



Bike Plan

Establishing Roseville's Bicycling Network

DRAFT (Ver 1.1) FOR PUBLIC COMMENT
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Acknowledgement

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This Plan was funded through the Minnesota Department of Transportation's (MnDOT) Active Transportation Program and developed with the technical assistance of MnDOT and its consultants.

Learn more:

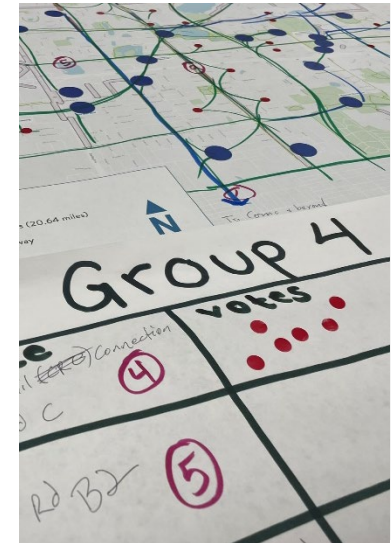
www.dot.state.mn.us/active-transportation-program



Executive Summary

This Bike Plan is the result of a collaboration in 2024 and 2025. A local Bike Plan Committee comprised of city, county, and school district staff and a resident, came together to set direction, co-create strategy and engagement which included bicycle audits, hands-on network planning workshop, and hosted an online interactive mapping tool and survey to collect broader input.

This Plan serves as a living guide. The Plan builds on existing plans, engagement with residents, lessons learned from other cities, and observation and coordination with city staff to establish a Priority Bike Network for Roseville, along with a preliminary prioritization framework, and next steps for moving the plan forward.



What's in the Plan?

This is **Roseville's first Bike Plan** and is meant to establish a solid start for defining and building a more robust bike network in Roseville. This Plan shares the purpose, vision, and goals that drove the planning efforts to date. It includes the benefits of biking and why the City of Roseville values biking and the benefits it brings to the community. The Plan highlights how existing policies and plans, existing biking condition, crash data, and public engagement helped inform the proposed Priority Bike Network.

Additionally, it introduces a framework for how the bike network and its bikeways can be categorized and suggests next steps for how Roseville can implement a robust bike network for all abilities to use.

To make the plan more accessible to the public and usable by staff, the body of the Bike Plan was intentionally made to be a summary of the data, efforts, resources, and input that went into its creation. The appendices include nearly 80 pages of additional information.

Appendix A – Research & Resources

Appendix B – Community Engagement

Appendix C – Existing Network and Draft Prioritization

Appendix D – Policy, Practice, and Program Recommendations

Bicycle Terminology

The Plan uses the terms **bicycling**, **bike**, **biking** and **bicyclist** broadly to refer to people of all abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

The terms **bikeway**, **bike facility** and **bike infrastructure** refers to a bicycle lane, bicycle path, bicycle boulevard, shared use path, or similar bicycle facility, regardless of whether it is designed for the exclusive use of bicycles or for shared use with other transportation modes. See [Appendix A](#) for more information on different types of bikeways, routes, facilities and infrastructure.



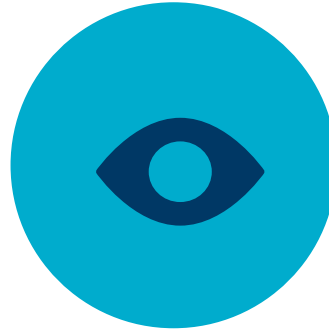
Why a Bike Plan?

PURPOSE

Bicycling is a sustainable transportation option that contributes to a vibrant, equitable and sustainable city. The Plan builds from, and is supported by, the city's Complete Streets Policy, 2040 Roseville Comprehensive Plan, 2021 Pathways Master Plan and community goals.

The primary purpose of this Plan is to develop a network of bikeways that creates opportunities for people of **all abilities** to safely and comfortably ride bicycles for both recreational and functional trips: daily errands, to get to work, a friend's house, school, or to enjoy Roseville's great parks. This is a network-level planning document that identifies specific corridors (bikeways) for future investment in bike infrastructure. The recommended bike network policies and programs in this Plan serve as a roadmap and should be used to guide next steps and other planning efforts that impact biking.

VISION



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

GOALS



Safe Streets: Create a safer, comfortable and convenient network that prioritizes people of all 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.

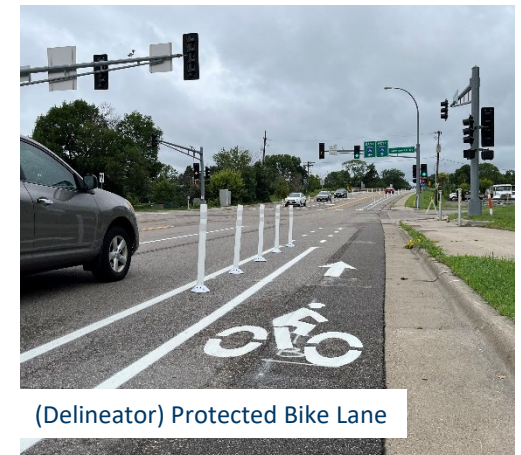
How the Plan was Developed

The Bike Plan is the result of a collaborative process led by Roseville's Bike Plan Committee. The committee came together to host and participate in:

- **Bicycle audits to assess existing conditions**
- **Network mapping workshop to define bikeways and connections**
- **Online engagement using an interactive mapping tool and survey to collect broader community input**
- **Plan review through virtual meetings with city champions who participated in the network mapping workshop**
- **Implementation of a demonstration project on Hamline from B to B2**

The Plan builds on existing plans and policies, community and committee participation and evidence-based state and national best practices to identify a bicycle network and action steps to guide future investments in making bicycling safer and more accessible for all.

The City of Roseville received planning assistance to develop this Plan, funded by the Minnesota Department of Transportation (MnDOT) Active Transportation Program. The Active Transportation Program aims to increase the number of people walking and biking to destinations.



(Delineator) Protected Bike Lane

Why Bicycling Matters



HEALTH & WELLBEING

Bicycling **as part of everyday travel** is as effective as structured workouts for improving health. Active commuting is associated with a **11% reduction** in cardiovascular risk.

American Public Health Association. (2010). *The hidden health costs of transportation*. https://www.apha.org/-/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.pdf



SOCIAL CONNECTION

"**Humans are social creatures**—we live in community. Individual health and wellbeing is intricately tied to the health of our communities and our interactions with others."

Bicycling provides us more opportunity to interact with our friends, neighbors and community.

Taking Charge of Your Health & Wellbeing. (n.d.). *How do our social networks affect wellbeing?* University of Minnesota. <https://www.takingcharge.csh.umn.edu/how-do-our-social-networks-affect-wellbeing>



HAPPINESS

Researchers at the University of Minnesota have found **bicycling** to be the **happiest form of transportation**.

University of Minnesota. (2018, August 20). *The happiest mode of transportation? That would be cycling*. University of Minnesota. <https://twin-cities.umn.edu/news-events/happiest-mode-transportation-would-be-cycling>

Why Bicycling Matters



EQUITY

7.4% percent of Roseville households do not have access to a vehicle and 36.7% percent have just one. Owning a new car costs roughly **\$12,182 per year** (AAA, 2023). This is a sharp increase from 2022 when the average yearly cost was \$10,728. Car ownership should not be a requirement for getting around safely and efficiently.

2022 American Community Survey 5-year estimate, table B08201
AAA Newsroom. (2023, August 30). *Annual new car ownership costs boil over \$12K*. AAA. <https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/>



ENVIRONMENT

The city supports Minnesota's goal of an **80%** reduction of greenhouse gas (GHG) by 2050. Vehicle travel is the **second** leading source (42%) of GHG emissions in the City of Roseville.

Bike networks reduce dependence on driving to get around. Less driving provides two-fold benefit – cleaner air and reduced impact on our climate.

Minnesota Department of Transportation. (n.d.). *Minnesota Walks: Statewide Pedestrian System Plan*.
<https://www.dot.state.mn.us/minnesotawalks/index.html>



ECONOMY

Bicycling means business: it stimulates local economies through job creation, tourism and business development.

People biking make **more frequent trips** than people driving, spending more money at local businesses.

Cortright, J. (2009). *Walking the walk: How walkability raises home values in U.S. cities*. CEOs for Cities.
https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf
Schmitt, A. (2012, December 5). *Cyclists and pedestrians can end up spending more each month than drivers*. Bloomberg.
<https://www.bloomberg.com/news/articles/2012-12-05/cyclists-and-pedestrians-can-end-up-spending-more-each-month-than-drivers>

Why Bicycling Matters | Safer Streets for All

Traffic-related crashes that kill and severely injure people are a **serious transportation equity** and **public health concern**. Minnesota is seeing a rising share of crashes involving people biking that result in fatal and serious injuries.

[Ramsey County's 2015 County-wide Pedestrian & Bicycle Plan](#) estimated that Ramsey County has the second highest serious injury rate of bicyclists relative to the rest of the state. In Ramsey County, three-percent of all crash fatalities are bicyclists which is one-and-a-half times the state average. Streets with higher numbers of bike crashes tend to be in St. Paul; in Roseville, up to six bicycle crashes were reported on nearly all major roads.

In Roseville, over **130 people walking or biking were involved in a crash in the last 10 years**, 5 of them lost their lives, and 25 sustained life-changing injuries. Of the crashes involving people walking and biking in the past 10 years, nearly **20% occurred on Roseville city streets** (vs County or State-owned streets).

One of the top reasons people cite for not biking is concern about safety (both traffic safety and personal security). People who bike (and walk) are the most vulnerable transportation system users. National and state data show American Indian/Alaskan Native, Black/African American and Hispanic people and low-income individuals are at greater risk of being severely injured or killed due to a motor vehicle related crash while biking.

Streets that are safer for people biking (and walking) reduce the frequency and severity of crashes and minimize conflicts between all transportation users. Safety, both real and perceived, is essential to increasing the number of people who bike.



Lyndale Ave in Richfield before (above) and after (below) the installation of modern roundabouts at multiple intersections, which allowed lane space to be reallocated for protected bike lanes (cycle tracks).



Policy Framework, Existing Plans & Policies

COMMUNITY SNAPSHOT

Recent plans and policies have made efforts to improve biking in Roseville. Plans have established comprehensive standards for the development and maintenance of bikeways, creating safe and accessible travel for pedestrians, cyclists and other wheeled users. Additionally, they collectively support a vision of growth of a well-connected bike network, enhancing safety and connectivity while promoting physical activity and community interaction.

This bike plan seeks to build from the Pathways Master Plan by:

- Reaffirming proposed pathway segments identified in 2021 that continue to be priorities for bicycling upgrades today
- Identifying new bikeways to add to the bicycle network in Roseville. See page 6 for bikeway definition
- Identifying the types of bike facility upgrades appropriate for these bikeways
- Providing a clearer vision for implementation of bikeways when opportunities arise

“Roseville’s streets enhance neighborhood character, encourage human interaction and physical activity, and facilitate engagement in the community and local commerce. City policies and transportation projects incorporate principles of sustainability and environmental stewardship, reflecting the value of natural spaces and clean air and water for the community.” – *Roseville’s Complete Streets Policy*

Roseville’s **Bike Plan** supports and is informed by the following existing plans and policies:

Pathway Master Plan (2021 Update) – This plan provides policies and standards for the community’s pathway facilities including planning, design, construction, and maintenance. The goal is to have safe travel for pedestrians, cyclists, and other wheeled users (e.g., in-line skaters) on every street. Pathways are intended to connect residents to schools, retail, residential, parks and other destinations inside and outside the city.

Roseville 2040 Comprehensive Plan (2020) – The Comprehensive Plan provides a vision for growth and development. It analyzes and sets policies and goals regarding land use, housing, economic development, transportation, utilities, parks and trails and more. The plan is guided by several goals including providing access to destinations through a reliable, affordable and efficient multi-modal transportation system and encourages the use of non-motorized transportation by providing and supporting development of a high-quality network of both off-road and on-road pathways.

Complete Streets Policy (2019) – This policy states Roseville will create a safe and sustainable transportation network for motorized and non-motorized [active] transportation users. The policy encourages the use of active transportation through the development of a high-quality network of both off-road and on-road facilities to ensure that bikeways and pedestrian routes are safe, efficient and attractive.

Ramsey County Wide Pedestrian & Bicycle Plan – This plan envisions that walking and bicycling is an integral part of daily life in Ramsey County for people of all abilities, allowing them to move freely across the integrated system. An annual inventory is conducted by individual jurisdictions, typically municipalities, to identify the types and miles of various active transportation facilities. Active Living Ramsey Communities will then evaluate the network based on their goals outlined in this plan (see left) using a range of analyses. Following the analysis, a summit will be held to explore ways to collaborate and build out the network.

Existing Bike Network

The existing network of bikeways in Roseville is comprised of striped shoulders, sidewalks, and shared-use paths that are mostly located on Ramsey County roads. Shared-use paths in Roseville city parks also contribute to the existing network. There are very few on-road bike lanes that are relatively new (i.e. the delineator protected bike lane on Hamline Avenue from County Road B to B2 installed as a demonstration project associated with this planning effort).

Sidewalks comprise nearly 50% of existing bikeways in Roseville. While city ordinance allows biking on sidewalks, sidewalks are not a long-term solution for cycling in Roseville as sidewalks are not designed for people to bike; they are narrow, which creates conflicts between bicyclists and pedestrians, and drivers do not expect to see cyclists on sidewalks.

The map on the following page shows pathways proposed 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 since 2021, with nine recently completed pathway segments and six near term pathways programmed for completion in the upcoming year.

Bikeway Type	Existing Mileage
Sidewalks: 5-6 feet wide along busy roads, bicycling allowed, but not ideal.	47
Shared-use path: 8-10 feet wide along busy roads, shared by people walking and biking.	37
Striped Shoulders: street-level paved shoulders often shared with parking and marked with a white line.	18
Total	102



Pathways Progress in Roseville

— City Boundary

— Striped Shoulders

— Existing Path

 Schools

 Parks

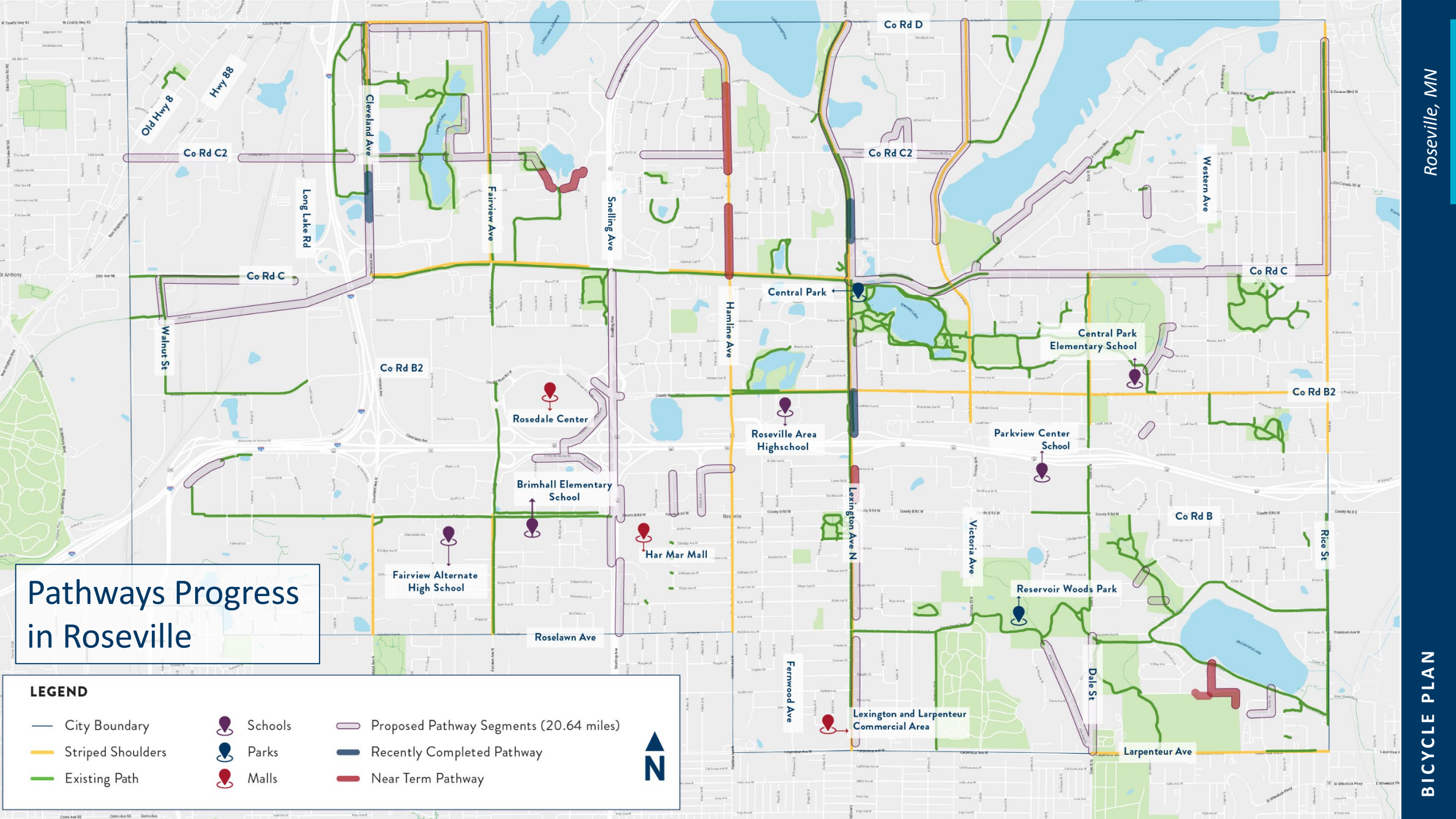
 Malls

 Proposed Pathway Segments (20.64 miles)

 Recently Completed Pathway

 Near Term Pathway





How the Community Was Engaged



Networking Mapping Workshop



Audit Team for Rosedale Mall Area Bike-ability

Roseville Bike Plan Survey

Open from April 18th to July 1st, 2024. There were 370 responses to the survey.

Roseville Bike Plan Interactive Comment Map

Open from April 10th to June 30th, 2024. There were 324 visitors who left 378 comments.

Walk and Bike Audits

Three audits that took place on June 10th and June 11th, 2024. City staff, project staff, committee members and residents were present.

Network Mapping Workshop

The in-person mapping workshop took place on June 11th, 2024. City staff, committee members and residents worked together to identifying a priority bicycle network for Roseville.

Overarching Findings from Engagement

Need for Improved Comfort and Safety on Major Roads

There are significant concerns about biking safety and comfort on major roads like Snelling Avenue, County Road B, Rice Street and Fairview Avenue.

Lack of Dedicated Bike Infrastructure

Bikeways separated from vehicle traffic were expressed as a desire to enhance safety and comfort, especially for families and commuters.

Challenging Bikeways in Key Areas

Several areas were noted for having inadequate or uncomfortable bike paths, but issues vary depending on the area. People biking in Central Park experience conflicts with pedestrians while there are not bike facilities for people biking to Rosedale Center on Co Rd B2.

High Traffic Volume

High traffic volumes and are major concerns. Locations like County Road C east of Lexington Ave and the intersection of County Road B and Hamline Ave are areas where traffic conditions make biking intimidating.

Complex Intersections

Bike audit and interactive comment map results frequently showed that large, complex intersections in Roseville are uncomfortable for bicyclists of all abilities.

Improved Amenities and Maintenance

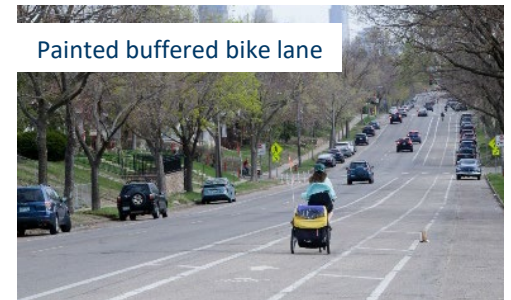
There is a notable concern about the lack of bike racks at key destinations, poor maintenance of existing bike paths and the need for better infrastructure support.

Priority Bike Network

The Priority Bike Network provided on the next page was developed through the planning efforts previously described. This proposed Priority Bike Networks helps Roseville be strategic about investments and implementation, especially in partnership with Ramsey County and MnDOT. It will inform the selection of bikeway facility types by showing where higher quality facilities are needed to best support all abilities bicyclists (“interested but concerned” type of bicyclist). If a project is planned on a roadway that is shown on the bike network, project development should prioritize including the appropriate bike infrastructure.

The Priority Bike Network map identifies **two different types of bikeways**:

- **All Abilities Bikeways** – these bikeways focus on the half-mile major road grid in Roseville where vehicle volumes and speeds are high enough that complete separation of bike facilities from vehicle traffic is required for bicyclists of all abilities to feel comfortable. These routes are located on city, county, and state roads. Along with separation from vehicle traffic, improving the complex intersections and barrier crossings along these bikeways will be essential to making them available to all abilities of cyclists.
- **Traffic-Calmed Local Street Bikeways** – these bikeways focus on city streets where traffic volumes and speeds might be low enough for bike lanes, buffered bike lanes, and shared-use street treatments to provide a comfortable environment for users of all abilities and complete separation of bike facilities from vehicle traffic may not be required. Intersections where these bikeways cross major roads will also need improvement.



The Priority Bike Network identified through development of this plan is extensive. To help the city identify projects to move forward in the near-term a **draft prioritization** is provided in [Appendix C](#). In addition, the city will not always have the opportunity to implement a street’s preferred or highest quality bikeway in the short term. Facilities like protected bike lanes or shared-use pathways often require full street reconstruction. The city should be prepared to implement interim bikeway facilities as the streets are maintained. For example, restriping projects can narrow vehicle travel lanes to stripe bike lanes or use pavement markings and signage to convert “bikeable shoulders” that exist today to dedicated bike lanes.

Roseville's Priority Bike Network

Refer to *Appendix C* for additional details on each numbered bikeway

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path
- Schools
- Parks
- Malls
- Priority Bike Network - All Abilities Bikeways
- Priority Bike Network - Traffic-Calmed Local Street Bikeways
- Existing or Planned Bike Facility in Neighboring City



Next Steps

Conduct additional engagement.

A public comment period and focused engagement with underserved communities are wanted to collect additional input and finalize this plan. The City has identified these as critical steps to successful implementation of this plan.

- Conduct focused engagement with underserved communities and update this plan based on feedback.
- Develop a shorter, two-page summary of this plan to make public review more accessible.
- Collect broad public comment on this plan and update this plan based on feedback.

Identify a network of Traffic-Calmed Local Streets

Traffic-Calmed Local Streets provide an alternative and redundant route to the all-abilities routes on the arterial streets and can be implemented using less costly, temporary materials.

This plan identifies three Traffic-Calmed Local Street bikeways, but the City will work to identify additional of these local routes to add to the Priority Bike Network. These bikeways can include painted bike lanes and/or traffic calming treatments to achieve a low-speed, low-volume environment for bicyclists to share the street with drivers.

Identify Priority Intersections and Barrier Crossings for Improvement

Given that Roseville's Priority Bike Network is comprised of the half-mile grid of major roads, plus additional Traffic-Calmed Local Streets, there are many intersections and barriers in the network that require improvement. Use engagement data collected for this Plan and crash data to prioritize intersections for improvements.

Finalize Prioritization

This plan provides a preliminary prioritization framework to start planning and implementing projects. The City should add to and finalize this prioritization by considering:

- Bike crash history and trends
- Critical gaps in existing pathway network
- Implementability
- Priorities from the Pathways Master Plan

Next Steps

Coordinate and advocate for this Plan

- Bring the plan to City Council for consideration.
- Share it with partners.
- Continue to coordinate with Ramsey County, MnDOT, and other agencies to further corridor and street design in support of biking.
- Study and report lessons learned from the demonstration project on Hamline Avenue from County Road B to B2

Put the plan into action!

- Actively use this plan as a living guide and start to program studies and update practices to advance Roseville's Priority Bike Network.
- Explore and identify funding opportunities listed in **Appendix A** of this plan and identify appropriate projects
- Build momentum and participation by doing low-cost, quick build projects or events to raise awareness. Taking incremental steps to demonstrate change helps projects get realized faster. Examples include:
 - Consider paint or temporary devices to test curb extensions to slow turning motorists and shorten crossing distances. Or test narrower travel lanes to paint a buffered bike lanes, providing more visual separation between people biking and driving.
 - Sign and use pavement markings to mark on-street bike lanes.

Periodically review Plan

Periodically review this plan to confirm remaining steps needed, add new bikeways, and reprioritize.