City of Roseville Complete Streets Policy – 5/6/19

1.0 Introduction

The City of Roseville Complete Streets Policy seeks to create a framework for incorporating the principles of Complete Streets into the core elements of road design and implementation processes. The philosophy of Complete Streets is to maximize the benefits of all aspects of the transportation system for all users by developing a network of roadways and streets that are safe and accessible to pedestrians, bicyclists, transit riders, and motorists. Complete Streets seeks to increase safety, support economic development, enhance quality of life, reduce stress on the environment, and promote public health, to ensure that the transportation system in Roseville contributes to a successful and vibrant community.

By connecting multiple facets of transportation planning into one comprehensive process, the Complete Streets Policy will support and reaffirm the goals and strategies of the City's 2040 Comprehensive Plan, Pathway Master Plan, and Capital Improvement Plan, as well as compliment Roseville's progress in the GreenStep Cities Program. The City's participation in the Transportation Policy Plan and Regional Bicycle Transportation Network developed by the Metropolitan Council are also strengthened by this policy.

2.0 Vision

Roseville's transportation system is robust and complex, providing facilities for vehicles, freight, walking, bicycling, and transit, and prioritizing connectivity between essential community hubs such as neighborhoods, schools, shopping centers, and parks.

All modes of transportation are equally safe and accessible, facilitating the mobility of all community members and especially vulnerable populations.

Roseville's streets enhance neighborhood character, encourage human interaction and physical activity, and facilitate engagement in the community and local commerce.

City policies and transportation projects incorporate principles of sustainability and environmental stewardship, reflecting the value of natural spaces and clean air and water for the community.

3.0 Purpose

The Complete Streets Policy establishes practices that will provide safe, convenient linkages between residential areas and commercial, institutional, and recreational areas within the city. It will create a sustainable transportation network by encouraging more efficient use of existing roadways and limiting the need for future roadway expansion. Transportation projects completed using this framework will accommodate both the existing and projected demand for automobile capacity to reduce roadway congestion and increase safety for drivers, pedestrians, and cyclists. The policy also encourages the use of non-motorized transportation through the development of a high quality network of both off-road and on-road pathways to ensure that bicycle and pedestrian routes are safe, efficient, and attractive. Guidelines are established for coordinating transportation decisions and planning efforts with other institutions and government entities.

4.0 Policy

4.1 The City will design, operate, and maintain a transportation system that provides a connected network of streets, paths, and other facilities to accommodate all modes of travel and enhance safety, access, and convenience for pedestrians, bikers, motorists, and transit users.

4.2 The City will work with developers to construct sidewalks and trails within developments and implement pedestrian and bicycle connections in areas where the roadway network does not connect.

4.3 The City will prioritize projects that fill gaps in the existing pathway and roadway network and enhance the connectivity of essential corridors between residential areas and commercial, institutional, and recreational areas within the city.

4.4 New construction, re-construction and retrofit projects will seek to improve safety conditions and the comfort and convenience of non-motorized modes of travel through intersection design, streetscape improvements, and other design considerations.

4.5 Environmental corridors and wildlife movement will be analyzed and considered during project design along with the impacts to existing trees and landscaping. The use of native plants and vegetation in medians, right-of-ways, and along roadsides and sidewalks for both aesthetic purposes and ecosystem functionality will be considered throughout the planning and design process whenever it is appropriate to the context of the project.

4.6 Transportation projects, including new construction, reconstruction, and retrofit projects, will consider stormwater management and the effect of roadways on local rivers, lakes, groundwater, and watershed districts to reduce pollution and stress on the natural water bodies.

4.7 The City will continue its support of the Regional Bicycle Transportation Network and consider projects that will establish an integrated network of on-street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level.

4.8 The City will utilize the Ramsey County-Wide Pedestrian & Bicycle Plan to coordinate the Connected Ramsey Communities Network with surrounding cities, developing a series of corridors that represent long-distance bikeways.

4.9 Context-sensitive design principles will be followed to ensure that projects accommodate the unique characteristics of each individual road, path, or trail. In particular, the City will:

- Be mindful of existing surrounding land use;
- Seek input from community and stakeholders;
- Consider the preservation and protection of natural features;
- Prioritize projects that provide access to community destinations;
- Consider the number of daily users of all transportation modes.

5.0 Implementation

5.1 The City will identify streets that fall below standards of safety and accessibility to pedestrians, transit, and bikers, and prioritize improvements when possible.

5.2 Elements of Complete Streets will be implemented over time in new projects and improvements or reconstruction of existing roads. This process will include revising manuals and practices, developing network plans, identifying goals, and tracking safety and accessibility measures.

5.3 Construction and reconstruction projects will be reviewed by City Planning Office and Public Works department to incorporate the appropriate Complete Streets features.

5.4 The City will maintain an inventory of pedestrian and bicycling facility infrastructure, integrated with the Capital Improvement Plan, and will pursue projects to fill gaps in sidewalk and trail networks.

5.5 When evaluating projects to fill gaps in sidewalk and bicycle path networks, the City may consider exempting the addition ofpedestrian, bicycling, and/or transit facilities to existing roads if:

- There is insufficient space to accommodate new facilities.
- There are significant safety risks.
- The project only requires ordinary maintenance activities tokeep the asset in serviceable condition.
- Construction is deemed not practically feasible or cost effective.
- The project would cause significant or adverse environmental impacts to native vegetation and ecosystems, wetlands, bodies of water, or other critical natural areas.

5.6 The purpose and benefits of Complete Streets will be communicated to residents and community members who will be have an opportunity to provide feedback and identify corridors in need of attention to increase safety and accessibility.

5.7 To increase year-round accessibility, the City will conduct acommunity action and education campaign to emphasize citizen responsibility for maintaining sidewalks to be clear of ice and snow, especially on major thoroughfares.

5.8 The City will develop success and performance measures, such as:

- Miles of sidewalk and bike-accessible facilities;
- Usage of sidewalks, paths and trails by children going to school;
- Shifts in mode of transit;
- Pedestrian and cycling traffic trends;
- Data on crashes and transportation-related injuries.

5.9 City ordinances and codes will be updated as necessary to reflect the principles of this policy.

5.10 Complete Streets concepts will be incorporated into future city plans such as the Capital Improvement Plan, the Comprehensive Plan, Pathway Master Plan, and any other relevant plans and policies as determined by the City.

5.11 The City will seek out funding and grant opportunities to offset costs and support implementation of Complete Streets principles and projects.

5.12 The City will work with Ramsey County, the Metropolitan Council, and state agencies to encourage the implementation of Complete Streets principles to roads and projects under their particular jurisdiction within the Roseville city limits.

Appendix

City of Roseville Engineering Department
2660 Civic Center Drive
Roseville, MN 55113

Checklist for Compliance with City of Roseville Complete Streets Policy

City Project #: Click here to enter Project #. Project Manager: Click here to enter Name.

Project Funding Type: ☐ Federal Aid ☐ State Aid ☐ Local Funds ☐ Other Describe other.

Design Phase: ☐ Preliminary Design ☐ Detail Design

Completed By: Click here to enter Name. Date Completed: Click here to enter a date.

Existing Corridor Characteristics Review

Average Daily Traffic (ADT):	Click here to enter ADT.	Posted Speed:	Select posted speed.
Critical crash rate history within the project corridor?	Yes or No	If yes, describe locations and note crash rates.	
Roadway Functional Class	Choose a functional class		
Road Use Classification	Choose an item.	Click here to add additional comments.	

Trip Generators:

☐ School ☐ Retail ☐ Hospital ☐ Fire station ☐ Park ☐ Church ☐ Known Historic Site

☐ Sports facility ☐ Other Describe other.

Existing corridor R/W width:	Click here to enter existing corridor R/W width or range of widths.	
Typical Roadway Section/Lane Configuration:	Describe here (# lanes & width, curb type, etc.)	
Intersection Configurations:	Describe here (traffic signals, geometry, side street stops, turn lanes, etc.)	
On the City's Pathway Master Plan? Does this connection fill an existing gap?	Yes or No	If yes, indicate what is proposed
Any railroad crossings?	Yes or No If yes, describe.	

Complete Streets Features:

☐ Pedestrians List elements, i.e. sidewalk, trail, tunnel, etc. ☐ Bicycles List elements, i.e. bike lanes, trails, bike boxes, etc. ☐ Autos List elements, i.e. parking lanes, etc. ☐ Trucks List elements, i.e. no lane encroachment, etc.

☐ Buses List elements, i.e. bus stops, etc. ☐ Other List other here.

Roadway Restrictions	☐ Reduced Speed Zone ☐ Advisory Signage ☐ Clearance Restriction ☐ Weight Restriction ☐ Other List other here.
Existing Environmental Corridor?	List characteristics and protection plan here.
Existing drainage problems or deficiencies?	List flooding/ponding and treatment/rate issues here.

Form Revision Date: 5/6/2019

City of Roseville Engineering Department
2660 Civic Center Drive
Roseville, MN 55113

City Project #: Click here to enter Project #.

Completed By: Click here to enter Name.

Date Completed: Click here to enter a date.

Proposed Corridor Characteristics Review

Average Daily Traffic (ADT) Forecasted Year:	Enter forecast year.	Enter ADT	Posted Speed: Select posted speed.	Design Speed: Select design speed.
Proposed Corridor R/W width:	Click here to enter proposed corridor R/W width or range of widths.			
Typical Roadway Section/Lane Configuration:	Describe here (# lanes & width, curb type, etc.)			
Traffic Lane Information	Through # of lanes Lane Width: feet Roadway Surface Material: Choose an item. ☐ Left ☐ Double left ☐ Right ☐ Double right ☐ CTWLTL			
Shoulders?	Yes or No	Width: feet Shoulder Surface Material: Choose an item.		
Curb or Curb & Gutter?	Yes or No	Type: If yes, list type.		
Medians?	Yes or No	Minimum Width: feet Type: Choose an item.		
On Street Parking?	☐ Both sides ☐ One side ☐ None		Width: feet	
Sidewalk/Trail Separation	Choose an item. If other, describe.		Width: feet	
Streetscape/Landscape	☐ Pollinators ☐ Native Landscaping ☐ Above Ground BMP ☐ Other _____			
Retaining Walls	Choose type.	☐ Fencing proposed ☐ Building Permit Required		
Intersection Components	☐ Crosswalks at all crossings ☐ Crosswalks at some crossings ☐ School crosswalks ☐ Refuge islands ☐ Pedestrian bump-outs Crosswalk Type: List crosswalk striping type(s)			
Complete Streets Features: ☐ Pedestrians List elements, i.e. sidewalk, trail, tunnel, etc. ☐ Bicycles List elements, i.e. bike lanes, trails, bike boxes, etc. ☐ Autos List elements, i.e. parking lanes, etc. ☐ Trucks List elements, i.e. no lane encroachment, etc. ☐ Buses List elements, i.e. bus stops, etc. ☐ Other List other here.				
Sidewalk	☐ Both sides ☐ One side Location. ☐ None		Width: feet	
Sidewalks ADA Compliant?	Yes or No If no, explain why not.			
Street Lighting	☐ Street Level ☐ Pedestrian Level ☐ Combined ☐ None			

Form Revision Date: 5/6/2019

City of Roseville Engineering Department
2660 Civic Center Drive
Roseville, MN 55113

On-Road Bike Lanes	☐ Both sides ☐ One side Location. ☐ None	Width: feet
Off-Road Multi-Use Trail	☐ Follows Right Turn Lane ☐ Follows Thru Lane ☐ Both sides ☐ One side Location. ☐ None	Width: feet
Trails ADA Compliant?	Yes or No If no, explain why not.	
Bike Amenities	☐ Bike lane/path signage ☐ Bike racks ☐ Bike lockers	
Bus Elements	☐ Diamond Lanes ☐ Bus Bays ☐ Far Side Stops ☐ Near Side Stops ☐ Bus stop benches ☐ Shelters ☐ ADA landing If not checked, explain why not.	

Comparison Summary of Pedestrian/Bicycle Improvements		
Miles of sidewalk	Existing: Number	Proposed: Number
Miles of trails or bike lanes	Existing: Number	Proposed: Number
Number of striped crosswalks	Existing: Number	Proposed: Number
Number of ADA compliant ramps (Note: Each crossing counts as 1 ramp; 2-way directional and diagonal ramps count as 2 ramps)	Existing: Number	Proposed: Number
Number of pedestrian bump-outs	Existing: Number	Proposed: Number
Number of signals with countdown timers	Existing: Number	Proposed: Number
Miles of pedestrian lighting	Existing: Number	Proposed: Number

Form Revision Date: 5/6/2019

City of Roseville Engineering Department
2660 Civic Center Drive
Roseville, MN 55113

Proposed Drainage/Utilities Review

Surface water impaired or special water within or adjacent to the project?	Yes or No	List water bodies here
Delineated wetlands impacted?	Yes or No	
Floodplain impacted?	Yes or No	
Environmental permits required (preliminary design)/obtained (detail design)? ☐ MPCA NPDES ☐ DNR ☐ WCA ☐ Army COE ☐ WMA/WMO List agency.		
Stormwater treatment options used: ☐ Wet basins ☐ Infiltration ☐ Filtration ☐ Underground storage ☐ Water quality structures ☐ Sump structures ☐ Rain gardens ☐ Other List type.		
Storm sewer design ☐ 10-yr storm for inlets ☐ 25-yr storm for low pt.s ☐ 50-yr storm for 2' sags ☐ Castings out of ADA routes/ramps ☐ Bike safe castings		
Culvert design ☐ Risk assessment for 48"+ ☐ Hydraulic analysis for streams ☐ Trash guards for 24"+ ☐ Safety aprons within clear zone		
Above ground utilities	☐ Communications ☐ Power ☐ Other List others here.	
Below ground utilities	☐ Public water ☐ Public sanitary ☐ Gas ☐ Communications ☐ Power ☐ Other List others here.	

Form Revision Date: 5/6/2019