



## *Defining Our Active Transportation Network*



Welcome!

# We Are PAT – Your Planning Assistance Team



**Meredith Benesh**

Action Plan Lead



**Delaney Strouse**

Action Plan Assistant



**Samantha Lorenz**

Demonstration Project Lead



**Caroline Ketcham**

MnDOT Active  
Transportation  
Planner



**Share**

**Why Active  
Transportation?**



**Shape**

**What is our Active  
Transportation  
Network?**



**Participate**

**Let's have fun!**

# MnDOT Active Transportation Planning Assistance Award

**“ Minnesota’s multimodal transportation system maximizes the health of people, the environment and our economy.”**

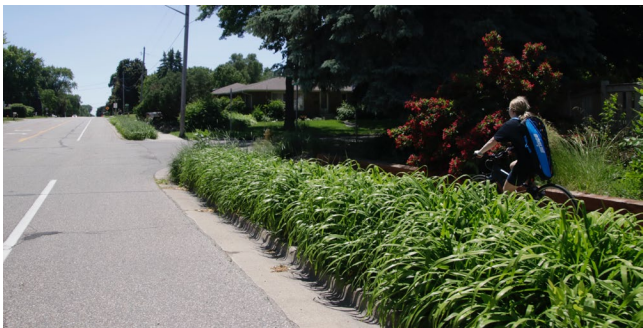
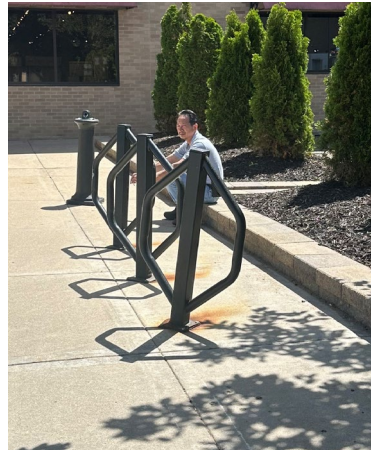
-Minnesota GO Vision Statement



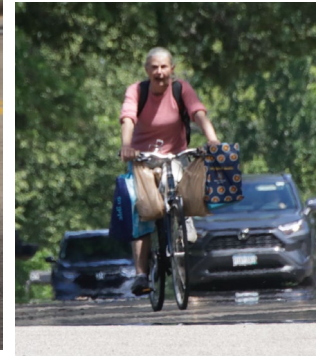
“ We Shape the City; the City Shapes Us”  
-Jan Gehl



# Our Streets Today



# Our Streets Today





# Recap – Rosedale Mall

## What We Noticed



Sidewalk and road geometry is not easy for cyclist to navigate – 90 degree turns.



Long blocks – may see pedestrians crossing midblock using median.



No bike lane available - most cyclists must take the sidewalk.



What tools can we use to make this a comfortable environment for all?

Traffic is loud, fast, and close to pedestrian/cyclist facilities

# Recap – Southeast + Northeast Bike audit

## What We Noticed



School safety is important – How do we make cycling safe so kids are able to ride to school?

Most kids are currently being dropped off or busing.



Putting bike facilities on lower volume roads rather than busy roads may create a more comfortable environment for cyclists.

Western vs Rice



Wayfinding is complicated.

How do we find the best routes?

What markings work best?

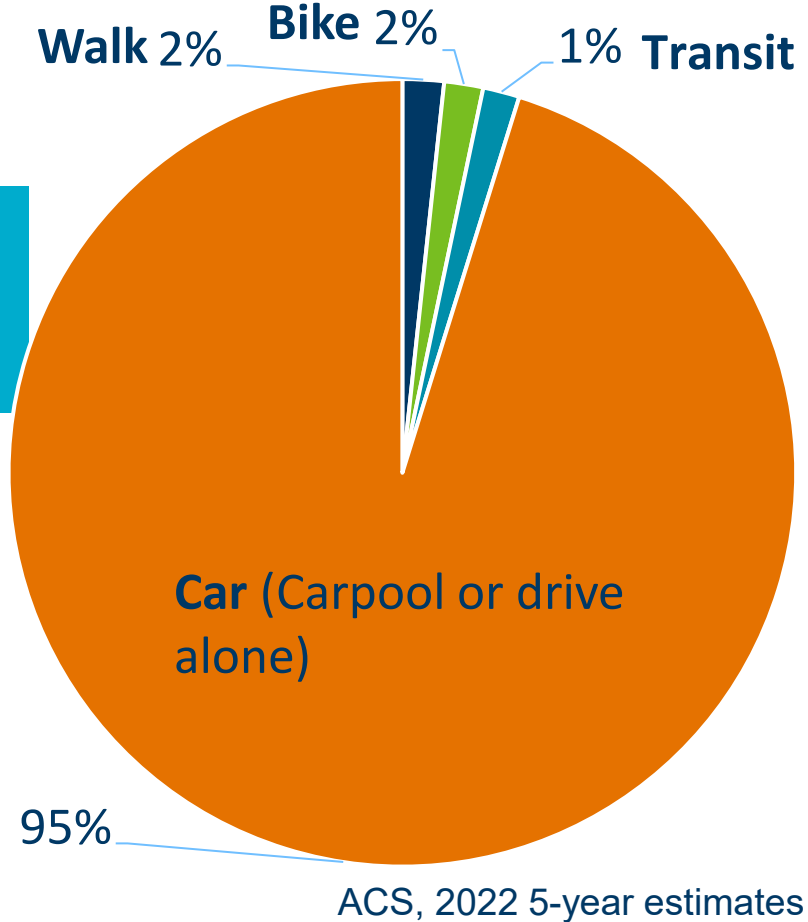
What key places do people need to cycle to?



Debris, sticks, not maintained trails and sidewalks can create dangerous and uncomfortable facilities for cyclists.

# How are We Moving Today?

## Commute to Work



### 14.6% Less than 10-Minute Commute

14.6 percent of residents have less than a 10-minute commute. ACS, 2022 5-year estimates

### 2.4% No car

Approximately 2.4 percent of people who walk, bike and use transit do not own a car. ACS, 2022 5-year estimates

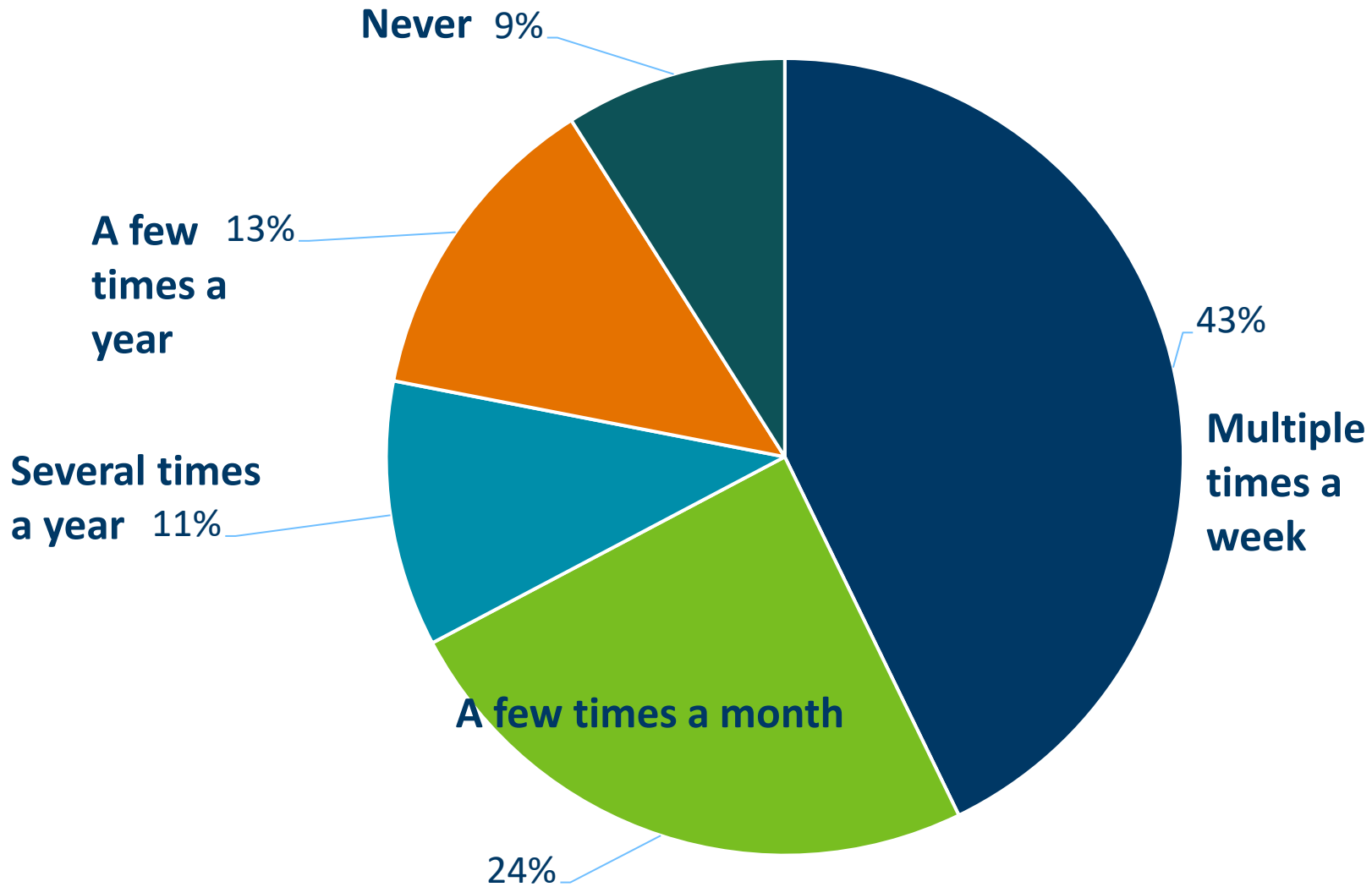
### 27.9% BIPOC Individuals

8.3 percent of people living in Roseville are BIPOC individuals compared to the 22.6 percent statewide. ACS, 2022 5-Year estimates

### 7.1% Poverty

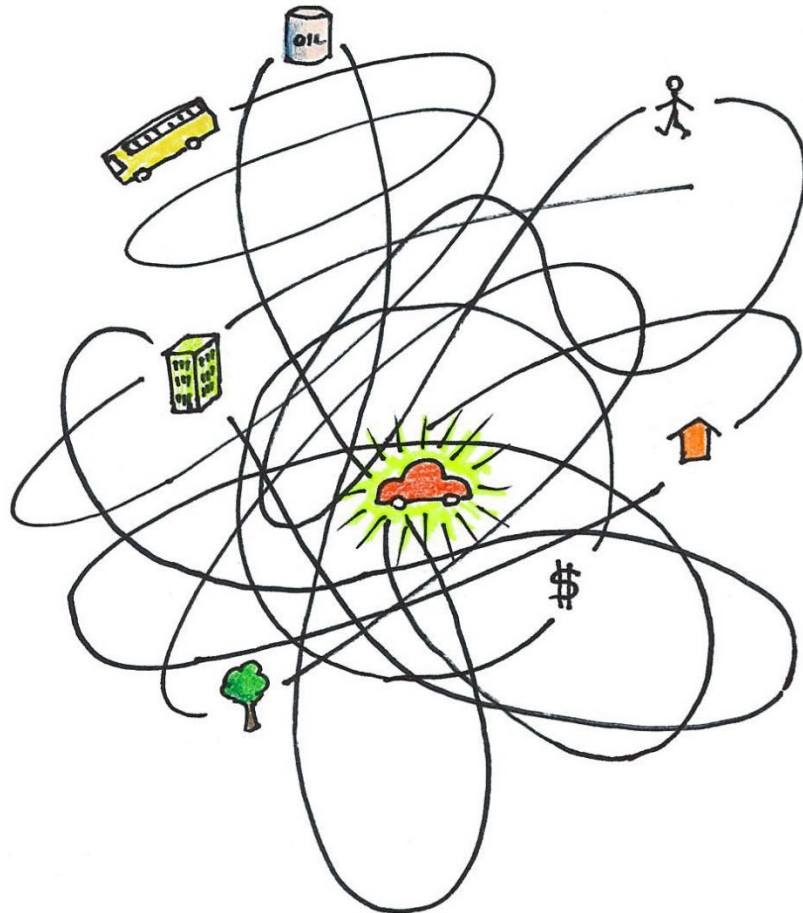
Approximately 7.1 percent of people living in Roseville are in poverty. ACS, 2022 5-Year estimates

# How Often Do You Bike?



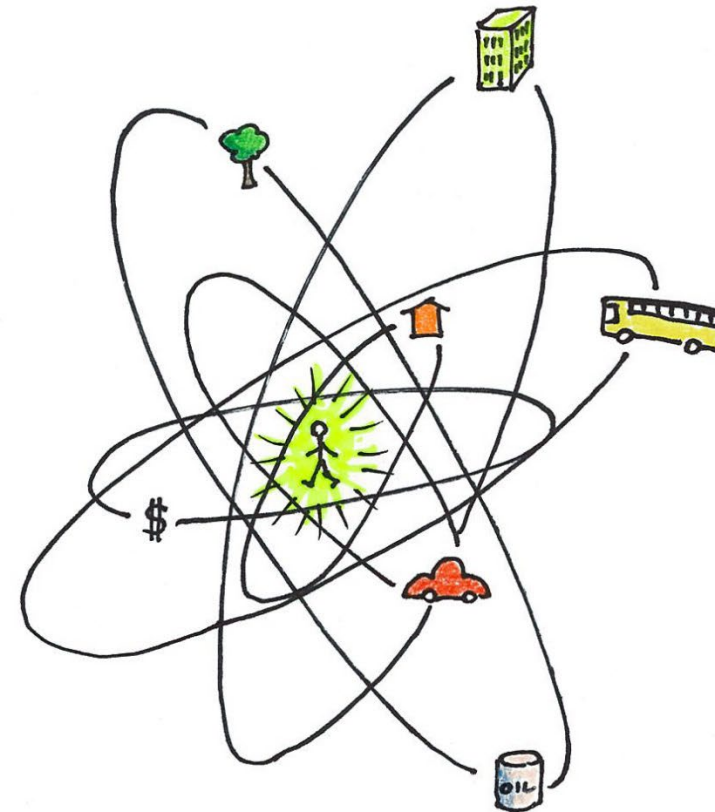
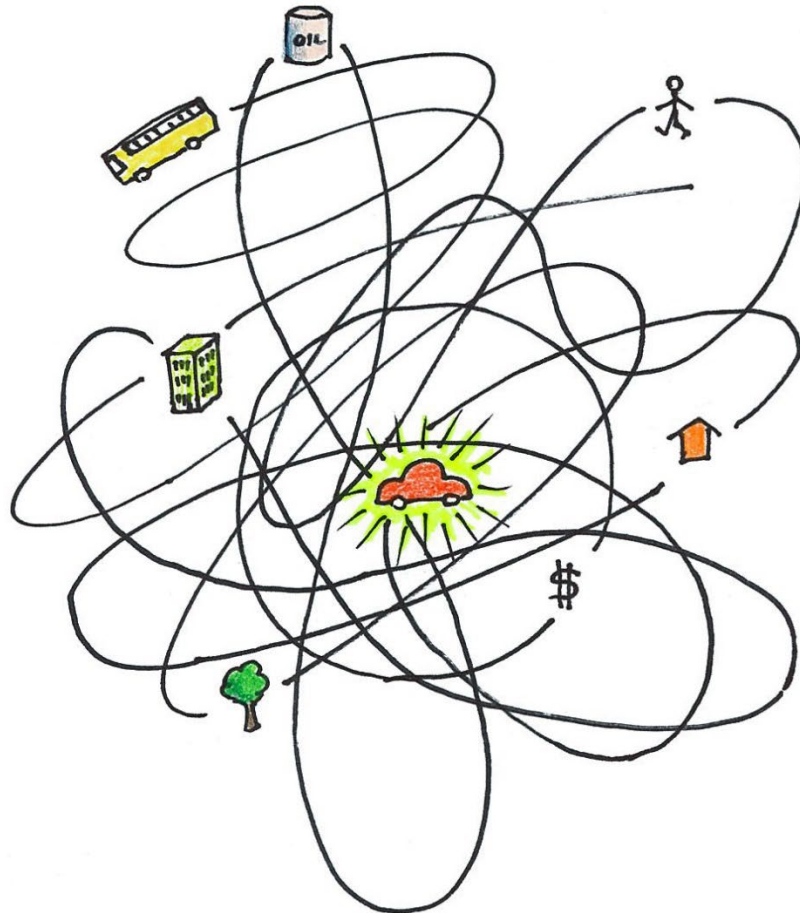
# Paradigm Shift!

“We’re better off if our decisions revolve not around the car



# Paradigm Shift!

**“We’re better off if our decisions revolve not around the car but around the human being.”** - Pete Buttigieg, U.S. Transportation Secretary





Let's Share!

Your Wish

Draw or  
write on an  
index card

*It's 10 years  
from now, what  
do the streets of  
Roseville look  
and feel like?*

# How Do We Shift?

Write your WISH for Las Cruces Here!

I just hope to be here to  
see it all started!

Virginia



A photograph of a city sidewalk. In the foreground, a woman is riding a yellow bicycle with a child seat, and a young child is riding a red bicycle. To the left, there is a parking sign that says 'PAY TO PARK' and a parking meter. In the background, there is a brick building with a sign that says 'flowers' and a 'Cambridge' logo. The scene is set on a paved sidewalk with trees and a brick-paved street.

# Key Principles & Approaches of Active Transportation

Safety

Comfort

Coherence

Directness

Attractiveness

# Safety

Do streets provide routes that minimize risk of injury and danger (both traffic and personal security)?



Raised Table Crossing



Ladder Style High Visibility Crosswalk Marking



Neighborhood Traffic Circle

# Comfort

Do streets appeal to a broad range of age and ability levels? Are there amenities like places to sit or ways to be protected from weather?



# Coherence

How connected, seamless, and easy to navigate are streets?



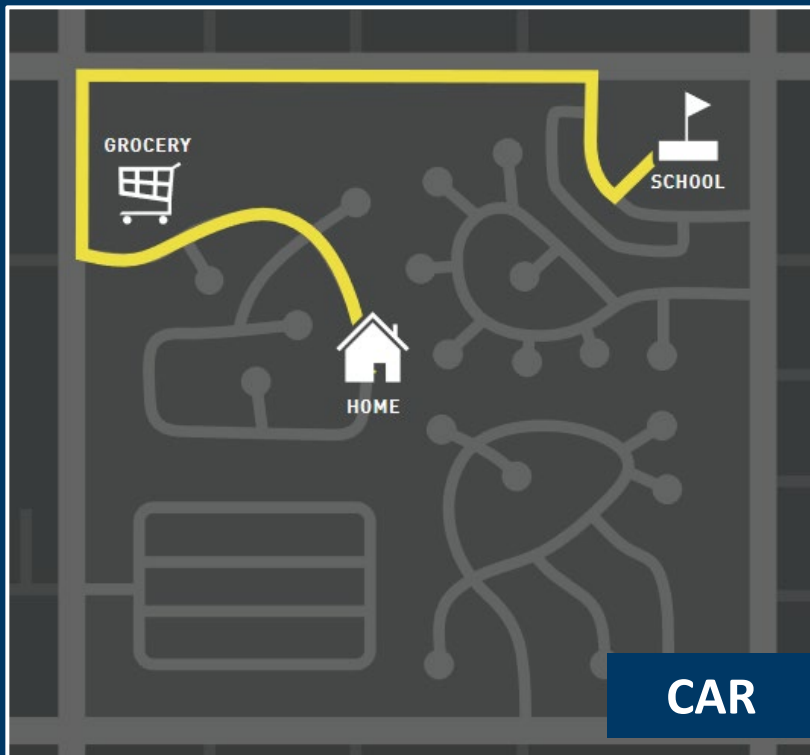
Not Coherent



Coherent

# Directness

Do streets provide direct and convenient access to destinations?



Graphic: Atlanta, GA Active Transportation Plan

— Most direct street route — New walk/bike connections

# Attractiveness

Are streets green, well maintained, quiet, and/or celebrate local art and culture?



# All Year Support



Safety

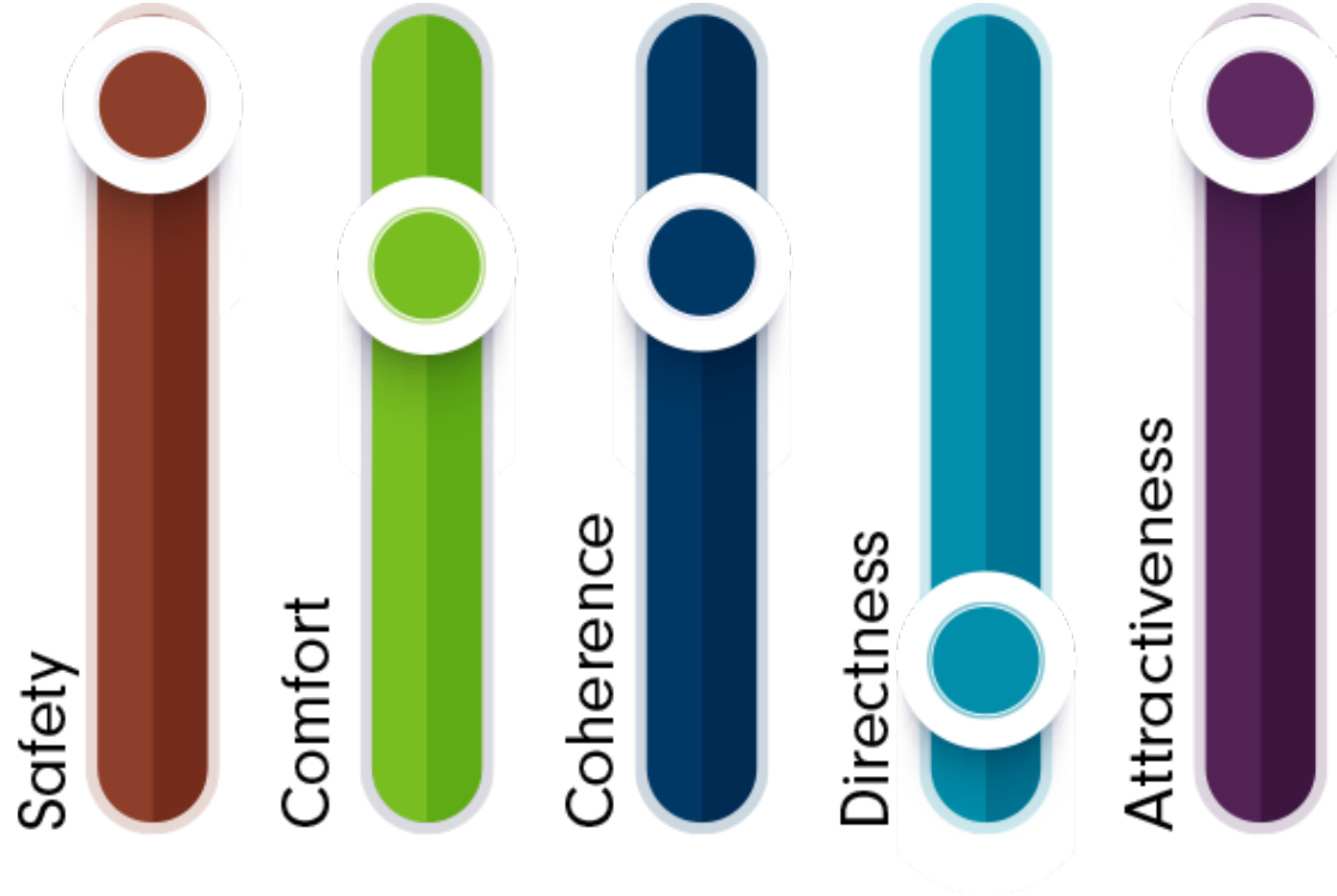
Comfort

Coherence

Directness

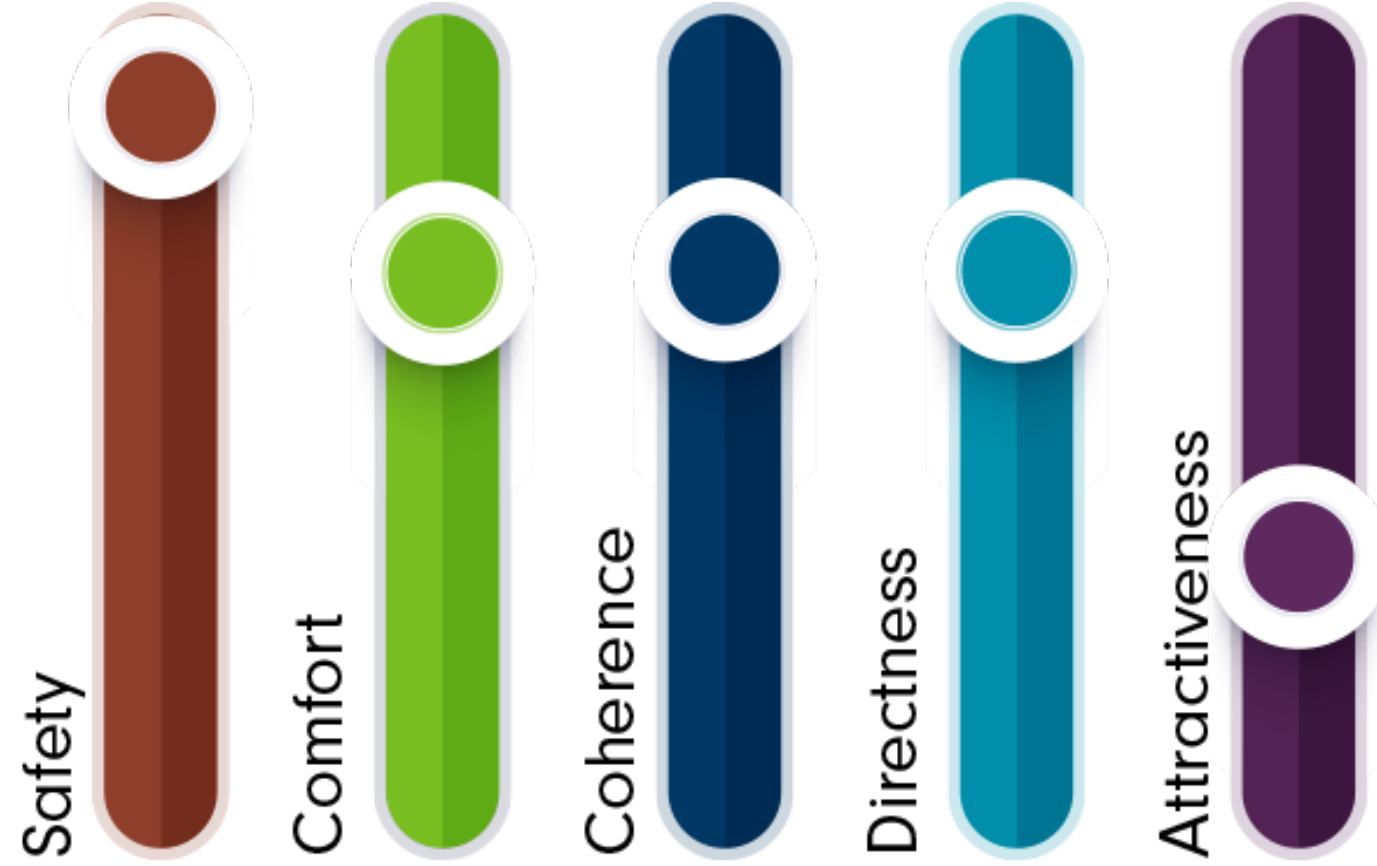
Attractiveness

# Recreational / Leisure Trips

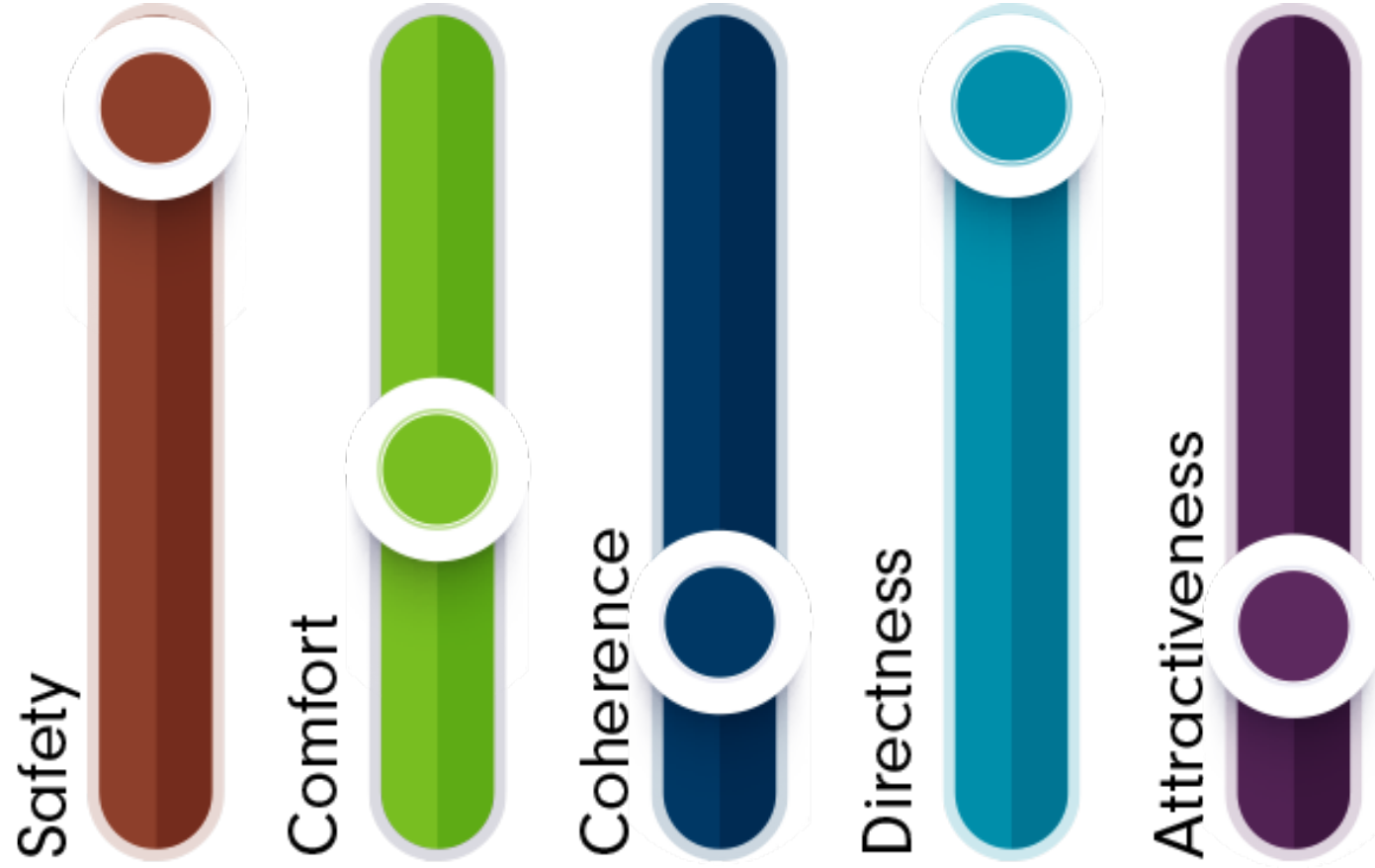




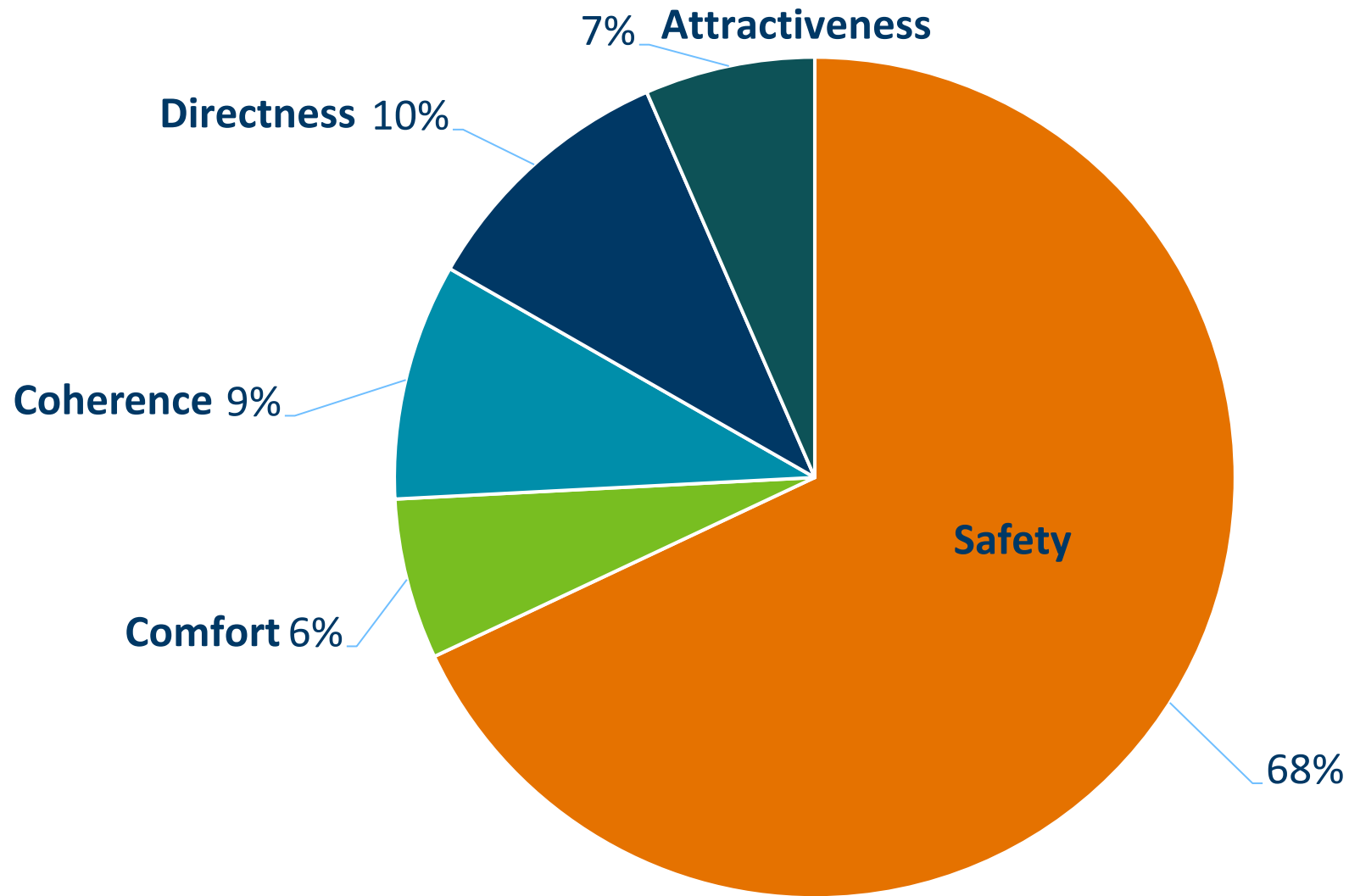
# School Trips



# Commuter / Errand Trips



# What Principle of Active Transportation is Most Important to You?

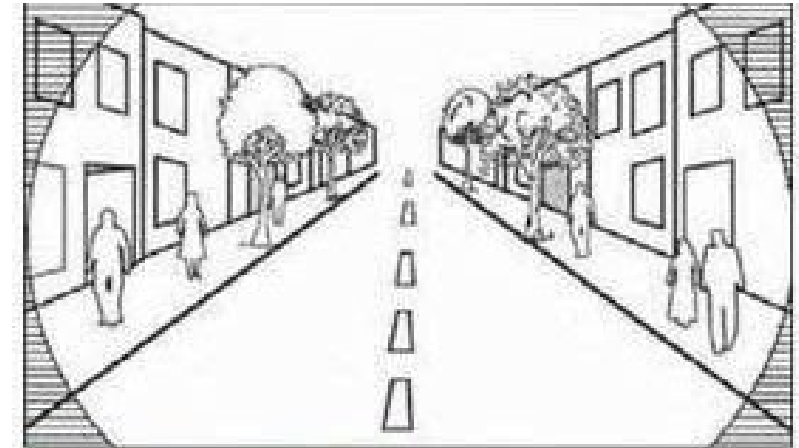
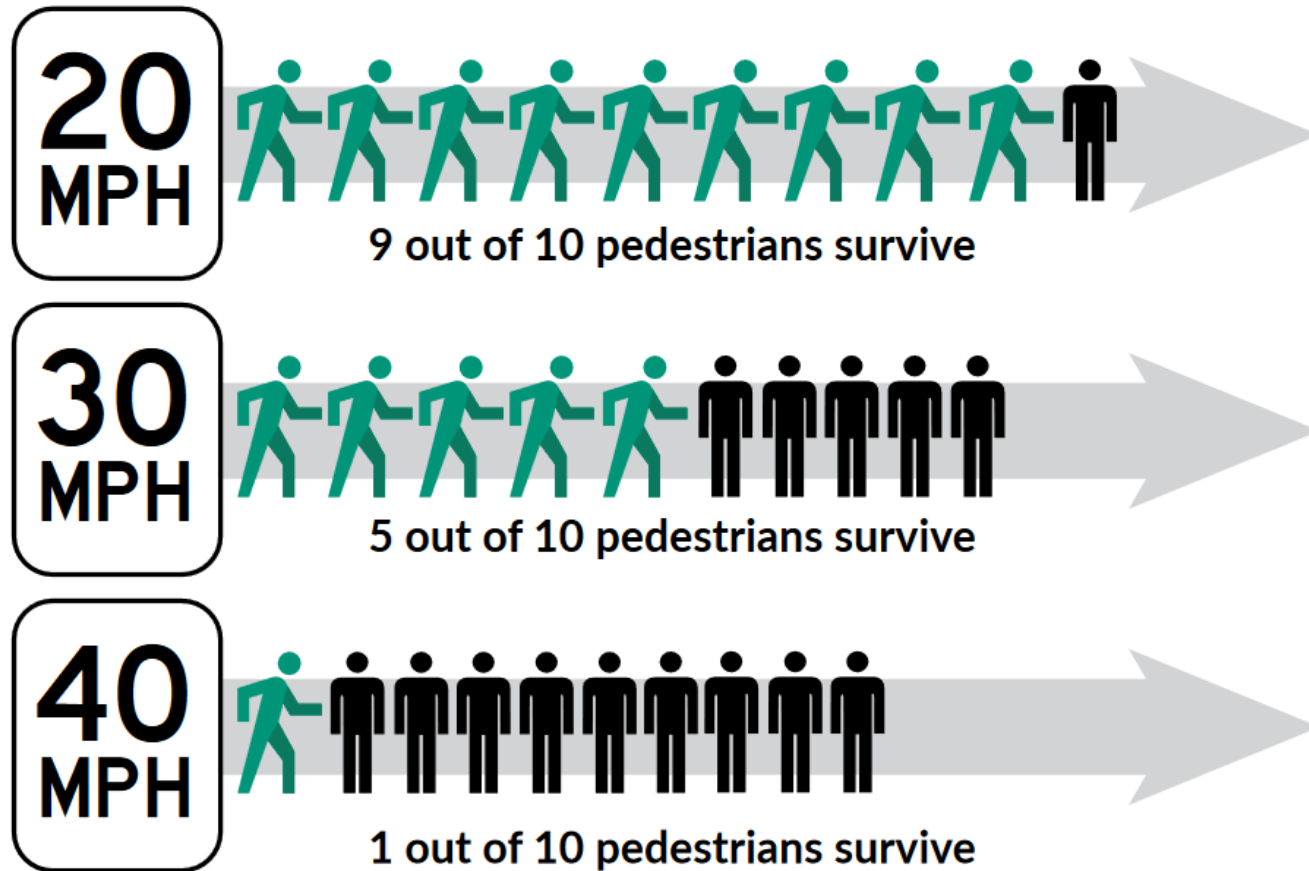


# Safe System Approach

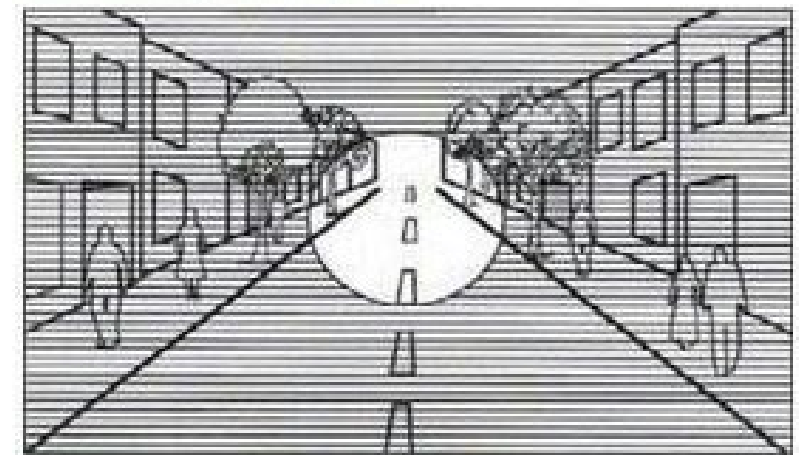
- 1) Humans make mistakes *and* are vulnerable – design for this!
- 2) Manage vehicle speeds - by design!
- 3) Use **Proactive** tools to manage risk
- 4) Foster integrated, **collaborative**, coordinated action



# Speed Matters to People & Place



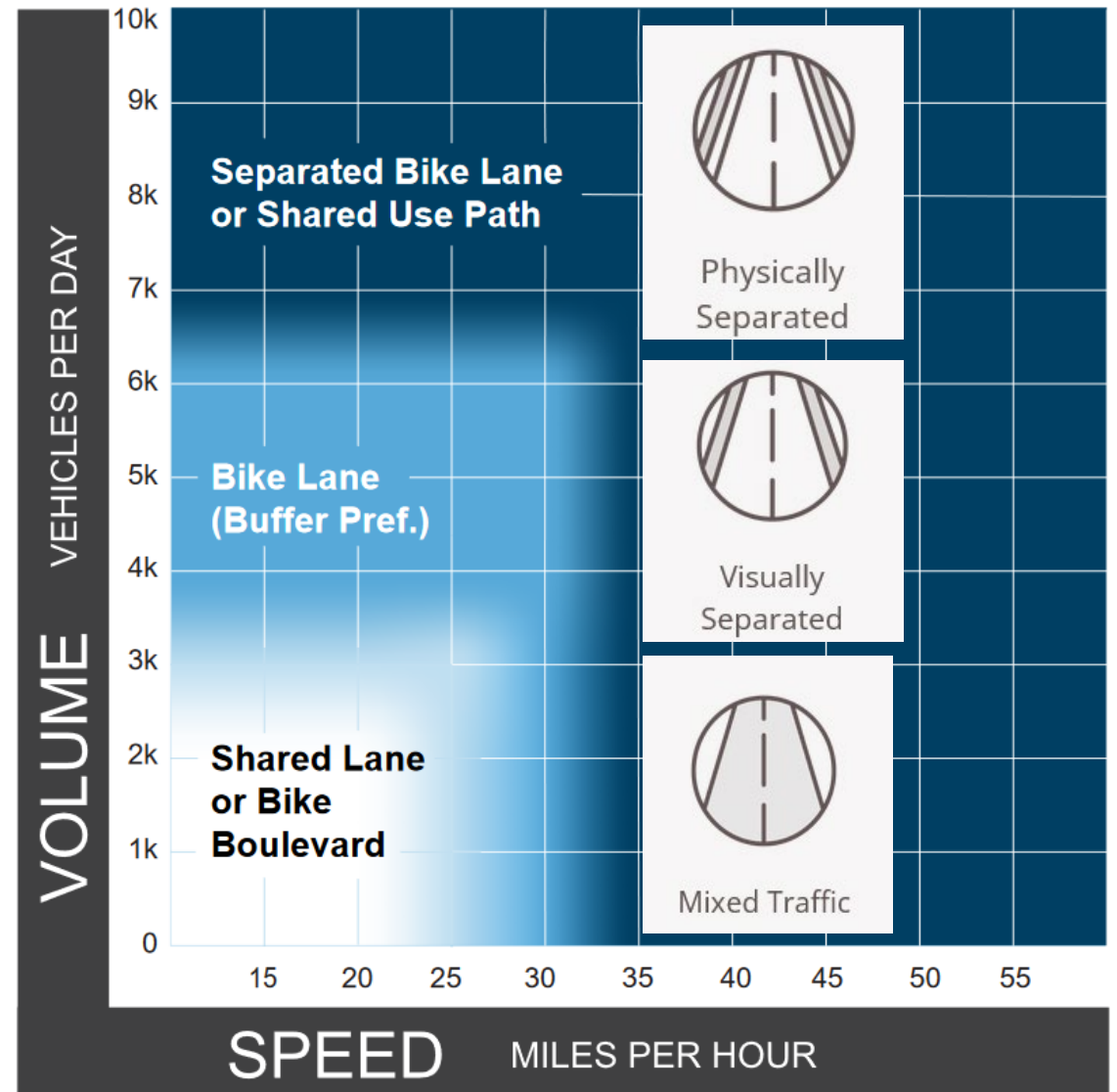
Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

# Safe System Approach

The greater the vehicle speed and volume, the greater the physical separation needed for people biking.



# Level of Traffic Stress | People Bicycling



All riders – most children

LTS 1



Most riders

LTS 2



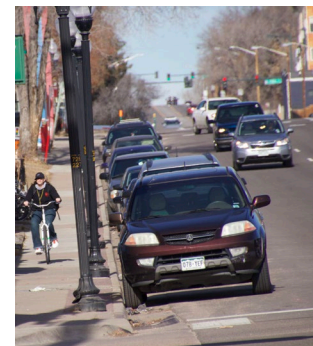
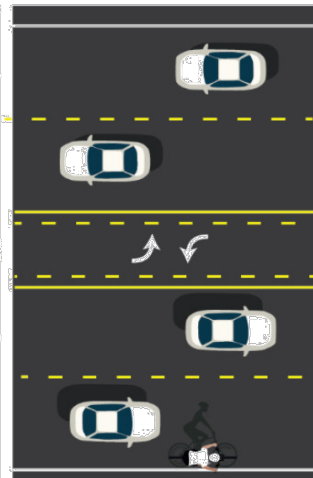
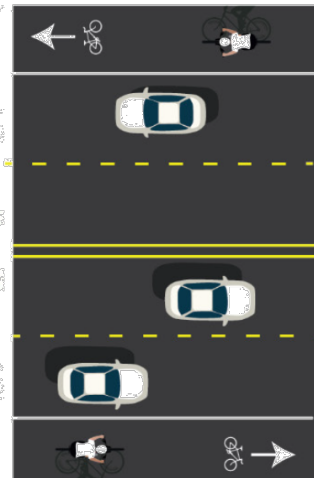
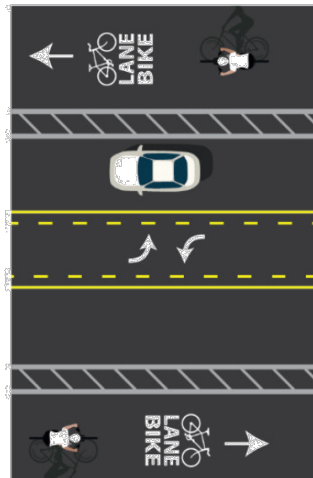
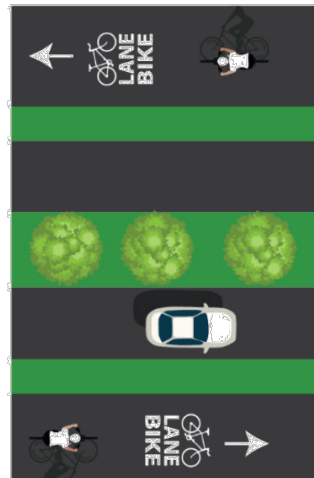
Few riders

LTS 3



1% of riders

LTS 4



# Comfort Types of Bicyclist

Low Stress Tolerance

High Stress Tolerance



INTERESTED BUT CONCERNED

ENTHUSED & SOMEWHAT CONFIDENT

HIGHLY CONFIDENT

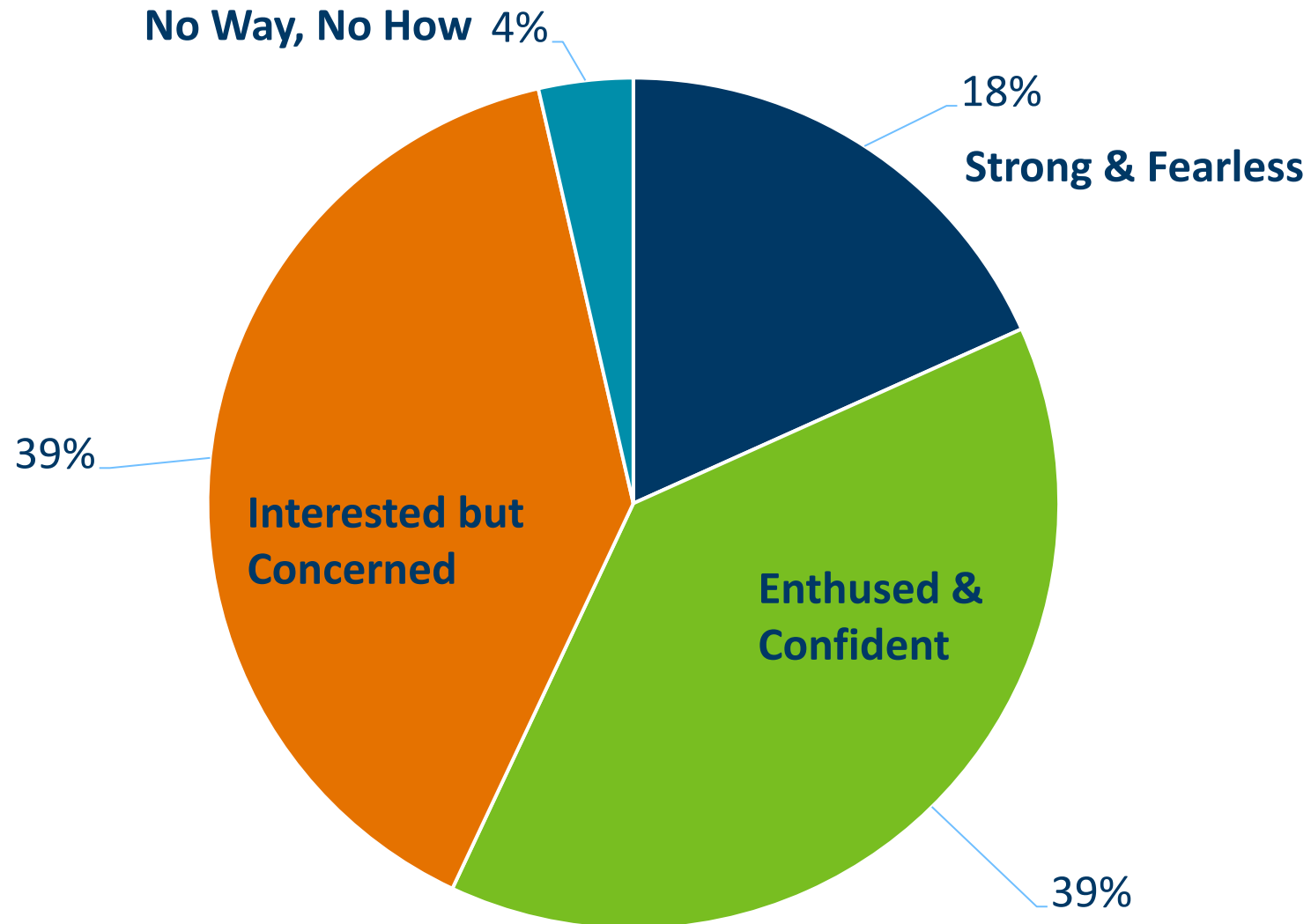
**51-56%**

**5-9%**

**4-7%**



# What type of bicyclist are you?



# Putting it Together | It's Context Sensitive

BEFORE: Portland Ave | Richfield, MN

11,500 ADT



# Putting it Together | It's Context Sensitive

BEFORE: Portland Ave | Richfield, MN



# Putting it Together | It's Context Sensitive

BEFORE: Portland Ave | Richfield, MN



# Putting it Together | It's Context Sensitive

BEFORE: Lyndale Ave | Richfield, MN



# Putting it Together | It's Context Sensitive

TODAY: Lyndale Ave | Richfield, MN



2

BEFORE: 20th Ave & Harlan



# PHOTO VISION: HARLAN STREET & 20TH AVENUE

2

BEFORE: 20th Ave & Harlan



GREEN PAINT:

CROSSINGS IMPROVED:

SINGLE LANE MODERN ROUNDABOUT:

OPTIONAL BIKE RAMP:



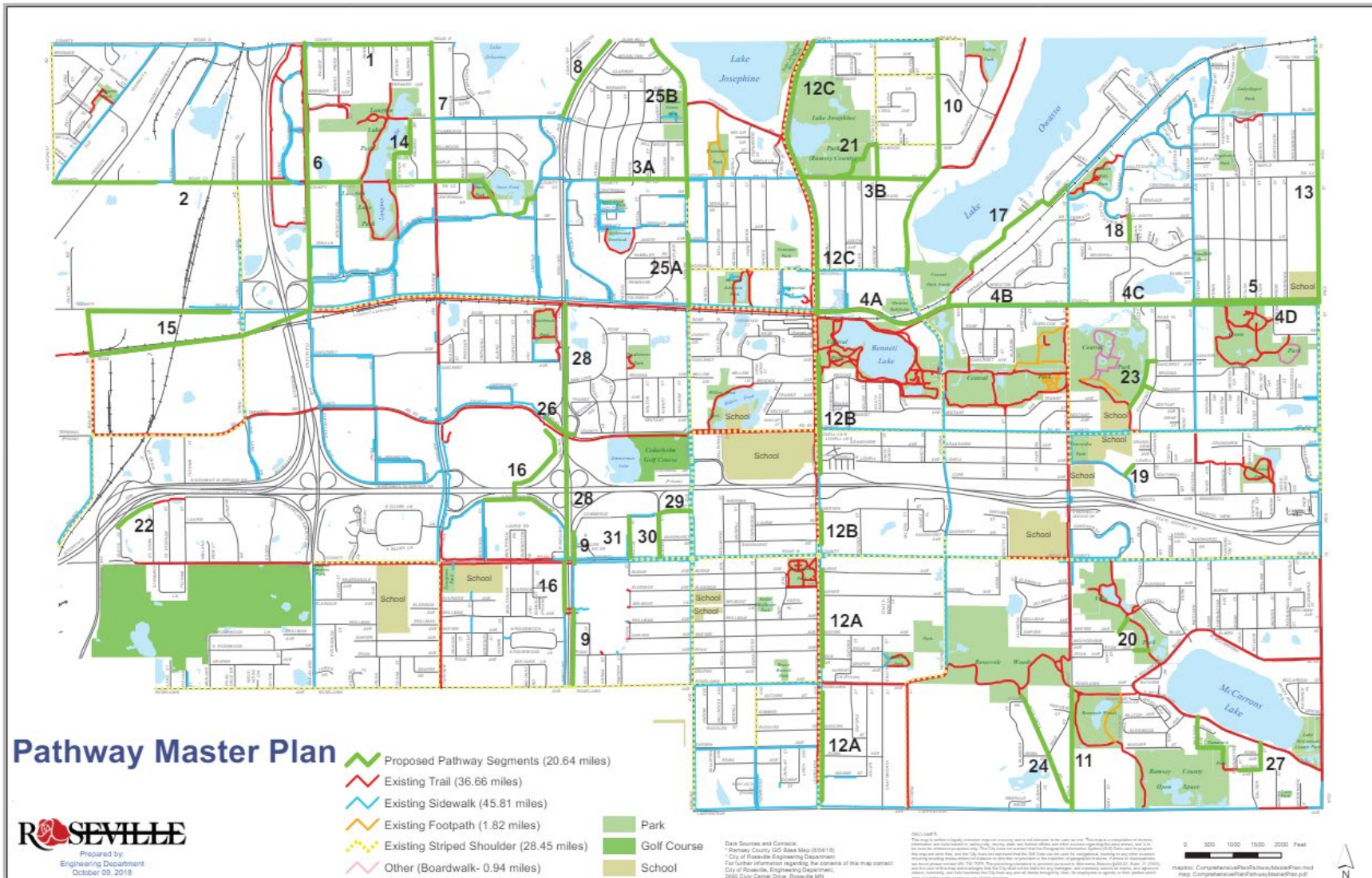


It's All About  
What We  
Prioritize!



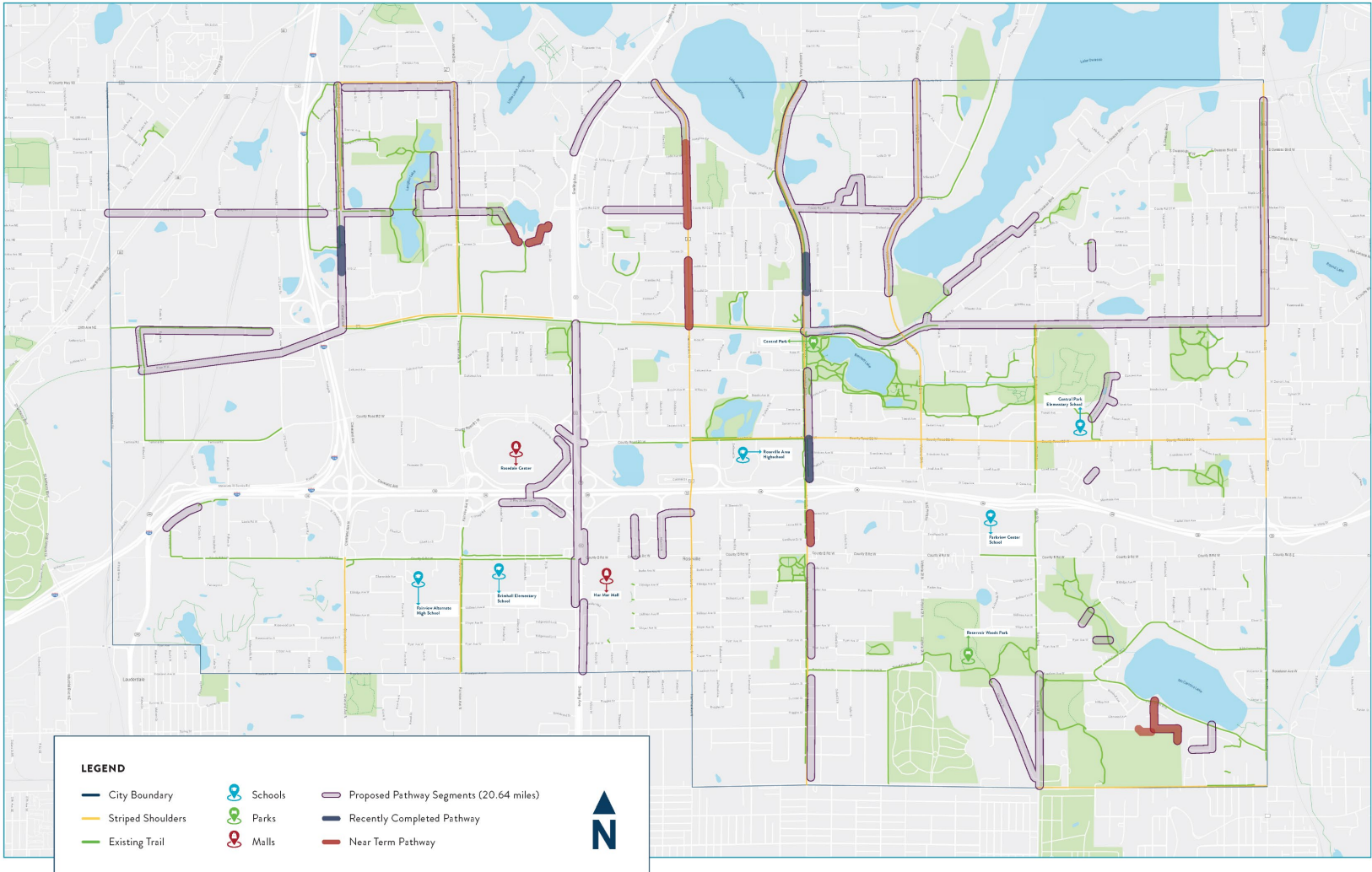
# Roseville's Pathways Plan

## 2021 Proposed Pathways



# Roseville's Pathway Progress

**What has been completed or will be soon?**



Let's Map!

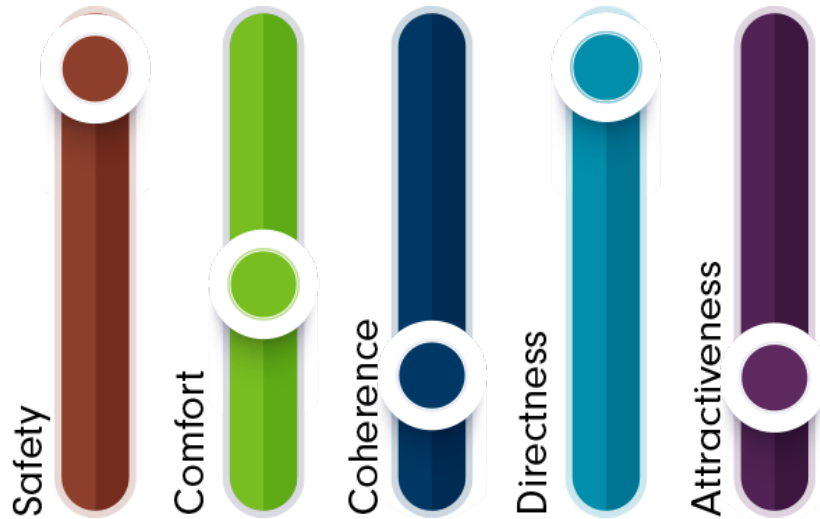
Defining  
Network  
Priorities

Small Group  
Table  
Activity

- *3 Rounds*
- *Multiple steps per round*

# ROUND 1: Connect Where People Live to Key Destinations

**Commute & Errand Trips:** What routes safely, comfortably, and directly connect people of all abilities to key **shopping and employment** areas and **schools**?



**INSTRUCTIONS** |  15 min.

- STEP 1:** Use **large sticky dots** to mark the **key destinations** (e.g. parks and schools).
- STEP 2:** Use **small sticky dots** to mark **clusters of where people live**.
- STEP 3:** **Discuss and draw routes**, connect clusters of where people live to key destinations, based on your trip user and their needs. Dream a little! Consider and add new connections (e.g. trails, bridges) as/if needed. **\*\*Take note of routes that are not meeting your user's needs today (e.g. safe or comfortable).**

# ROUND 2: What's Emerging?

INSTRUCTIONS |  15 min.

**STEP 1: Reflect and record** (*choose someone to write list on large white paper at table*):

- *What routes, connections or segments are emerging as preferred biking routes?*

**Step 2: Where should we focus?** Everyone gets **5 dots**. **Place dots** on emerging routes, connections or segments where you think the Action Plan effort should focus.

**STEP 3:** Of the top **3-5 routes, connections or segments** rising to the top, **reflect and record**:

- *What challenges is the route addressing? Where is the current street environment not supporting people bicycling through the Active Transportation Principles? Why?*

Safety

Comfort

Coherence

Directness

Attractiveness

# ROUND 3: How Might Routes Better Support User Needs?

INSTRUCTIONS |  15 min.

**STEP 1:** Starting with your table's emerging priority routes, connections or segments **discuss, write and draw:**

- *What new ideas or solutions should be explored?*
- *What tools or treatments can be applied to make the street environment more supportive of cyclists making errand and commute trips?*





Let's Share!

What  
Network  
Priorities?

Large Group

- *What 3-5 routes, connections or segments emerged as top priorities?*



Let's  
Reflect!

Closing  
Our Time  
Together

Individual  
Takeaway -  
Write on  
Post-It

*What is coming  
clear to you from  
our work together  
today?*

Let's  
Lookahead!

What's  
next in  
our  
process?

When do we  
meet again?

- ❑ *Roseville Bike Plan Committee Summit Closing – **10-11:30 tomorrow at City Hall***
- ❑ *Spread Word: Take the survey and submit a map comment by **June 30!***
- ❑ *Daft Plan: existing conditions map, priority network map, strategies and actions*