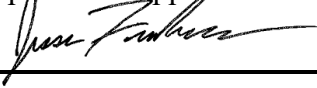


ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date: July 10, 2023
Item No.: 7.a

Department Approval



City Manager Approval



Item Description: Public Works, Environment, and Transportation Commission Joint Meeting with the City Council

BACKGROUND

Each year, the Public Works, Environment, and Transportation Commission meets with the City Council to review activities and accomplishments, and to discuss the upcoming year's work plan and other potential issues to consider. The following are activities over the past year and issues the Commission would like to take up in the next year.

Activities and accomplishments:

- Less Mow May
- Sustainability Topics – 3rd Annual Sustainability Super Meeting
- Transit Update from Met Council
- Numerous Staff Updates – Recycling Updates, MS4, Sustainability, Utility Rates, Pavement Management

Work Plan items for the upcoming year:

- Continue Speed Limit Discussion with input from Council
- Discuss the Scope of the Commission
- Development of Bike Network Plan
- Eureka Recycling Contract
- Update on the Roseville area transit system

Questions or Concerns for the City Council:

- Any feedback on speed limit discussion to date? What type of engagement with the public would the Council like to see?
- Does Council want the Commission to look into organized waste collection?
- Is there a need to look at regulating small electric motor vehicles (scooters, etc.) in the right-of-way and on pathways?
- Should we review public safety, as related to transportation and infrastructure?
- Does Council want the PWET Commission to look into the mowing ordinance?
- Does Council want the PWET Commission to look into ideal street design standards?

- What other topics would the Council like the PWET Commission to address over the next year?

Over the past year, the PWET Commission has made a few recommendations for Council to consider. Below is a brief discussion of each recommendation:

- Take Out Containers

- At the March 2022 and August 2022 PWETC meetings, Take Out Containers were a topic. Both meetings resulted in recommendations to the Council. March 2022 PWETC meeting recommended a ban on Polystyrene, Plastic #6, in food take-out containers. Our August 2022 recommendation was to follow the St. Louis Park Ordinance as a base for Roseville's Take Out Container Ordinance. Going forward, staff would modify the name to be the same as surrounding cities' ordinances, called "Green to Go." The minutes of the PWETC discussion are included as Attachment B. A memo on the topic is included as Attachment C.

- Speed Limits

- Over the last year, the Commission has discussed possible changes to the speed limit on the City of Roseville streets. The Commission discussed this topic at the September, November, and April PWETC meetings. Before the Commission begins engagement with the public, the Commission and staff would like feedback on the speed limit discussion. Staff and the Commission want to make sure Council supports what will be proposed to the public during engagement and get feedback on the types of engagement the Council would like to see. Information on the speed limit discussion to date is included in Attachment D. The presentation from the April meeting is included as Attachment E.

- PWETC Scope Change

- At the March PWETC meeting, the Commission discussed the PWETC scope and duties. This review was in response to discussions last year about the name change, prior to the direction Council gave to the Commission in May. At the meeting, the Commission made recommendations to change the scope of the Commission. The recommendations are included as Attachment F.

- Sewer Service Lateral Revolving Loan Policy

- At the February PWETC meeting, the Commission discussed sanitary sewer laterals and water services and how the City can help residents replace their private services. The Commission supported the concept of establishing a revolving loan fund to help residents. The Commission thought this was something that maybe the Finance Commission would like to review. The minutes and background of the discussion are included as Attachment G.

- Street Name Change Policy

- At the June PWETC meeting, the Commission discussed a policy for if residents want to change the name of the street. This review was in response to residents on County Road B, west of Cleveland, inquiring about changing the name of the road since it is no longer a county road. The Commission recommended the Council adopt the draft policy. Draft minutes of the discussion are included as Attachment H. The draft policy is included at Attachment I.

70 **POLICY OBJECTIVE**

71 Per City Code 201.07.B - At least once a year, each Commission shall meet with the City Council to
72 report on the previous year's work and to discuss work plans and pending issues for the upcoming
73 year.

74 **BUDGET IMPLICATIONS**

75 There are no budget impacts.

76 **RACIAL EQUITY IMPACT SUMMARY**

77 There are no equity impacts associated with this joint meeting.

78 **STAFF RECOMMENDATION**

79 Staff recommends the City Council hold the joint meeting and provide feedback.

80 **REQUESTED COUNCIL ACTION**

81 Hold joint meeting and provide feedback.

Prepared by: Jesse Freihammer, Public Works Director
Attachments: A: PWETC 2022-2023 Meeting Topic Summary
B: Take Out Container Discussion Minutes
C: Take Out Container Discussion Memo
D: Speed Limit Discussion Minutes
E: Speed Limit Presentation - April
F: PWETC Scope Change Recommendations
G: Sewer Service Lateral – Revolving Loan Fund Recommendation
H: Draft Street Name Change Policy Minutes
I: Street Name Change Policy Recommendations

**Roseville Public Works, Environment and
Transportation Commission
2022-2023 Review**

Below is a list of topics discussed at the PWET Commission Meetings from July 2022 – June 2023.

2022

July:

Review of City Council Joint Meeting – Set Preliminary Work Plan
Discussion of Commission Name, Scope Duties and Function

August:

Zero Waste Packaging Ordinance Consideration
Continue Discussion on Commission Name and Scope

September:

Speed Limit Introduction
Civic Campus Master Plan Update

October:

No Mow/Less Mow May Discussion
2023 Proposed Utility Rates

November:

2023 Work Plan
Speed Limits
Winter Plowing Update

2023

January: Sustainability Super Meeting! (3rd Annual)

Green Team Update
Roseville Sustainability

February:

City Code Update
Roseville Pathway Projects
Service Laterals

March:

Metropolitan Council and Metro Transit Update
Eureka Recycling Update
Commission Name Change Discussion

April:

U of M Climate Policy Student Group – Walk Friendly Community
Speed Limits
Pavement Management Update

May:

Council Request for Commission Review
Tour

June:

Gold Leaf and High Impact Climate Action
MS4 Annual Meeting
Street Name Change Policy – Draft
Preparation for City Council Joint Meeting

**Roseville Public Works, Environment
and Transportation Commission
Excerpts from Meeting Minutes**

Tuesday, March 22, 2022, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

7. Take Out Food Containers – State of the Region

Civil Engineer Stephanie Smith made a presentation to the Commission on take-out food containers.

Mr. Johnson indicated the City has been working on making events zero waste and the costs ended up being a few cents each per item. He thought looking at it from a business side, there could be a sticker shock from one type of container to another, if purchased in bulk.

Ms. Smith indicated she could reach out to some businesses in St. Paul to see what their impact has been for turning to compostable containers.

Chair Wozniak indicated container costs are one factor but he was wondering about other costs such as did business choose to leave a city due to compostable or recyclable container requirement.

Ms. Smith thought the cities would be more lenient on those measures instead. St. Louis Park and Minneapolis both had allowances for if the businesses were not able to find a compostable or recyclable alternative from what the business typically uses.

Chair Wozniak indicated another perspective he would like to hear from is from the recycler.

Ms. Smith indicated she would be interested in that information too. She did not think Minneapolis was single sort like Ramsey County is with Eureka. She thought there are other ways the Commission can talk about sustainable practices.

Member Spencer asked what the plan is for the plastic bags that carryout the take-out containers.

Ms. Smith indicated Minneapolis has a plastic bag ban. She thought if the Commission wanted to consider a plastic bag ban that could be reviewed and would affect retail stores as well as restaurants.

Chair Wozniak thought the both the recycling vendor and waste processing facility would appreciate that. He noted bags get stuck on processing equipment and have to be jackhammered off the equipment at the end of each day.

Tuesday, August 23, 2022, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

5. Zero Waste Packaging Ordinance Consideration

Environmental Manager Johnson and Sustainability Intern Bakken made a presentation on a Zero Waste Packaging Ordinance and asked the Commission to discuss options for an ordinance in order to provide a recommendation to the City Council.

Member Hodder asked what are the options for materials of a Chinese restaurant for recyclable to go containers.

Ms. Bakken indicated there are plastic pails that are not plastic lined that would probably be the best alternative option or moving to some sort of recyclable clamshell type of a material would probably work out as well.

Member Hodder asked if there are any supply chain issues.

Ms. Bakken explained that has been an issue, especially with paper products from what she has heard. She did speak with one of the city's restaurants and he has had some problems with getting his materials sourced which is why she would definitely recommend a gradual approach.

Member Cicha indicated he had a question about compostable boxes and if the City had a facility to handle those or where would those end up going.

Ms. Bakken explained there is one drop site in Roseville right now and was a part of the discussion in March as well. There is not a really good pick-up option in Roseville, and Ramsey County is rolling out their curbside blue bag system next year so those things should be able to directly in the garbage but she thought if the City were to take this on, there would need to be a system of how to put it in place.

Member Collins was interested to know if current disposable coffee cups were compostable or not.

Ms. Bakken indicated most are not, most have the plastic liner in them but the cuff and some of the tops are compostable. She noted a new coffee shop in Roseville that does use compostable cups.

Chair Ficek invited public comment.

Mr. Dale Howey indicated he is running for the City Council and this is a topic that is near and dear to his heart. He explained when talking about the clamshell, plastic number 5, he has been to restaurants that have that type of container and he wondered what percentage of plastics that are being put in the recycling actually are being utilized. He heard it is only nine percent and hoped this is a part of the recommendation to the City Council for to-go containers.

Ms. Bakken explained she did not know exactly what Eureka's market is for their recycling. She noted she was just going off of what they will accept. She thought that would be a good question for Eureka and if they have had issues with plastic number 5.

Mr. Johnson explained the City gets updates from Eureka quarterly and since they are keeping a lot of the City's material as local as they can, they have not had an issue recycling most if not all of it. The City does not see the same flood of plastics that a lot of the coasts have just because they are trying to ship it out. Eureka has been really good about utilizing all of the City's materials. He noted the City has had good success with it and did not think the City was in that nine percent range, but he could check with Eureka again to see if they have a specific number for it.

Member Hodder asked if black plastics would be included in compostable materials.

Ms. Bakken indicated the black plastic is not recyclable.

Member Ficek asked the Commission if the City needed something like this. He thought the Commission could discuss the need and details.

The Commission agreed the City should move forward with something like this.

Member Hodder thought it was important to educate businesses and the general public about what their options are.

Chair Ficek agreed and thought this was the correct way to move forward with the phasing of it. He indicated by looking at the table in the packet if staff could focus on whichever ordinance staff thought was closest to what they wanted to emulate, the Commission could go down the list.

Ms. Bakken indicated staff does like St. Louis Park's approach to this. She thought all of the ordinances are similar with the types of materials required and the types

of businesses that are exempt. She explained staff liked that St. Louis Park has been easing their businesses in and liked that they did the educational piece with a vendor fair. She explained that would be her recommendation. She indicated St. Louis Park does have a solid waste staff that manages it, but this could fall under Public Works for complaint-based enforcement.

Mr. Johnson agreed with Ms. Bakken.

Ms. Bakken recommended to keep the recommendation in that materials with lids have the same type of material throughout so it is easier for the consumer to know what to do. She noted St. Louis Park and Edina does that as well.

Chair Ficek stated that at the top of the list, affected businesses, he noticed a couple of differences from St. Louis Park that they included food trucks and gas stations. He wondered if there was any reason to include or not include them.

Ms. Bakken thought gas stations could probably fall under, if the City wanted to include, some of the exemptions like foods prepackaged by the manufacturer. There will probably not be a lot of freshly prepared take away foods from gas stations besides hot dogs. The city does have a handful of food trucks that station in various parts around the city and would be something that would come up occasionally. A lot of food trucks, because they are mobile and working among some of the different cities, have probably encountered this in Minneapolis, St. Paul, and St. Louis Park already so a lot of the food trucks are probably already using materials that are pretty compliant. She would not see any issues with that personally.

Member Hodder thought some of the food trucks may need to have some education because a few he has encountered still use the Styrofoam containers.

Mr. Culver thought it was important to keep in mind that staff all agree and the Commission understands, just based on Member Hodder's last comment, whatever is recommended for an ordinance is going to be a really slow roll on the actual enforcement of it. It might be a year or more and he was not sure what the Council would want to do.

Chair Ficek asked when they talk about phased, does that mean it is a long time until full implementation with a lot of education with a set date where everything goes into effect or do they start with one thing being in effect and other things are added along the way until there is a full implementation.

Ms. Bakken explained her thought on that is because the City is not sure about the timing of Ramsey County's curbside pickup, roll out is going to be and could be as late as mid-year to late next year for Roseville. She indicated if she was going to implement this she would start with 2023 as being an educational period and, at the very earliest, start 2024 as starting to ban materials and starting to try to enforce it.

She would start with banning plastic number six, banning Styrofoam, requiring maybe recyclable and compostable options. A very baby step approach. She talked to a restaurant that said compostable materials are twice as expensive as Styrofoam containers so the business does not intend to continue to use them once his grant recycling money goes away so making sure the restaurant owners know what the recyclable options are because those are probably going to be less of a cost burden, which is important.

Member Hodder thought as far as the restaurants are concerned, they are still struggling with the effects of the Pandemic and staffing and he thought a phased approach would be prudent.

Mr. Howey explained he went to some food trucks at an event and what he noticed was they were throwing the recyclable directly in the trash so he suggested to the vendor to call him to organize a pick up. He thought there needed to be that last step if containers are recyclable to get them to a recycling bin.

Chair Ficek asked if there was any reason, in looking at the St. Louis Park Ordinance, to change the effected businesses.

Member Collins thought prepacked foods at a gas station might be something to exempt.

Chair Ficek asked if there should be any other exemptions made. He thought the only real difference in Minneapolis was the flatware and straws and he did not think there was a reason to include those in the exemptions.

Member Hodder thought all the listed exemptions are reasonable.

Ms. Bakken thought a business could also offer straws on demand. She explained she saw a business that had a dispenser for straws where the customer could take one if they wanted one, which was a good implementation.

Chair Ficek reviewed the acceptable packaging and did not think there was much difference between the ordinances.

The Commission agreed.

Chair Ficek reviewed banned materials and did not think the differences were great. He also reviewed other requirements.

Ms. Bakken thought banning all colored plastics should be included and an important determination.

Chair Ficek did not think the Commission would have much say in enforcement but the penalties, St. Louis Park does have the \$100 administrative penalty so a

business could just budget this into their costs and pay that fee when it comes up. He asked what that meant, would it mean every incident is \$100 penalty.

Ms. Culver explained some of the details staff would want to run by the City Attorney but he believed it could be \$100 penalty with every violation and that would be, generally how that would work, the City probably would not do compliance checks unless working with the health department because the City does not do any licensing of restaurants, at this level for most of these establishments. This would probably be on a complaint basis. It could be cumulative and in excess of that.

Ms. Howey wondered why a nursing home would be exempt. She indicated she works in a nursing home and there are piles of polystyrene and she did not know what the rationale is for that and if it was a finance thing.

Ms. Bakken assumed that it is because those nursing homes and hospitals contract with certain food service companies so there might be a mix of pre-packaged foods they are using and also whatever they are contractually obligated to use for certain dietary restrictions, that would make it a little more burdensome for those locations to try to comply.

Mr. Culver indicated they needed to figure out what is considered take-out. The food is prepared in a kitchen and taken out to the rooms at the nursing homes or hospital rooms so it is still kind of internal. He noted it is still not great to use polystyrene but he thought the intent was to try to keep this from going to people's homes and then being disposed of there.

Motion

Member Collins moved, Member Hodder seconded, to recommend the City Council follow the St. Louis Park Ordinance as a base with 2023 as an education year and 2024 to start enforcement of the Ordinance as well as some type of sliding scale for penalties and banning black plastic as well as tying this to Ramsey County roll out of curbside recycling.

Ayes: 4

Nays: 0

Motion carried.

Ms. Bakken made a presentation on Plastic Bag Ordinance.

Mr. Culver indicated this particular item was not driven by the Council. This was not something that the Council suggested talking about. This was something the previous chair of the PWETC, Joe Wozniak, brought up to research. He explained he was not sure if this would be ready to make a recommendation on to the City Council until more research is done. The question he thought was interesting was why Minneapolis exempted food take-out for the plastic bags in particular because

that is kind of an interesting exemption. He thought it makes sense that if a City is trying to promote not using plastic bags at all why would the City not go all the way but there may be some reason why. He thought staff should research that a little more and come back with some more information on that.

Chair Ficek was curious about this too because these Cities had a lot more restrictions with the take-out containers than with the plastic bags which he wondered about as well.

Mr. Howey explained he uses his compost bags for a lot of things because these are plant-based resin bags and are strong. He wondered why more people are not using these alternative type of bags for short term use when they are out there and available.

Chair Ficek thought a lot of that has to do with education and how many people know about it. He thought expense may be another part of this.

Chair Ficek indicated paper is better than plastic and if that is true, is there a way to encourage that as the default of choice rather than plastic. He did not know how that would come into an ordinance.

Ms. Bakken thought that was an interesting tactic. She would probably go back to staffing issues to figure how this could logistically be done. The other thing is how popular curbside grocery pickup has become and whenever she has done that she did not think she has ever received paper bags, it has always been plastic and part of that is because of perishable foods they need to keep but she thought that would be an interesting conversation to have with some of the bigger food stores and the Targets to see what they would have to say regarding that.

Councilmember Strahan joined online and explained she has had a lot of complaints recently about the trash on Snelling Avenue, especially around Burger King, KFC and along the back of those restaurants with paper bags so she did have some reservations. She noted she did bring this up before but has not done so recently. She thought in Minneapolis this ordinance has seemed to work very well and is changing the mind thought of many people regarding plastic and paper bags. She thought if the City could find a way to beautify the City in the process and a way to reduce trash. She also wanted to make sure with recyclable and compostable take-out containers the City needed a way to make sure the items are not going into the regular trash.

Chair Ficek indicated he was not sure if he would be ready to move forward at this time with any kind of recommendation. He thought there was more information needed.

Member Hodder explained he would like to see what Eureka is getting in that waste stream and where that stuff goes, as far as what is it and where does it go.

Mr. Culver thought Eureka would be happy to come back to the Commission to discuss these things.



Memorandum

TO: Roseville City Council
FROM: Noelle Bakken, City of Roseville Sustainability Specialist
DATE: July 10, 2023
SUBJECT: “Green to Go” Food Packaging Proposal

Executive Summary:

Polystyrene, better known as Styrofoam, is commonly used in food take-out containers. Production, usage, and disposal of this substance presents multiple environmental and public health risks, including contribution to the presence of microplastics in soil and waterways. As of July 2023, the cities of Minneapolis, Saint Paul, Saint Louis Park, and Edina have enacted zero waste ordinances to ban polystyrene and require take-out food packaging to be either commercially compostable or recyclable plastic, and we are exploring a similar ordinance for Roseville.

Background:

Over 100 restaurants operate in the City of Roseville, and COVID-19 resulted in many more restaurants offering take-out service. Food waste and packaging make up about 45% of all materials in U.S. landfills, and some studies suggest that restaurants account for nearly 80% of disposable packaging waste in the United States. According to Regional Indicators data, an estimated 54% of Roseville’s waste was incinerated or landfilled in 2020, or 20,652 tons. (Note that waste data is collected at the county level and pro-rated by city population.)

The Minnesota Pollution Control Agency’s Metropolitan Policy Plan for Solid Waste Management sets forth a goal for Metro counties to reach a 75% recycling rate by 2030. As of 2020, Roseville’s recycling rate was 46.2%. Implementing a take-out food packaging ordinance, in combination with Ramsey County’s upcoming Food Scraps Pickup program, would help the City of Roseville come closer to meeting that goal. Additionally, commercial businesses could reduce their solid waste fees by separately disposing of compostable materials and food waste.

Recommendations:

If the City wishes to enact an environmentally acceptable food packaging ordinance, we recommend following the lead of other nearby cities’ implementation tactics:

Education and Outreach

- Listening sessions and/or work group for local restaurants to ask questions and provide comments.
- Organics recycling education and outreach for residents.
- Technical and financial assistance for businesses:
 - BizRecycling grants and WasteWise assistance
 - Hold a packaging fair for restaurant/franchise owners, packaging professionals, BizRecycling, WasteWise, and others to connect and learn.

Exemptions

- Licensed catering companies, hospitals, and nursing homes serving pre-packaged food are typically exempt from food packaging ordinances in most cities.
- Minneapolis and Saint Louis Park phased in certain required materials based on supply chain challenges and restaurant feedback.

Enforcement

- Provide a 12-month period from the implementation date for restaurants to use existing inventory and order compliant materials.
- Restaurants using compostable materials must provide on-site organics collection bins for customers.
- Ramsey County manages food establishment licenses and inspections, but cannot enforce local ordinances. Roseville staff would need to manage compliance.
- Enforce compliance based on complaints.
- Fines for non-compliance with zero waste ordinances are generally in line with a city's administrative penalties. Roseville's 2023 fee schedule indicates a \$100.00 fine for a general City Code violation.

Recommended Action:

Review and discuss the current state of take-out food containers.

**Roseville Public Works, Environment
and Transportation Commission
Excerpts from Meeting Minutes**

Tuesday, September 27, 2022, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

5. City Roadway Speed Limits

Mr. Culver made a presentation on the City Roadway Speed Limits.

Chair Ficek did not think a recommendation to the City Council would be made at the meeting but he would like discussion tonight for staff to be able to gather information and answer questions for the next meeting and figure out how much public input would be needed.

Mr. Freihammer explained what was done in Falcon Heights was to model what St. Paul did. Roseville is really trying to get to that point because it borders so much of St. Paul. He also indicated a survey could be done as well. He thought one of the big things would be to put some information in the newsletter for residents to get information.

Mr. John Kysylyczyn, 3083 Victoria Street, indicated he has lived in Roseville for thirty-five years. He reviewed some of the streets in the City where speed limits are higher than in other areas and he noted those streets do not get a lot of traffic. He reviewed his background and explained he was at the meeting because he is generally opposed to the change in the speed limits because, from what he has seen, this has been more about politics versus science. He provided background on the 2019 bill where this was passed in the Legislature. He explained this was more a political process that brought this law forward, not one based upon science or sound public policy. He reviewed history of some of the complaints over time with local speeding. He stated the fact is that the crazies that are out there driving don't look at speed limit signs or stop signs or stop lights. There is no way to legislate for that group of people because those people will not drive the speed limit no matter what number is put on the sign. Another thing is if you talk to a Police Officer off the record, the main reason why they are not going to be writing speeding tickets for someone going 28 in a 25 is the cost of the speeding ticket. He explained the cost is so high because the County gets a cut, the court system gets a cut, the law library gets a cut and the State is still balancing a shortfall from the Pawlenty Administration on the backs of traffic citation tickets. There is still a surcharge that goes to the State. It is not teaching people a lesson, it is actually harming people, it is penalizing people far more than educating them. One concern he does have is

when they create laws that you know a lot of people are going to break, what you are doing is giving a license to all law enforcement entities to stop people. A person needs probable cause to stop someone and question them. By passing laws making most people law breakers, the officials are giving law enforcement a license to really stop anyone they want to and that should be a serious concern that people have.

Chair Ficek thanked Mr. Kysylyczyn for his input.

Mr. Culver explained that, as a representative of the City Engineers Association of Minnesota, he actually testified against the 2019 bill that passed. The language that finally ended up in Statute was actually a combination of a couple of bills that had been introduced in the proper course of time through the process. There were several hearings about it over the House and Senate committees. The feedback he got when he was there from his own representative was that they were tired of listening to engineers asking them to let the engineers study it again. His testimony at the time was they should really give the engineers a chance to reconnect as a group, as an industry and with the special interest groups to talk about what the statutory stream of it should be, because the cities felt very strongly and counties feel the same way about the bill that talks about the counties setting the speed limits on their roads. This is not something that should be done piecemeal. This is not something that one county or city should have a different set of speed limits than the city or county next to them because it gets away from uniformity of the law which then there really is confusion out there and people do not know what the speed limit is if the person happens to not to see the sign, for whatever reason. That was their major concern and he was told in very blunt words that the Legislature is just tired of listening to the engineers and that the Legislatures were going to fix the problem and this was their way of fixing the problem. He appreciated Mr. Kysylyczyn coming down to discuss this.

Mr. Culver indicated that enforcement is going to be the biggest issue and how will the City enforce this and when will it be enforced. How will the City get the police officers to embrace some targeted enforcement in that and will clearly have to be a part of the whole picture if the City is going to make the speed limit actually effective.

Member Cicha thought it sounds like this is something the Commission should at least hear from the Police Chief about because as he understood it, the Police Department is against this and he would like to hear their reason why. He thought hearing from the Police Chief would help in making a recommendation.

Chair Ficek wondered if this would be a good opportunity to collaborate with the Police Department Commission on. He indicated he did not have any idea on what that might look like though.

Mr. Culver explained the only thing he will say regarding the Police Commission is that he is not exactly sure what their prevue is on that Commission and what their official task is.

Vice Chair Joyce asked if the 2021 speed study includes traffic flow, traffic timing, and other things come into play.

Mr. Freihammer explained the data the City collected, most of it was done in 2017 and it was updated in 2020, which was during COVID, and may be the reason why some of the data in parenthesis may be a little higher in some cases. The majority of the data on the 85th percentile sheet was collected during normal operations.

Vice Chair Joyce thought there needed to be an accurate snap shot of what is going on now for traffic in the City, post COVID. Another thing is on City streets the carte blanche of one speed limit on all of them, just because the City owns them, he wondered if there were other examples of other cities, besides the County and State Aid roads, is there any thought about particular roads that the City owns that would be posted otherwise.

Mr. Freihammer explained St. Paul did a study and does have an overall 20mph speed limit; however, on collectors or as otherwise posted St. Paul does have these posted at different speed limits. That could be an option for the City.

Vice Chair Joyce explained he did like the point that Mr. Culver made about the uniformity in the region to make it seamless through each town a person drives through. He thought the reason for uniformity makes a really good reason for taking a look at it.

Member Misra thought since COVID, a lot of lifestyles have been affected and what she has noticed is that people are out walking around a lot more now and people are out with families more as well. There seems to be more pedestrian and bicycle traffic and she thought those are things that Roseville has tried to promote. She thought the speed limit issue seems to be related to that. If the City is seeing a shift in lifestyles and how people are living in Roseville, then it seems to her that looking at something like a speed limit change is completely appropriate. She thought taking a look at it is a good idea. She asked, as the City blankets itself with a standard speed limit, how does that affect the other streets that the City does not control. She thought that would change the traffic patterns on the County and State controlled streets. She thought that Roseville is unique in a sense that there are many streets not governed by the City which could affect a lot of traffic. She would like to know if the speed limit is decreased on streets that are controlled by the City how will that will affect traffic on a number of streets that are still residential but that Roseville does not have control over. She also wondered if there are ways that Roseville can exercise control over those streets because she thought context is everything and in Roseville those are residential streets with driveways.

Member Misra explained she would like the Commission to also look at neighboring cities that have changed their overall standards that have bordering streets to Roseville to take a look at those speed limits and be considerate of the neighboring cities. She also thought it was important to look at the policing of the streets but also understood that a lot of people are abusing the speed limits and by reducing the speed limit the City would be indicating to the residents and commuters to slow it down all over the place. This is more of a general indicator that may bring down speed across the board.

Member Collins indicated he had opinions that he wanted to keep to himself at this time.

Chair Ficek noted he is an engineer by trade but he is balancing that with maybe there is a cultural change that is needed. He explained that he has talked to Mr. Culver previously about streets and the engineers designing them for cars and the change now is to try to design the roads for pedestrians and bicycles and trying to determine which will dictate the rules for the road. In terms of questions he has of what he would like to see, it would be interesting to see some of the things the City has rolled out and how decisions were made and what were some of the aspects looked at and what were the results. He also agreed he would like to hear from the Police Chief and the education processes that can be there, not only for a roll out but is there a way, if they were to go with a lower speed limit, are there programs that can get the residents involved where they can actually start to understand what the actual speed is when standing out in the front yard. He would also like to find out from other cities that decided not to go to uniform city speed limits and find out the reasons why. Generally, he thought there is agreement to continue to look at this and gather more information before making a recommendation. He thought the public needed to be involved but not immediately, he thought the public should be included at a later stage.

Tuesday, November 22, 2022, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

7. City Roadway Speed Limits

Public Works Director Jesse Freihammer explained at the September PWETC meeting, staff presented information about speed limits. The Commission asked staff for more information and staff has gathered that information. A 50th percentile speed map is available, in addition to the 85th percentile speed. The police department has also contributed detailed stats about traffic stops since 2017.

Mr. Freihammer presented the new information and asked for Commission feedback.

Member Hodder explained when looking at the 50th percentile for speeds on Roseville roadways, what is the current speed limit and would the 50th percentile represent.

Mr. Freihammer explained the 50th percentile is the median speed. Half the cars are going faster than the speed limit and half the cars are going less than the speed limit. He showed a slide of the speed limits in the City. If a change was considered, it would obviously be less than the current speed limit.

Chair Ficek asked for the cities Roseville borders that have changed the speed limit, are there signs going into it or is it individually posted.

Mr. Freihammer explained what Falcon Heights did was to post every street. St. Anthony posted a sign when going into the city at the major entry roads stating the city-wide speed limit on local roads. He believed New Brighton is doing the same thing as St. Anthony. He reviewed some of the other cities that have changed the speed limit on local roads. He noted if Roseville does decide to move forward the City probably would keep signage where it currently is and not add any more signs.

Member Cicha indicated he viewed a speed limit change as more of a long-term policy and thoughtfulness from the community. He explained as seen from data, people do not instantly change their driving style or speed, even with a speed limit posted and he did not know if there was any way to change that, but he did think there are benefits in the long term once younger people start driving. He thought Roseville could get feedback from cities that have had the speed limit change for a year or more, but he was not sure it would show a lot of change,

Chair Ficek agreed with Member Cicha. He asked the Commission what options the City could take moving forward. He reviewed the options staff has given with the Commission.

Mr. Freihammer indicated if the City did a citywide speed limit change it is a pretty simple process, if that becomes the recommendation. If the City does something that is by type, then he would recommend doing a study to document that and a little more work involved.

Chair Ficek thought the speed limit map was a good starting point.

Mr. Freihammer agreed and noted that is what some of the other cities started with.

Chair Ficek thought the PWETC could have an open house, if needed.

Mr. Freihammer indicated if the City had something to present there could be a meeting to present what is proposed for resident input.

The Commission discussed what should be included in the information to residents to respond to including costs, speed study, chart showing risk of death or serious injury, and the police enforcement report summarization.

Member Luongo thought this is a lot of information and people are not going to read it if there is too much so she would like for the information to be organized and condensed if possible.

Tuesday, April 25, 2023, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

7. Speed Limits Update

Public Works Director Jesse Freihammer and Assistant Public Works Director/City Engineer Jennifer Lowry provided a speed limit update to the Commission.

Chair Ficek thanked staff for the presentation.

Member Cicha indicated he would be curious to hear from police organizations who have gone through this experience and have had speed limits change and if their initial fears of their workload and resources have actually been impacted by the change in the speed. What he has heard from the City's police force is that there are not enough resources to try to follow up if the speed limits were to be lowered.

Ms. Lowry indicated she has been talking more with engineers than Police Chiefs and those she has talked to either do not have a dedicated traffic enforcement group or did not ramp up or have dedicated work. She thought it would be interesting to hear from those entities as well as what complaints have come in from those folks or other people.

Vice Chair Collins knew the Dale Street project is going to be coming up with new markings and he wondered if the speed limit will be the same as what it was or will there be any input as to possible changes.

Ms. Lowry explained county roads will remain the same even if the City were to implement a change in speed in the city and typically a speed change would be made after a road improvement, but a speed study would be done to determine what the speed should be. With a speed study there is a possibility and risk that the speed limit could be raised.

Member Mueller asked what a speed study entailed.

Mr. Freihammer reviewed how a speed study is conducted.

Chair Ficek asked if there is a timeline on the MnDOT study.

Ms. Lowry reviewed the timeline with the Commission but thought the process was supposed to be within the year. It was started in 2019, so it was supposed to be done already and she did not know if there was a set completion date.

Chair Ficek thought he saw something about Minneapolis and St. Paul follow up studies and he wondered if those cities were moving forward to evaluate their speeds now that those cities have changed the speeds and have a few years data.

Ms. Lowry indicated she would check. She talked to both cities but did not ask that specifically.

Chair Ficek asked if dynamic signs are done by request.

Mr. Freihammer indicated that was correct. The City usually gets a lot more requests than what staff can move around the city and as staff has learned that is done by a volunteer and does affect the variability. He noted there is one permanent one on County Road B but the one advantage to moving them is that people get used to them and ignore them, so it usually is good to rotate them with construction projects for cut-through traffic in neighborhoods.

Member Mueller indicated when she has reached out to the County before regarding the lack or visibility of speed limit signs on County Road B, as an example, she has been told that there are limitations with the number and type of signs that can be posted and that there has to be certain rights-of-way or distances or whatever and different sign types. She asked if that was accurate and something the City needed to consider for Roseville roads.

Mr. Freihammer explained only so many signs can be put up. The City's policy is to make sure there is one speed limit sign every half or quarter mile or some sort of stop intersection. He was not sure what the County's policy is, but speed limit signs cannot be placed close together.

Mr. John Kysylyczyn, 3083 Victoria Street, provided background information on the history of his political career and indicated he has taken an interest in this subject. He explained he was opposed to the efforts to adjust the speed limits in the city because he thought it was a complete waste of time and money. He pointed out that he has noticed there is no ticket data. There is data as to the traffic stops, but there is no data as to how many speeding tickets have been written and for what speeds they have been written for. St. Paul disbanded its traffic unit so the idea that the City will have more officers focusing on traffic is false and is actually going in the opposite direction. Roseville has done local enforcement and the outcome of the local enforcement efforts back twenty years ago was that the tickets and the people that were being stopped were the people that lived in the neighborhood. There is this rabbit hole he encouraged the Commission not to go down, which is that slower driving leads to less injury. The problem is not the speed, the problem is the distracted driving, the people that are reading their cellphones while driving

down the road and talking on the phone while driving down the road. That is where the real problem lies. He would caution the Commission on studying data on what other cities have done because some cities make decisions that are politically driven, and some cities make decisions that are statistically driven. The cities of Brooklyn Park and Minneapolis are political party-endorsed where a lot of their decisions are based on politics. Shoreview, on the other hand, is not a political party-endorsed city and often times a lot of decisions made there are based on statistics. Another thing he wanted to raise caution about is passing laws that no one follows. That is the scientific versus politics. When you pass laws that no one follows people have a tendency of not respecting other laws. Another thing to point out is perhaps Roseville should stop paving local side streets that are four car lanes wide. Perhaps for the next reconstruction phase, quit paving four lane-wide local side streets and cut them down to three or two and a half lanes. Lower speed limits do nothing to affect the noise that bothers him, which is loud exhaust and loud car stereos. Equity was raised and if the City passes laws that no one follows it gives law enforcement the ability to pull over anyone they want to. Do not pass laws that no one is going to follow, and scenarios will not be created like that. He indicated if the Commission wanted to do a study or a survey of people, he would encourage the Commission to take a look at the recycling survey that was done.

Speed Limit Update

Public Works Department



Public Works Environment and Transportation Commission

April 25, 2023

Speed Limit Update

Agenda

- Background
- Update on Questions Asked
- New Local Research
- Next steps

Speed Limit Update

Background

- 2019 State Legislative Action
- 2022
 - July 11 Joint PWET/Council meeting
 - September 27 PWET Commission meeting
 - November 22 PWET Commission meeting

Speed Limit Update

Council and Commission Questions

- What are the benefits of lower speeds?
- What are costs of implementing a speed change?
- What have other cities done or learned?
- How are other cities experiencing compliance and enforcement?
- How does Roseville's crash data compare to others?
- What about other impacts of changes to speed limits?
- What are the public's thoughts?

Speed Limit Update

What are the benefits of lower speeds?

The likelihood of injury to pedestrians increases as driver speed increases.



13% Likelihood of fatality or severe injury

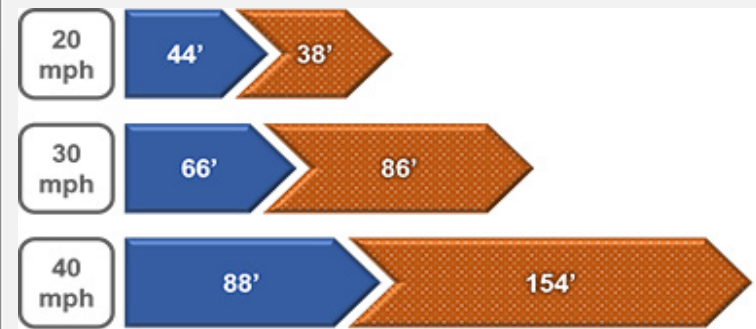


40% Likelihood of fatality or severe injury



73% Likelihood of fatality or severe injury

Source: MNDOT Statewide Speed Limit Vision Project



Perception/Reaction + Breaking Distance

Source: FHWA

Speed Limit Update

What are the costs of implementing a speed change?



Source: Seattle DOT



Source: Officer.com



Source: Ohio Education Association

Speed Limit Update

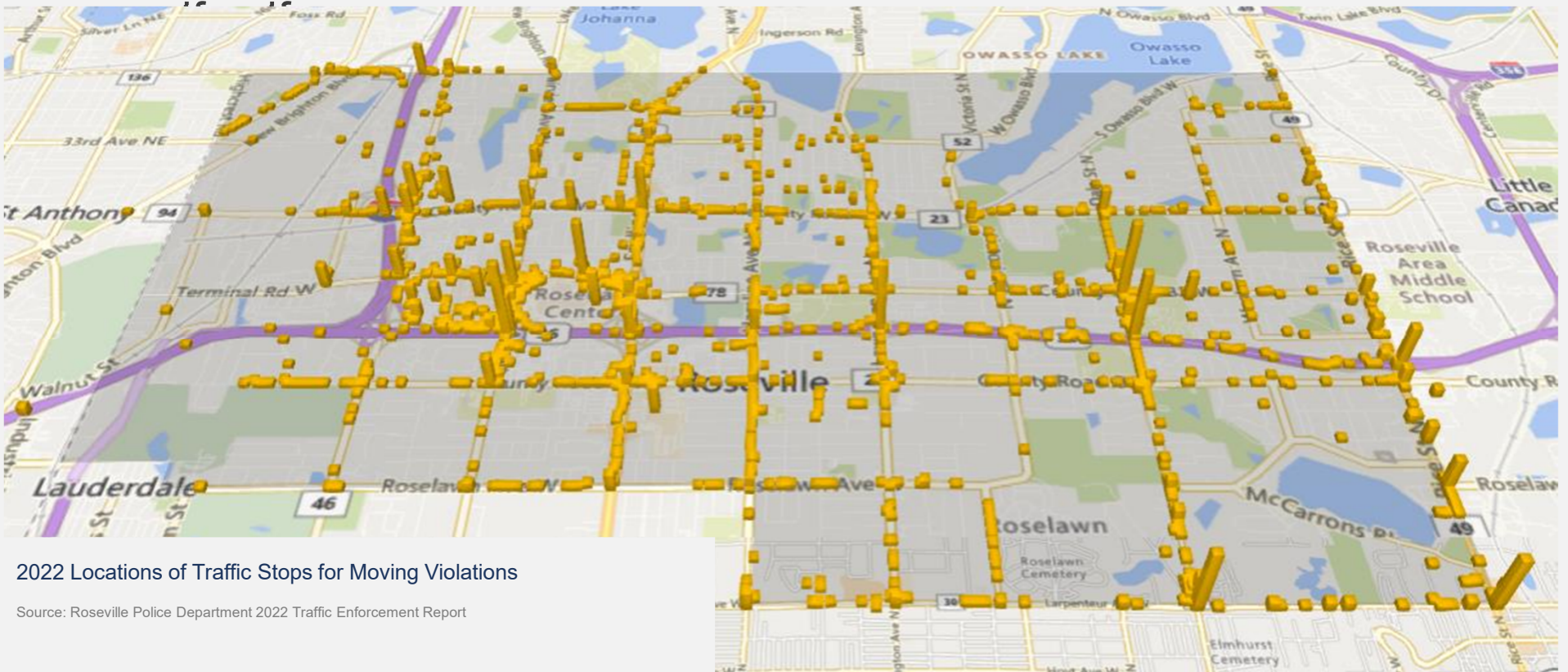
What have other cities done or learned?



Source: State of Minnesota GIS

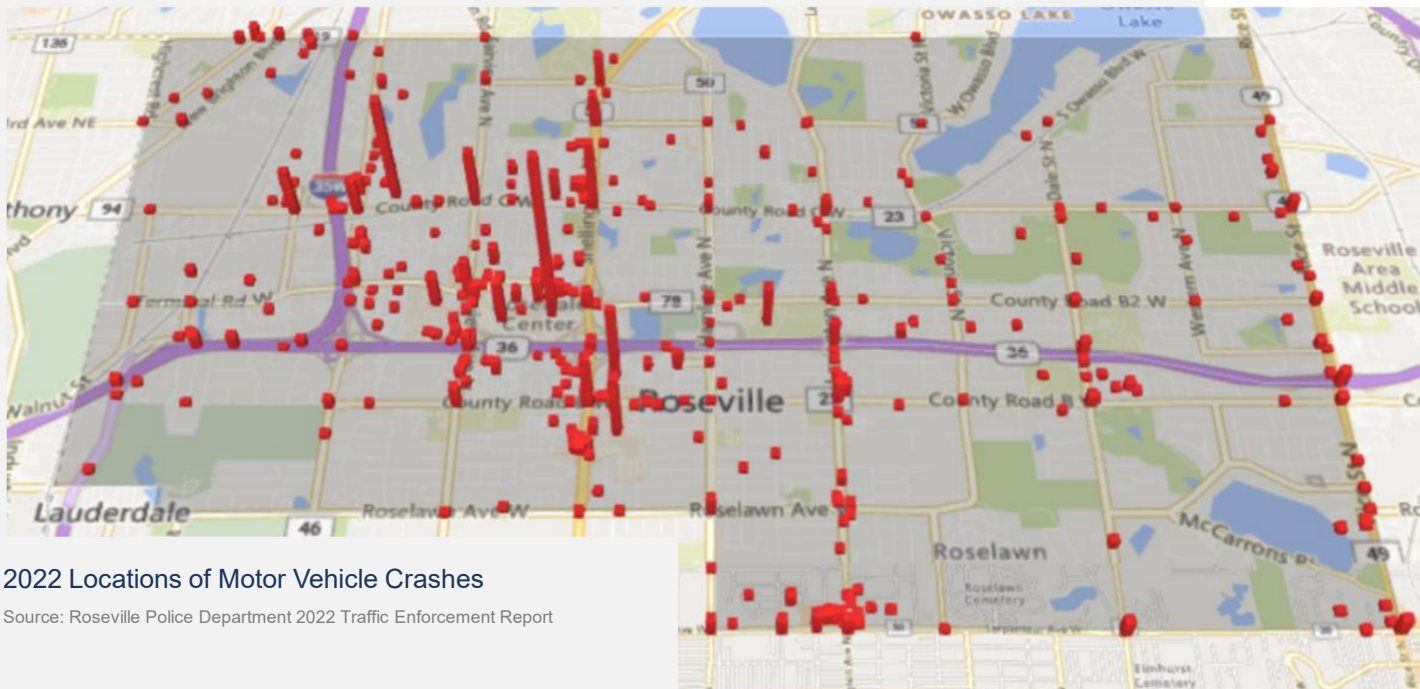
Speed Limit Update

How are other cities experiencing compliance and enforcement?



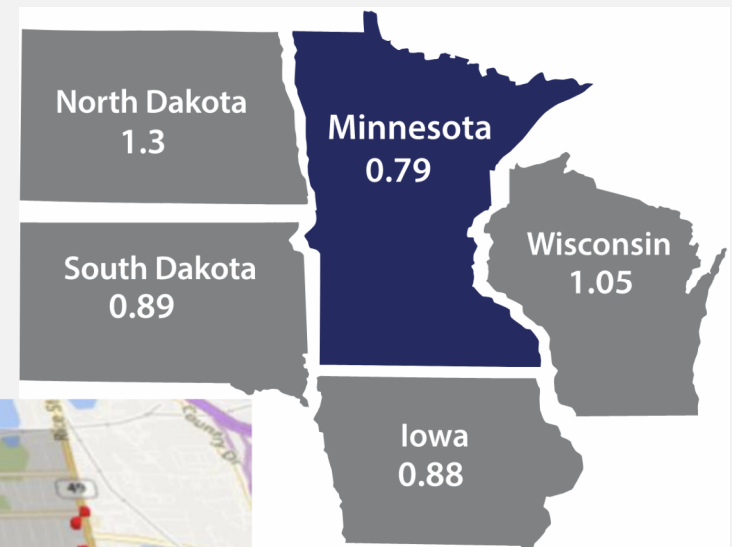
Speed Limit Update

How does Roseville's crash data compare to others?



2022 Locations of Motor Vehicle Crashes

Source: Roseville Police Department 2022 Traffic Enforcement Report

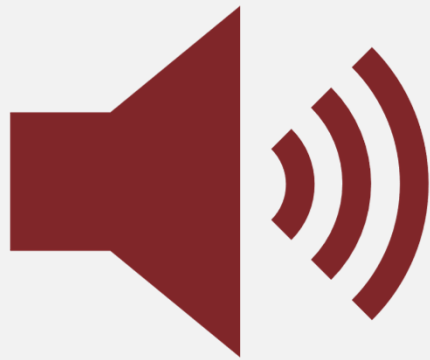


Pedestrian & Bicycle Fatal Crash Rate

Source: LRRB Guidelines for Determining Speed Limits on Municipal Roadways

Speed Limit Update

What about other impacts of changes to speed limits?



Speed Limit Update

What are the public's thoughts?



Source: Ohio Education Association



Source: sciline.org

Speed Limit Update

New Local Research

- [Minnesota Statewide Speed Limit Vision Project](#)
- [LRRB Guidelines for Determining Speed Limits on Municipal Roadways](#)

Speed Limit Update

New Local Research

- [Minnesota Statewide Speed Limit Vision Project](#)



VISION STATEMENT

Speeds limits are set with an emphasis on all users with key influences of **safety, engineering, and surrounding land use.**

Core Values

Speed limits are:

- 1 Affected by community context, land use, and road design.
- 2 Governed by voluntary compliance through education and accepted social norms.
- 3 Established through consistent technical evaluation and applied equitably across all communities.

Source: MnDOT Statewide Speed Limit Vision Project

Speed Limit Update

New Local Research

- [LRRB Guidelines for Determining Speed Limits on Municipal Roadways](#)

“Changing the speed limit alone had no effect on driver behavior.”

“Changing driver behavior and reducing speeds will require added enforcement and changes to the road environment to adjust driver perception.”

Speed Limit Update

What we've done

Next Steps

- Continue to compile speed studies on local streets
- Compile more data on other cities' experiences
- Request Commission discuss with Council at Joint Meeting in July
- Seek Council direction before engaging public

THANK YOU

Public Works Department

CHAPTER 206 Public Works, Environment, and Transportation Commission

SECTION

206.1: Establishment and Membership

206.2: Scope, Duties and Functions

206.1: ESTABLISHMENT AND MEMBERSHIP

There is established a public works, environment, and transportation commission of the city which shall consist of seven members appointed by the City Council and which shall be subject to Chapter 201 of the City Code. (Ord. 1260, 4-15-2002) (Ord. 1313, 12-6-2004)

206.2: SCOPE, DUTIES AND FUNCTIONS

The duties and functions of the commission shall be as follows:

- A. Serve in an advisory capacity to the City Council, City Manager and Director of Public Works on public works, environmental, and transportation matters. (Ord. 1313, 12-6-2004)
- B. Maintain an interest in and an understanding of the functions and operations of the Public Works Department.
- C. Maintain an interest in and an understanding of federal, state, county, regional and other public works, environmental, and transportation services that impact City services. (Ord. 1313, 12-6-2004)
- D. Perform other duties and functions or conduct studies and investigations as specifically directed or delegated by the city. (Ord.1260, 4-15-2002)

Important elements to consider adding:

- Supporting Public Works
- Transportation, including non-motorized traffic (i.e., pedestrians, bicyclists, etc.)
- Environment and environmental stewardship
- Infrastructure
- Sustainability
- Public Safety as it relates to transportation
- Supporting Traffic Safety Committee

Proposed Changes:

206.2: SCOPE, DUTIES AND FUNCTIONS

The duties and functions of the commission shall be as follows:

- A. Serve in an advisory capacity to the City Council, City Manager and Director of Public Works on public works, environmental, and transportation matters. (Ord. 1313, 12-6-2004)
- B. Maintain an interest in and an understanding of the functions and operations of the Public Works Department.
- C. Collaborate with City staff to review, evaluate, and develop policies and practices regarding sustainability and management of environmental resources.
- D. Collaborate with City staff to review, evaluate, and develop policies and practices regarding transportation infrastructure as it relates to the multi-modal needs and demands of the community. This includes related public safety issues and coordination with the Traffic Safety Committee if necessary.
- E. Engage with the Roseville community and serve as a community liaison for issues, ideas and proposals while providing appropriate feedback.
- ~~C.F.~~ Maintain an interest in and an understanding of ~~Collaborate with~~ federal, state, county, regional and other public works, environmental, and transportation services that impact City services. (Ord. 1313, 12-6-2004)
- ~~D.G.~~ Perform other duties and functions or conduct studies and investigations as specifically directed or delegated by the city. (Ord.1260, 4-15-2002)

**Roseville Public Works, Environment
and Transportation Commission
Excerpt from Meeting Minutes**

Tuesday, February 28, 2023, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

7. Water and Sewer Service Lateral Discussion

Public Works Director Jesse Freihammer presented information regarding the Water and Sewer Service Laterals. He noted staff discussed ownership, issues with maintenance, types of maintenance/replacement options, and how the City helps residents with these issues.

Chair Ficek indicated there is a benefit to the homeowner in getting the inspection done. He wondered if there is a general benefit to the City as well in reducing the Inflow and Infiltration (I&I).

Mr. Freihammer explained every bit of I&I that goes in is paid for on the overall sewer bill to the City. The MET Council monitors the flow out of the City and every drop of water that goes in the City pays for.

Member Cicha asked with the point of sale inspections, is it typically immediately for anyone who sells their house.

Mr. Freihammer explained according to the Ordinance a person has to prove that an inspection was done which is shared with the City and a determination is done. This can be set up a couple of different ways.

The Commission discussed sewer line inspections, video of sewer scoping and replacements.

Mr. John Kysylyczyn, 3083 Victoria Street, explained he was not in favor of point of sale inspections. Another thing he wanted to caution the Commission on is that there are some residents who have extraordinary long sewer lines, including his. He reviewed the history of the area where his home is located and how much his sewer line replacement would cost compared to the ordinary sewer line most residents have.

Member Hodder asked what a better funding mechanism would be to make it work for someone like Mr. Kysylyczyn.

Mr. Kysylyczyn indicated he would not know. There are pluses and minuses with every property purchased.

Chair Ficek asked if the City had any other point of sale requirements.

Mr. Freihammer indicated he was not aware of any others.

Chair Ficek indicated he was reluctant about opening up discussion for this because it seems like it is a bigger policy discussion that is needed. He liked the idea of the revolving loan and would be interested in exploring that further.

Mr. Freihammer indicated this could be brought forward to the Finance Commission for discussion and then something that would need to be built into the budget potentially and work that would be involved to set that up.

Mr. Kysylyczyn noted to add to the revolving loan fund, government always gets paid first when there are liens on houses and the reason why the HRA got involved with those housing issues.

Chair Ficek indicated as he was thinking about this, there is a benefit to the City to have some of this done. He was kind of looking at that incentive and wondered if it could be offered at a really low interest rate or there could be something for low income such as no interest rate. He was not suggesting any particular way but he thought there were ways it could be thought about as to how that equity piece is brought in so that it is something that is more useable to everybody and it has that incentive behind it and more people look to it to figure out it is the right time to do it.

Mr. Freihammer explained staff can look at options and discuss with the Finance Commission, if the City did that, what the potential interest would be and would it be a benefit to the property owners.

Chair Ficek thought it was worth looking at. He did wonder who would do the work. Mr. Freihammer stated the City has a list of qualified contractors.

Member Cicha agreed he liked what was said about the revolving loan fund and thought there was a lot of options around it.

**Roseville Public Works, Environment
and Transportation Commission
Excerpt of Draft Meeting Minutes**

Tuesday, June 27, 2023, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

7. Street Name Change Policy - Draft

Public Works Director Jesse Freihammer explained the City has received a request from residents to change the street name of the segment of County Road B west of Cleveland Avenue. The portion is scheduled for reconstruction next year.

There was no concern about the proposed name change request from the Commission.

Member Hodder moved, Member Mueller seconded, supporting the policy changes draft as presented in the agenda packet.

Ayes: 4

Nays: 0

Motion carried.

ROSEVILLE
STREET NAME CHANGE POLICY

Draft v1.0 June 2023

PURPOSE: This policy shall dictate the process for which residents may request a change of name to a street under city jurisdiction, to be considered by the City Council.

BACKGROUND:

Minnesota Statute § 440.11 "Street Name Change; Ordinance" allows cities to make a street name change provided that it is approved by ordinance and then recorded in the office of the county recorder.

440.11 STREET NAME CHANGE; ORDINANCE.

The council of each home rule charter city of the second, third, or fourth class may by ordinance change the name of and rename any of the streets, lanes, avenues, public highways, parks, and public grounds of the city. Immediately after publication, the ordinance shall be recorded in the office of the county recorder of the county in which the city is located.

Although not required by statute, a petition is useful to gauge property owner interest in a street name change, as both benefits and inconveniences associated with an address change will be borne by the property owners. Property owners may consider/consult their tenants.

PROCESS:

A. Resident Petition

A resident requesting a name change must submit a petition to the City Engineer for consideration. The petition must include the new name requested and have signatures from more than 50% of property owners on the street, whose address includes the proposed road name change. Upon request, the City will provide a list of addresses. A sample petition form is included in Appendix A.

The new street name:

- a) should be changed only if there will be a public benefit that clearly outweighs the public confusion and cost that would be created by the name change.
- b) shall not be longer than can be put on a standard sign or 30 characters, whichever is less.
- c) should not create confusion or delay to standard or emergency services response.
- d) should not uniquely identify a particular product, service, tenant, business or living person.
- e) should meet naming requirement of other concerned local governments.

B. City Review of Request

The City Engineer shall confer with other concerned local governments, including Ramsey County, to verify that the new street name meets naming requirements.

The City will coordinate with Ramsey County, MnDOT, and adjacent municipalities, as needed, to estimate the cost for signage changes.

C. Council Consideration

The Council will consider an ordinance to approve the name change. An ordinance change requires public notice/comment – in this case, it would include specific notice affected properties. If approved, the ordinance will be sent to the County Recorder.

PETITION FOR STREET NAME CHANGE FORM

Signature below affirms we request changing the name of our street:

_____, from _____ to _____
[current street name] [intersecting street] [intersecting street]

to the new name: _____.
[new name requested]

The petitioners ask the City of Roseville to review this request and put it before the City Council for consideration at an upcoming Council meeting.

	Name	Address	Signature
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			

DRAFT