Roseville Public Works, Environment and Transportation Commission
Meeting Agenda

Tuesday, April 23, 2013, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

6:30 p.m.	**1.**	**Introductions/Roll Call**
6:35 p.m.	**2.**	**Public Comments**
6:40 p.m.	**3.**	**Approval of March 26, 2013 Meeting Minutes**
6:45 p.m.	**4.**	**Communication Items**
6:50 p.m.	**5.**	**Open Meeting Law Discussion with City Attorney**
7:20 p.m.	**6.**	**Pathway Master Plan and NRATS Committee Update**
7:50 p.m.	**7.**	**County Road B-2/ Victoria Street Sidewalk Project**
8:20 p.m.	**8.**	**Possible Items for Next Meeting – May 28, 2013**
8:25 p.m.	**9.**	**Adjourn**

Be a part of the picture...get involved with your City...Volunteer!
For more information, stop by City Hall or call Carolyn at 651-792-7026 or check our website at www.cityofroseville.com.

Volunteering, a Great Way to Get Involved!

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 23, 2013 **Item No:** 3

Item Description: Approval of the March 26, 2013 Public Works Commission Minutes

Attached are the minutes from the March 26, 2013 meeting.

Recommended Action:
Motion approving the minutes of March 26, 2013, subject to any necessary corrections or revision.

March 26, 2013 Minutes

Move**:** _____

Second**:** _____

Ayes**:** _____

Nays**:** _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, March 26, 2013, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1. Introduction / Call Roll

Chair Jan Vanderwall called the meeting to order at approximately 6:30 p.m.

Members Present: Chair Jan Vanderwall; and Members Steve Gjerdingen; Joan Felice; and Jim DeBenedet

Members Excused: Member Dwayne Stenlund

Staff Present: Public Works Director Duane Schwartz; City Engineer Debra Bloom

2. Public Comments

None.

3. Approval of January 22, 2013 Meeting Minutes

Member DeBenedet moved, Member Felice seconded, approval of the February 26, 2013, meeting as amended.

Corrections:

Page 2, lines 54-57 (Gjerdingen)

- Strike "… and its maintenance…"

Page 8, line 301 (DeBenedet)

- Correct "that" to "than"

Page 9, lines 327 -331 (Ms. Klink)

- Correct spelling and address to: Kathy Klink, 535 Ryan Avenue West

Page 10, lines 366-368 (Gjerdingen)

- Correct to read: "Wayfinding issues follow-up discussion based on Mr. Spack's timing and crosswalk discussion."

Ayes: 4
Nays: 0
Motion carried.

4. Communication Items

City Engineer Debra Bloom and Public Works Director Schwartz noted that updates on various construction projects were included in tonight's meeting packet and available on-line at the City's website at www.cityofroseville.com/projects, and as detailed in the staff report dated March 26, 2013.

Discussion included projected material costs this year compared with past years, with staff remaining optimistic that asphalt prices may actually be less based on lower oil costs than in 2012; status of the County Road D joint Roseville/Shoreview Reconstruction Project, with the City Council approval at their meeting last night, and anticipated schedule for a May 2, 2013 bid opening, and proposed construction start after school ends on June 2 and hopefully completed before school start in the fall, based on the critical water main installation and south side sidewalk.

Mr. Bloom reported that engineers had been able to adjust street grades on the south side of County Road D to significantly reduce driveway slopes, with another walk-through with residents scheduled in the very near future.

Member DeBenedet requested that, in addition to Shoreview staff on site to monitor construction, someone from Roseville Public Works/Engineer also carefully monitor the work, even beyond the water main work having different specifications from those of the City of Shoreview, but also for the street construction based on observations on some Shoreview streets experiencing severe settlement in the neighborhood north of County Road D.

While there had been a disappointingly low turnout at the recent public informational meeting, Ms. Bloom noted the excitement about the upcoming water main lining project and application of new technologies and materials.

At the request of Chair Vanderwall, Ms. Bloom advised that the recent County Road B-2 Pathway Construction Project had been very well attended, as noted in the staff report. Ms. Bloom noted that the majority of concerns and comments raised by the public could be addressed; and some attending remained in opposition to the need for a sidewalk at all. Ms. Bloom advised that another walk0-through would be scheduled to address other concerns, and followed by another open house, with one of those items drainage concerns that engineers would address through their design. Ms. Bloom advised that she still anticipated a July bid opening, depending on the upcoming Public Hearing and subsequent City Council approval.

Mr. Schwartz noted that all written comments on the County Road B-2 Pathway Construction Project were posted on the City's Website under the Park Renewal portion.

5. Metro Transit Service Discussion

Mr. Schwartz introduced Mr. Scott Thompson, Service Development Manager for Metro Transit to discuss development issues and recent transit changes in Roseville and the surrounding area.

Mr. Thompson provided a summary of Metro Transit's final Sector Study and Plan and service map as a bench handout, ***attached hereto and made a part hereof.***

Mr. Thompson advised that the Sector Study Project started out about one (1) year ago and updated previous planning studies for Roseville from 2001, which had typically followed a public comment process and subsequent adjustments based on those items identified. However, Mr. Thompson advised that this study had used a different approach, categorizing district sectors near the Central Corridor, and how transit needs could be met and what those needs were.

Mr. Thompson reported that a common comment throughout their customer surveys and public hearing comments focused on the need for more frequent service, more hours of serving, including earlier morning and later at night, and operations seven (7) days per week.

Therefore, Mr. Thompson advised that the plans were developed based on those comments, and how to develop service plans to connect north/south and east/west service closely parallel to University Avenue to make connections along the Light Rail Transit Corridor (green line). Mr. Thompson reviewed those proposed routes, including Routes 16, 62, 83, 87, 94, 94B, and how those common concerns were being addressed through more frequent and consistent service, adjusted route timing and hours, and other ways to significantly improve that focus. During his review, Mr. Thompson referenced the report (page 54) and appendix maps for route-specific information.

Specific to Route 83 (Lexington Avenue), Mr. Thompson addressed a portion that had been implemented in 2001, but unfortunately became a casualty of budget reductions. However, Mr. Thompson noted that with the new service to the green line, it was being reinstated, and potential extension of the route further into Roseville was still undergoing further study, possibly as far as the Target/Har Mar Mall area, beyond Lexington and Larpenteur Avenues. While recognizing the importance of this connection, Mr. Thompson advised that it remained a trial test route, but could provide filling of service gaps between Dale Street and Snelling Avenue. Mr. Thompson noted that reinstating a direct connection from Downtown St. Paul to Rosedale, and Dale Street to Grand Avenue rather than just to Selby Avenue was also a good move, even though it may require some riders to transfer.

Discussion among Mr. Thompson, staff and Commissioners included Route needs in Roseville on Hamline to facilitate school bus connections; how routes need to be found efficient for cycles, as illustrated by Mr. Thompson, and based on the

number of vehicles operating on a particular route, available resources and how they're invested; and the importance and heavy use of connections to Rosedale.

Overall, Members and Mr. Thompson concurred that the proposed plan provided significant improvements for Roseville

Further discussion included "night owl" service (Route 16); Snelling Avenue identified as the #1 route for the rapid bus (BRT) service out of the twelve (12) introductory routes proposed by 2015; new technologies for tagging passes for riders and off-but fare collections at enhanced bus stops with vending machines to facilitate speeding up the process; and how circulator routes could be coordinated to get riders further into Roseville beyond the concentration on Rosedale.

While understanding how critical the need was for additional circulator connections, Mr. Thompson advised that given cycle times and routes, he didn't think a circulator through Har Mar Mall was realistic at this time, without the need to transfer.

Additional discussion included the Cleveland Avenue and County Road C, and the Rice Street/Highway 36 Park & Rides, along with impacts in closing the Rosedale Park & Ride by transferring those vehicles to one of those new facilities; Routes 260 and 264 to facilitate those operations and connections; increased ridership when service was expanded to accommodate rider times and needs; and tracking by Metro Transit of vehicles through license plate surveys; remaining use of the Grace Church parking lot as another Park & Ride option for up to 150 vehicles; and the smaller lot at City Hall.

At the request of Member Gjerdingen, Mr. Thompson addressed Route 83 specific to Lexington Avenue and Como Park, and the various issues involving that route. Mr. Thompson reported that a point of discussion had included extending service off Lexington to the OVAL in Roseville as well. Mr. Thompson advised that Lexington Avenue through Como Park was very curvy and didn't provide safe sight distances for bus stops beyond one (1) at the fountain approximately half way through the park; and since no one lives at the park, but there were a number of residents north of the park, consensus had been that it was more prudent to run the line as proposed. While Mr. Thompson admitted that some people may benefit, the typical reasons for people to use transit (e.g. income, auto ownership, population density) were all considered, with the conclusion that twice as many people would be within walking distance of the chosen route for Lexington. While some people to the north and east of Como Park may be further from the designated route proposed. Mr. Thompson stated that overall more residents would benefit.

Chair Vanderwall thanked Mr. Thompson for the interesting and informative presentation and written report for additional review; and confirmed that it was available for the public on line at metrotransit.org.

6. Recycling Community Values Discussion Continued

Additional materials had been provided since the agenda packet distribution, and were provided as a bench handout ***attached hereto and made a part hereof.*** Member Felice also provided, as a bench handout ***attached hereto and made a part hereof***, her Recycling Community Values rankings.

City of Roseville Recycling Coordinator Tim Pratt, and two audience members were present for this discussion, a representative of Eureka Recycling and Ms. Klink.

Chair Vanderwall initiated discussion of individual rankings of community values by PWETC members, first weighting in the three main categories (Collection, Outreach, Environmental Benefits) followed by subcategories (Attachment A).

During the following discussions, Mr. Pratt updated individual and composite weighting values as compromises were made, weighting revised, and a consensus of Members achieved, ***with those conclusions attached hereto and made a part hereof.***

Chair Vanderwall, commenting on his rationale in weighting, advised that his most important goal was facilitate recycling being done and picked up. Chair Vanderwall opined that if things were picked up and it the program was well-run and convenient, it would make everything simpler. Chair Vanderwall also noted his importance in the educational and environmental components.

Member DeBenedet, commenting on his rationale in weighting, advised that the environmental benefits were one of the main reasons the recycling program was in place. While also placing significant importance on the outreach category as well, while some of the subcomponents should be made standard requirements of the request for proposals (RFP), and not requiring weighted at all, since if you didn't meet the basic requirements of the RFP, you were not considered a responsible bidder.

However, Chair Vanderwall suggested some judgment may be required to determine how, when and if a particular vendor was sincerely attempting to reduce their carbon footprint.

In the outreach section, Member DeBenedet suggested that effective education of residents should remain a measurement; however, the annual report an what happens to materials should be submitted to Mr. Pratt and forwarded to the PWETC, at which time they could determine if was sufficient or not. Member DeBenedet referenced the reports being provided by the current vendor as a standard for future reports/vendors.

Referencing collection, Member DeBenedet concurred that collection should be clean and quiet.

Of the three (3) major values, Member Felice suggested that the overall purpose and environmental benefits of the program for the community and residents should continue to be emphasized to encourage more participation. Member Felice also referenced the importance of education/outreach to new immigrants and residents of Roseville.

Member Gjerdingen advised that his initial ranking would be similar to that of Member Felice with 60% for collection, 30% for outreach, and 10% for environmental benefits.

Members then began their discussion and individual weighting for subcategories under each of the three (3) main categories.

Collection

Member DeBenedet opined that "clean and quiet" should be a requirement of the RFP requiring no specific weighting.

Regarding "impact on streets," Member DeBenedet advised that he considered the use of the heavy trucks on City streets to be of significant importance, since it ultimately cost residents money. Member DeBenedet suggested Ms. Bloom provide her analysis of the size and weight of trucks and their impact on streets, using the new software program if possible.

Related to "frequency of service," Member DeBenedet opined that he liked the once/week service with smaller bins taking up less garage space.

Member DeBenedet advised that "ease of participation" was greatly improved compared to the past, such as having to separate various types of paper, and advised that he didn't find the two-sort system personally onerous.

Chair Vanderwall concurred that this was of vital importance, the easier to do, the more participation would be found.

Members DeBenedet and Felice concurred with Chair Vanderwall.

Member DeBenedet noted the value of "more materials picked up (plastics), and how that would further reduce trash generation, in addition to the addition of "organics," with that latter option of benefit as soon as available.

Regarding "materials being efficiently recycling (local markets, highest and best use for material)" Member DeBenedet strongly emphasized the need to ensure that materials separated in the recycling bin were actually and appropriately recycled at the point of recycling by the vendor, and not ultimately landing in a

landfill. Member DeBenedet summarized that subcategory by stating that unless the materials were reused, you were not actually recycling anything.

Member DeBenedet opined that "multi-family service" should also be a requirement of the RFP with not assigned weighting.

Chair Vanderwall reiterated his emphasis on "ease of participation," "flexibility of co-mingling for residents," and "more materials picked up," along with "frequency of service." Chair Vanderwall opined that a more frequent pick-up and smaller bins would make it easier to get recycling to the curbside. Member Vanderwall suggested a vendor should be able to provide proactive ways to make it easy for recycling.

Member Felice expressed her on-going confusion with what the PWETC had originally considered "co-mingling," questioning if co-mingling without separation that she took to mean single-sort, would as much be recycled. Member Felice put a high value on "materials are efficiently recycled…" as well as "impact on street…" and "frequency of service." Member Felice spoke in support of a once/week pick-up as being ideal from her perspective. Member Felice also supported "ease of participation."

Regarding the "co-mingling" aspect, Chair Vanderwall opined that it was addressing single sort; and questioned whether or not there was a higher percentage of drop-out because of co-mingling and people not using it; or vice versa; and the need to seek proof from various vendors of the most effective method.

Member Gjerdingen spoke in support of "multi-family service," "more materials…" and specifically more types of plastics from #1 - #7 similar to that currently available in the City of Minneapolis. Regarding organics, Member Gjerdingen questioned how that would work with smaller bins.

Member DeBenedet sought additional information from Mr. Pratt on how organics would be managed and stored by residents between pick-ups.

Mr. Pratt advised that when organic collection had been initiated in the Linden Hills neighborhood in Minneapolis, a separate bin was used for organics. In the City of Wayzata they also used separate bins for organics, with Randy's (a vendor) having a contract with that city for organic collection, along with a subscription service in other cities. However, Mr. Pratt advised that to-date, their 20% estimated participation rate was not sufficient enough to make it work, so they had switched to a co-collection system, and moved the subscription and City of Wayzata over to that. Mr. Pratt noted that this was feasible since Randy's had both the garbage and recycling contracts. Mr. Pratt advised that they had started the "blue bag" program providing the compostable bags for organic materials to residents to put in their garbage carts. At the material receiving facility (MRF),

they ran two (2) shifts, with the first sorting recyclables, and the second shift sorting/processing trash. Mr. Pratt advised that everything came to the first platform on a conveyor belt, where the blue organic bags were taken off, then other recyclables found in trash and sorted out. In order to make it work financially, Mr. Pratt advised that they had to go the co-collection route, the same proposal made by Eureka to the City of St. Paul.

Discussion ensued regarding the frequency of recyclable collection in various communities (Wayzata, Shoreview) with consideration needed for summer and winter months, especially for compostable materials to ensure participation remained viable; and the compostable materials suitable for industrial versus home compost piles due to larger piles creating higher temperatures to break those materials down (compostable packaging).

Outreach

Member DeBenedet, regarding "voluntary expansion to businesses," noted Wisconsin required recycling for businesses. As major generators of paper and cardboard, Member DeBenedet suggested an option for billing business owners to encourage them to manage their tenants and comply with rules. While voluntary in Roseville, Member DeBenedet suggested innovative ways to encourage their involvement. Member DeBenedet also noted the importance of "effective education of residents (with measurement)," and emphasized the measurement component. Regarding "community involvement," Member DeBenedet noted the need for outreach to non-English speaking communities in Roseville, and any residents not familiar with or prone to recycling; and what a vendor might do to entice them to participate.

Chair Vanderwall suggested revising that language to "outreach to low participation communities," versus labeling it as "non-English speaking…" Members concurred. Chair Vanderwall and Member DeBenedet expressed their interest in using "electronic communications for outreach." Chair Vanderwall concurred that "effective education…" was important, but that could make everything else work better. Chair Vanderwall advised that when he was making comparisons of vendors, he was not looking for checkmarks, but wanted their specific ideas telling the City what it thought could be realistically accomplished and allowing staff to monitor that area to determine compliance.

While not sure how staff would respond, Member DeBenedet opined that "outreach using electronic communication," may be a City responsibility, with the vendor providing information to the City.

Mr. Pratt questioned what the PWETC meant by "electronic communication" (e.g. website, Twitter, or Facebook).

Chair Vanderwall suggested more passive communication electronically, with the goal to attract residents to that site.

Member DeBenedet opined that the more evaluation categories they were, the more muddled evaluation because, making it necessary to determine the initial RFP submission and determining compliance, and whether or not the goals were achieved or that the City got the results they expected. Member DeBenedet asked if there were items that could be included in the RFP as mandatory, or not in the selection process, but simply a given.

Chair Vanderwall cautioned that if things were not included, the City may not get what it wants, and that by including them it emphasized their importance. Chair Vanderwall noted the need to ensure that Roseville participation remained high or increased and didn't diminish as some communities experienced. Chair Vanderwall, regarding "electronic communication," noted that this could also include the PWETC's desire to encourage information delivered by a means other than paper.

Member Felice suggested incorporating "electronic communications" with "effective education of residents," whether providing the City with information for the website or other items.

Member Gjerdingen opined that "electronic communications" was part of "residential education" from his perspective.

Chair Vanderwall opined that he was not yet ready to eliminate "electronic communications" as a separate item, as he valued reduced paper coming into homes, and that it wasn't simply about education. Chair Vanderwall noted other options for communication to educate residents on something negative that may be going on and how to alert them to change something (e.g. snow day alert for school, or paper recyclables blowing around the community).

Environmental Benefits

Member DeBenedet noted Mr. Pratt's previous comment that he could accomplish "zero waste events" without assistance.

Mr. Pratt clarified that he would add that he could only do so if there remained a convenient drop-off site for those organic materials, since at this time he can take them to the Eureka MRF in Minneapolis.

Member DeBenedet suggested that be included in the RFP that they had to take any organic material from the City from "zero waste events." Regarding "reduced carbon footprint," Member DeBenedet spoke in continuing support, as it should remain based on the City's involvement in the Green Step program. Member DeBenedet stated that he still questioned how to measure and the actual value of "Environmentally preferred purchasing (EPP)." Compared to "local vendor-terminal location," Member DeBenedet noted his higher weighting on that item, with the goal for reduced air pollution, traffic and fuel use.

Member Felice advised that she thought the "reduced carbon footprint" remained of vital importance since that was the overall reason for recycling. Member Felice suggested that the "EPP" item would be a way for a vendor to show if they believed in it, what they were doing to accomplish it, and if and how they made use of those end product materials. Member Felice also supported the "local vendor…" as an important component, since it spoke to a vendor's green footprint. Regarding "zero waste events," Member Felice noted that she had put a fair amount of emphasis on it, as it provided a great opportunity for the City to let people know how they too could reduce waste.

Member Gjerdingen concurred with other members.

At this time, averages were totaled from all four (4) Members present for each major and subcategory. Individual members negotiated with other members on the categories they personally though of higher value in the weighting.

Mr. Schwartz reviewed some questions posed by the City Council in January of 2013 as they charged the PWETC with this review:

- Whether to do additional research on the single-sore option;
- Whether to increase frequency of service;
- Whether the current system is adequate and how to develop a residential fee from that perspective;
- Comparison costs/options of other communities in providing recycling services;
- And any other information desired in the PWETC recommendation for an RFP.

Chair Vanderwall opined that it would be a good idea at some point to have that comparison information before the RFP was finalized; suggesting that Mr. Pratt provide that comparison information when the actual pricing discussion was done.

Chair Vanderwall suggested that "frequency of service" be included as a requirement in the RFP, rather than selection criteria, opining that there was no rationale for reducing frequency and going backward.

Member DeBenedet concurred with Chair Vanderwall on that point. However, Member DeBenedet opined that some things sorted themselves out during evaluation of a proposal, bringing him back to his previous question as to whether there were too many criteria that would muddle the process and provide an unintended outcome.

Chair Vanderwall and members all concurred.

Further individual negotiations and subsequent averaging of weighting percentages ensued.

RFP Process

At the request of Mr. Schwartz, Mr. Pratt confirmed that City Manager Malinen preferred to offer this RFP using a best value process.

Chair Vanderwall and Member DeBenedet concurred, opining that quality was a goal, but it should be a cost effective and efficient process.

Next Steps

At the request of Mr. Schwartz, Mr. Pratt advised that development of a draft RFP would occur next, based on City Council direction to bring a draft RFP back to the PWETC and then to the City Council before ultimate issuance.

Mr. Schwartz questioned what additional information staff should provide to the PWETC.

Member DeBenedet suggested that information related to sorting, frequency, cost, options, and single or dual sorting should come out during the RFP evaluation process. However, Member DeBenedet noted that the PWETC had no information on costs/experience of other communities.

Chair Vanderwall suggested that comparison information be provided by staff, along with the draft RFP, along with other examples of good RFP's used by other communities to compare to the City of Roseville's draft RFP.

Mr. Pratt advised that he would research and provide the requested information.

Recess

Chair Vanderwall recessed the meeting at approximately 8:11 p.m. and reconvened at approximately 8:15 p.m.

7. Solar Energy Presentation

Mr. Schwartz introduced Mr. David Streier, representing Newport Partners, LLC, noting that Mr. Streier had made a similar presentation to the City Council at their meeting last night, and he wanted the PWETC to also hear the presentation on this solar energy system and financing opportunities available over the next few years for this type of system.

Mr. Streier provided his presentation as a bench handout, ***attached hereto and made a part hereof;*** and had a sample solar module on display.

Mr. Streier reviewed his firm's involvement with financing solar projects and provided a background of the firm specifically for non-profits and public entities. Mr. Streier noted the availability of an Xcel Solar Lease Structure rebate program, specifically tailored for Xcel territory and the two (2) rebate programs they currently offer.

Mr. Streier anticipated total construction cost for application for the City of Roseville as proposed at $660,000, of which the City would be responsible for 10%. Mr. Streier advised that the system would be turned back to city ownership in six (6) years; and based on a historical energy average inflation amount, the city should realize a savings of approximately $237,000 over the first 30 years.

Mr. Streier reviewed other installations completed for the City of Lindstrom, and one in process for the City of Champlin, as well as various applications in the City of Red Wing; and displayed some samples of some of their installations.

Discussion included clarification of total project and actual upfront costs of the City; payback time and annual projected savings; excess electricity offset not expected but could be sold back to Xcel's energy grid at a set contract rate; lease back of the system per future negotiated agreements consisting of an inverted lease and power agreement purchased from Newport, with the City keeping a portion of the energy savings realized from the onset; and whether interest was factored into the payback time and dollars.

Mr. Schwartz advised that staff had consulted with the City's roofing engineer and contractor, and they were supportive of the installation; however, they did ask to be included in the design and placement of the system. Mr. Schwartz advised that staff continued to research State Statute requirements and the Council had authorized a non-binding Letter of Intent at their meeting last night.
Further discussion ensued regarding the actual process; risks for the City; a review of the product itself in detail and testing of the system for climate and weather-related stability and longevity; and changing efficiencies in solar systems and industry standards.

Chair Vanderwall, with consensus of the PWETC, requested those efficiencies be made available to staff for dissemination to the PWEC when available.

Additional discussion included testing and warranty information; a 30-year warranty, with 90% efficiency for up to year 20, then dropping to 80%; minimal maintenance involved other than inverters as previously noted with their warranty expiring after 10-15 years; snow and wind loads based on structural engineering specifications, with the installation held down by cement blocks and spacing between rows to facilitate roof maintenance, access to solar modules, and access to other rooftop mechanicals.

Mr. Streier advised that monitoring web based software was available and would allow staff to access and track that data and the peak and overall efficiency of the system.

Mr. Schwartz and Mr. Streier discussed the number of units specifically recommended for the City of Roseville's facilities (Maintenance Building and Police Department portion of City Hall); and how tax credits would be applied for

this installation of panels manufactured in Mountain Iron, MN. Mr. Streier briefly reviewed that MN State Statute requirement (Chapter 471.345) and how energy savings needed to be guaranteed, with the application designed to take advantage of federal solar tax incentives for such projects. Mr. Streier addressed funding, with a 10% down payment required of the City, and anticipated return on investment or a payback period of approximately 12.5 years; and based on his firm's review of the City's actual Xcel energy bills and based on the size of the system needed. Mr. Streier advised that his firm handled all engineering, design, installation, equipment and financing components after the City's initial 10% down payment. Mr. Streier advised that the lease structure allowed Newport to monetize federal tax credits and beneficial depreciation.

Mr. Streier advised that any risk was on Newport Partners as a guarantor, and if they didn't match up with actual performance over the twenty (20) years required by MN State Statutes, Newport would be required to pay the City for that amount of energy. Mr. Streier opined that there was very little risk to the City from that standpoint.

Mr. Schwartz noted that there was one other MN manufacturer who had done installations for the City of Maplewood, and since only operational for about six (6) months, staff was researching further information from them on that installation and that manufacturer.

Mr. Schwartz asked Mr. Streier if, beyond this Xcel rebate program, there were tax credits available for private citizens for home installations.

Mr. Streier responded affirmatively, advising that residential customers were their main customers; however, they do not finance residential customers.

Chair Vanderwall thanked Mr. Streier for his attendance and informative presentation.

8. LED Retrofit Plan

Due to the latest of the hour, Chair Vanderwall requested that this item be deferred for a future meeting.

9. Possible Items for Next Meeting – April 23, 2013

Mr. Schwartz advised that he would be out-of-town for Emergency Management Training for the April meeting, but noted that City Engineer Bloom would be available to serve as staff liaison.

- LED Retrofit Plan
- Open Meeting Law Discussion with City Attorney
- Discuss County Road B-2 Sidewalk Plan
- Pathway Master Plan and Natural Resources and Trails Subcommittee (NRATS) Update.

Member DeBenedet advised that he and Member Gjerdingen served on the committee, along with Chair Vanderwall on behalf of the School District No. 623. Member DeBenedet asked that this item be a priority for the next meeting to provide direction to the subcommittee on their authority to speak on behalf of the PWETC and/or City.

On an additional note, Member DeBenedet asked that a discussion on how to proceed with Pathway Build-out also be included, based on bonding funding available through Parks and Recreation Master Plan's Renewal Program and Implementation Program. While a significant amount of those funds would be used for the County Road B-2 sidewalk, Member DeBenedet noted that City Engineer Bloom had encouraged more review of the Victoria Street segment due to safety concerns, as well as connectivity issues between Millwood Avenue and Chatsworth to County Road C-2 through the park. Member DeBenedet noted that there was currently a soft trail and that the City owned the right-of-way allowing a connection straight south. Member DeBenedet suggested that the City follow that soft trail and coordinate with Ramsey County Parks, who already had benches overlooking Little Josephine where the trail came out; with the potential for some funding assistance from the County.

Chair Vanderwall noted that it may remain a soft versus asphalt trail.

Member DeBenedet noted that crushed rock material would suffice, and allow for better culvert drainage. Based on the limited funds remaining for this project, Member DeBenedet opined that there would be serious constraints on other projects such as this one.

- Recycling specifications

  Chair Vanderwall asked that, if possible, staff provide the draft RFP and comparison information to the PWETC as soon as they are available to allow sufficient time for their review by the PWETC prior to the next meeting.

10. Adjourn

Member DeBenedet moved, Member Felice seconded, adjournment of the meeting at approximately 8:53 p.m.

Ayes: 4
Nays: 0
Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 23, 2013 **Item No:** 4

Item Description: Communication Items

- Projects update-
  - 2013 Pavement Management Mill and Overlay Project- Bids were opened on March 28. Staff received 6 bids for this project. The low bid submitted by North Valley, Inc, $772,193.09, is 9.8% lower than the Engineer's construction estimate of $855,789.10. Work is scheduled to begin in early May.
  - Storm Sewer Lining – The Storm Sewer Main Lining Project includes lining for approximately 526 lineal feet of 42" to 73" storm sewer pipe. Work is scheduled to start the week of April 22. Night work is proposed at the following locations:
    - Intersection of County Road B and Dale Street
    - Intersection of County Road B-2 and Hamline Avenue
  - 2013 Sanitary Sewer Lining Project – Work is anticipated to start in May on approximately 7 miles of sewer.
  - Waterman lining project – Work is anticipated to start in May.
  - County Road D Reconstruction – This project is out for bid. The bid opening is scheduled for May 2, 2013.
  - Villa Park Sediment Removal Project – We are anticipating the work to start on this project in May.
  - Xcel Gas Main Replacement Project- Staff anticipates that the work will start on this project in late May.
  - County Road B-2 Pathway Construction- Staff is working on plans for this project.
  - Staff is working on the following projects:
    - Wheeler Avenue Closure
    - Utility Extension at 3040 Hamline Avenue
    - McCarrons Lake Subwatershed Drainage Improvements

- Maintenance Activity
  - Street Division crews have been sweeping as weather permits and have completed a first sweeping in many of the environmentally sensitive areas.
  - Hydrant flushing and inspection and annual sewer maintenance will begin soon.

Attachments:
A. None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 23, 2013 **Item No:** 5

Item Description: Open Meeting Law Discussion with City Attorney

Background:
The City Manager's office requested the City Attorney give a presentation on the open meeting law to the City Council and all Commissions. This presentation is meant to inform all about communication and other issues as it relates to the Commission's business.

Recommended Action:
Discuss and ask questions about the open meeting law.

Attachments:
A. None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 23, 2013 **Item No:** 6

Item Description: Pathway Master Plan and NRATS Committee Update

Background:
The City's Pathway Master Plan was first developed in 1975 and has been updated a number of times in the last 38 years. The most recent update was in 2008. This plan is the result of input from a City Council appointed volunteer advisory committee that worked with staff to develop a comprehensive vision for non-motorized transportation needs throughout the City. The advisory committee was made up of fourteen Roseville residents and three staff members.

A citizen survey conducted as a part of the Parks Master Planning Process indicates that the residents of Roseville rank pathways, sidewalks and trails as a high priority in the community and are interested in pursuing the expansion of the system focusing on creating improved linkages and connections.

One of the 2013 City Council goals is to develop a Pathway Master Plan Build-out Plan for the list of priority pathway segments included in the 2008 plan.

In late 2012, the Natural Resources and Trails (NRATs) Committee was formed consisting of members of the Parks and Recreation Commission, PWETC, and staff. The members: Randall Doneen, Jim DeBenedet, Steve Gjerdingen, Mary Grundman, Mary Holt, Jan Vanderwall, Nolan Wall, Jeff Evenson, and Deb Bloom. The purpose of this committee is to identify pathway and natural resource projects to be constructed in conjunction with the Park Renewal Program. This program includes $2 million for the construction of pathways. Attached is the list of NRATs priority pathways identified for construction.

The next step is to develop a priority list of projects for the remaining Master Plan priority segments. Commissioner DeBenedet put together the attached priority table that sorts the segments according to scores. Commissioner Gjerdingen put together the attached consolidated Master plan table, an effort to link the Pathway Master Plan and the Parks Master Plan.

The City's Pathway master plan, including the pathway priority segments and maps, is located at: www.ci.roseville.mn.us/pathways

Recommended Action:
Discuss process to move forward with Pathway Master Plan Build-out Plan

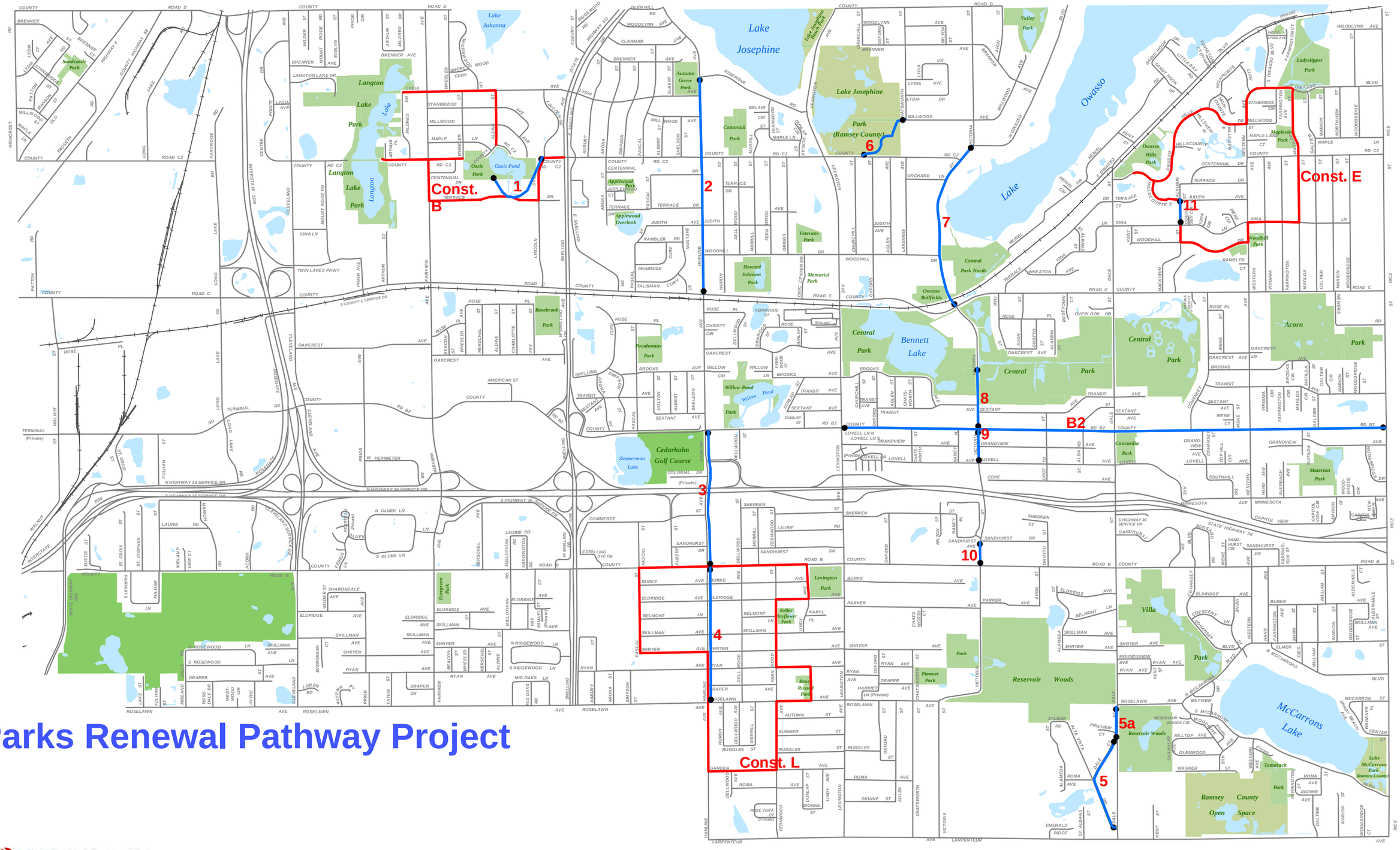
Attachments:
A. Pathway Master Plan Priority table
B. Parks Renewal Pathway Project Map
C. Consolidated Master Plan table

Pathway Master Buildout Plan (Scoring per 2008 Pathway Master		Score	Description	Length (Miles)	Estimated Cost								Build Year	Funding Source	Traffic Counts
					On Street	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall	Total			
6	**County Road B2**	140.8	Sidewalk from Lexington Avenue to Rice Street	2			$942,000			$330,000	$127,200	**$1,399,200**	2013-2015		4,150
17	**Victoria St (B to C)**	129.3	On-road and off-road pathway from County Road B to County Road C	1			$258,693			$37,500	$55,000	**$351,193**	2013-2015		4,825
	Constellation L		signage and striping along the route	3		$7,500			$6,300			**$13,800**	2013-2015		NA
	Constellation E		signage and striping along the route	2.25		$5,625			$4,725			**$10,350**	2013-2015		NA
	Constellation B		signage and striping along the route	1.62879		$4,072			$3,420			**$7,492**	2013-2015		NA
	Contingency (11%)		easement/ testing etc.									**$217,964**			
	Total											**$2,000,000**			
PROPOSED TO BE CONSTRUCTED AS A PART OF PARK RENEWAL PROGRAM															
SEGMENTS COMPLETED AS OF NOVEMBER 1, 2012															
12	**Fairview Ave (South of B2)**	133	On-road and off-road pathways between Roselawn Avenue and County Road B-2										Done: 2011-2012		
	Fairview Ave (B2 to C)		On-road and off-road pathways between County Road B2 and County Road C										Done: 2012		
21	**Rice St. (Co Rd B to Co Rd B2)**												Done: 2011		
19	**Dale St North of Co Rd C**	73.75	Off-street trail from S Owasso Blvd to County Road C										Done: 2011		
22	**Brenner to Langton Connection**	61.5	Pathway connection between Brenner Ave and Langton Lake Park										Done: 2011		

	Pathway Master Buildout Plan (Scoring per 2008 Pathway Master	Score	Description	Length (Miles)	Estimated Cost								Build Year	Funding Source	Traffic Counts
					On Street	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall	Total			
SEGMENTS WITH SCORES GREATER THAN 100															
21	**Rice St (Co Rd B2 to Co Rd C2) ??**	141	On-road and off-road pathway from Larpenteur to the north City boundary	1	$160,000		$370,000			$150,000		**$680,000**			14,300
	Rice St (North of C2)											**$0**			13,700
7	**County Road B**	130	Off-road trail connection from Highway 280 to Rice Street	1			$370,000			$150,000		**$520,000**	2013-2015		1,300
4	**County Road C**	128	On-road bicycle facility from Lexington Avenue to Rice Street	2	$320,000							**$320,000**	Future		8,250
18	**Victoria St (South of B)**	124.5	On-road and off-road pathway from Larpenteur Ave to County Road B	1.25			$463,000			$188,000		**$651,000**	2014-2015	MSA	2,150
16	**Victoria St (North of C)**	123.8	On-road and off-road pathway from County Road C to County Road D	1.25	$200,000		$462,500			$188,000		**$850,500**	Future		6,600
15	**Lexington Ave**	120.5	Off-road trail on the east side of Lexington Avenue from Larpenteur Avenue north through the City connecting to Shoreview's pathway system	5			$1,850,000			$750,000		**$2,600,000**	Future		15,100
11	**Fairview Ave (North of C)**	118.5	On-road and off-road pathways between County Road B2 and County Road D	1						$150,000		**$150,000**	Future		8,100
5	**County Road C Sidewalk**	117.5	Sidewalk on the north side of County Road C from Western to Rice Street	0.5			$185,000			$75,000		**$260,000**	Future		7,400
26	**Rosedale to HarMar Connection**	114.5	A light traffic overhead bridge structure across Highway 36 and pathway connection between Rosedale and Har Mar Mall	1			$370,000	$1,600,000				**$1,970,000**	Future		41,000
8	**Roselawn Ave**	110	On road and off-road pathways from TH 280 to Lexington Avenue	1.75	$280,000		$648,000			$263,000		**$1,191,000**	Future		2,900
25	**NE Diagonal RR Connection (Walnut to Co Rd C)**	110	Trail connection between Cleveland Avenue and Walnut Street along County Road C or along the Railroad right- of- way south of County Road C	1			$370,000					**$370,000**	Future		14,500
20	**Dale St South of Reservoir Woods**	109.7	Off-street trail from Reservoir Woods Park to Larpenteur Avenue	0.5			$185,000			$75,000		**$260,000**	Future		9500
13	**TH 51 connection to Old Snelling (Arden Hills)**	104	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to MoundsView High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses	0.5			$185,000			$75,000		**$260,000**	Future		31,000
14	**Hamline Ave**	102.3	An off-road trail from County Road B-2 to TH 51 (Snelling)	1.75			$648,000			$263,000		**$911,000**	Future		6,817

	Pathway Master Buildout Plan (Scoring per 2008 Pathway Master	Score	Description	Length (Miles)	Estimated Cost								Build Year	Funding Source	Traffic Counts
					On Street	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall	Total			
SEGMENTS WITH SCORES LESS THAN 100															
31	**Millwood to County Road C2 Link**	98.5	Pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2										2013-2015		NA
34	**Alta Vista Drive**	94.25	Pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir Woods Park										Future		Unknown
1	**County Road D**	93.75	On and off road between Cleveland and Fairview Avenue										Future		8,400
10	**Cleveland Ave**	92.75	On and off road, between County Road C and County Road D										Future		6,700
9	**Larpenteur Ave**	92.5	An off-road trail from Reservoir Woods to Galtier Street										Future		12,800
33	**Cohansey St to HANC Connection**	89.5	Pathway connection between Cohansey Street and HANC										Future		NA
30	**Villa Park Connections**	88.75	Pathway connection from Shryer Ave and from Ryan Ave into Villa Park										Future		NA
2	**County Road C2 (W of Snelling)**	87	On and off road pathways from the west City Boundary to Snelling Avenue This corridor would include a grade separated crossing of 35W										Future		2,300
3	**County Road C2 (E of Snelling)**	86	On and off road pathways from the Snelling Avenue to Victoria Street										Future		2,350
29	**Lovell to Minnesota Connection**	80.25	Pathway connection between Lovell Ave and Minnesota Street										Future		NA
27	**Heinel Drive Connection**	75.5	Pathway connection between S Owasso Blvd and County Road C along Heinel Drive										Future		NA
28	**Judith to Iona Connection**	72.75	Pathway connection between Judith Ave and Iona Lane										Future		NA
23	**Langton Lake Loop**	72.5	Pathway that goes around all of Langton Lake										Future		NA
24	**Twin Lakes Redevelopment Area Connections**	56.75	On and off road facilities as a part of public street infrastructure project within Twin Lakes Redevelopment area (between Fairview and Cleveland) Provide connection from the redevelopment area into Langton Lake Park										Future		NA
32	**Eustis to St Croix Connection**	49	Pathway connection between Eustis Street and St Croix Street										Future		NA

Attachment B



Parks Renewal Pathway Project

Master Plan #	Priority #	Project Name	Original Description	Proposed revised description to consolidate Parks and PWET plans or for other updates	Park Matrixes	Overlap between Parks and PubWorks master plans?	Completed?	Programmed for street reconstruction in next 5 years?
1	20	County Road D	Develop pathway facilities, both on and off road between Cleveland and Fairview Ave	keep	b	n	n	n
2	25	County Road C-2 West	Develop both on and off road pathways within the County Road C-2 alignment from the west City Boundary to Snelling Avenue. This corridor would include a grade seperated crossing of 35W.	Develop both on and off road pathways within the County Road C-2 alignment from the west City Boundary to Hamline Avenue. This corridor would include a grade seperated crossing of 35W.	a,b,c	y	n	n
3	26	County Road C-2 East	Develop both on and off road pathways within the County RC-2 alingment from the Snelling Ave to Victoria St	Develop both on and off road pathways within the County RC-2 alingment from the Lexington Ave to Victoria St	d	n	n	n
4	6	County Road C	Construct an on-road bicycle facility from Lexington Ave to Rice Street	keep	d,e,g,f	n	n	n
5	11	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.	keep	d,e	y	n	n
6	2	County Road B-2	Develop sidewalk from Lexington Ave to Rice Street	Develop sidewalk from Lexington Ave to Rice Street, providing 3 north/south connections to Central Park, 1 connection to Acorn Park, and 1 connection to Materion Park.	g,f	y	n	n
7	4	County Road B	An off-road trail will provide connection from Highway 280 to Cleveland Ave	An off-road trail system will provide east/west connectivity from Cleveland Ave to Highway 280 via County Road B, north/south connectivity along 280 and a southern east/west connector along Roselawn Ave back to Cleveland Ave	j	y	n	n
8	13	Roselawn Ave	Develop both on road and offroad pathways from TH 280 to Lexington Ave	eliminate and consolidate with project master plan # 7	j	y	n	n
9	22	Larpenteur Ave	An off-road trail from Reservoir Woods to Galtier Street	keep	n	n	n	n
10	21	Cleveland Ave	Develop pathway, both on and off road, between County Road C and County Road D	keep	b	n	n	n
11	10	Fairview (north of B-2)	Development of both on-road and off-road pathways between County Road B-2 and County Road D	keep	i,b	y	n	n
12	3	Fairview (south of B-2)	Development of both on-road and off-road pathways between Roselawn Ave and County Road B-2.				y	
13	16	TH 51 Connection to Old Snelling	Work with Arden Hills to develop a regional pathway connection along Snelling Ave to Old Snelling Ave in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park, and County Road E2 commercial businesses.	keep	b	n	n	n
14	17	Hamline Ave	An off-road trail from County Road B-2 to TH 51 (snelling)	keep	h,c	y	n	n
15	9	Lexington Ave	Develop and off-road trail on the east side of Lexington Ave from Larpenteur Ave north through the City connecting to Shoreview's pathway system	Develop and and off road trail on the east side of Lexington Ave from Larpenteur Ave north through the City connecting to Shoreview. Also evaluate and implement measures to give Lexington a parkway feel throughout the city.	c,d,h,g,l,m	y	n	n
16	8	Victoria (north of C)	Develop an on-road and off-road pathway from County Road C to County Road D	keep	d	y	n	n
17	5	Victoria (C to B)	Develop and on-road and off-road pathway from County Road B to County Road C	keep	g	y	n	n
18	7	Victoria Street (south of B)	Develop and on-road and off-road pathway from Larpenteur Ave to County Road B					y
19	29	Dale Street North	The construction of an off-street trail from S. Owasso Blvd to County Road C.				y	
20	15	Dale Street South	The construction of an off-street trail from Reservoir Woods Park to Larpenteur Ave.	keep	m,n	n	n	n
21	1	Rice Street	Develop an on-road and off-road pathway from Larpenteur to the north City boundary.	keep	e,f,n	n	n	n

Master Plan #	Priority #	Project Name	Original Description	Proposed revised description to consolidate Parks and PWET plans or for other updates	Park Matrixes	Overlap between Parks and PubWorks master plans?	Completed?	Programmed for street reconstruction in next 5 years?
22	32	Brenner to Langton Connection	Develop a pathway connection between Brenner Ave and Langton Lake Park.				y	n
23	31	Langton Lake Loop	Develop a pathway that goes around all of Langton Lake	Develop a pathway that goes all around Langton Lake and provide 3 east/west connections to Oasis Park along minor streets	b	y	n	n
24	33	Twin Lakes Redevelopment Area Connections	Develop pathway facilities, both on and off road, as a part of public street infrastructure project within Twin Lakes Redevelopment area (between Fairview and Cleveland). Provide connection from the redevelopment area into Langton Lake Park.	keep	b	n	n	n
25	14	Ne Diagonal RR Connection	Develop a trail connection between Cleveland Ave and Walnut Street along County Road C or along the Railroad right of way south of County Road C.	Develop a trail connection between Cleveland Ave and Walnut Street along County Road C or along the Railroad right of way south of County Road C. Also implement Parkway characteristics along County Road C within the Vicinity of this corridor	o	y	n	n
26	12	Rosedale to Har Mar Connection	A light traffic overhead bridge structure across Highway 36 and pathway connection between Rosedale and Har Mar Mall.	keep	i,h	n	n	n
27	28	Heinel Drive Connection	Develop a pathway connectio between S. Owasso Blvd and County Road C along Heinel Drive.	keep	e	n	n	n
28	30	Judith to Iona Connection	Develop a pathway connection between Judith Ave and Iona Lane.	Develop a circular pathway system connecting Owasso Hills, Ladyslipper, Mapleview Park, and Woodhill park, including a segment connecting Judith and Iona lane along the Mackubin corridor.	e	y	n	n
29	27	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.	Develop a pathway connection between Lovell Ave and Minnesota Street following Minnesota Ave to Rice Street. Also provide connections to Materion Park and Concordia Park.	f	y	n	n
30	24	Villa Park Connections	Develop a pathway connection from Shryer Ave and from Ryan Ave into Villa Park.	keep	n	n	n	n
31	18	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Cathsworth through the Ramsey County open space to County Road C2.	keep	d	n	n	n
32	34	Eustis to St. Croix Connection	Develop a pathway connection Eustis Street and St. Croix Street.	keep	j	n	n	n
33	23	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.	Develop a pathway connection between Cohansey Street and HANC. Also develop new east/west connection from Cohansey to Western between C and B2.	f	y	n	n
34	19	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpenteur Ave and Reservoir Woods Park	keep	m	n	n	n
Parks		County Road C Parkway	-	Identify opportunities to create parkway feel to County Road C and create layout and implementation plan.	a,o,b,i,c, h,d,g,e,f	y		
Parks		Trails near Evergreen Park		Develop 2 north/south trails along Prior and Midlothian streets from Roselawn to County Road B	k	n		
Parks		Pascal and Ryan Connection		Develop a north/south trail along the Pascal right of way from County Road B to Ryan Ave. Develop an east/west trail on Ryan Ave which connects Pascal to Hamline	l	n		
Parks		Lexington, Mayflower, and Bruce Russel connections		Develop a trail on Ryan and Fernwood to connect Bruce Russel Park to Keller Mayflower Park. Develop another trail on Eldridge to connect Keller Mayflower Park to Lexington Park	l	n		
Parks		Loop trail just west of Roselawn Cemetary		Create a loop trail system just west of the Roselawn cemetary utilizing victoria, Larpenteur, Chatsworth, Roma, Oxford, Roselawn and Victoria.	m	n		

Master Plan #	Priority #	Project Name	Original Description	Proposed revised description to consolidate Parks and PWET plans or for other updates	Park Matrixes	Overlap between Parks and PubWorks master plans?	Completed?	Programmed for street reconstruction in next 5 years?
Parks		Connections to Pioneer Park		Develop an east/west trail on Shryer Ave from Hamline Ave to Reservoir Woods. Develop a north/south trail along Chatsworth from Shryer to Roselawn to connect Pioneer Park	m	n		
Parks		Parkview School to Reservoir Woods connection		Develop a north south trail along Aladin Street just south of County Road B to connect Parkview School to Reservoir Woods	m	n		
Parks		Lake McCarrons and Tamarack Park connections		Develop a north/south trail on William Street to connect County B to Lake McCarrons. Create 2 connections from Tamarack Park to Lake McCarrons using minor streets	n	n		
Parks		Aladin and Rose connection to Central Park		Create trails along Fisk, Rose, and Aladin Street to connect County Road C to the Dale West portion of Central Park	g	n		
Parks		Willow Pond to Pocahontas Park Connection		Create an east/west trail connecting Willow Pond Park to Pocahontas Park	h	n		
Parks		Pocahontas to Rosebrook Park Connection including grade seperated crossing of Snelling Ave		Develop an east west trail along Brooks Ave to connect Pocahontas Park to the west side of Snelling, including a pedestrian bridge over Snelling Ave.	h,i	n		
Parks		Rosebrook Park connection to Fairview along Oakcrest		Develop an east/west trail along Oakcrest Ave to connect Fairview Ave to Rosebrook Park	i	n		
Parks		Applewood Park to Autumn Grove connection		Develop Trails along Arona Street and Lydia Ave to connect Applewood Park to Autumn Grove Park	c	n		
Parks		Howard Johnson Park Connections		Create off-road pathway along Woodhill from Hamline to Lexington	c	n		
Parks		Cottontail to Veterans Park Connection		Develop a north/south trail along Griggs street to connection County Road C2 to Veterans Park	c	n		
Parks		Connections to Valley Park		Develop trails along Millwood and Brenner to connect Valley Park to Lake Owasso. Also develop a trail along County Road D to connection Victoria Street to Valley Park	d	n		
Parks		Cedarholm Golf Course to Pocahontas Park Connection		Develop a north/south trail along Prior Ave to connect Pocahontas Park to Cedarholm Golf Course.	h	n		
Parks		Central Park to Lake Josephine County Park Connection		Create off-road pathway along Oxford from Woodhill to C2.	d	n		
Parks		Sandcastle Park Connections		Create Trails along Brenner, Lydia,highcrest, and Old Highway 8 to connect Sandcastle Park to the neighborhood streets	a	n		

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 23, 2013 **Item No:** 7

Item Description: County Road B-2/ Victoria Street Sidewalk Project

Background:
As a part of the Parks and Recreation Renewal Program, staff has developed preliminary layouts for the proposed six-foot wide sidewalk along the following street segments:

- The north side of County Road B-2 from Lexington Avenue to Rice Street,
- The east side of Victoria Street from County Road B-2 to County Road B, and
- The west side of Victoria Street from County Road B-2 to the existing sidewalk at Prince of Peace church.

The first public information meeting was held on February 28, 2013. The meeting was very well attended with over 80 people in attendance. The feedback that was received at that meeting is attached and we have also highlighted areas on the preliminary layouts that are attached.

Staff is working on project design. In the next several months, we will be conducting a number of meetings with property owners to go over specific design details for the project. Most of these meetings will be on site with individual property owners. Engineering's major focus is on providing solutions for drainage, since that was the primary concern brought to us by property owners at the meeting. Once we have developed plans that include solutions to the design concerns that were brought up at the meeting, we will invite the neighborhood to another open house. It is anticipated that will occur in May.

At this time staff is working towards a late summer construction project.

Recommended Action:
Discuss County Road B-2/ Victoria Street Sidewalk Project preliminary layout and issues.

Attachments:
A. Preliminary layouts
B. Feedback Summary from February 28, 2013 meeting

Drainage
Other Property Issues
Opposed
Support

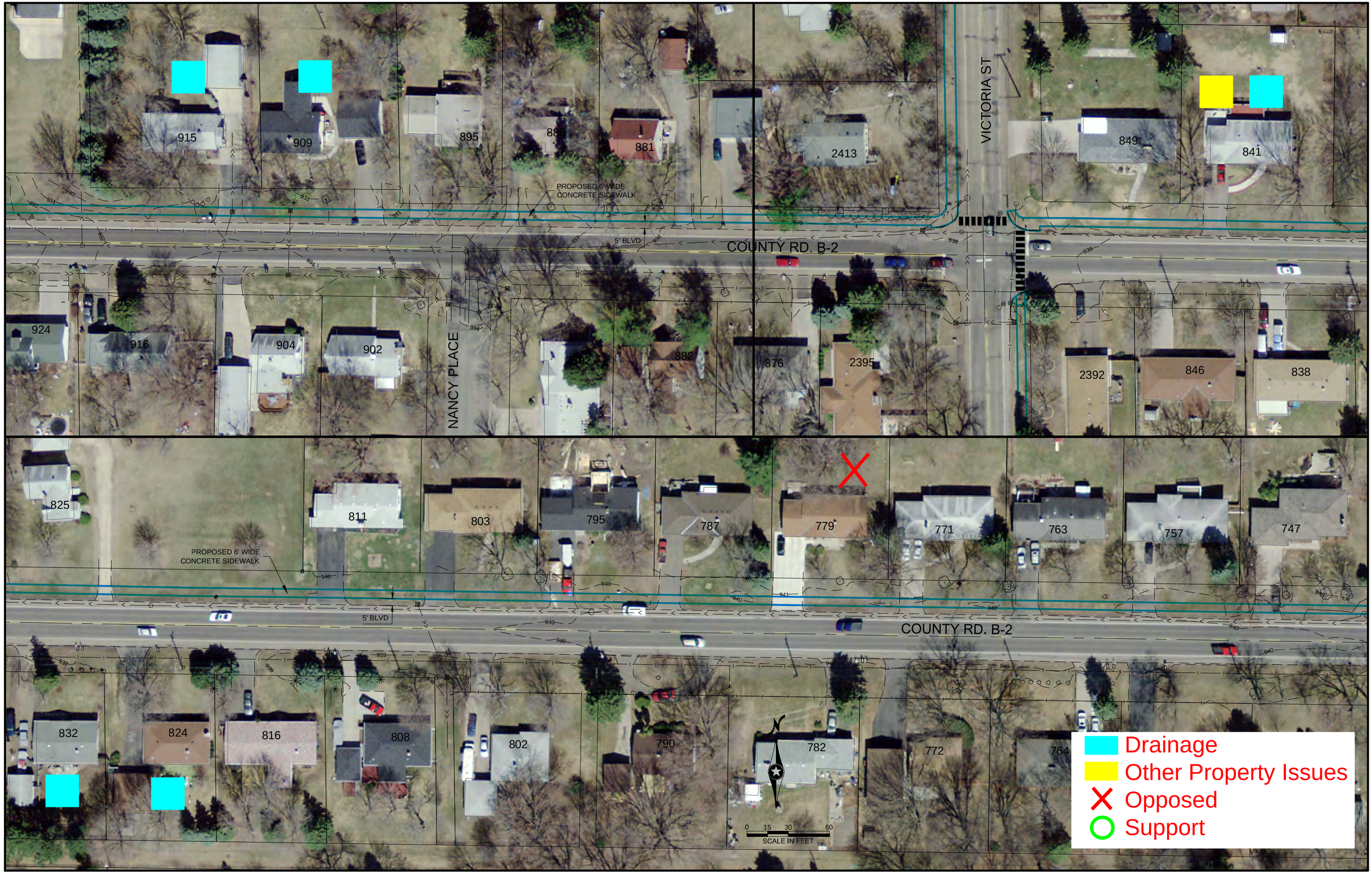
LEXINGTON AVE.
OXFORD STREET
CHATSWORTH ST

1093
1091
1081-1083
1075
1073
1067
1065
1063
1061
2411
2409
2410-2412
1015
1092
1086
1078
1070
1064
1058
1050
1046
1038
1030
1024
1007
997
985
981
975
955
947
939
931
1016
1008
1000
984
996
970
962
954
946
940
934

PROPOSED RETAINING WALL
PROPOSED 8' WIDE CONCRETE SIDEWALK
PROPOSED 6' WIDE CONCRETE SIDEWALK
PROPOSED 6' WIDE CONCRETE SIDEWALK
4' BLVD.
4' BLVD.
4' BLVD.
5' BLVD

N

0 15 30 60
SCALE IN FEET


915
909
895
885
881
2413
VICTORIA ST
849
841
PROPOSED 6' WIDE
CONCRETE SIDEWALK
5' BLVD
COUNTY RD. B-2
924
916
904
902
NANCY PLACE
882
876
2395
2392
846
838
825
811
803
795
787
779
771
763
757
747
PROPOSED 6' WIDE
CONCRETE SIDEWALK
5' BLVD
COUNTY RD. B-2
832
824
816
808
802
790
782
772
764
0 15 30 60
SCALE IN FEET
Drainage
Other Property Issues
Opposed
Support

GROTTO ST

ST ALBANS ST

735 729 721 715 707 701 693 2407 2408 659

734 730 712 710 700 694 684 668 660

651 645 637 2407 611 609 601 583 2407 2407 585 573 565

652 646 2393 2394

DALE ST

PROPOSED 6' WIDE CONCRETE SIDEWALK

5' BLVD

PROPOSED 6' WIDE CONCRETE SIDEWALK

5' BLVD

Drainage

Other Property Issues

Opposed

Support

N

0 15 30 60

SCALE IN FEET

Drainage

Other Property Issues

Opposed

Support

PROPOSED 6' WIDE CONCRETE SIDEWALK

EXISTING CONCRETE SIDEWALK

5' BLVD

COUNTY RD. B-2

EXISTING BITUMINOUS PATHWAY

COHANSEY ST

IRENE ST

535

2409

2408

500

492

486

470

467

457

445

434

426

2407

401

385

466

2390

452

448

442

430

424

404

2397

0 15 30 60

SCALE IN FEET

WESTERN AVE

375
365
357
349
341
333
325
315
305
295
285

5' BLVD

PROPOSED 6' WIDE
CONCRETE SIDEWALK

COUNTY RD. B-2

2394
360
354
346
336
328
320
310
300
2397

GALTIER ST

275
269
2409
2410
211

PROPOSED 6' WIDE
CONCRETE SIDEWALK

5' BLVD

COUNTY RD. B-2

MATILDA ST

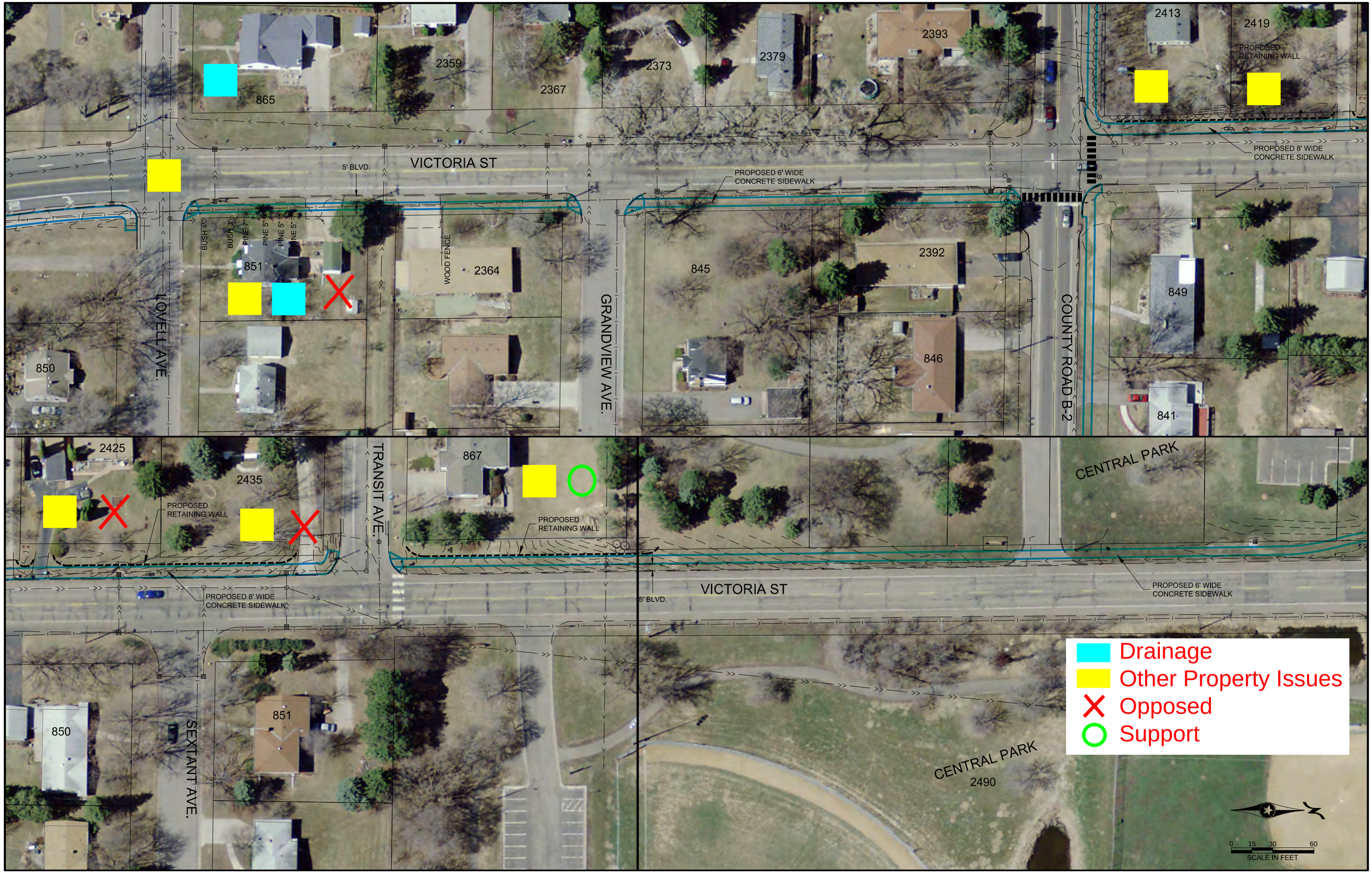
280
268
254
242
234
222

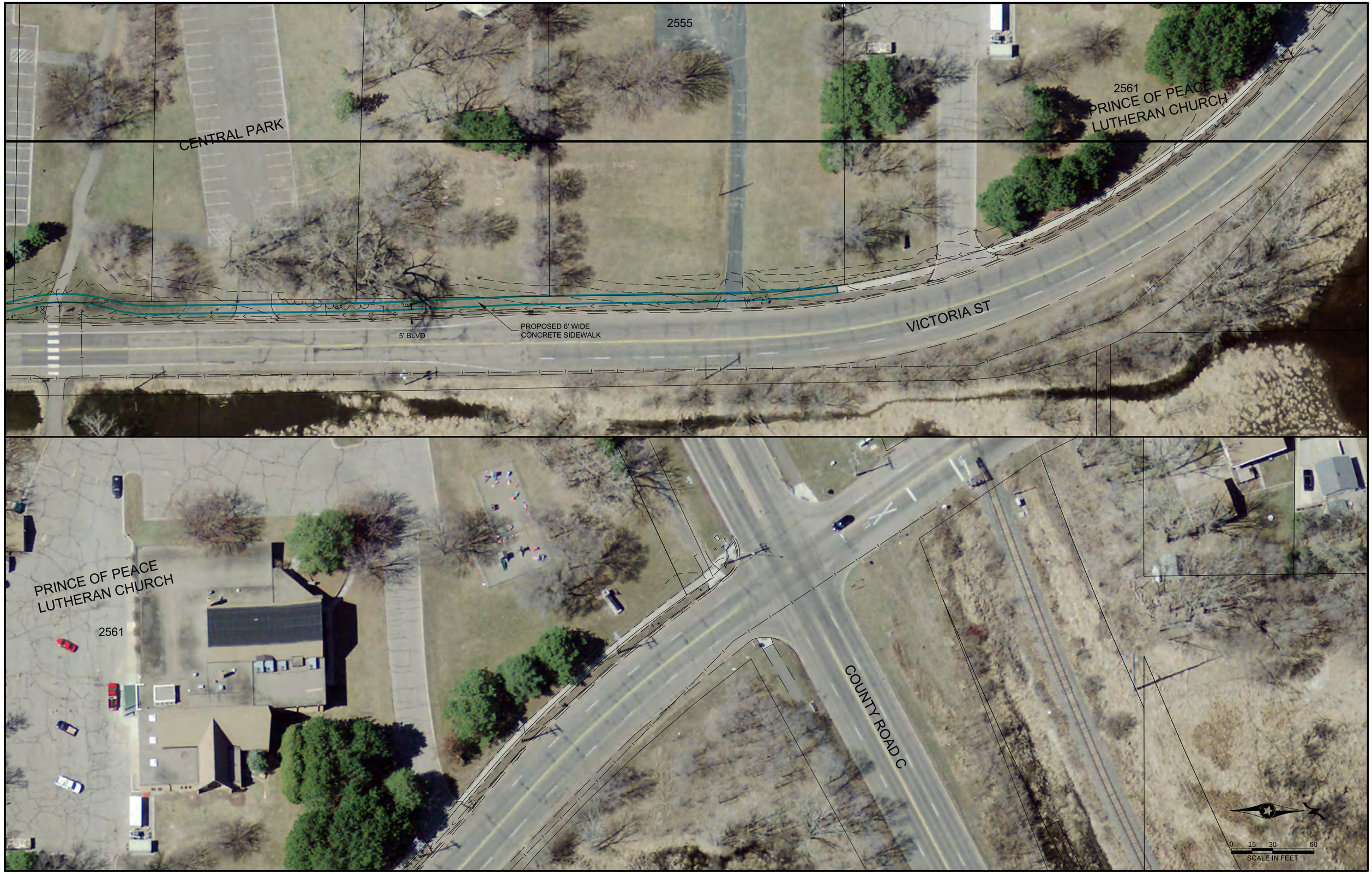
Drainage
Other Property Issues
Opposed
Support

SCALE IN

0 15 30 60
SCALE IN FEET

2165
2171
2175
2189
2195
2203
2225
2233
2241
SANDHURST DR.
PROPOSED RETAINING WALL
PROPOSED RETAINING WALL
PROPOSED 8' WIDE CONCRETE SIDEWALK
PROPOSED RETAINING WALL
VICTORIA ST.
REPLACE EXISTING BITUMINOUS AND CONCRETE SIDEWALK WITH PROPOSED 8' WIDE CONCRETE SIDEWALK
851
2172
854
848
845
COUNTY ROAD B
SANDHURST DR.
Drainage
Other Property Issues
Opposed
Support
2247
2255
2265
880
SANDHURST DR.
EXISTING 5' WIDE CONCRETE SIDEWALK
VICTORIA ST.
5' BLVD.
REPLACE EXISTING BITUMINOUS AND CONCRETE SIDEWALK WITH PROPOSED 8' WIDE CONCRETE SIDEWALK
HIGHWAY 36
HIGHWAY 36
847
841
842
COPE AVE.
0 15 30 60
SCALE IN FEET


865
2359
2367
2373
2379
2393
2413
2419
PROPOSED RETAINING WALL
PROPOSED 8' WIDE CONCRETE SIDEWALK
VICTORIA ST
5' BLVD.
PROPOSED 6' WIDE CONCRETE SIDEWALK
BUSH 4'
BUSH 3'
PINE 7"
PINE 5"
PINE 5"
PINE 5"
WOOD FENCE
851
2364
845
2392
849
LOVELL AVE.
GRANDVIEW AVE.
COUNTY ROAD B-2
850
846
841
2425
2435
867
TRANSIT AVE.
PROPOSED RETAINING WALL
PROPOSED RETAINING WALL
CENTRAL PARK
PROPOSED 8' WIDE CONCRETE SIDEWALK
VICTORIA ST
5' BLVD.
PROPOSED 6' WIDE CONCRETE SIDEWALK
850
851
SEXTANT AVE.
CENTRAL PARK
2490
Drainage
Other Property Issues
Opposed
Support
0 15 30 60
SCALE IN FEET


2555
CENTRAL PARK
2561
PRINCE OF PEACE
LUTHERAN CHURCH
VICTORIA ST
5' BLVD
PROPOSED 6' WIDE
CONCRETE SIDEWALK
PRINCE OF PEACE
LUTHERAN CHURCH
2561
COUNTY ROAD C
0 15 30 60
SCALE IN FEET

B-2 Sidewalk

Implementation Planning Session One

28 February 2013

Meeting input

Following an overview of the Parks and Recreation Renewal Program and its application to Victoria and B-2 Sidewalks, participants were asked Identify issues and share ideas about the proposed sidewalk addition. Responses are included in this summary.

Ideas and Issues

As a large group, participants were asked to share their thoughts about issues that needed to be resolved. Responses included:

- Liability for use of the sidewalk.
- Property & right-of-way questions.
- Speed of traffic resulting from changes.
- Fencing along properties.
- Corridor is not well lit.
- Will other neighborhoods also be going through this process?
- Concern for people walking with strollers.
- People on B-2 "really move" kids need to be instructed about how to walk/bike – or get them off the road.
- Traffic speed on Victoria.
- Grotto & B-2 painted crosswalk to get to park. (turned down by county last time requested)
- New residents moved in since the last time street was reconstructed.
- Need to keep kids safe and out of the street. As they go/walk to schools & parks.
- Get tough with the county.
- Why not west of Lexington? (Already a trail there).
- Trash generated along the route.
- Why six feet wide? Why not 4'or 5'?
- Bike rules on sidewalks? (No limits in Roseville).
- Safety for kids going to school? Extensions for roller bladders, etc..
- Concerns for sidewalks that slope too much.
- Can't walk B-2 in the winter.
- Lack of curbs along corridor, safety.
- Snow clearing.
- Catch basins with curbs to get water to.

- Cleaning of catch basins.
- Localized drainage issues – drains to road.
- Removal of trees & front yard space – what is the trade off for the sidewalk?
- Maintenance of utilities.
- Overhead utilities relocated to below ground.
- Loss of driveway space due to boulevard.
- Who will maintain the sidewalk?
- Sidewalk extensions & connections at Victoria to County Road C.
- Conflicts with culverts under existing driveways.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: April 23, 2013 **Item No:** 8

Item Description: Look Ahead Agenda Items/ Next Meeting May 28, 2013

Suggested Items:

- MPDES Phase II Annual Open Meeting
- LED Lighting Retrofit Plan
- Recycling Contract Draft RFP
-

Recommended Action:
Set preliminary agenda items for the May 28, 2013 Public Works, Environment & Transportation Commission meeting.