

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, January 24, 2017, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

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- | | |
|-----------|--|
| 6:30 p.m. | 1. Introductions/Roll Call |
| 6:35 p.m. | 2. Public Comments |
| 6:40 p.m. | 3. Approval of November 29, 2016 meeting minutes |
| 6:45 p.m. | 4. Communication Items |
| 7:00 p.m. | 5. Snelling Ave Project |
| 7:30 p.m. | 6. Transportation Plan Update RFP |
| 7:50 p.m. | 7. Stormwater Management Standards for Parking Lots |
| 8:15 p.m. | 8. Items for Next Meeting – February 28, 2017 |
| 8:30 p.m. | 9. Adjourn |

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**Roseville Public Works, Environment and
Transportation Commission**

Agenda Item

Date: January 24, 2017

Item No: 3

Item Description: Approval of the November 29, 2016 Public Works Commission Minutes

Attached are the minutes from the November 29, 2016 meeting.

Recommended Action:

Motion approving the minutes of November 29, 2016 subject to any necessary corrections or revision.

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, November 29, 2016, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1. Introduction / Call Roll

Chair Cihacek called the meeting to order at approximately 6:30 p.m. and at his request, Public Works Director Marc Culver called the roll.

Present: Chair Brian Cihacek; Vice Chair Sarah Brodt Lenz and Members John Heimerl, Joe Wozniak, Thomas Trainor, Kody Thurnau; with Member Duane Seigler arriving shortly after the meeting began

Staff Present: Public Works Director Marc Culver and Assistant Public Works Director Jesse Freihammer

2. Public Comments

a. John Kysylyczyn, 3083 Victoria Street

Mr. Kysylyczyn suggested future 2017 topics for the PWETC to consider for review and recommendation.

- Referencing the Uniform Traffic Control Manual for traffic sign protocol and logistics, Mr. Kysylyczyn noted several locations in Roseville, and common in other metropolitan cities, where stop signs don't necessarily belong (e.g. three-way stop at intersection of S Owasso and Galtier). Mr. Kysylyczyn opined that when signs are installed where they don't normally belong, people have a tendency to drive through them and they actually become more of a traffic hazard and do more harm than good.
- Along that same line, Mr. Kysylyczyn noted that the City Council approves traffic signals on roadways within Roseville under Ramsey County and State of Minnesota, noting several situations where turn arrows remain fully activated during early morning hours (e.g. 3:00 a.m.) for right turn lanes and didn't make sense to stop through-traffic at that off-peak time of day. One example cited by Mr. Kysylyczyn was at Fairview Avenue and County Road C.

3. Approval of October 25, 2016 Meeting Minutes

34 *Comments and corrections to draft minutes had been submitted by PWETC*
35 *commissioners prior to tonight's meeting and those revisions incorporated into the*
36 *draft presented in meeting materials.*
37

38 Member Wozniak moved, Member Trainor seconded, approval of the October 25,
39 2016 meeting minutes as amended.
40

41 **Corrections:**

- 42 • **Page 1, Line 2 (Lenz)**
43 Typographical correction of Chair identification versus Vice Chair
- 44 • **Page 7, Line 293 (Heimerl)**
45 Typographical correction from "comrade" to "compared"
- 46 • **Page 18, Line 778 (Trainor)**
47 Typographical correction for January 2017 PWETC meeting date from the 17th
48 to the 24th
49

50 **Ayes: 7**

51 **Nays: 0**

52 **Motion carried.**
53

54 **4. Communication Items**

55 Public Works Director Culver and Assistant Public Works Director Freihammer
56 provided additional comments and a brief review and update on projects and
57 maintenance activities listed in the staff report dated November 29, 2016.
58

59 Discussion included solar installation package delayed by the City Council pending
60 a broader discussion facilities and possibly repurposing some functions on the city
61 campus with Sundial Solar still interested in working with the city, but also possibly
62 seeking additional requests for proposals (RFP's) if and so directed by the City
63 Council;
64

65 **5. Eureka Recycling 2015 Annual Report and 2017 Plan**

66 Marc introduced Mr. Chris Goodwin with Eureka for the 2015 annual report.
67

68 Mr. Goodwin thanked the PWETC for this opportunity and noted the reason for
69 delaying the 2015 report was due to ongoing negotiations between the City and
70 their firm and the competitive proposal process. Mr. Goodwin advised that the 2016
71 report would be forthcoming to the PWETC in the near future.
72

73 For the benefit of the public listening at home and those in the audience, Mr.
74 Goodwin displayed portions of the presentation (Attachment A) during his verbal
75 report.
76

77 Discussion by PWETC members of Mr. Goodwin and/or staff during the
78 presentation included:

- Tonnage collected (page 2) tallied for single-family units as participating multi-family units were difficult and work-intensive to track due to the transient number with turnover at those properties and defining who was participating and when;
- Linkage of the WARM model analysis of impact on climate change for recycling trucks and getting materials to market and additional information available at that link (page 11);
- Defining how and where educational efforts are working for example, choosing the top 5 % to 10% of contaminated or non-recyclable materials going into residual numbers (2.3%) and focusing on broader or more refined lists as needed (e.g. dangerous items such as helium tanks, sharps, and recyclable plastic bags jamming up machinery at the MRF);
- The need for consumer muscle in alerting food manufacturers to not use black plastic microwave trays for their product as the black dye prevents sorting them with eye beams for processing.

Of note, Mr. Culver highlighted results from the Taste of Rosefest Zero Waste event, the second year in a row that resulted in 96% of the waste being composted or recycled. Mr. Culver thanked the Rotary Club and Eureka Recycling for their partnership with the City in this great collaborative effort.

Mr. Cihacek thanked Mr. Goodwin for his summary; noting he would be returning in several more months with the 2016 year-end report, at which time additional questions could be addressed.

Mr. Goodwin encouraged PWETC members to direct any additional comments between now and then to city staff to forward to him for a response to the entire PWETC.

6. 2017 Public Works Work Plan

As detailed in the staff report of today's date and the presentation by Mr. Culver and Mr. Freihammer, 2016 accomplishments were reviewed and a summary of the aggressive schedule for 2017.

Items of note provided by staff included the bulk of redevelopment and expansion at Rosedale Mall and related infrastructure improvement mitigation (involving the City of Roseville, Ramsey County and MnDOT) paid for in bulk by the development, with the possibility of some state participation to advance replacement of the signal; and success of replaced failing sidewalk pavers at Lexington and Larpenteur (just west of Taco Bell Restaurant) providing a much better solution around boulevard trees, initially part of the streetscape project several years ago.

Specific to water main replacement, Mr. Culver noted that in preparing the next year's department work plan, staff annually reviewed all infrastructure conditions focusing on low-rated systems; and with water mains in particular determined

which method was indicated for repair or replacement (e.g. open cut, lining, pipe bursting, or other tools) as noted during the presentation earlier in 2016 to the PWETC by Mr. Paul Pasko from SEH. Depending on the number of service connections to the main and overall cost involved, Mr. Culver advised that this defined the best method to use for each project.

At the request of Member Seigler, Mr. Culver reviewed the process involved for “iron enhanced sand filters” used on ponds and stormwater devices, with the exception of those infiltrating and creating other issues. Mr. Culver noted that one had been installed as part of the Twin Lakes Parkway extension project and also noted one was located on Oakcrest next to the Rosedale Center. Mr. Culver advised that these techniques allowed a reduction in phosphorus at that point of use and reduced it and controlled vegetation at local water bodies.

At the further request of Member Seigler, Mr. Culver advised that MnDOT was continually testing new products or devices for traffic counts, including 24/7, typically used on ramps and freeways. While this technology is available, Mr. Culver reported that those permanent ones were not only more expensive to install but also to maintain. Mr. Culver noted that the two counters currently used by the city were the easiest to set up and the least expensive. Mr. Culver further noted that video was growing in popularity and capabilities, including the machine vision market as a growing industry, making future use and costs more feasible, but not yet at this point for municipalities.

In summary, Mr. Freihammer reported that the 2017 Public Works Plan involved an estimated \$7 to \$8 million, utilizing a variety of funding sources, including utility funds and Minnesota State Aid (MSA) funds for roadways under that category.

Mr. Freihammer provided a partial list of those projects anticipated by other agencies that will have general impact for Roseville, including MnDOT’s rehabilitation of Snelling Avenue between Como Avenue and Trunk Highway 36, including additional turn lanes at Larpenteur, ADA upgrades, and resurfacing.

Mr. Freihammer advised that Ramsey County had several areas scheduled for mill and overlay; including County Road B, Sandhurst, Rice Street, Cleveland Avenue, Iona, County Road D (four-lane and three-lane conversions) and storm sewer modifications.

Mr. Freihammer reported on a major Metropolitan Council Environmental Services project replacing their interceptor and meter on Avon Street near Valley Park, and lining their interceptor around Dale Street, south of Trunk Highway 36, as well as lining their interceptor under County Highway 88 in western Roseville.

For watershed projects affecting Roseville, Mr. Freihammer reported that Capitol Region Watershed District had received a watershed grant for work in this area;

Rice Creek Watershed District has 2018 construction (2017 preliminary work) for iron enhanced sand filter installation at Oasis Park; and Ramsey County-Washington Metro Watershed District has storm pond clean-up scheduled as well as work on the S Owasso drainage issues.

At the request of Member Seigler, Mr. Culver advised that this is becoming a typical average annual expenditure as expenses increase and in response to the City Council's aggressive action in developing in-depth infrastructure management and capital improvement program among all city assets. Toward that end, Mr. Culver noted that the city had been collecting funds for awhile, but with the addition of the Public Works Department's Environmental Specialist, Ryan Johnson, through his efforts a more comprehensive program had been developed for pond clean-up and to address best management practice (BMP) that may be more expensive initially but develop more efficiencies going forward.

Specific to the Snelling Avenue project, Member Thurnau asked that a future agenda discussion include a synopsis of all improvements involved, particularly to review the Pathway Master Plan and Snelling Avenue improvements for sidewalks along that segment, and especially in the area of Har Mar Mall with a missing segment.

Mr. Culver duly noted that request and advised that staff was also planning additional information for the PWETC in the future on the Pathway Master Plan in conjunction with the comprehensive plan update process.

At the request of Member Wozniak, Mr. Culver reported on the anticipated timeline for the Rosedale signal redesign; with a kick-off meeting later this week with the consultant, MnDOT, Ramsey County and others involved to reconfirm all components of the project. Mr. Culver advised that the intent was that the project goes out to bid in the spring of 2017, with Rosedale Center having a preferred window of opportunity for the work to be done as their construction projects are phased in and in conjunction with mall operations in general (preferably with work scheduled in June through August of 2017).

At the request of Chair Cihacek, Mr. Culver provided a brief update on the delamination issue, reporting that while theories abound, the chemistry was still under review in the laboratories and therefore, he was not yet prepared to make a recommendation to the City Council to reinstate annual sealcoating processes in 2017 or 2018 until that additional research was completed.

7. Possible Items for Next Meeting – January 24, 2017

Discussion ensued regarding the scheduled December PWETC meeting and preference of members as to whether or not to meet due to the holiday season.

Member Lenz moved, Member Thurnau seconded, cancellation of the December 27, 2016 PWETC meeting; with staff directed to provide required administrative notice as per statutory requirements.

Ayes: 7

Nays: 0

Motion carried.

Metro Transit Update

Member Seigler requested that a future agenda item include an update from Metro Transit with an update on bus ridership in general and specifically A-Line ridership (number of passengers, buses and how many riders per bus) if possible overall and between certain segments and directionally. Mr. Culver advised that staff would ask Metro transit representatives to provide as many metrics as possible to the PWETC. Chair Cihacek also asked that Metro Transit be prepared to address bus stop locations and disparities (e.g. nothing north of County Road C-2 and other northern suburbs that were also comparatively underserved), and other businesses campuses not served well on the north side, creating more traffic congestion for Roseville. Member Lenz noted the lack of east/west connections. Chair Cihacek asked that Metro Transit provide staff with a list of topics ahead of time to allow the PWETC to be prepared with questions before their presentation.

Stormwater Management

The PWETC asked for information on current and future parking lots with background information and BMP's for current and proposed materials, features and amenities.

At the request of Chair Cihacek, staff duly noted the need to review whether or not the Surface Water Plan was scheduled for the January or February of 2017 meeting and report to the PWETC accordingly.

Sanitary Sewer Service Relining

At the request of Chair Cihacek, Mr. Culver advised that staff would be returning to the City Council early in 2017 with further research from different communities related to relining costs, potential programs, seeking direction from them as to whether or not to pursue the project.

Tax Increment Financing (TIF) District Status

Chair Cihacek asked that staff provide an update (annually) on the status of the city's TIF districts and those being decertified. Chair Cihacek suggested a summary report, perhaps from a representative of the Finance Department to respond to questions of the PWETC versus simply a written report as part of the monthly communication information.

Discussion ensued regarding when to schedule certain topics based on timing and needs, especially with several outstanding issues coming before the PWETC in

261 2017, including the related comprehensive plan update (e.g. transportation plan,
262 consultant attendance and reporting to the PWETC as applicable, etc.) as those
263 milestones come forward.

264
265 Member Lenz announced her inability to attend the January and February 2017
266 meetings due to scheduling conflicts.

267
268 **8. Adjourn to Maintenance Facility Tour**

269 Member Wozniak moved, Member Thurnau seconded, adjournment of the business
270 portion of the PWETC at approximately 7:56 p.m. to tour the Maintenance Facility.

271
272 **Ayes: 7**

273 **Nays: 0**

274 **Motion carried.**

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2017

Item No: 4

Item Description: Communication Items

Public Works Project updates:

- Twin Lakes Parkway Phase III and Twin Lakes Area Signals: Extension of Twin Lakes Parkway from Prior Ave to Fairview Ave and construction of traffic signal at Fairview Ave. and Twin Lakes Parkway.
 - All work on Twin Lakes Parkway is complete other than the new signal and related work at Fairview Avenue.
- Cleveland Lift Station: Lift station replacement project at Cleveland & Brenner.
 - Construction contract has been awarded. Work will likely begin in April.
- 2017 Lining Project
 - Estimated to line 5.5 miles of sanitary sewer main and 0.1 miles of storm sewer
 - Contractor is scheduled to begin work in February.

City Council Update:

- The City Council approved the 2017 budget at their only December meeting. More information on the approved budget can be found on the City website at the following address:
<http://www.cityofroseville.com/2713/Budget-Information>
The Council agreed to an overall tax levy increase of 3% including the use of some reserves to offset the levy increase.
- The Council recently directed staff to hire a firm to undergo a more detailed space needs analysis and concept development for the License Center and Maintenance Facility uses. Staff has released a Request for Proposals for this work and is expected to award a services contract to an architectural firm at the end of February.

Misc. Items:

- The Community Development department has drafted a memo to the PWET Commission in order to introduce the Comprehensive Plan update process and provide a glimpse into the Commission's role during this process. Attached is that memo.

Major Maintenance Activities:

- Plowed and salted for numerous snow and ice events
- Street crews assisted utility crews with street restoration from numerous water breaks.

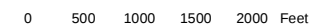
- Winter tree trimming maintenance
- Cleaning catch basins prior to rain and snow melt.
- Continue working on meter repairs and replacements.
- Collected bacteriological water samples.
- Collected disinfection byproduct for testing.
- Repaired 17 broken watermain breaks since November.

Attachments:

A: 2017 Project Map

B: Development Activity Report

C: Community Development Memo: Comprehensive Plan Update Process



Prepared by:
Engineering Department
November 21, 2016

- | | | | |
|---|----------------------------------|---|---|
|  | City PMP Projects |  | City Sanitary Lining |
|  | State & County Projects |  | Met Council Sanitary Lining/Replacement |
|  | Twin Lakes Area Projects |  | Sanitary/Lift Station Project |
|  | Signal Projects |  | Lift Station Study |
|  | Railroad Crossing Project |  | Storm Projects |
|  | Pathway and Parking Lot Projects |  | Future Project Study |
| | |  | Watermain Projects |
| | |  | Booster Station Study |

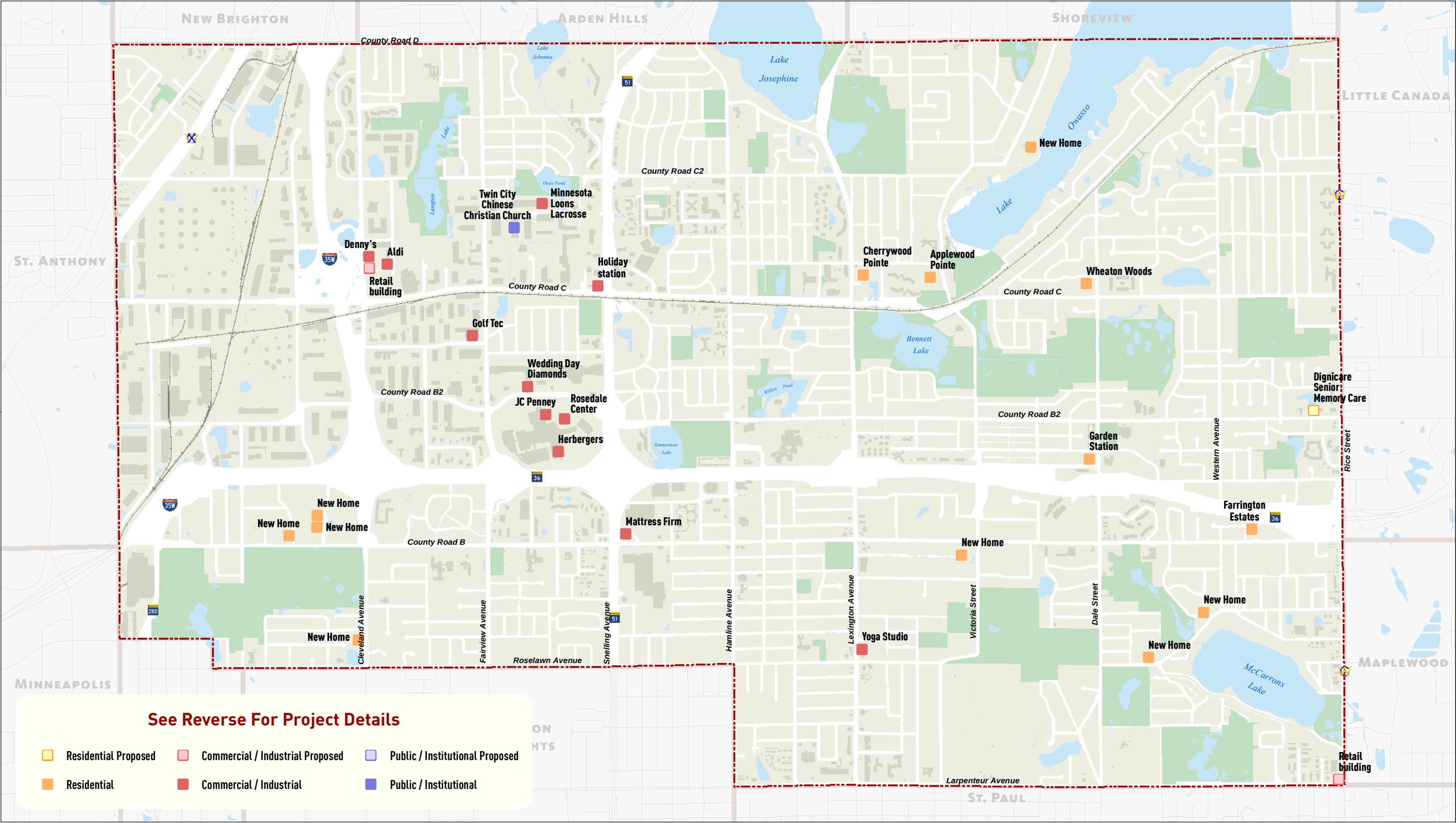
Data Sources and Contacts:
 * Ramsey County GIS Base Map (11/02/16)
 * City of Roseville Engineering Department
 For further information regarding the contents of this map contact:
 City of Roseville, Engineering Department,
 2660 Civic Center Drive, Roseville MN

DISCLAIMER

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Development Projects: January 2017

ROSEVILLE COMMUNITY DEVELOPMENT DEPARTMENT • JANUARY 2017 • DEVELOPMENT ACTIVITY REPORT (*NEW IN JANUARY)

	Project Name	Address	Project Description	Applicant/Owner Information	Starting/Occupancy
Residential Proposed	Dignicare Senior Memory Care	197 County Rd B2	26-Unit assisted living memory care facility	Greiner Construction	TBD/TBD
Residential Under Construction	Applewood Pointe	2665 Victoria St	105-Unit senior co-op	United Properties	Summer 2016/Fall 2017
	Cherrywood Pointe	2680 Lexington Ave	Assisted living/memory care	United Properties	Summer 2016/Fall 2017
	Garden Station	2325/2335 Dale St	18 attached townhomes	GMHC	Winter 2015/TBD
	Farrington Estates	311 County Rd B	6-lot single-family subdivision	Premium Real Estate Solutions/Michael B. Oudin	Winter 2016/Winter 2017
	New Home	901 Burke Ave	Single-family home	Equinox Construction, LLC	Summer 2016/Spring 2017
	New Home	1975 Cleveland Ave	Single-family home	David Raab	Winter 2016/Summer2017
	New Home	2006 Cohansey Blvd	Single-family home	Covert Constructions	Summer 2016/Spring 2017
	New Home	2179 Marion Rd	Single-family home	Homeowner	Summer 2016/Spring 2017
	*New Home	2201 Acorn Rd	Single-family home	Lee Homes	Winter 2017/Summer 2017
	*New Home	2215 Acorn Rd	Single-family home	Lee Homes	Winter 2017/Summer 2017
	New Home	2950 West Owasso Blvd	Construct new single-family home	Homeowner	Fall 2014/Summer 2017
	New Home	535 Roselawn Ave	Construct new single-family home	Bald Eagle Builders	Fall 2016/Spring 2017
	Wheaton Woods	Wheaton Ave & Dale St	17 single-family homes	Golden Valley Land Co/TJB Homes/Accent Homes	Summer 2016/TBD
Commercial/Industrial Proposed	Retail Building	1681 Rice St	New 9500 sq ft, single-story, multi-tenant shell building	Gary Carlson/Danna LLC	TBD
	Retail Building	2035 Twin Lakes Pkwy	New single-story, multi-tenant shell building	Tech Builders/Tech Builders	Fall 2016/Spring 2017
Commercial/Under Construction	Aldi	2005 Twin Lakes Pkwy	New grocery	JAVA Capital Partners	Fall 2016/Summer 2017
	Denny’s	2045 Twin Lakes Pkwy	New restaurant	Tech Builders/Tech Builders	Fall 2016/Spring 2017
	*Golf Tec	2575 Fairview Ave #210	Tenant build-out	Hunerberg Construction/Roseville Properties	Winter 2017/Spring 2017
	*Herbergers	1675 Highway 36	Interior remodel	Thomas Grace Construction/Bon Store Realty Two	Winter 2017/TBD
	Holiday Station	2645 Snelling Ave	Tenant Remodel (formerly Marathon)	JAS Construction/Kath	Winter 2016/TBD
	JC Penney	1700 County Rd B2	New entrance	JC Penny Properties, Inc./Maxwell Builders	Fall 2016/Spring 2017
	Mattress Firm	2174 Snelling Ave	Building remodel	Michael Ireland, Architect/United Growth	Fall 2014/TBD
	Minnesota Loons LaCrosse	1633 Terrace Dr	Tenant remodel	Guptil Construction/St. Paul Fire & Marine Ins.	Winter 2017/Spring 2017
	Rosedale Shopping Center	1700 County Rd B2	Utility work, parking deck, interior updates, new anchor	Jones Lang LaSalle/PPF RTL Rosedale Shopping Ctr, LLC	Fall 2016/TBD
	*Wedding Day Diamonds	1745 County Rd B2	New retail	Diversified Construction/Rosedale Commons LP	Winter 2017/Spring 2017
	Yoga Studio	1940 Lexington Ave	Tenant remodel	Dariush Moslemi	Fall 2016/Spring 2017
Proposed Public/Inst	NONE				
Under Construction Public/Institutional	Twin City Chinese Christian Church	1756 Terrace Dr	Tenant remodel/from warehouse to church	George Tuan/Twin City Chinese Christian Church	Winter2016/Fall 2016



Community Development Department

Memo

To: Public Works, Environment, and Transportation Commission

cc: Marc Culver, Public Works Director

From: Kari Collins, Community Development Director, and Bryan Lloyd, Senior Planner

Date: January 17, 2017

Re: Comprehensive Plan update process and PWET Commission role

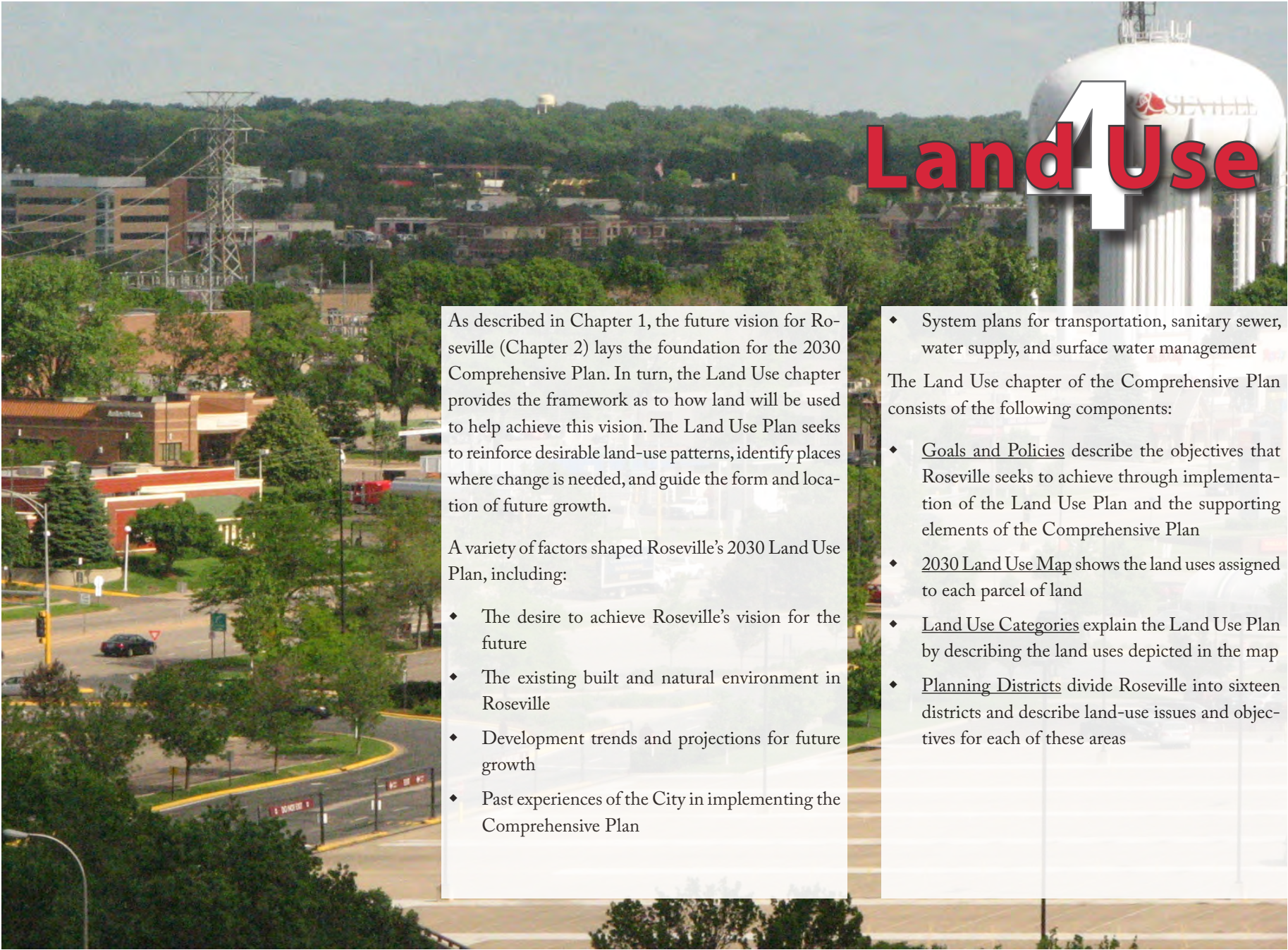
Roseville is beginning the process of updating its comprehensive plan, and your commission, with the assistance of Public Works Department staff and specialist consultants, is responsible for updating parts of the plan. A comprehensive plan is a tool for guiding the growth, redevelopment, and overall improvement of a city. For example, Roseville's current 2030 Comprehensive Plan identifies not only a transportation plan, but it also includes a future land-use plan and develops a broader framework to help shape the character of the community and enhance the quality of life. This update process won't be creating an entirely new comprehensive plan, but rather recalibrating it to ensure that it continues to reflect the community's collective vision for its future and align with the Metropolitan Council's plan for the region.

Generally, the comprehensive plan aims to:

- Create and sustain the elements that define Roseville's character, heritage, and identity.
- Influence the economic health of the community by attracting new investment and guiding it to proper locations and by protecting existing investments through the promotion of strong residential neighborhoods and business districts.
- Shape the future of municipal government by identifying needed public improvements that facilitate and sustain development.

While you are working to update the transportation plan, the Roseville's Planning Commission will be updating the future land use plan. As you well know, a community's transportation network is intimately related to the adjacent development patterns; the locations and types of development on a transportation network directly affect the amount and type of traffic using the system, and the ability of the transportation network to facilitate the circulation of people and goods directly affects the adjacent developments. Because of this fundamental link between transportation and land use, it will be important that your work is informed by Roseville's overall land use plans, just as it will be important that the Planning Commission's work is informed by Roseville's transportation planning.

In the effort to provide information about the community's land use planning, we have included a copy of the Land Use chapter of Roseville's current comprehensive plan. And we encourage you to get involved with the larger process of updating the comprehensive plan; please visit our project webpage (www.cityofroseville.com/CompPlan) to learn about all of the relevant information and events that will be a part of the community's effort to update the comprehensive plan.



Land 4 Use

As described in Chapter 1, the future vision for Roseville (Chapter 2) lays the foundation for the 2030 Comprehensive Plan. In turn, the Land Use chapter provides the framework as to how land will be used to help achieve this vision. The Land Use Plan seeks to reinforce desirable land-use patterns, identify places where change is needed, and guide the form and location of future growth.

A variety of factors shaped Roseville's 2030 Land Use Plan, including:

- ◆ The desire to achieve Roseville's vision for the future
- ◆ The existing built and natural environment in Roseville
- ◆ Development trends and projections for future growth
- ◆ Past experiences of the City in implementing the Comprehensive Plan

- ◆ System plans for transportation, sanitary sewer, water supply, and surface water management

The Land Use chapter of the Comprehensive Plan consists of the following components:

- ◆ Goals and Policies describe the objectives that Roseville seeks to achieve through implementation of the Land Use Plan and the supporting elements of the Comprehensive Plan
- ◆ 2030 Land Use Map shows the land uses assigned to each parcel of land
- ◆ Land Use Categories explain the Land Use Plan by describing the land uses depicted in the map
- ◆ Planning Districts divide Roseville into sixteen districts and describe land-use issues and objectives for each of these areas

Goals and Policies

The plans for land use in the City of Roseville are guided by the following goals and policies.

General Land Use Goals and Policies

Goal 1: Maintain and improve Roseville as an attractive place to live, work, and play by promoting sustainable land-use patterns, land-use changes, and new developments that contribute to the preservation and enhancement of the community's vitality and sense of identity.

Policy 1.1: Promote and provide for informed and meaningful citizen participation in planning and review processes.

Policy 1.2: Ensure that the City's official controls are maintained to be consistent with the 2030 Land Use Plan.

Policy 1.3: Ensure high-quality design, innovation, sustainability, and aesthetic appeal in private and public development and redevelopment, with emphasis on efficient site access, appropriately sized parking areas, and overall beautification through the adoption and utilization of year-round landscaping and site design standards, guidelines, principles, and other criteria.

Policy 1.4: Maintain orderly transitions between different land uses in accord with the general land-use guidance of the Comprehensive Plan by establishing or strengthening development design standards.

Policy 1.5: Promote well-planned and coordinated development.

Policy 1.6: Encourage improvements to the connectivity and walkability between and within the community's neighborhoods, gathering places and commercial areas through new development, redevelopment, and infrastructure projects.

Policy 1.7: Create a higher aesthetic level for the community through use of redevelopment and infrastructure improvements to reduce or eliminate visual pollutants such as overhead power, cable, and telephone lines, traffic controllers, junction boxes, and inappropriate signage.

Policy 1.8: Reduce land consumption for surface parking by encouraging construction of multilevel and underground parking facilities, shared parking facilities, and other strategies that minimize surface parking areas while providing adequate off-street parking.

Policy 1.9: Encourage and support new development, redevelopment, and infrastructure improvements that incorporate and protect alternative energy sources, such as solar access, geothermal, wind, and biomass.

Policy 1.10: Promote and support the provision of a citywide technology infrastructure that is accessible to both the public and private sectors.

Policy 1.11: Establish and maintain cooperative working relationships with other governmental bodies for mutual benefit in planning land use.

Policy 1.12: Consider opportunities for acquisition of institutional property proposed for conversion to private use and private property for sale that fills a need for parks, open space, or trail corridors.

Goal 2: Maintain and improve the mix of residential, commercial, employment, parks, and civic land uses throughout the community to promote a balanced tax base and to anticipate long-term economic and social changes.

Policy 2.1: Review the Land Use Plan regularly to ensure its usefulness as a practical guide to current and future development. Whenever practicable, coordinate the Plan with the plans of neighboring communities, the county, school districts, and the most current Metropolitan Council system plans.

Policy 2.2: Promote and support transit-oriented development and redevelopment near existing and future transit corridors.

Policy 2.3: Encourage a broad mix of commercial businesses within the community to diversify and strengthen the tax base and employment opportunities.

Goal 3: Identify underutilized, deteriorated, or blighted properties and guide them toward revitalization, reinvestment, or redevelopment consistent with community goals and good planning and development principles.

Policy 3.1: Support the use of master plans for small redevelopment areas.

Policy 3.2: Promote redevelopment that reduces blight, expands the tax base, enhances the mix of land uses in the community, and achieves other community objectives.

Policy 3.3: Apply strategies to effectively enforce City codes related to the maintenance of buildings and property.

Goal 4: Protect, improve, and expand the community's natural amenities and environmental quality.

Policy 4.1: Promote the use of energy-saving and sustainable design practices during all phases of development including land uses, site design, technologies, buildings, and construction techniques.

Policy 4.2: Seek to use environmental best practices for further protection, maintenance, and enhancement of natural ecological systems including lakes, lakeshore, wetlands, natural and man-made storm water ponding areas, aquifers, and drainage areas.

Policy 4.3: Promote preservation, replacement, and addition of trees within the community.

Policy 4.4: Existing and future development of business and industry, shopping, transportation, housing, entertainment, leisure, and recreation opportunities shall be in harmony with the commitment Roseville has made to its environment and quality of life, without compromising the ability of future generations to meet their own needs.

Goal 5: Create meaningful opportunities for community and neighborhood engagement in land-use decisions.

Policy 5.1: Utilize traditional and innovative ways to notify the public, the community, and neighborhoods about upcoming land-use decisions as early as possible in the review process.

Policy 5.2: Require meetings between the land-use applicant and affected persons and/or neighborhoods for changes in land-use designations and projects that have significant impacts, prior to submittal of the request to the City.

Policy 5.3: Provide for and promote opportunities for informed citizen participation at all levels in the planning and review processes at both the neighborhood and community level.

Policy 5.4: Ensure adequate and diverse representation of the appropriate stakeholders in land-use studies and advisory bodies.

Residential Area Goals and Policies

Goal 6: Preserve and enhance the residential character and livability of existing neighborhoods and ensure that adjacent uses are compatible with existing neighborhoods.

Policy 6.1: Promote maintenance and reinvestment in existing residential buildings and properties, residential amenities, and infrastructure to enhance the long-term desirability of existing neighborhoods and to maintain and improve property values.

Policy 6.2: Where higher intensity uses are adjacent to existing residential neighborhoods, create effective land use buffers and physical screening.

Goal 7: Achieve a broad and flexible range of housing choices within the community to provide sufficient alternatives to meet the changing housing needs of current and future residents throughout all stages of life.

Policy 7.1: Promote flexible development standards for new residential developments to allow innovative development patterns and more efficient densities that protect and enhance the character, stability, and vitality of residential neighborhoods.

Policy 7.2: Encourage high-quality, mixed residential developments that achieve the community's goals, policies, and performance standards, encourage parks and open space, and use high-quality site design features and building materials.

Policy 7.3: Consider increased densities in new residential developments to reduce housing costs, improve affordability, and attract transit-oriented development.

Policy 7.4: Promote increased housing options within the community that enable more people to live closer to community services and amenities such as commercial areas, parks, and trails.

Policy 7.5: Consider the conversion of underutilized commercial development into housing or mixed-use development.

Goal 8: Promote a sense of community by encouraging neighborhood identity efforts within the community.

Policy 8.1: Seek opportunities to plan, design, and develop inter- and intra-generational, multipurpose neighborhood gathering places.

Policy 8.2: Where feasible, provide or improve connections between residential areas and neighborhood amenities such as parks, trails, and neighborhood business areas.

Commercial Area Goals and Policies

Goal 9: Provide attractive, inviting, high-quality retail shopping and service areas that are conveniently and safely accessible by multiple travel modes including transit, walking, and bicycling.

Policy 9.1: Encourage commercial areas to make efficient use of land, provide for safe vehicular and pedestrian movements, provide adequate parking areas, provide appropriate site landscaping, and create quality and enduring aesthetic character.

Policy 9.2: Promote commercial development that is accessible by transit, automobile, walking, and bicycle.

Policy 9.3: Seek to make on-site transit stops part of commercial development and redevelopment.

Goal 10: Promote an appropriate mix of commercial development types within the community.

Policy 10.1: Use the Comprehensive Plan to guide new commercial development to locations appropriate for its scale and use.

Policy 10.2: Emphasize the development of commercial uses that meet the needs of existing and future Roseville residents.

Policy 10.3: Support neighborhood-scale commercial areas that provide convenient access to goods and services at appropriate locations within the community.

Employment Area Goals and Policies

Goal 11: Achieve a healthy balance between commercial and employment land uses to maintain a sound and diversified economic base and living-wage jobs.

Policy 11.1: Promote and support the redevelopment of physically and economically obsolete or underutilized property.

Policy 11.2: Restrict and control open storage uses in commercial and industrial areas.

Policy 11.3: Encourage the development of multistory office and light-industrial uses to use land efficiently, expand the property tax base, and create jobs.

Policy 11.4: Use official controls to ensure all office, industrial, and business park developments consist of high-quality design, efficient parking strategies, and appropriate site landscaping.

Policy 11.5: Ensure the provision of adequate parking facilities for employment uses and encourage the use of shared, multilevel, and/or underground parking structures to reduce excessive use of land area for parking.

Goal 12: Minimize the potentially negative impacts of high-intensity employment uses.

Policy 12.1: Direct the location and development of businesses generating significant large truck traffic to areas with appropriate infrastructure.

Policy 12.2: Encourage improvements that reduce nuisance characteristics of high-intensity employment uses, especially near residential uses.

Mixed-Use Area Goals and Policies

Goal 13: Improve the community's mix of land uses by encouraging mixed medium- and high-density residential uses with high-quality commercial and employment uses in designated areas.

Policy 13.1: Facilitate the improvement, environmental remediation, and redevelopment of underutilized, heavy-industrial land and trucking facilities in designated locations into a compatible mixture of residential and employment uses.

Policy 13.2: Develop and utilize master plans, as official controls, for redevelopment areas in order to achieve an appropriate mixture of uses in the mixed-use areas designated on the 2030 Future Land Use Map.

Goal 14: Promote and support the development of mixed-use areas that have a rich mix of related and mutually reinforcing uses within walking distance of each other.

Policy 14.1: Encourage a mix of two or more uses within each development project either within the same building or horizontally on the site.

Policy 14.2: Use official controls to ensure all mixed-use development is cohesive, compact, and pedestrian-oriented, consisting of high-quality design, efficient parking strategies, and appropriate site landscaping.

Policy 14.3: Promote and support the provision of a robust system of public spaces within mixed-use areas such as parks, plazas, pathways, streets, and civic uses to encourage community gathering and connections.

Policy 14.4: Discourage piecemeal development that does not achieve the goals and policies for mixed-use areas.

2030 Land Use Map

The 2030 Land Use Map (see Figure 4.1) shows the desired land use for all property in Roseville. Table 4.1 summarizes the planned land uses by category shown on the map. The planned future land uses depicted on this map reflect previous community planning efforts in Roseville as well as desired updates identified as part of the 2008 Comprehensive Plan Update process. As shown on the 2030 Land Use Map, the future land uses seek to:

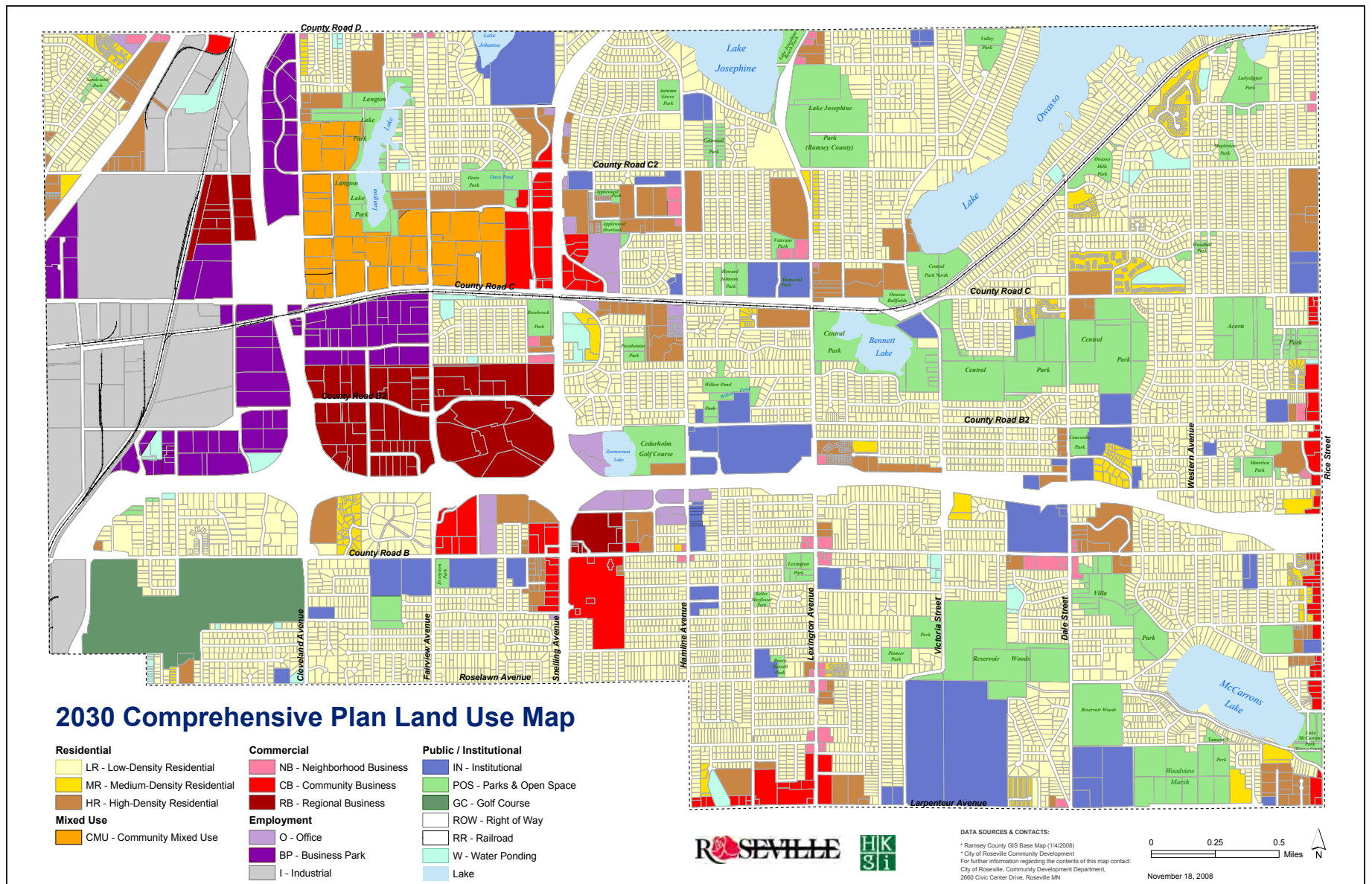
- ♦ Organize the community in a sustainable manner in order to balance households with jobs, to promote alternative mobility options, to respect the natural environment, and to result in enduring development patterns
- ♦ Make efficient use of municipal utility systems and facilitate the orderly and financially feasible expansion of these systems
- ♦ Provide the capacity for the type of growth desired by the community

The 2030 Land Use Map is only one piece of Roseville's Land Use Plan. The other components of the Land Use chapter of the Comprehensive Plan work with this map to explain the intent and objectives for future land use. Further, this map lays the foundation for land use controls that are used by the City to implement the Comprehensive Plan.

Land Use Category		Acres	% Total
LR	Low-Density Residential	3,037	34.28%
MR	Medium-Density Residential	160	1.80%
HR	High-Density Residential	422	4.76%
MU	Community Mixed Use	179	2.02%
NB	Neighborhood Business	45	0.51%
CB	Community Business	206	2.33%
RB	Regional Business	279	3.15%
O	Office	79	0.89%
BP	Business Park	282	3.18%
I	Industrial	496	5.60%
IN	Institutional	476	5.37%
POS	Park & Open Space	845	9.53%
GC	Golf Course	157	1.77%
ROW	Right of Way	1,770	19.98%
RR	Railroad	86	0.97%
W	Water Ponding	71	0.80%
LAKE	Lake	271	3.06%
Total		8,861	100.00%

2030 Land Use Percentages by Category

Table 4.1





Land Use Categories

The 2030 Land Use Map depicts the overall planned land-use pattern in Roseville. This section defines the land-use categories shown on the 2030 Land Use Map.

Low-Density Residential (LR)

Low-density residential land uses include single-family detached houses generally with a density between 1.5 and four units per acre and two-family attached houses generally with a density of no more than eight units per acre.



Medium-Density Residential (MR)

Medium-density residential land uses include single-family attached housing types such as triplex, quadruplex, row houses, side-by-side townhouses, back-to-back townhouses, mansion townhouses, and small-lot detached houses, generally with a density greater than four units per acre up to 12 units per acre.



High-Density Residential (HR)

High-density residential land uses include multifamily housing types including apartments, lofts, flats, and stacked townhouses, generally with a density greater than 12 units per acre.



Community Mixed Use (CMU)

Community Mixed Use areas are intended to contain a mix of complementary uses that may include housing, office, civic, commercial, park, and open space uses. Community Mixed Use areas organize uses into a cohesive district, neighborhood, or corridor, connecting uses in common structures and with sidewalks and trails, and using density, structured parking, shared parking, and other approaches to create green space and public places within the areas. The mix of land uses may include Medium- and High-Density Residential, Office, Community Business, Institutional, and Parks and Open Space uses. Residential land uses should generally represent between 25% and 50% of the overall mixed-use area. The mix of uses may be in a common site, development area, or building. Individual developments may consist of a mix of two or more complementary uses that are compatible and connected to surrounding land-use patterns. To ensure that the desired mix of uses and connections are achieved, a more detailed small-area plan, master plan, and/or area-specific design principles is required to guide individual developments within the overall mixed-use area.



Regional Business (RB)

Regional Business areas include a collection of businesses and Institutional uses that provide goods and services to a regional market area. Uses found in Regional Business areas include regional-scale institutions and malls, shopping centers of various sizes, freestanding large-format stores, freestanding smaller businesses, multistory office buildings, and groupings of automobile dealerships. Regional Business areas are located in places with visibility and access from the regional highway system (Interstate 35W and State Highway 36).



Community Business (CB)

Community Business areas are oriented toward businesses and Institutional uses involved with the provision of goods and services to a local market area. Community business areas include shopping centers and freestanding businesses and institutions that promote community orientation and scale. To provide access and manage traffic, community business areas are located on streets designated as A Minor Augmentor or A Minor Reliever in the Transportation Plan. Community Business areas should have a strong orientation to pedestrian and bicycle access to the area and movement within the area. Residential uses, generally with a density greater than 12 units per acre, may be located in Community Business areas only as part of mixed-use buildings with allowable business uses on the ground floor.



Neighborhood Business (NB)

Neighborhood Business areas are small-scale business and Institutional areas located on or at the intersection of minor arterial and collector streets. Business uses in these areas may include retail, service, and office. Residential uses may be located in a mixed-use building in these areas. Residential uses should generally have a density between four and 12 units per acre and are subject to the other limitations for this land use. Buildings shall be scaled appropriately to the surrounding neighborhood. There should be appropriate buffers and pedestrian connections between Neighborhood Business areas and adjacent residential neighborhoods. Neighborhood Business areas should be connected to surrounding neighborhoods by sidewalks or trails.



Office (O)

Office uses include business, professional, administrative, scientific, technical, research, and development services at higher densities.



Industrial (I)

Industrial uses include manufacturing, assembly, processing, warehousing, laboratory, distribution, related office uses, and truck/transportation terminals.



Business Park (BP)

Business Park is an employment area that has a consistent architectural style with a mix of employment-oriented use types. These uses may include office, office-showroom-warehousing, research and development services, high-tech electronic manufacturing, medical, and lodging with business-park-supporting retail and services such as healthcare, fitness, child daycare, drycleaning, bank, coffee shop, restaurant, and convenience store.

Institutional (IN)

Institutional land uses include civic, school, library, church, cemetery, and correctional facilities.

Parks & Open Space (POS)

Park and open space land uses include public active and passive recreation areas such as parks, playfields, playgrounds, nature areas, and golf courses.

Golf Course (GC)

Golf course land uses include private golf courses, golf holes, practice ranges, and greens.

Road Right-of-Way (ROW)

Road right-of-way land uses include public and private road right-of-way for automobiles, transit, and non-vehicular transportation modes.

Railroad (RR)

Railway land uses include right-of-way utilized for public and private railroad related activities.

Lake (L)

Lake includes permanently flooded open water, rivers, and streams included in the Public Waters Inventory (PWI) maintained by the MN DNR and also includes the floodway areas designated by the Federal Emergency Management Agency (FEMA).

Water Ponding (WP)

Water ponding includes public or private land occupied by a constructed stormwater runoff pond.

Planning Districts

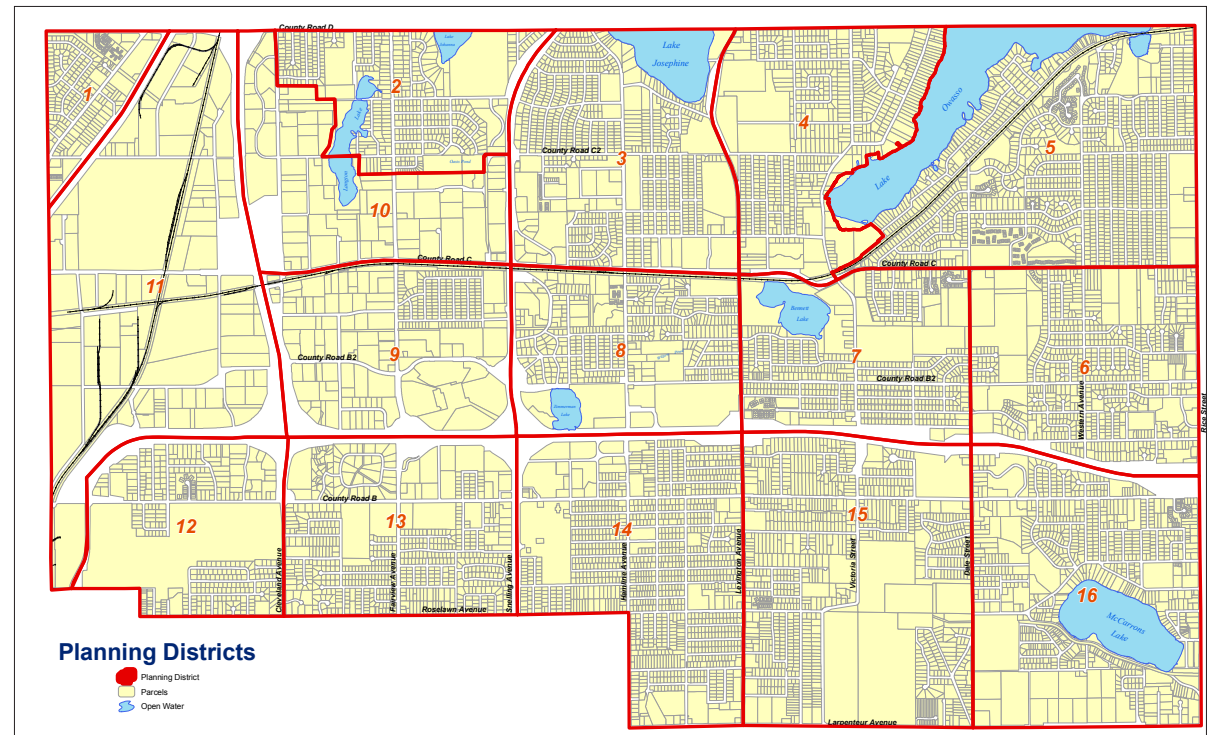
The 2030 Comprehensive Plan update continues the practice of planning land use by districts within Roseville. The 1994 Comprehensive Plan and the 2003 update evaluated land uses in each of the 15 planning districts. The 2030 Comprehensive Plan uses 16 districts as shown in Figure 4.2. The section that follows discusses current and future land use in each of these districts.

District 1

Planning District 1 is located in the northwest corner of the city bordered by County Road 88, County Road D and Highcrest Road. In Planning District 1, the primary existing land use is single-family residential with medium- and high-density residential development on the edges of the neighborhood. A neighborhood park, Sandcastle Park, is located in the center of the district. Small retail and office uses exist at the intersection of County Road D and Old Highway 8.

Land-Use Issues

This residential neighborhood is often perceived as being isolated as it is separated from the rest of Roseville's neighborhoods by major highways, a railroad, and the large industrial area west of I-35W. Bordering the southeast side of the district is County Road 88, which produces traffic and noise that can negatively impact the neighborhood. Existing land uses on the east side of County Road 88 are primarily heavy and light industrial as part of Roseville's large industrial area west of I-35W. The neighborhood would benefit from improved access to the rest of the Roseville, including on- or off-street routes for walking and biking that would better connect the neighborhood to the City's parks and recreation system.



Planning Districts

Figure 4.2

Planning District 1 contains one vacant site, which consists of two adjacent parcels totaling approximately nine acres that is located just south of County Road D between Old Highway 8 and County Road 88. Because potential soil and fill material problems on the site would challenge the economic feasibility of developing a multistory building, the site's previous future land use designation was Business. The desired development of more intensive uses will most likely require substantial soil corrections. If this land is developed with residential uses, the provision of public or private parks/open space should be considered as part of the development. This

park land could be designed to improve the district's access to park space in the neighborhood as well as the community's park system.

Future Land Use

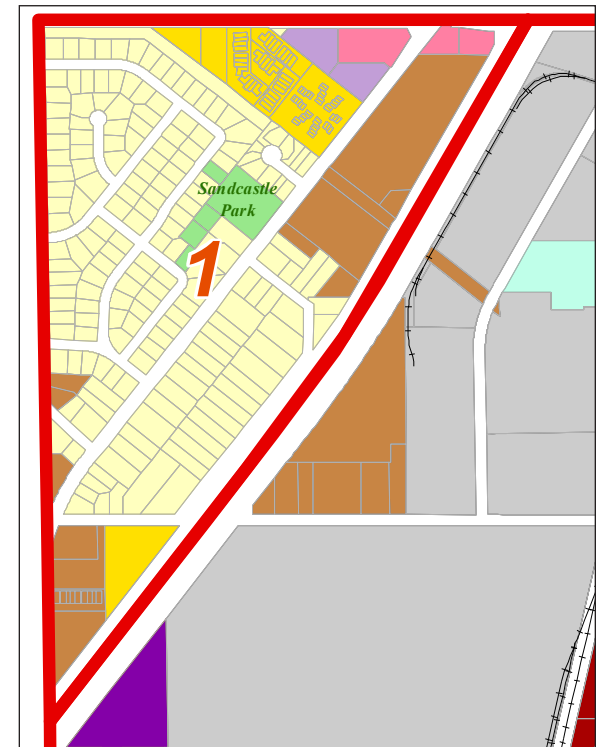
The Comprehensive Plan seeks to sustain and support the residential character of this district. The vacant land located just south of County Road D between Old Highway 8 and County Road 88 is guided for High-Density Residential. Since direct driveway access to County Road 88 would not be available and adjacent existing land uses are primarily residential, the future land-use designation was changed from Business to High-Density Residential as part of this 2008 update to the Comprehensive Plan.

The node at the intersection of County Road D and Old Highway 8, which was previously guided for Business and Limited Business, is now guided for Neighborhood Business and Office uses to reflect the new land-use categories of the 2030 Comprehensive Plan.



Existing Land Use - Planning District 1

Figure 4.3



Future Land Use - Planning District 1

Figure 4.4

Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



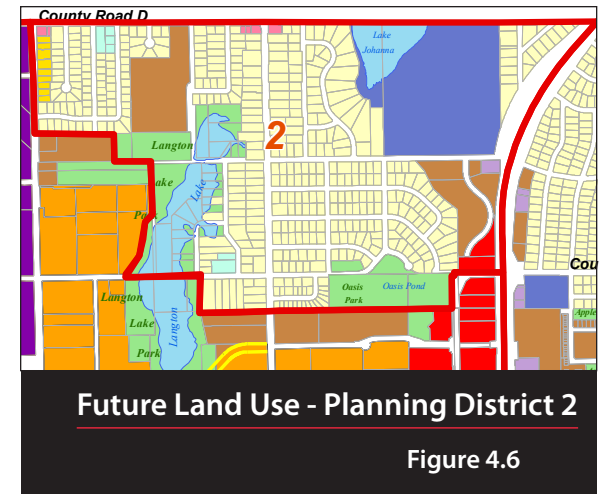
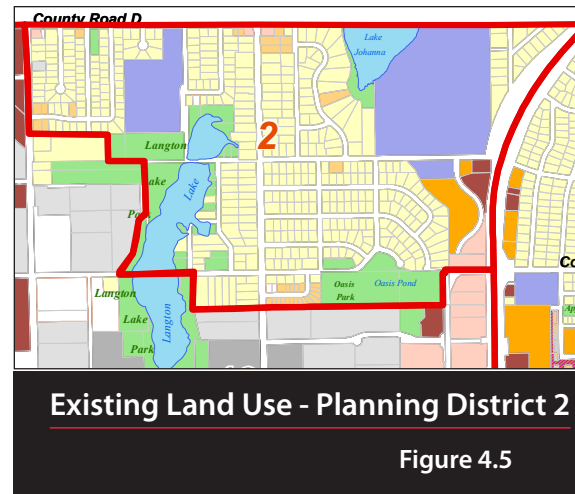
District 2

Planning District 2 runs from Cleveland Avenue on the west to Snelling Avenue on the east, and from County Road D on the north to County Road C2 on the south. In Planning District 2, the primary existing land uses are low-density residential, institutional, and parks/open space. The Northwestern College campus is partially located within Roseville adjacent to Lake Johanna in the northeast corner of the district. Langton Lake and Oasis Pond and the parks/open spaces surrounding them are located along the southern border of the district and provide separation between the residential neighborhood and the nonresidential areas to the south.

Land-Use Issues

The primary land-use issues in District 2 occur on the edges. This district's southern edge borders the Twin Lakes Redevelopment Area, currently a mix of industrial and vacant land. The Comprehensive Plan guides the Twin Lakes area for a mix of residential and nonresidential land uses. Attention should be given to establishing appropriate transition/buffer land uses between future land uses in the Twin Lakes area and the existing low-density residential uses in Planning District 2.

Similar transition issues exist with the more intensive land uses along Snelling Avenue adjacent to Northwestern College and along Cleveland Avenue. Northwestern College has continued to grow in size, which creates pressures to expand its campus. In particular, there is a growing presence of student housing, some owned by the college, east of Snelling Avenue and south of County Road C2. The Comprehensive Plan seeks to balance maintaining the integrity of the existing neighborhoods with sustaining this more intense adjacent land use.



Existing Land Use Map



Future Land Use

The 2030 Land Use plan for District 2 focuses on maintaining existing land uses. Planned uses are consistent with current development.

The Comprehensive Plan continues to guide land uses near the Northwestern College campus for the appropriate land uses rather than expanding the designation of institutional land uses east of Snelling Avenue and south of County Road C2.

Proposed 2030 Future Land Use Plan Map



District 3

Planning District 3 extends from Snelling Avenue on the west to Lexington Avenue on the east, and from County Road D on the north to County Road C on the south.

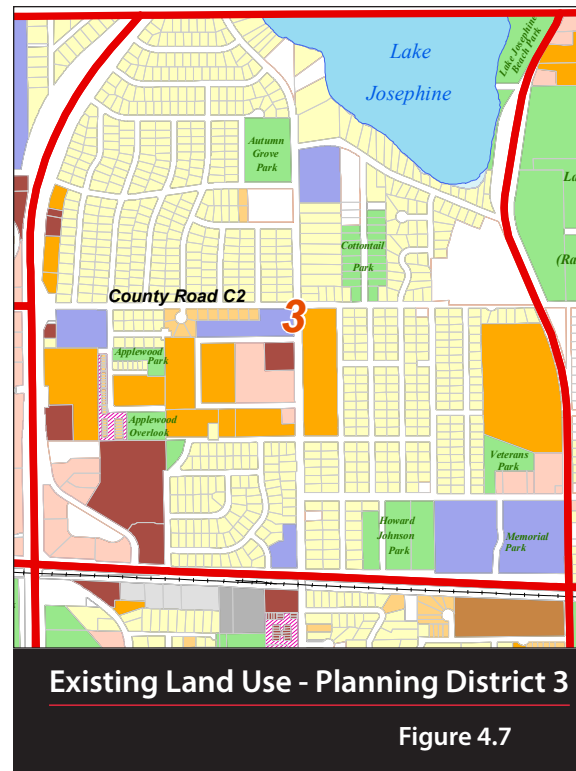
Land-Use Issues

The key land-use issue for District 3 is the future of the Hamline Shopping Center. The Comprehensive Plan anticipates the redevelopment of the existing shopping center. This redevelopment is envisioned as a mix of residential and commercial uses. The Plan shows separate land uses, but an integrated mixed-use project would also meet the objectives of the Comprehensive Plan. Retail uses at this location should be oriented to Hamline Avenue.

Future Land Use

The Comprehensive Plan seeks to reinforce existing land-use patterns:

- ♦ Commercial and office uses are oriented to Snelling Avenue and County Road C.
- ♦ Higher-density housing options extend through the middle of this district.
- ♦ The Roseville municipal campus occupies the southeast corner of the district.
- ♦ A neighborhood commercial center lies north of the municipal campus.
- ♦ The remainder of the district is dominated by low-density housing.



Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



District 4

Planning District 4 begins at Lexington Avenue on the west, ends at the shoreline of Lake Owasso on the east, and is bounded by County Road D on the north and County Road C on the south.

Land-Use Issues

The park and lakefront make District 4 a desirable residential setting. The Comprehensive Plan supports the existing land-use pattern.

Future Land Use

The majority of the district continues to be guided for low-density residential. Infill and redevelopment should be compatible with the surrounding neighborhood.

Medium- and high-density housing form edges along County Road C and Lexington Avenue.



District 5

Planning District 5 occupies the northeast corner of Roseville. It runs from County Road D on the north to County Road C on the south. On the west is Lake Owasso and on the east is Rice Street.

Land-Use Issues

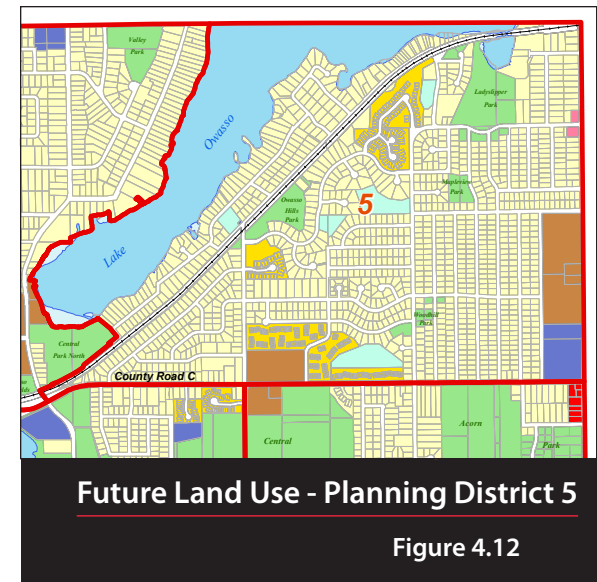
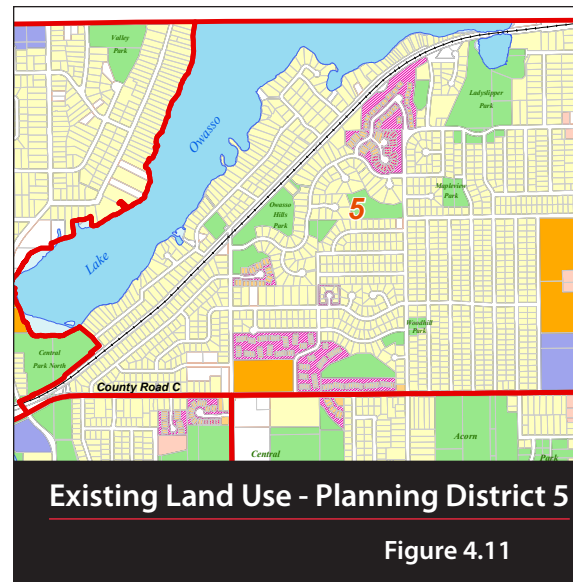
Planning District 5 is a sound residential area. The majority of the district is occupied by single-family housing. Some medium-density infill development (e.g. twin homes and townhomes) has been built. High-density housing exists along major road corridors like County Road C and Rice Street.

The condition of the housing immediately adjacent to Rice Street should be monitored. The long-term viability of this location as a setting for single-family homes will be influenced by traffic volumes on Rice Street and by land uses to the east in Little Canada.

Property in District 5 along Rice Street should be studied as part of redevelopment planning for the entire Rice Street corridor (see discussion in District 6).

Future Land Use

The Comprehensive Plan reinforces existing land-use patterns.



Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



District 6

Planning District 6 stretches from County Road C on the north to Highway 36 on the south and from Dale Street on the west to Rice Street on the east.

Land-Use Issues

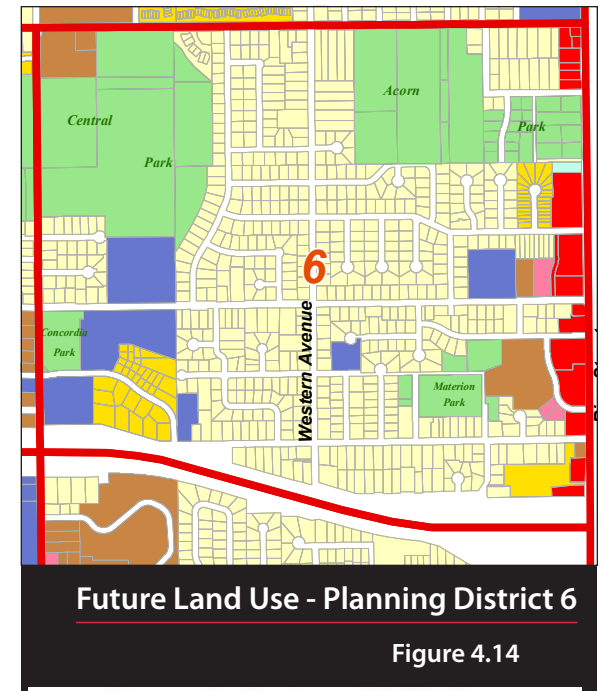
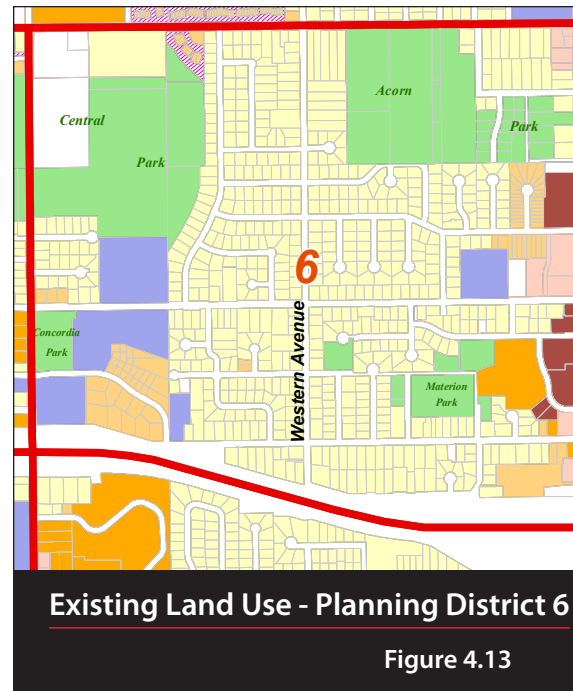
An important initiative growing out of the 2008 Comprehensive Plan update process is the need to undertake more detailed planning for the Rice Street corridor. Located in Roseville, Little Canada, and Maplewood, the corridor is a complex setting with a wide range of land uses, which creates both the opportunity and the need for redevelopment. The level of investigation conducted in preparation of the 2030 Plan did not allow for the exploration of future land-use options in conjunction with the adjacent cities.

Future Land Use

The land-use plan for District 6 is based on existing patterns. The majority of the district continues as single-family housing, parks, and institutional (e.g. schools, churches, etc.) uses.

Future land use along Rice Street primarily reflects existing use. Properties along Rice Street are planned for a mix of retail, service, and office businesses. All non-residential uses are guided as Community Business to allow flexibility in future development. Existing single-family residential properties are guided for transition to commercial use.

Future development along Rice Street should be oriented to the street and not allowed to encroach into adjacent single-family neighborhoods.



District 7

Planning District 7 is bordered on the north by County Road C and on the south by Highway 36. The border on the west is Lexington Avenue and the border on the east is Dale Street.

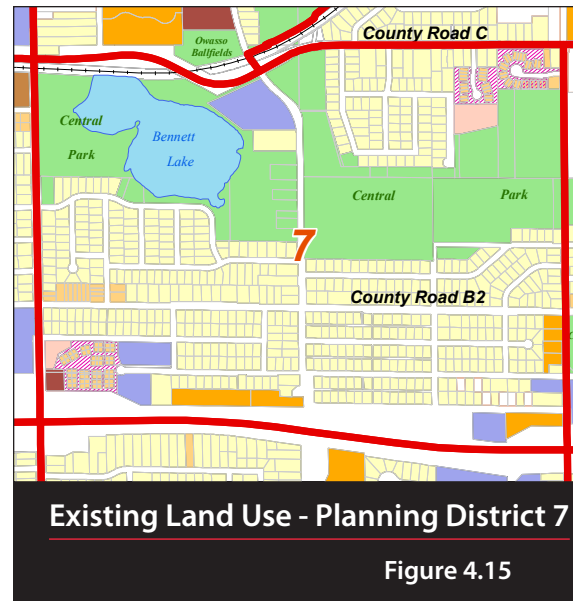
Land-Use Issues

As for many parts of eastern Roseville, the focus of the 2030 Comprehensive Plan is sustaining sound residential neighborhoods. No special land-use issues are identified in District 7.

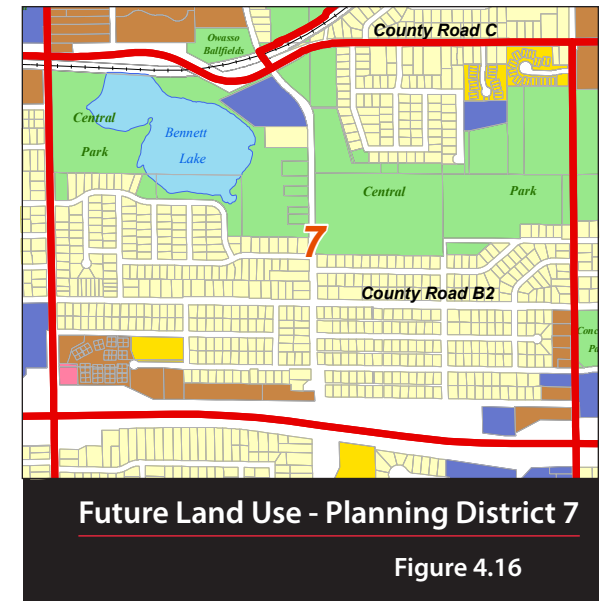
Future Land Use

Throughout the north-central portion of this district is Central Park, a significant amenity for Roseville. Central Park serves as a foundation for the primary residential character of the district.

The primary land use is low-density residential (i.e., single-family). Medium- and high-density residential uses are oriented to County Road C, Dale Street, and Highway 36.



Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



District 8

Planning District 8 is bordered by County Road C on the north, Highway 36 on the south, Snelling Avenue on the west and Lexington Avenue on the east.

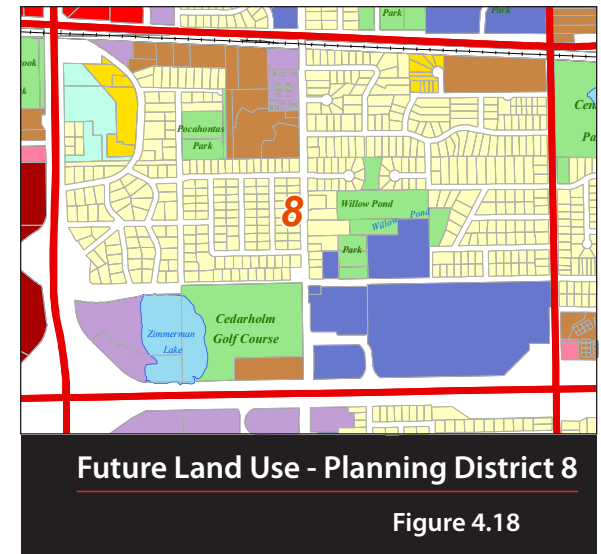
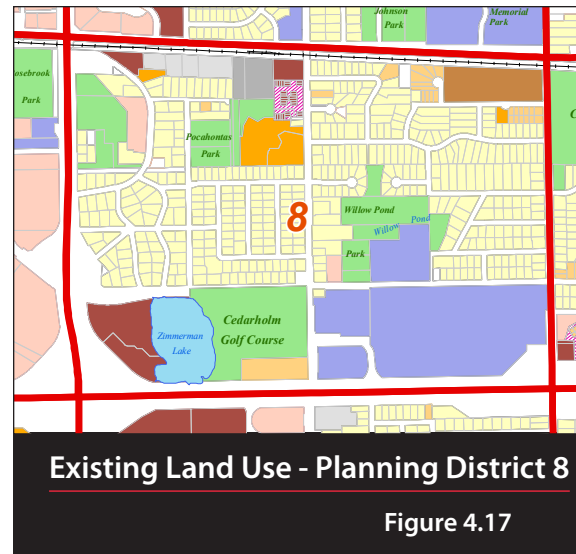
Land-Use Issues

Planning District 8 contains a mix of land uses, which is dominated by single-family residential. The southern edge is formed by public/institutional uses including the Roseville Area High School, Roseville School District 623 headquarters, and Cedarholm Golf Course.

The northern edge is a mix of industrial, office, and residential uses. The Comprehensive Plan envisions the long-term redevelopment of industrial property with higher-density residential. The industrial uses exist on smaller parcels with constrained access. Improvements in the access to these properties will be needed.

Future Land Use

With the exception of the industrial area adjacent to County Road C (see discussion above), the future land-use plan is consistent with current land use.



District 9

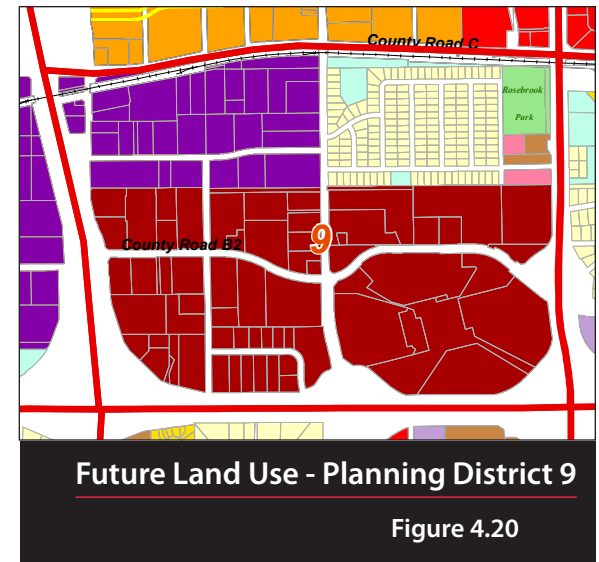
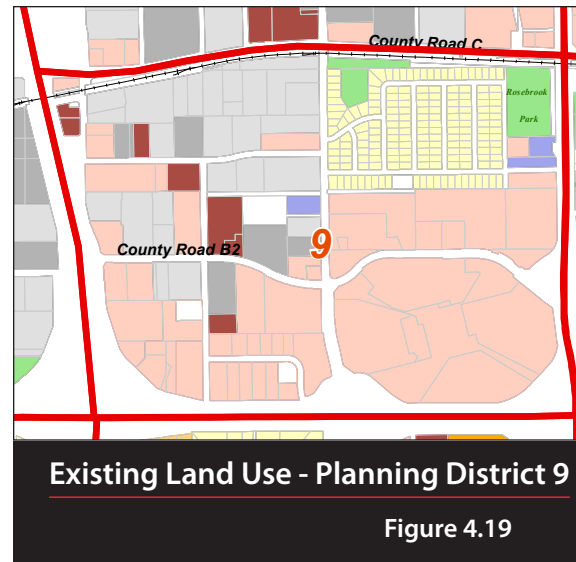
Planning District 9 is bordered by County Road C on the north, Highway 36 on the south, Interstate-35W on the west and Snelling Avenue on the east. District 9 includes four primary uses:

- ♦ Rosedale Shopping Center
- ♦ Crossroads Center, Rosedale Commons, Rosedale Marketplace, and other commercial areas around Rosedale
- ♦ James Addition single-family residential neighborhood
- ♦ Tower Place

Land-Use Issues

District 9 is a focal point of Roseville's connection with the regional transportation system. Interstate 35W and Highway 36 are regional travel routes. Rosedale Shopping Center serves as a transit hub. The role of Snelling Avenue should increase as a transit connection with the Central Corridor light rail transit line. These transportation systems support the concentration of Regional Business land uses in this district.

History has shown that this access and visibility does not guarantee a successful retail environment. Shopping areas adjacent to Rosedale have realized mixed results. The Comprehensive Plan seeks to establish and sustain an excellent retail environment, allowing businesses to benefit from shared market and customers. The designation of this larger area adjacent to Rosedale as Regional Business represents an expansion of the area allowing regional scale businesses in the future. Attracting businesses with a regional customer base to this district



should decrease pressure to locate such businesses in other areas.

The land-use pattern to the west of Rosedale retains a retail character, but becomes more freestanding businesses. This pattern is likely to continue. While these sites have high visibility, the access is more limited than the immediate Rosedale area. This accessibility should

influence the nature of businesses locating in this part of District 9.

There are existing office, industrial, and institutional uses along County Road B2 west of Fairview Avenue. These include Caterpillar, Salvation Army, and the U.S. Post Office. The Comprehensive Plan does not seek the immediate redevelopment of these properties. Rather, the Plan is an indication of the intent to provide for

future growth of regional commercial businesses when the existing uses are no longer viable.

Access is also an issue for the northern portion of this district. The northern edge of District 9 is formed by a rail line and powerline corridor. Access comes from a single rail crossing and connection with County Road C. A grade change prevents additional street access to the south and creates relatively narrow sites. These factors limit the potential for high-traffic-volume uses.

The rail line has been discussed as a potential future transit corridor (the Northeast Diagonal). Transit service would change the nature of development opportunities in this area.

The Comprehensive Plan seeks to sustain the viability of the James Addition as a low-density residential neighborhood. Although surrounded by major transportation corridors and regional shopping areas, this neighborhood retains its integrity.

Future Land Use

Tower Place is guided with the Business Park category, new for the 2030 Comprehensive Plan. This land use designation is based on the desire to encourage the continued development of the area with office, office/warehouse, and office/showroom types of development. Commercial uses in this area should be supportive of the employment-oriented nature of the area. Lodging and restaurants are existing examples of compatible uses.

The Comprehensive Plan supports the long-term viability of Rosedale as a Regional Business. Although many of the businesses surrounding Rosedale could be found in other commercial land-use areas, the Regional Business designation reflects the influences of a regional

shopping center and two regional transportation corridors (Highway 36 and Interstate 35W).

District 10

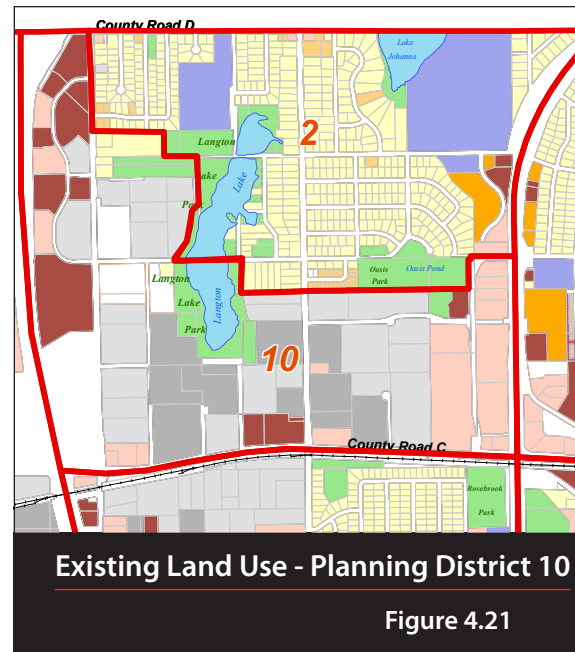
Planning District 10 extends from County Road D on the north to County Road C to the south, and from Interstate 35W on the west to a portion of Snelling Avenue on the east. This area includes the Centre Pointe Planned Unit Development and the Twin Lakes redevelopment area. The area is an evolving mix of office and other businesses with supporting commercial and housing.

The previous versions of the Comprehensive Plan for this district included industrial areas west of Interstate 35W, Tower Place, and the commercial area extending south to Highway 36. The area has been divided into new districts with more common land-use issues.

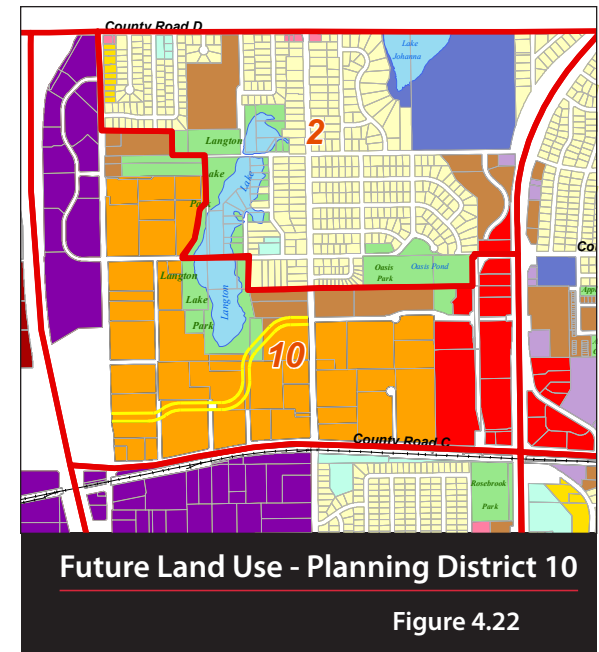
Land-Use Issues

The primary issue for District 10 will be continuing efforts to facilitate the redevelopment of the Twin Lakes area. Twin Lakes has been a long-term redevelopment focus of the City. A series of planning studies and environmental reviews have defined development issues and community desires for this area. While the location and access to the regional transportation system make District 10 a desirable development area, classic redevelopment issues (e.g. obsolete existing uses, underutilized property, poor site configuration, and site contamination) create challenges in attracting investment.

Previous planning has envisioned a master-planned approach to redevelopment. A large-scale project would allow the City to work with a single developer to guide land uses and public improvements. Such a project has not materialized. Future development will more likely



Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



be a series of smaller projects. This approach places more responsibility on the City for creating an appropriate mix of uses and a sustainable development pattern.

The Rosedale Square and Roseville Crossings retail areas form the east edge of District 10. No additional commercial/retail development of this scale is planned for District 10. Midway Ford is the only auto dealership in Roseville that is not located in a Regional Business area.

Future Land Use

The Twin Lakes area is designated as Community Mixed Use, a new land-use category for the 2030 Comprehensive Plan. The mixed-use designation for this area reflects several factors:

- ♦ The need to retain flexibility in working with developers over an extended period of time to create high-quality and sustainable new development
- ♦ The recognition that the ability to correct site pollution will influence the type and location of development
- ♦ The desire to have employment as the primary orientation of future development, balanced with the recognition that commercial and residential uses help to support business development
- ♦ Twin Lakes should not be developed with shopping as the primary focus of future land use

The Comprehensive Plan lays the foundation for future development. The City intends to rely on the following official controls and environmental studies to guide land use and to evaluate specific development proposals:

- ♦ Zoning regulations

- ♦ Twin Lakes Business Park Master Plan
- ♦ Twin Lakes Business Park Alternative Urban Areawide Review (AUAR)
- ♦ Twin Lakes Redevelopment Area Design Principles

The Centre Pointe area is guided as Business Park, a new land-use category for the 2030 Comprehensive Plan. Centre Pointe is a strong example of the mix of business land uses intended for the category. The primary focus of the area is office and other service businesses. Commercial uses, such as lodging, provide support to the underlying employment objective of this area. Future land use will be a continuation of this pattern.

District 11

Planning District 11 is the area bound by the the city boundary of New Brighton to the north, Interstate 35W to the east and south, the city boundaries of Minneapolis and St. Anthony to the west, and County Road 88 to the northwest.

This district was part of District 10 in the previous Comprehensive Plan.

Land-Use Issues

District 11 continues as a major employment area for Roseville and the region. The area is suited to sustaining a wide range of industrial and office uses. New investment has been attracted to this district by its combination of location and accessibility.

The district is located adjacent to Gross Golf Course. The amenity of the golf course combined with the proximity to employment would provide a good location for housing if, in the future, redevelopment of existing industrial was desired.

The Paper Calmenson site is located in the southwest corner of this district. The regional highway system isolates this site from the rest of Roseville. The Plan guides the property for continued industrial use, with the recognition that future redevelopment may be needed.

Automobile dealerships are concentrated adjacent to Interstate 35W north of County Road C. Other commercial uses are limited to service businesses that support the overall office/industrial orientation of this district.

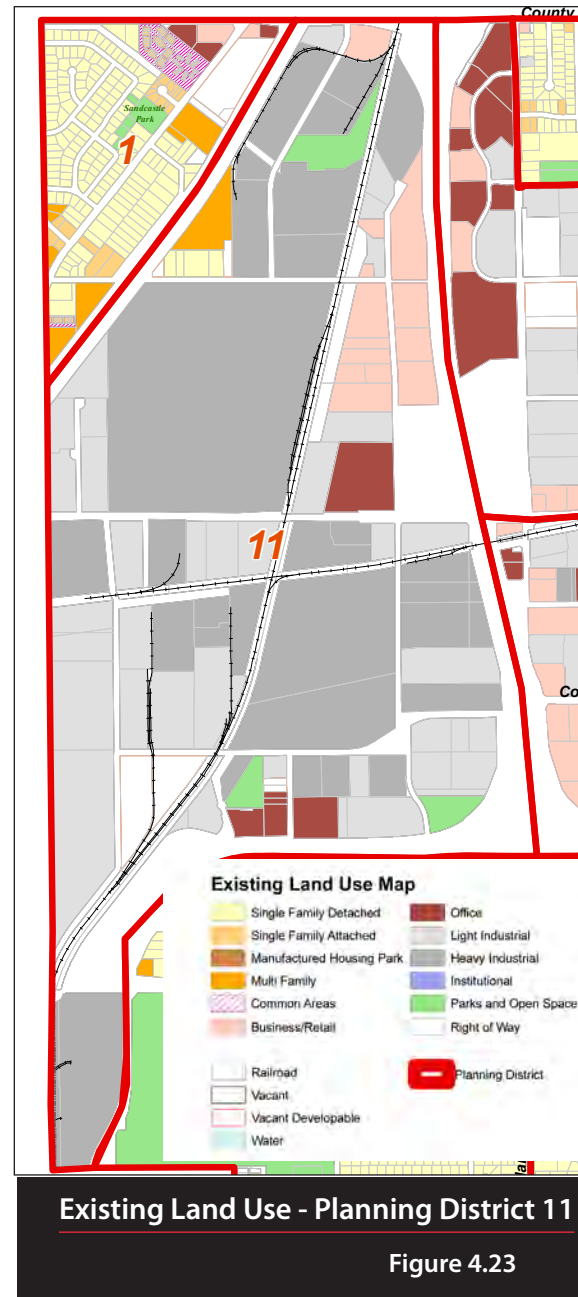


Figure 4.23

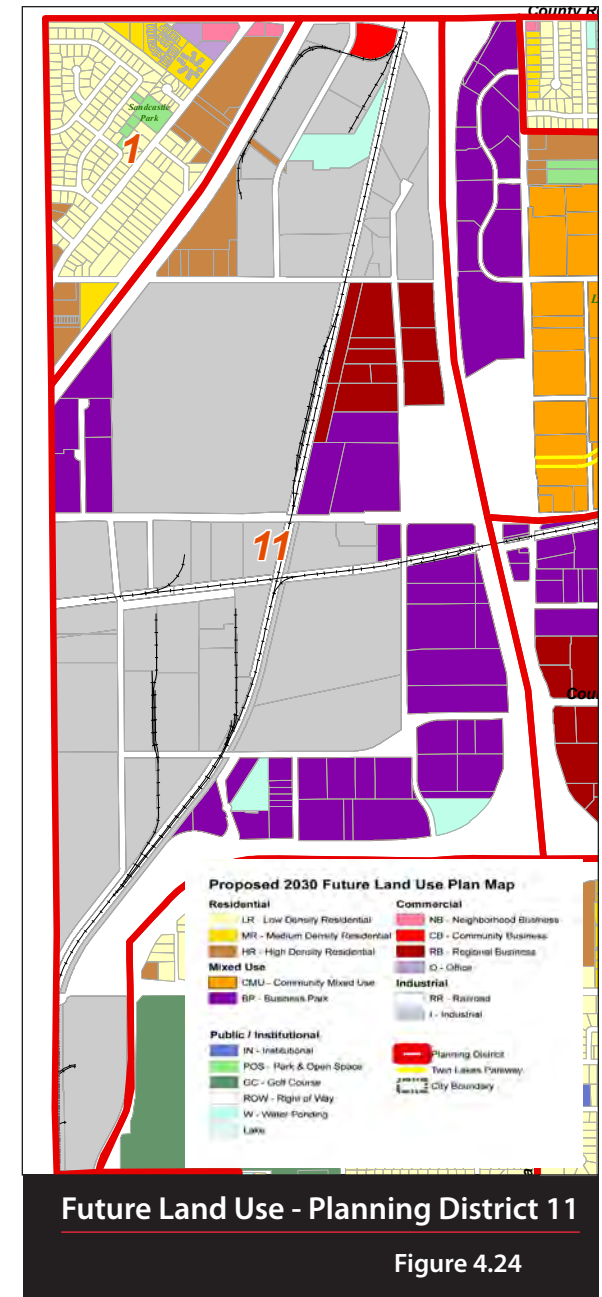


Figure 4.24

A small triangular area contains existing residential uses, both multifamily and single-family, at the corner of County Road 88 and County Road C2. This area is surrounded by industrial uses and major roads, which creates incompatibility issues and isolates these residents.

Future Land Use

The majority of the district retains an industrial land-use designation to sustain existing uses and to provide an area for similar uses to locate. It is recognized, however, that some existing industrial property is under-utilized. Non-industrial land uses may be considered if compatible with overall plans for this district.

The edges are guided as Business Park. The goal is to continue to attract the new office, office/showroom, and office/warehouse development that has come to this area in recent years.

The automobile dealerships are guided as Regional Business in recognition of the regional draw created by this concentration of businesses. The visibility, access, and location of these properties create a desirable setting for businesses with a regional trade area.

If land in this district is redeveloped with residential uses, the provision of public or private parks/open space should be considered as part of the development. This park land could be designed to improve the district's access to park space in the neighborhood as well as the community's park system. Any residential uses should also be connected with other parts of the community.

District 12

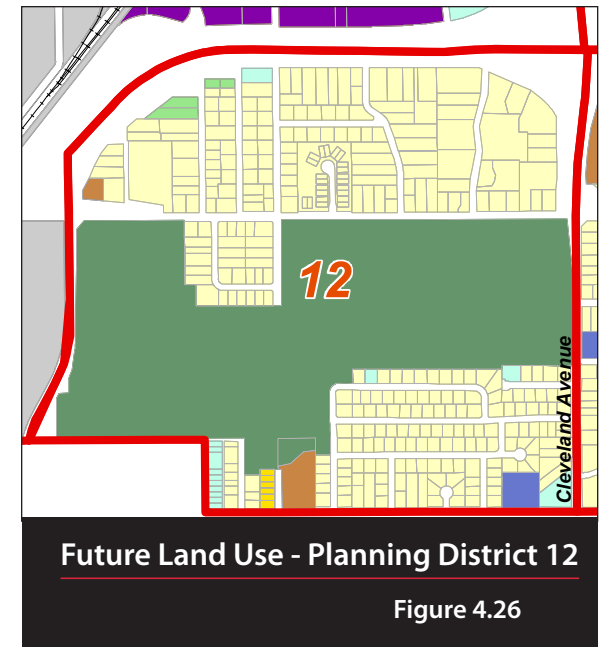
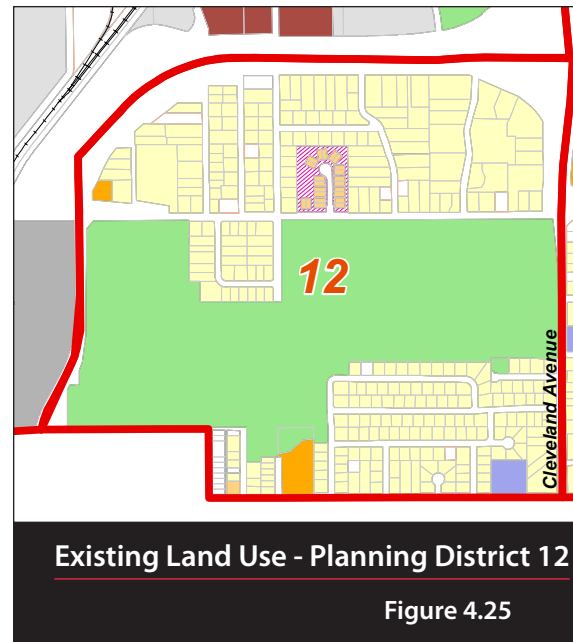
Planning District 12 is bounded on the west by Highway 280 and on the east by Cleveland Avenue. It is bounded on the north by Highway 36 and to the south by Roselawn Avenue.

Land-Use Issues

The land-use pattern in Planning District 12 is dominated by Midland Hills Golf Course, a private golf course, and surrounding residential development. The golf course consists of 160 acres, constituting approximately 40% of the planning district's land, and it physically separates the northern and southern neighborhoods. Experiences of other Twin Cities communities have demonstrated some of the issues created when private golf courses are no longer viable and seek redevelopment. The Comprehensive Plan guides Midland Hills as Golf Course to clearly signify that it is not part of the public park system. The property will be zoned in a manner that makes it consistent with the Comprehensive Plan land-use designation. If future redevelopment is proposed, then the City will address the request in the same manner as any other proposal to change land use.

This planning district currently does not contain any public park space. The closest existing public park is located to the east at Fairview Avenue and County Road B, and is athletic fields only. Because this planning district is fully developed, the potential for finding land for a future park is very limited.

The previous access between County Road B and Highway 280 has been closed. It is anticipated that the street will be turned back to the City and converted to a local



Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



street. That change supports the long-term viability of this neighborhood.

Future Land Use

The Comprehensive Plan supports the existing land-use pattern in District 12. The only future land-use change desired is identification of potential sites for a future neighborhood park.

District 13

Planning District 13 is bounded on the north by Highway 36 and on the south by Roselawn Avenue and is bounded on the west by Cleveland Avenue and on the east by Snelling Avenue.

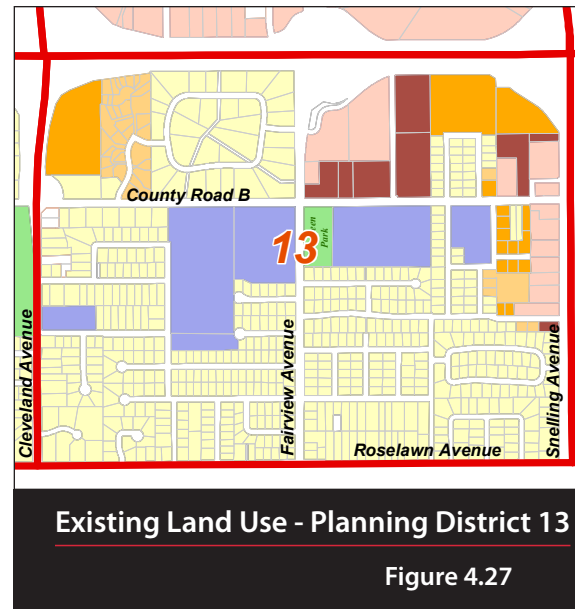
Land-Use Issues

The southeast quadrant of Fairview Avenue and Highway 36 is a commercial district that currently functions as an extension of the Rosedale Area. Site and access constraints make this area best suited for community-scale retail uses in the future. The Plan envisions this commercial area, which could be retail, service, or office uses, extending south to County Road B.

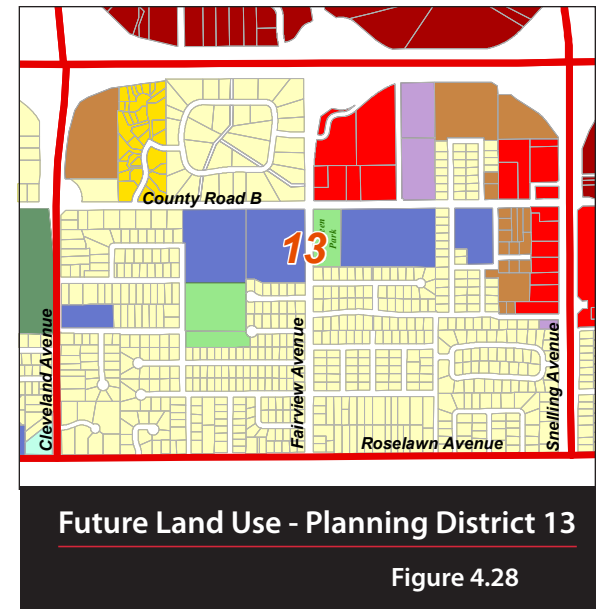
Small retail uses line the west side of Snelling Avenue. This area is a viable retail setting despite poor access and internal movement. Access and site dimensions limit alternatives for use of these properties.

The single-family neighborhood north of County Road B (Midlothian Road-Laurie Road-Haddington Road) is surrounded by land uses not typically compatible with low-density residential. The planning process for the 2030 Comprehensive Plan considered other land uses and opted to retain the existing low-density residential designation. The City should monitor the condition of this housing stock. If redevelopment becomes necessary or desirable, change should not be piecemeal. Since low-density residential land uses are anticipated to remain here long-term, adjacent non-residential land uses are guided for office uses rather than more intense business uses.

Residential areas south of County Road B are also impacted negatively by the high-intensity commercial



Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



uses along Snelling Avenue, including spillover noise, traffic, and lighting.

Overall, this district is a mix of institutional uses, large-lot single-family residential, smaller-lot single-family residential, apartments, condominiums, office, and retail. This planning district is lacking adequate public parks and open spaces to support this mix of land uses. The only public park located within the district is the 4-acre Evergreen Park, which is athletic fields. The planning district does not have a neighborhood park.

Future Land Use

The Comprehensive Plan primarily guides future land uses to support the existing land-use pattern. The commercial areas along Snelling Avenue and Fairview Avenue are guided to be more community-oriented in the future, so they are designated as Community Business rather than Regional Business uses. If and when any of these commercial properties redevelop, there is a need to provide adequate buffering between the commercial uses and the adjacent residential uses.

Since this planning district lacks adequate public parks, the City should pursue identification and acquisition of land for future parks whenever opportunities emerge. The City should continue to promote a cooperative venture with School District 623 for the Fairview Community Center property. In the event that the land is for sale or is available for a land-use change, the City should consider this land for a future community center or park land.

District 14

Planning District 14 is bounded on the north by Highway 36 and on the south by Larpenteur Avenue. It is bounded on the west by Snelling Avenue and on the east by Lexington Avenue.

Land-Use Issues

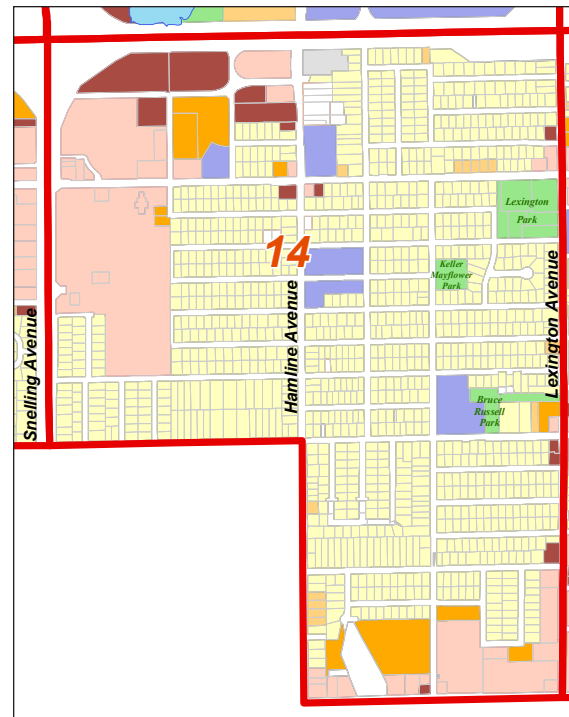
The continued evolution of the HarMar Mall shopping center will be a key factor for this area. The core facilities are changing from the original indoor shopping mall to more exterior-facing storefront and freestanding buildings. The Comprehensive Plan encourages changes toward a sustainable commercial district based on retail and service businesses.

The enhancement of transit facilities and service in this area could create an opportunity for integrating housing with these commercial uses. Additional study is needed to evaluate adequately the viability of a mixed-use development pattern at HarMar.

The single-family residential area along Sandhurst Drive west of Hamline Avenue is sound, but is surrounded by more intense land uses. The City should monitor the condition of this housing stock. If redevelopment become necessary or desirable, change should not be piecemeal.

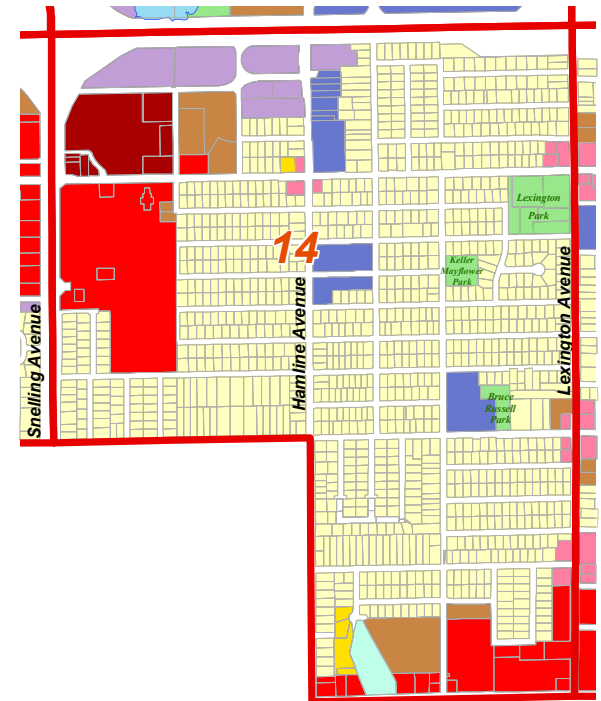
The western portion of this planning district is underserved by public parks, similar to Districts 12 and 13. The closest neighborhood parks are to the east near Lexington Avenue.

The Ramsey County Library is an attraction for District 14. The library is programmed for expansion to the north. The Comprehensive Plan supports the commercial node at County Road B and Hamline Avenue



Existing Land Use - Planning District 14

Figure 4.29



Future Land Use - Planning District 14

Figure 4.30

Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



and encourages development of businesses that take advantage of the attraction created by the Library.

Future Land Use

The Comprehensive Plan seeks to:

- ♦ Promote strong commercial districts at Snelling Avenue and County Road B and at Larpenteur Avenue and Lexington Avenue
- ♦ Focus medium- and high-density residential around the commercial districts
- ♦ Sustain neighborhood commercial nodes at:
 - County Road B and Hamline Avenue
 - County Road B and Lexington Avenue
 - Lexington Avenue and Roselawn Avenue
- ♦ Maintain the integrity of existing single-family neighborhoods that constitute the majority of land use in this district
- ♦ Explore opportunities for providing a future neighborhood park in the western half of the planning district
- ♦ Pursue a more detailed study of the HarMar Mall site that explores future land-use and redevelopment alternatives for this site

District 15

Planning District 15 is bounded by Highway 36 on the north, Larpenteur Avenue on the south, Lexington Avenue on the west and Dale Street on the east.

Land-Use Issues

The keys to future land use in this district involve supporting existing commercial districts and nodes while maintaining the integrity of the predominantly single-family residential land-use pattern.

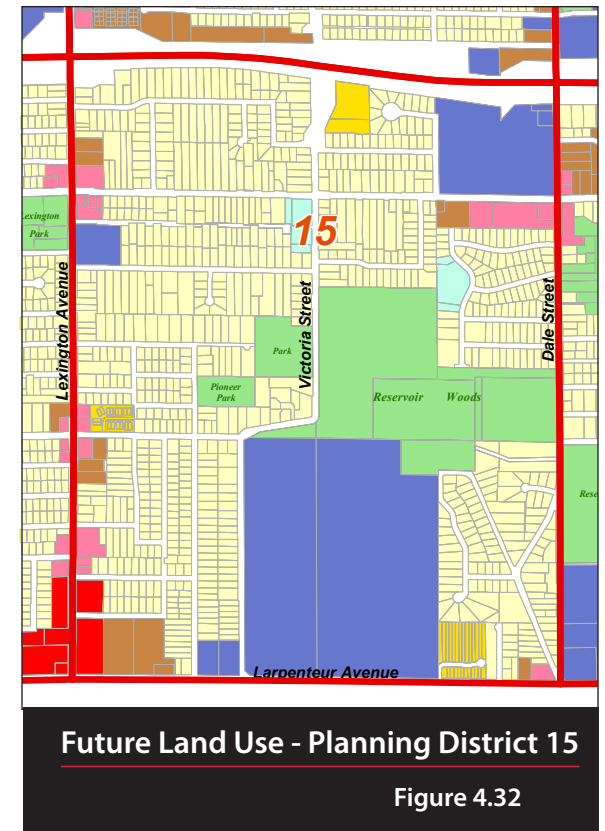
Future Land Use

The Comprehensive Plan seeks to support the existing mix of land uses by:

- ♦ Promoting a strong commercial district at Larpenteur Avenue and Lexington Avenue
- ♦ Focusing medium- and high-density residential at existing locations along major street corridors
- ♦ Sustaining neighborhood commercial nodes at:
 - County Road B and Lexington Avenue
 - Lexington Avenue and Roselawn Avenue
 - County Road B and Dale Street
- ♦ Maintaining the integrity of existing single-family neighborhoods that constitute the majority of land use in this district



Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



District 16

Planning District 16 is bordered on the north by Highway 36, on the south by Larpenteur Avenue, on the west by Dale Street, and on the east by Rice Street.

Land-Use Issues

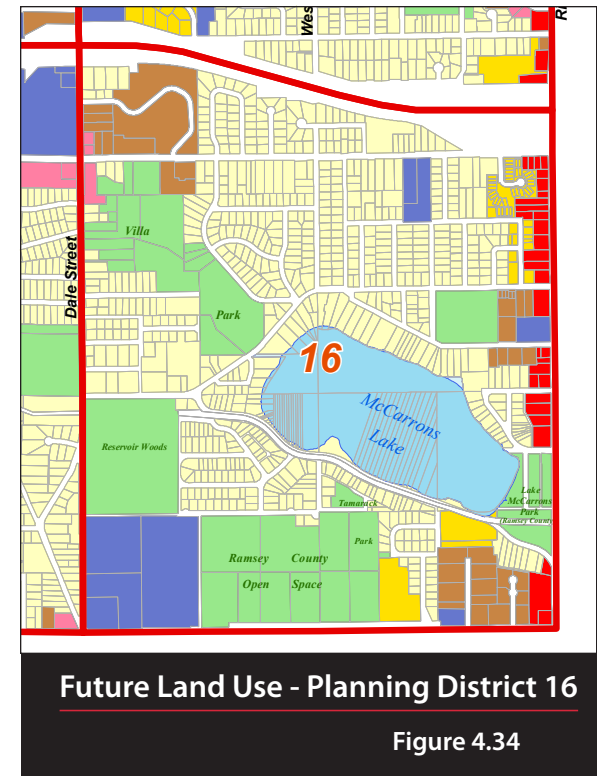
As described in District 6, an important initiative growing out of the 2008 Comprehensive Plan update process is the need to undertake more detailed planning for the Rice Street corridor. Located in Roseville, Little Canada, and Maplewood, the corridor is a complex setting with a wide range of land uses, which creates both the opportunity and the need for redevelopment. The level of investigation conducted in preparation of the 2030 Plan did not allow for the planning needed to explore future land-use options in conjunction with the adjacent cities.

There have been discussions about changes in use for Ramsey County detention facilities in this district. No changes to this land use are shown in the Comprehensive Plan.

Future Land Use

District 16 consists of numerous open spaces, including wetlands, a County park, City park systems, cemetery space, and St. Paul Water Works property. The primary focus of land-use planning for this district is to preserve open space and sustain residential areas.

The Plan seeks to strengthen the viability of Rice Street for retail, service, and office businesses.



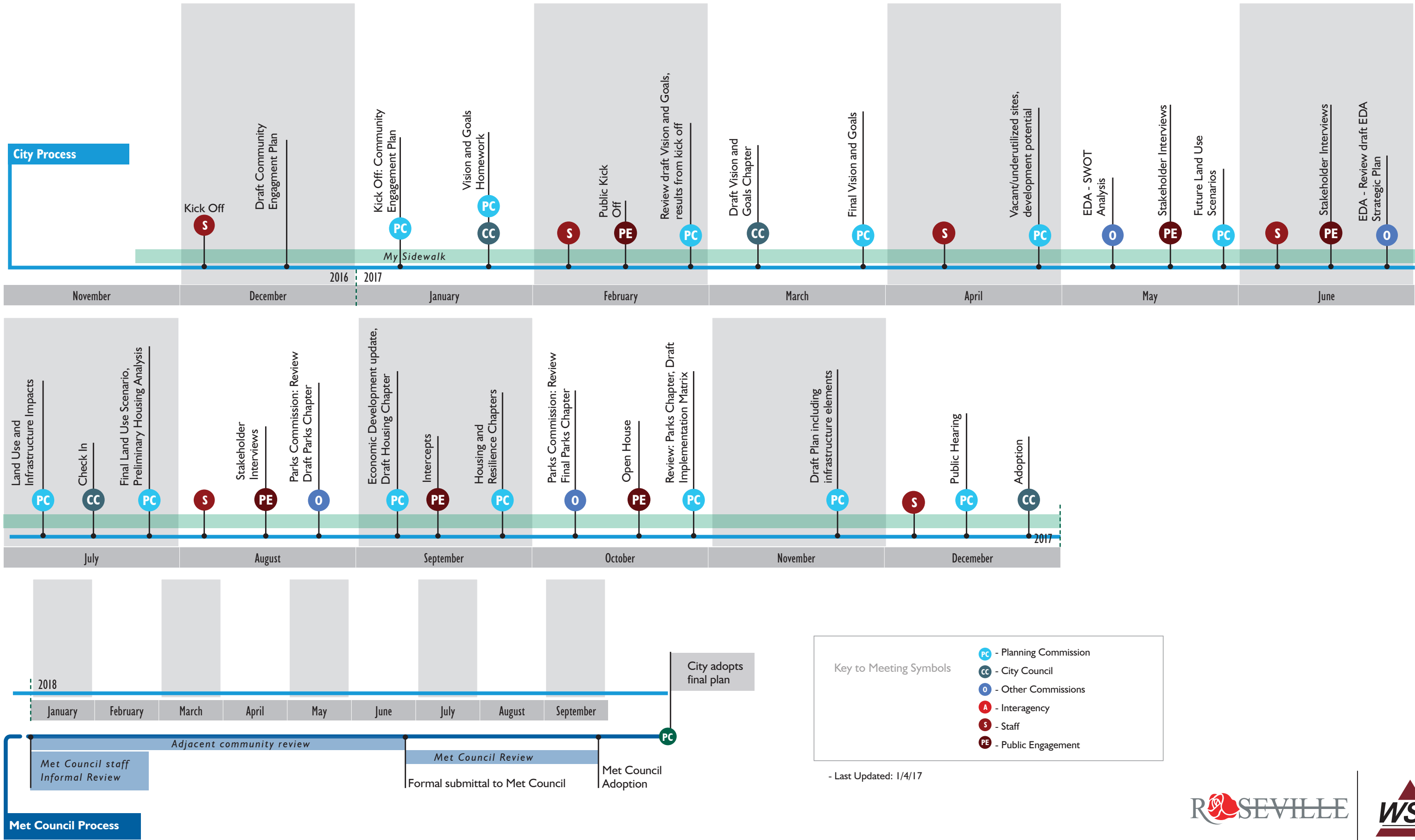
Existing Land Use Map



Proposed 2030 Future Land Use Plan Map



Roseville Comprehensive Plan Schedule



Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2017

Item No: 5

Item Description: Snelling Avenue Presentation – Minnesota Department of Transportation

Background:

This summer the Minnesota Department of Transportation (MnDOT) will be rehabilitating the pavement on Snelling Ave between Como Ave in St Paul to Highway 36 in Roseville. As a part of this project, MnDOT will be adding a second northbound left turn lane at the Snelling and County Road B intersection.

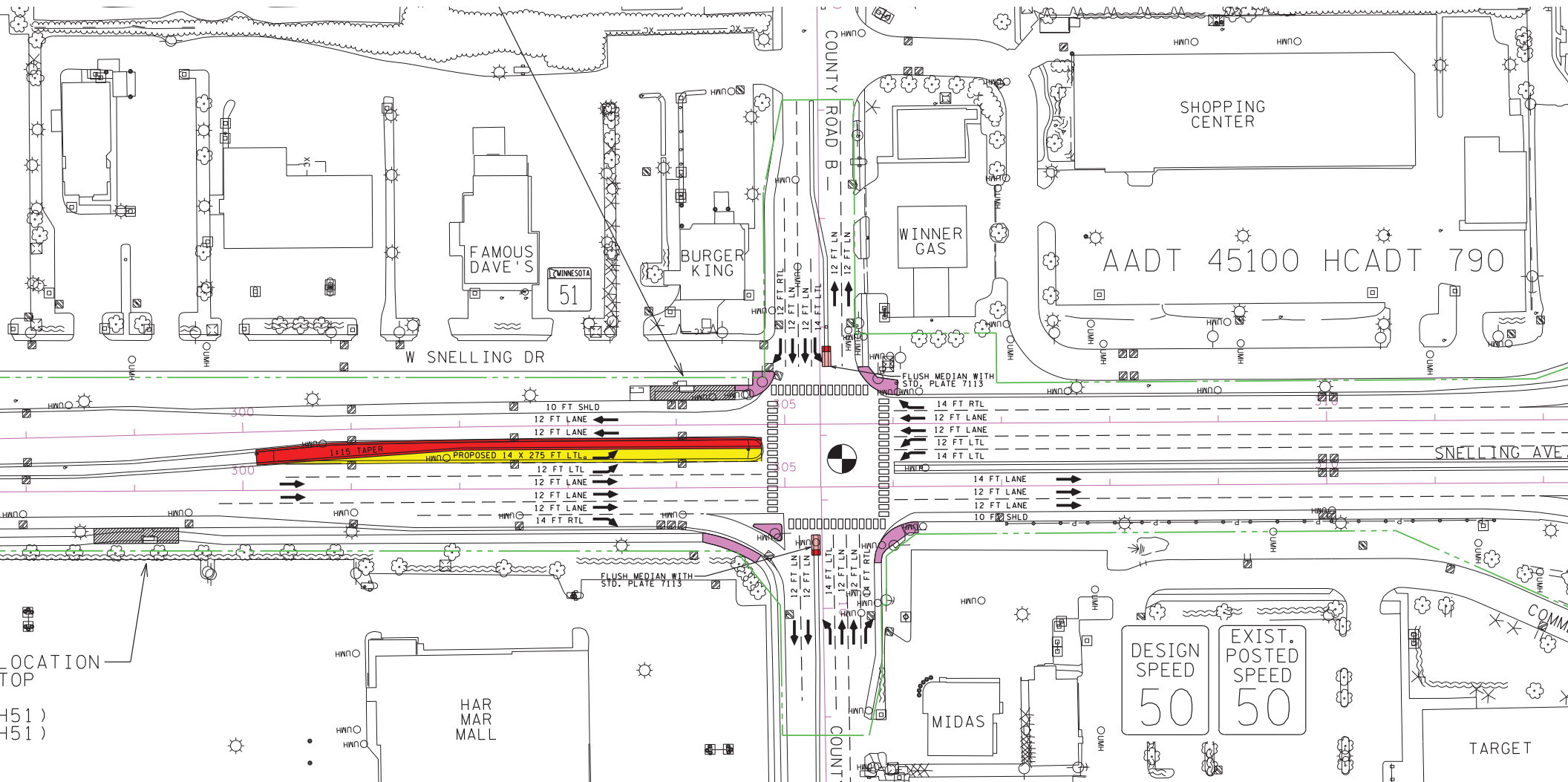
Staff from MnDot will give a short presentation on the Snelling Avenue Project.

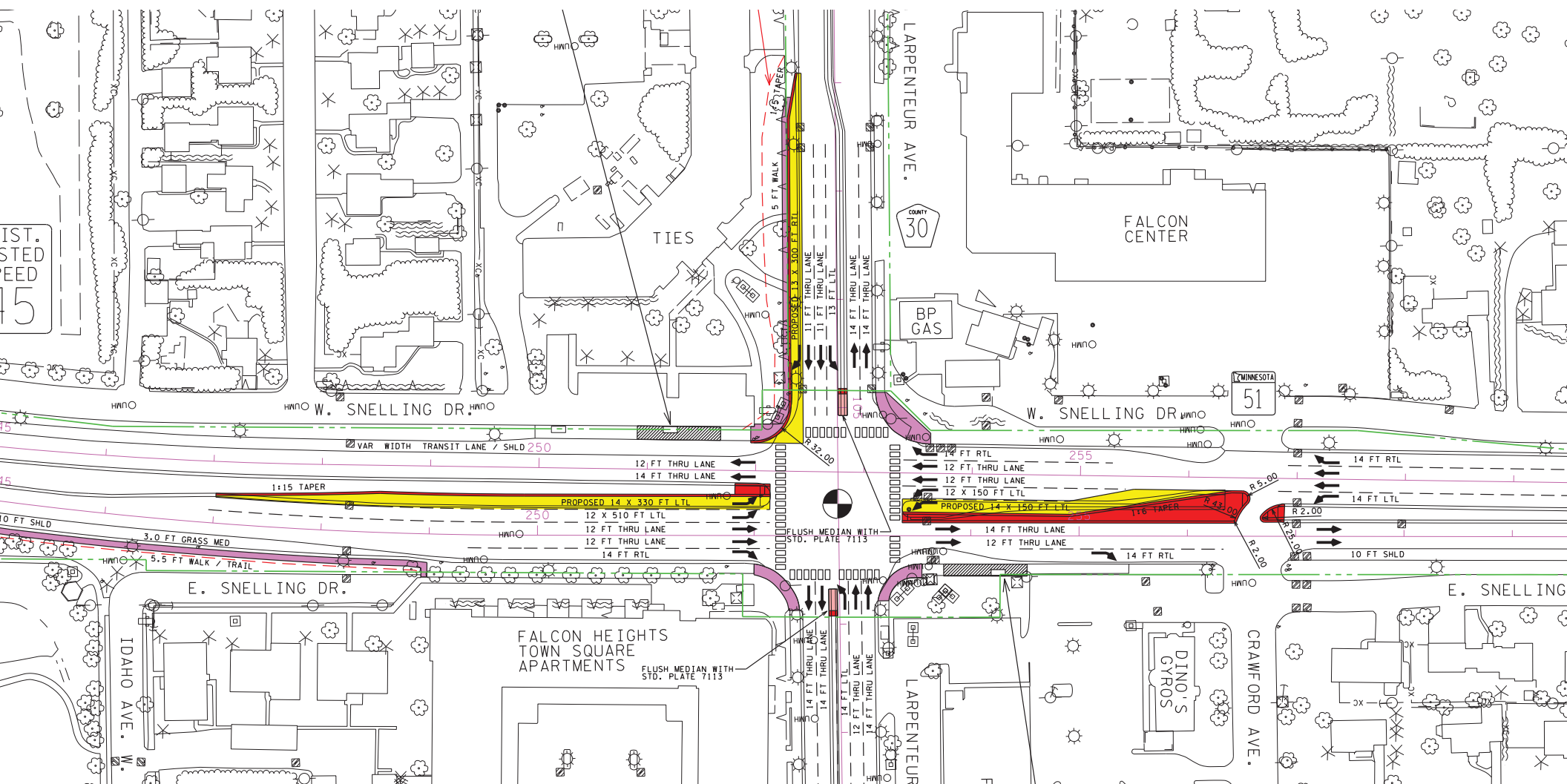
Recommended Action:

Receive a presentation from MnDot on the Snelling Avenue Rehabilitation Project.

Attachments:

A: Proposed Project Layout





THERE ARE NO DESIGN EXCEPTIONS ON THIS PROJECT

LEGEND



RECONSTRUCT/CONSTRUCT
ROADWAY & WIDENING



CURB & GUTTER/ CONC MEDIAN



CONST. FLUSH MEDIAN



WALK / TRAIL / ADA



CONSTRUCTION LIMITS



INPLACE R/W



INPLACE SIGNAL

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2017

Item No: 6

Item Description: Transportation Plan Update Request for Proposals Review

Background:

As part of the overall 2040 Comprehensive Plan Update, the City's Transportation Plan needs to be updated as well. The current Transportation Plan (Attachment B) was last updated in 2009. Additionally we will have the selected consultant help update the Pathway Master Plan (Attachment C).

Attached is the draft Request for Proposals (RFP) to update the current Transportation Plan. The RFP identifies the scope of the update, the process on how the update will happen and draft project schedule.

Recommended Action:

Review draft Transportation Plan RFP, discuss the RFP and make a recommendation to the City Council to approve the plan at Council's January 30th meeting.

Attachments:

- A. Draft Transportation Plan RFP
- B. Current 2030 Transportation Plan
- C. Pathway Master Plan
- D. Draft Comprehensive Plan Update Schedule



REQUEST FOR PROPOSAL

Engineering Services For TRANSPORTATION PLAN UPDATE

January 2017

City of Roseville
REQUEST FOR PROPOSAL
Engineering Services For
Transportation Plan Update
Overview

A. INTRODUCTION

The City of Roseville seeks a qualified, knowledgeable and experienced consultant to perform an update to the City's Transportation Plan.

B. INQUIRIES

The persons designated below shall be the only contacts for all inquiries regarding any aspect of this process and its requirements. Questions will be accepted until the date specified in the Tentative Schedule of Events. All questions or inquiries should be sent via email. Do not contact any other employee or representative regarding this RFP unless specifically indicated or instructed to do so in writing by the persons designated below:

Jesse Freihammer, City Engineer – jesse.freihammer@cityofroseville.com

C. SUBMITTAL GUIDELINES

Email an Adobe Acrobat *.pdf format of the Proposal to: Jesse Freihammer, jesse.freihammer@cityofroseville.com.

Subject line of email: "Proposal for Engineering Services for Roseville Transportation Plan Update"

Note - proposal shall include:

- ☐ **Signed** Respondent Offer - Signature and Certification Form (Attachment A)
- ☐ Respondent Proposal (Attachment B)
- ☐ Survey Questionnaire (Attachment C– see guide to preparation)
- ☐ Reference List (Attachment D– see guide to preparation)
- ☐ Firm Background and Qualifications (Attachment E)

Do not submit copies to any other person or location - late proposals will NOT be considered.

Maximum size for email attachments is 20MB. Multiple emails with attachments are permitted.

**PROPOSALS MUST BE RECEIVED BY EMAIL
12:00 p.m. CST – Friday, March 3, 2017**

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III. Proposal Submission	11

Attachments

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Attachment B: Respondent Proposal	16
Guide to Survey Questionnaire & Reference List	17
Attachment C: Survey Questionnaire	18
Attachment D: Reference List	19
Attachment E: Firm Background and Qualifications	20
Attachment F: Form of Contract	21

APPENDIX A: Roseville 2030 Transportation Plan	
APPENDIX B: Roseville Pathway Master Plan	
APPENDIX C: Roseville Comprehensive Plan Update Timeline	

I.

**OVERVIEW OF PROCESS
AND GENERAL INSTRUCTIONS**

Carefully read the information contained in this RFP and email a complete response to all requirements, specifications and directions.

A. QUESTIONS AND INQUIRIES

Questions submitted by email to the designated contact for the RFP will be answered until the date noted in the Tentative Schedule of Events. Responses to written questions which involve an interpretation or change to this RFP will be issued in writing by addendum and e-mailed to all parties recorded by the City as having received a copy of this RFP. All such addenda issued by the City prior to the time that proposals are received shall be considered part of the RFP.

Only additional information provided by formal written addenda shall be binding. Oral and other interpretations or clarifications will be without legal effect.

B. TENTATIVE SCHEDULE OF EVENTS

Be advised that these dates are subject to change as the City deems necessary.

RFP Issue Date:	January 31, 2017
Questions accepted about the RFP until:	12:00 p.m., March 3, 2017
<u>Proposals Due:</u>	<u>12:00 p.m. CST, March 3, 2017</u>
Council Meeting Date of Award:	March 27, 2017

C. EVALUATION CRITERIA

The Consultant selected for an award will be the firm whose proposal is responsive, responsible and the most advantageous to the City, as determined by the City in its sole discretion. The City intends to award a contract, subject to the terms of this RFP, to the best overall valued firm. Firms will be prioritized based on fees, past performance, current performance capability, and other criteria as outlined in this document. The City anticipates that all firms will have a fair and reasonable opportunity to provide service.

Evaluation criteria will be weighed according to the following categories:

CATEGORY	WEIGHT	CRITERIA
Fees	30%	Proposal (Attachment B)
Project Scope Understanding	30%	Proposal (Attachment B)
Value Added	10%	Proposal (Attachment B)
Background and Qualifications	20%	Background/Qualifications (Attachment E)
Past Performance Survey	10%	Survey Questionnaire (Attachment C)

The City reserves the right to add/delete/modify criteria or times, via an addendum, if it is in the City's best interest, as determined by the City in its sole discretion.

D. ISSUANCE OF RFP AND AWARD PROCESS

Issuance of this RFP does not compel the City to award a contract. The City reserves the right to reject any or all proposals wholly or in part and to waive any technicalities, informalities, or irregularities in any proposal at its sole option and discretion. The City reserves the right to

request clarification or additional information. The City reserves the right to award a contract or to re-solicit proposals or to temporarily or permanently abandon the procurement.

E. PROPOSAL SUBMISSION REQUIREMENTS

- **DESCRIPTION OF SUBMITTAL:** Email an Adobe Acrobat *.pdf format of the Proposal to: Jesse Freihammer, jesse.freihammer@cityofroseville.com.

Subject line of email: “Proposal for Engineering Services for Roseville Transportation Plan Update”

Note - proposal will include:

- ☐ **Signed** Respondent Offer - Signature and Certification Form (Attachment A)
 - ☐ Respondent Proposal (Attachment B)
 - ☐ Survey Questionnaire (Attachment C– see guide to preparation)
 - ☐ Reference List (Attachment D– see guide to preparation)
 - ☐ Firm Background and Qualifications (Attachment E)
- **LATE SUBMISSION:** Late submissions will not be considered.
 - **UNSIGNED SUBMISSIONS:** The Respondent’s Offer Signature and Certification Form (Attachment A) must be signed by an authorized representative of your company. Unsigned submissions WILL NOT be considered.
 - **ATTACHMENT SIZE:** Maximum size for email attachments is 20MB. Multiple emails with attachments are permitted.

F. OWNERSHIP OF PROPOSAL

All materials submitted in response to this request become the property of the City and may become a part of any resulting contract. Award or rejection of a proposal does not affect this right.

G. RELEASE OF CLAIMS, LIABILITY, AND PREPARATION EXPENSES

Under no circumstances shall the City be responsible for any proposal preparation expenses, submission costs, or any other expenses, costs, or damages of whatever nature incurred as the result of a Respondent’s participation in this RFP process. The Respondent understands and agrees that it submits its proposal at its own risk and expense, and releases the City from any claim or damages or other liability arising out of the RFP and award process.

H. DURATION OF RESPONDENT’S OFFER

The proposal constitutes an offer by the Respondent that shall remain open and irrevocable for the period specified on the Respondent’s Offer – Signature and Certification Form (Attachment A).

I. ERRORS IN PROPOSALS

The City shall not be liable for any errors in the Respondent’s proposal. No modifications to the proposal shall be accepted from the Respondent after the Submittal Date and Time. The Respondent is responsible for careful review of its entire proposal to ensure that all information is correct and complete. Respondents are responsible for all errors or omissions contained in their proposals.

J. WITHDRAWING PROPOSALS

Respondents may withdraw their proposal at any time prior to the Submittal deadline by submitting a written request to the Contact for RFP Inquiries indicated on the Submittal Guidelines Page (Page 2). The written request must be signed by an authorized representative of the Respondent. The respondent may submit another proposal at any time prior to the Submittal deadline. No proposal may be withdrawn after the Submittal Date and Time without approval by the City. Such approval shall be based on the Respondent's submittal, in writing, of a reason acceptable to the City in its sole discretion.

K. ADDENDA

The City reserves the right to issue an addendum to the RFP at any time for any reason. If any addenda are issued such addenda shall be issued by the City prior to the time that proposals are received and shall be considered part of the RFP.

L. INTERVIEW

Finalist(s) may be required to participate in an interview and/ or presentation. Each Respondent should be prepared to discuss and substantiate any area of its proposal, its own proposals for the services required and any other area of interest relevant to its proposal.

M. RESPONSIBLE PROPOSERS (RESPONDENTS)

The City reserves the right to award project contracts only to the responsible respondents. Responsible respondents are defined as firms that meet the requirements of this RFP and demonstrate the financial ability, resources, skills, capability, willingness, and business integrity necessary to perform the contract. The City's determination of whether a Respondent is a responsible respondent is at the City's sole discretion.

N. NOTIFICATION OF AWARD

If the City makes an award as a result of this RFP process, the City will deliver to the selected Respondent a notice of selection. The engineering services contract shall consist of (but not limited to):

- a. The terms, conditions, specifications, and requirements of this RFP and its attachments;
- b. Any addenda issued by the City pursuant to this RFP;
- c. All representations (including, but not limited to, representations as to performance, and financial terms) made by the Respondent in its proposal and during any interview(s) or meeting(s) with the City;
- d. Any mutually agreed upon written modifications to the terms, conditions, specifications, and requirements to this RFP or to the proposal; and
- e. Performance evaluation criteria.

II.

BACKGROUND/SCOPE OF WORK

PROJECT NAME: Roseville Transportation Plan Update

A. INTRODUCTION

The City of Roseville seeks a qualified consultant to prepare the update of the City's Transportation Plan which will then be used to complete the corresponding transportation section within the City's 2040 Comprehensive Plan update. WSB and Associates has previously been selected by the City Council to lead the overall Comprehensive Plan preparation including coordinating with the consultants chosen to complete the City's infrastructure plans and incorporation of those chapters into the overall document.

The City Council has affirmed with staff that this will only be an update of the City's current Comprehensive plan and not a full rewrite. The current plan shall be reviewed for completeness as per the Metropolitan Council's guidance documents and be updated as appropriate to reflect current conditions and industry standards. However, if required, new sections can be added if not previously addressed in the current plan.

In accordance with guidance from the Metropolitan Council, the Transportation Plan must encompass existing and planned modes of transportation, both public and private. All modes of transportation must be included: roadways, transit, bicycling, walking, aviation and freight.

In addition to the Transportation Plan Update, The City of Roseville also requests an update to the City's Pathway Master Plan.

B. BACKGROUND

The City of Roseville, Minnesota is a northern, first-ring suburb of both St. Paul and Minneapolis with a population of 33,660 as of the 2010 Census. The City is fully developed with areas of sporadic infill development of smaller lots. The City is also experiencing redevelopment in areas such as the Twin Lakes Business Area near I-35W and County Road C.

In 1976, the State of Minnesota enacted the Metropolitan Land Planning Act and gave the Metropolitan Council the responsibility to plan for the infrastructure needs of the seven-county metropolitan area. The Metropolitan Council completed its most recent development framework called Thrive MSP 2040 Plan requiring communities to submit updated comprehensive plans for review by the end of 2018.

The City of Roseville adopted its first Comprehensive Plan in 1956 and completed the most recent update in 2009. The Comprehensive Plan includes policies, goals, and calculations of land use needs for the city based upon growth projections for population, households, and employment. The Comprehensive Plan identifies the general areas in the community where commercial, residential, industrial, and open space land uses will be allowed and provides plans, objectives, and policies indicating how the growth areas will be provided with city services including roads, sewer and water facilities, and parks and open spaces.

As part of this process, the City also completes a Transportation Plan that is then used to complete the Transportation chapter of the overall Comprehensive Plan. The Transportation Plan and corresponding Comprehensive Plan chapter should address all issues identified by the Metropolitan Council in their most recent Transportation Policy Plan, as well as the specific issues for the City of Roseville. These specific issues are explained in detail in the Scope of Services.

Background Materials

The following list of background material should be considered for use by the selected consultant during preparation of this plan. This list should not be considered exhaustive:

- Metropolitan Council's Thrive MSP 2040 Plan
- Metropolitan Council's 2040 Transportation Policy Plan and Appendices
- Metropolitan Council's Local Planning Handbook and Guidance Documents
- City of Roseville 2030 Comprehensive Plan
- City of Roseville Imagine Roseville 2025 Final Report
- City of Roseville Transportation Plan, October 2009
- City of Roseville Twin Lakes Alternative Urban Area Wide Review
- City of Roseville Traffic Management Program
- City of Roseville Pathway Master Plan, September 2008
- City of Roseville roadway traffic volume counts
- Ramsey County – available studies, plans, traffic volume counts, etc.

Coordination Efforts

The following coordination efforts must be included and addressed in the preparation of the Transportation Plan and Comprehensive Plan Transportation Chapter:

Coordination with Roseville's Overall Comprehensive Plan Update. The consultant for Roseville's Transportation Plan will work closely with WSB & Associates for the portion of the Comprehensive Plan update including land use, parks, and trails. Since transportation overlaps with many issues in the overall Comprehensive Plan Update, it is critical the two plans are coordinated and be consistent with each other. There may be numerous revisions between the two plans so the schedule needs to be flexible so collaboration can be done but must also meet the 2018 submission deadline.

Compliance with Metropolitan Council Minimum Requirements. Requirements of the Metropolitan Council must be met. Details can be found in their Thrive MSP 2040 Plan, 2015 System Statement for the City of Roseville, Checklist of Minimum Requirements for the City of Roseville, 2040 Transportation Policy Plan, Local Planning Handbook and other guidance documents.

The Metropolitan Council Transportation Policy Plan includes policies and strategies. Generally, Roseville's Transportation Plan shall be developed in accordance with these policies and strategies. If any of the policies or strategies is found to be in conflict with Roseville policies or strategies, the plan must explain the difference, why it exists, and how the difference still fits within the framework of the regional planning effort.

C. **SCOPE OF SERVICES**

The City of Roseville seeks a qualified consultant to provide the following scope of services summarized in each major category. :

1. Transportation Plan Elements

- Provide updates to meet the requirements of the Metropolitan Council as included in the Metropolitan Council's 2040 Transportation Policy Plan
 - i. Transportation Analysis
 - ii. Roadways

- iii. Transit
- iv. Bicycling and Walking
- v. Aviation
- vi. Freight

- Compile, review and evaluate all relevant reports and studies conducted by various agencies since the last Transportation Plan update.
- Update and validate Goals and Policies of the current 2030 Transportation Plan
- Reference the Pathway Master Plan within the appropriate sections of the overall Transportation Plan.
- Update and validate City transportation issues and projects
- Review and update the City's existing plan based on current conditions, staff input and Public Works, Environment and Transportation Commission (PWETC) input.
- Review and update the City's existing plan for current terminology, practices, industry standards and technology.
- Consideration of recently completed development traffic impact studies, corridor studies, County studies and MnDOT studies.
- Consideration of Plans and improvements completed or in progress by adjacent communities and Counties.
- Consideration of proposed minor land use changes along with the following major areas of land use review including a detailed review of the trip generation and corresponding transportation network need changes:

- i. Twin Lakes Area

2. Update the City's Pathway Master Plan

- Review and update the Purpose, Benefits and Process portions of the Plan.
- Document the Work Plan completed to update the Pathway Master Plan.
- Provide updates to current pathway data and figures.
- Review and update current Operation and Maintenance Practices
- Identify current issues related to pathways within the City.
- Review and modify Policies and Standards as necessary.
- Provide recommendation to the City on an action plan.
- Review and update the current Project Prioritization schedule.
 - i. Document the ranking criteria used to create the prioritization schedule.
- Update definitions as necessary.

3. Planning Process, Meetings, Presentations, Communications and Deliverables

- Project initiation meeting to discuss plan process and schedule.
- Provide for meetings with City staff to strategize the establishment of goals and policies and to identify problems and priorities.
- Assume a fully consultant-facilitated public involvement process. Provide strategy for public involvement and approvals by various elected and appointed bodies within the City of Roseville.
 - i. Some public engagement will be coordinated with the Comprehensive Plan community engagement.

- ii. Public engagement shall address both the Pathway Master Plan Update as well as the Transportation Plan Update.
- Provide for the preparation and facilitation of a maximum of three (3) meetings with the City's Public Works, Environment and Transportation Commission (PWETC). Assume that the interface with the public at-large is through the PWETC meetings.
- Compile comments from City commissions and advisory groups.
- Provide copies of the draft and final Transportation Plan to reviewing agencies.
- Compile and address inter-agency review comments.
- Identify and evaluate any other agency requirements and include coordination time with those agencies.
- Include at least one progress draft, for both the Pathway Master Plan and the Transportation Plan at the end of the public involvement process.
- Include the distribution of draft documents to reviewing agencies for mandated agency review time periods.
- Provide a mode of electronic distribution for the final product of each Plan (Transportation and Pathway) for posting on the City website.
- Obtain all final approvals with all reviewing agencies and the Roseville City Council.

D. SCHEDULE

The following schedule is anticipated for the overall project:

Issue Request for Engineering Services	January 31, 2017
Receive Proposals	March 3, 2017
Select Consultant	April 10, 2016
Progress Draft	October 2017
City Council Adopts Plan	December 2017

Consultant is responsible for building out details of Transportation Plan Update timeline within the above anticipated timeframe for completion.

Appendix C includes a tentative timeline for the overall Comprehensive Plan update.

III.

Proposal Submission

A. Valid Proposal

In order to be considered valid, an electronic version of the proposal will be submitted in PDF format. The submittal shall at least include a letter of transmittal, a completed Respondent Offer – Signature and Certification Form (Appendix A) and the proposal. These items shall include the following information:

1. Letter of transmittal: signed by the officer of the company who can be accountable for all representations in the proposal.
2. Respondent Offer – Signature and Certification Form (Appendix A)
3. Electronic copy of the proposal: The proposal shall be limited to 25 pages (the other required sections do not count against the 25 page limit). Proposals should be complete and concise. The proposal must contain the following information, presented in the order shown:
 - a) Consultant Team Description: Introduce the consultant team, define the role(s) of the firm or firms involved with each of the various aspects of the construction of the project.
 - b) Key Staff: List key staff along with a brief statement of their respective role.
 - c) Proposed Work Plan and Tasks: Discuss specific project tasks with a brief discussion of the recommended approach(es) to be taken. The scope of consultant work necessary to achieve desired results should be identified. Specific techniques and methodologies should be included in this section.
 - d) Project tasks. Respond to listed tasks in the RFP and identify any additional tasks required for the successful delivery of this project and the construction of the proposed improvements. For each task listed, identify:
 - Specific staff to be involved, roles, responsibilities
 - Time commitment for each person
 - Estimated timeframe for each major task/element and project total
 - Deliverables
 - City responsibilities
 - e) Experience and Qualifications: Identify the general background, structure and organization, and available resources personnel and experience of the participating firm(s). Additional information should be included to demonstrate competence and performance ability in similar projects. The project manager and other members of the project team should be identified with relevant information concerning training and experience, which prepares them for the particular project responsibilities.
 - f) Fees (Attachment B)
 - g) Resumes of key project participants, including prior projects of similar size and scope for which the participants played the same or a similar role as proposed for this project.
4. Survey Questionnaire Form and Reference List (Attachments C and D)

B. Proposal Submission Process

1. Notice to Proposer
 - a) The City is not responsible for costs incurred by anyone responding to this Request for Proposals.
 - b) Upon submission, all proposals become the property of the City, which retains the right to use any concept or idea presented in any proposal submitted, whether or not that proposal is accepted.

- c) The City expressly reserves the right to amend or withdraw this Request for Proposals at any time and to reject any or all proposals.
- d) The City is not bound to accept the lowest cost proposal.
- e) Proposers are held legally responsible for their proposals and proposal budgets. Proposers are not to collude with other proposers and competitors or take any other action that will restrict competition. Evidence of such activity will result in rejection of the proposal.
- f) The City reserves the right to negotiate contract terms contemporaneously and /or subsequently with any number of proposers as the City deems to be in its best interests.
- g) The City reserves the right to request any additional information at any stage of the Request for Proposals process. Compliance shall be at proposer's expense.

2. Submission

- a) Proposals are due by 12:00 p.m. CST on March 3, 2017. Submit to: Jesse Freihammer, jesse.freihammer@cityofroseville.com.
- b) The response must include an Adobe Acrobat *.pdf format copy. Unsigned proposals may be considered invalid.
- c) A proposal may be withdrawn on written request of the proposer prior to the proposal due date. Negligence of the proposer in preparing this proposal confers no right to withdraw the proposal after the proposal due date. Prior to the due date, changes may be made, provided the proposer or the proposer's agent initials the change. If the intent of the proposer is not clearly identifiable, the interpretation most advantageous to the City will prevail. Once submitted, a proposal becomes public property and will not be returned.
- d) Failure to submit a proposal on time may constitute grounds for the rejection of the proposal.
- e) All information included in the submitted proposal will be classified in accordance with Section 13.591 of Minnesota statutes governing data practices.

II. EVALUATION AND CONTRACT AWARD

A. Evaluation

- 1. The City reserves the right to waive any minor irregularities in the proposal request process.
- 2. The City reserves the right to interview any or all proposers at its discretion.
- 3. Oral interviews may be conducted after evaluation of written proposals by the selection panel. Each Respondent should be prepared to discuss and substantiate any area of its proposal, its own proposals for the services required and any other area of interest relevant to its proposal.
- 4. The Proposal Evaluation Team will be made up of City of Roseville Staff.
- 5. Proposals will be evaluated by a Proposal Evaluation Team in accordance with the following factors:
 - Fees (30%): Complete Attachment B. If additional Major Tasks are identified in the Consultant's proposal that are not listed in the RFP, then add those Major Tasks to the form.
 - Project Scope Understanding (30%): Scoring will be based on, but not exclusively, the following:
 - 1. Expressed understanding of the project, schedule, and work tasks
 - 2. Demonstrated understanding of local, regional, and state government's construction requirements

3. Detail and quality of proposed work plan, schedule, and specified products
 4. Quality of presentation - graphics, verbal skills, time management, and responses to questions, etc.
- Value Added (10%): Scoring will be based on, but not exclusively, the following:
 1. Services provided by the consultant that give additional value to the overall project.
 2. Identify options, ideas, alternatives or suggestions that add value to the Transportation and/or the Pathway Master Plan.
 - Background and Qualifications (20%): Scoring will be based on, but not exclusively, the following:
 1. Consultant qualifications - structure and organization, general background and reputation, readily available resources in personnel/experience/ information systems, including financial and technical resources, compliance with public policy, and demonstrated competence and performance.
 2. Personnel qualifications - education, experience, and reputation of staff members assigned to the project
 3. Experience on similar projects in regards to scale, design elements and agency involvement.
 4. Experience with the City of Roseville and other projects related to traffic studies.
 - Past Performance Survey (10%): The average score of all respondents will be converted to a score of 1-10. An average survey score of 73-80 will be given a proposal score of 10, 65-72 a 9, and so forth. An average survey score of 0-8 will be given a proposal score of 1.
6. The Roseville City Council will make the final decision, using recommendations by the Proposal Evaluation Team.

B. Contract

1. A City professional services agreement will be executed upon selection of a consultant based on the proposal and negotiations as applicable (see Attachment E for a sample agreement). The contract will be based on hourly rates, overhead plus professional fee, and direct expenses with a firm not to exceed total cost limit.
2. The agreement will include the following payment provisions:

“Services will be compensated on a time and materials basis up to a maximum not-to-exceed cost, inclusive of fees and reimbursable expenses. Payments will be made based upon monthly invoices for work performed.
3. Payment of interest on late payments and disputes regarding payments shall be governed by the provisions of Minn. Stat. Section 471.425.
4. If reimbursement of expenses is included, the City will only reimburse at actual cost for out of pocket expenses. Mileage will be reimbursed at the rate for City employees.
5. Prior to execution of a contract by the City, the successful proposer shall provide a certificate of insurance acceptable to the City Attorney.

RESPONDENT OFFER – SIGNATURE AND CERTIFICATION FORM

The undersigned has carefully examined all instructions, requirements, specifications, terms and conditions of this RFP; understands all instructions, requirements, specifications, terms and conditions of this RFP; and hereby offers and proposes to furnish the services described herein at the prices quoted in the Respondent's Proposal, and in accordance with the requirements, specifications, terms and conditions of this RFP.

The Respondent also certifies:

1. Its proposal is a valid and irrevocable offer for the City's acceptance for a minimum of 90 days from the proposal deadline shown in the Submittal Guidelines (Page 2) of this RFP to allow time for evaluation, negotiation, selection, and any unforeseen delays, and that its proposal, if accepted, shall remain valid for the life of the contract.
2. It is a reputable firm engaged in providing engineering services necessary to meet the requirements, specifications, and terms and conditions of this RFP.
3. It has the necessary experience, knowledge, abilities, skills, and resources to satisfactorily perform the requirements, specifications, and accepts all terms and conditions of this RFP.
4. It is aware of, is fully informed about, and is in full compliance with all applicable federal, state, and local laws, rules, regulations, and ordinances.
5. All statements, information, and representations prepared and submitted in response to this RFP are current, complete, true, and accurate. The Respondent acknowledges that the City will rely on such statements, information, and representations in selecting the successful Respondent.
6. It shall be bound by all statements, representations, and guarantees made in its proposal including, but not limited to, representations as to performance and financial terms.
7. Submission of a proposal indicates the Respondent's recognition that some subjective judgments may be made by the City as part of the evaluation.

Shaded area will be redacted and replaced with a Respondent identification code prior to evaluation.

Authorized Signature: **X**

Name (type or print):

Title (type or print):

Date:

RESPONDENT PROPOSAL

The City of Roseville will review and evaluate each proposal, and selection will be made based on the items listed below. The firms submitting proposals shall include statements on the following items as a part of their proposal:

Project Scope Understanding:

Describe the approach that will be used to complete each of the tasks listed in RFP section IIC. Scope of Services. List all assumptions, City Responsibilities, Consultant Responsibilities, and Consultant Deliverables. (3 pages)

Fees:

Based on the scope of services shown in section IIC of this RFP, provide the total estimated fees in the following table format. (Please attach fee schedule)

Labor costs shall be proposed on an hourly basis. Labor costs and expenses shall be identified and subtotaled for each Major category. Total costs shall be proposed on a not-to-exceed basis.

Scope of Services Major Categories <i>Show all individual tasks broken out under each category.</i>	Position responsible <i>(add columns as needed)</i>	Total Hours	Total Fee
Coordination with City Staff and Reviewing Agencies			
Understand the City's Transportation Plan			
Effective and Meaningful Public Involvement Process			
Goal Setting, Policies, Implementation Plan and Priorities			
Development of Draft & Final Plan			
Follow-Through on Approvals			
Total Not to Exceed Cost:	NA	NA	
Reimbursable expenses:	NA	NA	

Schedule:

Provide schedule for completion of Transportation Plan Update

**GUIDE TO PREPARING
SURVEY QUESTIONNAIRE FORM (ATTACHMENT C)
And
REFERENCE LIST (ATTACHMENT D)**

OVERVIEW

The City of Roseville is implementing a process for Request for Proposals that collects past performance evaluations of firms and their key personnel. This information will be used to assist the City in selecting the best overall valued firm for Services as specified within the scope of service.

To assist the City in identifying the past performance of a firm, the following process will be used:

1. The firm will prepare a list of clients that will be sent a survey. The general form of the reference list is shown on Attachment D.
2. The firm will prepare surveys forms and send to their past and present clients. Use Attachment C for the survey form. (4 minimum- 10 maximum)
3. The clients will complete the surveys and send back to the firm.
4. The firm will compile and submit all of the surveys and reference list with their RFP.
5. The ratings will then be averaged together to obtain a firm's past performance rating.

Attachment C
SURVEY QUESTIONNAIRE
CITY OF ROSEVILLE

Survey ID _____

To: _____

(Name of person completing survey)

Phone: _____ Fax: _____

Subject: Past Performance Survey of: _____

(Name of Company)

(Name of Individuals)

The City of Roseville is implementing a process that collects past performance information on firms and their key personnel. The firm/individual listed above has listed you as a client for which they have previously performed work. We would appreciate your taking the time to complete this survey. Rate each of the criteria on a scale of 1 to 10, with 10 representing that you were very satisfied (and would hire the firm/individual again) and 1 representing that you were very unsatisfied (and would never hire the firm/individual again). Please rate each of the criteria to the best of your knowledge. If you do not have sufficient knowledge of past performance in a particular area, leave it blank.

Client _____ Date _____
Project _____

NO	CRITERIA	UNIT	
1	Ability to manage the project cost (minimize change orders)	(1-10)	
2	Ability to maintain project schedule (complete on-time or early)	(1-10)	
3	Quality of workmanship	(1-10)	
4	Professionalism and ability to manage (includes responses and prompt payment to suppliers and subcontractors)	(1-10)	
5	Close out process (no punch list upon turnover, warranties, as-builts, operating manuals, tax clearance, etc. submitted promptly)	(1-10)	
6	Communication, explanation of risk, and documentation	(1-10)	
7	Ability to follow the users rules, regulations, and requirements (housekeeping, safety, etc...)	(1-10)	
8	Overall customer satisfaction and comfort level in hiring vendor/individual again	(1-10)	

Thank you for your time and effort in assisting the City of Roseville in this important endeavor.
Please fax the completed survey to: _____ at Fax # (____) _____ or email a scanned copy to _____

Printed Name (of Evaluator) _____

Signature (of Evaluator) _____

Attachment D
REFERENCE LIST

SURVEY ID CODE City Assigned	CLIENT NAME	MAILING ADDRESS	CONTACT NAME	PHONE NUMBER	EMAIL ADDRESS

Attachment E

FIRM BACKGROUND AND QUALIFICATIONS

The City of Roseville will review and evaluate each proposal, and selection will be made on the basis of the criteria listed below. The firms submitting proposals shall include with their proposal statements on the following:

- A. Proven management skills and technical competence including specialized experience in comprehensive surface water management plan (CSWMP) development. Demonstrated performance in providing well organized, accurate, and fully coordinated documents; and projects delivered on time and within budget. (5 pages maximum)

Management Skills and Technical Expertise include as a minimum:

- List of CSWMPs completed including description, scope, project cost, and owner's contact information. Provide access to an example report completed by the firm via the internet.
- Information on delivery of projects on time and within budget. Provide design time (contract/actual); cost of plan (estimated/actual); problems encountered and solutions devised. Minimum 2, maximum 4 similar projects.

- B. Credentials of project team, including: project manager's related projects; history of the proposed team working together on past projects, particularly as related to prior work with CSWMP projects. (1 page each)

Include as a minimum:

1. Identification of project manager and project team.
2. Project manager's resume and portfolio of related projects.
3. Resumes of key project staff members.

Attachment F

CONTRACT TERMS and CONDITIONS

The selected Respondent will enter into the following contract with the City of Roseville. The contract shall be effective from the date it is entered into until December 31, 2017. Firms should clearly identify any proposed deviations from the contract terms and conditions in their proposal response.

Example contract

Standard Agreement for Professional Services

This Agreement ("Agreement") is made on the _____ day of _____, _____, between the City of Roseville, a municipal corporation (hereinafter "City"), and _____, a _____ (hereinafter "Consultant").

Preliminary Statement

The City has adopted a policy regarding the selection and hiring of consultants to provide a variety of professional services for City projects. That policy requires that persons, firms or corporations providing such services enter into written agreements with the City. The purpose of this Agreement is to set forth the terms and conditions for the performance of professional services by the Consultant.

The City and Consultant agree as follows:

1. **Scope of Work Proposal.** The Consultant agrees to provide the professional services shown in Exhibit "A" attached hereto ("Work") in consideration for the compensation set forth in Provision 3 below. The terms of this Agreement shall take precedence over and supersede any provisions and/or conditions in any proposal submitted by the Consultant.
2. **Term.** The term of this Agreement shall be from _____, through _____, the date of signature by the parties notwithstanding.
3. **Compensation for Services.** The City agrees to pay the Consultant the compensation described in Exhibit B attached hereto for the Work, subject to the following:
 - A. Any changes in the Work which may result in an increase to the compensation due the Consultant shall require prior written approval of the City. The City will not pay additional compensation for Work that does not have such prior written approval.
 - B. Third party independent contractors and/or subcontractors may be retained by the Consultant when required by the complex or specialized nature of the Work when authorized in writing by the City. The Consultant shall be responsible for and shall pay all costs and expenses payable to such third party contractors unless otherwise agreed to by the parties in writing.
4. **City Representative and Special Requirements:**
 - A. _____ shall act as the City's representative with respect to the Work to be performed under this Agreement. Such representative shall have authority to transmit instructions, receive information and interpret and define the City's policies and decisions with respect to the Work to be performed under this Agreement, but shall not have the right to enter into contracts or make binding agreements on behalf of the City with

respect to the Work or this Agreement. The City may change the City's representative at any time by notifying the Consultant of such change in writing.

- B. In the event that the City requires any special conditions or requirements relating to the Work and/or this Agreement, such special conditions and requirements are stated in Exhibit C attached hereto. The parties agree that such special conditions and requirements are incorporated into and made a binding part of this Agreement and the Consultant agrees to perform the Work in accordance with, and that this Agreement shall be subject to, the conditions and requirements set forth in Exhibit C.

5. **Method of Payment.** The Consultant shall submit to the City, on a monthly basis, an itemized invoice for Work performed under this Agreement. Invoices submitted shall be paid in the same manner as other claims made to the City. Invoices shall contain the following:

- A. For Work reimbursed on an hourly basis, the Consultant shall indicate for each employee, his or her name, job title, the number of hours worked, rate of pay for each employee, a computation of amounts due for each employee, and the total amount due for each project task. For all other Work, the Consultant shall provide a description of the Work performed and the period to which the invoice applies. For reimbursable expenses, if provided for in Exhibit A, the Consultant shall provide an itemized listing and such documentation of such expenses as is reasonably required by the City. In addition to the foregoing, all invoices shall contain, if requested by the City, the City's project number, a progress summary showing the original (or amended) amount of the Agreement, the current billing, past payments, the unexpended balance due under the Agreement, and such other information as the City may from time to time reasonably require.
- B. To receive any payment pursuant to this Agreement, the invoice must include the following statement dated and signed by the Consultant: "I declare under penalty of perjury that this account, claim, or demand is just and correct and that no part of it has been paid."

The payment of invoices shall be subject to the following provisions:

- A. The City shall have the right to suspend the Work to be performed by the Consultant under this Agreement when it deems necessary to protect the City, residents of the City or others who are affected by the Work. If any Work to be performed by the Consultant is suspended in whole or in part by the City, the Consultant shall be paid for any services performed prior to the delivery upon the Consultant of the written notice from the City of such suspension.
- B. The Consultant shall be reimbursed for services performed by any third party independent contractors and/or subcontractors only if the City has authorized the retention of and has agreed to pay such persons or entities pursuant to Section 3B above.

6. **Project Manager and Staffing.** The Consultant has designated _____ and _____ ("Project Contacts") to perform and/or supervise the Work, and as the persons for the City to contact and communicate with regarding the performance of the Work. The Project Contacts shall be assisted by other employees of the Consultant as necessary to facilitate the completion of the Work in accordance with the terms and conditions of this Agreement. The Consultant may not remove or replace the Project Contacts without the prior approval of the City.

7. **Standard of Care.** All Work performed by the Consultant under this Agreement shall be in accordance with the normal standard of care in Ramsey County, Minnesota, for professional services of like kind.

8. **Audit Disclosure.** Any reports, information, data and other written documents given to, or prepared or assembled by the Consultant under this Agreement which the City requests to be kept confidential shall not be made available by the Consultant to any individual or organization without the City's prior written approval. The books, records, documents and accounting procedures and practices of the Consultant or other parties relevant to this Agreement are subject to examination by the City and either the Legislative Auditor or the State Auditor for a period of six (6) years after the effective date of this Agreement. The Consultant shall at all times abide by Minn. Stat. § 13.01 et seq. and the Minnesota Government Data Practices Act, to the extent the Act is applicable to data, documents, and other information in the possession of the Consultant.
9. **Termination.** This Agreement may be terminated at any time by the City, with or without cause, by delivering to the Consultant at the address of the Consultant set forth in Provision 26 below, a written notice at least ten (10) days prior to the date of such termination. The date of termination shall be stated in the notice. Upon termination the Consultant shall be paid for services rendered (and reimbursable expenses incurred if required to be paid by the City under this Agreement) by the Consultant through and until the date of termination so long as the Consultant is not in default under this Agreement. If the City terminates this Agreement because the Consultant is in default of its obligations under this Agreement, no further payment shall be payable or due to the Consultant following the delivery of the termination notice, and the City may, in addition to any other rights or remedies it may have at law or in equity, retain another consultant to undertake or complete the Work to be performed hereunder.
10. **Subcontractor.** The Consultant shall not enter into subcontracts for services provided under this Agreement without the express written consent of the City. The Consultant shall promptly pay any subcontractor involved in the performance of this Agreement as required by the State Prompt Payment Act.
11. **Independent Consultant.** At all times and for all purposes herein, the Consultant is an independent contractor and not an employee of the City. No statement herein shall be construed so as to find the Consultant an employee of the City.
12. **Non-Discrimination.** During the performance of this Agreement, the Consultant shall not discriminate against any person, contractor, vendor, employee or applicant for employment because of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, disability, sexual orientation or age. The Consultant shall post in places available to employees and applicants for employment, notices setting forth the provision of this non-discrimination clause and stating that all qualified applicants will receive consideration for employment. The Consultant shall incorporate the foregoing requirements of this Provision 12 in all of its subcontracts for Work done under this Agreement, and will require all of its subcontractors performing such Work to incorporate such requirements in all subcontracts for the performance of the Work. The Consultant further agrees to comply with all aspects of the Minnesota Human Rights Act, Minnesota Statutes 363.01, et. seq., Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act.
13. **Assignment.** The Consultant shall not assign this Agreement, nor its rights and/or obligations hereunder, without the prior written consent of the City.
14. **Services Not Provided For.** No claim for services furnished by the Consultant not specifically provided for herein shall be paid by the City.

15. **Compliance with Laws and Regulations.** The Consultant shall abide with all federal, state and local laws, statutes, ordinances, rules and regulations in the performance of the Work. The Consultant and City, together with their respective agents and employees, agree to abide by the provisions of the Minnesota Data Practices Act, Minnesota Statutes Section 13, as amended, and Minnesota Rules promulgated pursuant to Chapter 13. Any violation by the Consultant of statutes, ordinances, rules and regulations pertaining to the Work to be performed shall constitute a material breach of this Agreement and entitle the City to immediately terminate this Agreement.

16. **Waiver.** Any waiver by either party of a breach of any provisions of this Agreement shall not affect, in any respect, the validity of the remainder of this Agreement or either parties ability to enforce a subsequent breach.

17. **Indemnification.** The Consultant agrees to defend, indemnify and hold the City, and its mayor, council members, officers, agents, employees and representatives harmless from and against all liability, claims, damages, costs, judgments, losses and expenses, including but not limited to reasonable attorney's fees, arising out of or resulting from any act or omission of the Consultant, its officers, agents, employees, contractors and/or subcontractors pertaining to the execution, performance or failure to adequately perform the Work and/or its obligations under this Agreement.

18. **Insurance.**

A. General Liability. Prior to starting the Work and during the full term of this Agreement, the Consultant shall procure, maintain and pay for such insurance as will protect against claims for bodily injury or death, and for damage to property, including loss of use, which may arise out of operations by the Consultant or by any subcontractor of the Consultant, or by anyone employed by any of them, or by anyone for whose acts any of them may be liable. Such insurance shall include, but not be limited to, minimum coverages and limits of liability specified in this Provision 18 or such greater coverages and amounts as are required by law. Except as otherwise stated below, the policies shall name the City as an additional insured for the Work provided under this Agreement and shall provide that the Consultant's coverage shall be primary and noncontributory in the event of a loss.

B. The Consultant shall procure and maintain the following minimum insurance coverages and limits of liability with respect to the Work:

Worker's Compensation:	Statutory Limits
Commercial General Liability:	\$1,000,000 per occurrence \$1,000,000 general aggregate \$1,000,000 products – completed operations aggregate \$5,000 medical expense
Comprehensive Automobile Liability:	\$1,000,000 combined single limit (shall include coverage for all owned, hired and non-owned vehicles.

C. The Commercial General Liability policy(ies) shall be equivalent in coverage to ISO form CG 0001, and shall include the following:

- (i) Personal injury with Employment Exclusion (if any) deleted;
- (ii) Broad Form Contractual Liability coverage; and

(iii) Broad Form Property Damage coverage, including Completed Operations.

- D. During the entire term of this Agreement, and for such period of time thereafter as is necessary to provide coverage until all relevant statutes of limitations pertaining to the Work have expired, the Consultant shall procure, maintain and pay for professional liability insurance, satisfactory to the City, which insures the payment of damages for liability arising out of the performance of professional services for the City, in the insured's capacity as the Consultant, if such liability is caused by an error, omission, or negligent act of the insured or any person or organization for whom the insured is liable. Said policy shall provide an aggregate limit of at least \$2,000,000.00.
- E. The Consultant shall maintain in effect all insurance coverages required under this Provision 18 at Consultant's sole expense and with insurance companies licensed to do business in the state in Minnesota and having a current A.M. Best rating of no less than A-, unless otherwise agreed to by the City in writing. In addition to the requirements stated above, the following applies to the insurance policies required under this Provision:
- (i) All policies, except the Professional Liability Insurance Policy, shall be written on an "occurrence" form ("claims made" and "modified occurrence" forms are not acceptable);
 - (ii) All policies, except the Professional Liability Insurance Policy and the Worker's Compensation Policy, shall name "the City of Roseville" as an additional insured;
 - (iii) All policies, except the Professional Liability Insurance Policy and the Worker's Compensation Policy, shall insure the defense and indemnify obligations assumed by Consultant under this Agreement; and
 - (iv) All policies shall contain a provision that coverages afforded thereunder shall not be canceled or non-renewed or restrictive modifications added, without thirty (30) days prior written notice to the City.

A copy of: (i) a certification of insurance satisfactory to the City, and (ii) if requested, the Consultant's insurance declaration page, riders and/or endorsements, as applicable, which evidences the compliance with this Paragraph 18, must be filed with the City prior to the start of Consultant's Work. Such documents evidencing insurance shall be in a form acceptable to the City and shall provide satisfactory evidence that the Consultant has complied with all insurance requirements. Renewal certificates shall be provided to the City prior to the expiration date of any of the required policies. The City will not be obligated, however, to review such declaration page, riders, endorsements or certificates or other evidence of insurance, or to advise Consultant of any deficiencies in such documents, and receipt thereof shall not relieve the Consultant from, nor be deemed a waiver of, the City's right to enforce the terms of the Consultant's obligations hereunder. The City reserves the right to examine any policy provided for under this Provision 18.

19. **Ownership of Documents.** All plans, diagrams, analysis, reports and information generated in connection with the performance of this Agreement ("Information") shall become the property of the City, but the Consultant may retain copies of such documents as records of the services provided. The City may use the Information for any reasons it deems appropriate without being liable to the Consultant for such use. The Consultant shall not use or disclose the Information for purposes other than performing the Work contemplated by this Agreement without the prior consent of the City.

20. **Dispute Resolution/Mediation.** Each dispute, claim or controversy arising from or related to this Agreement or the relationships which result from this Agreement shall be subject to mediation as a

condition precedent to initiating arbitration or legal or equitable actions by either party. Unless the parties agree otherwise, the mediation shall be in accordance with the Commercial Mediation Procedures of the American Arbitration Association then currently in effect. A request for mediation shall be filed in writing with the American Arbitration Association and the other party. No arbitration or legal or equitable action may be instituted for a period of 90 days from the filing of the request for mediation unless a longer period of time is provided by agreement of the parties. The cost of mediation shall be shared equally between the parties. Mediation shall be held in the City of Roseville unless another location is mutually agreed upon by the parties. The parties shall memorialize any agreement resulting from the mediation in a Mediated Settlement Agreement, which Agreement shall be enforceable as a settlement in any court having jurisdiction thereof.

21. **Annual Review.** Prior to _____ of each year of this Agreement, the City shall have the right to conduct a review of the performance of the Work performed by the Consultant under this Agreement. The Consultant agrees to cooperate in such review and to provide such information as the City may reasonably request. Following each performance review the parties shall, if requested by the City, meet and discuss the performance of the Consultant relative to the remaining Work to be performed by the Consultant under this Agreement.
22. **Conflicts.** No salaried officer or employee of the City and no member of the City Council of the City shall have a financial interest, direct or indirect, in this Agreement. The violation of this provision shall render this Agreement void.
23. **Governing Law.** This Agreement shall be controlled by the laws of the State of Minnesota.
24. **Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall be considered an original.
25. **Severability.** The provisions of this Agreement are severable. If any portion hereof is, for any reason, held by a court of competent jurisdiction to be contrary to law, such decision shall not affect the remaining provisions of this Agreement.
26. **Notices.** Any notice to be given by either party upon the other under this Agreement shall be properly given: a) if delivered personally to the City Manager if such notice is to be given to the City, or if delivered personally to an officer of the Consultant if such notice is to be given to the Consultant, b) if mailed to the other party by United States registered or certified mail, return receipt requested, postage prepaid, addressed in the manner set forth below, or c) if given to a nationally, recognized, reputable overnight courier for overnight delivery to the other party addressed as follows:

If to City: City of Roseville
 Roseville City Hall
 2660 Civic Center Drive
 Roseville, MN 55113
 Attn: City Manager

If to Consultant: _____

 Attn: _____

Notices shall be deemed effective on the date of receipt if given personally, on the date of deposit in the U.S. mails if mailed, or on the date of delivery to an overnight courier if so delivered; provided, however, if notice is given by deposit in the U.S. mails or delivery to an overnight courier, the time for response to any notice by the other party shall commence to run one business day after the date of mailing or delivery to the courier. Any party may change its address for the service of notice by giving written notice of such change to the other party, in any manner above specified, 10 days prior to the effective date of such change.

27. **Entire Agreement.** Unless stated otherwise in this Provision 27, the entire agreement of the parties is contained in this Agreement. This Agreement supersedes all prior oral agreements and negotiations between the parties relating to the subject matter hereof as well as any previous agreements presently in effect between the parties relating to the subject matter hereof. Any alterations, amendments, deletions, or waivers of the provisions of this Agreement shall be valid only when expressed in writing and duly signed by the parties, unless otherwise provided herein. The following agreements supplement and are a part of this Agreement:
-

IN WITNESS WHEREOF, the undersigned parties have entered into this Agreement as of the date set forth above.

CITY OF ROSEVILLE

By: _____
Mayor

By: _____
City Manager

(NAME OF CONSULTANT)

By: _____

Its: _____



Transportation 5

Introduction

Transportation networks are composed of a combination of infrastructure and public policies that facilitate the movement of people and products. This section provides information regarding the current transportation network within Roseville. In addition, this section provides guidance for decision makers regarding investment opportunities related to the maintenance and enhancement of the transportation network.

Roseville is located in Ramsey County and shares common borders with Minneapolis, St. Anthony, New Brighton, Arden Hills, Shoreview, Little Canada, Maplewood, St. Paul, Falcon Heights, and Lauderdale. Roseville is connected with these surrounding communities through a number of freeways and other arterials, primarily I-35W, TH 280, TH 36, and TH 51 (Snelling Avenue N). The expansion of the metropolitan region north and east of Roseville has added to the traffic congestion along these and other transportation corridors. In addition, Roseville

is served by a somewhat modified grid of streets extending across most of the city. These streets include W Larpenteur Avenue, County Road B, County Road B2, County Road C, Cleveland Avenue N, Fairview Avenue N, Hamline Avenue N, Lexington Avenue N, Victoria Avenue N, Dale Street N, and Rice Street N.

Roseville is a fully developed suburb with an established roadway system. In the coming decades, Roseville will have limited opportunities for the construction of new roads. In addition, Roseville will have limited opportunities to expand existing roadways within fully developed areas. Yet the demand for transportation is likely to continue to increase. Creative deployment of additional transit options and infrastructure, the implementation of innovative technologies to increase roadway capacity, and policies supporting and encouraging the use of non-motorized transportation are likely to play an increasing role in Roseville's transportation system.

Residents and businesses are impacted by traffic congestion, particularly during peak periods. Many commuters from the north traveling to Minneapolis or St. Paul for employment must pass through Roseville. As the freeways and major arterials become congested, it becomes increasingly likely that drivers will divert onto local residential streets that are not intended to accommodate large volumes of through traffic.

This transportation plan is needed to meet Metropolitan Council and State planning requirements while addressing local transportation needs for sustainable and cost-effective street, transit, freight, bicycle, and pedestrian improvements. The goals, policies, and strategies identified in this chapter provide transportation choices for residents, employees, visitors, and companies doing business in Roseville. The ideas provide opportunities that can make walking, cycling, and using transit more convenient and economical alternatives to traditional automobile travel. This chapter supports a balanced transportation system that fosters neighborhood connectivity and promotes economic development, while not detracting from community values.

The Transportation chapter of the Comprehensive Plan consists of the following elements:

- ♦ Goals and Policies
- ♦ Sustainable Transportation
- ♦ Existing Transportation Conditions
- ♦ Existing Transit Service
- ♦ Planning Context - Studies, Projects, Issues
- ♦ Future Transportation System
- ♦ Implementation Plans and Recommendations

Goals and Policies

Residents and businesses must be provided with transportation facilities and services that meet their needs in a safe and efficient manner. Transportation facilities, at the same time, need to be planned and constructed so as to minimize negative social, environmental, and aesthetic impacts. In addition, residents who cannot or choose not to drive need to have safe and efficient transportation options. The following section lists specific transportation goals and corresponding transportation policies.

Goal 1: Coordinate transportation decisions with other government entities and coordinate planning efforts to ensure connectivity of regional routes.

Policy 1.1: Continue to cooperate with County and State transportation departments, Metropolitan Council, and neighboring communities to achieve orderly and timely development of existing and proposed roadway, pathway, and transit routes serving the city.

Policy 1.2: Coordinate all street planning with county, state, and federal road plans; work cooperatively with MnDOT and Ramsey County to improve landscaping, screening, lighting, and maintenance of through-city roadway systems, especially TH 36.

Policy 1.3: Cooperate with State and Federal agencies and railroad companies to enhance safety at all highway, railroad, and pedestrian crossings.

Policy 1.4: Provide notification to the Federal Aviation Agency (FAA) using FAA Form 7460, as may be amended, and the Minnesota Department of Transportation, Aeronautics Division, when any construction or alteration of an object would affect

general airspace, as defined in Minnesota Statutes 360.”

Goal 2: Create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion.

Policy 2.1: Promote non-motorized transportation and transit as reasonable alternatives to driving.

Policy 2.2: Promote travel demand management (TDM) strategies to achieve greater efficiency of the existing roadway network.

Policy 2.3: Ensure that the transportation network responds to changing transportation technologies and modes.

Goal 3: Create a safe and efficient roadway network, able to accommodate the existing and projected demand for automobile capacity and to reduce roadway congestion.

Policy 3.1: System-wide transportation capacity should be achieved by using a high level of network connectivity, appropriately spaced and properly sized thoroughfares, and multiple travel modes, rather than by increasing the capacity of individual thoroughfares.

Policy 3.2: Channel major traffic volumes onto community collector streets, arterials, and highways and discourage motorized traffic from passing through residential areas on local streets.

Policy 3.3: Identify, evaluate, and correct problems of congestion in high-traffic areas and recurrent accident sites.

Policy 3.4: Encourage the use of intelligent transportation systems (ITS) to mitigate capacity issues and increase efficiency and safety of the existing roadway network.

Policy 3.5: Create and/or upgrade the major thoroughfare systems to multiple traffic lanes when warranted by traffic conditions.

Policy 3.6: Develop streets according to their designated functional class; pavement width, load capacity, and continuity of the street must recognize the function for which the street is intended.

Policy 3.7: Maintain high-quality neighborhoods through the ongoing City Pavement Management Program to rehabilitate or reconstruct city streets.

Goal 4: Promote the use of transit as a reasonable alternative to driving automobiles during both congested and non-congested time periods through land-use and transportation decisions.

Policy 4.1: Cooperate with and assist the Regional Transit Board (RTB) to provide effective transit service to all areas of the city.

Policy 4.2: Support Metro Transit as a primary transit provider for the city.

Policy 4.3: Advocate planning and development of the Northeast Diagonal Transit Corridor.

Policy 4.4: Support the Rosedale Transit Hub and Snelling Avenue Transit Corridor and examine the feasibility of adding transit mini-hubs in other areas of the city.

Policy 4.5: Encourage the development of park-and-rides to reduce congestion on arterials throughout Roseville.

Policy 4.6: Clearly mark bus stops and provide adequate space for buses to pull out of the moving traffic lane for loading and unloading.

Policy 4.7: Provide adequate and attractive pedestrian access to bus stops by expanding the existing network of sidewalks as recommended in the Pathway Master Plan.

Policy 4.8: Encourage transit-supportive development along existing and future transit corridors.

Policy 4.9: Provide input into the rail corridor planning and abandonment processes; if rails are removed, the corridors should be preserved for public uses, such as transit or pathways, and in the event of rail line abandonment, an appropriate public agency should acquire the land for public purposes.

Policy 4.10: Play an active role in planning for potential transitways and preserving potential rights-of-way and station locations.

Goal 5: Encourage the use of non-motorized transportation by providing a high-quality network of both off-road and on-road pathways, and ensure that bicycle and pedestrian routes are safe, efficient, and attractive.

Policy 5.1: Recognize the needs and preferences of pedestrians and cyclists with various skill, experience levels, and purpose by providing a wide range of facilities to accommodate commuter, functional, and recreational trips.

Policy 5.2: Create and/or upgrade on-road bicycle facilities, where feasible, to ensure the safety of cyclists and improve the efficiency of the bicycle network.

Policy 5.3: Aggressively expand Roseville's off-road pathway system.

Policy 5.4: Update the Pathways Master Plan as needed.

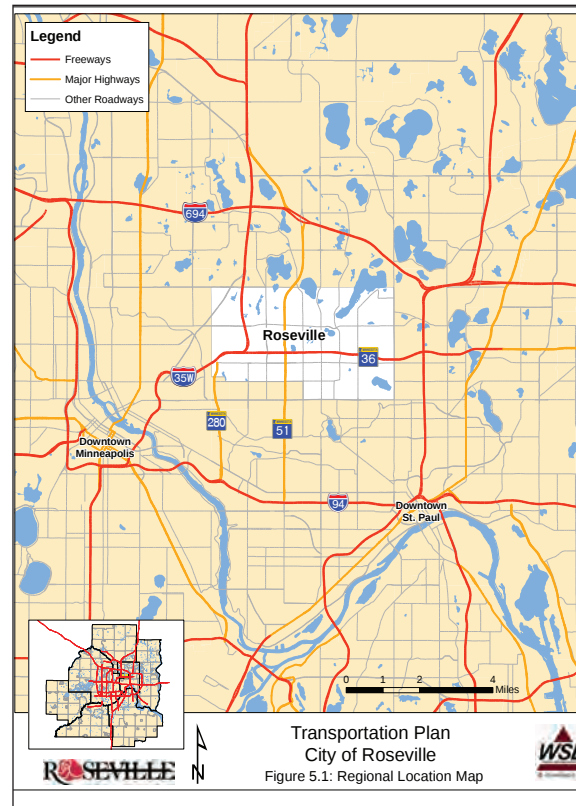
Sustainable Transportation

“Sustainability” is increasingly being embraced by communities throughout the metro area; however, there are differing definitions of what sustainability entails. For the purposes of this transportation plan, sustainability means conducting an activity or providing a service in a manner that minimizes the consumption of natural resources. Sustainability also includes understanding—and planning for—the full social, environmental, and economic costs associated with transportation and land-use decisions. From a transportation perspective, sustainable goals that Roseville strives for are as follows:

1. **General Planning:** Coordinate land-use and transportation planning so that the transportation system efficiently and effectively supports existing and anticipated development. Mixed-use developments, when compared with equally sized developments where land uses are strictly separated, can slow the growth of vehicular trips. Encouraging higher residential densities, where appropriate, can provide the “critical mass” of activity necessary to support increased transit use. However, increasing residential densities and commercial land-use

intensity to encourage transit use and reduce automobile congestion are often competing objectives. For this reason, coordination of land-use and transportation planning is critical.

2. **Transportation Choices and Roadway Needs:** Reduce traditional, single-occupancy motorized travel through Transportation Demand Management (TDM), increased non-motorized travel, and transit. This approach has two benefits. First, it limits the consumption of fuel by single-occupant vehicles and associated air emissions. Second, it can reduce the demand for added roadway capacity, allowing roadway “footprints” and impacts to be minimized. TDM, non-motorized transportation, and transit considerations will be discussed in greater detail in this chapter. Encourage telecommuting through the development of technology infrastructure.
3. **Appropriate Roadway Design:** Plan and design roadways using best professional practices, including functional classification, sound transportation and engineering practices, access management guidelines, and other proven tools to provide transportation facilities that have good operational and safety characteristics.
4. **Sustainable Practices:** Employ reuse/recycling, procurement measures, and facility maintenance practices pertaining to transportation that limit the use of resources. This includes reuse/recycling of roadway materials as part of reconstruction projects, evaluation of alternative fuel vehicles for City fleets, and other measures.



Existing Transportation Conditions

Roadway Overview

Roseville is depicted in Figure 5.1 (Regional Location Map). It is located within the I-694 beltway. Important regional roadways that pass through or adjacent to the city include I-35W, TH 280, TH 36, and Snelling Avenue N. Figure 5.2 (Existing (2006) Daily Traffic Volumes) displays the current roadway system and the 2006 daily traffic volumes. Figure 5.3 (Existing (2008) Number of Lanes) displays the number of lanes on each roadway segment.

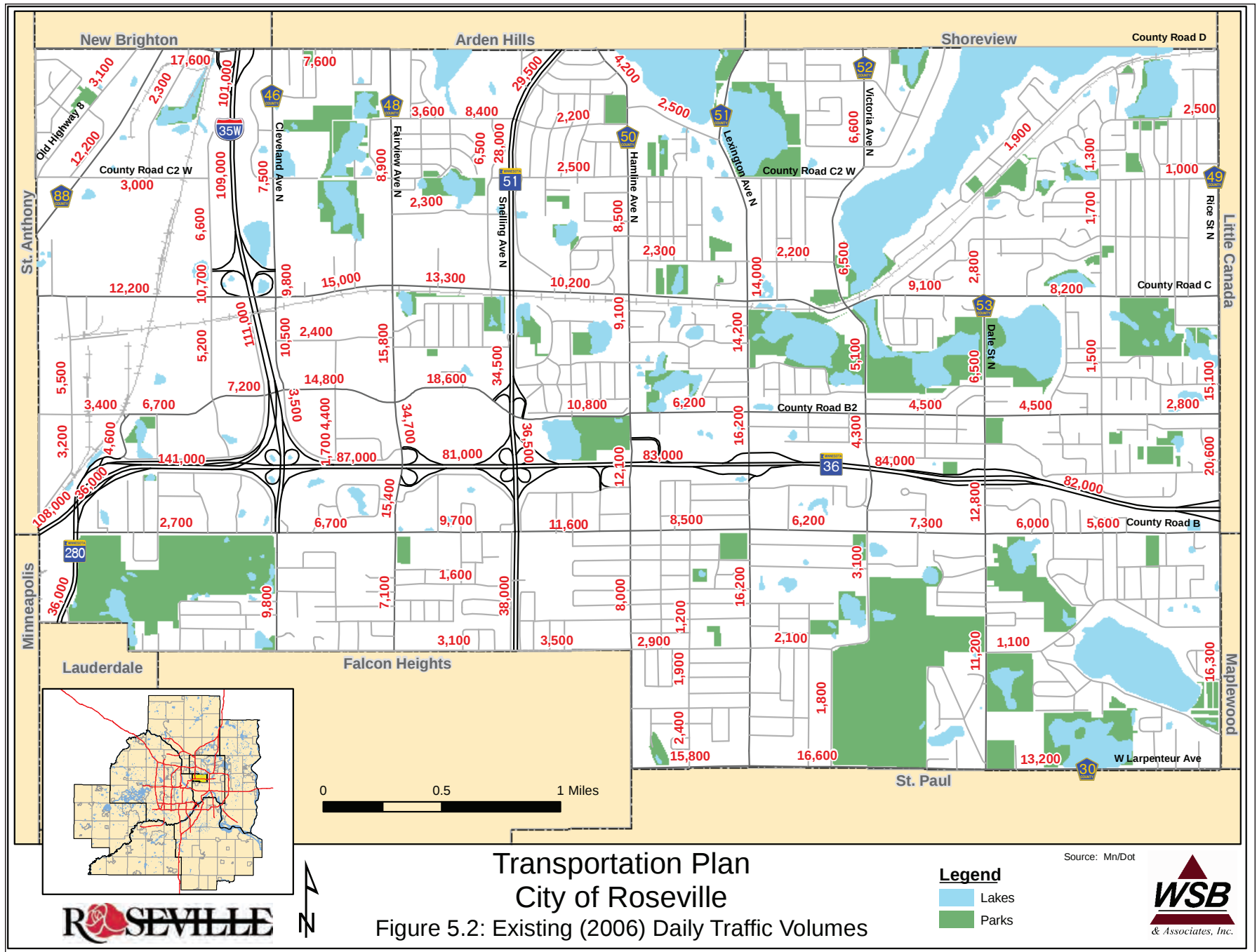
Jurisdictional Classification

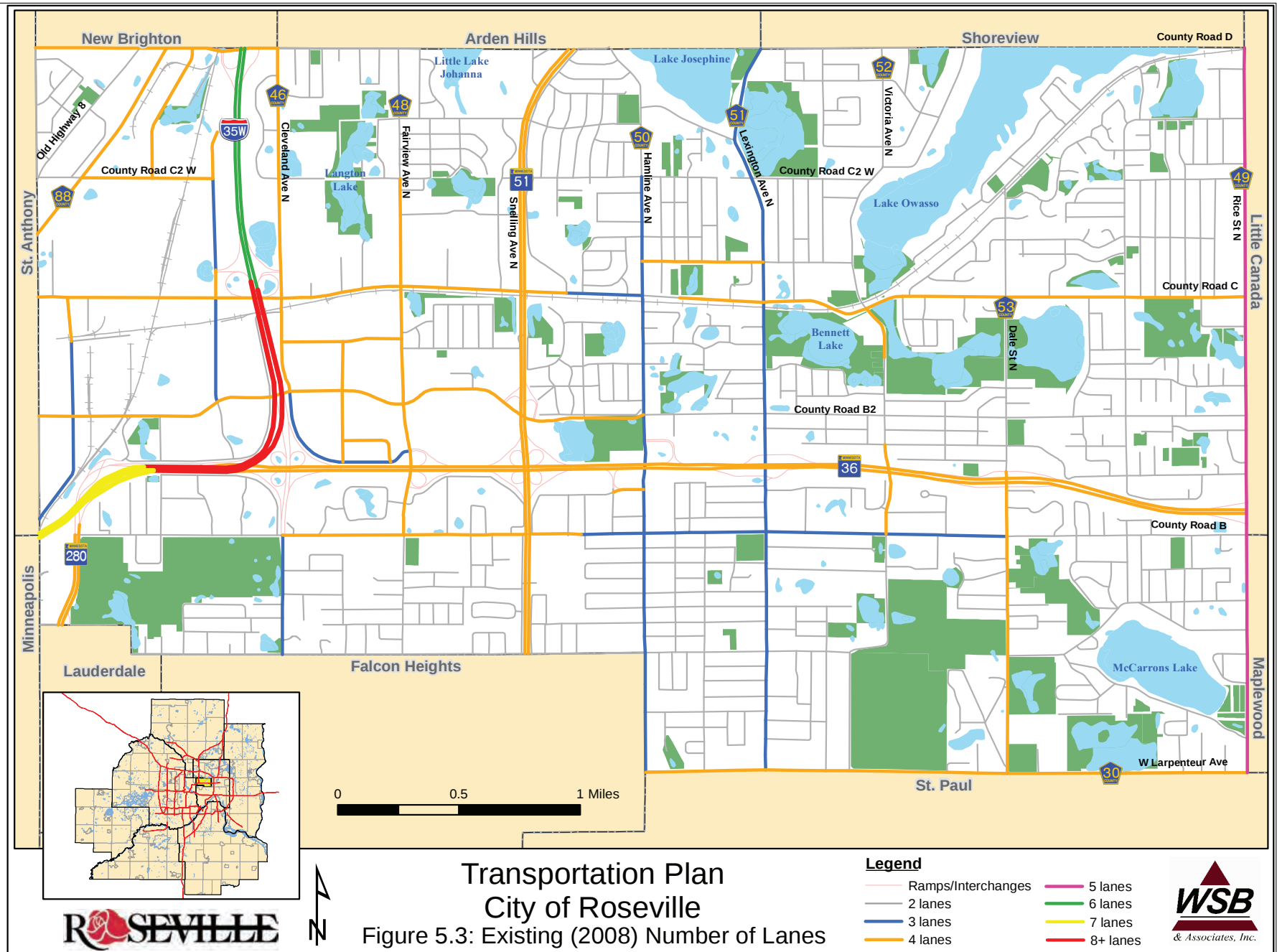
Jurisdiction over the roadway system in Roseville is shared among three levels of government: the State of Minnesota, Ramsey County, and Roseville. The Minnesota Department of Transportation (MnDOT) maintains the interstate and trunk highway systems. Ramsey County maintains the County State Aid Highway (CSAH) and County Road Systems, aside from a few, short private streets. The remaining streets and roadways are the responsibility of Roseville, including Municipal State Aid (MSA) streets. Over 19% of the land area in the city is used for right-of-way. Since the municipal boundaries separating Roseville from adjacent cities often lie within a roadway right-of-way, partnership with adjacent cities is required to coordinate maintenance of these roadways. Figure 5.4 (Roadway Jurisdictional Classification) displays the jurisdictional classification of each roadway within Roseville. Table 5.1 displays the number of roadway miles associated with each jurisdictional class.

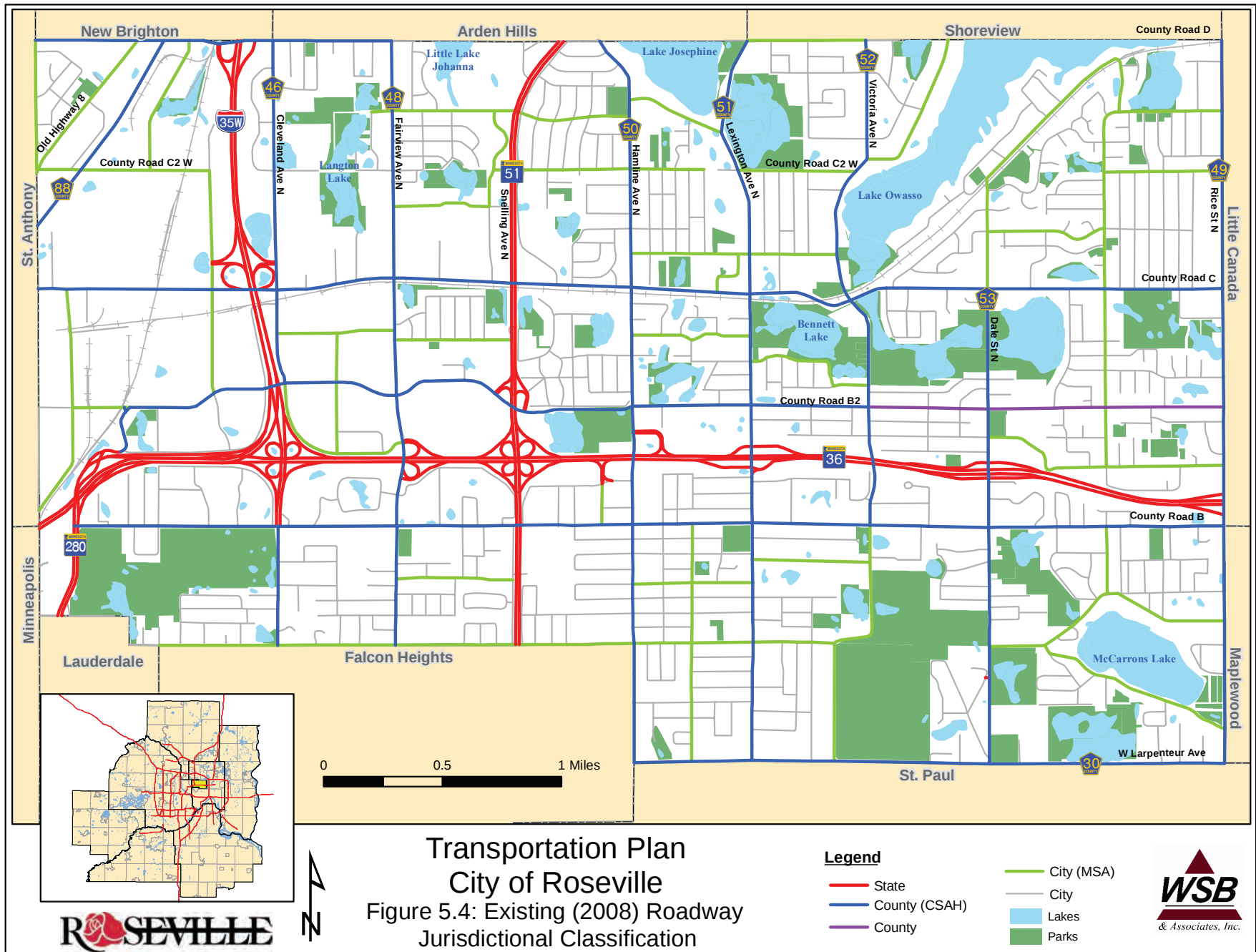
Jurisdictional Classification	Miles	Percent of Total Miles
State of Minnesota	10.6	6.2%
Ramsey County	37.9	22.1%
City of Roseville (MSA)	28.9	16.8%
City of Roseville	94.4	54.9%
TOTAL	171.8	100.0%
Source: City of Roseville, Metropolitan Council, WSB & Associates, Inc.		

Existing (2008) Roadway Miles by Jurisdictional Classification

Table 5.1







Roseville continually upgrades the local road system according to its Pavement Management Program. The purpose of the program is to ensure the most efficient use of public funds through scheduled roadway maintenance and the strategic investment in roadway reconstruction projects. There is considerable input from local residents and other stakeholders in this program.

Functional Classification System

The purpose of a functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the metropolitan highway system based on the principles of access and mobility. Access describes the extent to which a roadway allows users to reach destinations on adjacent land, while mobility describes the extent to which a roadway accommodates through traffic. All roadways provide a mixture of access and mobility based on the design features of the roadway and the surrounding land uses. Within the functional classification framework, roads

are located and designed to provide the designated levels of access and mobility.

The functional classification system used in Roseville conforms to the Metropolitan Council standards. The Metropolitan Council has published these criteria in its Transportation Development Guide/Policy Plan. This guide separates roadways into four primary classifications: principal arterials, minor arterials, collectors, and local roadways. These classifications address the function of state, county, and city streets from a standpoint of maximizing the safety and efficiency of traffic movement through the city while providing satisfactory access to residents and businesses.

Figure 5.5 (Existing (2008) Roadway Functional Classification) displays the existing functional classes of roadways in Roseville. Table 5.2 displays the number of miles of roadway in Roseville by functional classification.

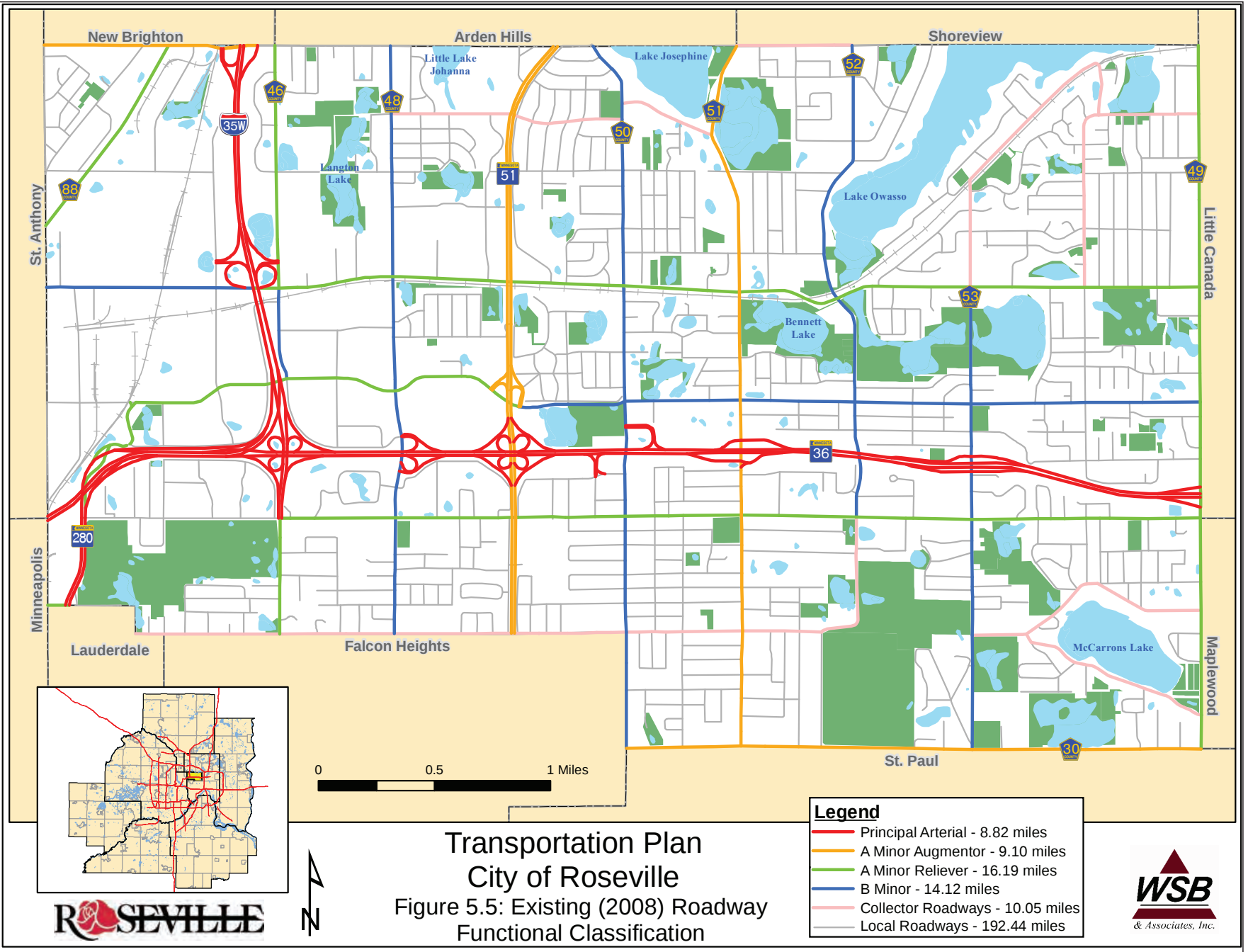
Principal Arterials

Principal arterials are the highest roadway classification and are considered part of the metropolitan highway system. Principal arterials include all Interstate freeways and other limited access facilities designed to maximize traffic mobility and safety. These roadways are intended to connect the metropolitan centers with one another and to connect major business concentrations. Parallel facilities are typically spaced two to three miles apart, and interchanges are usually spaced at least one mile apart. Principal arterials place emphasis on mobility and provide very little, if any, access to adjacent land. They connect only with other principal arterials and select minor arterials and collectors.

In Roseville, there are three principal arterials: I-35W, TH 36, and TH 280. These facilities are envisioned to continue functioning as principal arterials for the planned future of Roseville. Table 5.3 lists the principal arterials located within Roseville and quantifies daily traffic volumes.

Functional Classification	Miles	Percent of Total Miles
Principal Arterial	8.8	3.5%
A Minor Augmentor Arterial	9.1	3.6%
A Minor Reliever Arterial	16.2	6.5%
B Minor Arterial	14.1	5.6%
Collector Roadways	10.1	4.0%
Local Roadways	192.4	76.8%
TOTAL	250.7	100.0%
Source: City of Roseville, Metropolitan Council, WSB & Associates, Inc.		
Existing (2008) Roadway Miles by Functional Classification		
Table 5.2		

Roadway	From	To	Lanes	2006 Daily Traffic Volumes
I-35W	West City Limits	TH 280	7	108,000
I-35W	TH 280	Cleveland Ave. (CSAH 46)	9	141,000
I-35W	TH 36	County Road C	8	111,000
I-35W	County Road C	County Road D	6	109,000
TH 280	South City Limits	I-35W	4	36,000
TH 36	I-35W	Fairview Ave. (CSAH 48)	4	87,000
TH 36	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	4	81,000
TH 36	Snelling Ave. (TH 51)	Lexington Ave. (CSAH 51)	4	83,000
TH 36	Lexington Ave. (CSAH 51)	Dale St. (CSAH 53)	4	84,000
TH 36	Dale St. (CSAH 53)	Rice St. (CSAH 49)	4	82,000
SOURCE: Mn/DOT, City of Roseville, WSB & Associates, Inc.				
Principal Arterial Roadways - Existing Characteristics				
Table 5.3				



Roadway	From	To	Lanes	2006 Daily Traffic Volumes
Snelling Ave. (TH 51)	Roselawn Ave.	County Road B	4	38,000
Snelling Ave. (TH 51)	County Road B	TH 36	4	38,000
Snelling Ave. (TH 51)	TH 36	County Road B2	4	36,500
Snelling Ave. (TH 51)	County Road B2	County Road C	4	34,500
Snelling Ave. (TH 51)	County Road C	North City Limits	4	28,000-29,500
Lexington Ave. (CSAH 51)	Larpenteur Ave. (CSAH 30)	County Road B	3-4	16,200
Lexington Ave. (CSAH 51)	County Road B	County Road B2	3	16,200
Lexington Ave. (CSAH 51)	County Road B2	County Road C	3	14,200
Lexington Ave. (CSAH 51)	County Road C	North City Limits	3	14,000
Larpenteur Ave. (CSAH 30)	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	4	15,800
Larpenteur Ave. (CSAH 30)	Lexington Ave. (CSAH 51)	Dale St. (CSAH 53)	4	16,600
Larpenteur Ave. (CSAH 30)	Dale St. (CSAH 53)	Rice St. (CSAH 49)	4	13,200
County Road D	West City Limits	New Brighton Blvd. (CSAH 88)	4	18,400
County Road D	New Brighton Blvd. (CSAH 88)	I-35W	4	17,600

SOURCE: Mn/DOT, City of Roseville, WSB & Associates, Inc.

A Minor Augmentor Arterials - Existing Characteristics

Table 5.4

Minor Arterials

Minor arterials place emphasis on mobility within the metropolitan area. Minor arterials should connect to principal arterials, other minor arterials, and collector roadways, though limited connection to local roadways is acceptable. Minor arterials within Roseville have been further classified into A minor (reliever), A minor (augmentor), and B minor arterials. A minor (augmentor) arterials are found only within the I-494/694 beltway and are intended to serve medium to long trips where principal arterials do not exist. A minor (reliever) arterials are typically aligned roughly parallel to principal arterials and accommodate overflow traffic from congested principal arterials. A minor arterials are eligible for federal funding to help fund improvements.

Roadway	From	To	Lanes	2006 Daily Traffic Volumes
New Brighton Blvd. (CSAH 88)	West City Limits	North City Limits	4	12,200
County Road B	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	4	6,700
County Road B	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	4	9,700
County Road B	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	3-4	11,600
County Road B	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	3	8,500
County Road B	Lexington Ave. (CSAH 51)	Victoria Ave. N	3	6,200
County Road B	Victoria Ave. N	Dale St. (CSAH 53)	3	7,300
County Road B	Dale St. (CSAH 53)	Rice St. (CSAH 49)	2-4	5,600-6,000
St. Croix Street	TH 280	Terminal Road	4	4,600
Terminal Road	St. Croix Street	Long Lake Road	4	6,700
County Road B2	Long Lake Road	Cleveland Ave. (CSAH 46)	4	7,200
County Road B2	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	4	14,800
County Road B2	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	4	18,600
County Road C	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	4	15,000
County Road C	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	4	13,300
County Road C	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	3-4	10,200
County Road C	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	2-4	10,200
County Road C	Lexington Ave. (CSAH 51)	Victoria St. (CSAH 52)	4	9,100
County Road C	Victoria St. (CSAH 52)	Dale St. (CSAH 53)	4	9,100
County Road C	Dale St. (CSAH 53)	Rice St. (CSAH 49)	4	8,200
Cleveland Ave. (CSAH 46)	Roselawn Ave.	County Road B	3	9,800
Cleveland Ave. (CSAH 46)	County Road C	County Road D	4	7,500-9,800
Rice St. (CSAH 49)	Larpenteur Ave. (CSAH 30)	County Road B	3	16,300
Rice St. (CSAH 49)	County Road B	County Road B2	3	20,600
Rice St. (CSAH 49)	County Road B2	County Road C	3	15,100
Rice St. (CSAH 49)	County Road C	North City Limits	3	15,900

SOURCE: Mn/DOT, City of Roseville, WSB & Associates, Inc.

A Minor Reliever Arterials - Existing Characteristics

Table 5.5

Roadway	From	To	Lanes	2006 Daily Traffic Volumes
Fairview Ave. (CSAH 48)	County Road B	TH 36	4	15,400
Fairview Ave. (CSAH 48)	TH 36	County Road B2	4	34,700
County Road B	TH 280	Cleveland Ave. (CSAH 46)	2	2,700
County Road B2	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	4	10,800
County Road B2	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	2	6,200
County Road B2	Lexington Ave. (CSAH 51)	Victoria St. (CSAH 52)	2	6,200
County Road B2	Victoria St. (CSAH 52)	Dale St. (CSAH 53)	2	4,500
County Road B2	Dale St. (CSAH 53)	Western Ave.	2	4,500
County Road B2	Western Ave.	Rice St. (CSAH 49)	2	2,800
County Road C	West City Limits	Cleveland Ave. (CSAH 46)	4	12,200
County Road D	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	2	7,600
Cleveland Ave. (CSAH 46)	County Road B2	County Road C	3-4	10,500
Fairview Ave. (CSAH 48)	Roselawn Ave.	County Road B	2	7,100
Fairview Ave. (CSAH 48)	County Road B2	County Road C	4-5	15,800
Fairview Ave. (CSAH 48)	County Road C	County Road D	2-4	8,900
Hamline Ave. (CSAH 50)	Larpenteur Ave. (CSAH 30)	County Road B	3	8,000
Hamline Ave. (CSAH 50)	County Road B	County Road C	3	9,100
Hamline Ave. (CSAH 50)	County Road C	North City Limits	3	4,200-8,500
Victoria St. (CSAH 52)	County Road B	County Road B2	2-4	4,300
Victoria St. (CSAH 52)	County Road B2	County Road C	2-4	5,100
Victoria St. (CSAH 52)	County Road C	North City Limits	2	6,500-6,600
Dale St. (CSAH 53)	Larpenteur Ave. (CSAH 30)	County Road B	4	11,200
Dale St. (CSAH 53)	County Road B	County Road B2	4	12,800
Dale St. (CSAH 53)	County Road B2	County Road C	2	6,500
SOURCE: Mn/DOT, City of Roseville, WSB & Associates, Inc.				
B Minor Arterials - Existing Characteristics Table 5.6				

Tables 5.4 and 5.5 list the A minor (augmentor) and A minor (reliever) roadways within Roseville.

All other minor arterials are considered B minor arterials. B minor arterials serve the same functions as A minor arterials, but are not eligible for federal funding.

The B minor arterial roadways within Roseville are summarized in Table 5.6.

Collector Roadways

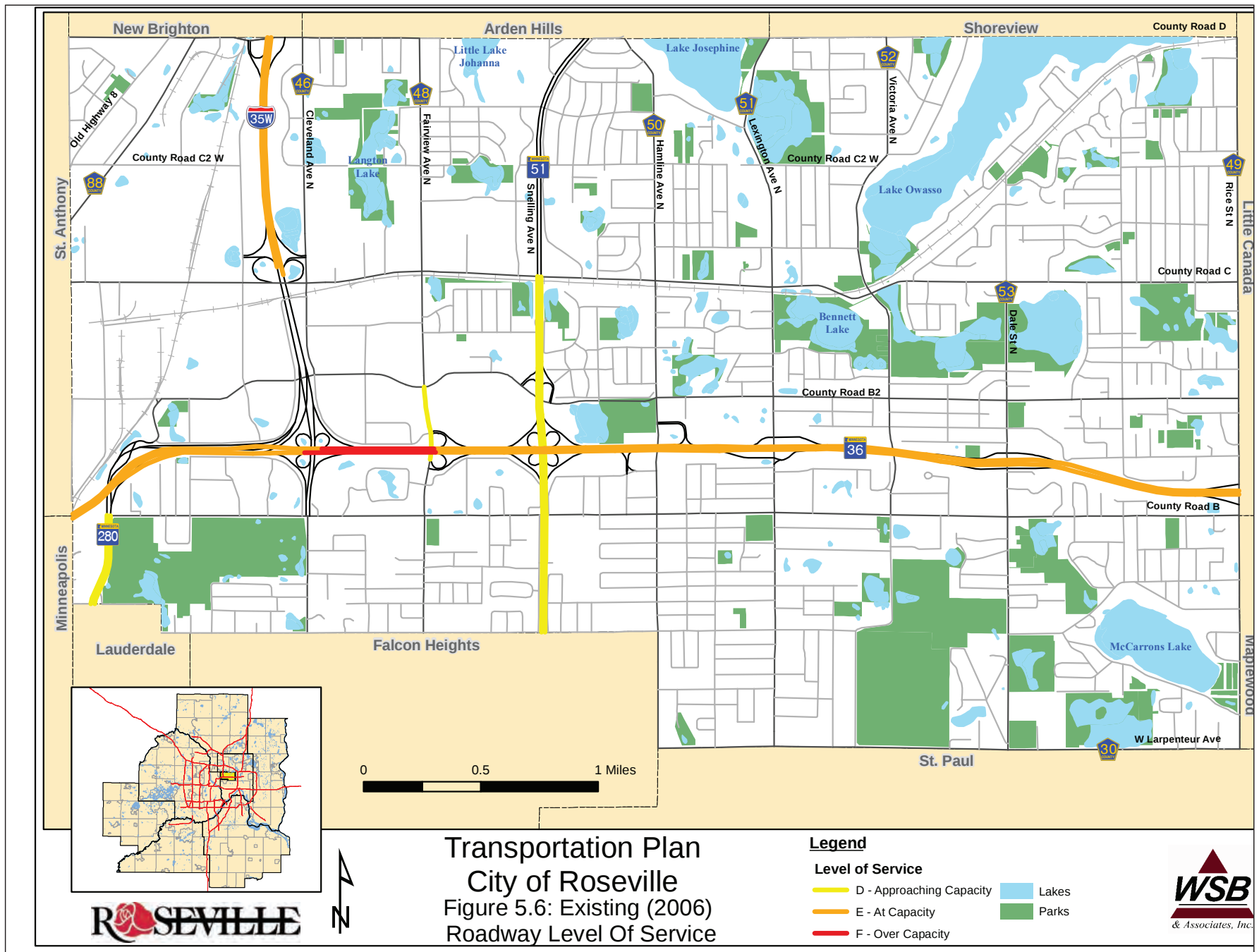
The collector system provides connections between neighborhoods. Collector roadways are designed to serve shorter trips that can reasonably be completed

Roadway	From	To	Lanes	2006 Daily Traffic Volumes
Roselawn Ave.	West City Limits	Snelling Ave. (TH 51)	2	3,100
Roselawn Ave.	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	2	3,500
Roselawn Ave.	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	2	2,900
Roselawn Ave.	Lexington Ave. (CSAH 51)	Victoria St. (CSAH 52)	2	2,100
Roselawn Ave.	Dale St. (CSAH 53)	McCarron Blvd.	2	1,100
Victoria St. (CSAH 52)	Roselawn Ave.	County Road B	2	3,100
Lydia Ave W	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	2	3,600-8,400
Lydia Ave W	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	2	2,200
Josephine Road	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	2	2,500
Dale St. (CSAH 53)	County Road C	S Owasso Blvd.	2	2,800
S Owasso Blvd.	Dale St. (CSAH 53)	S Owasso Blvd.	2	1,900
S Owasso Blvd.	Western Ave N	Rice St. (CSAH 49)	2	2,600
Western Ave N.	County Road C	S Owasso Blvd.	2	1,300-1,700
SOURCE: Mn/DOT, City of Roseville, WSB & Associates, Inc.				
Collector Roadways - Existing Characteristics Table 5.7				

without utilizing roads with a higher classification, and to move traffic from local neighborhoods to roadways of higher classification. Collectors also provide supplementary interconnections of major traffic generators within the metro centers and regional business concentrations. Mobility and access are equally important. Collector roadways are typically spaced at one-half mile intervals within developed areas. Collector roadways are summarized in Table 5.7.

Local Streets

The local street network provides the most access and the least mobility within the overall functional classification system. Local streets provide access to individual homes and businesses, but are not intended to efficiently accommodate through traffic. Through



traffic should be discouraged from using local roads by using an appropriate combination of geometric designs, traffic control devices, and policies.

Existing (2006) Capacity Analysis

In general, the capacity of a roadway is a measure of its ability to accommodate a certain volume of moving vehicles. Segment level of service (LOS) refers to a quantitative comparison between an existing traffic volume and the maximum volume of traffic the roadway can accommodate in its present configuration. It should be noted that this level of analysis, typically referred to as a Planning Level Analysis, is not detailed intersection or site-specific analysis, and does not replace the need for a delay-based analysis, typically referred to as an Operations Analysis, to evaluate specific developments within smaller geographic areas. For clarification, each of these types of analyses is described in the following paragraphs.

Planning Level of Service

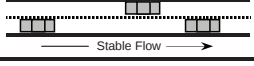
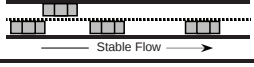
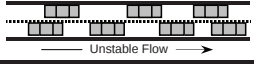
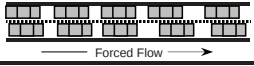
For the purpose of this study, a planning level of service (LOS) was used. Planning level of service compares volume-to-capacity (v/c) ratios, which correlate to a LOS letter grade. Using a capacity threshold equivalent to the D/E boundary, per MnDOT guidelines, provides an indication of whether a roadway is operating with excess capacity, at capacity, or over capacity. When the v/c ratio is below 1.00, the roadway is considered to be operating at an acceptable LOS. When the roadway is operating at or above 1.00, the roadway is considered to be operating at capacity or over capacity. The more the v/c ratio exceeds 1.00, the greater the traffic congestion. Table 5.8 contains a summary of generalized traffic thresholds for specific roadway types, LOS, and number

Facility Type	Number of Lanes	Level of Service Threshold (<i>upper capacity limits</i>)					
					Approaching Capacity	At-Capacity	Over-Capacity
		A	B	C	D	E	F
Interstate / Freeway	8	46,000	73,000	109,000	140,000	170,000	> 170,000
	6	34,000	55,000	82,000	105,000	127,000	> 127,000
	4	17,000	37,000	55,000	70,000	85,000	>85,000
Divided Arterial / Expressway	6	22,000	35,000	56,000	63,000	70,000	>70,000
	4	15,000	23,000	37,000	42,000	47,000	>47,000
Divided Minor Arterial	6	18,000	28,000	42,000	51,000	59,000	>59,000
	5	16,000	25,000	40,000	45,000	50,000	>50,000
	4	12,000	19,000	30,000	36,000	42,000	>42,000
	3	8,000	13,000	20,000	27,000	34,000	>34,000
	2	5,000	8,000	12,000	18,000	24,000	>24,000
	2 (one-way)	6,000	10,000	16,000	19,000	25,000	>25,000
Undivided Minor Arterial	6	17,000	27,000	40,000	49,000	57,000	>57,000
	5	15,000	24,000	38,000	43,000	47,000	>47,000
	4	11,000	18,000	28,000	34,000	40,000	>40,000
	3	7,000	12,000	19,000	26,000	32,000	>32,000
	2	4,000	7,000	11,000	17,000	23,000	>23,000
	2 (one-way)	6,000	9,000	15,000	18,000	24,000	>24,000
Collector	4	7,000	11,000	18,000	22,000	26,000	>26,000
	3	5,000	8,000	12,000	17,000	21,000	>21,000
	2	3,000	5,000	7,000	11,000	15,000	>15,000
	2 (one-way)	4,000	6,000	9,000	12,000	16,000	>16,000

SOURCE: Highway Capacity Manual, Twin Cities Regional Travel Demand Model, and WSB & Associates, Inc.

Generalized Average Daily Traffic Thresholds

Table 5.8

Level of Service	Volume/Capacity (V/C) Ratio	Traffic Flow	Description
A	0.00 to 0.39		FREE FLOW Low volumes and no delays.
B	0.40 to 0.59		STABLE FLOW Low volumes and speeds dictated by travel conditions.
C	0.60 to 0.79		STABLE FLOW Speeds and maneuverability closely controlled due to higher volumes.
D	0.80 to 0.99		RESTRICTED FLOW Higher density traffic restricts maneuverability and volumes approaching capacity.
E	1.00 to 1.19		UNSTABLE FLOW Low speeds, considerable delays, and volumes at or slightly over capacity.
F	1.20 and above		FORCED FLOW Very low speeds, volumes exceed capacity, and long delays with stop-and-go traffic.

SOURCE: Highway Capacity Manual and WSB & Associates, Inc.

Description of LOS Categories
Table 5.9

of traffic lanes. These capacity thresholds are based on the Highway Capacity Manual and the Twin Cities Regional Travel Demand Model.

In roadway planning and design, it is undesirable to either overbuild or underbuild a facility. The goal is to build a facility that effectively and efficiently moves traffic. The design of a roadway should reflect its location. In general, people in more urban environments expect to incur some congestion during the peak hours, hence the LOS D/E capacity threshold. In rural environments, LOS C is often used as the basis for roadway planning and design, as people typically have a lower tolerance for traffic congestion. Roseville falls into the urban environment category; therefore, the LOS D/E threshold represents the appropriate design capacity for roadways.

At this LOS, traffic is generally expected to experience restricted flow only during the peak travel periods. During off-peak periods, traffic flow generally operates at LOS A to LOS C.

Table 5.9 lists the level of service categories, approximate volume-to-capacity (v/c) ratios and general descriptions of the traffic operations for each category.

The LOS for roadways in Roseville was obtained by comparing the traffic level thresholds with the most recent available daily traffic counts (2006). Figure 5.6 (Existing (2006) Roadway Level of Service) displays the results of the capacity analysis completed for the existing conditions.

Operations Analysis

In a detailed traffic analysis, an operations level of service evaluation is conducted. In this type of analysis, the focus

Roadway	From	To	Volume/Capacity (V/C)		Existing Range of LOS (2006)	
			Lower	Upper		
I-35W	West City Limits	TH 280	1.03	only 1 count	E	(At Capacity)
I-35W	TH 280	Cleveland Ave. (CSAH 46)	1.01	only 1 count	E	(At Capacity)
I-35W	TH 36	County Road C	0.79	only 1 count	C	(Below Capacity)
I-35W	County Road C	County Road D	1.04	only 1 count	E	(At Capacity)
TH 280	South City Limits	I-35W	0.86	only 1 count	D	(Approaching Capacity)
TH 36	I-35W	Fairview Ave. (CSAH 48)	1.24	only 1 count	F	(Over Capacity)
TH 36	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	1.16	only 1 count	E	(At Capacity)
TH 36	Snelling Ave. (TH 51)	Lexington Ave. (CSAH 51)	1.19	only 1 count	E	(At Capacity)
TH 36	Lexington Ave. (CSAH 51)	Dale St. (CSAH 53)	1.20	only 1 count	E	(At Capacity)
TH 36	Dale St. (CSAH 53)	Rice St. (CSAH 49)	1.17	only 1 count	E	(At Capacity)

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).

SOURCE: Mn/DOT and WSB & Associates, Inc.

Principal Arterials - Existing (2006) Capacity Analysis
Table 5.10

Roadway	From	To	Volume/Capacity (V/C) Traffic Volume Range*		Existing Range of LOS (2006)	
			Lower	Upper		
Snelling Ave. (TH 51)	Roselawn Ave.	County Road B	0.90	only 1 count	D	(Approaching Capacity)
Snelling Ave. (TH 51)	County Road B	TH 36	0.90	only 1 count	D	(Approaching Capacity)
Snelling Ave. (TH 51)	TH 36	County Road B2	0.87	only 1 count	D	(Approaching Capacity)
Snelling Ave. (TH 51)	County Road B2	County Road C	0.82	only 1 count	D	(Approaching Capacity)
Snelling Ave. (TH 51)	County Road C	North City Limits	0.67	0.70	C	(Below Capacity)
Lexington Ave. (CSAH 51)	Larpenteur Ave. (CSAH 30)	County Road B	0.45	0.60	B	(Below Capacity)
Lexington Ave. (CSAH 51)	County Road B	County Road B2	0.60	only 1 count	B	(Below Capacity)
Lexington Ave. (CSAH 51)	County Road B2	County Road C	0.53	only 1 count	B	(Below Capacity)
Lexington Ave. (CSAH 51)	County Road C	North City Limits	0.52	only 1 count	B	(Below Capacity)
Larpenteur Ave. (CSAH 30)	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	0.44	only 1 count	B	(Below Capacity)
Larpenteur Ave. (CSAH 30)	Lexington Ave. (CSAH 51)	Dale St. (CSAH 53)	0.46	only 1 count	B	(Below Capacity)
Larpenteur Ave. (CSAH 30)	Dale St. (CSAH 53)	Rice St. (CSAH 49)	0.37	only 1 count	A	(Below Capacity)
County Road D	West City Limits	New Brighton Blvd. (CSAH 88)	0.51	only 1 count	B	(Below Capacity)
County Road D	New Brighton Blvd. (CSAH 88)	I-35W	0.49	only 1 count	B	(Below Capacity)

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).

SOURCE: Mn/DOT and WSB & Associates, Inc.

A Minor (Augmentor) Arterials - Existing (2006) Capacity Analysis

Table 5.11

Roadway	From	To	Volume/Capacity (V/C) Traffic Volume Range*		Existing Range of LOS (2006)	
			Lower	Upper		
New Brighton Blvd. (CSAH 88)	West City Limits	North City Limits	0.29	only 1 count	A	(Below Capacity)
County Road B	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	0.19	only 1 count	A	(Below Capacity)
County Road B	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	0.27	only 1 count	A	(Below Capacity)
County Road B	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	0.32	0.43	A to B	(Below Capacity)
County Road B	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	0.33	only 1 count	A	(Below Capacity)
County Road B	Lexington Ave. (CSAH 51)	Victoria Ave. N	0.24	only 1 count	A	(Below Capacity)
County Road B	Victoria Ave. N	Dale St. (CSAH 53)	0.28	only 1 count	A	(Below Capacity)
County Road B	Dale St. (CSAH 53)	Rice St. (CSAH 49)	0.16	0.35	A	(Below Capacity)
St. Croix Street	TH 280	Terminal Road	0.14	only 1 count	A	(Below Capacity)
Terminal Road	St. Croix Street	Long Lake Road	0.20	only 1 count	A	(Below Capacity)
County Road B2	Long Lake Road	Cleveland Ave. (CSAH 46)	0.21	only 1 count	A	(Below Capacity)
County Road B2	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	0.44	only 1 count	B	(Below Capacity)
County Road B2	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	0.52	only 1 count	B	(Below Capacity)
County Road C	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	0.42	only 1 count	B	(Below Capacity)
County Road C	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	0.37	only 1 count	A	(Below Capacity)
County Road C	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	0.30	0.39	A	(Below Capacity)
County Road C	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	0.30	0.60	A to B	(Below Capacity)
County Road C	Lexington Ave. (CSAH 51)	Victoria St. (CSAH 52)	0.27	only 1 count	A	(Below Capacity)
County Road C	Victoria St. (CSAH 52)	Dale St. (CSAH 53)	0.27	only 1 count	A	(Below Capacity)
County Road C	Dale St. (CSAH 53)	Rice St. (CSAH 49)	0.24	only 1 count	A	(Below Capacity)
Cleveland Ave. (CSAH 46)	Roselawn Ave.	County Road B	0.38	only 1 count	A	(Below Capacity)
Cleveland Ave. (CSAH 46)	County Road C	County Road D	0.22	0.29	A	(Below Capacity)
Rice St. (CSAH 49)	Larpenteur Ave. (CSAH 30)	County Road B	0.63	only 1 count	C	(Below Capacity)
Rice St. (CSAH 49)	County Road B	County Road B2	0.79	only 1 count	C	(Below Capacity)
Rice St. (CSAH 49)	County Road B2	County Road C	0.58	only 1 count	B	(Below Capacity)
Rice St. (CSAH 49)	County Road C	North City Limits	0.61	only 1 count	C	(Below Capacity)

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).

SOURCE: Mn/DOT and WSB & Associates, Inc.

A Minor (Reliever) Arterials - Existing (2006) Capacity Analysis

Table 5.12

is on quantifying seconds of delay, typically due to the traffic control device at an intersection. The results of the traffic operations analysis are typically presented in the form of a letter grade (A to F) that provides a qualitative indication of the operational efficiency or effectiveness. By definition, LOS A conditions represent high-quality operations (i.e., motorists experience very little delay or interference) and LOS F conditions represent very poor operations (i.e., extreme delay or severe congestion). Oftentimes, these conditions can be mitigated through the implementation of geometric improvements at the intersections, such as the addition of turning lanes and/or adjustment of signal timing. These measures are generally referred to as Transportation System Management (TSM) techniques, and are used to address congestion with minimal cost.

Principal Arterials

The congestion analysis suggests that only one roadway segment currently operates over capacity, or at LOS F. TH 36 between I-35W and Fairview Avenue N has a v/c ratio of 1.24, above the 1.2 threshold signifying LOS F. Table 5-10 lists the LOS calculated for all of the principal Arterials. Since TH 36 has four continuous lanes throughout Roseville, it is estimated to reach LOS F when daily traffic estimates reach 85,000 vehicles per day. All of TH 36 is estimated to carry over 80,000 vehicles per day, approaching the LOS F threshold.

Minor Arterials

Table 5.11 lists the current estimated LOS for the A minor (augmentor) arterials in Roseville.

Table 5.12 lists the estimated LOS for all A minor (reliever) arterials in Roseville.

Roadway	From	To	Volume/Capacity (V/C) Traffic Volume Range*		Existing Range of LOS (2006)	
			Lower	Upper		
Fairview Ave. (CSAH 48)	County Road B	TH 36	0.43	only 1 count	B	(Below Capacity)
Fairview Ave. (CSAH 48)	TH 36	County Road B2	0.96	only 1 count	D	(Approaching Capacity)
County Road B	TH 280	Cleveland Ave. (CSAH 46)	0.16	only 1 count	A	(Below Capacity)
County Road B2	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	0.32	only 1 count	A	(Below Capacity)
County Road B2	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	0.36	only 1 count	A	(Below Capacity)
County Road B2	Lexington Ave. (CSAH 51)	Victoria St. (CSAH 52)	0.36	only 1 count	A	(Below Capacity)
County Road B2	Victoria St. (CSAH 52)	Dale St. (CSAH 53)	0.26	only 1 count	A	(Below Capacity)
County Road B2	Dale St. (CSAH 53)	Western Ave.	0.26	only 1 count	A	(Below Capacity)
County Road B2	Western Ave.	Rice St. (CSAH 49)	0.16	only 1 count	A	(Below Capacity)
County Road C	West City Limits	Cleveland Ave. (CSAH 46)	0.36	only 1 count	A	(Below Capacity)
County Road D	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	0.45	only 1 count	B	(Below Capacity)
Cleveland Ave. (CSAH 46)	County Road B2	County Road C	0.31	0.40	A to B	(Below Capacity)
Fairview Ave. (CSAH 48)	Roselawn Ave.	County Road B	0.42	only 1 count	B	(Below Capacity)
Fairview Ave. (CSAH 48)	County Road B2	County Road C	0.37	0.46	A to B	(Below Capacity)
Fairview Ave. (CSAH 48)	County Road C	County Road D	0.26	0.52	A to B	(Below Capacity)
Hamline Ave. (CSAH 50)	Larpenteur Ave. (CSAH 30)	County Road B	0.31	only 1 count	A	(Below Capacity)
Hamline Ave. (CSAH 50)	County Road B	County Road C	0.35	only 1 count	A	(Below Capacity)
Hamline Ave. (CSAH 50)	County Road C	North City Limits	0.16	0.33	A	(Below Capacity)
Victoria St. (CSAH 52)	County Road B	County Road B2	0.13	0.25	A	(Below Capacity)
Victoria St. (CSAH 52)	County Road B2	County Road C	0.15	0.30	A	(Below Capacity)
Victoria St. (CSAH 52)	County Road C	North City Limits	0.38	0.39	A	(Below Capacity)
Dale St. (CSAH 53)	Larpenteur Ave. (CSAH 30)	County Road B	0.33	only 1 count	A	(Below Capacity)
Dale St. (CSAH 53)	County Road B	County Road B2	0.38	only 1 count	A	(Below Capacity)
Dale St. (CSAH 53)	County Road B2	County Road C	0.38	only 1 count	A	(Below Capacity)
* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).						
SOURCE: Mn/DOT and WSB & Associates, Inc.						
B Minor Arterials - Existing (2006) Capacity Analysis						
Table 5.13						

Roadway	From	To	Volume/Capacity (V/C) Traffic Volume Range*		Existing Range of LOS (2006)	
			Lower	Upper		
Roselawn Ave.	West City Limits	Snelling Ave. (TH 51)	0.28	only 1 count	A	(Below Capacity)
Roselawn Ave.	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	0.32	only 1 count	A	(Below Capacity)
Roselawn Ave.	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	0.26	only 1 count	A	(Below Capacity)
Roselawn Ave.	Lexington Ave. (CSAH 51)	Victoria St. (CSAH 52)	0.19	only 1 count	A	(Below Capacity)
Roselawn Ave.	Dale St. (CSAH 53)	McCarron Blvd.	0.10	only 1 count	A	(Below Capacity)
Victoria St. (CSAH 52)	Roselawn Ave.	County Road B	0.28	only 1 count	A	(Below Capacity)
Lydia Ave W	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	0.33	0.76	A to C	(Below Capacity)
Lydia Ave W	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	0.20	only 1 count	A	(Below Capacity)
Josephine Road	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	0.23	only 1 count	A	(Below Capacity)
Dale St. (CSAH 53)	County Road C	S Owasso Blvd.	0.25	only 1 count	A	(Below Capacity)
S Owasso Blvd.	Dale St. (CSAH 53)	S Owasso Blvd.	0.17	only 1 count	A	(Below Capacity)
S Owasso Blvd.	Western Ave N	Rice St. (CSAH 49)	0.24	only 1 count	A	(Below Capacity)
Western Ave N.	County Road C	S Owasso Blvd.	0.12	0.15	A	(Below Capacity)
* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).						
SOURCE: Mn/DOT and WSB & Associates, Inc.						
Collector Roadways - Existing (2006) Capacity Analysis						
Table 5.14						

B Minor Arterials

Table 5.13 lists the estimated LOS for all B minor arterials in Roseville. All of the B minor arterials are estimated to operate under capacity. Fairview Avenue N between TH 36 and County Road B2 is approaching capacity.

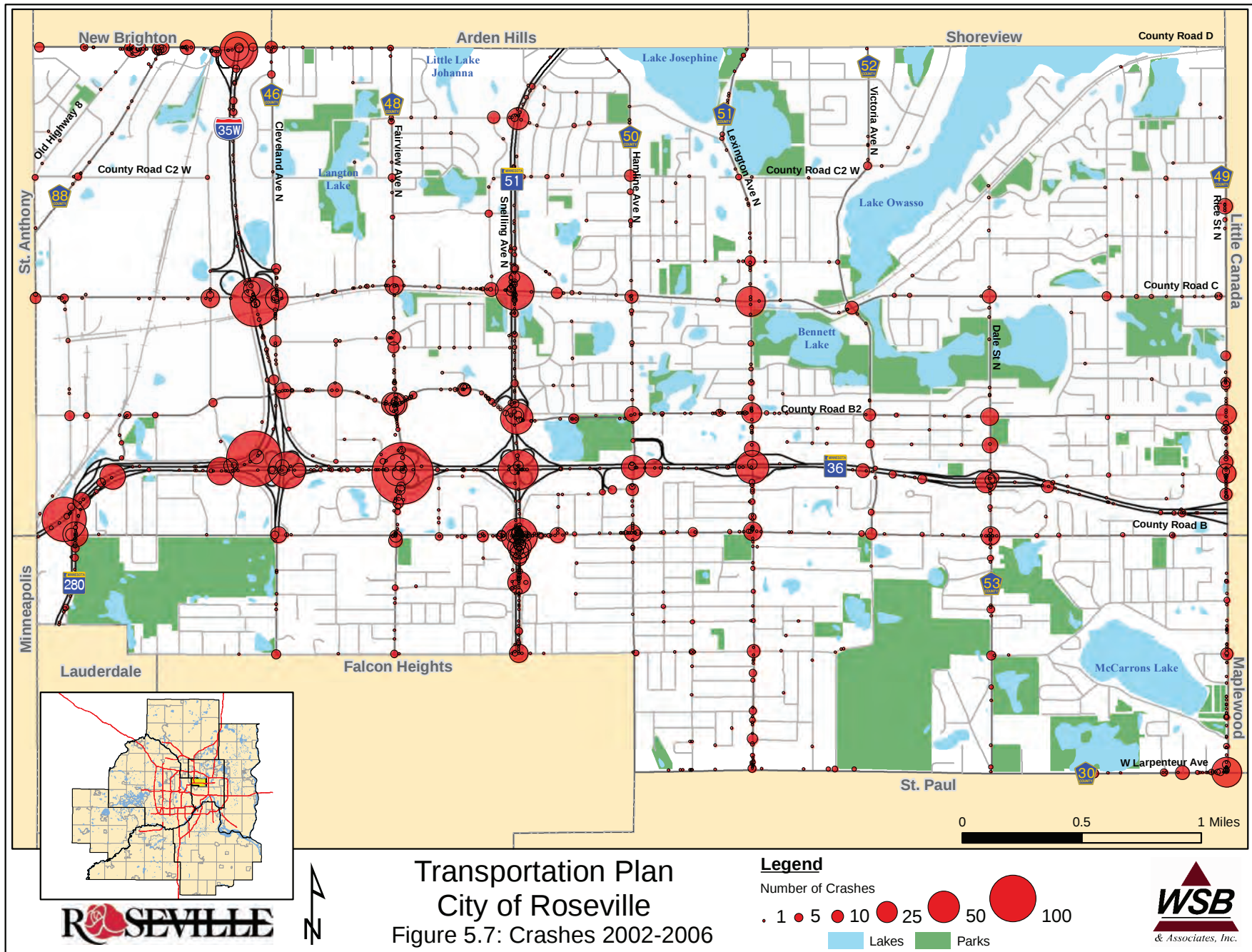
Collector Roadways

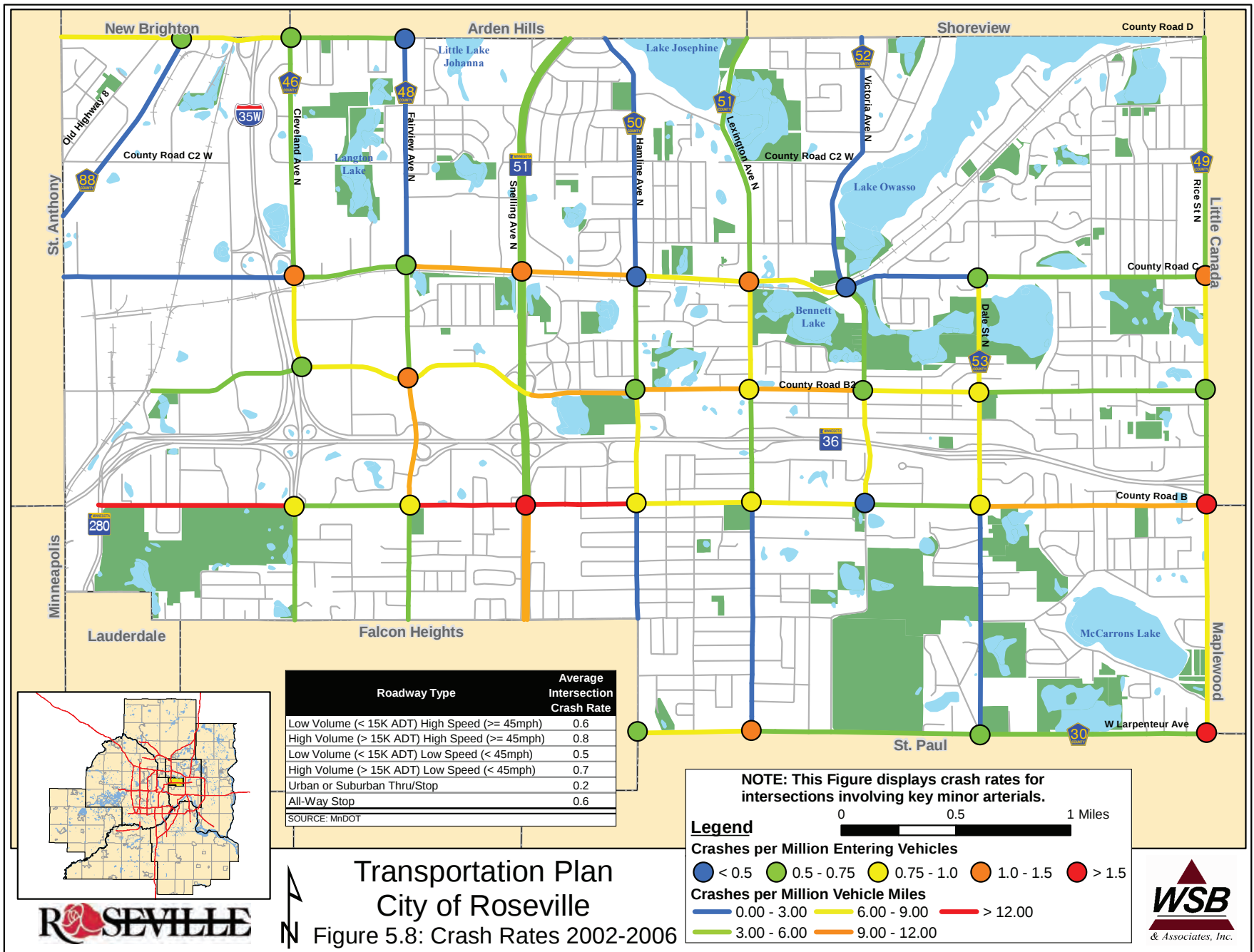
Table 5.14 lists the estimated LOS for all collector roadways within Roseville.

Crash Information

The locations and frequencies of crashes during this time frame for Roseville are depicted in Figure 5.7 (Crashes 2002-2006), using data obtained from MnDOT. However, it is often more useful to consider crash rates, which account for the number of vehicles passing through a certain segment or intersection. Figure 5.8 (Crash Rates 2002-2006) displays the crash rates for each major roadway segment and each major roadway intersection. Segment-based crash rates are displayed as the number of crashes per million vehicle

Roadway Type	Average Segment Crash Rate
4-lane; undivided	7.3
4-lane; divided	5.3
3-lane	6.0
5-lane	5.9
2-lane; 1,500 < ADT < 4,999	2.3
2-lane; 5,000 < ADT < 7,999	2.6
2-lane; ADT > 8,000	3.3
SOURCE: MnDOT	
Average Crash Rates for Urban Roadways in Metro District	
Table 5.15	





miles traveled on each minor arterial roadway segment. A crash occurring within an intersection is included in the crash rate calculations for each of the roadway segments leading into the intersection. Intersection-based crash rates are displayed as the number of crashes per million vehicles entering the intersection. Table 5.15 lists the average crash rates calculated by MnDOT for each roadway type within the Metro District.

The following general observations can be made from this information:

- ♦ The largest numbers of crashes are occurring along I-35W and TH 36. Freeways are typically frequent crash locations. This is not surprising, given the high traffic volumes through these areas and the merge/weave maneuvers required.
- ♦ The highest three intersection crash rates are at the intersections of Rice Street and Larpenteur Avenue, Rice Street and County Road B, and County Road B and Snelling Avenue. The interchange of Fairview Avenue N with TH 36 has also experienced a large number of crashes.
- ♦ The roadway segments with the highest crash rates are County Road B between TH 280 and Cleveland Avenue and County Road B between Fairview Avenue and Hamline Avenue.

The MnDOT crash data files are such that individual intersections, areas, or corridors can be analyzed in detail. For each given study area, crashes can be sorted/analyzed in terms of severity of accident and other factors. For severity, the categories range from fatality to property (vehicle) damage only. The primary types of intersection conditions and/or deficiencies will lead to different patterns of crash types.

Non-Motorized Transportation

Non-motorized transportation facilities are considered a vital part of the City's transportation system. For the purposes of this Transportation Plan, non-motorized transportation is defined as walking, jogging, and cycling. While special consideration should be given to the accommodation of those who wish to use a different form of non-motorized transportation, it is believed that walking, jogging, and cycling are the most dominant modes.

The City's non-motorized transportation network consists of nearly 102.57 miles of on- and off-road pathways. Pathways are broken into the following types: foot paths, sidewalks, trails, and striped shoulder. To see the locations of these pathways, see Figure 5.9. The system has been designed and coordinated to provide connections with neighboring cities and regional corridors.

The non-motorized transportation network serves a variety of purposes and users, including recreational, commuter, and shopping trips. The network simultaneously serves walkers, joggers, cyclists, and persons with disabilities. Commuting bicyclists can play an important role in helping to reduce congestion during several months of the year. In addition, many of the users of the pathway system may be young children for whom additional safety measures may be desired. To ensure the highest level of efficiency and safety in the network, it is critical to consider the needs of all users.

The need is for a congruent system that links the existing non-motorized facilities with each other, creating a grid not unlike the street network. The goal is to provide a safe alternative to the automobile that can provide access

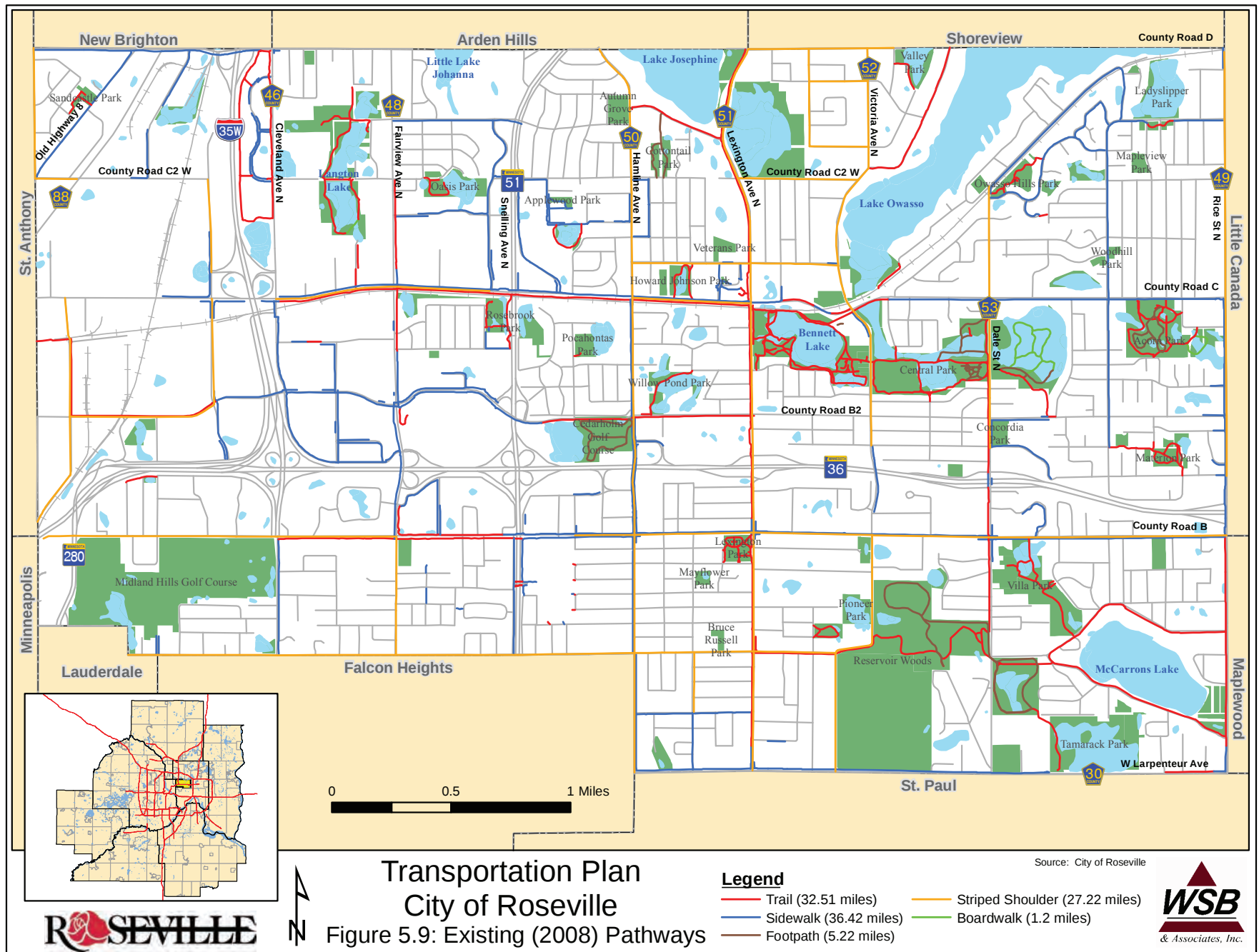
as conveniently and efficiently as that allowed for the automobile. Every street within the city should have a facility that provides safe travel for light traffic, i.e. pedestrians, cyclists and in-line skaters, whether it's a shared on-road facility or separated off-road facility.

The City's pathways can be classified into various functional categories based on their design and intended purpose. However, the classification system is not as rigid as the system applied to roadways.

Roseville has 75.35 miles of off-road pathways. These pathways are broken into three types: foot path, sidewalk, and trail. There are 6.42 miles of foot paths within city parks. These are constructed of woodchips, aggregate, and boardwalks. They meander through natural areas and are well suited for recreational use.

Roseville also has 36.4 miles of sidewalks, most of which are adjacent to roadways and within commercial areas. These are likely to be utilized primarily by those walking or by inexperienced cyclists. Nearly every walking or jogging trip whether recreational, utilitarian, or both, is likely to rely on sidewalks for a portion of the trip. In addition to recreational use by walkers and joggers, these facilities are likely to be used to access specific destinations for work or shopping purposes. They are not likely, however, to be attractive routes for experienced cyclists who may prefer more direct routes, smooth riding surfaces, or the ability to travel faster than is reasonably safe on sidewalks.

Roseville also has 32.5 miles of off-street trails that may be attractive routes for cyclists in addition to walkers and joggers. Some trails are better suited to recreational cyclists while others are attractive facilities for bicycle commuters or other utilitarian bicycle trips. These



trails may range in attractiveness to bicycle commuters depending on the directness of route, pavement quality, and the number of street and driveway crossings. The trail along the south side of County Road C is a good example of a trail likely to attract bicycle commuters because of the directness of route and limited street and driveway crossings.

Many experienced cyclists prefer to cycle in the roadway because it does not require them to surrender the right of way to opposing traffic at each intersection. To accommodate these users, Roseville also has on-road pathways. These pathways are classified as bike route, bike lane, striped shoulder, and shared lane. There are currently no bike routes or bike lanes within Roseville. However, there are 27 miles of striped shoulder on the City's higher-volume roads. Sections of Hamline Avenue and Larpenteur Avenue have shoulders clearly delineated from the traffic lanes by striping or colored concrete that provide an attractive on-street alternative for cyclists.

The purpose of the Roseville Pathway Master Plan is to provide a set of guidelines for use in the development of a pathway network. These guidelines provide policies and standards for the planning, design, construction, maintenance, promotion, and regulation of the community's pathway facilities. The plan is used to assist decision makers on the strategic use of public funds to improve the non-motorized transport network. As new pathways are constructed, a citizen advisory committee updates the Pathway Master Plan. This plan is updated as needed and at least every five years. The plan was developed using the following guiding principles:

- ♦ Develop a pathway system that provides linkages to and between neighborhoods, educational facilities,

churches, business centers, transit stops, parks and open space.

- ♦ Develop safe pathway connections throughout the city, as well as around, between, and among the major shopping centers.
- ♦ Develop a pathway system that is accessible from all areas of the city, enabling residents to reach a pathway connection within a quarter mile of their home.
- ♦ Work to fill in gaps, providing continuous pathways that connect destinations and to the larger regional pathway system.
- ♦ All arterial roads and collectors should provide some accommodation for non-motorized transportation users. Consider construction of non-motorized pathways when roads and parking lots are designed or reconstructed.
- ♦ Work with the County and State to ensure that freeway and highway reconstruction projects provide accommodations for non-motorized transportation users.
- ♦ Work to improve the safety of pathway street crossings with signage, striping and lighting. Enhance pathways by using them to demonstrate strong programs of environmental protection such as native plantings, reforestation, and general beautification.
- ♦ Require pathways and connections to the existing system to be constructed as a part of all new developments and redevelopments.

Existing Transit Service

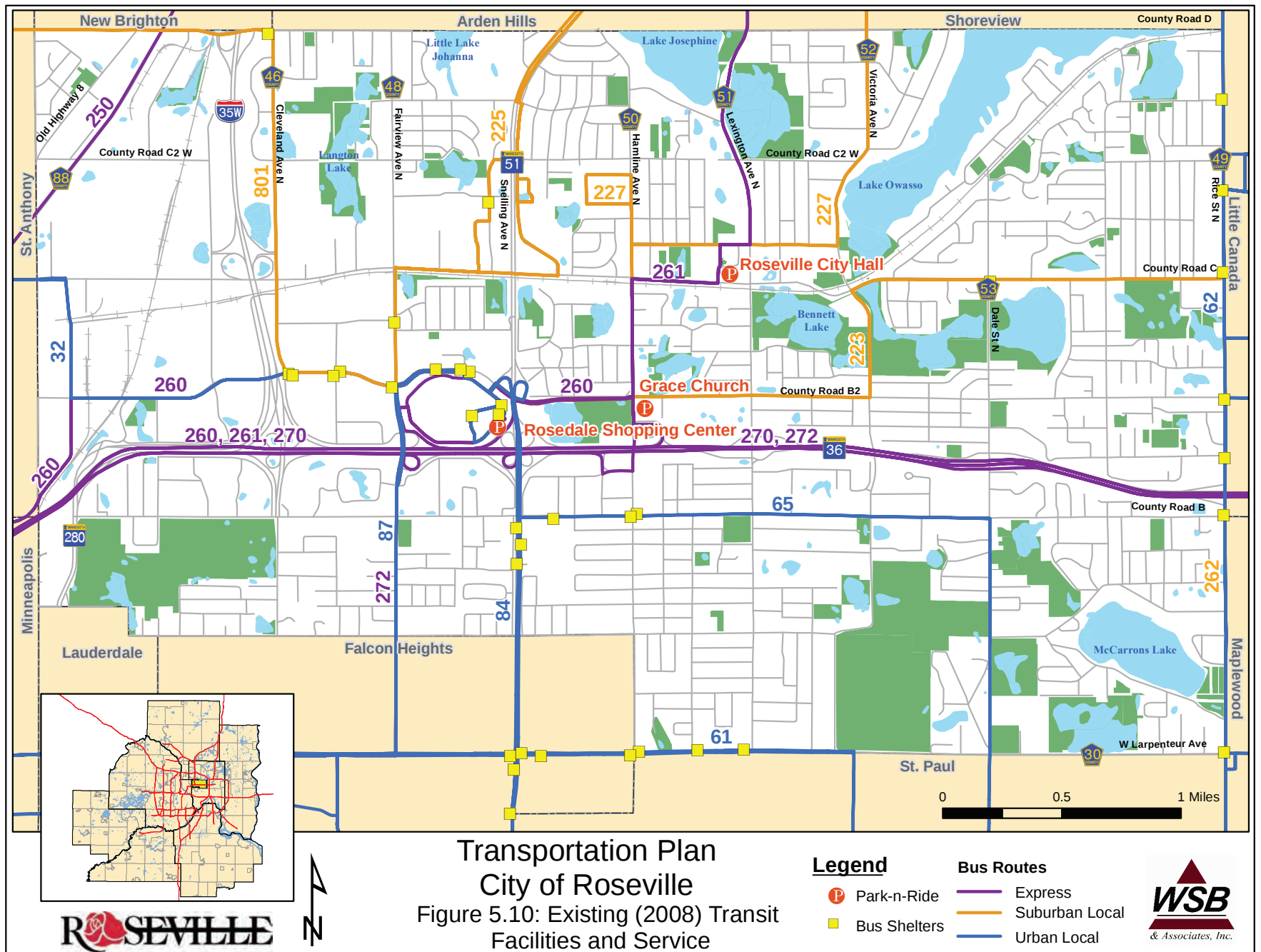
Transit has been and continues to be an important element of the transportation system within Roseville. As the cost of operating a vehicle continues to increase, transit is becoming a more attractive alternative to driving alone. Transit also supports the economic growth of the area by providing access to labor markets, economic centers, and employment, as transit is often the only means of transportation for some people. Transit can also help to reduce automobile trips, help to conserve energy, slow the growth in energy use, and increase the carrying capacity of existing roadways.

Roseville is within the Metropolitan Transit Taxing District and is within Market Areas II and III. Service options for Market Area II include regular-route locals, all-day expresses, small-vehicle circulators, special-needs paratransit (ADA and seniors), and ridesharing. Service options for Market Area III include peak-only express, small-vehicle circulators, mid-day circulators, special-needs paratransit, and rideshare.

The following sections describe the various components of transit service and facilities in Roseville.

Fixed-Route Transit Service and Facilities

The Rosedale Transit Hub, located adjacent to the Rosedale Shopping Center, serves as a major transit hub for the fixed-route transit services in Roseville. The hub was created by the City at the initiative of the Regional Transit Board (RTB), which is now part of the Metropolitan Council. The Rosedale hub is a focal point for suburban transit services north of Roseville and links these services to the two downtowns and to other suburban areas in the regional transit system. Figure 5.10



Route Number	Limited Stop	Rush Hours	Midday	Evening	Saturday	Sunday/Holiday	Roseville Route	Other Service Areas
32		30	30-60	-	-	-	Rosedale Transit Center, County Road B2, Terminal Drive, Walnut Street, County Road C	Robbinsdale - Robbinsdale Transit Center, North Memorial Medical Center; Minneapolis - Lowry Avenue; St. Anthony - St. Anthony Shopping Center
61		30	30	60	30	-	Larpenteur Avenue W	Downtown Minneapolis, St. Paul - Larpenteur Ave, Arlington Ave, Arcade Street, 7th St. E; Downtown St. Paul
62		30	30	60	30	60	Rice Street N	Shoreview - Shoreview Community Center, Vadnais Heights, Little Canada Transit Center, Rice Street, Downtown St. Paul
65		30	30	60	60	60	Dale Street N, County Road B, Snelling Avenue N, Rosedale Transit Center	Downtown St. Paul; St. Paul - Dale Street, Selby Avenue
84		15	15	30	15	30	Snelling Avenue N, Rosedale Transit Center	St. Paul - Snelling Avenue, Midway Shopping Center, Highland Park Neighborhood, Highland Village, Ford Avenue; Minneapolis - 46th Street Station
87		30	30	-	-	-	Fairview Avenue, Rosedale Transit Center	U of M St. Paul Campus, Raymond Ave., Cleveland Ave. in St. Paul
223	Yes	60	60	-	60	-	Rosedale Transit Center, County Road B2, Victoria Avenue N, County Road C	Little Canada Transit Center, County Road D in Maplewood, Maplewood Mall, White Bear Lake - Century College West, Mahtomedi - Century College East
225	Partial	30	30	-	30	-	Snelling Avenue N, County Road C, Fairview Avenue N, Rosedale Transit Center	Arden Hills - Northwestern College
227		-	60	-	60	-	Rosedale Transit Center, County Road B2, Hamline Avenue N, Woodhill Avenue, Victoria Avenue N	Shoreview - Shoreview Community Center, Deluxe, SuperTarget; Arden Hills - Land O'Lakes
260-261	Partial	5-31	60	-	-	-	Terminal Road, County Road B2, Rosedale Transit Center, Hamline Avenue N, County Road C, Lexington Avenue N	Minneapolis - 4th St. SE, University Ave. SE, Central Ave. SE, Downtown Minneapolis; Shoreview Community Center
262	Yes	30	-	-	-	-	Rice Street N	Lino Lakes - St. Joseph's Church Park & Ride; Circle Pines; Lexington; Blaine - 95th Ave. Park & Ride; Shoreview - Hogson Road; St. Paul - Rice Street; Downtown St. Paul
272	Yes	1-2 trips	-	-	-	-	Fairview Avenue N, Rosedale Transit Center, TH 36	Downtown Minneapolis, U of M Minneapolis Campus
801		60	60	-	-	-	Rosedale Transit Center, County Road B2, Cleveland Avenue N, County Road D	Brooklyn Center - Brooklyn Center Transit Center, Brookdale Shopping Center; Columbia Heights Transit Center; St. Anthony - Silver Lake Village

SOURCE: Metro Transit, WSB & Associates, Inc.

Existing (2008) Transit Service
Table 5.16

(Existing (2008) Transit Facilities and Service) lists the fixed-route transit options within Roseville. Table 5.16 lists each Metro Transit route within Roseville and the scheduled headways and destinations for each route. Although it is not located within Roseville city limits, the Little Canada Transit Hub, located near TH 36 and Rice Street, is convenient for many Roseville residents. Many residents of the northeastern portions of Roseville are closer to the Little Canada Transit Hub than the Rosedale Transit Hub.

In 1989, Roseville and the RTB established the Roseville Circulator, the first suburban circulator system in the metropolitan region, as a prototype for a new type of suburban transit service where neighborhood circulators act as feeder routes to the regional system and serve short, localized trips. In 1991, the RTB converted the system from a “demonstration” service to regular route service. In 2001, Metro Transit restructured the bus service into and around Roseville as part of the Sector 2 Restructuring Study.

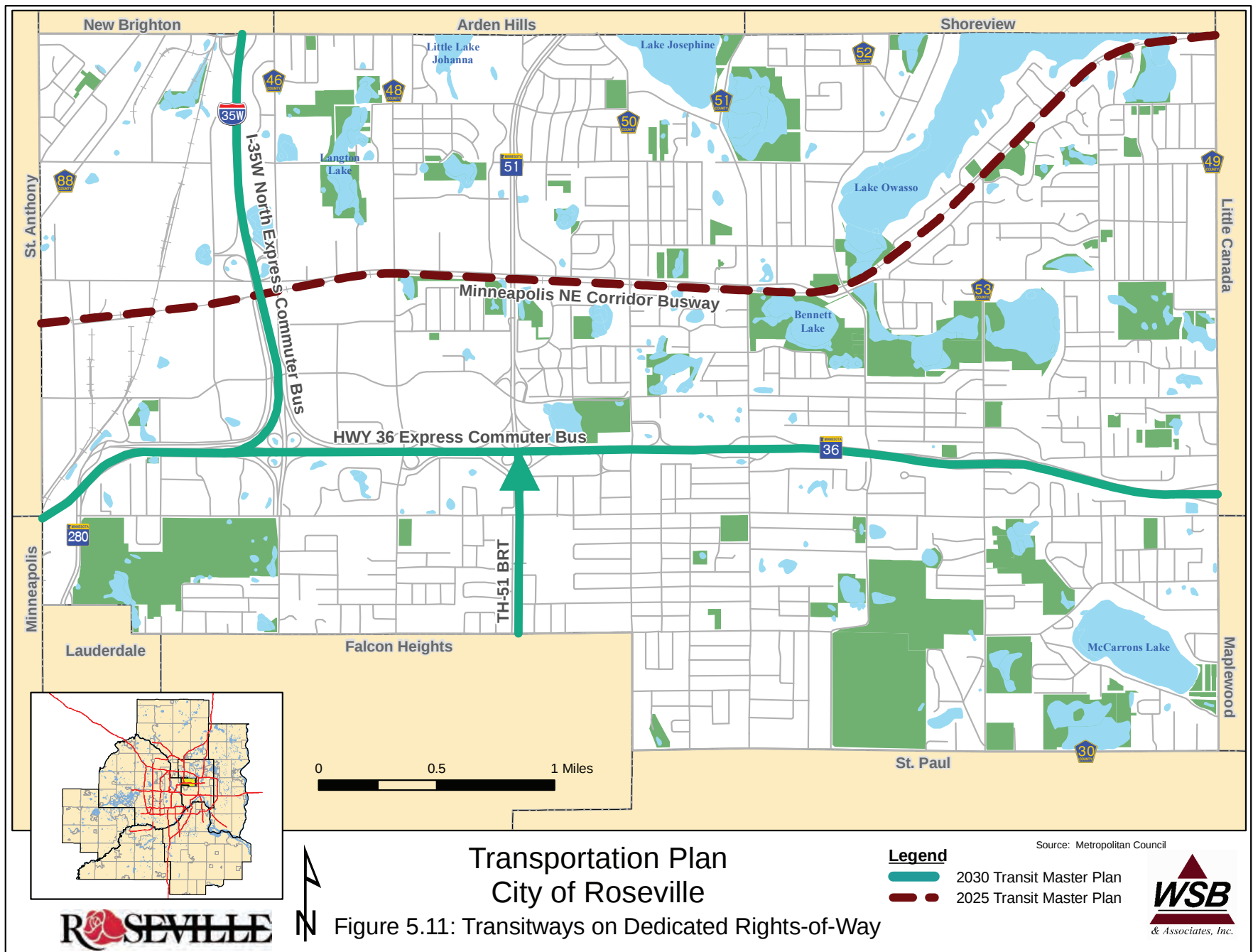
Additional measures are currently under way to increase the availability of fixed-route transit in Roseville. The

Type of Fare		Non-Rush Hours	Rush Hours*
Adults (Ages 13-64)	Local Fare	\$1.75	\$2.25
	Express Fare	\$2.25	\$3.00
Seniors (65+), Youth (6-12) & Medicare Card Holders	Local Fare	\$0.75	\$2.25
	Express Fare	\$0.75	\$3.00
Persons with disabilities	Any Trip	\$0.75	\$0.75

* Rush hours: Monday-Friday 6:00-9:00 am & 3:00-6:30 pm.

SOURCE: Metro Transit (2008)

Existing (2008) Metro Transit Fare Schedule
Table 5.17



Metropolitan Council had identified the Northeast Diagonal (NED) Corridor as a potential busway and included it in the 2025 Transit Master Plan. However, when this plan was updated in 2004 this corridor was removed. Roseville believes that the NED corridor is an important fixed route link and will continue to work with Ramsey County Regional Rail Authority and the other communities along this rail corridor to promote this link. The Metropolitan Council has also identified I-35W and TH 36 as potential candidates for Fixed Guideway bus operations. Another project that is included within the 2030 Transportation Policy Plan as a bus rapid transit (BRT) study corridor is Snelling Avenue, which would link Roseville with the planned Central Corridor light rail transit service between Minneapolis and St. Paul. Roseville is in support of additional transit service within the city as well as the overall metropolitan area. Roseville recognizes the benefit that it has on the environment such as reducing vehicle emissions, particularly by slow-moving or idling cars at busy intersections, as well as for potentially minimizing traffic growth in the city. Figure 5.11 (Transitways on Dedicated Right-of-Way) displays

the dedicated right-of-way being considered for future transit operation.

Park-and-Ride Facilities

Since 1999, the Twin Cities Metropolitan Region has expanded park-and-ride capacity by 177%, but the number of users has grown by 223%. The system has grown from about 7,000 spaces and 4,700 users in 1999 to 19,400 spaces and 15,200 users in 2006. To address this increase in demand, the Metropolitan Council has been exploring potential options to continue to increase park-and-ride capacity, including the leasing of space as well as constructing additional facilities.

In Roseville, there are three park-and-ride lots, all of which have seen an increase in use in recent years. In the three current park-and-ride lot facilities serving the city, there are currently a total of 540 spaces. On a typical day in 2007, it was determined that 476, or 88%, of these spaces were occupied. As fuel costs rise, it is anticipated that the usage of these park-and-ride lots will increase. Roseville has been very supportive of the use of park-and-ride lots. Metro Transit has projected a need for 800 park-and-ride spaces in Roseville. To

address this need, Metro Transit is currently looking to develop two new facilities including a 400-space lot as part of the Twin Lakes development as well as another 400 spaces at a yet to be determined location near TH 36 in eastern Roseville. The City will continue to be an active participant in the promotion of park-and-ride lots as well as overall transit usage in the metropolitan region.

Table 5.18 lists the three park-and-ride lots serving Roseville as well as their capacity and 2007 level of utilization.

Non-Fixed Route Transit

Residents of Roseville have several non-fixed route transit options offering door-to-door services at reasonable prices. However, each program has eligibility requirements that will exclude much of the population of Roseville. The non-fixed route transit options are currently available to riders who are either unable to use fixed-route transit services because of disability or health condition or are of age 60 or above.

Metro Mobility is an ADA Paratransit program operated by Metro Transit and available to all. Residents within Roseville who are unable to use non-fixed-route transit because of disability or health condition. Riders may be eligible for Metro Mobility if they are physically unable to get to the regular fixed-route bus system, they are unable to navigate the regular fixed-route bus system once they are on board, or they are unable to board and exit the bus at some locations. Details regarding eligibility can be found on the Metro Transit website. Rides are provided for any purpose, but riders must have completed an ADA Paratransit Application

Park and Ride Lot	Location	Capacity	Utilization
Rosedale Transit Center	Rosedale Mall	375	99%
Grace Church	Hamline Ave. and CR B2	115	50%
Skating Center	Lexington Ave. and CR C	50	92%
SOURCE: 2007 Annual Park and Ride Lot System Survey Report, Metro Transit.			
Park and Ride Lot Locations and Characteristics			
Table 5.18			

Form. Rides cost between \$2.50 and \$3.50 depending on the time of day.

The Roseville Area Senior Program is available to all residents of the Roseville Area School District 623 who are of age 60 or above. The program has two forms of transport: shuttle buses and volunteer rides. A shuttle bus ride is available for \$3.00, but riders must be flexible as to when the trip is completed. The volunteer ride program utilizes community volunteers to provide door-to-door service to the rider for medical or dental appointments at any time. The program costs \$13.00 each way.

The American Red Cross provides rides to all Ramsey County residents aged 60 or older to medical or dental appointments or for grocery shopping. The suggested donation is \$3.75 each way.

Other Transportation Sectors

Freight/Rail

There are currently two existing railroad tracks within Roseville. The Burlington Northern (BN) track runs roughly parallel to County Road C from the western city limits through Lexington Avenue. At this point, the track turns northward along the southern edge of Lake Owasso before leaving the city limits where the northern and eastern city limits meet. The Minnesota Commercial (MC) track runs north-south from the southwestern corner of the city and exits the northern edge of the city between New Brighton Boulevard and I-35W. Both are local service tracks and not main lines.

The Northeast Diagonal Land Use/Transit Study Report completed in 2002 considered the feasibility

of transit operating along the BN track. Ramsey and Hennepin Counties have recently purchased a portion of the track from the western city limits to Walnut Street. Additionally, in 2007, a multi-use pathway was constructed along the newly purchased right-of-way, which connects into the city of Minneapolis bicycle network.

The MC track currently has at-grade crossings at the following locations: Terminal Road, County Road C, County Road C2, and County Road D. A service spur line from the MC track has an at-grade crossing at Long Lake Road. The BN track has at-grade crossings at Walnut Street, Long Lake Road, Cleveland Avenue N, Fairview Avenue N, Snelling Avenue N, Hamline Avenue N, Lexington Avenue N, Victoria Street N, Dale Street N, S Owasso Boulevard, and numerous private drives along the alignment. The BN track has grade-separated crossings at I-35W, County Road C, and Rice Street N.

Aviation

Roseville neither contains nor is the city adjacent to any metropolitan system airports. However, Roseville's air space is used by aircraft operating from metropolitan area airports and other airports as well as certain public water bodies within the metropolitan area. The operation of all aircraft within the city must conform to Minnesota Administrative Rules Chapter 8800 and Minnesota Statutes Chapter 360, which regulate Airports and Aeronautics in the state of Minnesota. All structures in the city are required to conform to the Metropolitan Council's Transportation Policy Plan, which reflects Federal Regulation Title 14, Part 77 and establishes standards and notification requirements for objects affecting navigable airspace. Roseville must

confirm compliance with the Federal Aviation Agency notification requirements using Form 7460. A permit from Mn/DOT may be required for any structure more than 500 feet above ground level anywhere in the state, or when the structure is more than 200 feet above ground level within three nautical miles of an airport and increasing by 100 feet for each additional mile out to six miles and 500 feet.

Roseville currently has no existing structures of 200 feet or more in height, and has no plans to permit such

Minnesota Statute 360

Under Minnesota Statute 360, the state regulates the height of structures as they are defined and enforced under Aeronautics Rules and Regulations 8800.1200 Criteria for Determining Air Navigation Obstructions. Subparagraph 4(B) states that a general obstruction is:

Objects more than 200 feet above the ground or more than 200 feet above the established airport elevation, whichever gives the higher elevation, within three nautical miles of the nearest runway of an airport, and increasing the proportion of the 100 feet for each additional nautical mile of distance from the airport but not exceeding 500 feet above ground.

Notification to MnDOT Aeronautics is required when any object, as defined under this statute, would affect general airspace.

Local reporting is in addition to any federal permitting/review process (FAA Form 7460-1) involving a sponsor/proposal.

structures in the future. Any sponsor who proposes any construction or alteration that would exceed a height of 200 feet above ground level at site shall notify the Commissioner of Minnesota Department of Transportation at least 30 days in advance as required by Aeronautics Rule 14, MCAR 1.3015, Subdivision C, and shall present a certified copy of such notification to the City at least ten days before any building permit is issued.

Seaplane operations are currently permitted on Lake Owasso under Aeronautics Rule 14, MCAR 1.3018. Such operations are prohibited from 11:00 a.m. until 6:00 p.m. on Saturdays, Sundays, and holidays between June 1 and September 15, except for the holder of a Personal Use Seaplane Base License operating to and from a licensed base. At the present time, seaplane operations do not constitute a hazard. However, the City should continue to monitor seaplane use of the lake and may request review of the seaplane operations by the Aeronautics Division of MnDOT on a periodic basis.

There are no heliports in Roseville. Future proposals for heliports should be considered only in areas where they would not disrupt adjoining land uses.

Planning Context - Studies, Projects, and Issues

TH 36 Configuration Changes

Recently, MnDOT has been discussing the reconstruction of TH 36 to provide more travel lanes. As part of this reconstruction project, there has been a focus on interchange access, particularly at Hamline Avenue (CSAH 50). This interchange serves

an important role in providing access to Roseville's primary commercial district (Rosedale Mall area). Furthermore, the removal of this access point would result in putting additional pressure on the adjacent interchanges at Snelling Avenue North (TH 51) and Lexington Avenue North (CSAH 51). Although not part of the configuration plans for TH 36, there has been some interest on behalf of residents for the construction of a pathway connection over the freeway between the HarMar Mall and Rosedale Mall areas. This connection would improve non-motorized access between the areas north and south of TH 36, which bisects Roseville. Furthermore, this connection would make walking a much more attractive option for students living south of TH 36.

TH 280 Configuration Changes

After the collapse of the I-35W bridge over the Mississippi River in August 2007, TH 280 became the designated detour route for rerouted trips. MnDOT made several emergency modifications to TH 280 within Roseville to increase the capacity of that roadway. Just south of the city boundaries in the city of Lauderdale, the intersections of TH 280 with Roselawn Avenue and Broadway Avenue were closed. MnDOT also closed the intersections at Walnut Street and County Road B within Roseville. In addition, MnDOT expanded the ramp between north-bound TH 280 and north-bound I-35W from one lane to two lanes.

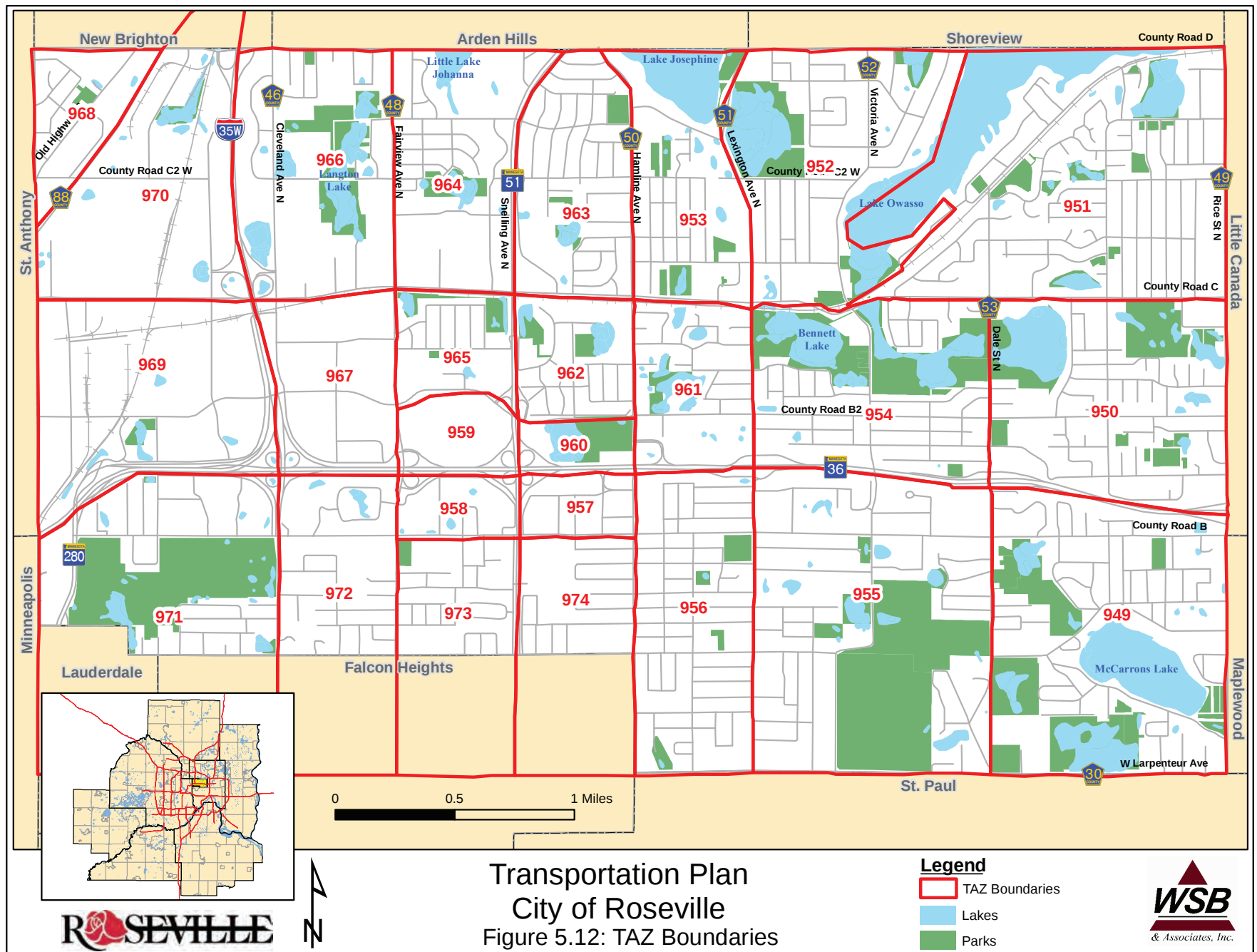
There are ongoing discussions regarding the future of these emergency modifications. MnDOT has indicated that they plan to make some of the changes permanent. It is expected, however, that there will continue to be partial access provided to the commercial property on the west side of TH 280 at County Road B.

Twin Lakes Redevelopment

Roseville has plans to redevelop 46 parcels dispersed within a 275-acre area over the next 20 years. The Twin Lakes redevelopment area contains most of the nonresidential areas north of County Road C between Cleveland Avenue and Snelling Avenue. The redevelopment of these parcels will replace existing trucking, outdoor storage, and industrial uses with new multilevel office, medical, high-tech, showroom, multifamily housing, and supporting commercial uses. As part of the redevelopment strategy, a new road—Twin Lakes Parkway—will be constructed in stages. According to the 2007 Alternative Area-wide Review (AUAR) Update, the road will be transit- and pedestrian-friendly, and will include walking and biking trails, safety, lighting, ponding, and landscaping enhancements.

The Twin Lakes redevelopment proposal includes aggressive growth in residential and commercial land use. In the most intense scenario under consideration, the proposal would add an additional 2,330,505 square feet of new office space, 919 new residential units, 618,319 square feet of service industry space, and a 466,583-square-foot hospital within the next 20 years. The Final Twin Lakes AUAR adopted on October 15, 2007, includes an analysis of the traffic impacts of the proposed redevelopment. The proposed increases in land-use intensity have not yet been incorporated into the Metropolitan Council travel demand model, and thus are not considered in the capacity analysis in this section.

The 2007 AUAR update included additional traffic study to model the operational impacts (intersection delay, queue length, etc.) of this redevelopment. This study was used to determine deficiencies at existing



intersections in the Twin Lakes Area and identified potential mitigation measures.

Cut-Through Traffic

Cut-through traffic, while affecting most parts of the city, is particularly problematic for the areas adjacent to TH 36 and I-35W. The entire city lacks good east-west roadway connectivity, which accentuates the impact of cut-through traffic on the limited east-west routes that exist in the community. Aside from TH 36, the only other roadways that fully traverse the city are County Roads B, B2, and C and Larpenteur Avenue. As TH 36 has become more congested, local residents have become concerned over the increase in traffic on these and other east-west roadways such as Roselawn Avenue located south of TH 36. It is hoped that the planned addition of travel lanes on TH 36 will help alleviate some of this traffic. Other measures that could assist in alleviating traffic include the addition of more park-and-ride lots, particularly east of Roseville. With the addition of these lots, as well as increased transit in general, more commuters will use transit as part of their trip, which will reduce peak hour travel through the city.

Future Transportation System

Future Roadway Needs

Traffic forecasts are estimated using a computerized travel demand model. The Metropolitan Council Travel Model was used to estimate future travel conditions on Roseville roadways by dividing the metropolitan area into 1,201 Transportation Analysis Zones (TAZs) and estimating the socioeconomic and demographic characteristics of the residents of each TAZ. The Metropolitan Council Travel Model was calibrated

to year 2000 average daily trips (ADT) volumes and subsequently used to predict 2030 travel conditions. The travel demand forecasting model estimates the amount of travel that can be expected in a future scenario. Modeling provides the analyst with the ability to test multiple scenarios and estimate the future impacts of transportation and land-use policies and network modifications.

Four-Step Modeling Process

Traditional transportation demand modeling involves four steps: trip generation, trip distribution, mode choice, and traffic assignment. The four-step modeling process is described in the following sections:

- ♦ **Trip Generation.** The first step in forecasting travel is trip generation. In this step, information about land-use, population, and economic forecasts are used to estimate how many person-trips will be made to and from each TAZ. Trip generation is estimated by applying complex equations involving land-use, economic, and demographic data for each TAZ. For example, the model estimates the number of trips expected to begin within a TAZ using data such as the average household size and the number of vehicles available. Similarly, the number of trips estimated to end in each TAZ is estimated using expected employment levels.
- ♦ **Trip Distribution.** The second step, trip distribution, links the trips generated in each TAZ during step one with an appropriate destination TAZ. These linked trip ends form an origin-destination trip matrix summarizing how many trips begin in each TAZ, and where the trips end. Trip distribution is based on the idea that the number of trips between two points is dependent upon their attractiveness

for a given trip purpose and the separation (in terms of distance or travel time) between the points. The number of trips between a given origin-destination zone pair decreases with increasing travel time between the origin zone and the destination zone.

- ♦ **Mode Choice.** The third step, mode choice, is the step where trips between a given origin and destination are separated into different modes of travel including public transit and personal vehicles. The attractiveness of travel by different modes based on various characteristics are estimated to determine their relative usage.
- ♦ **Traffic Assignment.** The fourth step, traffic assignment, uses an iterative process to assign trips to specific roadways. The particular routes used to travel from each origin to each destination are first determined based on the shortest travel times. Because travel time varies greatly depending on congestion levels, the assigned trip volumes are then compared to the capacity of each link to see which links, if any, are congested. If a roadway is congested, the travel speed will decrease, resulting in increased travel time on that roadway. During the next iteration, trips in the model shift to less congested links as drivers seek to minimize travel time. This process continues until there is a balance between travel demand and travel supply on the network and each driver is utilizing the quickest path between their origin and destination.

2030 Land Use

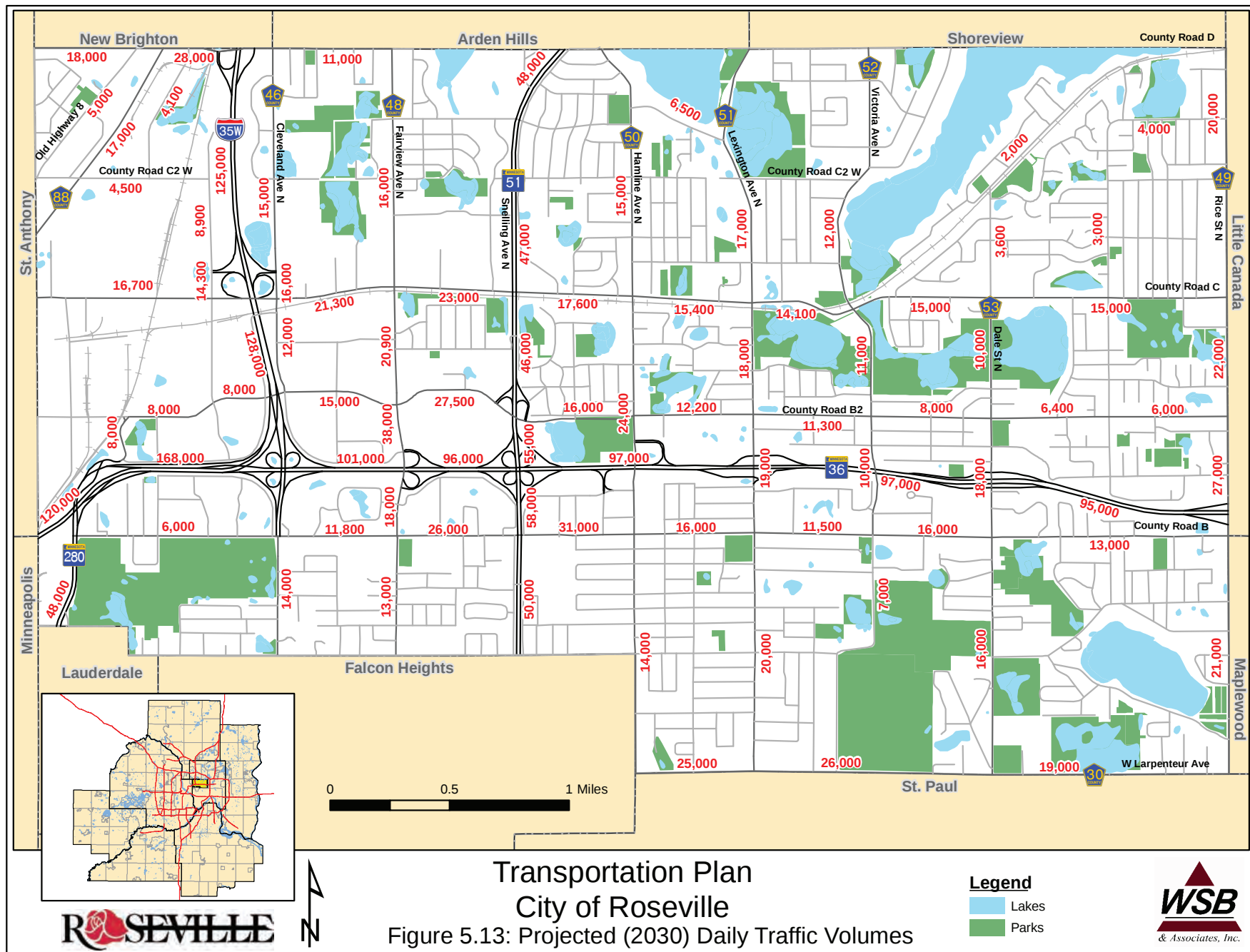
Future year land use requires the allocation of population and employment data to individual TAZs. Discussions with the City regarding future land-use plans and development proposals were used to assign future

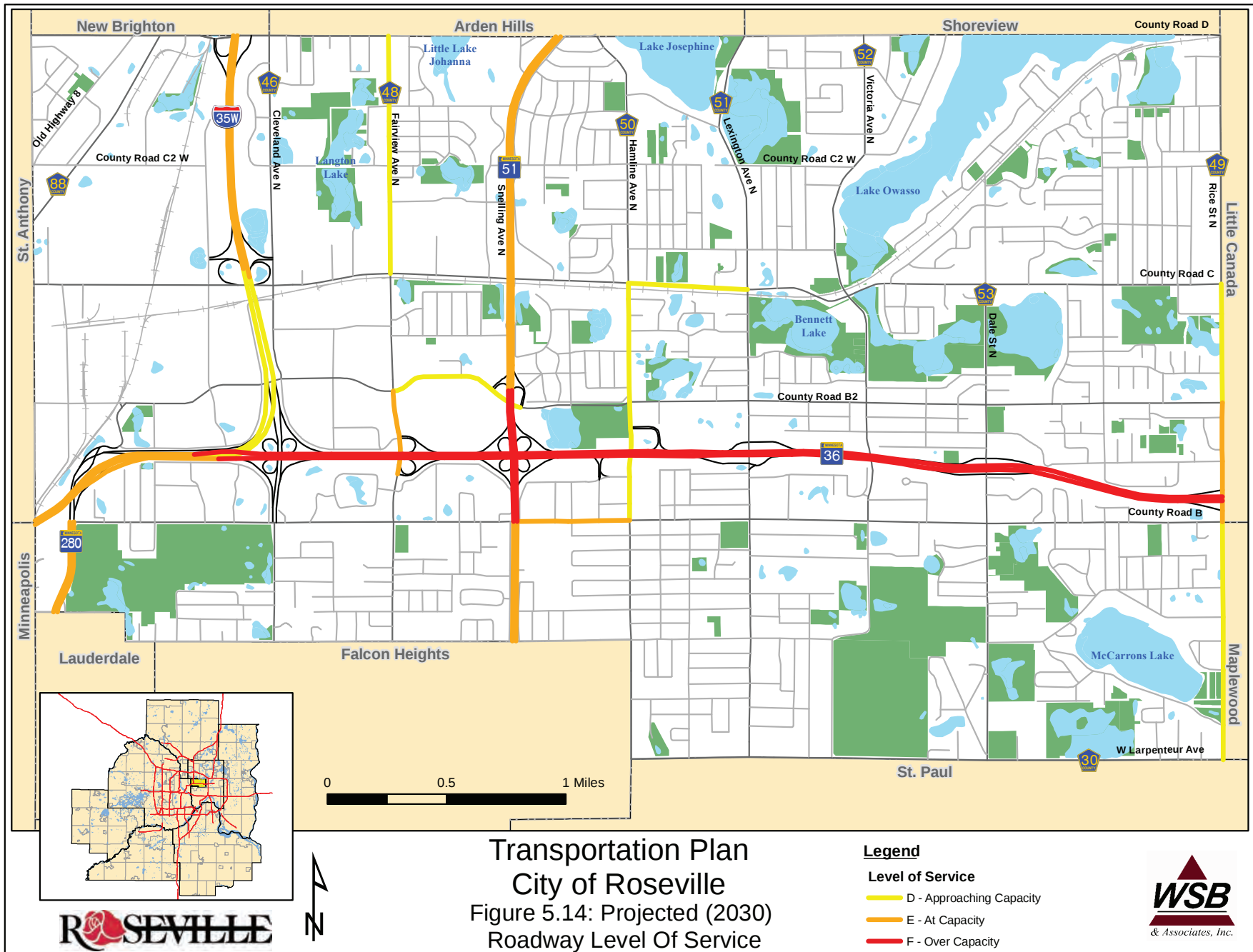
TAZ	Population			Households			Total Employment			Retail Employment			Non-Retail Employment		
	2000	2030	Change	2000	2030	Change	2000	2030	Change	2000	2030	Change	2000	2030	Change
949	3,299	3,750	451	1,596	1,804	208	555	654	99	108	128	20	447	526	79
950	2,600	2,956	356	1,044	1,180	136	1,217	1,435	218	197	235	38	1,020	1,200	180
951	4,531	5,151	620	1,975	2,232	257	164	193	29	15	18	3	149	175	26
952	2,116	2,406	290	912	1,031	119	563	664	101	15	19	4	548	645	97
953	1,389	1,579	190	657	743	86	436	514	78	9	12	3	427	502	75
954	2,051	2,332	281	883	998	115	215	254	39	0	1	1	215	253	38
955	2,730	3,104	374	1,208	1,365	157	928	1,094	166	251	298	47	677	796	119
956	2,653	3,016	363	1,114	1,259	145	1,338	1,577	239	423	501	78	915	1,076	161
957	450	512	62	190	215	25	1,075	1,267	192	825	973	148	250	294	44
958	537	610	73	351	397	46	3,301	3,856	555	554	659	105	2,747	3,197	450
959	0	0	0	0	0	0	2,355	2,736	381	2,236	2,636	400	119	100	(19)
960	62	70	8	49	55	6	21	25	4	0	0	0	21	25	4
961	785	892	107	346	391	45	186	219	33	0	0	0	186	219	33
962	813	924	111	406	459	53	901	1,062	161	450	531	81	451	531	80
963	2,059	2,341	282	1,007	1,138	131	2,320	2,735	415	715	847	132	1,605	1,888	283
964	1,832	2,083	251	466	527	61	3,302	3,881	579	938	1,112	174	2,364	2,769	415
965	445	506	61	174	197	23	1,098	1,295	197	921	1,087	166	177	208	31
966	685	779	94	206	233	27	3,557	4,182	625	483	577	94	3,074	3,605	531
967	0	0	0	0	0	0	4,005	4,714	709	1,629	1,927	298	2,376	2,787	411
968	813	924	111	374	423	49	230	271	41	30	36	6	200	235	35
969	4	4	0	2	2	0	5,280	6,210	930	113	146	33	5,167	6,064	897
970	177	201	24	103	116	13	4,040	4,758	718	987	1,171	184	3,053	3,587	534
971	778	884	106	308	348	40	212	250	38	0	0	0	212	250	38
972	1,184	1,346	162	517	584	67	319	376	57	50	59	9	269	317	48
973	896	1,019	123	407	460	53	531	626	95	56	67	11	475	559	84
974	801	911	110	303	343	40	1,062	1,252	190	669	790	121	393	462	69
TOTAL	33,690	38,300	4,610	14,598	16,500	1,902	39,211	46,100	6,889	11,674	13,830	2,156	27,537	32,270	4,733

SOURCE: Metropolitan Council, City of Roseville, WSB & Associates, Inc.

TAZ Population and Employment Projections

Table 5.19





Roadway	From	To	Daily Traffic Volumes 2030	Volume/Capacity (V/C) Traffic Volume Range*		Existing Range of LOS (2006)	
				Lower	Upper		
I-35W	West City Limits	TH 280	120,000	1.14	only 1 count	E	(At Capacity)
I-35W	TH 280	Cleveland Ave. (CSAH 46)	168,000	1.20	only 1 count	E	(At Capacity)
I-35W	TH 36	County Road C	128,000	0.91	only 1 count	D	(Approaching Capacity)
I-35W	County Road C	County Road D	125,000	1.19	only 1 count	E	(At Capacity)
TH 280	South City Limits	I-35W	48,000	1.14	only 1 count	E	(At Capacity)
TH 36	I-35W	Fairview Ave. (CSAH 48)	101,000	1.44	only 1 count	F	(Over Capacity)
TH 36	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	96,000	1.37	only 1 count	F	(Over Capacity)
TH 36	Snelling Ave. (TH 51)	Lexington Ave. (CSAH 51)	97,000	1.39	only 1 count	F	(Over Capacity)
TH 36	Lexington Ave. (CSAH 51)	Dale St. (CSAH 53)	97,000	1.39	only 1 count	F	(Over Capacity)
TH 36	Dale St. (CSAH 53)	Rice St. (CSAH 49)	95,000	1.36	only 1 count	F	(Over Capacity)

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).

SOURCE: Mn/DOT and WSB & Associates, Inc.

Projected 2030 LOS - Principal Arterials

Table 5.20

Roadway	From	To	Daily Traffic Volumes 2030	Volume/Capacity (V/C) Traffic Volume Range*		Existing Range of LOS (2006)	
				Lower	Upper		
Snelling Ave. (TH 51)	Roselawn Ave.	County Road B	50,000	1.19	only 1 count	E	(At Capacity)
Snelling Ave. (TH 51)	County Road B	TH 36	58,000	1.38	only 1 count	F	(Over Capacity)
Snelling Ave. (TH 51)	TH 36	County Road B2	55,000	1.31	only 1 count	F	(Over Capacity)
Snelling Ave. (TH 51)	County Road B2	County Road C	46,000	1.10	only 1 count	E	(At Capacity)
Snelling Ave. (TH 51)	County Road C	North City Limits	47,000	1.12	only 1 count	E	(At Capacity)
Lexington Ave. (CSAH 51)	Larpenteur Ave. (CSAH 30)	County Road B	20,000	0.56	0.74	B to C	(Below Capacity)
Lexington Ave. (CSAH 51)	County Road B	County Road B2	19,000	0.70	only 1 count	C	(Below Capacity)
Lexington Ave. (CSAH 51)	County Road B2	County Road C	18,000	0.67	only 1 count	C	(Below Capacity)
Lexington Ave. (CSAH 51)	County Road C	North City Limits	17,000	0.63	only 1 count	C	(Below Capacity)
Larpenteur Ave. (CSAH 30)	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	25,000	0.69	only 1 count	C	(Below Capacity)
Larpenteur Ave. (CSAH 30)	Lexington Ave. (CSAH 51)	Dale St. (CSAH 53)	26,000	0.72	only 1 count	C	(Below Capacity)
Larpenteur Ave. (CSAH 30)	Dale St. (CSAH 53)	Rice St. (CSAH 49)	19,000	0.53	only 1 count	B	(Below Capacity)
County Road D	West City Limits	New Brighton Blvd. (CSAH 88)	18,000	0.50	only 1 count	B	(Below Capacity)
County Road D	New Brighton Blvd. (CSAH 88)	I-35W	28,000	0.78	only 1 count	C	(Below Capacity)

SOURCE: Mn/DOT and WSB & Associates, Inc.

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).

Projected 2030 LOS - A Minor (Reliever) Arterials

Table 5.21

population and employment estimates to the TAZs within Roseville. Table 5.19 lists the year 2000 and projected 2030 population and employment estimates for Roseville. In every TAZ, the population and/or employment are expected to increase. It should be noted that land-use changes proposed in the Twin Lakes redevelopment area are not included in the population or employment estimates.

2030 Conditions and Deficiencies

The analysis of 2030 traffic conditions assumes no new roadways are constructed, and no roadways are expanded to increase capacity. Using the Metropolitan Council Travel Demand Model, forecast 2030 traffic volumes were developed for the future roadway system as depicted in Figure 5.13 (Projected (2030) Daily Traffic Volumes). These forecast volumes were then compared with the roadway capacity to determine the LOS. The roadway segments LOS is presented in Figure 5.14 (Projected (2030) Roadway Level of Service).

Principal Arterials

The analysis of 2030 congestion conditions determined that all of the roadways within Roseville are projected to experience an increase in congestion. All but one of the principal arterial roadway segments are projected to operate either at or above capacity. All of TH 36 is projected to experience over-capacity conditions. The results of the traffic projections are listed in Table 5.20.

A Minor (Reliever) Arterials

The analysis of 2030 congestion conditions determined that Snelling Avenue will experience over-capacity conditions and will operate at LOS F between County

Roadway	From	To	Daily Traffic Volumes 2030	Volume/Capacity (V/C) Traffic Volume Range*		Existing Range of LOS (2006)	
				Lower	Upper		
New Brighton Blvd. (CSAH 88)	West City Limits	North City Limits	17,000	0.40	only 1 count	B	(Below Capacity)
County Road B	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	11,800	0.33	only 1 count	A	(Below Capacity)
County Road B	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	26,000	0.72	only 1 count	C	(Below Capacity)
County Road B	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	31,000	0.86	1.15	D to E	(At Capacity)
County Road B	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	16,000	0.62	only 1 count	C	(Below Capacity)
County Road B	Lexington Ave. (CSAH 51)	Victoria Ave. N	11,500	0.44	only 1 count	B	(Below Capacity)
County Road B	Victoria Ave. N	Dale St. (CSAH 53)	16,000	0.62	only 1 count	C	(Below Capacity)
County Road B	Dale St. (CSAH 53)	Rice St. (CSAH 49)	13,000	0.38	0.76	A to C	(Below Capacity)
St. Croix Street	TH 280	Terminal Road	8,000	0.24	only 1 count	A	(Below Capacity)
Terminal Road	St. Croix Street	Long Lake Road	8,000	0.24	only 1 count	A	(Below Capacity)
County Road B2	Long Lake Road	Cleveland Ave. (CSAH 46)	8,000	0.24	only 1 count	A	(Below Capacity)
County Road B2	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	15,000	0.44	only 1 count	B	(Below Capacity)
County Road B2	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	27,500	0.81	only 1 count	D	(Approaching Capacity)
County Road C	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	21,300	0.59	only 1 count	B	(Below Capacity)
County Road C	Fairview Ave. (CSAH 48)	Snelling Ave. (TH 51)	23,000	0.64	only 1 count	C	(Below Capacity)
County Road C	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	17,600	0.52	0.68	B to C	(Below Capacity)
County Road C	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	15,400	0.45	0.91	B to D	(Approaching Capacity)
County Road C	Lexington Ave. (CSAH 51)	Victoria St. (CSAH 52)	14,100	0.41	only 1 count	B	(Below Capacity)
County Road C	Victoria St. (CSAH 52)	Dale St. (CSAH 53)	15,000	0.44	only 1 count	B	(Below Capacity)
County Road C	Dale St. (CSAH 53)	Rice St. (CSAH 49)	15,000	0.44	only 1 count	B	(Below Capacity)
Cleveland Ave. (CSAH 46)	Roselawn Ave.	County Road B	14,000	0.54	only 1 count	B	(Below Capacity)
Cleveland Ave. (CSAH 46)	County Road C	County Road D	16,000	0.47	only 1 count	B	(Below Capacity)
Rice St. (CSAH 49)	Larpenteur Ave. (CSAH 30)	County Road B	21,000	0.81	only 1 count	D	(Approaching Capacity)
Rice St. (CSAH 49)	County Road B	County Road B2	27,000	1.04	only 1 count	E	(At Capacity)
Rice St. (CSAH 49)	County Road B2	County Road C	22,000	0.85	only 1 count	D	(Approaching Capacity)
Rice St. (CSAH 49)	County Road C	North City Limits	20,000	0.77	only 1 count	C	(Below Capacity)

SOURCE: Mn/DOT and WSB & Associates, Inc.

* When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).

Projected 2030 LOS - A Minor (Augmentor) Arterials

Table 5.22

Road B and County Road B2. The remainder of Snelling Avenue is projected to experience LOS E. The results of the 2030 projections are listed in Table 5.21.

A Minor (Augmentor) Arterials

The 2030 congestion analysis determined that most A minor (augmentor) arterials will operate under capacity. County Road B between Snelling Avenue and Hamline Avenue is projected to experience LOS E, and several other segments are projected to experience LOS D. The results of the congestion analysis are listed in Table 5.22.

B Minor Arterials

The 2030 congestion analysis determined that all B minor arterials will operate under capacity. The results of the congestion analysis are listed in Table 5.23.

Roadway Network Planning

Roadway Improvements

The City's 2008 10-year Capital Improvement Plan (CIP) includes only roadways associated with the Twin Lakes redevelopment proposal. Because these roads are still in early planning stages, they are not included in

the capacity analysis of this transportation plan. These roadways, which are planned to be functionally classified as collectors, are conceived to be constructed in segments corresponding with adjacent redevelopment. Figure 5.15 (2030 Planned Roadway Improvements – 2008 10-year CIP) displays the planned roadways as designated in the 2008 10-year CIP.

Roadway Jurisdictional Classification

The jurisdictional assignment of a roadway describes the level of government that owns and maintains it. Based on an evaluation of the current transportation system, there does not appear to be a need for jurisdictional transfers within Roseville.

Functional Classification

Determining the appropriate functional class for a roadway involves a wide range of factors. According to MnDOT guidelines, the criteria measures deemed most useful include service to urban activity centers, system continuity, land-use considerations, route spacing, trip length, traffic volume, and control of access. Naturally, none of these can be applied independently, or to the exclusion of all others, in developing functional systems. Considering only one portion of the dynamic interactions between transportation and land use, the projected traffic volumes do not appear to warrant any changes to the current functional classification of roadways at this time. Additional insight regarding the appropriate functional classification for each roadway will be gained by establishing a long-range vision for each roadway corridor regarding the type of adjacent land uses desired and the levels of mobility and accessibility desired.

Roadway	From	To	Daily Traffic Volumes 2030	Volume/Capacity (V/C) Traffic Volume Range*		Existing Range of LOS (2006)	
				Lower	Upper		
Fairview Ave. (CSAH 48)	County Road B	TH 36	18,000	0.50	only 1 count	B	(Below Capacity)
Fairview Ave. (CSAH 48)	TH 36	County Road B2	38,000	1.06	only 1 count	E	(At Capacity)
County Road B	TH 280	Cleveland Ave. (CSAH 46)	6,000	0.35	only 1 count	A	(Below Capacity)
County Road B2	Snelling Ave. (TH 51)	Hamline Ave. (CSAH 50)	16,000	0.47	only 1 count	B	(Below Capacity)
County Road B2	Hamline Ave. (CSAH 50)	Lexington Ave. (CSAH 51)	12,200	0.72	only 1 count	C	(Below Capacity)
County Road B2	Lexington Ave. (CSAH 51)	Victoria St. (CSAH 52)	11,300	0.66	only 1 count	C	(Below Capacity)
County Road B2	Victoria St. (CSAH 52)	Dale St. (CSAH 53)	8,000	0.47	only 1 count	B	(Below Capacity)
County Road B2	Dale St. (CSAH 53)	Western Ave.	6,400	0.38	only 1 count	A	(Below Capacity)
County Road B2	Western Ave.	Rice St. (CSAH 49)	6,000	0.35	only 1 count	A	(Below Capacity)
County Road C	West City Limits	Cleveland Ave. (CSAH 46)	16,700	0.49	only 1 count	B	(Below Capacity)
County Road D	Cleveland Ave. (CSAH 46)	Fairview Ave. (CSAH 48)	11,000	0.65	only 1 count	C	(Below Capacity)
Cleveland Ave. (CSAH 46)	County Road B2	County Road C	12,000	0.35	0.46	A to B	(Below Capacity)
Fairview Ave. (CSAH 48)	Roselawn Ave.	County Road B	13,000	0.76	only 1 count	C	(Below Capacity)
Fairview Ave. (CSAH 48)	County Road B2	County Road C	20,900	0.49	0.61	B to C	(Below Capacity)
Fairview Ave. (CSAH 48)	County Road C	County Road D	16,000	0.47	0.94	B to D	(Approaching Capacity)
Hamline Ave. (CSAH 50)	Larpenteur Ave. (CSAH 30)	County Road B	14,000	0.54	only 1 count	B	(Below Capacity)
Hamline Ave. (CSAH 50)	County Road B	County Road C	24,000	0.92	only 1 count	D	(Approaching Capacity)
Hamline Ave. (CSAH 50)	County Road C	North City Limits	15,000	0.58	only 1 count	B	(Below Capacity)
Victoria St. (CSAH 52)	County Road B	County Road B2	10,000	0.29	0.59	A to B	(Below Capacity)
Victoria St. (CSAH 52)	County Road B2	County Road C	11,000	0.32	0.65	A to C	(Below Capacity)
Victoria St. (CSAH 52)	County Road C	North City Limits	12,000	0.71	only 1 count	C	(Below Capacity)
Dale St. (CSAH 53)	Larpenteur Ave. (CSAH 30)	County Road B	16,000	0.47	only 1 count	B	(Below Capacity)
Dale St. (CSAH 53)	County Road B	County Road B2	18,000	0.53	only 1 count	B	(Below Capacity)
Dale St. (CSAH 53)	County Road B2	County Road C	10,000	0.59	only 1 count	B	(Below Capacity)

SOURCE: Mn/DOT and WSB & Associates, Inc. * When the roadway segment has more than one count location, the V/C is provided for both volumes (low and high).

Projected 2030 LOS - B Minor Arterials
Table 5.23

Access Management

Proper access management is a key component of providing a roadway system that effectively balances mobility and access needs. Access management is based on the proper spacing of roadways and/or driveways that are allowed to access a given roadway. According to the Metropolitan Council guidelines, arterial roadways should primarily serve a mobility function and should have only limited access so as not to disrupt the flow of traffic and not create safety concerns for drivers. At the other end of the spectrum, the primary function of local streets is to provide access to local land uses, so there are fewer restrictions on these roadways. However, there are

important considerations regarding access control and design on local streets as well.

Numerous studies have demonstrated the safety and operational benefits of managing access in an appropriate manner. The government agency having jurisdiction over a given roadway has the applicable access management guidelines for that facility. MnDOT has access management guidelines that apply to Trunk Highways such as TH 36, TH 51, and TH 280. A substantial portion of the roads in Roseville are county roadways, and Ramsey County does not publish access management standards. Recommended City access

management guidelines are summarized in Table 5.24.

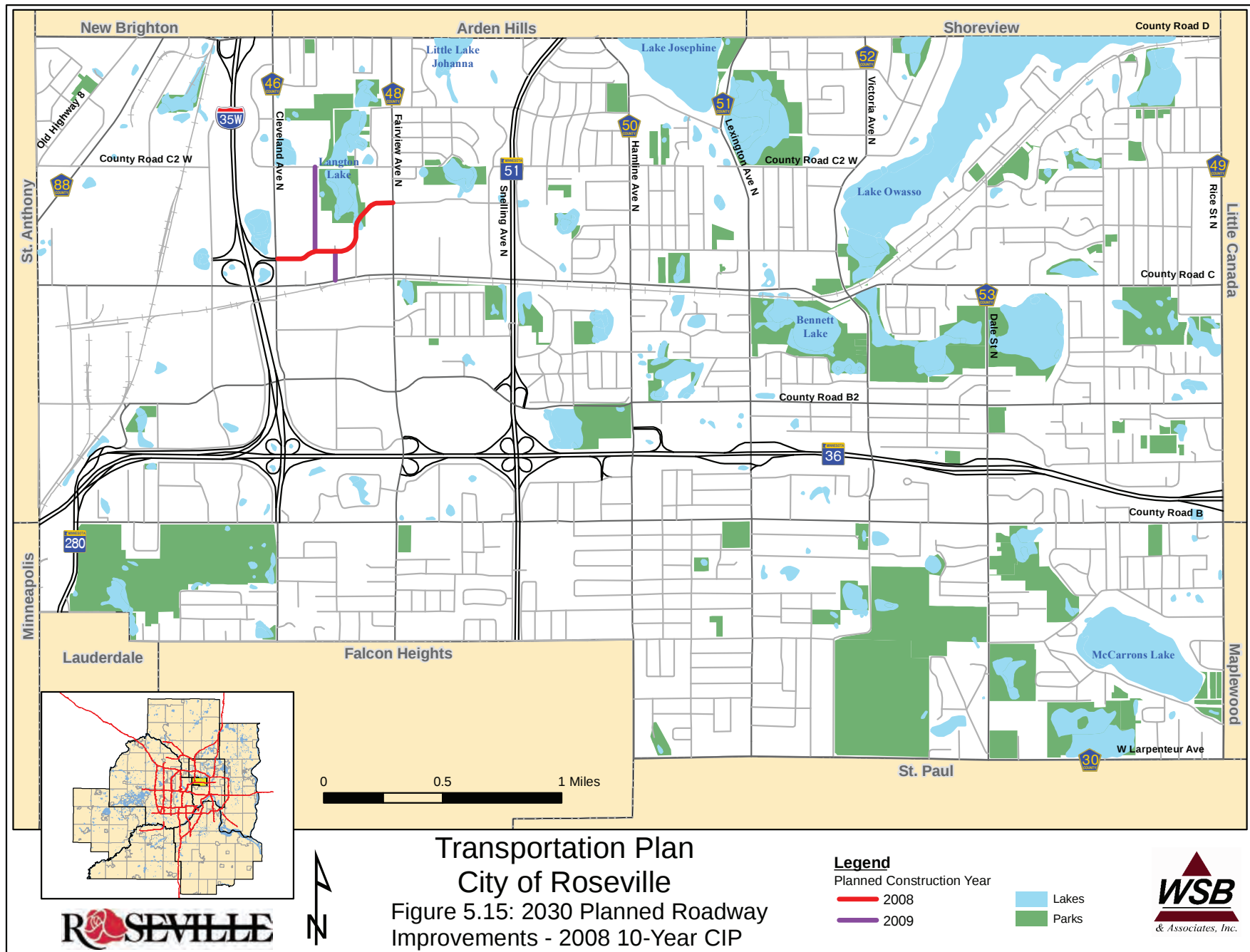
In addition, whenever feasible, the following policy guidelines should apply for access design:

- In general, access to a specific parcel should be limited to a single driveway unless the front footage is 200 feet or greater.
- In residential areas, no residential driveway should be placed closer than 40 feet to an intersection.
- The location of any driveway or access should be consistent with sight distance along the roadway. Where sight distance is not adequate, an alternate access location should be evaluated.
- Explore the development of common driveways in commercial areas when feasible.
- The use of medians should be considered to control multiple access locations and provide appropriate geometry for higher volume turning movements.

2030 Transit Plan

Service and Facilities

As identified in Section 4.5 (Existing Transit Service), Metro Transit is responsible for the provision of transit service in Roseville, under the broader transit policies identified by the Metropolitan Council. In addition, Ramsey County has played an increased role in planning and facilitating enhanced transit facilities and services. In general, transit and transit planning are subject to the constraints of existing funding levels and the uncertainties associated with future funding. Funding levels are determined to a large extent on decisions made at the State legislature.



The Metropolitan Council has established a series of Transit Market Areas throughout the metropolitan area as a guide for the provision of appropriate transit service. There are four market areas, I through IV, based on the propensity to use transit, or the likelihood of high transit ridership. The ranking is based primarily on four factors: population density, employment concentration and job density, trip volumes and patterns, and transit-dependent segments of the population.

With higher population and job density, high trip volumes, and relatively high percentages of transit-dependent individuals, more ridership is anticipated and higher levels of transit service are thus justified. Market Area I has the highest transit potential for transit ridership and associated justification for extensive service, and Market Area IV has the lowest potential for transit ridership.

Roseville is split between Market Areas II and III. Roughly, the area between Cleveland Avenue N and Hamline Avenue N has been designated Transit Market Area II, while the rest of Roseville is Transit Market Area III. As identified by the Metropolitan Council, appropriate service options for Market Area II include regular-route local (suburb to suburb) service, all-day express (via freeways to employment centers such as downtown Minneapolis or St. Paul), small vehicle circulators, special needs paratransit, and ridesharing. Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit, and ridesharing.

As was shown on Figure 5.10 (Existing 2008 Transit Facilities and Service), the provision of transit service in Roseville is generally consistent with the Market Area designations identified above. Local and express

Type of Access	Minor Arterial	Collector	Local
Single Family Residential Driveways	No Direct Access	No Direct Access	As Required
Commercial/ Multi-Family Residential/ Mixed Use Driveways	Based on: Speed, Traffic Volume, Sight Distances, etc. (1/8 to 1/4 mile)	Based on: Speed, Traffic Volume, Sight Distances, etc. (min 330 ft.)	Based on: Speed, Traffic Volume, Sight Distances, etc. (min. 100 ft.)
Low Volume Streets	Full Access - 1/8 mile	Full Access - 1/8 mile	Full Access - 330 ft.
	Partial Access - 330 ft.	Partial Access - 330 ft.	Partial Access - 330 ft.
High Volume Streets < 10,000 ADT	Full Access 1/4 mile	Full Access - 1/8 mile	Full Access - 330 ft.
	Full Access - 1/8 mile	Partial Access - 330 ft.	Partial Access - 330 ft.
Collector Streets	Full Access - 1/2 mile	Full Access - 1/4 mile	Full Access 1/8 mile
	Partial Access 1/4 mile	Partial Access 1/8 mile	Partial Access - 330 ft.

SOURCE: WSB & Associates, Inc.

Proposed City of Roseville Access Management Guidelines

Table 5.24

service is more concentrated on the center portion of the city, converging on the Rosedale Transit Hub. The positioning of the Rosedale Transit Hub near the intersections of TH 36 and Snelling Avenue N allows express bus services to easily access the highway system. The park-and-ride element of the Rosedale Transit Hub is currently heavily utilized and is likely to continue to be the most successful element of transit services in Roseville.

Roseville will work with Metro Transit, Ramsey County, and the Metropolitan Council to support transit initiatives that will increase the transit mode share within Roseville. Because of the low-density housing and land-use pattern throughout most of the city, increasing park-and-ride capacity and express bus service to regional employment centers is likely to be

the most effective strategy. Initiatives towards this goal include the following:

- ♦ Local promotion of the benefits of transit use
- ♦ Working with Metro Transit and Ramsey County to increase parking capacity at the Rosedale Transit Hub as demand dictates
- ♦ Support and facilitate I-35W, TH 51, and TH 36 transit improvements where possible
- ♦ Support and promote transit initiatives such as the Northeast Diagonal Busway and the Snelling Avenue Busway proposals
- ♦ Support and promote increased frequency of express service, including mid-day service
- ♦ Support and promote increased park-and-ride lot capacity within the city as well as across the metropolitan area

- ♦ Promote redevelopment projects to assume a transit-supportive form
- ♦ Promote reverse commute and suburb to suburb bus service

Transit-Oriented Development

A transit-oriented development (TOD) is a mixed-use residential and/or commercial area designed to promote, support, and facilitate access to mass transit. In addition, TOD patterns typically incorporate design principles that encourage walking and bicycling. Common elements of TOD neighborhoods often include a mix of land uses that encourages street activity at all times of the day, increased residential densities, and more compact development. TOD design elements are becoming increasingly popular in the Twin Cities area. Some of the core principles of TOD neighborhoods are summarized below.

Compact Development: Medium-to high-density development in proximity to a transit station allows more people and activities to be within a walkable distance from the transit service. The Metropolitan Council considers approximately one-quarter mile to be a comfortable walking distance for most transit riders.

Mix of Land Uses: Mixing residential, retail, and office land uses within walking distance of the transit stop allows the neighborhood to become an origin and a destination for trips at the station. From a broader perspective, mixed land use should have the effect of reducing the need for vehicular trips by those who live, work, or pass through the neighborhood by allowing more opportunities to be accessed while covering less distance.

Pedestrian Orientation: A central component of TOD neighborhoods is walkability – the attractiveness of an area for those who choose to walk. A TOD neighborhood allows safe, efficient, and attractive pedestrian passage to and from the transit stop as well as between all buildings within the neighborhood. TOD design features intended to increase the walkability of a neighborhood include street-facing buildings on a network of pedestrian-scaled streets, attractive streetscaping, and appropriate motorized traffic control at pedestrian crossing points.

Transportation Interfaces: Different travel modes need to be effectively linked for TOD neighborhoods to be successful. The efficient integration of transit, motorized vehicle, bicycle and pedestrian networks is critical to the success of TOD neighborhoods. While the purpose of TOD neighborhoods is to reduce the use of private automobiles, those who choose to drive must still be safely and appropriately accommodated. Some TOD neighborhoods incorporate park-and-ride facilities.

TOD Opportunities in Roseville: As parcels become available for redevelopment, serious consideration should be given to whether TOD design characteristics would be appropriate for the specific location. In general, Roseville will have more success encouraging transit ridership if TOD design characteristics are implemented in areas adjacent to existing bus lines. Currently, Route 84, which travels on Snelling Avenue N between the south city limits and the Rosedale Transit Hub, features 15 minute headways and provides the most frequent transit service within Roseville.

Currently, the commercial areas surrounding the intersection of Snelling Avenue N and County Road B are configured in an automobile oriented configuration.

From the standpoint of increasing transit ridership, redevelopment in a more transit-supportive fashion could increase the walkability of the neighborhood and increase transit ridership. However, there are also major obstacles to overcome in this area before it can become a transit-oriented neighborhood. In 2006, this portion of Snelling Avenue N, part of the state trunk highway network, was estimated to carry approximately 38,000 vehicles per day. The current configuration, with Snelling Avenue situated within a wide right-of-way and frequent use of frontage/service roads to provide access to adjacent land, would require significant modifications before it would maximize its transit supportive potential.

Roseville should also encourage transit supportive development in other areas, even if the area currently is not served by transit. Metro Transit regularly reviews the routes and timetables of each route and expands service to areas where it will be most successful. By creating walkable neighborhoods with transit-supportive development, Roseville will be well prepared for future transit service. In addition, dedicated right-of-way transit lines provide opportunities for creating transit-supportive development. In particular, Roseville should proactively plan station areas where appropriate in anticipation of transit additions in the Northeast Diagonal Corridor.

To increase transit ridership, Roseville will need to retrofit its suburban pattern for urban level densities and traffic. To a limited extent, the City can develop and implement TOD guidelines and design criteria for local projects. However, because so many of the transportation corridors are under the control of

other agencies and jurisdictions, Roseville will need to advocate for improvements by other agencies as well.

2030 Non-Motorized Transportation Plan

The development of a pathway network in Roseville is essential in moving people to and from various destinations as well as providing additional recreational opportunities. Roseville utilizes an ad-hoc Citizen Pathway Advisory Committee to update the Pathway Master Plan approximately every five years. The most recent update was completed in 2008. The intent of the plan is to provide guidance for the future development of pathways throughout Roseville.

To increase the number of trips completed by walking or cycling, Roseville should provide safe, efficient, and attractive routes between destinations. Potential improvements to the non-motorized network include additional off-road pathways and on-road bicycle accommodations. The development of a master plan helped in identifying how the City can implement a complete pathway network. After studying the existing conditions of Roseville and outlining goals for a pathway network the City's Pathway Master Plan defined these issues as most relevant to Roseville.

1. Safety

- ♦ Improve transportation facilities for children, senior citizens, people with disabilities, pedestrians, bicyclists, students within school walking areas, all light traffic
- ♦ Design pathway facilities that can provide a safe alternative to the school busing program

- ♦ Encourage the use of traffic management techniques at intersections and along boulevards especially on the arterial roadways

2. Connectivity

- ♦ Improve the ability to safely travel from one location to the next
- ♦ Provide linkages between major destinations
- ♦ Extend system to connect to all dead-end pathways
- ♦ Develop pathway networks that relate to our neighboring communities' pathways
- ♦ Overcome barriers that deter pathway use:
 - TH 36, Snelling Avenue, Interstate 35W, arterials
 - Narrow bridge decks and underpasses
 - Poorly defined crosswalks at intersections
 - Intersections designed and engineered for vehicles, not young children or senior citizens
 - Traffic lights timed for vehicles, not children and senior citizens

3. Regional Links

- ♦ Expand pathway opportunities to the larger metropolitan area
- ♦ Create linkages to state trail facilities
- ♦ Utilize existing vehicular corridors to regional parks and pathways
- ♦ Redesign regional corridors to provide for pathway facilities

4. Maintenance

- ♦ Increase funding equipment and personnel to maintain a growing pathway network
- ♦ Meet the needs of a demanding public
- ♦ Reconstruct existing facilities that do not meet the current standards (primarily in parks)
- ♦ Redefine the pathway management program for maintenance and operations

5. Aesthetics

- ♦ Unify public design elements (i.e. signs, gateways, landscaping, lighting, and parking)
- ♦ Establish design criteria for private development (i.e. parking, lockers, and access)

6. Regulation and Enforcement

- ♦ Develop a consistent and appropriate signage program
- ♦ Expand signage program to include pathways beyond the parks
- ♦ Educate users about pathway etiquette and regulations
- ♦ Inform users through signage of destinations outside of the parks
- ♦ Increase policing of pathway system
- ♦ No consequences for violators

7. Education and Promotion

- ♦ Provide programs that are directed at teens and adults, as well as those for children
- ♦ Provide more programs that teach about safety and etiquette

- ♦ Continue to update the Pathway Map to make it user-friendly
- ♦ Make the Pathway Map readily available
- ♦ Create more pathway events like Tour de Roses
- ♦ Inform the local business community about our pathway goals
- ♦ Dispel common public myths about pathways
- ♦ Develop ways to count pathway users

Transportation Demand Management

Transportation Demand Management (TDM) is the application of strategies and policies to increase the efficiency of transportation systems by influencing traveler behavior. TDM strategies increase the efficiency of the transportation network through the redistribution of travel demand (both realized and latent) from congested modes and times to uncongested modes and times. At its most basic level, TDM strategies discourage the use of private-occupant vehicles during peak hours. Since many of these trips are commuter (work) trips, many TDM strategies involve workplace strategies and address travel associated with travel to and from employment centers. The primary methods or strategies typically employed are as follows:

- ♦ Transit
- ♦ Car/van-pooling
- ♦ Telecommuting
- ♦ Flex-time
- ♦ Non-motorized commuting (i.e. biking/walking)

TDM strategies must be implemented through a partnership of the City, State, region, and employers to encourage travelers change their behavior through

incentives and enhanced services. The greatest motivations for behavior change are the opportunities for individual travelers to save time or money. For example, employers can provide monthly discounts or passes to employees to use transit or provide coordination services to match up individuals for car/van pooling activities. Employers can also allow or promote telecommuting, particularly in various industries for which face-to-face contact is not important for task performance. Similarly, employers can allow or promote flex-time, which enables employees to travel to/from work at non-peak travel times. Employers can also facilitate bicycle commuting by providing shower and changing facilities. The State and regional government entities can provide increased or specialized transit options or High-Occupancy Vehicle (HOV) lanes on principal arterials, metered freeway entrances, and meter bypass lanes for those who choose not to travel alone.

There are a number of reasons why employers may wish to promote TDM strategies. In areas where parking is expensive or scarce, employers may save money by reducing the demand for parking. Retail businesses may desire to preserve parking spaces for customers rather than employees. Probably the most significant reason why employees may implement any number of TDM strategies is simply to make their businesses a more attractive place to work by allowing employees greater freedom in choosing when and where they work.

Roseville can actively promote TDM strategies by encouraging major employers to implement TDM strategies. Roseville may require TDM plans for new developments if they are large enough to have significant traffic impacts. Roseville may also facilitate the formation of transportation management organizations (TMOs), groups of employers and organizations that

may combine resources to have a larger influence in travel behavior. Roseville may wish to provide financial incentives to employers who actively promote TDM strategies. For example, new developments may be allowed to provide fewer parking spaces (thus lowering the cost of construction) if they are willing to actively promote TDM strategies.

The City can provide improved bicycle and pedestrian facilities between residential areas, work sites and transit facilities, and can put in place land-use controls that encourage development that encourages non-motorized transportation.

Implementation Plans and Recommendations

The previous section evaluated existing and future needs for transportation improvements in Roseville. The plan described below is recommended to address those needs using a wide range of innovative strategies and methods across all transportation modes.

Roadway Function and Jurisdiction

Roseville should continue to work with community residents, Ramsey County and the State of Minnesota to determine the most appropriate functional and jurisdictional classification for each roadway within Roseville. In making these decisions, a long-range plan should be developed for each corridor to simultaneously establish a vision incorporating goals for future land use, motorized and non-motorized transportation, transit, and urban design. Only after the community has established a comprehensive vision for the corridor should the appropriate functional and jurisdictional classification be determined.

Roadway Improvements

Expanding existing roadways within Roseville will be difficult or undesirable, and there are relatively few opportunities to construct new roadways. Thus, the City has established policies and objectives aimed at achieving maximum utilization of the existing infrastructure. Recommended roadway improvements can be divided into three overall categories: safety, preservation, and capacity.

Safety

The transportation network should be safe for all users of the roadway. The analysis of crash frequencies identified the intersections and roadway segments with the highest crash rates. While Snelling Avenue and County Road B was identified in this analysis as having a high crash frequency, it should be noted that this intersection was reconstructed in 2008. It is anticipated that the reconstruction will result in a reduced crash frequency because of improved roadway and intersection geometry. The following two intersections have high crash rates, with no programmed improvements:

- ♦ Larpenteur Avenue and Rice Street
- ♦ County Road B and Rice Street

These intersections should be evaluated to determine the cause of the crashes and identify appropriate measures to improve safety.

In addition, the analysis of segment crash rates indicated that there are two roadway segments on County Road B with high crash rates. Not surprisingly, the first segment, County Road B between Fairview Avenue and Hamline Avenue, corresponds with the high crash rate at the intersection of Snelling Avenue and County

Road B. Because of the 2008 geometric improvements at the Snelling and County Road B intersection, it is anticipated that the safety of this segment will improve. The second segment is County Road B between TH 280 and Cleveland Avenue. However, as a part of the conversion of TH 280 to freeway operation, access to County Road B has been disconnected. With a reduction in traffic on this segment, it is likely that the number of crashes will be greatly reduced.

Preservation

Roseville should continue to implement its Pavement Management Program to ensure that residential streets remain in good repair. In addition, the City should work with Ramsey County to monitor the need for pavement renovation or replacement on the roads under County jurisdiction. Although expansion of the system is not always feasible or desirable, roadway reconstruction and maintenance will allow the fullest and most efficient use of roadways.

Capacity

The City should work with Ramsey County to accommodate non-motorized transportation users on county roads at the time the road is reconstructed.

The City should work with MnDOT and other agencies to implement a staged reconstruction program to replace the bridges at Rice and Lexington to allow implementation of a high-occupancy vehicle (HOV) lane on TH 36. Increasing the capacity of TH 36 with the replacement of these bridges would also allow improvements to be made to the intersecting arterials at TH 36 to allow adequate turn lanes and queuing areas for vehicles waiting at ramp meters. Most stretches of

TH 36 also have sufficient right-of-way to incorporate a landscaping program to enhance the roadway.

The City should continue to work with Rosedale and the surrounding shopping centers to monitor traffic and potential improvements such as increased transit, IVHS, as well as additional roadway capacity.

The 2030 traffic forecast suggests that only County Road B from Snelling Avenue to Hamline Avenue will experience at-capacity conditions (other than roadways under State jurisdiction). Roseville should continue to monitor this roadway segment, carefully considering expansion while also considering the potential impacts the expansion would have on adjacent land uses, non-motorized transportation, and urban design.

As redevelopment occurs in the western part of the city, the need for new or improved roadways should be monitored.

Transit and Travel Demand Management

The Metropolitan Council should be encouraged to maintain the existing level of transit service in Roseville. Potential improvements include the addition of a new circulator route in the Twin Lakes/Centre Pointe area, mid-day service to the two downtowns and service connecting Rosedale to other suburban hubs. Additional park-and-ride lots are needed.

The City should work with the Metropolitan Council, the Ramsey County Rail Authority, and adjacent units of government to advance the Northeast Diagonal and Snelling Corridor.

The City should also work to ensure good pedestrian access to bus stops and shelters where necessary. In

addition, the City should provide improved bicycle and pedestrian facilities between residential areas, work sites, and transit facilities, and should put in place land-use controls that encourage development that is transit- and pedestrian-friendly.

In Roseville, the local sensitivities to expanding roads are reflected in the goals expressed in the Imagine Roseville 2025 report as well as this plan. Therefore the City should support travel demand management such as the HOV lane on TH 36.

Non-Motorized Transportation

Roseville updates the pathway master plan on a regular basis. The plan recognizes the following principles:

- ♦ Different types of facilities are appealing to different users, particularly when considering the individual experience levels. The Roseville pathway plan should address the needs of all users.
- ♦ Pathways are needed along all minor arterials and collectors, since they usually provide the most direct route for travelers.
- ♦ All development and redevelopment proposals should be reviewed for pathway connections or reservation of future pathway links.
- ♦ To provide the greatest benefit, Roseville's pathways should connect with neighboring communities and the regional system.
- ♦ Regular maintenance to non-motorized pathways is critical to ensuring their usefulness and attractiveness. Roseville should continue to support the pathway-management program that programs pathway rehabilitation and reconstruction.

PATHWAY MASTER PLAN

City of Roseville, Minnesota

September 22, 2008

Developed for:
The Roseville City Council
and Citizens

Developed by:
Pathway Advisory Committee



Public Works

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Introduction

The development of a pathway network in the City of Roseville, as well as in the entire metropolitan area continues to have the support of Roseville residents. This desired network of pathways is essential in moving people to and from various destinations as well as providing additional recreational opportunities. The City currently has about 104 miles of pathways that provide some alternative to driving but are mostly used for recreation. This is a good start but if we as a City want to continue to provide a desirable place to live and work we need to pursue the construction of pathways in an organized and progressive manner.

In 1992, the City invited residents to participate in *Vista 2000* -- a series of forums designed to bring together citizens, city officials and business, education and civic groups to create a vision for our community's future. One of the outcomes of *Vista 2000* was the creation of the Roseville Pathway Master Plan (1997). This plan was instrumental in the development of almost 20 miles of pathways over the last 10 years.

The City Council spearheaded a community visioning process in 2006 entitled: Imagine Roseville 2025 (IR2025). To answer questions about how Roseville will change in the coming years and begin shaping our community's future. The City Council adopted the Steering Committee's Final Report on March 29, 2007. The following areas of the IR2025 final report all had goals and strategies that support the development of pathways within the City of Roseville:

Area	Goal
Community	Roseville is a welcoming community that appreciates difference and fosters diversity
	Roseville is a desirable place to live, work and play
	Roseville has a strong and inclusive sense of community
Safety	Roseville is a safe community
Environment	Roseville is an environmentally healthy community
Parks, Open Space, Recreation, Wellness	Roseville has world-renowned parks, open space and multigenerational recreation programs and facilities
	Roseville supports the health and wellness of community members
Infrastructure	Roseville has a comprehensive, safe, efficient, and reliable transportation system
	Roseville has a well-maintained, efficient, and cost-effective public infrastructure
Finance and Revenue	Roseville has a growing, diverse and stable revenue base
	Roseville responsibly funds programs, services and infrastructure to meet long-term needs

For more information on the specific strategies to achieve these goals, we have attached the final report as an Appendix. It is evident from the adopted strategies within the IR2025 final report that the community continues to support the development of a more extensive pathways system that will

link the current pathway system to itself, neighboring communities, and the regional system creating a network that will function in the same fashion as our vehicular transportation system.

This is an update of the 1997 plan. The intent of this document is to provide guidance for the future development of pathways in the City of Roseville.

Purpose

Imagine every Roseville resident being within short walking distance of a pathway that links them to numerous local and metro-wide destinations. Places like; schools, libraries, parks, stores, friends or work could be easily accessed just getting on the pathway network and walking, biking or skating there. A successful network would mean that people living in the Langton Lake neighborhood could safely walk or bike to Rosedale for lunch and a movie and then over to Har Mar to pick up some new books. A student from the Lake Owasso area could bike to morning class at the University of Minnesota. Someone who's out for some exercise could bike around Bennett Lake on their way to Lake McCarrons, then off to the Gateway Trail to explore the northeast suburbs. Or a homeowner near Lake Josephine could bike to their job in downtown Minneapolis. The opportunities are limitless if we develop a safe network of pathways that connect to our neighboring communities.

Pathways are not a new concept, they are found throughout the metropolitan area. Numerous communities are developing pathways with every new development or redevelopment. Roseville alone has about 104 miles of on and off-road pathways. The sidewalk, once a lost idea, is starting to make its way back into suburban development because it connects neighborhoods creating a healthier and more livable community.

The need is for a congruent system that links the existing pathways with each other creating a grid not unlike the street network. The goal is to provide a safe alternative to the automobile that can provide access as conveniently and efficiently as that allowed for the automobile. Every street within the City should have a facility that provides safe travel for light traffic, i.e. pedestrians, cyclists and in-line skaters, whether it's a shared on-road facility or separated off-road facility.

The purpose of this document, the Roseville Pathway Master Plan, is to provide a set of guidelines for use in the development of a pathway network for our community. These guidelines provide policies and standards for the planning, design, construction, maintenance, promotion and regulation of the community's pathway facilities. This plan is not intended to define interior park paths, those will be defined on an individual basis as the parks are planned and developed, although, the guidelines will provide some of the necessary elements for proper design and development. The recommendations provided in this plan focus not only on the physical facilities, but also on education and enforcement as important components of a general program to promote safe pathway use. Once the master plan is adopted as part of the Roseville Comprehensive Plan it will serve as a planning tool to assist the City Council on decisions regarding pathway issues.

Benefits

There are many factors that make up the perceived quality of life for a community; education, diverse recreation opportunities, strong economy, clean and healthy environment and convenient transportation are just a few. A successful pathway network can help make a community a better place to live, work, play or visit by improving the quality of life. Creating places for light traffic means more than just special trails, though those might certainly be an important part of an overall plan. Creating an active community environment means taking a look at the broader scope of where there are, and aren't, opportunities to safely connect to destinations. It involves land use design, retrofitting the transportation infrastructure, funding and much more.

Of all the benefits that pathways can provide for a community, the most obvious are recreation and social. A growing urban population with increasing amounts of leisure time, combined with an overall surge in health consciousness, has led to an increasing demand for outdoor activities such as jogging, walking, biking and in-line skating.

Encouraging the development and use of alternative modes of transportation can benefit the community as well as the individual. Some benefits are:

1) Safety

- Pathways provide people, young and old, a designated space for accessing area destinations.
- Pathways create safe alternatives to the school-busing program.
- Pathways direct people to safe street crossings.

2) Social

- Pathways promote strong neighborhood connections creating a more livable community.
- A pathways network can provide access and mobility to users of any age or ability.

3) Economic

- Bicycles and in-line skates, as well as walking, are an affordable and low maintenance alternative to automobile use.
- Pathways, because of their size and construction, are less costly to develop and maintain than roadways.
- Surveys have indicated that the value of a home goes up an average of 6% as a result of its close proximity to a trail.

4) Transportation

- A pathways system provides an increased convenience for non-motorized transportation to access local and regional destinations.
- Pathway use, as an alternative, assists in the relief of roadway congestion and frees up parking spaces.
- Pathways provide another level of service in the desired multi-modal transportation system by provide connections to transit.

5) Health

- Users of pathways, whether they walk, bike or in-line skate, will improve their physical fitness and reduce personal stress.
- Pathway trips, when utilitarian, add fitness into ones daily routine.

6) Environmental

- Using pathways as an alternative to motorized vehicles reduces air or noise pollution.
- Bicycling and in-line skating are energy efficient.
- Pathway use does not consume fossil fuels.

Pathway Advisory Committee

The Public Works, Environment and Transportation Commission (PWETC) reviewed the goals and strategies including in the IR2025 report and recommended to the City Council that the Pathway Master Plan be updated (Infrastructure, Goal 1, Strategy D1).. In November of 2007 the Council directed staff to seek members for a committee to guide the update and provide input to staff through this process. A work plan and schedule was also approved by the City Council. Staff advertised for interested community members to volunteer for this committee. The following people were appointed to this committee:

<u>Representing</u>	<u>Members</u>
Public Works Environment and Transportation Commission	Jan Vanderwall
Parks and Recreation Commission	Sarah Brodt Lenz
Active Living Ramsey County Bicycle Committee	Ken Yokanovich
Community at Large	Sarah Heikkila
	Mike Tracy
	Lisa Edstrom
	Kathleen Cassen Mickelson
	Deb Parker
	Bob Clarkson
	Gregg Moder
City Staff	Duane Schwartz
	Debra Bloom
	Lonnie Brokke
	Jeff Evenson

Pathway Advisory Committee Mission

Develop a Pathway Master Plan that provides the community direction for the development of a safe and contiguous pathway network, reaching all residents and providing a more livable community.

Process

The Pathway Advisory Committee's process for the development of this updated document started with the review of the existing Pathway Master Plan to determine if the plan continues to reflect Roseville's pathway needs. They also were asked to determine if the existing plan policies and standards remain in keeping with the community's goals and strategies as defined in the IR2025 Final Report. City staff's role was to provide support and guidance by setting up meetings, gathering information, answering questions, editing the plan, and otherwise assisting the Committee as needed. Many steps were taken during the update process in the update of this document including the identification, analysis, discussion and recommendation of many light traffic transportation issues and elements.

Work Plan

We anticipate working through the following outline as a work plan for the update process and expect this to require 4-5 meetings with a completion date of August 2008.

1) Background

- Review 2003 update version of plan.
- Reviewed community issues, demographics, pathway history and current system inventory and operations
- Discuss what has been accomplished in last five years

2) Analysis

- Identify areas of plan in need of update
- Discuss Imagine Roseville 2025 goals and strategies
- Review guidelines from federal and state agencies
- Design Guidance Accommodating Bicycle and Pedestrian Travel: A Recommended Approach (FHWA) This and other light traffic resources are available online at: http://safety.fhwa.dot.gov/ped_bike/index.htm
- Mn/DOT Bikeway Facility Design Manual. This and other light traffic resources are available online: <http://www.dot.state.mn.us/bike/> and <http://www.dot.state.mn.us/peds/>

3) Development

- Update general policy statements for each category
 - i) Location
 - ii) Connection
 - iii) Implementation
 - iv) Maintenance
- Education / Information / Regulation
- Determine system revisions/ needs based on revised policies
- Prioritize needs
- Develop Capital Improvement Plan (CIP)
- Compile information into document

Background

History of Roseville's Pathways

Trail development in Roseville started during the early 1970's with a small loop in Sandcastle Park which led to the construction of the very popular Central Park system, the 1995 construction of the County Road C pathway and the 1997 expansion of the Acorn Park trails. In 1975 a comprehensive plan for trails was developed similar to the network that is being proposed with this document. The desire was to have an integrated system of paths that connected residents to area parks. The intent was mainly recreational.

The City's first pathway plan created a surge of development in the 1970's locating pathways mainly in the parks. City code was changed later to dictate that developers were responsible for providing pedestrian accommodations to their new facility, so sidewalks started to sprout up in commercial and industrial areas. Outside funding sources became more available in the 1980's, which also increased the development of pathways including a growing interest in basic pathway facilities for bike commuters.

As a follow-up to Vista 2000, on September 11, 1995 the City Council appointed a volunteer advisory committee to work with staff to develop a comprehensive pathway master plan. The advisory committee was made up of fourteen Roseville residents and three staff members. We have included information regarding this process in the Appendix. This plan was approved by City Council in 1997 and updated in 2003. The main focus of the 2003 update was to re-prioritize the list of pathway project that were identified within the 1997 plan, eliminating the ones that had been constructed and creating new priorities.

Current Conditions

Demographics

2000 US Census Data indicates that Roseville has a stable population; this is mainly due to limited developable land. Some additional census information:

- Roseville's population increased 1% since 1990; from 33,485 in 1990 to 33,690 in 2000.
- Roseville lost 1,250 residents under the age of 45 from 1990 to 2000.
- Roseville has a large population of older residents. 20% of the 2000 population was age 65 or older. This compares with 12% for Ramsey County and 10% for the Twin Cities region.
- The overall age of Roseville is notably older than the county and the region. The 2000 median age of Roseville's population was 41.0 years. This compares with 33.7 years for the County and 34.2 years for the region.
- The aging resident stability indicates that Roseville is a desirable place to live and most are staying in the community.

The data indicates that seniors and empty nesters occupy most of the households. These demographics define the need for the creation of a pathway network that allows seniors the means to exercise and make short utilitarian trips.

The fact that the city is nearly developed also indicates that pathway construction and location will be somewhat restricted due to previously defined corridors and limited space.

Land Use

Roseville is virtually 100% developed. Origins, destinations and travel routes are well established. Understanding and defining land use is critical to pathways development in that these destination points are where people want to walk or bike - areas such as, major civic buildings, recreational and cultural facilities and shopping areas. For more information see Exhibit 1- Existing Land Use Map.

Transportation System

With Roseville being completely developed, the transportation system and travel routes are well established. Because of its proximity to the core cities and its age, Roseville's development patterns have been mainly a continuation of the core grid. The major through traffic corridors that carry the bulk of the vehicles are laid out with half-mile spacing. These arterial roads are designed to carry the majority of the traffic and do it quite well. For the same reasons they also serve well as corridors for light traffic, providing commuter cyclists with an efficient means to their destination be it work, school or the store. But in the past they had not been designed to accommodate bicycle and pedestrian traffic thus making most of them dangerous for such travel due to the domination of vehicular traffic.

1) Roadways (Exhibit 2)

- a) MNDOT: Major high volume roads, including Snelling, Interstate 35W, and Highway 36.
- b) County: High volume roads that make up the 1/2 mile roadway grid pattern in Roseville.
- c) City: Lower volume neighborhood streets and collectors.

2) Transit (Exhibit 3)

Ninety percent of the City's population lives within a 1/2 mile of a bus route. Here is a brief description of the transit system that serves Roseville:

- a) Transit Centers: Rosedale & Little Canada (Rice Street at Little Canada Road)
- b) Park and Rides: Roseville Skating Center, Grace Church, & Rosedale Shopping Center
- c) Fixed route bus service: Metropolitan Council provides 13 fixed routes.
- d) Non-fixed routes: There are several transit options offering door to door service at reasonable rates. Each program has eligibility requirements. These services are provided by Metro Mobility, Roseville Area Senior Program, and the American Red Cross.
- e)

3) Pathways (Exhibit 4)

The City of Roseville has approximately 104 miles of both on and off-road pathways.

- a) County: There are some on-road striped shoulders that meet the minimum standards as stated in the definitions. There are approximately 29 miles of on-road pathways.
- b) State: Currently there are no State pathway facilities in Roseville. The closest facility is the

Gateway Trail south and east of the City.

- c) City: This system consists of the park interior pathway system and some connecting routes between destinations along major roads. There are approximately 69 miles of city owned and maintained off-road pathways.

Described below are the major paths that make up the majority of the City's existing pathway system.

- Central Park Pathways

The pathway system in Central Park has always been popular because of its proximity to attractive and diverse natural amenities, its connection to numerous recreational areas and its size, which provides multiple access points and lengthy paved paths. The Central Park paths are heavily used and provide a very good trail experience for recreational users and a good thoroughfare for utilitarian users.

- County Road C Pathway

The pathway in the County Road C corridor was constructed in 1995 with funding assistance from ISTE. This path provides an essential central spine through the City, connecting users to a number of City amenities like commercial/retail centers, Central Park, Acorn Park, City Hall and the Lexington Avenue pathway.

- County Road B2 Pathway

This off-road trail provides access from the Lexington Avenue trail through the Rosedale Mall shopping area. It was expanded, using federal funds, in 2005 to extend from Rosedale to the west city boundary where it connects up to the Minneapolis Diagonal Trail. This corridor is a major connector for students within the walking area for Roseville Area Schools, providing connections to Roseville High School, Parkview Elementary, and Roseville Middle School.

- County Road B Pathway

This corridor consists mainly of off-road concrete sidewalks providing access to and from residential areas, Har Mar shopping area and Lexington Avenue pathway. This sidewalk, from Rice Street all the way to Cleveland Avenue, provides an east/west pedestrian corridor.

- Dale Street Pathway

This corridor is mainly an off-road bituminous pathway connecting County Road C to Larpen Avenue. This pathway briefly merges with the Roselawn/ Reservoir Woods Trail at Roselawn. The pathway was identified in the 1997 plan and constructed in 2000 using Federal funds. The segment of Dale Street from Roselawn to Larpen does not have an off-road pathway. The connection to Larpen Avenue is achieved through Reservoir Woods Park.

- Larpen Avenue Sidewalk

Three segments of this sidewalk have been constructed along Larpenteur Avenue since the development of the 1997 plan. The segments are Hamline to Oxford (2000), Galtier to Rice Street (2001) and Oxford to Reservoir Woods (2003). The segment of Larpenteur between Reservoir Woods Park and Galtier still does not have an off-road facility.

- **Lexington Avenue Pathway**
This is the main north/south spine of the City. The corridor consists of both bituminous path and concrete sidewalk running from Larpenteur Avenue north through Roseville and into Shoreview. Shoreview's development of this pathway corridor provides a wonderful opportunity to create a regional north/south link.
- **Roselawn/ Reservoir Woods/ McCarrons Pathway**
This off-road trail was identified in the 1997 plan and constructed in 2000 using Federal funds. It follows Roselawn from Lexington Avenue through Reservoir Woods Park under Dale Street to McCarrons Blvd. This pathway then continues along both North and South McCarrons Blvd to connect to Rice Street.
- **Rice Street Path**
This is an important north/south link from Roseville to St. Paul. The corridor has a bituminous path of varying width and condition. This is a critical feeder to the Trout Brook County Trail at McCarrons Park. The Trout Brook Trail connects to the Gateway State Trail.

User Groups

Users differ widely in their means of travel, ability and preference for travel environment. Some will place importance on their ability to get from one place to another, keeping their trip time short and not concerning themselves with the conditions around them. Others will favor traveling in a pleasant environment, even going out of their way to experience scenic and natural amenities. This plan for a linked pathway network will accommodate all user groups in some capacity. The major types of users are:

- a) Commuter Bicyclists - desire to travel safely at higher speeds with minimal stops.
- b) Recreational Bicyclists – desire a safe and scenic corridor with occasional rest areas
- c) Pedestrians - Walkers, joggers, students, strollers, in-line skaters, skate boarders, people with disabilities, young bicyclists and tri-cyclists– desire a smooth surface, a safe facility, and scenic corridor
- d) Cross-country skiers, snowshoers – desire a natural, scenic corridor, groomed snow
- e) Skate-boarders – desire a smooth and often challenging surface

Pathway Types

On-Road Pathways

On-road paths are a paved portion of the roadway that provides space for the use of light traffic. (Exhibit 4: City Pathway Map)

- 1) **Bike Route:** A shared right of way located on roadways designated with appropriate signage to encourage bicycle use. (none in Roseville)
- 2) **Bike Lane:** A portion of the roadway that is designated by physical barrier or striping, and pavement markings for the preferential or exclusive use of bicycles. (none in Roseville)
- 3) **Striped Shoulder:** A portion of the edge of a paved road surface that is contiguous with the road surface and separated by striping at least 4 feet wide. (Approximately 29.7 miles)
- 4) **Shared lane:** Low traffic roads that have no additional space provided for light traffic but that can be shared between automobiles and light traffic because of low traffic volumes. Shared lanes are not designated as pathways although they do provide good access routes to other pathways.

Off-Road Pathways

While a community's streets and roadways typically provide the best means of accessing a variety of destinations by bicycle, off-road pathways can enhance the primary transportation system. Pathways that are separated from the motor vehicle traffic can be excellent transportation routes for recreational cyclists and pedestrians, specifically young children, and in many instances, can provide pathway users with linkages not available to motor vehicles.

- 1) **Trail** An off-road pathway that is generally 6-12 feet wide bituminous paths, a majority of which are in parks. These pathways are multiuse. (Approximately 32.51 miles)
- 2) **Sidewalk** Concrete sidewalks, usually within the road right of way, generally 4-6 feet wide and running parallel to the road, intended for use by pedestrians. (Approximately 36.49 miles)
- 3) **Foot Path** Wood chip trails, ag-lime trails, and turf trails are not considered part of the pathway network because they are exclusive to parks. This document is not about park pathways. They are mentioned for inventory purposes only. (Approximately 4.28 miles)
- 4) **Other** Boardwalks are not considered part of the pathway network because they are exclusive to parks. This document is not about park pathways. They are mentioned for inventory purposes only. (Approximately 1.2 miles)

Supplemental Facilities

Bicycle and pedestrian facilities include more than just the paths themselves. Secure and appropriate bicycle parking and locker facilities, comprehensive maps of Roseville's pathway network, mass transit integration, rest areas, and trailheads are key components of a complete pathway network. Roseville has few supplemental facilities for pathway users. They consist mostly of:

A) Bicycle parking and lockers

- bike racks of obsolete design that are sporadically placed in some parks and public buildings
- occasional bike racks located at commercial buildings
- few if any, bike lockers
- current city code does not address the issues of bicycle parking.

B) Pathways Map

- comprehensive pathways map showing all types of facilities within the City
- partnering with Active Living Ramsey County on developing a comprehensive County pathway map.

C) Trail Heads and Rest Area

- utilizes existing parks w/ restrooms, picnic areas, recreational areas, drinking fountains
- need intermittent rest stops with benches between destinations

D) Transit Accommodations

- abundant transit opportunities
- limited and often unsafe light traffic access to transit stops and park and rides
- bus shelters at bus stops along high traffic roads
- bus benches at many bus stops

Current Operation & Maintenance Practices

Off-Road Pathways

The City's maintenance staff has the responsibility of making sure routine maintenance operations are completed.

Listed below are the maintenance operations performed for the City's off-road pathways.

- Plowing: Remove any accumulation promptly and continuously until cleared. Accumulation of two inches or more shall be removed within 24 hrs.
- Sanding: Sand any time ice or snow adheres to the pathway.
- Sweeping: Sweep three times annually, spring, summer and fall, or when safety is of concern.
- Sealing/ Patching: Fill cracks or holes as they occur.

On-Road Pathways

The City's maintenance staff is responsible for the maintenance of the on-road pathway facilities on City of Roseville streets. Listed below are the maintenance operations performed for the City's on-road pathways.

- Plowing: When there is an accumulation of two inches or more of snow it will be removed within 24 hrs.
- Ice control: apply ice control when ice or snow adheres to the pathway.
- Sweeping: Sweep three times annually, spring, summer and fall, or when safety is of concern.
- Sealing/ Patching: Fill cracks or holes as they occur.

On-Road pathways located on County Roads are maintained by Ramsey County.

Trail Management Program

Since 1999 the Public Works Department has had the responsibility to implement a long term reconstruction and major maintenance program. The Trails Management Program (TMP) is modeled after the Pavement Management Program and consists of: Inspection/Evaluation, Maintenance, Sequential Planning and Financial Planning. The TMP utilizes state of the art pavement tools to help identify and prioritize pathway maintenance and rehabilitation. All of the pathways are broken down into segments that are surveyed approximately every 5 years and actual pavement distresses are measured and entered into a computer database. The measured distresses are used to determine the pavement condition index (PCI). The PCI is a numerical rating between 100, a new pavement, and 0, a completely failed pavement. This methodology was originally developed by the US Army Corps of Engineers and later revised by the Minnesota Local Road Research Board. It has become a standard method to evaluate pavement condition. A computer program that utilizes pavement research findings to predict the degradation of pavement with time then analyzes the pathway data. The rate of degradation has been calibrated to match our actual experience. In addition, the program allows us to model different maintenance strategies to gauge their impact on the overall system and budget. The program is quite flexible and allows us complete discretion in choosing the most appropriate maintenance technique.

The overall PCI of pathways in Roseville is reasonably good, 75 for bituminous and 85 for concrete. This has held steady since 1999 when the TMP was implemented.

Issues

The current pathway system is a good start. But it lacks some important elements that will take it to the next level. These are the types of elements that come with time and public support and demand for a complete network. Developing a master plan is an important initial step in identifying the issues that can provide the City with a complete pathway network. After studying the existing conditions of Roseville and outlining goals for a pathway network the Pathway Advisory Committee defined these issues as most relevant to Roseville.

A) Safety

- Improve transportation facilities for children, senior citizens, people with disabilities, pedestrians, bicyclists, students within school walking areas, all light traffic.
- Design pathway facilities that can provide a safe alternative to the school busing program.
- Encourage the use of traffic calming at intersections and along boulevards especially on the arterial roadways.

B) Connectivity

- Improve the ability to safely travel from one location to the next
- Provide linkages between major destinations
- Extend system to connect to all dead-end pathways
- Develop pathway networks that relate to our neighboring community's pathways
- Overcome barriers that deter pathway use
 - Highway 36, Snelling Avenue, Interstate 35W, arterials
 - Narrow bridge decks and underpasses
 - Poorly defined crosswalks at intersections
 - Intersections designed and engineered for vehicles not young children or senior citizens
 - Traffic lights timed for vehicles not senior citizen and children

C) Regional Links

- Expand pathway opportunities to the larger metropolitan area.
- Create linkages to State trail facilities.
- Utilize existing vehicular corridors to regional parks and pathways.
- Redesign regional corridors to provide for pathway facilities.
-

D) Maintenance

- Increase funding equipment and personnel to maintain a growing pathway network.
- Meet the needs of a demanding public.
- Reconstruct existing facilities that don't meet the current standards (mostly in parks).
- Redefine the pathway management program for maintenance and operations.

E) Aesthetics

- Unify public design elements (i.e. signs, gateways, landscaping, lighting, and parking).

- Establish design criteria for private development (i.e. parking, lockers, and access).

F) Regulation and enforcement

- Develop a consistent and appropriate signage program.
- Expand signage program to include pathways beyond the parks.
- Educate users about pathway etiquette and regulations.
- Inform users through signage of destinations outside of the parks.
- Increase policing of pathway system.
- The emphasis should be on education, with no consequences for violators.

G) Education and Promotion

- Provide programs that are directed at teens and adults, as well as, those for children.
- Provide more programs that teach about safety and etiquette.
- Continue to update the Pathway Map to make it user friendly.
- Make the Pathway Map readily available.
- Create more pathway events like Tour de Roses.
- Inform the local business community about our pathway goals.
- Dispel common public myths about pathways.
- Develop ways to count pathway users.

Policies and Standards

The policies (bold) and standards were developed to guide the City in the development of Roseville's pathway network. They are detailed statements that aid in the resolution of the previously defined pathway issues. The intent of this section is to define the minimum standards for pathway facilities in Roseville. In certain instances it may be necessary to increase the standards in order to provide a safe and efficient facility for the community. *Standards that were left undefined in this document are defined by MNDOT pathway guidelines.*

LOCATION

1. Inventory and acquire rights-of-way that have become available.

- 1.1. Where possible use available rights-of-way first. Use shared rights-of-way second.
- 1.2. Purchase private rights-of-way last.
- 1.3. Sharing pathway rights-of-way with underground utilities will be allowed as long as there is no interference with the function of the pathway.

2. Provide pathway facilities along all roads.

- 2.1. Develop a pathway along all arterial roads where equal alternate parallel routes are not available.
- 2.2. All officially adopted recreational corridors shall have a trail on both sides of the roadway.
- 2.3. Consider sidewalks in primarily residential areas to minimize impacts to property owners.
- 2.4. Develop pathways using the following recommended standards as guidelines. Since there are both Rural and Urban roads in the City, there are two sets of guidelines on the next page

BL = Bicycle Lane; *A portion of a roadway designed for exclusive use by people using bicycles. Bike lanes are distinguished from the portion of the roadway used for motor vehicle traffic by physical barrier or striping and pavement markings. The widths of these lanes vary between 5-10 feet, depending on speed and Average Daily Traffic on the road.*

SL = Shared Lane; *Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. The standard driving lane is to be shared between vehicles and light traffic.*

WOL = Wide Outside Lane; *Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. A widened outside driving lane, 14 feet or greater, is to be shared between vehicles and light traffic.*

T = Trail; *An off-road pathway that is 8- 12 feet wide that is generally shared use, designed for the use of bicycles, in-line skaters and pedestrians.*

SS = Striped Shoulder; *A portion at the edge of a paved road surface that is contiguous with the road surface and separated by striping at least 4 feet wide.*

Urban (curb and gutter) Cross Section Roads Pathway Design Guidelines							
Motor Vehicle ADT (2 lane)		<500	500-1000	1,000- 2,000	2,000- 5,000	5,000- 10,000	>10,000
Motor Vehicle ADT (4 lane)		N/A	N/A	2,000- 4,000	4,000- 10,000	10,000- 20,000	>20,000
Motor Vehicle Speed	25 mph	SL	WOL	WOL	WOL	BL = 5 ft or T = 8 ft	N/A
	30 mph	SL w/ sign	WOL	BL = 5 ft or T = 8 ft	BL = 5 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft
	35-40 mph	WOL	BL = 5 ft	BL = 5 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or SS = 8 ft
	45 mph and greater	BL = 5 ft	BL = 5 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or SS = 8 ft	T or SS = 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, T = Trail, SS = Striped Shoulder							

Rural (shoulder and ditch) Cross Section Roads Pathway Design Guidelines							
Motor Vehicle ADT (2 lane)		<500	500-1000	1,000- 2,000	2,000- 5,000	5,000- 10,000	>10,000
Motor Vehicle ADT (4 lane)		N/A	N/A	2,000- 4,000	4,000- 10,000	10,000- 20,000	>20,000
Motor Vehicle Speed	25 mph	SS = 4 ft or SL	SS = 4 ft or SL	SS = 4 ft or WOL or T = 8 ft	SS = 4 ft or T = 8 ft	SS = 4 ft or T = 8 ft	N/A
	30 mph	SS = 4 ft or SL	SS = 4 ft or WOL	SS = 4 ft or T = 8 ft	SS = 4 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft
	35-40 mph	SS = 4 ft or SL	SS = 4 ft or WOL	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 8 ft or T = 8 ft
	45 mph and greater	SS = 4 ft	SS = 4 ft	SS = 6 ft or T = 8 ft	SS = 8 ft or T = 8 ft	SS = 8 ft or T = 8 ft	T or SS = 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, T = Trail, SS = Striped Shoulder							

3. Develop pathways around every lake, to and in every park and open space.

- 3.1. Pathway development around lakes will be designed to provide, at minimum, views to the lake.
- 3.2. Bodies of water not defined as lakes shall have pathways when they fit into the overall pathways system.
- 3.3. Pathways in parks and open spaces will be developed consistent with their individual park master plans.

4. Provide and designate pathways for winter activities where appropriate.

- 4.1. Cross-country and snowshoe locations will be designated on a separate brochure.
- 4.2. Snowmobiles and other unauthorized motorized vehicles will not be allowed on off-road pathways

5. Develop destination trail loops for exercisers.

- 5.1. Loop pathways will be designated, measured and signed.
- 5.2. Where possible, develop pathway loops that are unbroken by street crossings and other obstructions.

6. Develop a pathways system that is accessible from all areas of the city.

- 6.1. The pathways system will be designed to provide an unobstructed connection no further than 1/4 mile to a pathway from any given property.

CONNECTION

7. Provide a safe network of pathway linkages for pedestrians and cyclists to and between educational facilities, churches, business centers, transit stops, parks and open space.

- 7.1. Business centers shall have pathways connecting to the public pathway network.
- 7.2. Schools shall have off- road connections to the pathways network.
- 7.3. Parks, open space and transit stops shall have a pathway connecting them to the pathways network.
- 7.4. Include school property for possible pathway loops and linkages to the greater pathways network.
- 7.5. Provide public access to school facilities/grounds (i.e. running track)

8. Provide access around/through major obstacles.

- 8.1. Major obstacles include Highway 36, Snelling Avenue and Highway 35W.
- 8.2. When bridge reconstruction takes place, light traffic accommodations shall be integrated into the design.
- 8.3. Connections across major obstacles shall be at controlled intersections or be grade separated.

9. Provide pathway linkages for light traffic to the regional pathway system.

- 9.1. To complete major linkages to the regional pathway system; utilize bridges and tunnels to

overcome major obstacles.

- 9.2. Signage shall be utilized to inform and direct users of regional trail linkages.

10. Provide a pathway system that promotes a sense of community through the connection of neighborhoods.

- 10.1. Utilize existing or purchase new easements to construct pathways between neighborhoods.
- 10.2. Develop a lower hierarchy trail as neighborhood connectors.

11. Provide a pathway system that connects to local and regional commercial sites.

- 11.1. Provide pathway access from neighborhoods to commercial uses for consumers.
- 11.2. Provide connections from neighborhoods to the regional system for commuting cyclists.

IMPLEMENTATION

12. Coordinate planning and design of pathway connections with neighborhood groups, civic organizations, school districts, business districts and other governing agencies.

- 12.1. Share the Pathway Master Plan with representatives of these various groups.
- 12.2. When projects are implemented; representatives for the impacted groups will be consulted before plans are finalized.
- 12.3. Allow for phasing of some pathways to see them through stages of implementation and funding.
- 12.4. Develop landscape standards for enhancing existing pathways and developing new pathways. Low maintenance landscaping should be considered.

13. Consider alternative pathway types, suitable to intended use.

- 13.1. Pathways intended for wheeled uses shall be paved.
- 13.2. Pathways in ecologically sensitive areas shall be designed to minimize their impact.
- 13.3. Pathways intended for winter activities will not have their snow removed.
- 13.4. Non-paved pathways will be utilized to restrict some uses.

14. Pathways shall be designed to avoid user conflicts.

- 14.1. High use areas need separate pathways for separate uses.
- 14.2. In areas of potential or known conflict trails shall be signed for their intended use.
- 14.3. Direction of traffic flow, on high use pathways, will be defined and signed or marked.
- 14.4. Significant space or barriers shall be provided between pathways and conflicting adjacent uses.
- 14.5. Pathways where conflicts with speed occur shall have defined speed advisories that are properly signed.
- 14.6. Pathways shall be designed to provide for adequate visibility based on MNDOT standards for pathway facilities.

15. Develop a consistent palette of design elements.

- 15.1. Design elements shall consist of signage, trail markings, curb cuts, driveway crossings,

medians/dividers, intersections/crosswalks, furniture, lighting, walls, and typical pathway and roadway sections.

- 15.2. Develop a design goal to provide a boulevard between pathways and roadways that provides civic beauty and traffic calming.

16. Establish a formal review process for new and renovated public and private development projects that addresses pedestrian and bicycle issues.

- 16.1. City staff will utilize the City Plan Review Process to ensure consistency with the Pathway Master Plan.
- 16.2. Staff will develop and use a checklist to aid in the plan review process that shall be required to complete prior to plan approval.

17. Pathways shall be part of roadway design and construction.

- 17.1. The City shall consider pathways as part of the transportation system.
- 17.2. The City recognizes that residents adjacent to the pathways may not be the only beneficiaries.

18. Seek ways to encourage businesses to address light traffic issues through the redevelopment of their property.

- 18.1. Provide incentives (low interest loans) for Roseville businesses to redevelop their property with improvements for light traffic.

MAINTENANCE

19. Pathways will be kept in good repair and useable.

- 19.1. During winter, the highest use pathways shall be cleared of snow as close to bare pavement as possible.
- 19.2. During winter, all pathways shall be cleared of enough snow to allow passage.
- 19.3. Pathways will be cleared within 24 hours after a snowfall ends.
- 19.4. All paved pathways shall be swept once during the spring and once during late summer.
- 19.5. Vegetation encroaching in pathway corridor shall be trimmed to allow safe passage according to Mn/DOT standards.
- 19.6. All pathways and their related facilities shall be inspected annually. Inspection data shall be entered into a management system to help guide the maintenance and replacement decisions.

20. Maintenance responsibilities will be assigned based on function and use of the facilities.

- 20.1. The City is responsible for all off-road pathway maintenance.
- 20.2. Residential property owners are encouraged to clear snow from pathways.
- 20.3. Commercial and institutional property owners are responsible to clear snow from adjacent pathways when event is 2 inches or greater.

21. The City will develop and implement maintenance practices that will minimize the burden

on adjoining properties.

- 21.1. City will minimize property damage during pathway maintenance practices.
- 21.2. City will reestablish turf damaged as a result of pathway maintenance.
- 21.3. City will replace or repair mailboxes damaged by snow removal machinery.
- 21.4. No more snow will be deposited on private driveways and sidewalks than would be typically deposited by street snow removal.
- 21.5. City will make efforts to schedule snow removal to minimize double shoveling.

EDUCATION / INFORMATION / REGULATION

22. The City shall regularly update this Plan.

- 22.1. The Pathway Master Plan will be adopted by reference into the City's Comprehensive Plan.
- 22.2. The Plan will be evaluated on a regular basis.

23. Utilize pathway projects to educate the community about the benefits of a well-planned pathways system.

- 23.1. Staff will pursue grants when available to assist in funding the implementation of pathway networks in innovative neighborhoods.
- 23.2. Staff will report successes in pathway projects to the local papers as an educational and promotional practice.
- 23.3. When projects receive public funding, they will be required to develop pathway systems that meet best-value standards in design and construction.
- 23.4. Public pathway systems shall meet the highest of standards in design and construction.

24. Provide proper signage for a safe, user-friendly pathway network.

- 24.1. Signage standards will be taken from the Minnesota Manual for Uniform Traffic Control Devices.
- 24.2. Sign location and placement guidelines will be taken from the MNDOT manual.
- 24.3. Provide pathway network maps at primary locations to better orient users to the Roseville system. Accompanying the map shall be a list of rules for pathway etiquette.

25. Develop regulations for pathway use and enforcement.

- 25.1. Staff will develop pathway regulations to be published and posted to further improve pathway usability.

26. Develop and provide events that promote non-motorized modes of travel.

- 26.1. Add a pathway safety program to the Safety Camp.
- 26.2. Continue to promote Roseville's pathway facilities with events like the Rosefest "Tour de Roses."

27. The City will develop a promotion and education plan.

- 27.1. Provide a "safe biking" class in the Community Education program.
- 27.2. Encourage area cycling shops to support and promote the City's pathway network.

- 27.3. Utilize the OVAL for cycling events both competitive and educational.
- 27.4. Gather and/or develop educational and promotional videos for use at schools, promotional events or local cablecasts.
- 27.5. Collaborate with school officials on ways to educate students on pathway safety and use.
- 27.6. The City will widely circulate pathways plan and maps.
- 27.7. The City will encourage citizen volunteers to aid in pathway maintenance and improvements.
- 27.8. Utilize the City's webpage to educate, inform and promote alternative modes of travel and the Roseville pathway network.

Recommendations

The following recommendations are intended to direct the City to take action in the development of an appropriate and well-guided pathway network for the community's transportation and recreational needs.

- A) Formally adopt by reference the Roseville Pathway Master Plan as part of the City of Roseville's Comprehensive Plan to guide the City in all pathway-related issues.
- B) Support the effort to maintain the City's growing system of pathways through proper funding of equipment, personnel or contracted services. By committing to pathway operations and maintenance, the City is assuring Roseville will have a well-maintained transportation and recreation pathway network for now and into the future.
- C) Support and promote the development of pathway facilities in Roseville through the construction of new facilities through out the City. Recommend a funding program to implement the development of pathway facilities described in this document. Pathway facilities provide not only provide a health benefit for users, they also can reduce congestion, and reduce green house gas emissions.
- D) Development and redevelopment projects shall conform to the Pathway Master Plan goals and policies. Plans shall be reviewed as a part of the design review process to ensure that development and transportation (all modes) work well together.
- E) Review and update the Pathway Master Plan at least every five years to ensure that the plan remains consistent with the community's goals and needs.

Project Prioritization

The purpose of prioritizing projects is so the City can focus on certain projects that have been deemed important. In other words, when a project is ranked as a top priority staff may develop conceptual plans and budget estimates, seek additional funding from outside sources and add them to the development schedule.

Prioritizing pathway projects for development can be a misleading task. Often project ranking becomes somewhat skewed as sometimes lower ranking projects are developed prior to others that have been ranked higher. Often there are other forces that affect the development schedule. For example, local and county street reconstruction; if a street corridor is designated to have a pathway and that street is proposed for reconstruction then that project would move up because the opportunity has presented itself. Likewise, if a number of projects have been submitted for external funding and a lower ranked project is approved, it too would move up on the list. The table on the following page shows the priority projects selected by the Advisory Committee and their subsequent average scores using the criteria ranking methodology defined below.

Project Ranking

The following criteria are used by the Advisory Committee to determine priority recommendations. The Committee was asked to place a value from 0-5 on each criterion based on the policies and standards and their understanding of the community's needs. Then they were asked to evaluate projects by weighing each criterion for that specific project. The end result was a ranking that in turn prioritized the projects. Listed below are the criteria used to rank projects and a brief explanation of each.

Ranking Criteria

A. Connects multiple destinations.

The pathway provides convenient access to businesses, schools, churches, work, parks and a variety of other community amenities and destinations.

B. Connects to regional system.

The pathway provides linkage to the larger network of pathways that extend beyond Roseville.

C. Connects to Transit

Connects bus stops, transit hubs, or provides a connection to other transit amenities.

D. Provides a Safe Route to School

The pathway provides a safe connection from neighborhoods to schools throughout Roseville and adjacent communities.

E. Creates a convenient and safe commuter connection

The pathway provides a continuous and safe on-road connection from neighborhoods towards places of business, including St. Paul and Minneapolis.

F. Creates a positive recreational experience.

The pathway corridor has few stops and is scenic, attractive or appealing.

G. Eliminates a safety concern.

The pathway provides an alternative or improvement for children, seniors, wheel chair bound, bicyclist, walkers, joggers, in-line skaters, cross-country skiers, parents with strollers mitigating existing unsafe conditions. The corridor has shown that current users are putting themselves in unsafe or undesirable situations by traveling under current conditions.

H. Volume of usage.

The pathway corridor has shown a consistent need for facility development based on proximity to significant land uses such as an educational facility, park or business center.

I. Adjoining property compatibility.

Pathway can be constructed without major costs associated with its location or without detriment to the abutting landowners. Things such as; topography, right-of-way width, driveways, land use, anticipated use can all influence the impact a pathway project may have on adjoining properties.

J. Fills a void in pathway network.

The pathway eliminates a barrier or shortcoming in the pathway network that may inhibit bicycle or pedestrian travel. A “void” is a missing segment in a continuous pathway.

This table is an example of how a typical project may have been ranked.

Project Name: Sample Project				
	Criteria	Weight 1-5	Score 0-5	Weighted Score
A	Connects multiple destinations	4	4	16
B	Connects to regional system	4	3	12
C	Connects to transit	3	2	6
D	Provides a Safe Route to School	5	5	25
E	Creates a convenient and safe commuter route	3	1	3
F	Creates a positive recreational experience	3	1	3
G	Eliminates a safety concern	5	5	25
H	Volume of usage	2	5	10
I	Adjoining property compatibility	1	3	3
J	Fills a void in pathway network	4	5	20
				123

Detailed Description of Priority Projects

	Project Name	Description
1	County Road D	Develop pathway facilities, both on and off road between Cleveland and Fairview Avenue.
2	County Road C-2 West of Snelling	Develop both on and off road pathways within the County Road C-2 alignment from the west City Boundary to Snelling Avenue. This corridor would include a grade separated crossing of 35W.
3	County Road C-2 East of Snelling	Develop both on and off road pathways within the County Road C-2 alignment from the Snelling Avenue to Victoria St.
4	County Road C	Construct an on-road bicycle facility from Lexington Avenue to Rice Street.
5	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.
6	County Road B-2	Develop sidewalk from Lexington Avenue to Rice Street.
7	County Road B	An off-road trail will provide connection from Highway 280 to Cleveland Avenue.
8	Roselawn Avenue	Develop both on road and off-road pathways from TH 280 to Lexington Avenue.
9	Larpenteur Avenue	An off-road trail from Reservoir Woods to Galtier Street.
10	Cleveland Avenue	Develop pathway, both on and off road, between County Road C and County Road D.
11	Fairview Avenue (north of B-2)	Development of both on-road and off-road pathways between County Road B-2 and County Road D.
12	Fairview Avenue (south of B-2)	Development of both on-road and off-road pathways between Roselawn Avenue and County Road B-2.
13	TH 51 connection to Old Snelling (Arden Hills)	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses.
14	Hamline Avenue	An off-road trail from County Road B-2 to TH 51 (Snelling).
15	Lexington Avenue	Develop an off-road trail on the east side of Lexington Avenue from Larpenteur Avenue north through the City connecting to Shoreview's pathway system.
16	Victoria Street (north of C)	Develop an on- road and off-road pathway from County Road C to County Road D.
17	Victoria Street (B to C)	Develop an on- road and off-road pathway from County Road B to County Road C.
18	Victoria Street (south of B)	Develop an on- road and off-road pathway from Larpenteur Ave to County Road B

	Project Name	Description
19	Dale Street North	The construction of an off-street trail from S. Owasso Blvd to County Road C.
20	Dale Street South	The construction of an off-street trail from Reservoir Woods Park to Larpenteur Avenue.
21	Rice Street	Develop an on- road and off-road pathway from Larpenteur to the north City boundary. .
22	Brenner to Langton Connection	Develop a pathway connection between Brenner Ave and Langton Lake Park.
23	Langton Lake Loop	Develop a pathway that goes around all of Langton Lake.
24	Twin Lakes Redevelopment Area Connections	Develop pathway facilities, both on and off road, as a part of public street infrastructure project within Twin Lakes Redevelopment area (between Fairview and Cleveland). Provide connection from the redevelopment area into Langton Lake Park.
25	NE Diagonal RR Connection (Walnut to Co Rd C)	Develop a trail connection between Cleveland Avenue and Walnut Street along County Road C or along the Railroad right- of- way south of County Road C.
26	Rosedale to HarMar Connection	A light traffic overhead bridge structure across Highway 36 and pathway connection between Rosedale and Har Mar Mall.
27	Heinel Drive Connection	Develop a pathway connection between S. Owasso Blvd and County Road C along Heinel Drive
28	Judith to Iona Connection	Develop a pathway connection between Judith Ave and Iona Lane.
29	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.
30	Villa Park Connections	Develop a pathway connection from Shryer Ave and from Ryan Ave into Villa Park
31	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2.
32	Eustis to St. Croix Connection	Develop a pathway connection between Eustis Street and St. Croix Street.
33	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.
34	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir Woods Park.

Pathway Project Ranking Results For locations see Exhibit 5 (Total possible points)		RANKING CRITERIA										SCORE
		A	B	C	D	E	F	G	H	I	J	
		20	20	15	25	15	15	25	10	5	20	
SCORE WEIGHT		4	4	3	5	3	3	5	2	1	4	
21	Rice St	19.00	19.00	12.00	20.00	13.50	7.50	21.25	9.00	2.75	17.00	141.00
6	County Road B2	19.00	13.00	10.50	25.00	12.75	8.25	23.75	8.50	3.00	17.00	140.75
12	Fairview Ave (South of B2)	16.00	14.00	13.50	18.75	12.00	9.00	21.25	7.50	3.00	18.00	133.00
7	County Road B	19.00	13.00	12.75	21.25	12.00	7.50	21.25	8.00	2.25	13.00	130.00
17	Victoria St (B to C)	14.00	11.00	10.50	17.50	12.75	13.50	23.75	8.00	3.25	15.00	129.25
4	County Road C	17.00	14.00	11.25	15.00	12.00	8.25	21.25	8.50	3.75	17.00	128.00
18	Victoria St (South of B)	15.00	15.00	9.75	13.75	12.75	13.50	18.75	8.00	3.00	15.00	124.50
16	Victoria St (North of C)	13.00	15.00	9.00	18.75	11.25	12.00	21.25	7.50	3.00	13.00	123.75
15	Lexington Ave	18.00	17.00	10.50	20.00	12.75	10.50	13.75	8.00	3.00	7.00	120.50
11	Fairview Ave (North of B2)	17.00	15.00	12.75	10.00	11.25	6.75	22.50	7.00	3.25	13.00	118.50
5	County Road C Sidewalk	17.00	12.00	11.25	15.00	9.75	10.50	21.25	6.50	3.00	11.25	117.50
26	Rosedale to HarMar Connection	17.00	11.00	13.50	7.50	10.50	3.75	23.75	7.00	3.50	17.00	114.50
8	Roselawn Ave	15.00	14.00	10.50	11.25	10.50	9.75	17.50	6.50	3.00	12.00	110.00
25	NE Diagonal RR Connection (Walnut to Co Rd C)	14.00	16.00	10.50	3.75	14.25	6.75	18.75	6.50	3.50	16.00	110.00
20	Dale St South of Reservoir Woods	10.67	10.67	9.00	13.33	11.00	9.00	23.33	7.33	2.00	13.33	109.67
13	TH 51 connection to Old Snelling (Arden Hills)	15.00	14.00	4.50	11.25	9.00	11.25	18.75	6.00	4.25	10.00	104.00
14	Hamline Ave	12.25	15.00	6.75	16.25	8.25	9.00	16.25	6.00	3.50	9.00	102.25
31	Millwood to County Road C2 Link	10.00	8.00	3.75	18.75	8.25	12.00	16.25	5.50	4.00	12.00	98.50
34	Alta Vista Drive	10.00	11.00	8.25	6.25	7.50	12.75	16.25	6.00	3.25	13.00	94.25
1	County Road D	12.75	10.00	9.00	5.00	9.00	6.75	20.00	5.00	3.25	13.00	93.75
10	Cleveland Ave	14.00	13.00	6.75	3.75	9.75	8.25	16.25	5.00	4.00	12.00	92.75
9	Larpenteur Ave	11.00	7.00	7.50	5.00	6.00	13.00	18.75	4.50	4.75	15.00	92.50
33	Cohansey St to HANC Connection	9.75	8.00	3.75	20.00	4.50	12.75	12.50	5.00	3.25	10.00	89.50
30	Villa Park Connections	12.00	9.00	3.75	10.00	6.00	15.00	12.50	4.00	3.50	13.00	88.75
2	County Road C2 (W of Snelling)	12.00	11.00	3.75	2.50	9.75	10.50	20.00	4.00	2.50	11.00	87.00
3	County Road C2 (E of Snelling)	12.00	7.00	5.25	3.75	9.75	10.50	16.25	4.00	3.50	14.00	86.00
29	Lovell to Minnesota Connection	6.00	6.00	3.75	21.25	5.25	6.75	12.50	4.50	3.25	11.00	80.25
27	Heinel Drive Connection	9.00	8.00	4.50	6.25	3.75	12.75	11.50	5.00	2.75	12.00	75.50
19	Dale St North of Co Rd C	7.00	6.00	8.25	6.25	6.00	10.50	11.25	4.50	4.00	10.00	73.75
28	Judith to Iona Connection	9.00	8.00	3.75	7.50	5.25	12.00	10.00	3.50	2.75	11.00	72.75
23	Langton Lake Loop	9.00	6.00	3.00	3.75	3.00	15.00	7.50	6.50	3.75	15.00	72.50
22	Brenner to Langton Connection	8.00	6.00	3.75	3.75	3.00	11.50	7.50	2.50	4.50	11.00	61.50
24	Twin Lakes Redevelopment Area Connections	9.00	4.00	4.50	3.75	6.75	6.00	8.75	3.50	2.50	8.00	56.75
32	Eustis to St Croix Connection	6.00	4.00	3.00	5.00	3.75	7.50	7.50	2.50	2.75	7.00	49.00

Appendices

Definitions

AVERAGE DAILY TRAFFIC (ADT) - The average of 24 hour traffic counts collected over a number of days greater than one, but less than a year.

ARTERIAL - As defined in the Roseville Comprehensive Plan including both Arterials and Minor Arterials.

BICYCLE - Bicycle means every device propelled solely by human power on which any human may ride, having two tandem wheels except scooters and similar devices, and including any device generally recognized as a bicycle though equipped with two front or rear wheels. (MN 169.01 Subd.51) (Considered a vehicle by MN Statute 169.01 Subd.2, MN 169.222 Subd.1)

BICYCLE LANE (BIKE LANE) - Bicycle Lane means a portion of a roadway or shoulder designed for exclusive use by people using bicycles. Bicycle lanes are to be distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by physical barrier, striping, marking, or other similar device. (MN 169.01 Subd. 70)

BICYCLE NETWORK - A continuous system of pathways and roadways in a region or municipality.

BICYCLE PATH (BIKE PATH OR OFF-ROAD BIKEWAY) - Bicycle Path means a bicycle facility designed for exclusive or preferential use by people using bicycles and constructed or developed separately from the roadway or shoulder. (MN 169.01 Subd. 9)

BIKE ROUTE - A shared right of way located on roadways designated with appropriate signage to encourage bicycle use. (MN 169.01 Subd. 62)

BIKEWAY - Bikeway means a bicycle lane, bicycle path, or bicycle route, regardless of whether it is designed for the exclusive use of bicycles or is to be shared with other transportation modes. (MN 169.01 Subd. 72)

BUSINESS CENTER - Area with a concentration of retail, food and/or service businesses including Rosedale, HarMar, Rosedale Square, Lexington and Larpenteur corner, Rice and Larpenteur corner and their surrounding areas.

COMMUTER BICYCLIST – A person who engages in cycling for utility purposes; travelling to work, school or for other utilitarian reasons.

CROSSWALK – A Crosswalk is that portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface. (MN 169.01 Subd.37)

FOOT PATH - Wood chip trails, ag-lime trails, turf trails and boardwalks are not considered part of the pathway

network because they are exclusive to parks. This document is not about park pathways. They are mentioned for inventory purposes only.

GRADE SEPARATED – A Grade separated pathway is one that passes over or under a road or highway. This can be achieved either by providing a pathway tunnel, a pathway bridge, or providing pathway accommodations alongside a road that passes under or over a road or highway.

LIGHT TRAFFIC - Pedestrians, bicyclists, in-line skaters and other types of non-motorized traffic.

PEDESTRIAN – A Pedestrian is any person afoot or in a wheelchair (both motorized and non-motorized). It can also mean a young child on a tricycle or small bike.

RECREATIONAL BICYCLIST – A person who engages in cycling for entertainment or fitness purposes.

RECREATIONAL CORRIDORS – High use corridors intended to link recreational facilities in Roseville and the adjacent communities. There are Lexington Avenue, Dale Street, Victoria Street, County Road C, B and B2.

RIGHT OF WAY - a general term denoting land, property, or interest therein, usually a strip, acquired for or devoted to transportation purposes. “Right-of-way” means the privilege or immediate use of the highway. (MN 169.01 Subd. 45)

ROADWAY – Roadway means that a portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk or shoulder. In the event a highway includes two or more separate roadways, the term roadway as used herein shall refer to any such roadway separately, but not to all such roadways collectively. (MN 169.01 Subd. 31)

RURAL ROAD – A road that does not have curb and gutter and usually has a shoulder, with storm sewer provided by ditches and culverts.

SHARED LANE - Low traffic roads that have no additional space provided for light traffic but that can be shared between automobiles and light traffic because of low traffic volumes. Shared lanes are not designated as pathways although they do provide good access routes to other pathways.

STRIPED SHOULDER – Shoulder means that part of a highway which is contiguous to the regularly traveled portion of the highway and is on the same level as the highway. These are at least 4 feet wide. (MN 169.01 Subd. 33)

SIDEWALK – Sidewalk, usually within the road right of way, generally 4-6 feet wide and running parallel to the road, intended for use by pedestrians. (MN 169.01 Subd. 33)

STREET OR HIGHWAY – Street or highway means the entire width between boundary lines of any way or place when any part thereof is open to the use of the public, as a matter of right, for the purpose of vehicular travel. (MN 169.01 Subd. 29)

TRAFFIC CALMING - Physical and other measures used on a street or highway to reduce the dominance and speed of motor vehicles.

TRAILS MANAGEMENT PROGRAM (TMP) - Program developed to provide the community of Roseville with a network of pathways based on the Pathways Master Plan, including construction/implementation and maintenance/management components.

TRAIL - An off-road pathway that is generally 8-12 feet wide. These pathways are multiuse designed for the preferential or exclusive use of bicycles, in-line skaters and pedestrians. Usually constructed of bituminous pavement.

UTILITARIAN – Pathway use pursued for a non- recreational purpose. (i.e. walking to the store to get milk, biking to the library for a book)

URBAN ROAD – A road that has curb and gutter, with storm sewer provided by catch basins.

VEHICLE – Vehicle means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices used exclusively upon stationary rails or tracks. (MN 169.01 Subd. 2)

WIDE OUTSIDE LANE - Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. A widened outside driving lane, 14 feet or greater, is to be shared between vehicles and light traffic.

1997 Pathway Master Plan Committee

As a follow-up to Vista 2000, on September 11, 1995 the Council appointed a volunteer advisory committee to work with staff to develop a comprehensive pathway master plan.

The Council determined the Committee membership to be as follows:

- 1 City Council Member
- 1 Planning Commission Member
- 1 Parks and Recreation Commission Member
- 1 VISTA 2000 - Leisure Committee Member
- 1 VISTA 2000 - Transportation Member
- 8 At large Members

Information regarding the application process was sent to all VISTA 2000 members (52), Planning Commission applicants from the last appointment (11), and a list of individuals provided by the Parks and Recreation Office (10). Information was also advertised in the Roseville Review, Roseville Focus and on Cable Channel 16.

Applications were received from seventeen citizens. On November 1, 1995 the Council interviewed the applicants. The Parks and Recreation Commission and the Planning Commission recommended members from their Commissions to serve on the Committee. The Council appointed the following individuals to the City of Roseville Pathways Advisory Committee:

Original Committee Members	
Kelley Casey – Chair(Parks & Recreation Commission liaison))	Irene Bussjaeger - VISTA 2000 Leisure Committee
Hugh Faville - Vice Chair	Dean Maschka - City Council liaison
Ron Bole - Secretary	John Rhody - Planning Commission liaison
Steve Bauer	Harry Wernecke - VISTA 2000 Transportation Member
Ann Berry	Jan Vanderwall - School District liaison
Eunice Haagenstad	Randy Neprash
Joanne Chabot	Todd Rehnmann
City Staff	
Bob Bierscheid - Parks and Recreation Director	Karl Keel - Public Works Director
Chuck Stifter - Park Project Coordinator	

1997 Planning Process

The process for the development of this document was for the Pathways Advisory Committee to define Roseville's pathway needs and develop a document of policies and standards to be used as guidelines by the City to meet those needs. City staff's role was to provide support and guidance in preparing meetings, gathering information, answering questions and otherwise assisting the Committee as needed. Many steps were taken during the development process in preparation of this document including the identification, analysis, discussion and recommendation of many pathway and light traffic transportation issues and elements.

- 1) Background
 - Reviewed community issues, demographics, pathway history and current system inventory and operations
- 2) Analysis
 - Studied master plans from other communities
 - Pathway plans studied:
 - a. Davis, California - Bikeway Plan
 - b. Duluth / Superior - Metropolitan Bikeways Plan
 - c. City of Hutchinson - Light Traffic Project Action Plan
 - d. La Crosse Area - Bicycle and Pedestrian Plan Element
 - e. City of Lakeville - Comprehensive Trails System Plan
 - f. Livingston County - Greenway Initiative
 - g. City of Madison, WI - A Bicycle Transportation Plan
 - Reviewed guidelines from federal and state agencies
 - a. Guide For The Development of Bicycle Facilities by American Association of State Highway and Transportation Officials (AASHTO)
 - b. Minnesota Bicycle Transportation Planning and Design Guidelines by the Minnesota Department of Transportation. (MNDOT)
- 3) Development
 - Developed general policy statements for each category
 - a. Location
 - b. Connection
 - c. Implementation
 - d. Maintenance
 - Education / Information / Regulation
 - Developed specific standards further defining the policies
 - Developed pathway network layout
 - Developed criteria for project prioritization
 - Prioritized pathway projects
 - Compiled information into document

Exhibit 1: Existing Land Use Map

Exhibit 2: Roadway Jurisdiction Map

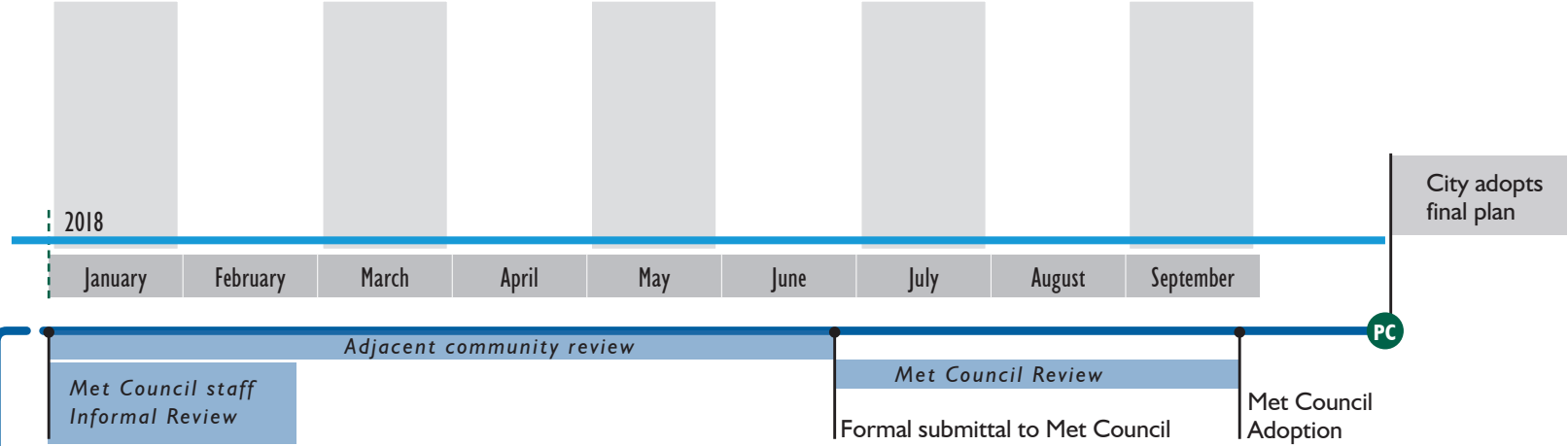
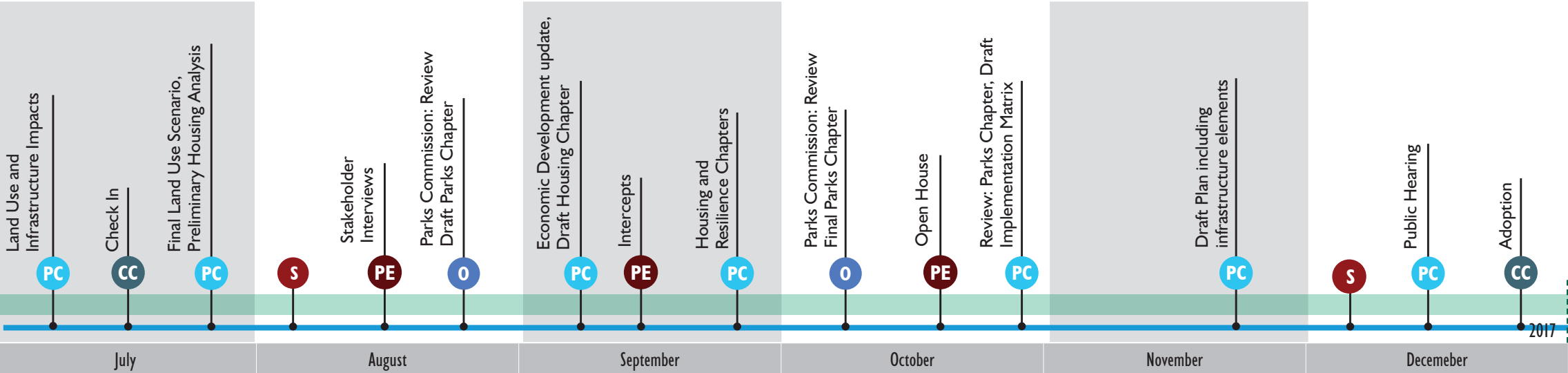
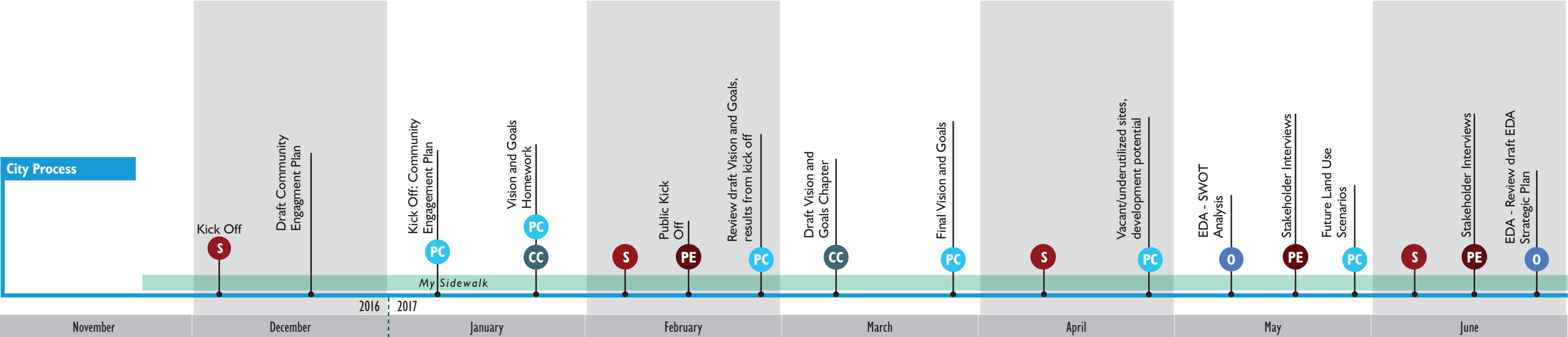
Exhibit 3: Bus Route Map

Exhibit 4: City Pathway Map

Exhibit 5: Pathway Master Plan Map

Roseville Comprehensive Plan Schedule

City Process



Met Council Process

Key to Meeting Symbols

- PC - Planning Commission
- CC - City Council
- O - Other Commissions
- A - Interagency
- S - Staff
- PE - Public Engagement

- Last Updated: 1/4/17

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2017

Item No: 7

Item Description: Stormwater Management Standards: Parking Lots

Background:

The City of Roseville has developed specific requirements that apply to development and redevelopment projects. These standards are intended to help achieve the water resource goals of the City's Comprehensive Surface Water Management Plan (CSWMP) and help the City maintain compliance with the National Pollutant Discharge Elimination System (NPDES) municipal permit program. These standards highlight important aspects of the requirements for storm water quality, discharge rate and volume control, erosion control, and illicit discharge.

To accomplish the goals of the CSWMP, it is important that the City have consistent approaches to evaluating proposed development and redevelopment projects. Currently the City has a different requirement for when a permit is needed for parking lot pavement projects than the watershed districts. There is also some area for interpretation within our requirement of when a permit is required.

As language within the Stormwater Management Standards is revisited, staff would also like to take the time to have a discussion and get feedback about how parking lot projects are viewed going forward.

Parking lots within the City produce a large amount of stormwater and contribute to local flooding, general drainage, and water quality problems. General drainage issues arise from the City's storm sewer network being undersized for the stormwater created during rain events. When parking lots are resurfaced (all pavement removed and replaced), different stormwater bmp's could be installed to positively affect the problems listed above. However these BMP's will have to be paid for and maintained by the City, the private entity, or a combination of the two.

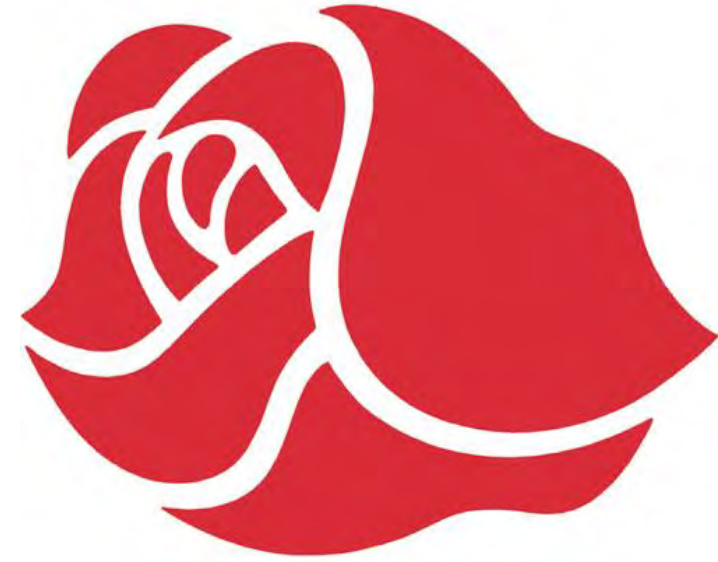
Staff prepared a presentation to highlight the goals, problems within the City in regards to drainage, and different scenarios that our Stormwater Management Standards could be adapted to (with pro's and con's for each).

Recommended Action:

Receive presentation and provide feedback.

Attachments:

- A. PDF of the PowerPoint that will be presented at the meeting.



Stormwater Management: Parking Lots

PUBLIC WORKS ENVIRONMENT & TRANSPORTATION
COMMITTEE

JANUARY 24, 2017

Overview

- Goal
- Policy
- Flooding/Drainage Example
- Options
- Next Steps
- Questions

Goal

➤ Provide clarification to existing policy for stormwater management standards in the City for parking lots.

or

➤ Revise the existing policy to aid in reducing localized flooding issues, drainage issues, and improving local water resources by requiring stormwater treatment when parking lots are resurfaced.

City Policy

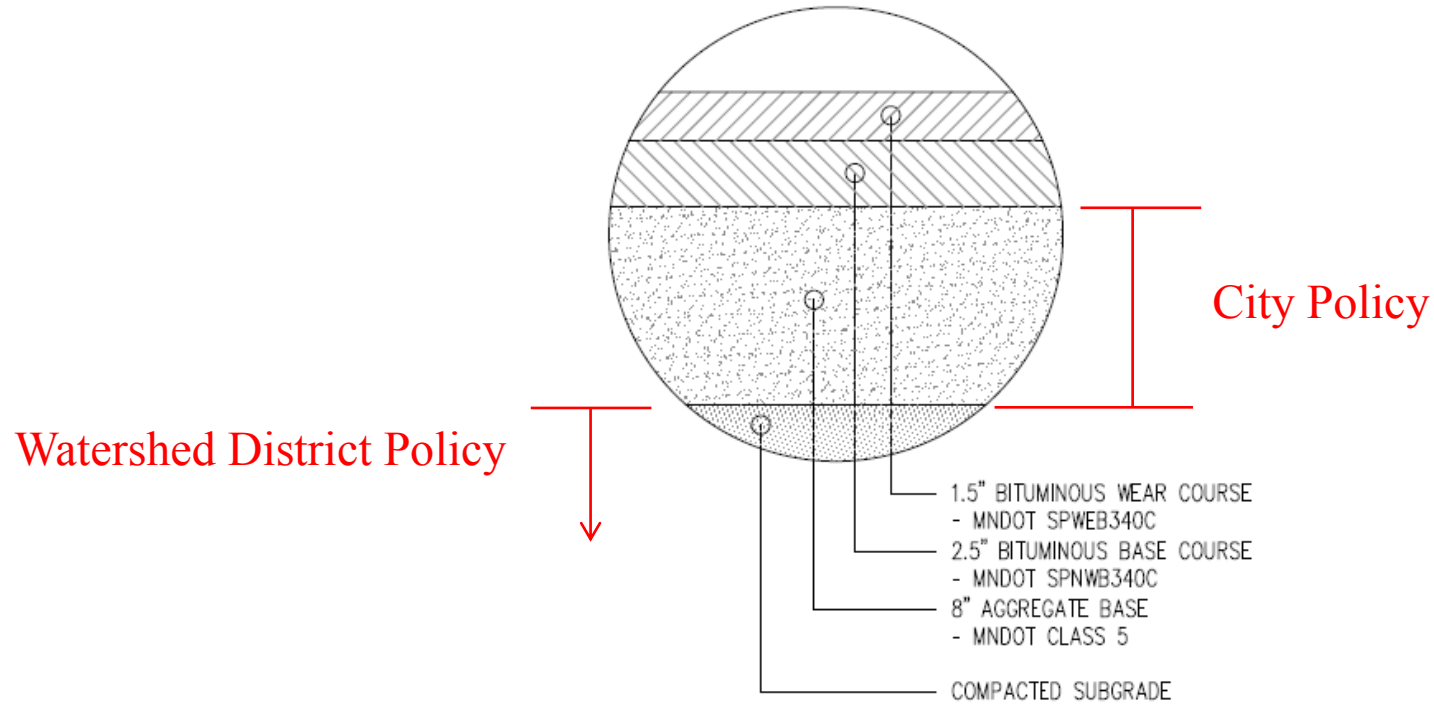
- Stormwater Management Standards:
 - Projects conducting mill and overlay or other surface pavement treatments, where **aggregate base is left undisturbed**, on existing impervious areas are exempt from the City's water quality treatment and rate control requirements. However, requirements must be met if the project impacts the base and/or sub-base materials for 21,780 square feet or more of disturbed area.

Land Disturbance

(RWMWD Rule Definition)

Land Disturbance. Any activity on property that results in a change or alteration in the existing ground cover (both vegetative and non-vegetative) and/or the existing soil topography. Land disturbing activities include, but are not limited to, development, redevelopment, demolition, construction, reconstruction, clearing, grading, filling, stockpiling, excavation and borrow pits. Routine vegetation management and *road milling/overlay activities that do not alter the soil material beneath the road base shall not be considered land disturbance.* In addition, in-kind catch basin and pipe repair/replacement done in conjunction with a mill/overlay project shall not be considered land disturbance.

Pavement Section

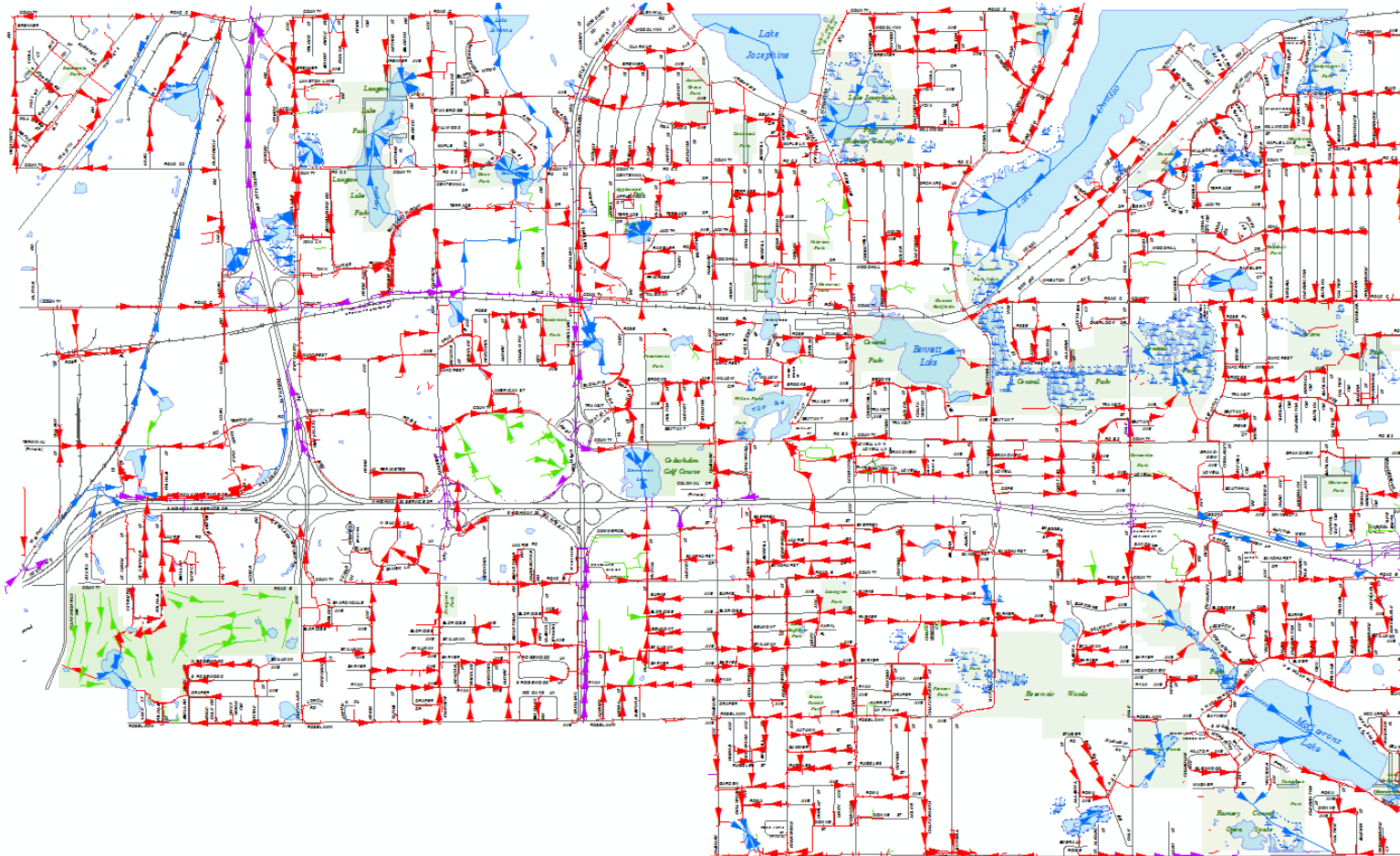


NOTE: PAVEMENT SECTION MAY BE REVISED IN ACCORDANCE WITH THE
GEOTECHNICAL REPORT AND RECOMMENDATIONS

PAVEMENT SECTION

NO SCALE

City Storm Sewer

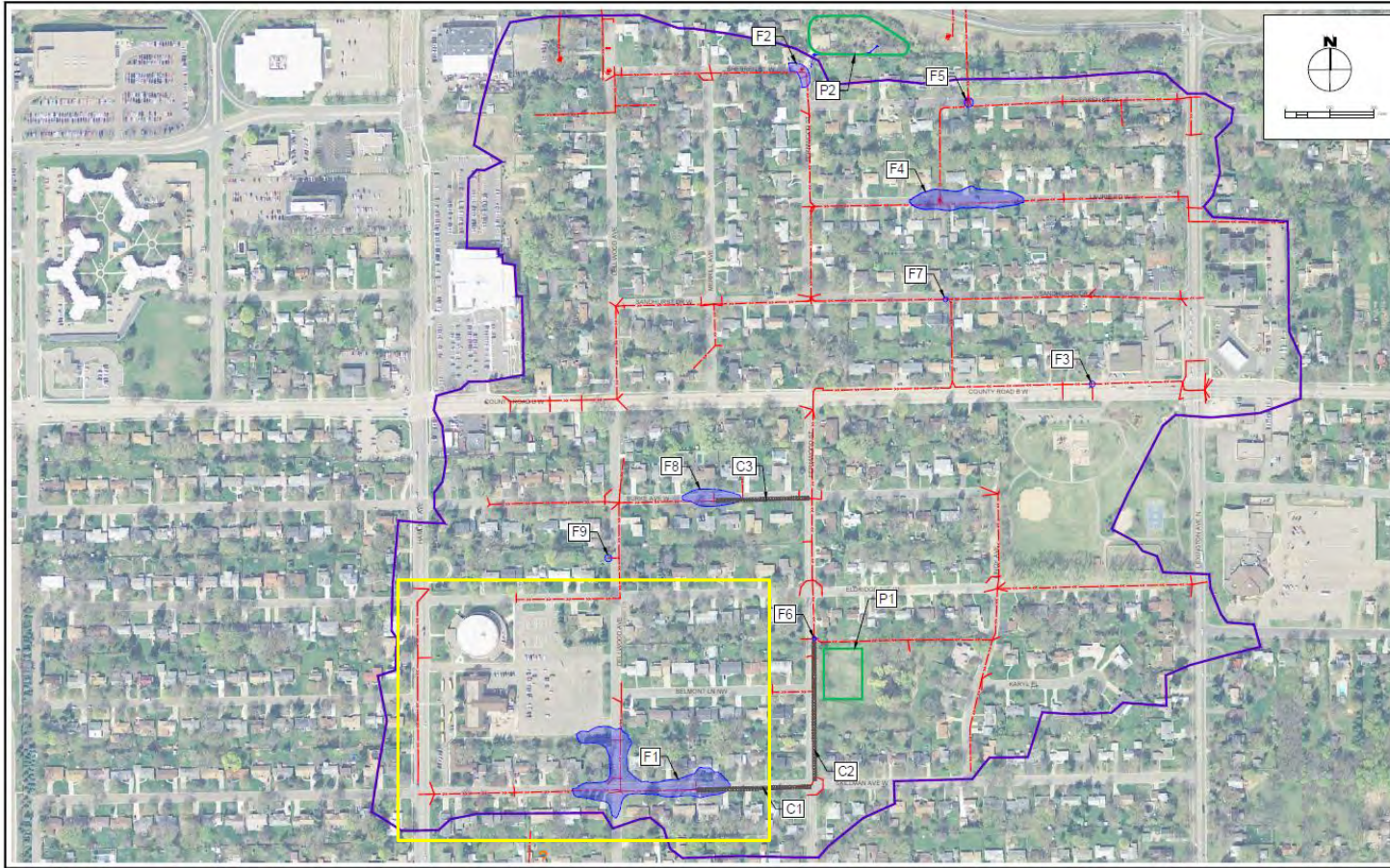


City size = 13.82 Sq-Mi
127 miles of storm sewer

Original Storm Sewer
designed for 20% probability
storm (5 year storm 3.52
inches in 24 hours)

Current design standards are
for the 10% probability storm
(10 year 4.2 inches in 24
hours)

Local Flooding Issues



Blue shapes (F1-F9) depict flooding areas produced during the 10% probability storm due to undersized storm sewer to handle current drainage.

Local Flooding Issues



2.5 AC Parking Lot
1" rainfall produces ~8,500 CF
(~63,000 gallons) of runoff

Local Flooding Issues



2.5 AC Parking Lot
1" rainfall produces ~8,500 CF

City underground project average cost
= \$15/CF

Opinion of parking lot cost = \$9/SF
(\$936,000)

Potential increased cost to parking lot
project = \$127,500 + on annual
maintenance

Stormwater Impact Fund = \$22.50/CF
(\$191,250)

Option 1

1a: No Change

1b: No Policy Change but add clarification

Pros:

- No change to policies or procedures

Cons:

- Miss opportunity to reduce localized flooding
- Miss opportunity for drainage improvement
- Miss opportunity for water quality improvement
- Potentially more difficult for staff to determine when a permit is required in the field

Option 2

Require treatment when parking lot base material is exposed
(through BMP installation, or payment into Stormwater Impact Fund)

Pros:

- Reduction in localized flooding
- Improvement to drainage
- Water quality improvement
- Easy for City staff to identify when a permit is required when in the field

Cons:

- Additional plan review, staff inspections and oversight
- Additional permits and cost for property owner
- Additional maintenance for owner
- Additional project follow up by City

Option 3

Provide City support for stormwater BMP's: Designs, Financial, etc
(whether or not stormwater requirement is needed)

Pros:

- Reduction in localized flooding
- Improvement to drainage
- Water quality improvement

Cons:

- Additional plan review, staff inspections and oversight
- Additional permits and cost for property owner and/or City
- Additional maintenance for owner and/or City
- Additional project follow up by City

Additional Talking Points

1. Only apply in special designated zones within the City
 - a) Flooding or drainage areas
 - i. Modeled or known historic drainage problems
 - b) Water resources (TMDL, PCA impairment, etc).
2. Parking lots with defined minimum size
3. Project Cost cap or Cost/SF cap

Next Steps

➤ Staff

- Tonight: Receive comments and input.
- Incorporate comments/input into Stormwater Management Standards
- Bring back to PWETC and/or Council at a future date

Questions

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 24, 2017

Item No: 8

Item Description: Look Ahead Agenda Items/ Next Meeting February 28, 2017

Suggested Items:

- Eureka Recycling 2016 Annual Report
- Surface Water Management Plan Update
- TIF District: When are TIF Districts established and why? What is current balance of existing TIF Districts?

Look ahead:

March: Metro Transit

April:

May: MS4 Update

Recommended Action:

Set preliminary agenda items for the February 28, 2017 Public Works, Environment & Transportation Commission meeting.