

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

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

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|-----------|---|
| 6:30 p.m. | 1. Introductions/Roll Call |
| 6:35 p.m. | 2. Public Comments |
| 6:40 p.m. | 3. Approval of June 25, 2013 Meeting Minutes |
| 6:45 p.m. | 4. Communication Items |
| 6:55 p.m. | 5. County Road B-2/ Victoria Street Sidewalk Project |
| 7:15 p.m. | 6. Pathway Master Plan Buildout |
| 8:15 p.m. | 7. Possible Items for Next Meeting – August 27, 2013 |
| 8:20 p.m. | 8. Adjourn |

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

Agenda Item

Date: July 23, 2013

Item No: 3

Item Description: Approval of the June 25, 2013 Public Works Commission Minutes

Attached are the minutes from the June 25, 2013 meeting.

Recommended Action:

Motion approving the minutes of June 25, 2013, subject to any necessary corrections or revision.

June 25, 2013 Minutes

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, June 25, 2013, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Call Roll**

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

3
4 **Members Present:** Chair Jan Vanderwall; and Members Steve Gjerdingen; Jim
5 DeBenedet; and Joan Felice

6
7 **Members Excused:** Member Dwayne Stenlund

8
9 **Staff Present:** Public Works Director Duane Schwartz and City Engineer
10 Debra Bloom

11
12 **2. Public Comments**

13 None.

14
15 **3. Approval of April 23, 2013 and May 28, 2013 Meeting Minutes**

16 Member DeBenedet moved, Member Gjerdingen seconded, approval of the April
17 23, 2013, meeting as amended.

18
19 **Corrections:**

20 • **Page 3, line 127 (DeBenedet)**

21 Correct preparation of preliminary cost estimates by Public Works Staff
22 (Attachment A) rather than Member DeBenedet

23 • **Page 8, line 331 (Felice)**

24 Typographical correction from “to” to “too”

25
26 **Ayes: 4**

27 **Nays: 0**

28 **Motion carried.**

29
30 Member Gjerdingen moved, Member DeBenedet seconded, approval of the May
31 28, 2013, meeting as amended.

32
33 **Corrections:**

34 • **Page 8, lines 313 - 318 (DeBenedet)**

35 Correct tonnage amount per axle; and strike/correct final line to read
36 "...suggesting that a load of 9 tons per axle is typical."
37

38 **Ayes: 2**

39 **Nays: 0**

40 **Abstentions: (2)** Felice and Vanderwall

41 **Motion carried.**
42

43 **4. Communication Items**

44 At the request of Chair Vanderwall, Public Works Director Schwartz provided an
45 update for the PWETC and public on the two (2) recent major rain/wind storm
46 events on Friday, June 21, 2013 and clean-up efforts. Mr. Schwartz noted that
47 many roads were blocked with downed trees, power lines, power poles and debris,
48 some requiring coordination with Xcel Energy where downed electrical lines and
49 power poles were concerned. Mr. Schwartz advised that a number of areas
50 throughout the City of Roseville experienced significant damage, localized
51 flooding on streets and private property, loss of power to a good share of
52 Roseville, including seven (7) of the City's sanitary sewer lift stations. Mr.
53 Schwartz noted that the City's Public Works staff rotated portable generators
54 among those lift stations and worked overnight to avoid any damage from sanitary
55 sewer backups to private properties; as well as monitoring one of the water
56 booster stations that tripped over to emergency generators. Mr. Schwartz advised
57 that the City's Public Works, Police and Fire Departments were working
58 throughout the weekend to respond to the various emergencies; with power finally
59 regained to the last lift station mid-day on Sunday. Mr. Schwartz advised that to-
60 date, staff had received no reports of any sewer back-ups to private property.
61

62 Mr. Schwartz noted that most of Saturday was spent opening streets in areas
63 where power lines were not involved; a preliminary assessment was provided to
64 Interim City Manager Patrick Trudgeon and Mayor Dan Roe, and a subsequent
65 emergency meeting of the City Council was called on Saturday morning,. Mr.
66 Schwartz advised that the City Council had declared an emergency under their
67 statutory powers and provisions; and authorized staff to provide curbside debris
68 clean-up for Roseville property owners. Based on initial assessments for staff,
69 overtime costs, and equipment, Mr. Schwartz advised estimated costs for city-
70 wide clean-up could be as high as \$500,000, with a more refined cost estimate
71 hopefully available at the City Council's next Special City Council meeting on
72 Monday, July 1, 2013. Mr. Schwartz noted that crews have been out since
73 Monday chipping and widening streets still covered somewhat, and a contractor
74 would begin tomorrow to assist City crews with curbside pick-up. The City is
75 authorization to use the Ramsey County site on Kent Street for hauling trees and
76 grinding it. Mr. Schwartz alerted the public that the final day to bring material
77 curbside is Monday, July 8, 2013; at which time crews will start their final pass
78 through the City to collect that debris.
79

80 Chair Vanderwall expressed his favorable impression with how quickly people
81 could get around the community to some degree, given how substantial the storm
82 was and the strong winds experienced. Chair Vanderwall expressed appreciation
83 to the Public Works Department; and questioned if they also handled clean-up in
84 parks and on trails.
85

86 Mr. Schwartz advised that the Public Works crews worked in conjunction with
87 Parks & Recreation staff for parks and trails; advising that he had personally
88 walked several areas before tonight's meeting. Mr. Schwartz recognized that
89 residents were getting concerns in getting items on the boulevard and off grass;
90 and noted staff's intent to try to address everyone's priorities. Mr. Schwartz
91 expressed kudos to Xcel Energy in addressing issues, such as power poles
92 snapped off around the community; and arrival by Sunday of crews from other
93 states to assist local Xcel Energy crews. Mr. Schwartz noted that an emergency
94 such as this stressed the importance of mutual aid agreements in a disaster
95 situation, with equipment and staff available from other jurisdictions and
96 agencies.
97

98 City Engineer Debra Bloom provided updates on various construction projects, as
99 included and detailed in tonight's meeting packet and available on-line at the
100 City's website at www.cityofroseville.com/projects.
101

102 Discussion included an explanation of the Twin Lakes Redevelopment Area
103 public improvements scheduled to begin the week of July 8, 2013; status of the
104 County Road B-2 Pathway Project and recent open house meetings with residents
105 to address drainage and preliminary plans, with the next step to present revised
106 plans based on those discussions at the July PWETC meeting, followed by
107 presentation to the Parks & Recreation Commission in August and the City
108 Council in September for this projected 2014 project, and including Victoria
109 Street as well; and approaching Ramsey County for submission of a request for
110 their cost participation based on recent discussions held by County
111 Commissioners and their interest in enhancing pedestrian efforts throughout the
112 area. Ms. Bloom expressed hope that the state may be interested in sharing in
113 50% of the sidewalk costs; and seeking an amendment to their transportation plan
114 over the winter months to include their participation. Ms. Bloom advised that the
115 second meeting with affected residents along County Road B-2 held less
116 opposition than the first meeting; with main concerns drainage and the route;
117 estimating that approximately 60% of those residents were supportive, with the
118 remaining 40% in opposition, based unscientifically on her conversations with
119 residents at those informational meetings. Ms. Bloom advised that staff was
120 attempting to focus on individual issues, and anticipated receiving good feedback
121 from the PWETC at their July meeting.
122

123 Mr. Schwartz advised that the PWETC, at their June meeting, had requested
124 mapping of stenciling during the stormwater presentation and discussion; and

advised that it is in the process of being revised, and staff would provide the updated map to the Commission at a later meeting.

Additional discussion included the 2013 Pavement Management Program (PMP) mill and overlay project scheduled for this summer; action by the City Council to transfer the Recycling Utility from the Administration to the Public Works Department; and recent news reports on the problems encountered from sanitary wipes going into the sanitary sewer system and plugging up pumps; and another news story on sewer lining applications, as currently being done in Roseville.

5. **Pathway Master Plan**

Ms. Bloom briefly reviewed the updates by staff for priority segments as previously discussed for the PWETC's Pathway Master Plan Build-out Plan from the initial 2008 Plan; as detailed in the Attachments to the June 25, 2013 staff report, and seeking feedback from the PWETC on those segments and what additional fine-tuning was indicated. Ms. Bloom clarified that this was a very preliminary list with numerous assumptions; and was only intended as a platform for PWEC brainstorming and revision. Attachments are as follows:

- Attachment A Pathway Master Plan Priority Table
- Attachment B Parks Renewal Program Potential Pathway Project Map
- Attachment C Pathway Master Plan Priority Project Map
- Attachment D 2013 Pathway Map

At the request of Member Felice, Mr. Schwartz advised that the pathway into the parking lot south of Har Mar Mall currently without curb cuts were on the 2013 work plan.

At the request of Member Felice, Ms. Bloom confirmed that the County Road B-2 pathway funding could be carried over to 2014.

Ms. Bloom briefly reviewed how staff had currently and very preliminarily identified funding sources for various segments, and whether or not reconstruction projects were involved that may provide financial assistance or other sources (e.g. Municipal State Aid funds from gas tax monies).

Member DeBenedet expressed appreciation for the considerable amount of work Ms. Bloom had put into this Build-out Plan, opining that it would be very helpful. Member DeBenedet suggested the first step would be for the PWETC to agree on scoring or ranking, even though those scores may need future re-evaluation; and those amenable for on-road versus off-road facilities, based on other components and/or financial considerations.

Members discussed how those major corridors already having a sidewalk on one side, but not both sides, should be prioritized (e.g. Lexington Avenue; Fairview Avenue; County Road C, etc.) based on safety, utility and traffic considerations. Comparisons were made between current priority rationale and that of the 1980's

Non-Motorized Pathway Committee for busy streets, having concluded that off-road facilities were needed on both sides.

In his personal tour of the majority of segments under discussion, Member DeBenedet opined that, independent of their score, small gaps between segments should be a higher priority and addressed immediately, since they would provide visible evidence to the community that some action was being taken; as well as being smaller and requiring fewer financial resources. The general consensus was in agreement with Member DeBenedet.

General discussion included use of any available funding left from a major project to complete smaller segments.

Ms. Bloom referenced Rank #20 (Dale Street S of Reservoir Woods), noting there were grave sites adjacent to the road on the east side, as well as a significant slope, creating real challenges, even though this segment was recommended for completion by the NRATS. Ms. Bloom advised that the NRATS suggested using Dale Court and Alta Vista for an on-road alternative with appropriate signage. Ms. Bloom advised that she had not yet estimated that, but would add it on the next iteration, assuming a pathway along the west side. Members supported this as an alternative, based on the location of the grave sites.

Ms. Bloom advised that she would add an additional line to that segment similar to the one done for the NRATS group.

Further discussion included the gap along Victoria Street, recognizing the challenges of grades north of West Owasso Boulevard; on-road versus off-road segments, as well as the bigger picture in that neighborhood and in relationship to the constellation concept of the Parks & Recreation Renewal program. Ms. Bloom offered to break out costs for various segments, for on-road and off-road options as appropriate. Ms. Bloom addressed original plans for a link associated with Rank #31 (Millwood to County Road C-2) and providing a connection to the neighborhood through using other routes to get people off Victoria due to safety concerns. Ms. Bloom reviewed options, existing signals and 4-way stops that would get pedestrians and bicyclers to Emmet D. Williams School and connect with City of Shoreview pathways (e.g. County Road C-2; Chatsworth north and south; and County Road D) and potential use of a flasher/pedestrian signal. Further south on Victoria, Ms. Bloom suggested discussions with Ramsey County for on-road options on the east side; however, she noted that the options were few due to the challenge of the bridge location. If the west side was used, Ms. Bloom noted that a challenge would be the cost to install retaining walls. Ms. Bloom advised that she would provide one option at the July PWETC meeting as part of the Victoria Street preliminary plan presentation, with an option on Victoria for locating a pathway on the east side to the park and crossing at a pedestrian-activated signal to connect to the trail on the west side; all part of attempting to value-engineer that overall project. Ms. Bloom noted that one concern was the

blind side on the curve with an excess of trees impacting visibility; which would make the overall safety better on the east side.

Discussions ensued regarding various options and rationale for including or excluding those options, including the pathway on the northwest/east side from Roselawn into the park; defining the various maps and their origination and/or intent (e.g., Natural Resources and Trails Subcommittee, (NRATS) as part of the Parks Renewal Program, or initially with the Parks Master Plan); map discrepancies and scoring over or under 90; upcoming value engineering discussions with Ramsey County as to whether four (4) lanes are necessary from County Road B crossing over Highway 36 as part of an overall planned pathway discussion; and challenges in slopes for sidewalks, existing fences, trees and drainage issues.

Rice Street; County Roads B and C; Victoria Street

Discussion included the challenges along County Road due to lane restrictions; potential for a 3-lane and/or widening; areas with significant crossings to access ball fields or disc golf facilities; bus commuters and retail options in those heavily-trafficked areas; reality versus ideal locations and restrictions; safety concerns with the County Road C bridge between Victoria Street and Lexington Avenue due to vehicle speeds, weather conditions, and poor sight lines; complications on narrow pathways for pedestrian and bicycle sharing; and added challenges when users ignore directional signage to facilitate all user groups.

Further discussion included the current width of the trail between 8 ft and 10 ft and whether it would be more cost feasible to add an additional 2 ft to segments to facilitate more off-road traffic; and frequent concerns received by staff about pedestrian safety in accessing Acorn Park from County Road C due to crossing four (4) lanes of vehicle traffic and rationale for providing a sidewalk option on the north side in that vicinity while also addressing some type of refuge in the middle of those four (4) lanes of traffic, with the current crosswalk signs insufficient to protect those crossings.

Since the traffic counts are not that high in that area, Mr. Schwartz suggested additional discussion with Ramsey County to determine if County Road C could function as a three (3) lane roadway at that point; while recognizing that the intersections were the main issues, and options for widening the roads to four (4) lanes at intersections.

At the request of Chair Vanderwall, Ms. Bloom estimated that the cost for striping a roadway was \$.08 per linear foot or approximately \$5,000 per mile, depending on the roadway and other amenities; with Chair Vanderwall suggesting that the City pay for that striping if it was reasonable and Ramsey County was in agreement.

Ms. Bloom reviewed the grinding and re-striping recently done on Fairview Avenue south of Roselawn, to reallocate the lanes and shoulders, which Ramsey County supported.

Further discussion ensued regarding the current access issues at Acorn Park, including the location of the parking lot; with staff directed to further consult with the Parks & Recreation Commission; with Ms. Bloom offering to further refine costs for restriping or pedestrian bump-outs or refuges along County Road C from Rice Street to Lexington Avenue. Staff was also directed to have further discussion with Ramsey County on options to address safety concerns with the number of roads connecting with those busy roadways, since reconstruction was not a realistic option.

Ms. Bloom opined that a logical connection on Victoria Street north of County Road C would be a Millwood or West Owasso connection through the neighborhood and incorporate that cost and breakout on-road from Victoria to County Road C.

Chair Vanderwall opined that further discussion was needed on how best to educate the public, seeking someone responsible to get around Roseville for non-motorized traffic; since the connections needed to be obvious or people made aware of them in order to make use of them.

Ms. Bloom concurred, noting that part of the Parks & Recreation Constellation concepts incorporated those way finding efforts.

Lexington Avenue

Ms. Bloom advised that she continued to hear the need for pathways on both sides of Lexington Avenue.

Ms. Bloom questioned if the PWETC thought a pathway all the way on Lexington to County Road B was a priority regardless of its current priority ranking if money was available.

Member DeBenedet opined that it depended on whether it should be a higher priority than what could be accomplished for less money and fill-in those segments missing to connect the community across Roseville. If a pathway all the way across Roseville was provided on County Road B-2 east and west; and Victoria Street north and south; the biggest gap remaining was on Snelling and Hamline Avenues. If those gaps could be completed, Member DeBenedet opined that this would be a significant and visible accomplishment. Regarding the area west of I-35W, Member DeBenedet opined that there was little that could be accomplished, since there were not many roads there. Member DeBenedet spoke in support of piggybacking on any planned Ramsey Construction on County Road C west of Cleveland Avenue and west to connect eventually to the NE Diagonal.

At that point, Member DeBenedet suggested further needs could then be addressed.

Member DeBenedet opined that his priority was to finish out the smaller segments, especially those areas without any off-road facilities.

Chair Vanderwall advised that he had a different perspective. Based on comparisons for County Road C and Lexington Avenue, Chair Vanderwall opined that those were both big, high-volume roads and couldn't be compared to Hamline Avenue with much less happening. Chair Vanderwall opined that he would install something on the other side of Lexington Avenue before Hamline Avenue. While understanding the logic of completing the routes from a mapping perspective, Chair Vanderwall opined that there was more of a need to address the higher density areas first; and realistically consider the volume of people benefitting.

Members Felice and Gjerdigen concurred with Chair Vanderwall.

Mr. Schwartz opined that that approach also made more sense in major arteries; noting current challenges on Lexington Avenue south of County Road B without a safe intersection for crossing other than mid-block crosswalks, which Ramsey County continues to turn down. Given the number of arterial roadways coming into and crossing Lexington Avenue (Burke, Shryer, etc.), Mr. Schwartz opined that it made sense to get east side connections for those neighborhoods.

Ms. Bloom advised that residents on Parker and Shryer Avenues having safety issues in accessing the park were thrilled with plans for Victoria Avenue; and also wanted something on Lexington from County Road B to Roselawn Avenue.

Further discussion included Victoria Avenue from County Road C to County Road D consisting of mainly Ramsey County Open Space; stoplights at Woodhill not providing a good crossing on County Road C-2 with traffic changes in opening up that street; and criteria used for scoring.

Ms. Bloom advised that, in the Pathway Master Plan, criteria weighting was detailed on pages 24-25; and suggested a more extensive review by the PWETC before their next meeting to be aware of the rationale for that ranking, since everyone had actually walked the areas.

Member Felice noted that the bus stop at Lexington and Larpenteur Avenues currently required crossing from one side to another.

Ms. Bloom advised that Mr. Schwartz had been working with Ramsey County on the neighborhood served east of Victoria and how to get them safely to their destinations.

Member DeBenedet noted that there were a number of people biking to work on Victoria Avenue, and their reluctance to use Rice Street due to even worse traffic and safety concerns. Member DeBenedet concurred with Chair Vanderwall's comments about serving the greatest volume of people. Member DeBenedet advised that his previously-stated rationale was based on prior discussions about Hamline Avenue north of County Road C, with limited sidewalk at Hamline Center to County Road C-2 and to the City limits that could require partnership with the City of Arden Hills and/or MnDOT.

Further discussion ensued on priority scoring, recognizing that staff had included traffic volumes where available (both directions, not broken into directions); and how to fashion the build-out plan to rank projects and spending recommendations on an annual basis to initiate the plan.

Ms. Bloom offered that tonight's discussion focus on what was proposed to be built. Ms. Bloom opined that once it was determined what was being built; then the focus could shift to when it could/should be built. Ms. Bloom suggested that further refinement at the July PWETC meeting, once the priority list had had been further refined.

Mr. Schwartz concurred with Ms. Bloom, noting that this would then allow for a more accurate picture of different costs to establish a 5-10 or 20 year plan, similar to the CIP.

#11 Fairview Avenue (north of County Road C)

Ms. Bloom noted that there was no plan by Ramsey County to rebuild Fairview Avenue in the near future.

#5 County Road C Sidewalk

Chair Vanderwall noted the previous discussion identifying the Acorn Park segment; with Member Gjerdingen noting the need for a pedestrian refuge east of Lexington Avenue.

Ms. Bloom advised that she would include that discussion with other on-road and sidewalk needs with Ramsey County.

#26 Rosedale to Har Mar Connection

Given the significant cost estimates on the table, Ms. Bloom opined that a larger discussion for the PWETC should be if there were any other areas in the Highway 36 area that would provide another crossing option; since this was currently only one of two crossings at Highway 36.

Discussion included a tunnel similar to that at Dale Street; volume of people walking along Snelling Avenue and significant safety issues; potential of accessing a portion of the MnDOT parcel to get up to County Road B-2; Bus Rapid Transit's identification of this as a challenge north of County Road B and

399 due to the density of the area and lack of pedestrian-friendly access on Snelling
400 Avenue; and additional challenges on the west side of Snelling Avenue with the
401 number of fast food driveways crossing any available pedestrian amenities.
402

403 With concurrence by the PWETC, Ms. Bloom advised that in order to include this
404 project in a build out plan she would need assistance from a consultant to further
405 refine the location the most feasible options for this area.
406

407 With Member Felice noting the number of bus riders currently needing to make a
408 mad dash across Snelling Avenue, Ms. Bloom advised that this was an ongoing
409 discussion as part of the BRT meetings.
410

411 With Member Gjerdingen observing that it was ironic that given the density of the
412 south side, they could not access transit, Ms. Bloom advised that pedestrian
413 access was not part of the BRT discussions or planning, and would be delegated
414 to MnDOT and affected communities, but not Metro Transit.
415

416 Based on the reality that Snelling Avenue and other major corridors, while located
417 in and bisecting the City of Roseville, provided an artery for the entire region.
418 Chair Vanderwall suggested that a more regional mindset needed to be
419 considered; with MnDOT providing more oversight looking at the big picture.
420

421 #8 Roselawn Avenue

422 Ms. Bloom noted that the City of Falcon Heights already provided off-road
423 facilities; and that on-road facilities would be difficult to construct without their
424 cooperation, and advised that staff would need to continue to work with them on
425 options.
426

427 #20 Dale Street South of Reservoir Woods

428 Ms. Bloom referenced previous discussions from tonight's discussion for future
429 consideration.
430

431 #13 T.H. 51 Pathway Connection to Old Snelling (Arden Hills)

432 Ms. Bloom noted that residents now had access to an informal, pedestrian-mowed
433 grass trail, but they wished for something more permanent, in conjunction with
434 the City of Arden Hills.
435

436 With concurrence by Ms. Bloom, Chair Vanderwall opined that this was an
437 example of a busy street but not a busy path.
438

439 Discussion included current and/or future use of a pathway by university students
440 ad alternate routes used now; and recognizing that Snelling Avenue was the only
441 connection available to many residents in this area.
442

443 #14 Hamline Avenue

Ms. Bloom reviewed the proposed bituminous trail south of County Road B-2 to County Road C in three (3) different sections.

Discussion included on-road options for this Hamline segment; higher priorities south of County Road C based on children safety in that area; and constraints with narrow sidewalks south of County Road C to the Ramsey County Library-Roseville branch.

#34 Alta Vista Drive

With concurrence of the PWETC, Ms. Bloom suggested combining this with the previous Dale Street/Reservoir Woods discussion.

1 County Road D

Ms. Bloom noted Ramsey County had this roadway reconstruction project in their 5 year plan however it had been pushed out a number of times.

Segments with Scores Less than 90

In reviewing these segments, Ms. Bloom questioned if there were any needing more refining or adjustments; and whether the PWETC wanted her to estimate costs or other components at this time.

Member Gjerdingen noted that, from the perspective of narrowing focus, disregarding these ten (10) projects would allow more focus on the higher ranked priorities.

With concurrence of members, Chair Vanderwall suggested disregarding them for now, if the Parks Master Plan didn't have them included on one of their constellations.

In reviewing #38 (Judith to Iona Connection), Member DeBenedet advised that it was included in Constellation L; with Chair Vanderwall noting that this was very good for that neighborhood, as they currently had no outlet other than Western Avenue.

After further discussion, it was the consensus that Ms. Bloom provide some information on all of them if time allowed.

Next Step

Based on tonight's direction and discussions, Ms. Bloom advised that she would further refine the segments, get more accurate numbers, and correct map errors; and sought further direction from the PWETC.

Member DeBenedet advised that he had sufficient information to proceed.

Chair Vanderwall asked that Ms. Bloom get the corrections out to the PWETC at her earliest convenience before the next meeting.

Ms. Bloom advised that she would try to get the information out to the PWETC by early July.

At the request of Member Gjerdingen, it was suggested that staff provide limited information on how other cities have tackled this issue and how they handled funding and timing.

Chair Vanderwall suggested only those having a funding process in place for some time, not researching all cities.

Member DeBenedet noted a recent and related newspaper article about the City of St. Louis Park, MN for reference.

6. Review Joint Meeting with City Council

Chair Vanderwall apologized for being unavailable for the joint meeting due to a family funeral out-of-state.

Member DeBenedet advised that the City Council committed to reviewing the resolution previously prepared by the PWETC on organized collection and provide further direction and additional questions to the PWETC for follow-up. Mr. DeBenedet opined that one issue may have been already resolved with the transfer of solid waste from the Administration to the Public Works Departments.

Member Gjerdingen expressed appreciation for the apparent interest and involvement of Councilmember Laliberte with the Bus Rapid Transit (BRT) group; and noted his forwarding to staff of a list of upcoming open houses by Metro Transit on the BRT, and affects to Roseville.

7. Select Recycling RFP Evaluation Team Member

Member DeBenedet volunteered to serve again on the Recycling RFP Evaluation Team, having also served on the previous contract evaluation.

Mr. Schwartz provided a brief update on the Draft RFP and incorporation of PWETC recommendations from their May meeting; and City Council action and revisions at their June 17, 2013 meeting; narrowing the RFP to a single-sort option; and bidding cart ownership with both City and Vendor options. Mr. Schwartz anticipated final City Council approval of the RFP at their upcoming City Council meeting; and recommendations for vendors available to the City Council in late August or early September.

At the request of Chair Vanderwall, Mr. Schwartz advised that Mr. Pratt continued to assist him as the point person in the Public Works Department for recycling and solid waste issues. Mr. Schwartz advised that discussions with the City Council were currently underway and drafting of a job description for an addition to the Public Works Department for a position that would focus on

536 strategic planning, engineering, and natural resources issues that would
537 incorporate recycling and solid waste concerns.

538
539 At the request of Chair Vanderwall, Mr. Schwartz advised that the City's
540 proposed solar energy project had been submitted to Xcel Energy, and if and
541 when their response was received, the PWETC would receive an update.

542
543 **8. Possible Items for Next Meeting – July 23, 2013**

- 544
545
 - **Intersections and Interim Pathway Signage**
 - **Natural Resources Aspect of the NRATS Committee**
 - **Potential tour of pathways, intersections, and projects**

546
547
548 Mr. Schwartz suggested a tour of streets and different pavement conditions for
549 August 2013.

550
551 Chair Vanderwall expressed interest in visually reviewing various
552 construction materials that were impacted significantly with the recent storms,
553 and possible areas in the City that needed further evaluation, from a
554 standpoint of erosion and stormwater management.

555
556 Ms. Bloom advised that staff had begun a list of problem areas, but had not
557 yet completed it.

- 558
559
 - **Way finding Update**

560
561 Ms. Bloom advised that she was prepared to provide an update, based on the
562 ongoing work with Mike Stack and his previous presentation to the PWETC.

563
564 With the interest expressed by Member Felice on the quality and quantity of
565 Roseville area lakes, Chair Vanderwall suggested that the local **Watershed**
566 **Districts address those issues at an upcoming PWETC meeting.**

567
568 Ms. Bloom spoke in support of that, noting that the Ramsey-Washington Metro
569 Watershed District is seeking ways to connect with the City.

570
571 Chair Vanderwall cautioned that the agenda be kept at a minimum until the
572 Pathway Master Plan update was completed and recommendations made to the
573 City Council.

574
575 Mr. Schwartz advised that another future agenda item should include a follow-up
576 on the City's Undergrounding Policy, based on this recent storm and
577 infrastructure issues at various areas where existing power poles were
578 deteriorating.

579
580 **9. Adjourn**

581 Member Felice moved, Member DeBenedet seconded, adjournment of the
582 meeting at approximately 8:35 p.m.
583

584 **Ayes: 4**

585 **Nays: 0**

586 **Motion carried.**

DRAFT

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 23, 2013

Item No: 4

Item Description: Communication Items

Projects update:

- 2013 Pavement Management Mill and Overlay Project- The Contractor is substantially complete with this contract
- Storm Sewer Lining – The 73 inch pipe at B and Dale St is lined. Work on the pipe in the intersection of County Road B-2 and Hamline Avenue will be completed once we get a dry period.
- 2013 Sanitary Sewer Lining Project – The Contractor is almost done with the 7 miles scheduled for lining this year. There is less than one mile to complete yet, the majority of which will be night work. This work will be completed by the end of July.
- Waterman lining project – The project is underway again. The temporary water system will be connected on Rice early the week of July 22, and access pits will be excavated in preparation for lining. Lining is scheduled to begin on Rice Street the week of July 29. Work on Rice Street is anticipated to take three to four weeks to complete.
- County Road D Reconstruction – Work has started on the east segment of this project between Chatsworth and Victoria Street.
- Villa Park Sediment Removal Project – Work has started on sediment removal in the most southerly cell of the treatment system. This project will be going on for most of the summer.
- Xcel Gas Main Replacement Project- This project has begun with work at County Road B proceeding south. Work will continue to proceed south along Rice St. with restoration completion in early September. A temporary trail was constructed on the Maplewood side for pedestrian traffic during construction.
- County Road B-2 Pathway Construction- Staff continues to work on plans for this project.
- Staff is also working on the following projects:
 - o Wheeler Avenue Traffic Management Project
 - o Utility Extension at 3040 Hamline Avenue
 - o McCarrons Lake Sub watershed Drainage Improvements

Maintenance Activity:

- Streets Crews have been consumed with the storm damage clean up from the June 21st wind storm. This project will wrap up except for trimming damaged branches on boulevard trees.
- Utility crews performing annual sewer cleaning.

Attachments:

A. None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 23, 2013

Item No: 5

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

Background:

As a part of the Parks and Recreation Renewal Program, staff has developed a preliminary design 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 east or west side of Victoria Street from County Road B-2 to the flashing crosswalk
- The west side from the flashing crosswalk 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. A second informational meeting was held June 19, 2013. This meeting was also well attended, with over 50 people attending. Most of the comments received at the second meeting were related to specific properties, either with drainage concerns or questions about tree impacts. Comments were also submitted by residents who are in support of the project.

Staff is continuing to work on project design. We recently met with Ramsey County to discuss the project with them, provide a status update, and discuss the County's involvement in the project. 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.

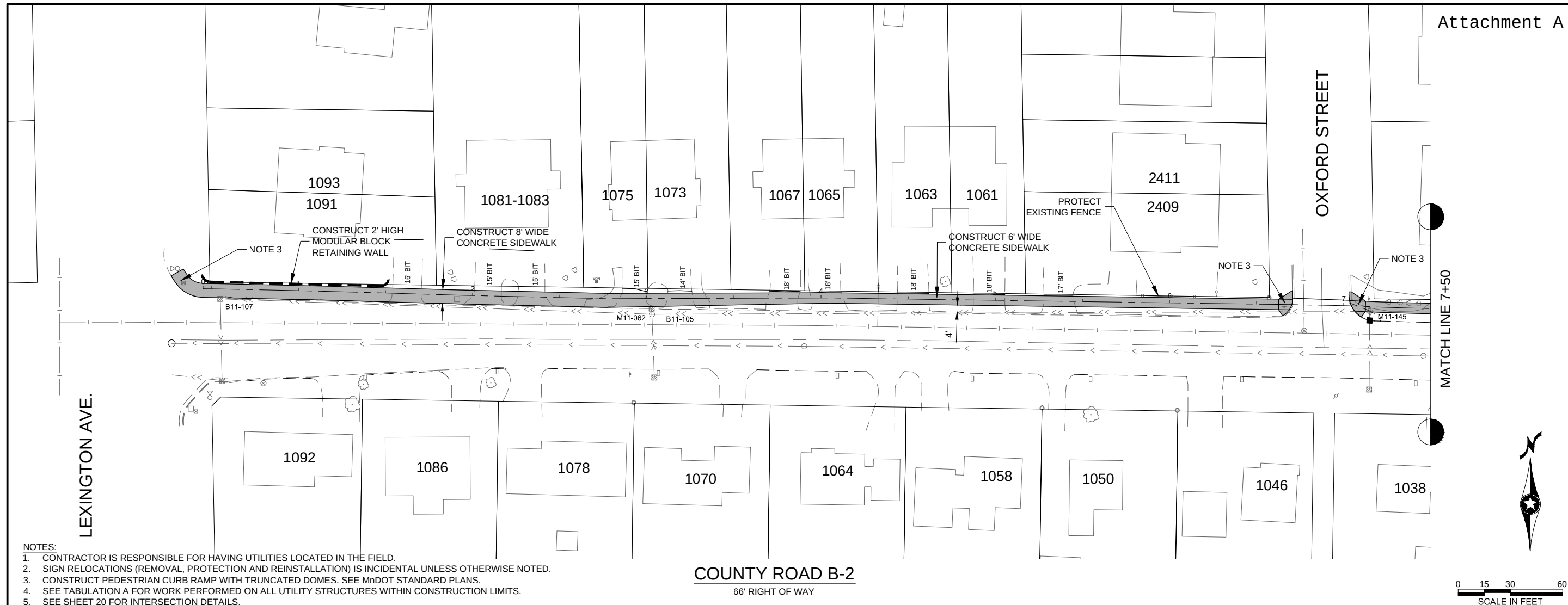
Staff will be providing a similar project update to the Parks and Recreation Commission at their August meeting. It is anticipated that staff will present the project to the City Council in September for approval to move forward with final design and construction. At this time staff is working towards a 2014 construction project.

Recommended Action:

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

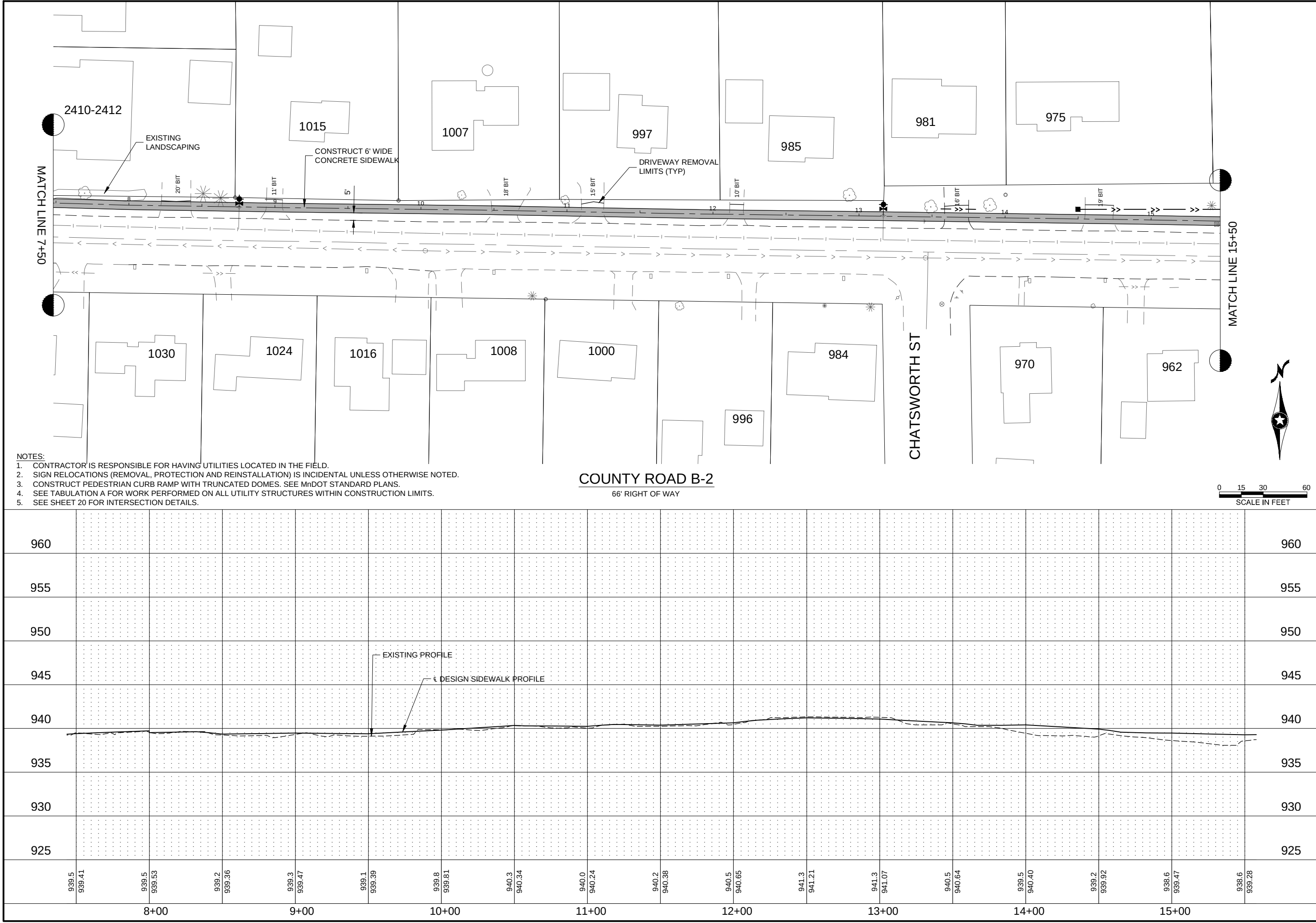
Attachments:

A. Preliminary layouts

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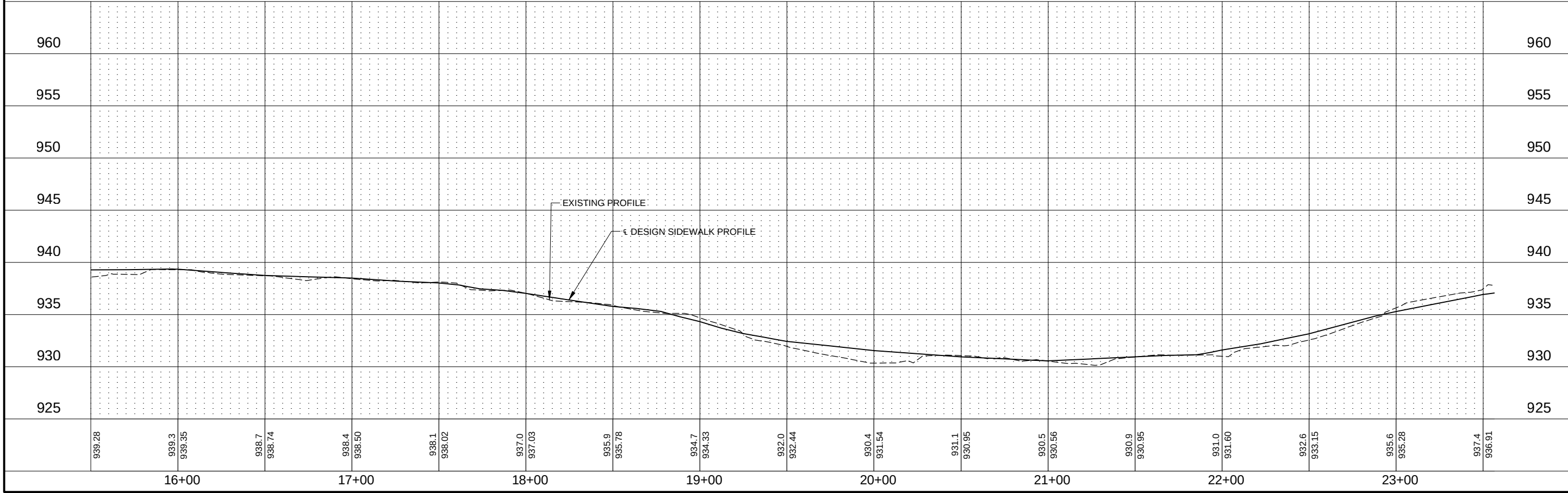
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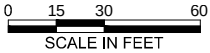
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DATE	DATE
DESIGNED DRT/KAG CHECKED KAG	
DRAWN DRT	
NO.	
DATE	
BY	
DESCRIPTION OF REVISIONS	
2013 PMP	
TRAIL & PARKING LOT IMPROVEMENTS	
IMPROVEMENTS PLAN AND PROFILE FOR: COUNTY RD. B-2/VICTORIA ST. SIDEWALK LEXINGTON AVENUE TO RICE STREET COUNTY RD. B TO COUNTY RD. C	
CITY PROJ. NO. 13-03	
SAP NO.	
SHEET NO.	
XX	1
SHEET NO.	OF SHEETS

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- NOTES:
1. CONTRACTOR IS RESPONSIBLE FOR HAVING UTILITIES LOCATED IN THE FIELD.
 2. SIGN RELOCATIONS (REMOVAL, PROTECTION AND REINSTALLATION) IS INCIDENTAL UNLESS OTHERWISE NOTED.
 3. CONSTRUCT PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE MnDOT STANDARD PLANS.
 4. SEE TABULATION A FOR WORK PERFORMED ON ALL UTILITY STRUCTURES WITHIN CONSTRUCTION LIMITS.
 5. SEE SHEET 20 FOR INTERSECTION DETAILS.

COUNTY ROAD B-2
66' RIGHT OF WAY



MATCH LINE 15+50

MATCH LINE 23+50

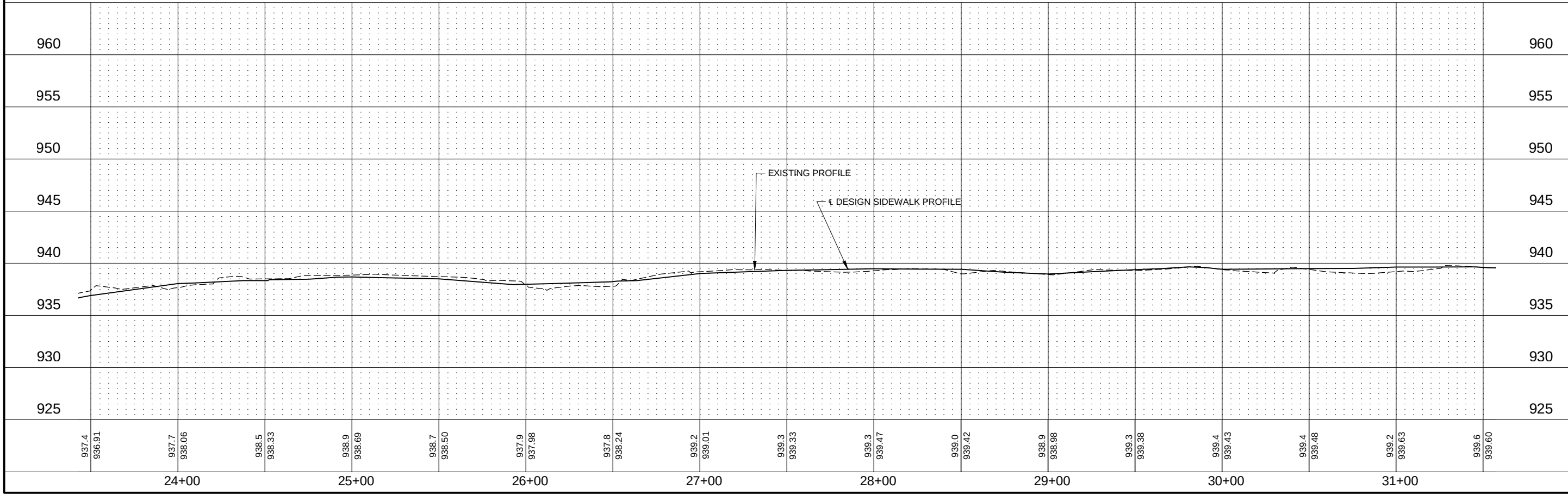
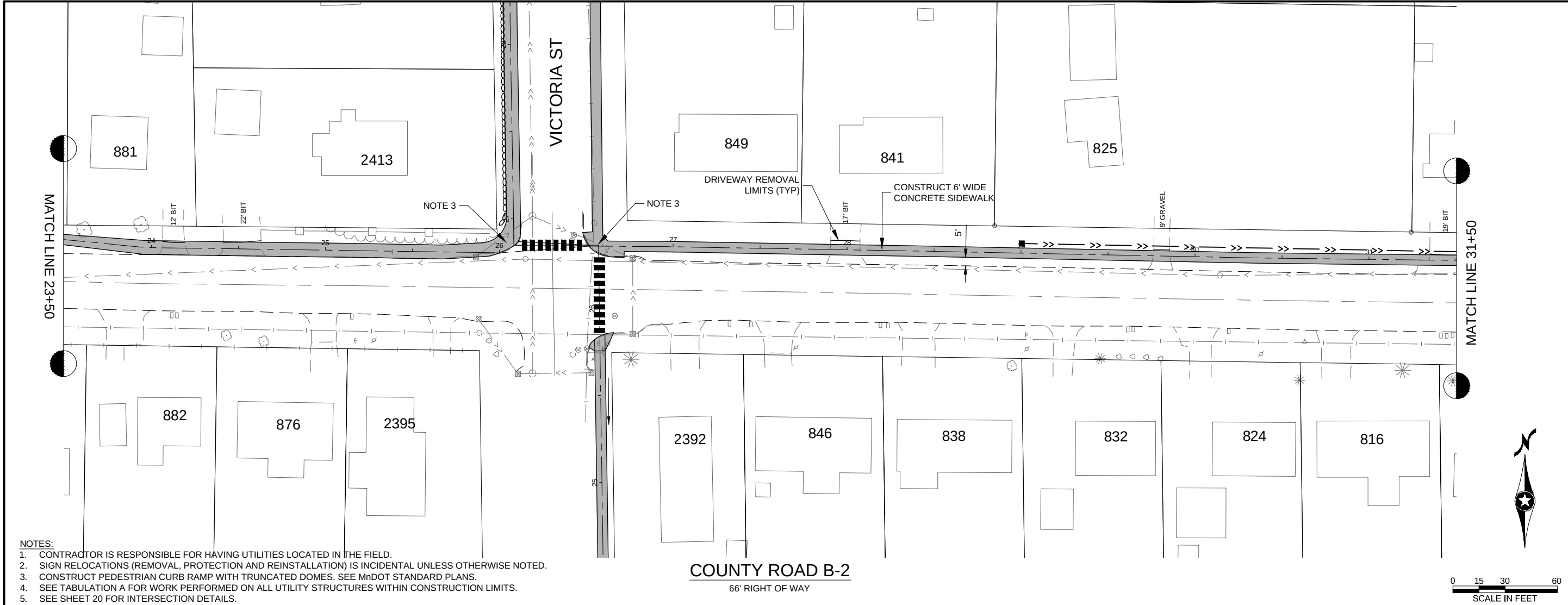
NANCY PLACE

DRIVEWAY REMOVAL
LIMITS (TYP)

CONSTRUCT 6' WIDE
CONCRETE SIDEWALK

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA	
DATE	DATE
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CHECKED KAG	
DESCRIPTION OF REVISIONS	
NO.	DATE
BY	
2013 PMP TRAIL & PARKING LOT IMPROVEMENTS	
IMPROVEMENTS PLAN AND PROFILE FOR: COUNTY RD. B-2/VICTORIA ST. SIDEWALK LEXINGTON AVENUE TO RICE STREET COUNTY RD. B TO COUNTY RD. C	
SHEET NO. 1	
CITY PROJ. NO. 13-03	
SAP NO.	
ENGINEERING DEPARTMENT	
ROSEVILLE	

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DESIGNED
DRT/KAG

CHECKED
KAG

NO.

DATE

BY

DESCRIPTION OF REVISIONS

DRAWN
DRT

DATE

CITY ENGINEER

XX

SHEET NO.

1

OF SHEETS

2013 PMP

TRAIL & PARKING LOT IMPROVEMENTS

IMPROVEMENTS

PLAN AND PROFILE FOR:

COUNTY RD. B-2/VICTORIA ST. SIDEWALK

LEXINGTON AVENUE TO RICE STREET

COUNTY RD. B TO COUNTY RD. C

SHEET NO.

1

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE

DATE

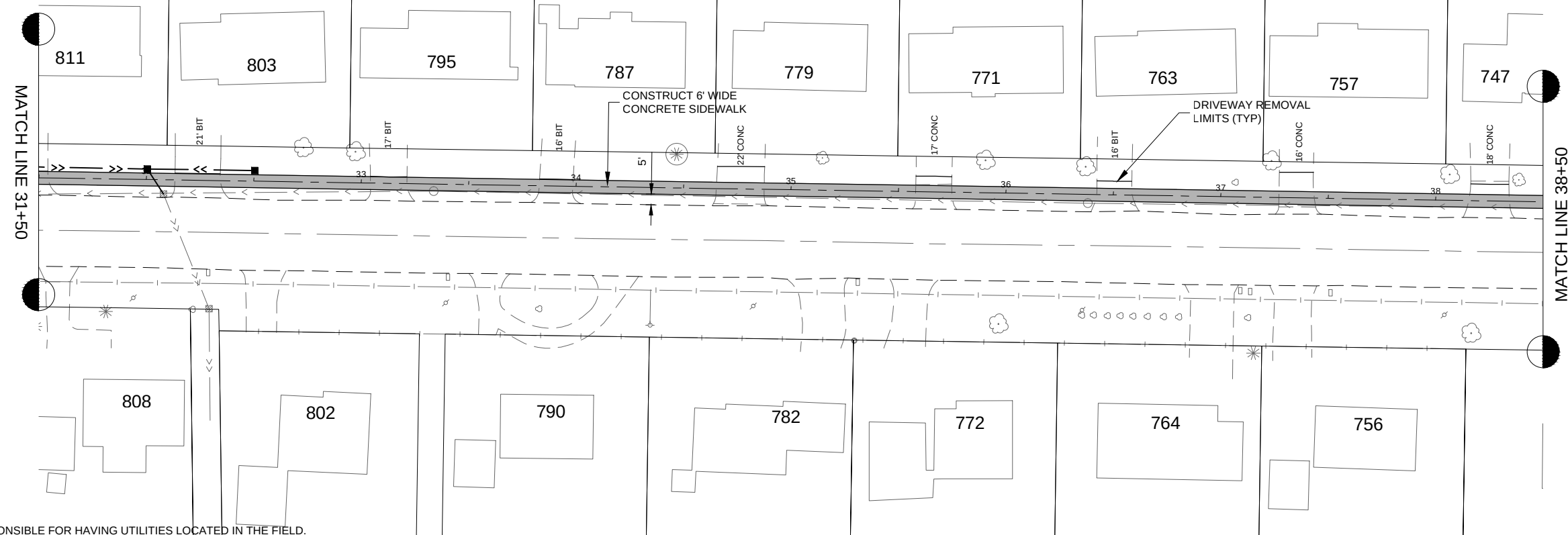
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ENGINEERING

DEPARTMENT

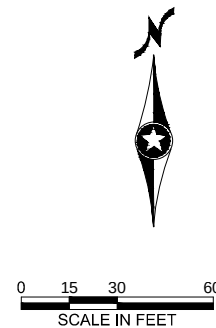
ROSEVILLE



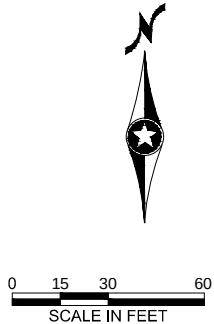
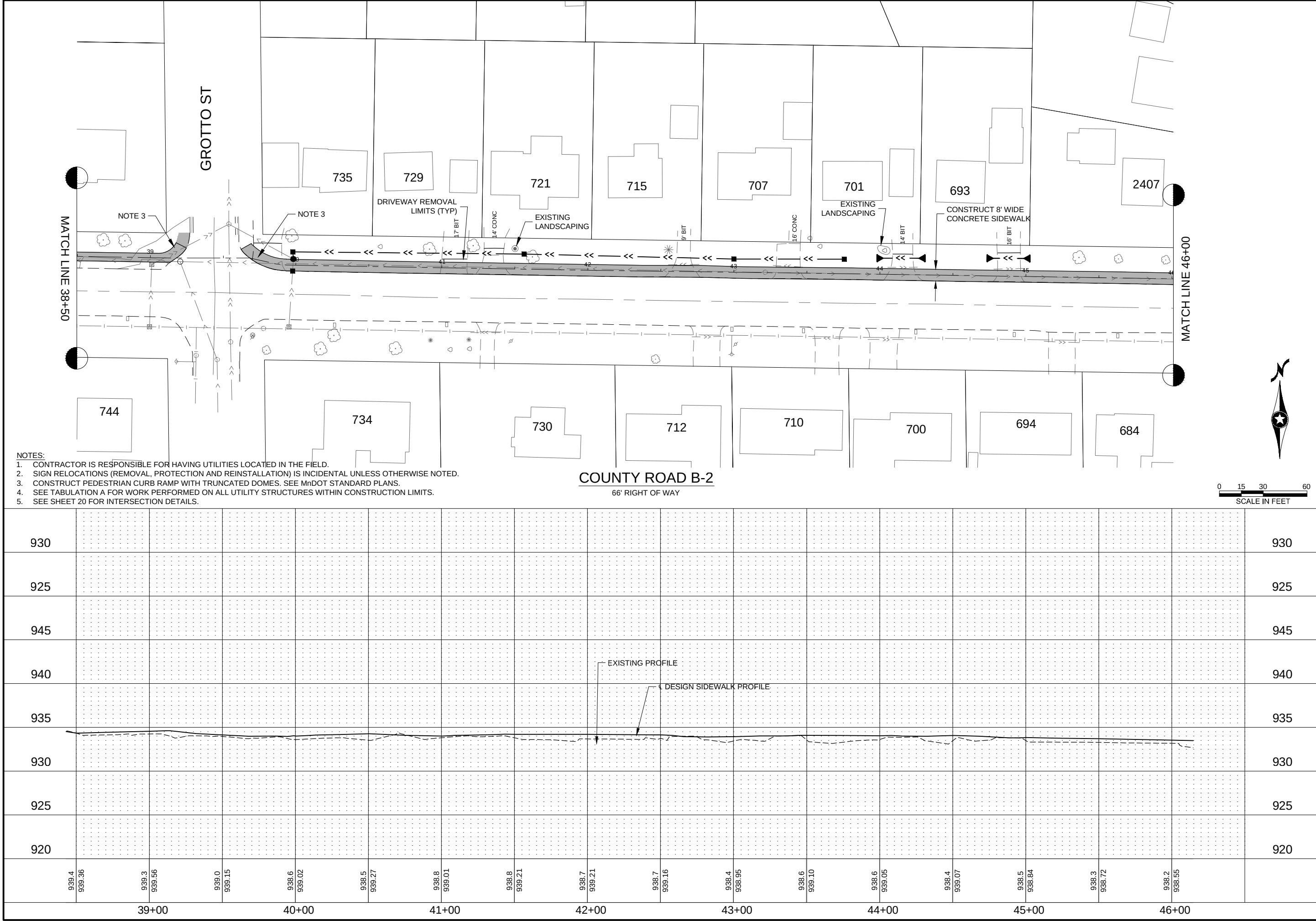
NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR HAVING UTILITIES LOCATED IN THE FIELD.
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3. CONSTRUCT PEDESTRIAN CURB RAMP WITH TRUNCATED DOMES. SEE MnDOT STANDARD PLANS.
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5. SEE SHEET 20 FOR INTERSECTION DETAILS.

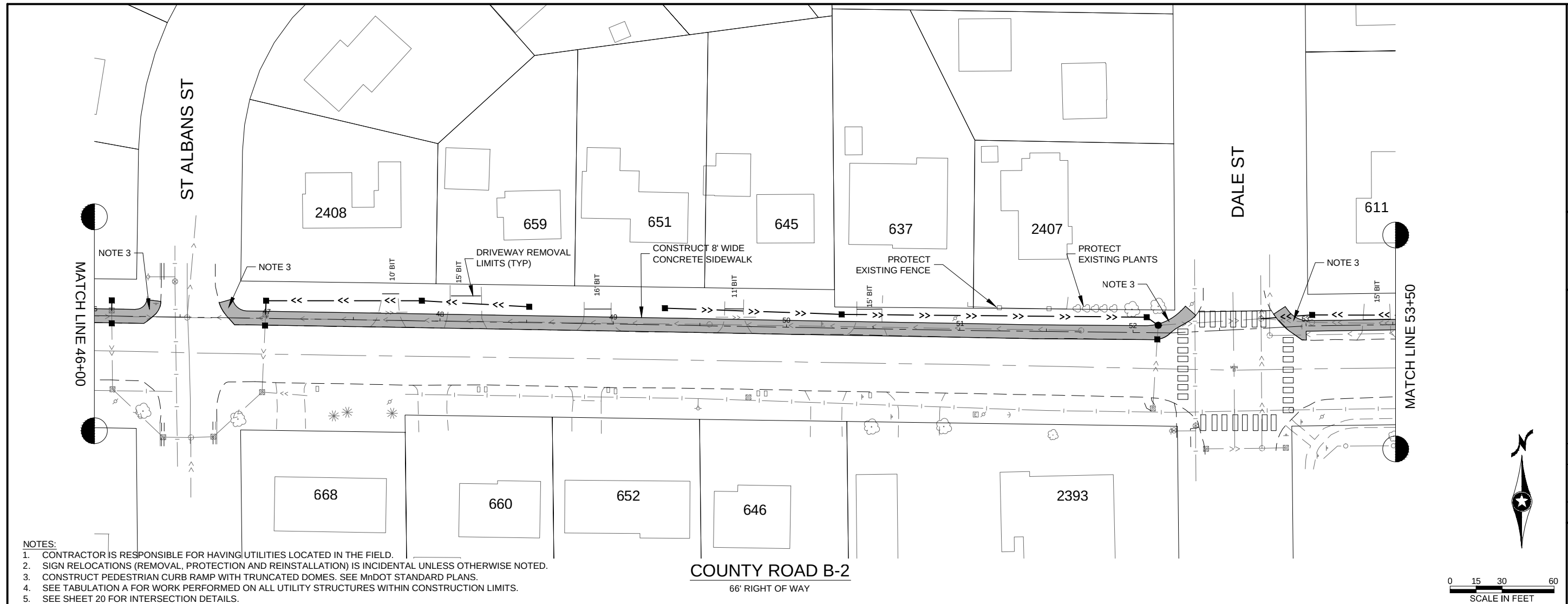
COUNTY ROAD B-2
66' RIGHT OF WAY

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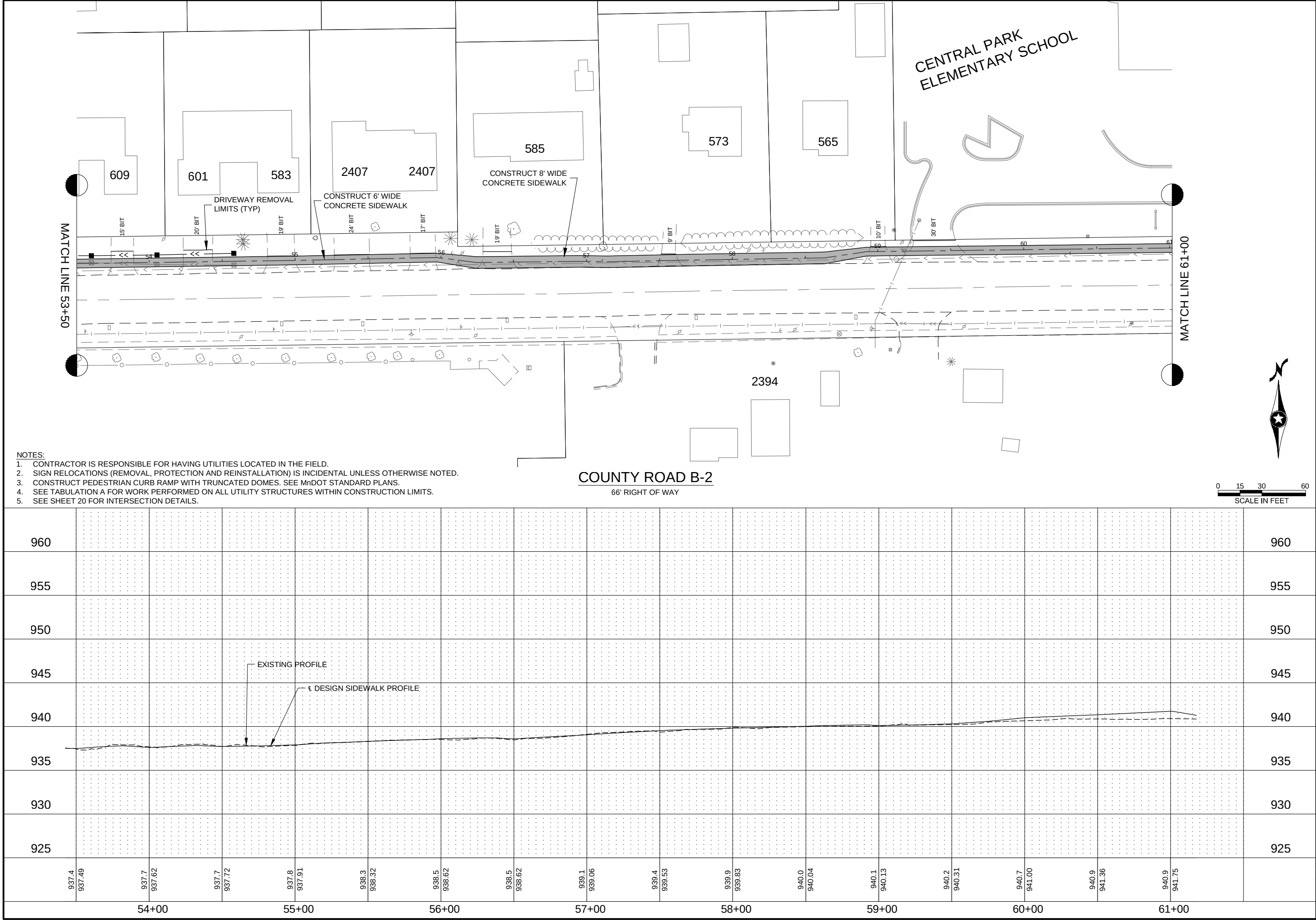


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			IMPROVEMENTS PLAN AND PROFILE FOR: COUNTY RD. B-2/VICTORIA ST. SIDEWALK LEXINGTON AVENUE TO RICE STREET COUNTY RD. B TO COUNTY RD. C											
DESIGNED DRT/KAG		DRAWN DRT		CHECKED KAG		DESCRIPTION OF REVISIONS		NO.		DATE		BY		



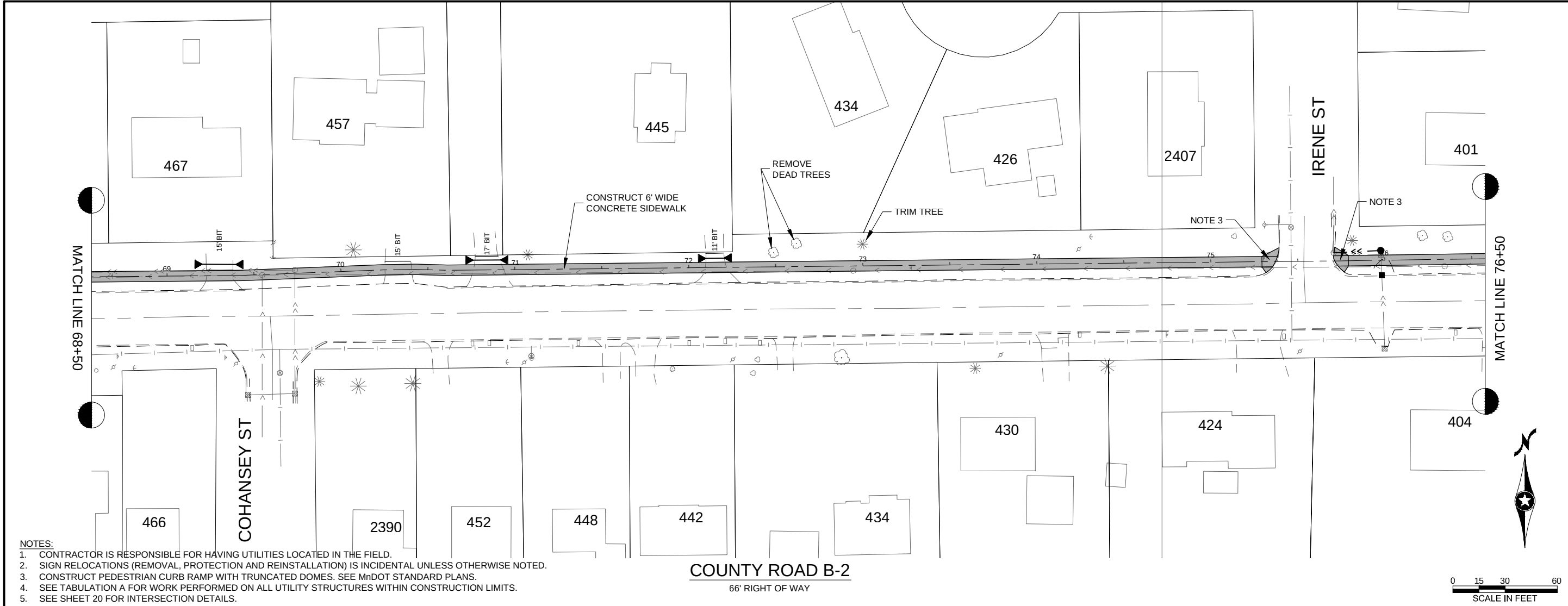
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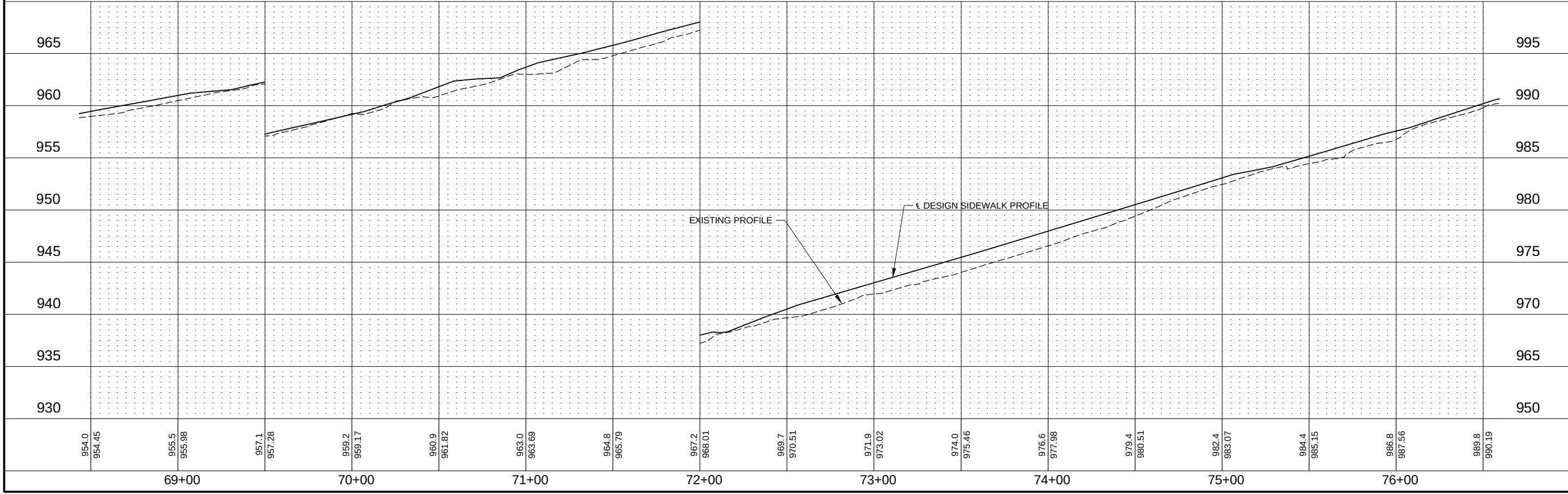


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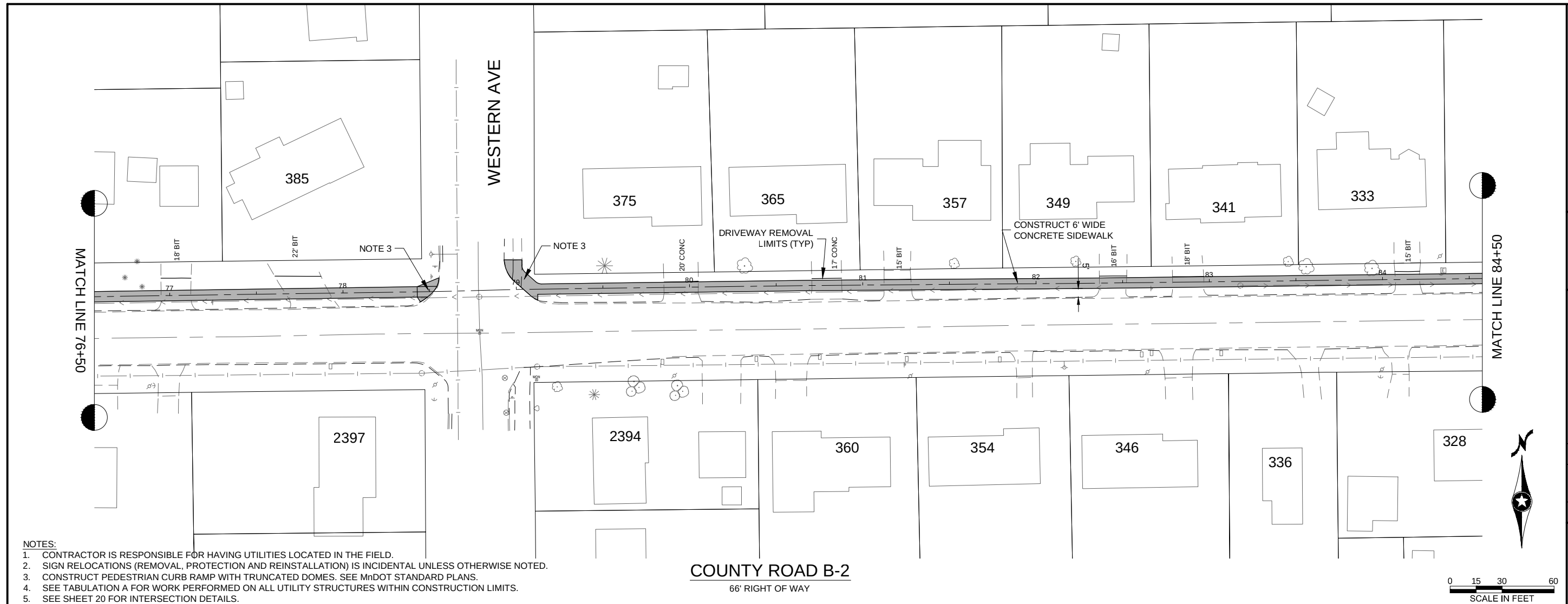
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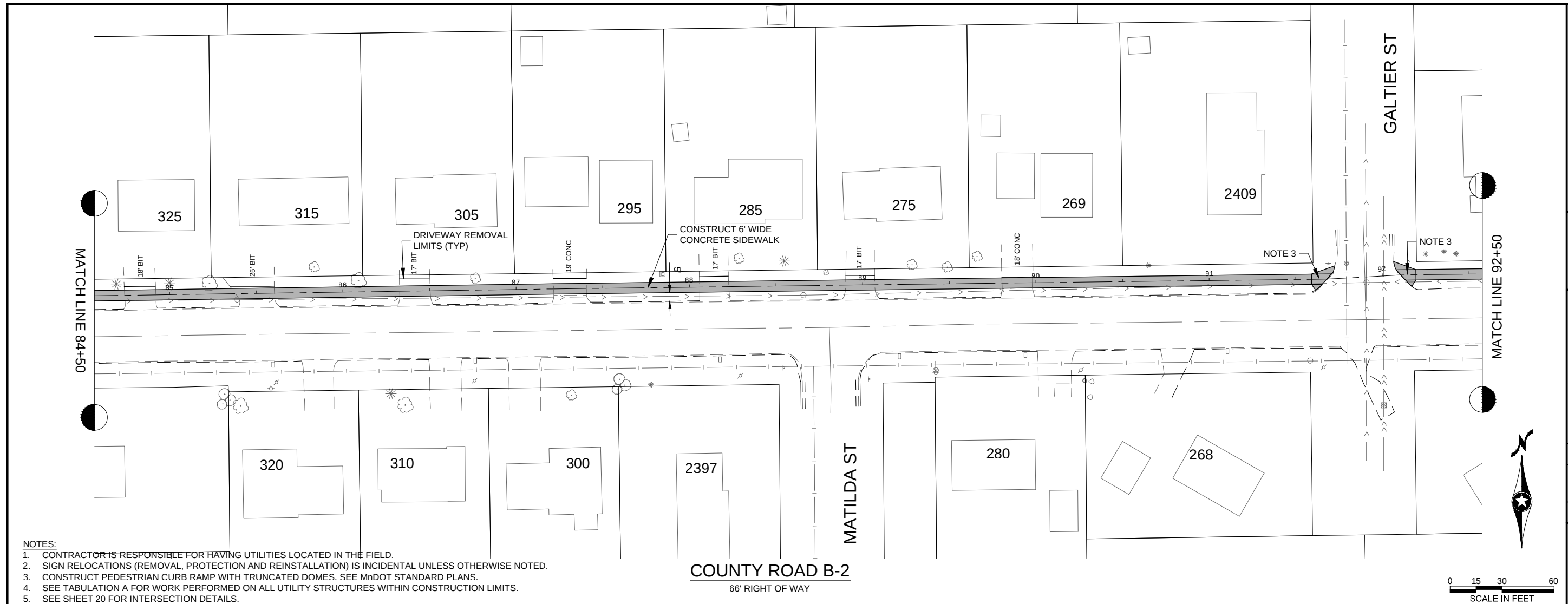


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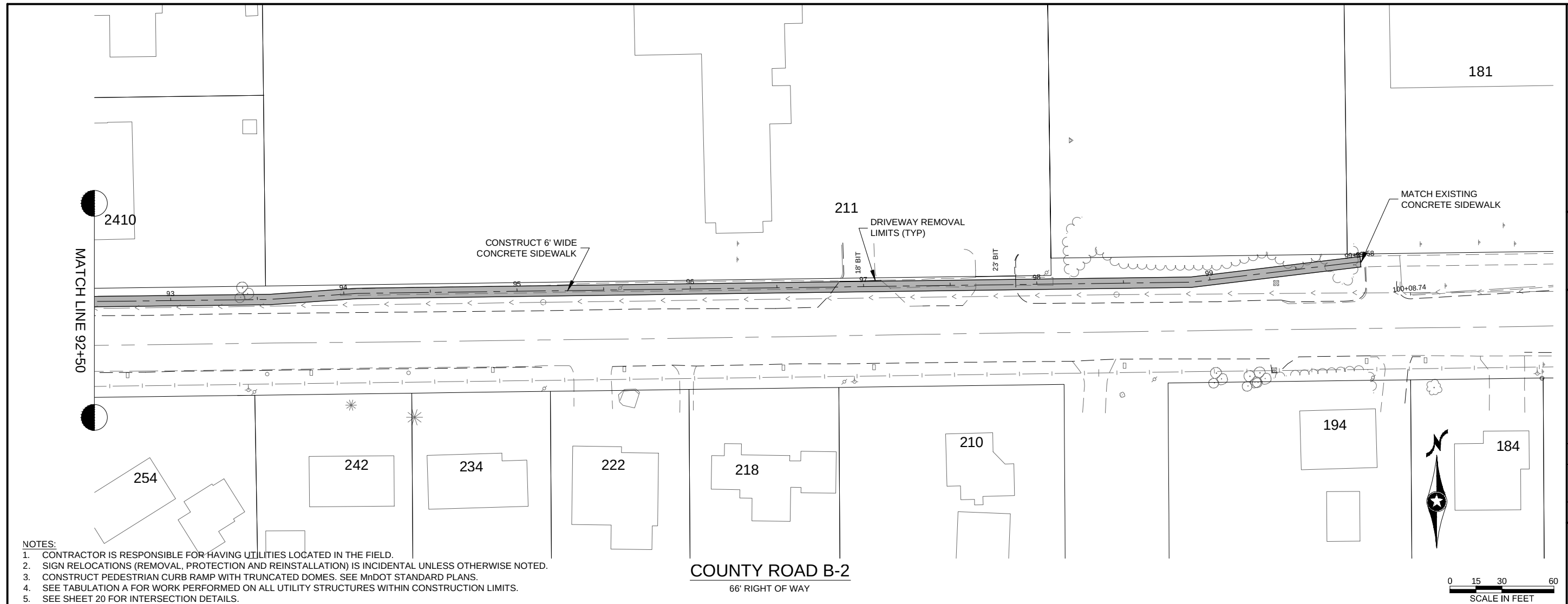


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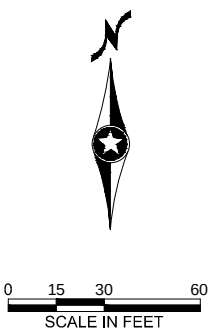
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

CITY ENGINEER

DATE _____ DATE _____ I.C. NO. 43081

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IMPROVEMENTS PLAN AND PROFILE FOR: COUNTY RD. B-2/VICTORIA ST. SIDEWALK LEXINGTON AVENUE TO RICE STREET COUNTY RD. B TO COUNTY RD. C		CITY PROJ. NO. 13-03 SAP NO.
SHEET NO.		
XX SHEET NO.	1 OF SHEETS	



VICTORIA STREET
66' RIGHT OF WAY

SHEET NO. XX		SHEET NO. 1			
SHEET NO.					
IMPROVEMENTS PLAN AND PROFILE FOR: COUNTY RD. B-2/VICTORIA ST. SIDEWALK LEXINGTON AVENUE TO RICE STREET COUNTY RD. B TO COUNTY RD. C		CITY PROJ. NO. 13-03 SAP NO.			
2013 PMP TRAIL & PARKING LOT IMPROVEMENTS		ENGINEERING DEPARTMENT			
					
		NO.	DATE	BY	DESCRIPTION OF REVISIONS
DESIGNED DRT/KAG	CHECKED KAG	DRAWN DRT			
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.					
		DATE		DATE	CITY ENGINEER
				LIC. NO.	43081

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 23, 2013

Item No: 6

Item Description: Pathway Master Plan Build- out Discussion

Background:

At the April 23 meeting, the Commission discussed a Pathway Master Plan Build-out Plan for the list of priority pathway segments included in the 2008 plan.

At the June 25 meeting the Commission provided feedback regarding the priority segments with scores over 90 and their associated estimates. Larger segments were broken down to create more manageable projects.

Attached is the updated priority table. Staff has edited segments consistent with the feedback received from the Commission. The segments with scores under 90 now have cost estimates associated with them.

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 Pathway Master Plan Build-out

Attachments:

- A. Pathway Master Plan Priority table
- B. Parks Renewal Program Potential Pathway Project Map
- C. Pathway Master Plan Priority Project Map
- D. 2013 Pathway Map

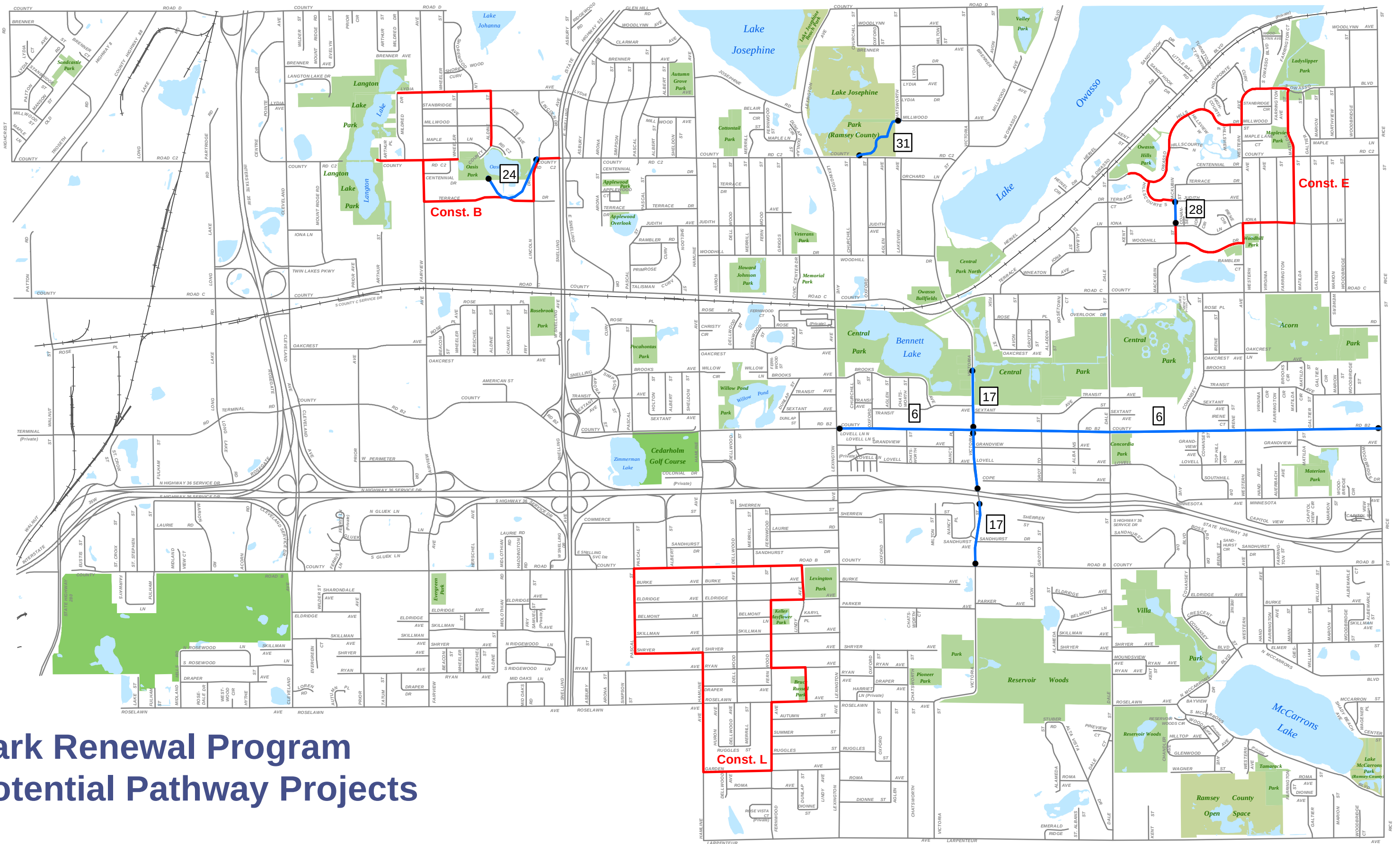
Pathway Master Buildout Plan (Scoring per 2008 Pathway Master Plan)		Score	Description	Length (Miles)	Estimated Cost							Build Year	Funding Source	Traffic Counts	
					On Road	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall				Total
PROPOSED TO BE CONSTRUCTED AS A PART OF PARK RENEWAL PROGRAM															
6	County Road B2	140.8	Sidewalk from Lexington Avenue to Rice Street	2			\$942,000			\$330,000	\$161,000	\$1,433,000	2013-2015	Parks Renewal	4,150
17	Victoria St (B to C)	129.3	Construct Sidewalk on one side from County Road B to County Road C	1			\$450,000			\$175,000	\$69,000	\$694,000	2013-2015	Parks Renewal	4,825
	Constellation L		signage and striping along the route	3		\$7,500			\$6,300			\$13,800	2013-2015	Parks Renewal	NA
	Constellation E		signage and striping along the route- construct MacKubin Connection (#28 from Pathway Master Plan)	2.25		\$5,625	\$63,250		\$4,725			\$73,600	2013-2015	Parks Renewal	NA
	Constellation B		signage and striping along the route	1.6		\$4,072			\$3,420			\$7,492	2013-2015	Parks Renewal	NA
	Contingency (11%)		easement/ testing etc.									\$217,964			
	Total											\$2,439,857			
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	Federal Funds	
	Fairview Ave (B2 to C)		On-road and off-road pathways between County Road B2 and County Road C										Done: 2012	Maintenance funds	
21	Rice St. (Co Rd B to Co Rd B2)												Done: 2011	Federal/MSA funds	
19	Dale St North of Co Rd C	73.75	Off-street trail from S Owasso Blvd to County Road C										Done: 2011	MSA funds	
22	Brenner to Langton Connection	61.5	Pathway connection between Brenner Ave and Langton Lake Park										Done: 2011	Developer funded	

Pathway Master Buildout Plan (Scoring per 2008 Pathway Master Plan)		Score	Description	Length (Miles)	Estimated Cost							Build Year	Funding Source	Traffic Counts	
					On Road	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall				Total
SEGMENTS WITH SCORES GREATER THAN 90															
21	Rice St	141	On-road and off-road pathway from Larpenteur to the north City boundary	2 & 1	\$320,000		\$450,000		\$4,200	\$175,000	\$34,500	\$983,700	2016	MSA/ RC/ Fed	14,300
	On Road														
	County Road C2 to County Road D			0.5	\$80,000				\$1,050			\$81,050			
	County Road C to County Road C2			0.5	\$80,000				\$1,050			\$81,050			
	McCarron Street to County Road B			0.5	\$80,000				\$1,050			\$81,050			
	Larpenteur Ave to McCarron Street			0.5	\$80,000				\$1,050			\$81,050			
	Off Road														13,700
	County Road C2 to County Road D		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
	County Road C to County Road C2		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
7	County Road B	130	Off-road trail connection from Highway 280 to Rice Street- only missing segment is TH 280 to Cleveland	1			\$370,000			\$175,000	\$34,500	\$579,500	2015-2020		1,300
			Widen street for an on-road facility	1	\$160,000	\$2,500			\$2,100	\$175,000		\$339,600			
4	County Road C- On Road	128	On-road bicycle facility from Lexington Avenue to Rice Street	2									Future		8,250
	Restripe		work with Ramsey County on restriping the road to a 3 lane configuration	2		\$5,000			\$9,700			\$14,700			
18	Victoria St (South of B)	124.5	On-road and off-road pathway from Larpenteur Ave to County Road B	1.25			\$500,000			\$218,750	\$28,750	\$747,500	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			\$480,000			\$210,000	\$41,400	\$731,400	Future		6,600
	On Road		On road exists with shoulders today- cost is for paint and signs	1.25		\$3,125			\$2,625			\$5,750			
	Combination of On Road and Off Road											\$491,050			
	Chatsworth (Millwood to County Road D)		"share the road" striping and signage	0.5		\$1,250			\$1,050			\$2,300			
	Millwood Ave (Chatsworth to Victoria)		"share the road" striping and signage	0.25		\$625			\$525			\$1,150			
	County Road C2 to Millwood		8 ft wide Bituminous Pathway- one side	0.2			\$80,000			\$35,000	\$6,900	\$121,900			
	County Road C to County Road C2		8 ft wide Bituminous Pathway- one side	0.6			\$240,000			\$105,000	\$20,700	\$365,700			
	Off Road											\$731,400			13,700
	County Road C2 to County Road D		8 ft wide Bituminous Pathway- one side	0.6			\$240,000			\$105,000	\$20,700	\$365,700			
	County Road C to County Road C2		8 ft wide Bituminous Pathway- one side	0.6			\$240,000			\$105,000	\$20,700	\$365,700			
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	3			\$1,140,000			\$498,750	\$98,325	\$1,737,075	Future		15,100
	County Road C2 to County Road D		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
	County Road C to County Road C2		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
	County Road B2 to County Road C		8 ft wide Bituminous Pathway- east side	0.35			\$140,000			\$61,250	\$12,075	\$213,325			
	County Road B to County Road B2		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
	Roselawn to County Road B2		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
	Larpenteur Ave to Roselawn		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
	Lexington Park Connection		Construct a Off road trail on the east side of Lexington Ave To provide access to Lexington Park												
	Shryer to County Road B		8 ft wide Bituminous Pathway- east side	0.4			\$160,000			\$70,000	\$13,800	\$243,800			
	Dionne Connection		Construct a Off road trail on the east side of Lexington Ave To provide access to the businesses at Lexington and Larpenteur												

Pathway Master Buildout Plan		Score	Description	Length (Miles)	Estimated Cost							Build Year	Funding Source	Traffic Counts	
(Scoring per 2008 Pathway Master Plan)					On Road	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall				Total
11	Fairview Ave (North of C)	118.5	On-road and off-road pathways between County Road B2 and County Road D	1									Future		8,100
	On Road		On road exists with shoulders today- cost is for paint and signs	1		\$2,500			\$2,100			\$4,600			
	Off Road						\$200,000			\$87,500	\$28,750	\$316,250			13,700
	County Road C2 to County Road D		8 ft wide Bituminous Pathway- one side	0.5			\$200,000			\$87,500	\$28,750	\$316,250			
5	County Road C Sidewalk	117.5	Sidewalk on the north side of County Road C from Western to Rice Street	0.5			\$225,000			\$87,500	\$23,000	\$335,500	Future		7,400
	Acorn Park Pedestrian Crossing		Construct a pedestrian refuge in center of street OR construct curb bump outs to increase safety		\$15,000							\$15,000	Future		
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- cost does not include potential right- of- way needed for construction	1			\$370,000	\$1,600,000		\$175,000		\$2,145,000	Future		41,000
8	Roselawn Ave	110	On road and off-road pathways from west City boundary to Hamline Avenue	2.25	\$360,000		\$1,012,500		\$4,725	\$393,750		\$1,770,975	Future		2,900
	Off Road		There is already a off road facility in Falcon Heights in this corridor												13,700
	Cty Boundary to Cleveland		6 ft wide concrete sidewalk- one side	0.75			\$337,500			\$131,250	\$25,875	\$494,625			
	Cleveland to Fairview		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
	Fairview to Snelling		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
	Snelling to Hamline		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
	On Road		Difficult to construct without a full road project and Falcon Heights cooperation												
	Cty Boundary to Cleveland			0.75	\$120,000				\$1,575			\$121,575			
	Cleveland to Fairview			0.5	\$80,000				\$1,050			\$81,050			
	Fairview to Snelling			0.5	\$80,000				\$1,050			\$81,050			
	Snelling to Hamline			0.5	\$80,000				\$1,050			\$81,050			
25	Northeast Diagonal Trail Connection (Walnut to Co Rd C)	110	County Road C trail connection to the NE Diagonal Trail into Minneapolis										Future		14,500
	Option 1- along County Road C/ Walnut						\$343,636			\$125,284	\$12,633	\$481,553			
	10 ft wide bituminous attached pathway south side County Road C			0.55			\$263,636			\$96,117	\$12,633				
	East side Walnut 8 ft bituminous			0.17			\$80,000			\$29,167					
	Option 2- Along the Railroad right- of- way south of County Road C		8 ft wide bituminous trail along tracks	0.87			\$348,485			\$152,462		\$500,947			
20	Dale Street trail connection	109.7	Roselawn Avenue to Larpenteur Avenue (requires easement purchase)										Future		9,500
	Combination of On Road and Off Road					\$1,000	\$52,000		\$840	\$22,750	\$14,950	\$91,540			
	Off Road		Extend Reservoir Woods pathway through private property at 1893 Dale St to connect to Pineview Ct	0.13			\$52,000			\$22,750	\$14,950	\$89,700			
	On Road (Pineview Ct and AltaVista Drive)		stripe a section of the road and designate for pedestrians- would require no parking on the road	0.4		\$1,000			\$840			\$1,840			
	Off Road		8 foot wide bituminous trail from Reservoir Woods Park to Larpenteur Avenue (west side of street)	0.5			\$200,000			\$87,500	\$40,250	\$327,750	Future		
13	TH 51 pathway 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			\$200,000			\$87,500	\$17,250	\$304,750	Future		31,000

Pathway Master Buildout Plan (Scoring per 2008 Pathway Master Plan)		Score	Description	Length (Miles)	Estimated Cost							Build Year	Funding Source	Traffic Counts	
					On Road	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall				Total
14	Hamline Ave	102.3	An off-road pathway from County Road B-2 to TH 51 (Snelling)- sidewalk exists on west side from County Road B-2 to County Road C	1.75			\$718,500			\$306,250	\$60,375	\$1,085,125	Future		6,817
	Off Road														
	County Road C2 to City Bdry		8 ft wide Bituminous Trail- one side	0.75			\$300,000			\$131,250	\$25,875	\$457,125			
	County Road C to County Road C2		8 ft wide Bituminous Trail- one side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
	County Road B2 to County Road C		tear out sidewalk and construct 8 ft wide trail	0.5			\$218,500			\$87,500	\$17,250	\$323,250			
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	0.25			\$100,000			\$43,750	\$11,500	\$155,250	2013-2015		NA
34	Alta Vista Drive	94.25	Pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir Woods Park										Future		Unknown
	Option 1: On Road		stripe a section of the road and designate for pedestrians- would require no parking on the road	0.45		\$1,125			\$945			\$2,070			
	Option 2: Off Road Sidewalk		6 ft wide sidewalk on one side of the road	0.45			\$202,500			\$78,750	\$31,050	\$312,300			
1	County Road D	93.75	On and off road between Cleveland and Fairview Avenue- the road has shoulders, cost is for off road only	0.5	\$200,000					\$87,500	\$13,800	\$301,300	Future		8,400
10	Cleveland Ave	92.75	On and off road, between County Road C and County Road D. On road is not recommended until road is reconstructed. Segment has a pathway on the west side from just north of the 35W ramps all the way to County Road D (around Centre Pointe)	0.85			\$382,500			\$148,750	\$23,460	\$554,710	Future		6,700
	Off road		Wal Mart is constructing a sidewalk on the east side from County Road C to Twin Lakes Parkway so the segment is not included												
	Twin Lakes Parkway to County Road C2		6 ft wide sidewalk	0.4			\$180,000			\$70,000	\$11,040	\$261,040			
	County Road C2 to County Road D		6 ft wide sidewalk- already at Applewood	0.45			\$202,500			\$78,750	\$12,420	\$293,670			
9	Larpenteur Ave	92.5	An off-road trail from Reservoir Woods to Galtier Street- 6 ft concrete sidewalk	0.5			\$225,000			\$87,500	\$13,800	\$326,300	Future		12,800

Pathway Master Buildout Plan		Score	Description	Length (Miles)	Estimated Cost							Build Year	Funding Source	Traffic Counts
(Scoring per 2008 Pathway Master Plan)					On Road	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall			
SEGMENTS WITH SCORES LESS THAN 90														
33	Cohansey St to HANC Connection	89.5	Pathway connection between Cohansey Street and HANC	Additional Discussion								Future		NA
30	Villa Park Connections	88.75	Pathway connection from Shryer Ave and from Ryan Ave into Villa Park	Not Feasible to construct an ADA compliant pathway without removing significant vegetation								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. Items marked with a (*) are needed for both on road and off road connection									Future		2,300
	Off Road					\$825	\$742,500	\$1,675,000	\$693	\$288,750	\$113,850	\$2,821,618		
*	Lincoln Dr to Wheeler (around the south side of Oasis Pond)		Box Culvert with 8 foot wide bituminous trail connecting to existing park trail	0.32			\$144,000	\$75,000		\$56,000	\$22,080	\$297,080		
	Wheeler to Fairview		signage and striping along the route	0.13		\$325			\$273			\$598		
	Fairview to Langton Lake Park		signage and striping along the route	0.2		\$500			\$420			\$920		
	Langton Lake Park to Cleveland		6 ft wide sidewalk along one side of the road	0.45			\$202,500			\$78,750	\$31,050	\$312,300		
*	Centre Pointe Drive to Long Lake Road		Pedestrian Bridge with 8 ft wide pathway	0.13			\$58,500	\$1,600,000		\$22,750	\$8,970	\$1,690,220		
	Long Lake Road to Long Lake Road		6 ft wide sidewalk along one side of the road	0.25			\$112,500			\$43,750	\$17,250	\$173,500		
	Long Lake Road to Highway 88		6 ft wide sidewalk along one side of the road	0.3			\$135,000			\$52,500	\$20,700	\$208,200		
	Highway 88 to Highcrest		6 ft wide sidewalk along one side of the road	0.2			\$90,000			\$35,000	\$13,800	\$138,800		
	On Road					\$8,650	\$202,500	\$1,675,000	\$3,990	\$78,750	\$31,050	\$1,999,940		
*	Lincoln Dr to Wheeler (around the south side of Oasis Pond)		Box Culvert with 8 foot wide bituminous trail connecting to existing park trail	0.32			\$144,000	\$75,000		\$56,000	\$22,080	\$297,080		
	Wheeler to Fairview		share the road	0.13		\$650						\$650		
	Fairview to Langton Lake Park		share the road	0.2		\$1,000						\$1,000		
	Langton Lake Park to Cleveland		share the road	0.45		\$2,250						\$2,250		
*	Centre Pointe Drive to Long Lake Road		Pedestrian Bridge with 8 ft wide pathway	0.13			\$58,500	\$1,600,000		\$22,750	\$8,970	\$1,690,220		
	Long Lake Road to Long Lake Road		stripe shoulders on road	0.25		\$1,250			\$1,050			\$2,300		
	Long Lake Road to Highway 88		stripe shoulders on road	0.5		\$2,500			\$2,100			\$4,600		
	Highway 88 to Highcrest		stripe shoulders on road	0.2		\$1,000			\$840			\$1,840		
3	County Road C2 (E of Snelling)	86	On and off road pathways from the Snelling Avenue to Victoria Street				\$450,000			\$175,000	\$69,000	\$694,000	Future	2,350
	Off Road													
	Snelling to Hamline		6 ft wide sidewalk on one side of the road	0.5			\$225,000			\$87,500	\$34,500	\$347,000		
	Lexington to Victoria		6 ft wide sidewalk on one side of the road	0.5			\$225,000			\$87,500	\$34,500	\$347,000		
29	Lovell to Minnesota Connection	80.25	Pathway connection between Lovell Ave and Minnesota Street	0.1			\$45,000			\$17,500	\$6,900	\$69,400	Future	NA
27	Heinel Drive Connection	75.5	Pathway connection between S Owasso Blvd and County Road C along Heinel Drive			\$1,375	\$157,500		\$1,155	\$61,250	\$24,150	\$245,430	Future	NA
	On Road- Heinel Drive		signage and striping along the route	0.55		\$1,375			\$1,155			\$2,530		
	Pathway		Construct 8 ft wide pathway adjacent to Railroad tracks connecting to Victoria Street	0.35			\$157,500			\$61,250	\$24,150	\$242,900		
28	Judith to Iona Connection	72.75	Pathway connection between Judith Ave and Iona Lane- 8ft wide bituminous	0.1			\$40,000			\$17,500	\$5,750	\$63,250	Future	Parks Renewal NA
23	Langton Lake Loop	72.5	Pathway that goes around all of Langton Lake										Future	NA
	On Road			0.4		\$1,000			\$840			\$1,840		
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	no estimate- will be constructed as a part of development								Future	Developer/ TIF/ Assess	NA
32	Eustis to St Croix Connection	49	Pathway connection between Eustis Street and St Croix Street	0.2			\$80,000				\$13,800	\$93,800	Future	NA



Park Renewal Program Potential Pathway Projects



Prepared by:
Engineering Department
June 20, 2013

Data Sources and Contacts:

* Ramsey County GIS Base Map (6/05/13)

* City of Roseville Engineering Department

For further information regarding the contents of this map contact:

City of Roseville, Engineering Department,

2660 Civic Center Drive, Roseville MN

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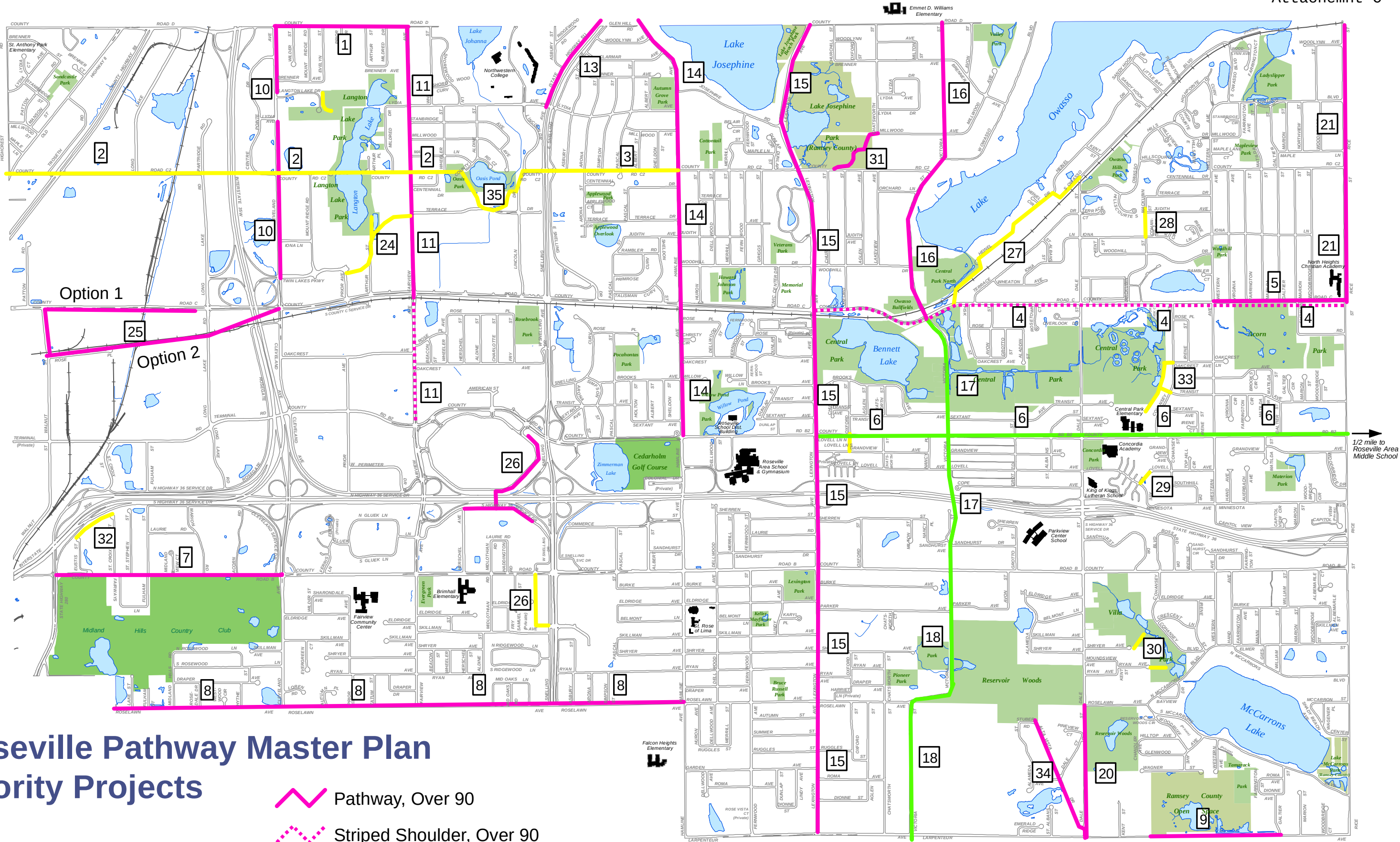
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map: PotentialPathwayProjects_6_20_13.pdf





Roseville Pathway Master Plan

Priority Projects



Prepared by:
Engineering Department
July 17, 2013

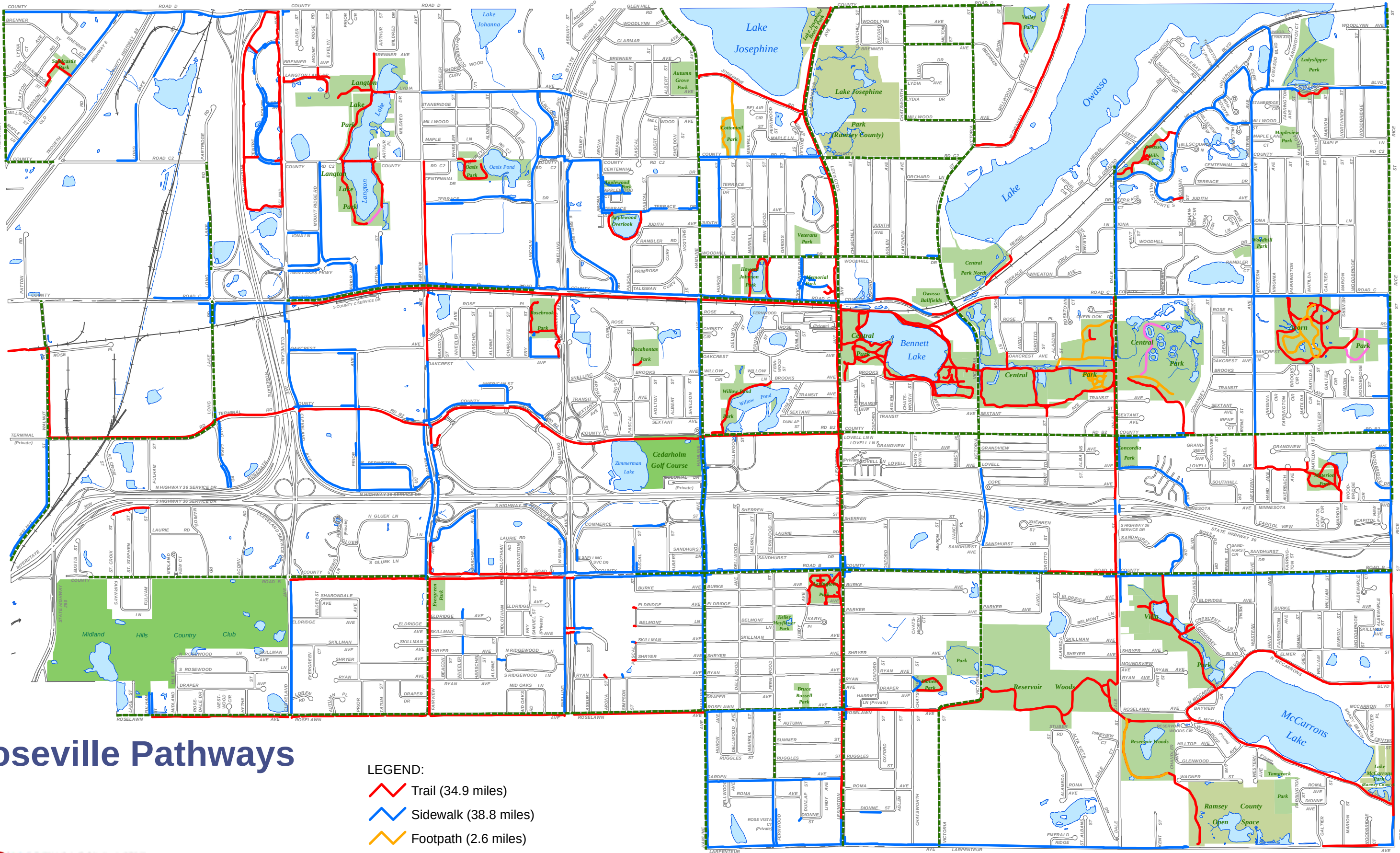
- Pathway, Over 90
- Striped Shoulder, Over 90
- Pathway, Under 90
- Planned Pathway

Data Sources and Contacts:
* Ramsey County GIS Base Map (6/05/13)
* City of Roseville Engineering Department
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map: PathwayMasterPlan2008withUpdates.pdf



Roseville Pathways

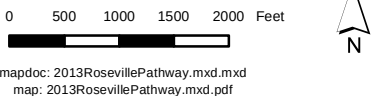


Prepared by:
Engineering Department
January 20, 2013

LEGEND:
Trail (34.9 miles)
Sidewalk (38.8 miles)
Footpath (2.6 miles)
Striped Shoulder (29.1 miles)
Other (Boardwalk- 0.6 miles)
TOTAL 105.9 miles

Data Sources and Contacts:
* Ramsey County GIS Base Map (1/02/13)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
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map: 2013RosevillePathway.mxd.pdf

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 23, 2013

Item No: 7

Item Description: Look Ahead Agenda Items/ Next Meeting August 27, 2013

Suggested Items:

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-
-
-

Recommended Action:

Set preliminary agenda items for the August 27, 2013 Public Works, Environment & Transportation Commission meeting.