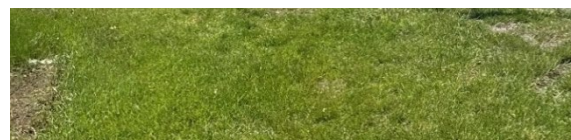
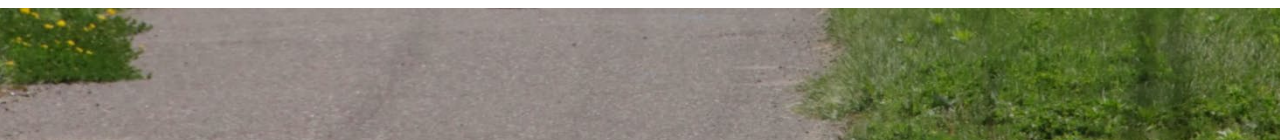


Appendix B

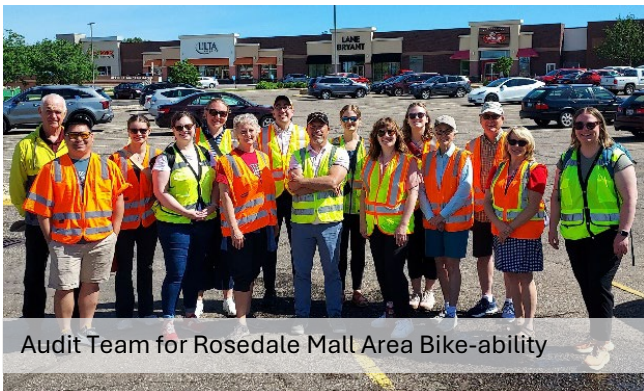
COMMUNITY ENGAGEMENT



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.

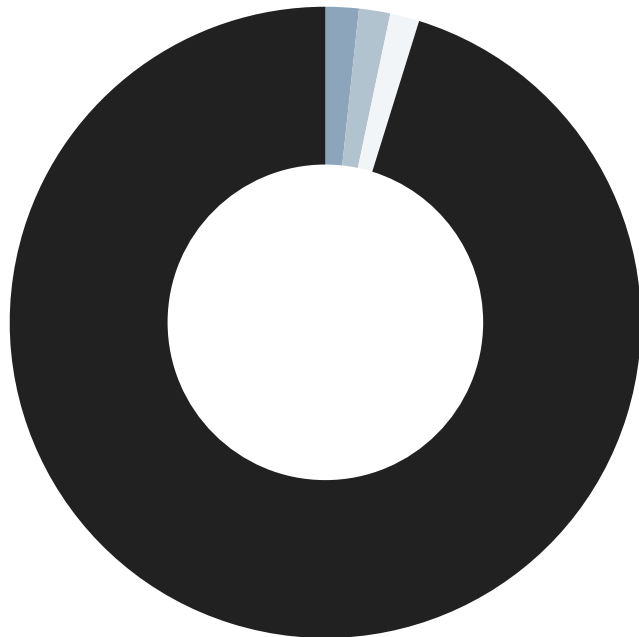
Network Mapping Workshop

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.

How Is Roseville Moving Today?

COMMUTE TYPE IN
ROSEVILLE

■ Walk ■ Bike ■ Transit ■ Car/Carpool



1.7% Walk

In Roseville, 1.7 percent of commuters walk to work compared to 2.2 percent statewide.¹

1.6% Bike

In Roseville, 1.6 percent of commuters bike to work compared to 1.7 percent statewide.¹

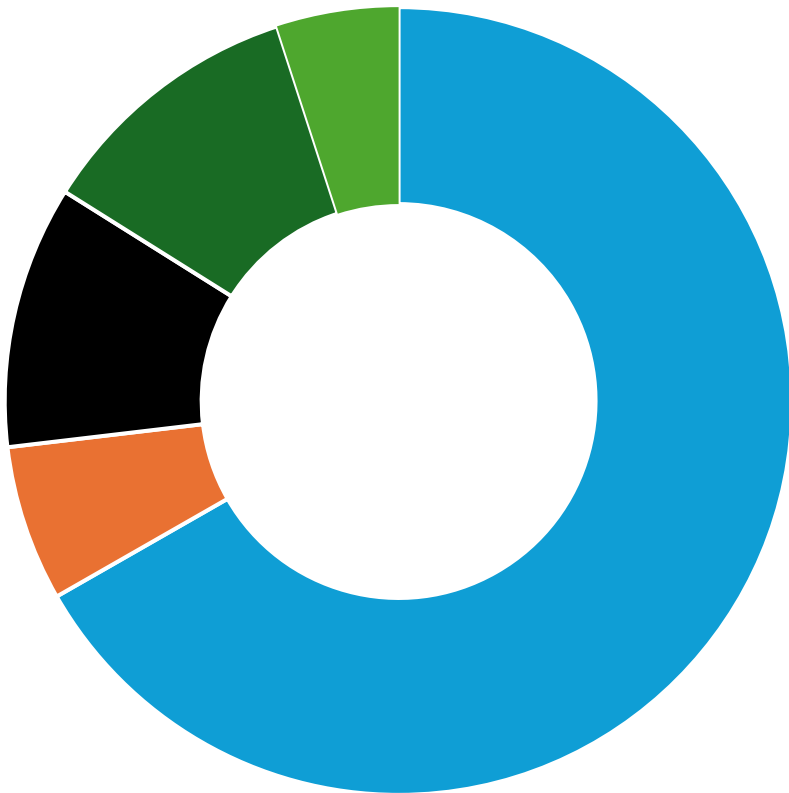
1.5% Transit

In Roseville, 1.5 percent of commuters take transit to work compared to 1.5 percent statewide.¹

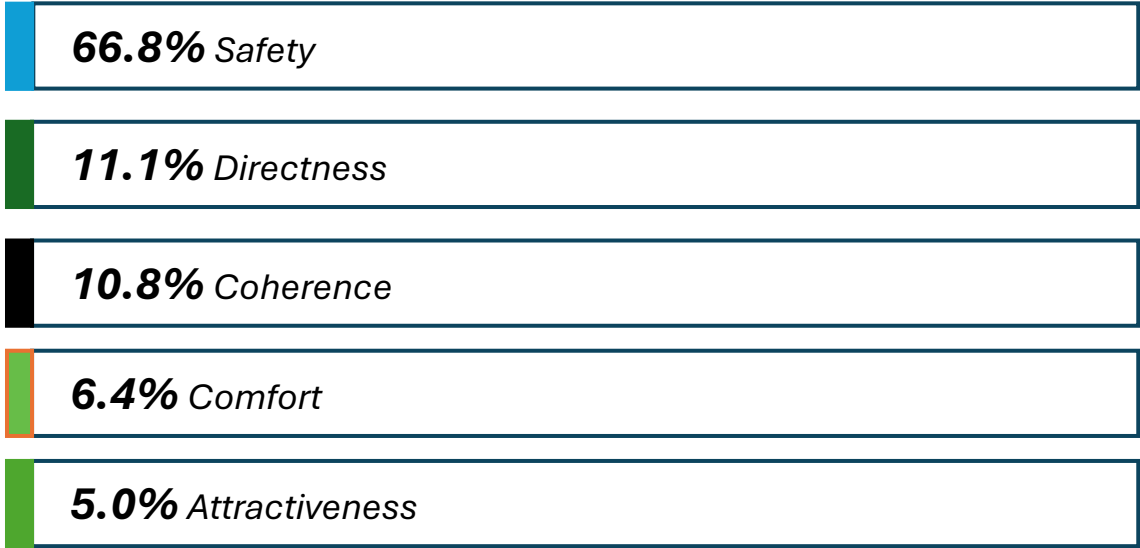
¹American Community Survey, 2022 5-year estimates. The American Community Survey is an ongoing survey administered by the U.S. Census Bureau that provides vital information on a yearly basis about our nation and its people.

Key Principles of Bikeability | Bike Plan Survey Results

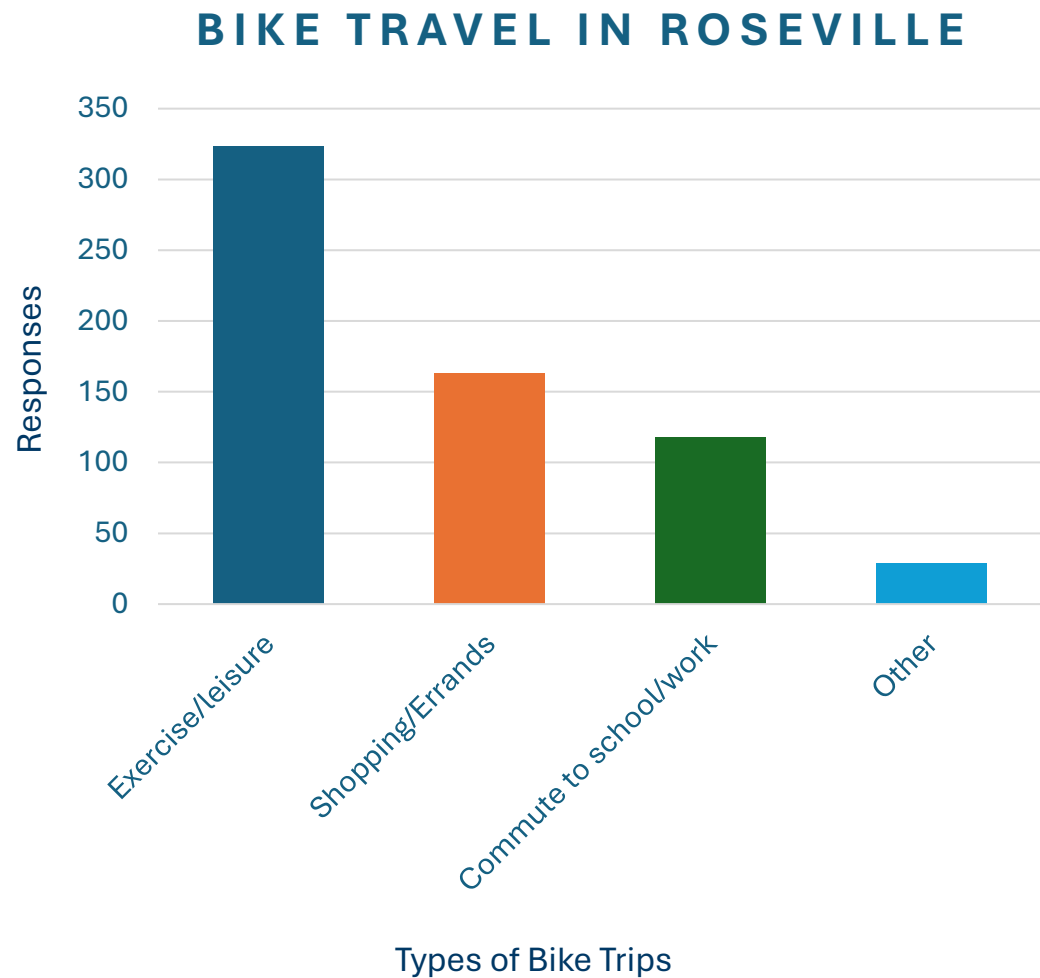
IMPORTANCE OF KEY BIKE NETWORK PRINCIPLES



Of the 361 Roseville Bike Plan survey respondents, **241 prioritize safety** above all other principles, indicating that most people value safety regardless of their biking confidence level or reason for biking. Definitions of the Bike Network Principles are provided on the previous page.



Bike Travel in Roseville | Bike Plan Survey Results



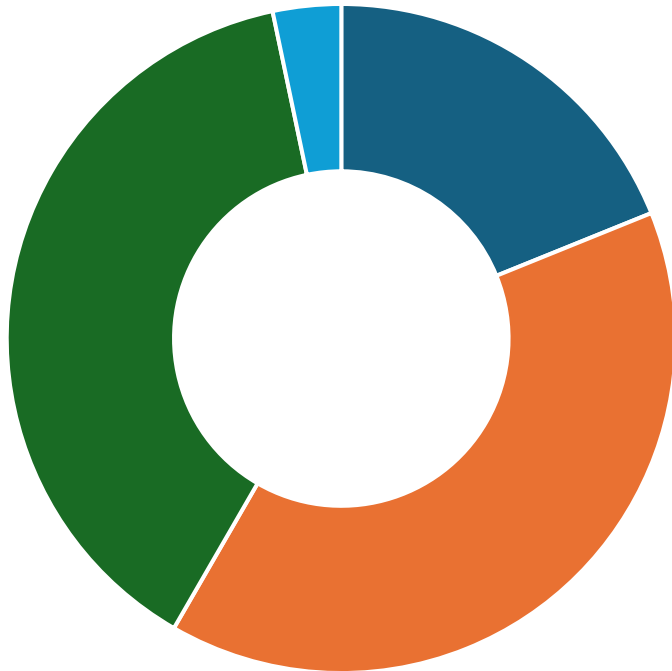
89%

Of survey respondents said they bike for exercise and leisure

Out of the 360 respondents who answered the question about their reasons for biking in Roseville, **323** indicated they bike for **exercise or leisure**, **163** for **shopping or errands**, **118** for **commuting to school or work**, and 29 selected other reasons. It's no surprise most people bike for recreational trips given the many high-quality parks and trails in Roseville. There is opportunity to increase transportation-related trips with the future bikeway network.

What Type of Bicyclist Are You? | Bike Plan Survey Results

TYPES OF BICYCLISTS IN ROSEVILLE



Of the 365 Roseville Bike Plan survey respondents, nearly **80%** identified themselves as either **enthused and somewhat confident** or **interested but concerned**, indicating they would bike more with improved infrastructure.

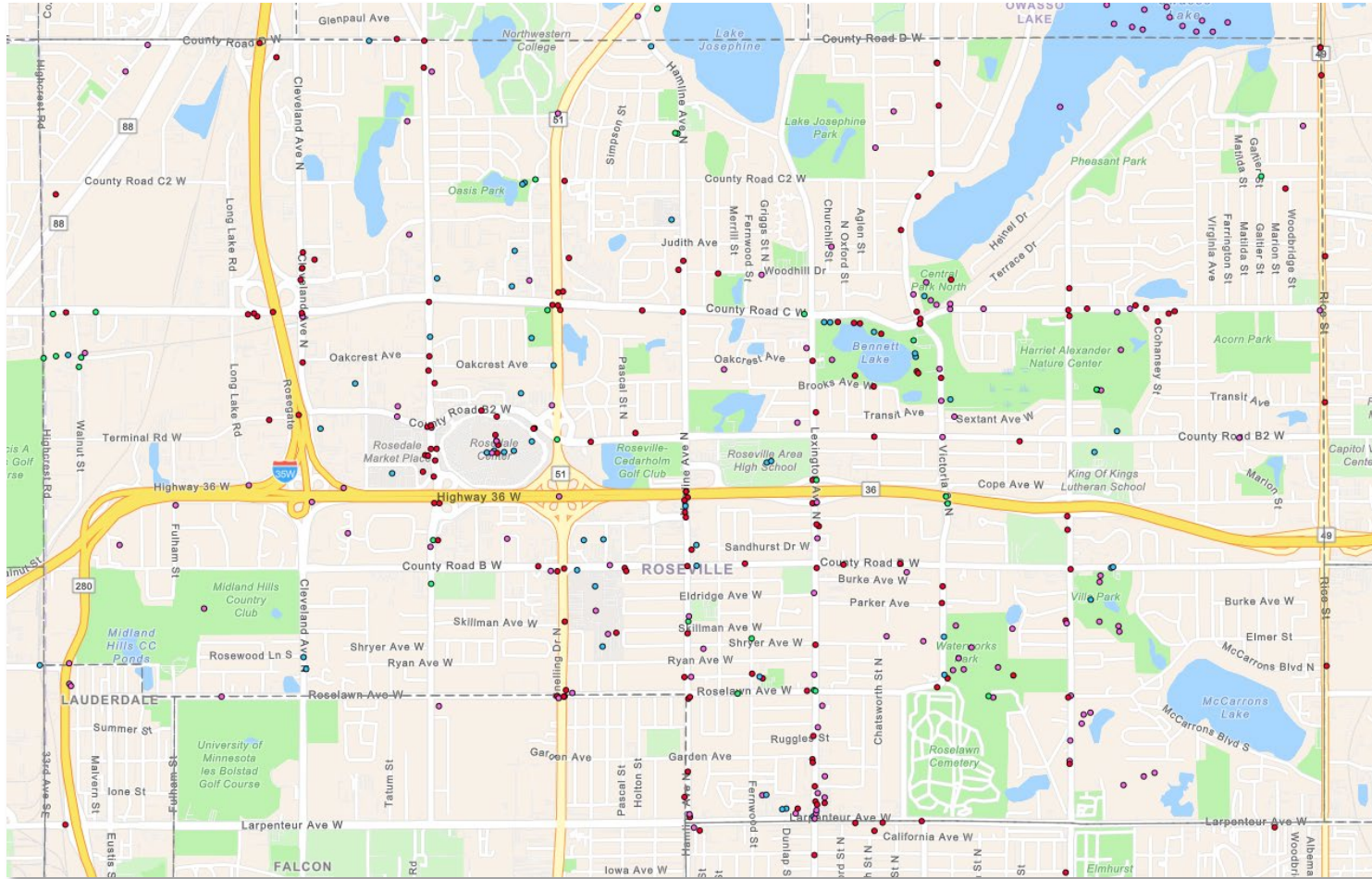
18.9% *Highly Confident*

39.5% *Enthusied and Somewhat Confident*

39.4% *Interested but Concerned*

3.3% *No Way, No How*

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."

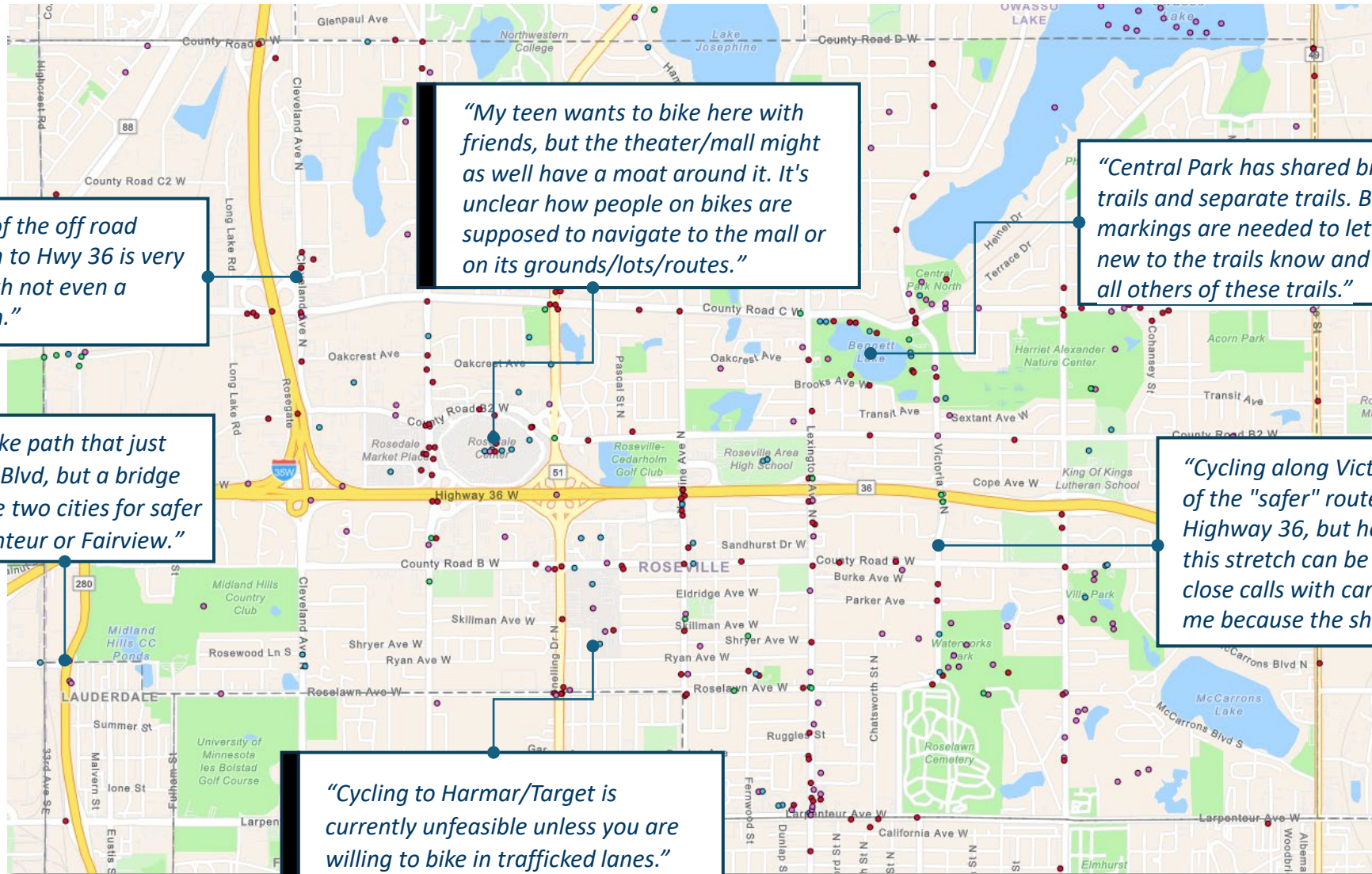
"My teen wants to bike here with friends, but the theater/mall might as well have a moat around it. It's unclear how people on bikes are supposed to navigate to the mall or on its grounds/lots/routes."

"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."



Interactive Comment Map

The majority of comments received on the interactive map related to places where biking is currently unsafe or uncomfortable. Those comments are summarized here:

- There is a desire for better bike infrastructure on Hamline Ave N. Users would like to see marked bike lanes and eventual conversion to protected bike lanes.
- Snelling Ave N is perceived as dangerous and unsafe. Several comments indicated a desire for a bike and pedestrian bridge near County Rd C for an east to west connection.
- Fairview Ave N in front of Rosedale Center is stressful for cyclists because of high traffic speeds, congestion and high number of intersections.
- Users say they will not bike to Rosedale Center because they feel it is unsafe even though there are plenty of amenities they'd like to bike to like shopping, restaurants and a movie theatre.
- There is a desire for improvements to Central Park biking paths like updating signage, improving bumpy areas of the paths and creating separate paths for walkers and bikers.
- Users find the County Rd C and Dale St N intersection dangerous, with frequent stop sign violations. They request better traffic control and support the planned 3- to 4-lane conversion on County Rd C.
- Users say they avoid riding on Rice St because it has a lot of traffic. They use alternate routes on local streets when possible.
- The north section of Victoria St N is undesirable and unsafe for bikers. Although it is used by confident bicyclists, there are no sidewalks, and the shoulder width is narrow.

Interactive Comment Map

The remainder of comments received on the comment map were related to places where biking is currently safe or comfortable, destinations, and ideas. Those comments are summarized here:

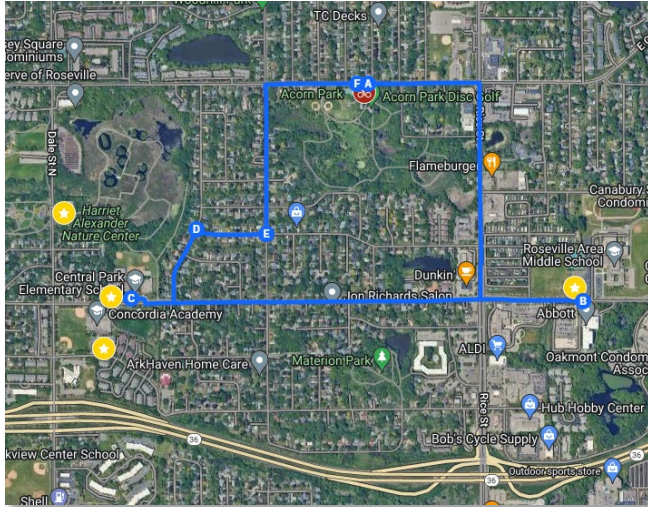
- Users would like to bike to Rosedale Center and the transit center that is nearby.
- Users would like to see bike facilities on Lexington Ave so that there is a safe connection to Como Park.
- Bike parking is essential and requested by bicyclists at stores and restaurants including Cub Foods and Dairy Queen.
- Har Mar Mall is near residential areas and users want connections from those residential areas to the commercial businesses like Cub Foods and Target.
- Users love the Diagonal Trail and appreciate the connection that it provides to Minneapolis.
- Central Park is well used and loved by the community, but they would like more connections from residential areas.
- Residents want their children to have the option to bike to schools like, Roseville Area High School and Central Park Elementary, safely.

Bike Audits

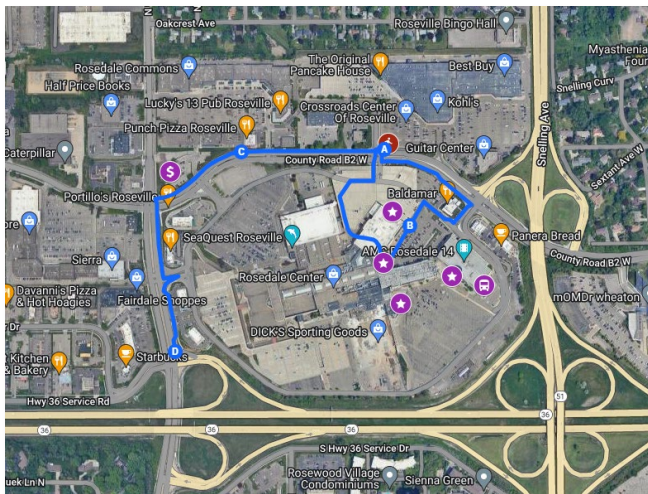


Members of the Roseville Bike Plan Committee were joined by residents for three bike audits on June 10th and 11th, 2024. The groups who participated in the audits are shown starting from lower left: Rosedale Center, Acorn Park, and Lake McCarron's County Park.

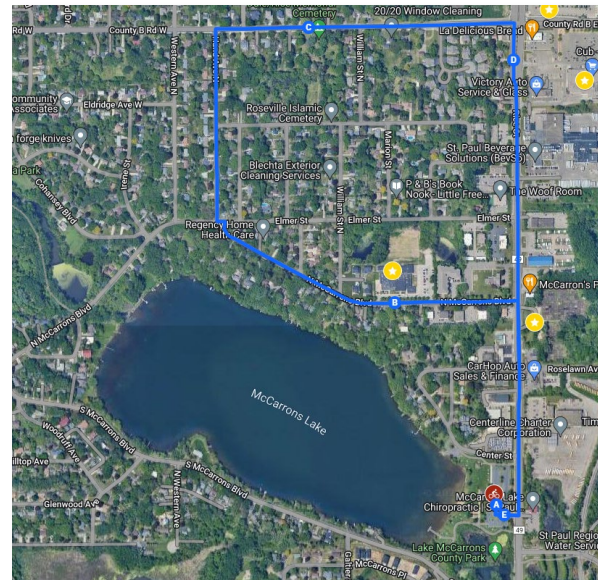
Bike Audits



Bike audit route in northeast Roseville



Bike-focused walk audit route near Rosedale Center



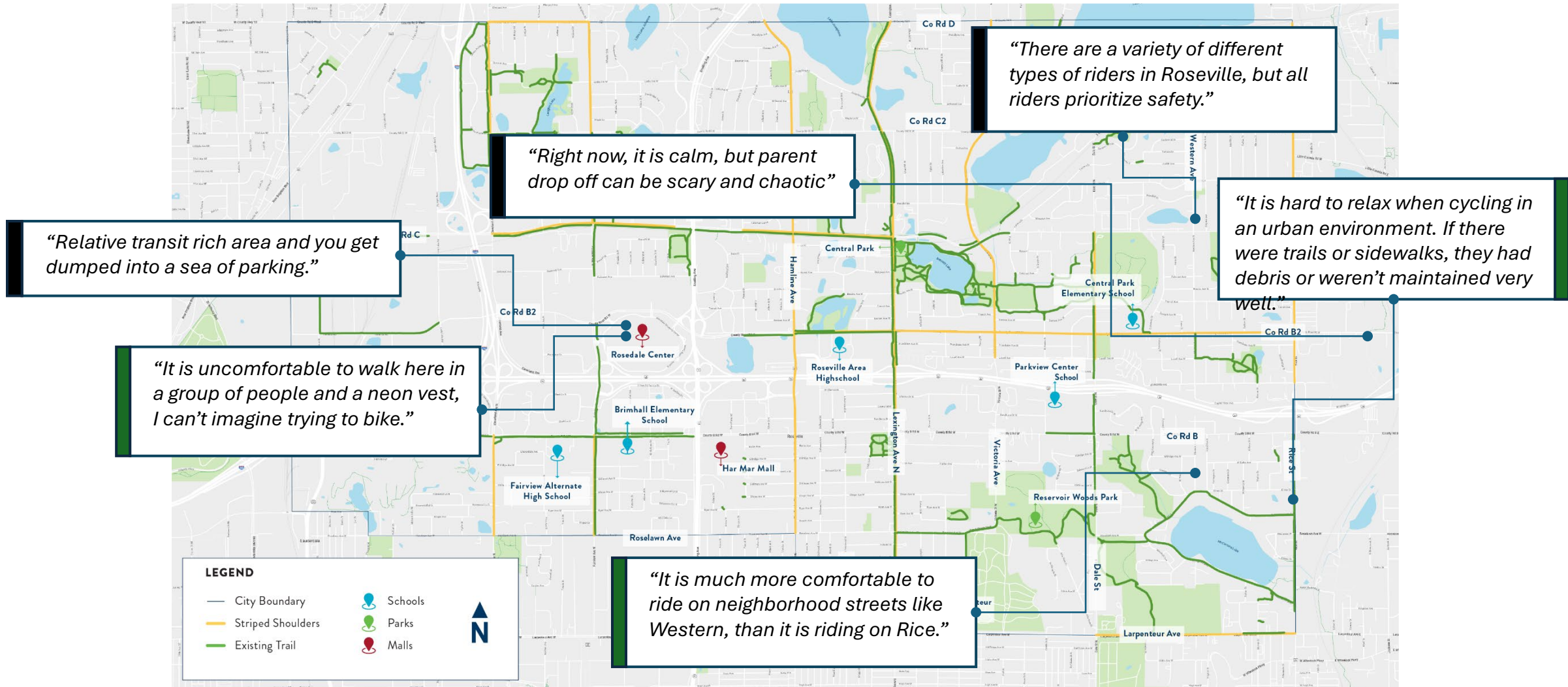
Bike audit route in southeast Roseville

Members of the Roseville Bike Plan Committee were joined by residents for three bike audits on June 10th and 11th, 2024. The audits were held starting from Rosedale Center, Lake McCarron's County Park (southeast Roseville), and Acorn Park (northeast Roseville). Key observations and takeaways from these audits are summarized in the following pages.

Bike audits are powerful tools for engagement, bringing together people with diverse perspectives and experiences—from city staff and elected leaders to community members—to:

- Observe and deepen understanding of how active transportation users experience a street
- Tap into people's knowledge of place
- Learn from the physical built environment
- Engage in meaningful dialogue

What We Heard | Bike and Walk Audit Comments



Key Observations: Bike-Focused Walk Audit

WALK AUDIT – Rosedale Center

Biking around Rosedale Center and adjacent commercial and retail destinations presents challenges due to the lack of bike lanes on County Rd B2, forcing cyclists onto narrow sidewalks where they may come into conflict with pedestrians. While Fairview Ave has a recently constructed trail on the east side of the road, access to the business entrances are lacking for people biking and conflicts with motorists at driveways still pose a problem. High traffic speeds in the area contribute to a noisy environment, making sidewalks feel uncomfortable for people walking or biking, especially where sidewalks are immediately adjacent to the curb (no landscape buffer to separate people walking from the motorist travel lane). Despite being a well-served transit area, connections to transit are unclear and indirect.

KEY FINDINGS



Heavy Traffic and Speeds Reduce Bicyclist Comfort

To create a comfortable environment for all, tools are needed to address loud, fast traffic near pedestrian and cyclist facilities. Implementing traffic calming measures and dedicated bike lanes can enhance safety and comfort.



Potential Conflicts Between Pedestrians and Bicyclists

Without bike lanes, most cyclists resort to riding on the sidewalk. This can create conflicts with pedestrians and compromise safety for both groups.

Key Observations: Bike-Focused Walk Audit

WALK AUDIT KEY FINDINGS, CONTINUED



Sidewalk and Road Geometry

Sidewalk and road geometry can be challenging for cyclists near Rosedale Center, especially 90-degree turns. These sharp turns make navigation across intersections difficult due to lack of space for a rider's bike and can compromise safety.



Long Distances Between Crosswalks

Long blocks can lead to pedestrians crossing midblock using the median. This behavior indicates a need for more crossing points.



Access Challenges

At Rosedale Center, navigation for cyclists can be challenging due to limited direct paths to building entrances. Sidewalks often lead in the opposite direction of the mall. Additionally, bike parking is limited and it's difficult for walkers and cyclists to reach the transit center.



Corners and Curb Ramps

While there is a new shared-use path on Fairview Ave near Rosedale Center, the group observed that the corners still provide little space for a cyclist to turn their bike to stop and wait to cross Fairview Ave.

Key Observations: Bike Audits

BIKE AUDITS – McCarron's County Park and Acorn Park

In addition to the Bike-Focused Walk Audit at the Rosedale Center area, the Roseville Bike Plan committee and residents convened for two bike audits. Participants got on their bikes and experienced Roseville's streets and bike facilities for themselves. Bike audits started from McCarron's County Park and Acorn Park and were 3- to- 4-mile loops covering a variety of existing biking conditions and facilities in Roseville. The key observations from these audits are summarized on this and the following page.

KEY FINDINGS



The Comfort of Quiet Roads

Bike facilities on quieter roads, with less traffic and lower speeds, like Western Ave, rather than busy ones like Rice St, create a more comfortable environment for cyclists.



Complexities in Navigation

The group discussed that wayfinding for cyclists is complex and can be a barrier for people not familiar with the area. Logical and coherent routes, aided by signs and wayfinding would be very helpful to cyclists in Roseville.

Key Observations: Bike Audits

BIKING AUDIT KEY FINDINGS, CONTINUED



Rice Street

Rice Street is heavily trafficked, so cyclists prefer riding on the sidewalk. Where shoulders exist, they are often dropped and merged with the right turn lane. The left turn from Rice St onto Co Rd B2 is awkward and uncomfortable, requiring either a risky maneuver across multiple lanes of traffic or a two-stage left turn.



Overgrown Vegetation

The audit group observed that there are comfortable shared-use trails in Roseville parks that can be used for bike commuting, but trees and bushes over-growing into the paths make it hard for cyclists to share these facilities with people walking.



Youth are a Priority

Safe travel to school, parks and other places youth like to access is critical to their health and independence. To make cycling a safe option for youth, dedicated bike lanes, safe crossings and bike-friendly policies are crucial.



Bike Lanes Benefit All

Having dedicated bike space separate from the sidewalk is beneficial for both the cyclist and the pedestrian. Bike lanes put vehicle travel lanes farther away from traffic.

Network Mapping Workshop

Drafting the Priority Bike Network

After the walk and bike audits were complete, a network mapping workshop was held where community members and city staff applied their observations to start identifying priority bikeways in Roseville. Approximately 20 Roseville residents and other stakeholders participated.

The workshop began with an overview of active transportation principles and established what kind of bikeway facility types are most convenient and comfortable for different types of cyclists. Participants then used large maps of Roseville to identify important trip origins and destinations. Next, participants drew connections between trip origins and destinations and identified what improvements were needed along these bikeways to make them safe and comfortable for all cyclists. At the end of the session, small groups shared out the bikeways they identified, and the group discussed the priority network that was starting to emerge. The results of the Network Mapping Workshop formed the basis of the Priority Bike Network presented in this plan.

Emerging Priority Bikeways Identified During the Workshop

The half-mile arterial road grid emerged as a priority during the workshop as these roads provide direct and continuous bikeways through the city, which are important features for cyclists. Some specific bikeways in the half-mile arterial road grid that emerged as priorities during the workshop were Fairview Ave, Hamline Ave, County Rd C – connection to the Diagonal Trail, and Roselawn Ave as a connection to St. Paul and Victoria St.

Workshop participants were also visionary in their thinking about future bikeways in Roseville, suggesting dedicated routes for cyclists that cross the city without using the existing street grid. The Diagonal Trail in Minneapolis is an example of this and is a bikeway that cyclists in Roseville would like to connect to and wish existed in Roseville itself. Documentation of the “diagonal” bikeways identified during the workshop are provided on [the next page](#).



Network Mapping Workshop Maps

