmed Local Streets once an agreed upon set of traffic calming tools or elements have been implemented or are planned to be implemented.

4. Identify and Improve a Network of Traffic-Calmed Local Streets

Bicycle Boulevards:

Some bikeways in the **Traffic-Calmed Local Street** network might be low-speed and low-volume enough that painted bike lanes are not necessary and elements design to calm traffic and alert drivers to presence of cyclists at key locations are appropriate. Many of these bikeways simply require the city to sign and use pavement markings to mark these as shared use streets or “bicycle boulevards.” In some cases, additional traffic calming tools should be considered to encourage motorists go 20 mph and vehicle volumes stay low. These traffic calming tools can include neighborhood traffic circles, chicanes, or median refuges with vehicle closure. Roseville should consult the guides listed in **Appendix A** of this plan for additional treatments to consider for Bicycle Boulevards. How these treatments work together to form a Bicycle Boulevard is described in **Appendix A**. In general, additional analysis will be require to determine which tools are necessary to support slower speeds, as it may be more than simple paint and signage. See the discussion of target speed and posted speed on **the prior page** for additional context.

In addition to calming traffic, these treatments also act as wayfinding for cyclists, alerting them that they are on a route intended for them.

Improving biking conditions on a network of **Traffic-Calmed Local Streets** will provide a more comfortable parallel bikeways to high-volume, high-speed major roads and can be implemented faster than improvements to major roads (many of which are county roads).

Safe Routes to School

Prioritizing bikeways to schools is a crucial first step in building a city’s bike network because it encourages active transportation for children and promotes healthy habits from a young age. Ensuring safe routes for students also addresses concerns about road safety, giving parents more confidence to allow their children to bike to school. By focusing on schools, Roseville can establish a core network of bikeways that connect key neighborhoods, laying the foundation for a more extensive, citywide bike infrastructure. The minimum allowable speed limit in a Minnesota school zone is 15 mph but lowering city street speed limits around schools to 20 mph may also address road safety.

Policy Recommendations

The following are policy recommendations that support bicycling.

Policy	Recommendation: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?
Toward Zero Deaths	Make an official and public commitment to a Toward Zero Deaths (TZD) goal to achieve zero traffic fatalities or severe injuries among all road users within a set timeframe.	Toward Zero Deaths is a strategy to eliminate all traffic fatalities and severe injuries. A local policy lays out goals, timeline, stakeholders and a commitment to multi-disciplinary cooperation and collaboration, community engagement, transparency and equitable outcomes. Establishing a Toward Zero Deaths goal can help justify other changes in how streets are designed, maintained and operated which improves safety for all. Minnesota Toward Zero Deaths (TZD) is a program and network to support local and statewide traffic fatalities or severe injury reduction goals. <i>Learn more and join the Minnesota TZD network.</i>	☐ Establish the city's own TZD goal in collaboration with the mayor, city council and city manager. ☐ Continue participation in County and City of St Paul TZD efforts
Safer Vehicle Operating Speeds	Take advantage of reconstruction projects to change street design to support slower operating speeds.	Roseville acknowledges that posted speed limits are less effective than roadway design at managing driver speeds. The city would like to begin pursuing changes in their street design process that prioritize slower vehicle operating speeds. This could look like establishing a target speed (the speed you want drivers to go) for different street types (e.g., 20 mph for Traffic-Calmed Local Streets) and establishing design standards to be used during redesign and reconstruction of these streets.	☐ Establish a "Target Speed" street design policy that states street elements should be designed to the desired operating speed, rather than the speed drivers are already going. ☐ Establish target speeds for different street types in the city.

Policy Recommendations

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Policy	Recommendation: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?
Land Use, Development Code/ Ordinance	Ensure current land use code and ordinances support compact, mixed-use practices to help encourage bicycling trips.	Retail and commercial sites are important local and regional destinations in Roseville. Land use is a big factor in supporting active trips. Retail and commercial development has historically prioritized the car with strip-style development which creates unclear and indirect access to business entrances for people arriving on foot or bike. As development and redevelopment of retail sites in Roseville continues, the city has an opportunity to influence the built form through development ordinance and design review. Compact, mixed-use development with short blocks, pedestrian and bike-only links or trails, buildings that front the street, ample bike parking and reducing or eliminating off-street parking requirements for vehicles allows active transportation (including transit) to work more effectively. Higher housing density located in and near retail or mixed-use commercial districts is key to addressing local housing needs and mode shift, as well. Density can be done well. For example, many cities are incentivizing Accessory Dwelling Units (ADUs) on residential, single family zoned, properties by eliminating off-street parking requirements to support this incremental development strategy.	☐ Review and revise land use development code/ ordinances to help promote bicycle trips

Policy Recommendations

The following are policy recommendations that support bicycling.

Policy	Recommendation: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?
Bike Parking in Private Development	Update parking ordinances to ensure bike parking is required in future development projects.	Secure, well located and highly accessible bike parking is necessary for biking to be a viable transportation option. It is a relatively compact and cost-effective parking strategy. Many cities have minimum ordinances for bike parking and bike racks. These requirements can include the number of spaces needed, where to locate them, availability of short- and long-term options and how to install. To encourage installation of bike parking ordinances often apply to new developments, counting toward vehicle parking requirements. <i>Resource: Essentials of Bike Parking, Association of Pedestrian and Bicycle Professionals</i>	☐ Review current parking and land-use/development ordinances to evaluate bike parking requirements and develop recommendations to increase bike parking. ☐ Develop a grant program to support private property owners who want to add bike parking.
Equitable Enforcement of Cyclist Behavior	Revise existing city policies related to disparities in traffic enforcement to include cyclists.	Roseville Police Department currently has policies in place to address the disparities communities of color experienced related to traffic enforcement. Currently, the policies only refer to vehicular and pedestrian traffic. The current policy stresses a focus on moving violations versus equipment violations.	☐ Review and revise city policies related to disparities in traffic enforcement to include bicyclists. ☐ As is also referenced in the TZD practice recommendation in this Plan, consider use of TZD grant funds for additional driver and cyclists education efforts on bicycling laws and cyclist right of way.

Practice Recommendations

The following are practice or agency procedure recommendations that support bicycling.

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Complete Streets Checklist	Revise Complete Streets checklist to be used by public works and planning.	Roseville currently has a Complete Streets checklist, but it should be revisited and updated. Complete Streets checklists are used to help put Complete Streets Policies into practice. Checklists are used at the start of any project to summarize data and information about the street and surrounding land use, record details of the project and identify specific improvements that can be incorporated. See an example of a Complete Streets Checklist.	☐ Review and revise the existing Complete Streets Checklist using current standards and examples to use in support of Complete Streets Policy.
Design Guidance	Adopt or endorse national or state street design guides.	Rewriting street design guides can be time intensive and cost prohibitive for many communities. To support implementation of Complete Streets and this Plan, adopt or endorse state and national design guides to enable the use of best practices and design flexibility. Such as: • National Association of City Transportation Officials (NACTO) Urban Street Design Guide • NACTO Urban Bikeway Design Guide and Designing for Small Things with Wheels (guidance on e-bikes) • Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks • MnDOT Bicycle Facility Design Manual • American Association of State Highway and Transportation	☐ Review and adopt or endorse design guide(s) to be used by city staff and consultants on street projects.

Practice Recommendations

The following are practice or agency procedure recommendations that support bicycling.

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Bike Parking in Street Projects	Update bicycle parking practices to expand bicycle racks in the right of way to accommodate the diversity of bike types (e.g., adaptive and cargo bikes, e-bikes, scooters).	Cities have been providing on-street parking, often for free, for vehicles for decades. To help encourage and achieve local mode shift goals and ensure biking is a viable transportation option, future capital street projects should include an approach to reserving curbside or furnishing zone of sidewalks for bike racks. These spaces should include covered, weather protected, options, support electric charging needs and accommodate larger bikes (e.g., cargo or adaptive). Bike racks can be customized to reflect the character of the community and serve as a public art element.	☐ Complete a citywide evaluation of bike rack installations and develop a process to identify locations to add bike racks across the city. ☐ Install bicycle parking with all capital street projects.
Maintenance Procedures	Ensure annual budget provides for regular maintenance and minor repairs of active transportation facilities.	Shared use paths, on-street bicycle facilities and sidewalks require regular maintenance. People walking and biking are more susceptible than motor vehicles to pavement irregularities such as cracks, potholes, broken glass and gravel. Establishing an annual process for assessing conditions and determining where repairs are needed, including addressing ADA compliance is an important practice to maintaining active transportation network.	☐ Complete a condition inventory of sidewalks, multi-use trails or paths and ADA compliance. ☐ Establish and prioritize repair locations using a data driven approach based on inventory data.

Practice Recommendations

The following are practice or agency procedure recommendations that support bicycling.

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Winter Maintenance	Ensure that bikeways and walkways are cleared from snow in a timely manner.	Maintaining winter access for people walking and biking in the city is critically important. Winter maintenance often requires many people and institutions throughout the city help ensure paths are kept clear and passable. Currently, the city is responsible for clearing all shared-use paths within the city within 24 hours after snow has quit falling and after a minimum of 2” of accumulated snowfall. Additionally, the city does not allow parking on city streets after two or more inches of continuous snowfall until streets have been plowed curb to curb.	☐ Expand education and awareness efforts for residents and businesses on city’s bikeway snow and ice removal ordinance, related standards and responsibilities. ☐ Establish a city-run corner and transit clearing program. ☐ Determine best way to ensure existing and future on-street bike lanes and bicycle boulevards have the same quality of snow and ice clearance as protected bike lanes and shared use paths.

Practice Recommendations

The following are practice or agency procedure recommendations that support bicycling.

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Toward Zero Deaths (TZD)	Continue TZD program efforts through participation in County-wide program facilitated by the Saint Paul Police Department.	Toward Zero Deaths is a strategy to eliminate all traffic fatalities and severe injuries. A local policy lays out goals, timeline, stakeholders and a commitment to multi-disciplinary cooperation and collaboration, community engagement, transparency and equitable outcomes. Establishing a Toward Zero Deaths goal can help justify other changes in how streets are designed, maintained and operated which improves safety for all. Minnesota Toward Zero Deaths (TZD) is a program and network to support local and statewide traffic fatalities or severe injury reduction goals. <i>Learn more and join the Minnesota TZD network.</i> Roseville currently partners with the Saint Paul Police Department for a county-wide TZD grant provided through MnDOT.	☐ Continue, and explore expanding, the city's role in county-wide TZD efforts coordinated by the Saint Paul Police Department. ☐ Explore using funds available through TZD program participation towards driver and cyclist education on bicycling laws and rights of way.

Program Recommendations

The following are program recommendations that support bicycling.

Program	Recommendation: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?
Safe Routes to School (SRTS)	Continue to support local Safe Routes to School program efforts.	Safe Routes to School programs improve safety, reduce traffic and improve air quality near schools through a multidisciplinary approach that is structured around the “6 Es.” These are evaluation, education, encouragement, equity, engagement and engineering. Cities can continue to support by leading engineering efforts by prioritizing active transportation investments along key routes to school. Related to education, in 2023 state legislation was passed that requires all public-school students receive instruction in safe walking and bicycling skills at the beginning of the school year. <i>Resource: Walk and Bike Safety Education for K-8 Students, MnDOT</i>	☐ Work with school partners to apply for MnDOT planning, boost or infrastructure grants to enact this Plan and a SRTS Plan. See MnDOT’s Safe Routes to School Grant Funding page for opportunities.
School Streets and Park & Walk Programs	Pilot School Streets and/or Park & Walk in partnership with neighborhood schools.	School Streets are temporary car-free zones adjacent to or leading up to a school. School Streets help manage traffic and improve safety during school arrival and dismissal by eliminating vehicle congestion in front of schools. This creates an environment that encourages children and caregivers to walk, bike, roll, play and learn before, during and after school. Often School Streets are paired with Park & Walk zones where school buses and/or caregivers drop students at an established location(s) a few blocks from school. School staff, parents and other volunteers walk the	☐ Collaborate with school partners and neighborhood residents on a School Street pilot. See Minnesota Safe Routes to School Guide on School Streets and Park & Walk and learn from Seattle Department of Transportation School

Program Recommendations

The following are program recommendations that support bicycling.

Program	Recommendation: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?
Bicycle Rack and Corral Cost Share Program	Develop a bike rack and corral cost share program.	Cities are instituting bike rack programs that allows businesses and other eligible organizations to request bike racks for the public right of way in front of their property. This includes bike corrals that can store 10-12 bikes , including covered, placed in an on-street parking stall. Minneapolis allows eligible businesses to be reimbursed up to 50% of the bicycle rack or corral cost and 50% of the installation cost. Schools, libraries, parks and other eligible public facilities can request to receive racks at no cost.	☐ Assess current bike parking availability and develop recommendations to increase bike parking through a cost share bike rack and corral program.
E-bike Rebate Program	Develop and pilot a local E-bike rebate program, and promote existing rebate opportunities	To encourage more people to bicycle and make bicycling more accessible, the City can establish its own e-bike rebate program and promote existing opportunities such as the Minnesota State E-bike Rebate Program.	☐ Research how other cities have established rebate programs.
Wayfinding Program	Continue developing a wayfinding program for cyclists	Help existing and new bicyclists identify bikeways they can use, either now or as the Priority Network is implemented. Wayfinding can consist of virtual or print maps, signage and pavement markings.	☐ Continue developing a wayfinding program for cyclists ☐ Develop a plan to update the wayfinding program annually as projects are completed and based on public feedback

Program Recommendations

The following are program recommendations that support bicycling.

Program	Recommendation: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?
Monitoring and Reporting	Develop a program to collect metrics related to cyclist comfort and safety.	While an annual monitoring and reporting program for bike improvements in the city is likely not within current staff capacity, the City could still explore establishing a bicycle improvement monitoring program focusing on key metrics and in coordination with the County such as: Level of Traffic Stress, for both roadway segments and intersections, length of improvements completed on the Connected Ramsey Community Network and Design Flag Analysis at intersections.	☐ Collect baseline data related to cyclist safety and comfort in Roseville in the next 1-2 years.

Next Steps for Collaboration with Ramsey County

Next Step	Description
1	Apply for the Ramsey County Active Living Ramsey Communities Be Active! Be Green! Bench Program and create more bench corridors throughout Roseville.
2	Continue participating in the Active Living Ramsey Communities Coalition. Active Living Ramsey Communities Mission: Active Living Ramsey Communities improves health through community engagement. We promote and create environments that make it safe and easy for everyone to integrate physical activity into their daily routine.
3	Continue to update Roseville's Pedestrian and Bicycle inventory and plans in the Ramsey Countywide Pedestrian and Bicycle GIS Clearinghouse through Active Living Ramsey Communities GIS Clearinghouse—Geographic Information Systems (GIS) is a collaborative mapping tool that can represent spatial and geographic data. It is used to map, visualize, analyze and interpret data to better understand relationships, patterns and trends between local government jurisdictions in Ramsey County. Pedestrian and bicycle data is collected annually from Ramsey County communities by Ramsey County. An updated set of current bicycle and pedestrian related data for the whole county is maintained by Ramsey County. This collaborative works helps make applying for funding easier.
4	Collaborate, support and update the Ramsey Countywide Connect Ramsey Communities Bicycle Network and continue to include it in the Roseville Comprehensive Plan. Roseville has included the Connect Ramsey Communities Bicycle Network in its planning documents for the past two decades and will continue to do so in the future.