

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, August 27, 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 July 23, 2013 Meeting Minutes |
| 6:45 p.m. | 4. | Communication Items |
| 6:50 p.m. | 5. | Pathway Master Plan Build Out Rankings |
| 7:15 p.m. | 6. | Possible Items for Next Meeting – September 24, 2013 |
| 7:20 p.m. | 7. | 2013 Tour of City Projects, Etc. |
| 8:30 p.m. | 8. | Adjourn |

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

Agenda Item

Date: August 27, 2013

Item No: 3

Item Description: Approval of the July 23, 2013 Public Works Commission Minutes

Attached are the minutes from the July 23, 2013 meeting.

Recommended Action:

Motion approving the minutes of July 23, 2013, subject to any necessary corrections or revision.

July 27, 2013 Minutes

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, July 23, 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; Member Dwayne Stenlund; and Joan Felice

6
7 **Staff Present:** City Engineer Debra Bloom; Project Engineer Kris Giga

8
9 **Others Present:** Kathy Klink, resident at 535 Ryan Avenue W

10
11 **2. Public Comments**

12 None.

13
14 **3. Approval of June 25, 2013 Meeting Minutes**

15 *Typographical and grammatical comments and corrections to draft minutes*
16 *were submitted by Member Gjerdingen to staff prior to tonight's meeting and*
17 *those revisions incorporated into the approved minutes by consensus; a copy of*
18 *which is attached hereto and made a part hereof.*

19
20 Member Felice moved, Member DeBenedet seconded, approval of the June 25,
21 2013, meeting as amended.

22
23 **Additional Corrections:**

24 • **Page 3, Lines 86-96 (DeBenedet)**

25 At line 89, change to read: "... residents were ~~getting concerns~~ **[concerned]** in

26 getting items on the boulevard..."

27 • **Page 6, Line 232 (Vanderwall)**

28 Designate "County Road C"

29
30 **Ayes: 5**

31 **Nays: 0**

32 **Motion carried.**

34 **4. Communication Items**

35 City Engineer Debra Bloom provided updates on various construction projects, as
36 included and detailed in tonight's meeting packet and also available on-line at the
37 City's website at www.citofroseville.com/projects.
38

39 Ms. Bloom noted that the City has primarily finished picking up brush from
40 storms, and was now moving on to stump grinding, anticipated to last several
41 more weeks. Ms. Bloom announced for the benefit of the public that wood chips
42 were located in bins at the Dale Street site and available for residents to pick up
43 and use; with the remainder of the material provided to the use of District Energy.
44

45 Member DeBenedet offered his favorable impressions of the due care by the City
46 crews in cleaning up limbs from his personal front yard; with Chair Vanderwall
47 concurring with the comment.
48

49 At the request of Chair Vanderwall, Ms. Bloom provided a more detailed status
50 report on the complex Xcel Gas Main Replacement Project on the Rice Street
51 Corridor from County Road B and south to downtown St. Paul. Ms. Bloom
52 advised that this involves a 22' gas main/line replacement which was moving
53 along well considering the considerable coordination required among Ramsey
54 County, the adjacent cities, and Xcel Energy and given the close proximity of a
55 water line as well as considerable traffic volume along that corridor. Ms. Bloom
56 advised that anticipated completion date for the replacement by the end of August
57 for the City of Roseville's portion from County Road B to Larpenteur Avenue.
58 Ms. Bloom noted that the project involves camera and personnel inspection of the
59 line; rebuilding of the regulator building at County Road B at Rice Street; and
60 keeping access open for adjacent business and commercial areas. Ms. Bloom
61 advised that the City of Roseville had coordinated with the City of Maplewood to
62 install two (2) water services on the Maplewood side to transfer services from
63 private well to municipal services. As part of the overall project, Ms. Bloom
64 noted that the City was coordinating a watermain project involving boring near
65 South McCarron's to complete a loop after completion of the gas line installation
66 but prior to restoration work by Xcel. Ms. Bloom noted that new pathways would
67 be replaced by Xcel in September and includes ADA ramps.
68

69 At the request of Chair Vanderwall, Ms. Bloom reviewed the coordination
70 between the Cities of Roseville and Maplewood to retain the pathway on the north
71 end from Cub Foods south parking lot access up to County Road B; with Xcel
72 leaving the temporary pathway in place at this time.
73

74 Ms. Bloom noted that the 2013 Pavement Management Plan (PMP) work had
75 been completed.
76

77 Ms. Bloom advised that the public improvements at County Road C and
78 Cleveland Avenue, as part of the Wal-Mart development had begun in early July,
79 with the project proceeding as planned.

80
81 **5. County Road B-2/Victoria Street Sidewalk Project**

82 Ms. Giga summarized staff's preliminary design work to-date for the proposed 6'
83 wide sidewalk along street segments on County Road B-2 (Attachment A) and
84 Victoria Street (Attachment B). Ms. Giga noted that several public information
85 meetings with residents had already been held (February and June) collectively
86 and on-site for individual issues and concerns; with staff continuing to address
87 concerns where possible.
88

89 Chair Vanderwall supported installation of pathways on the north side to take
90 advantage of more sunlight during winter months and the natural benefits of
91 melting on those pathways.
92

93 Ms. Giga reviewed those draft plans for various segments, including the north
94 side of County Road B-2 from Lexington Avenue to Rice Street; the east side of
95 Victoria Street from County Road B-2 to County Road B; the east or west side of
96 Victoria Street from County Road B-2 to the flashing crosswalk and the west side
97 from the flashing crosswalk to the existing sidewalk at Prince of Peace Church.
98 Ms. Giga provided the rationale for recommending one side of the street over the
99 other based on alignment issues, easement and rights-of-way available, drainage
100 issues and the addition of catch basins and extending stormwater systems to
101 capture problem areas, grades, existing landscaping to work around, the need for
102 retaining walls in some locations, and width requirements or preferences as
103 applicable. Ms. Giga noted that there were some potential areas for incorporating
104 Best Management Practices (BMP) projects to address and mitigate problem
105 drainage areas.
106

107 Ms. Giga advised that staff continued to meet with Ramsey County to discuss the
108 project in more detail.
109

110 In her review of specific segments through display of cross section and aerial
111 maps, Ms. Giga addressed rationale for placement of the sidewalks, their width,
112 and addressed specific questions of members. Ms. Giga advised that overall, with
113 few exceptions, residents were supportive of the proposed designs and locations.
114

115 Discussion included variable widths and rationale for those widths in various
116 locations as previously noted; types of drainage indicated at various segments
117 (e.g. above-ground swale or underground infiltration trenches) depending on
118 possible BMP's and/or impacts to property owners; recognition and display of
119 resident comments throughout the project area.
120

121 Further discussion included addressing current drainage issues and sagging
122 driveways; avoiding significant impact for residential parcels or loss of mature
123 trees depending on their species; sidewalks against existing roadways without
124 curb and gutter and how Ramsey County signs and creates a delineator if within

2' of each other; retention of clear zones (e.g. 6' sidewalk with 2' clear zone) for parking and/or snow plowing purposes.

Additional discussion included testing by staff of current storm sewer capacity in conjunction with this project now that a realistic alignment had been completed as part of the preliminary design work; where additional structures and BMP's were indicated and sizing of pipes to reduce volume and assist pipe capacity through use of BMP's where applicable.

At the request of Member Stenlund, Ms. Bloom advised that discussion would be held regarding the potential use of pervious concrete or porous bituminous, use of infiltration BMP's depending on soil conditions in particular areas; but depending to a great degree on cost comparisons for that newer technology.

Next, areas of specific and significant concern to members and staff were discussed for pathways and street and/or driveway crossings; whether some shrubbery in areas with problem visibility were on private property or on easements and could be removed to facilitate safety while addressing concerns of property owners for their existing landscaping; with Chair Vanderwall providing contact information to staff for School District 623 regarding this project and school property.

Ms. Giga addressed access to Central Park by the school, with a proposed bus lane to provide safety and character and remove pedestrians from the street in front of the school, and for construction of an above-ground infiltration system on the median; as well as providing an educational opportunity for students on stormwater management.

Discussion ensued regarding minimum requirements for ADA compliance on new pathways; crosswalk painting; Buckthorn eradication along the project; areas needing retaining walls and/or grading in the rights-of-way; extension and/or relocation of some existing fire hydrants; work with the Parks & Recreation Department on tree replacement to create character for segments of the sidewalk; work with Ramsey County for their approval of the final design and any additional work they may consider or fund as part of this project and as part of their proposed future projects that could be addressed as part of this municipal project, recognizing that County Road B-2 is a road within county jurisdiction, particularly if current traffic counts support restriping the road for a 3-lane versus 4-lane roadway, allowing for restriping accordingly; and whether or not Ramsey County will consider a signal at County Road B-2 at Victoria as part of the upgrades.

Further discussion included areas with existing sediment and sinking issues specified for replacement where indicated and possible; designs based on grades and stormwater drainage issues; and overall budget challenges for the project that was not previously programmed into the City's budget process.

Additional discussion included rationale in considering cost effectiveness for installation one side versus the other side, as well as safety and continuity considerations; elevation challenges along various segments; and areas that may require landing areas at certain points to facilitate appropriate ADA grades and the grades of adjacent areas and existing pathways.

At the request of Member Gjerdingen, Ms. Bloom offered to review matching the pathway to the park trail in Central Park from Victoria Street; as well as looking at safety concerns for people using the pathways in the park after closing at 10:00 p.m. to address remote areas and lighting availability.

In discussing some safety concerns and clear zones for the pathway crossing at County Road B-2, members noted that those considerations would all be part of staff's next step in value engineering the project.

Ms. Giga and Ms. Bloom advised that the next steps would be to provide this project update to the Parks & Recreation Commission at their August meeting; and again to the City Council in September for their approval to move forward with final design and construction; anticipating a 2014 construction project. Ms. Giga advised that part of that process would be to fine-tune the designs and develop specific cost impacts; review the health and species of trees in the project area and impacts to existing trees; completion of a final drainage design and proposed BMP's to present to and meet Rice Creek Watershed District (RCWD) requirements; and while continuing to meet on-site with residents as requested to answer their questions one-on-one.

Chair Vanderwall thanked staff for their work on the project and tonight's presentation.

Recess

Chair Vanderwall recessed the meeting at approximately 7:35 p.m. and reconvened the meeting at approximately 7:40 p.m.

Chair Vanderwall announced and invited the public to attend an upcoming organized waste informational forum on Thursday, July 25, 2013, from 1:30 – 3:00 p.m. at the League of Minnesota Cities building, 145 University Avenue (St. Croix Room), St. Paul. Chair Vanderwall advised that those planning to attend R.S.V.P. to Laurie at 651/215-4004 or laurie@metrocitiesmn.org.

Member Stenlund provided a bench handout for staff and file, ***attached hereto and made a part hereof***, of the Villa Park wetland restoration sediment dewatering facility being done by Frattalone Construction, and providing the use of some amazing engineering technologies for removal of sediment from stormwater retention ponds, part of a Capitol Region Watershed District project.

Staff provided a more detailed synopsis of the process and invited the public to observe the process, cautioning their regard to personal safety in doing so and staying well back of the shredder when cattails were being shredded as part of the work. Ms. Giga noted that the contractor anticipated completion of dredging by the end of August, and completing restoration work in September.

6. Pathway Master Plan Build-out

Ms. Bloom reviewed the updated Pathway Master Plan Build-out, based on PWETC guidance at their April and June meetings (Attachment A). Ms. Bloom advised that she had also met with Ramsey County last week as part of this discussion as well.

Ms. Bloom specifically addressed areas of major revisions since the last meeting; and her development of more refined and realistic cost estimates and updates to maps according to PWETC guidance, with some included on-road or off-road options as applicable.

- #7 County road B from Cleveland Avenue to Highway 280
- #4 County Road C (on road)
- #16 Victoria Street north of County Road C (on-road and off-road)

At the request of Member DeBenedet to connect up to the West Owasso pathway for connecting with the City of Shoreview pathway system, Ms. Bloom advised that the City of Roseville's existing pathway connected to Shoreview from County Road D on Lexington Avenue. Ms. Bloom suggested that low volume roads share the road for the proposed Pathway Master Plan (e.g. Millwood and Chatsworth) as a cost-savings measure through those neighborhoods, but that on-road options be used for higher volume roads (e.g. County Road C or C-2).

- #15 Lexington Avenue (various segments as detailed)

Ms. Bloom addressed priorities based on the populations served and how to connect a significant number of residents to the park system. Ms. Bloom specifically reviewed the challenges from Dionne to Larpenteur Avenue, and current pedestrian access required through parking lots. Ms. Bloom advised that staff's discussion with Ramsey County continued to indicate their lack of support for a flashing crosswalk at that connection.

Discussion ensued regarding available room between parking lots and the curb at Lexington Avenue; partial fencing to the south driveway; continued lack of support from Ramsey County over the last 5-8 years in finding a solution; and their lack of support for either a crosswalk at Dionne or a dedicated turn lane, again recognizing that Lexington Avenue is under Ramsey County's jurisdiction.

Ms. Bloom noted that Ramsey County was cooperative with the City in many other areas; however, one of the major concerns with this was the close proximity of Dionne to the major intersection at Lexington and Larpenteur

Avenues, with any turn lanes eliminated or further restricting traffic movement.

Further discussion ensued regarding safety concerns and lack of ADA compliance in this area, whether on private property (e.g. east side strip mall) or public property.

- #11 Fairview Avenue north of County Road C

Ms. Bloom reviewed her updates and revisions, based on a more realistic approach.

- #5 County Road C (Acorn Park Pedestrian Crossing)

In her discussion with Ramsey County, Ms. Bloom advised that they were interested in working with and receiving a proposal from the City to address safety concerns in this area (e.g. bump outs, middle of the road refuge); but would not consider a median, nor were they looking to reconstruct the road based on their current capital improvement schedule. Ms. Bloom advised that the County was having some positive experience with power washing to remove lines versus grinding off lines; and expressed their preliminary interest in striping the roadway for 3 lanes with a pedestrian crossing at Acorn Park. Ms. Bloom noted that any project would require coordination with the Parks & Recreation Department as part of any future redesign of the park and/or access points as part of the Park Renewal Program for Acorn Park. Ms. Bloom advised that neither City staff nor Ramsey County were against a flasher in that area, but if the road could be narrowed and driveway realigned, it would provide even more safety.

- #20 Dale Street Trail Connection

Ms. Bloom specifically reviewed the off-road and on-road options for this segment and cost comparisons, premature to any significant review of grade challenges in the area on the west side of Dale Street.

Discussion included realities to address significant grade differentials; tunnel option; limited rights-of-way; most affordable option pending further refinement of value engineering analyses; restrictions on the east side of Dale Street in this area due to the location of the graveyard, and staff's review in 1999 of the exorbitant costs to relocate the existing fence and close graves; with Ms. Bloom advising that staff was not interested in approaching such an option, noting that the cost of relocating the fence alone was cost prohibitive.

Chair Vanderwall noted the importance of this public discussion to provide the public with rationale for considering only one side of a particular roadway, using this as example.

Ms. Bloom advised that the remaining items (page 5 of 5 of Attachment A) represented all new segments with scores under 90, and were included based on previous feedback and request by the PWETC.

- #33 Cohansey Street to HANC Connection

At the request of Chair Vanderwall, Ms. Bloom advised that there were no existing easements in place. Chair Vanderwall opined that if there was something already available, and no private property owner was interested in giving up any land, the PWETC or City should not spend time evaluating the options. Chair Vanderwall further opined that, this segment didn't actually provide that much of a shortcut.

Member Gjerdingen noted that it would provide an option to avoid County Roads B or C-2; with Chair Vanderwall noting that there was an existing off-road pathway on County Road B-2 that would allow park access. Member Gjerdingen opined that, even if protecting the shoreline, that existing pathway had a significantly steep grade, and the dirt trail was in bad shape, dissipating into nothing.

Ms. Bloom suggested that this discussion be brought to the attention of the Parks & Recreation Commission to determine if it had been brought up during conversations with residents during the Park Renewal process.

- #30 Villa Park Connections

Ms. Bloom addressed the significant topography challenges, and the steep drop of 30' into Villa Park for this segment. Ms. Bloom questioned what could be accomplished with a pathway connection at this location; and whether the installation of stairs, given the lack of intrusion or erosion concerns as long as ADA accessible, was even an option. With the requirement for switchbacks to meet ADA requirements, Ms. Bloom noted the considerable width would be an issue.

Ms. Bloom suggested that this was another area to seek input from the neighborhood to determine the importance for them of a connection, recognizing the need for connectivity to the park. Ms. Bloom suggested that this was another discussion topic for the Parks & Recreation Commission and their discussions with residents during the Park Renewal process.

- #2 County Road C-2 (west of Snelling)

Ms. Bloom noted that this was a very challenging segment; and noted her various on-road and off-road options. Ms. Bloom noted that each of the options fit with the Park Constellation Plans.

Chair Vanderwall noted that the problem was the bridge.

Ms. Bloom concurred, noted that demand for this was not as high as for County Road C or the NE Diagonal connection; however, if it could be done, she opined that it would provide great access.

Ms. Bloom noted that the County Road C-2 sidewalk was seeing significant use in that area.

- #29 Lovell to Minnesota Street Connection
- #27 Heinel Drive Connection

Ms. Bloom noted that this would be an alternative to the railroad crossing, and run parallel to the railroad line.

- #28 Judith to Iona Connection

- #23 Langton Lake Loop

Based on the fact that this was a low-volume road, Ms. Bloom opined that signage on the road could achieve the same thing as a pathway versus the cost as part of the Park Renewal Program plan for access around the lake.

- #24 Twin Lakes Redevelopment Area Connections

Ms. Bloom recommended deferring this connection, opining that wherever it was built now would end up in the wrong place depending on future development. Ms. Bloom suggested that these connections wait for redevelopment and be made part of those projects.

- #32 Eustis to St. Croix Connection

Ms. Bloom noted that this was a challenge with 200 homes having a disconnect; and opined that having a full loop would be advantageous. Ms. Bloom noted that the original Pathway Committee had wanted to include the segment for a full walking loop with County Road B-2, Eustis and Cleveland Avenue. At the request of Chair Vanderwall, Ms. Bloom advised that the area is wooded, including some Buckthorn, but was actually quite attractive.

Ms. Bloom sought additional direction from the PWETC.

Chair Vanderwall noted that staff did as asked and provided as many options as possible for decision-making.

Member DeBenedet noted that, as part of the charge by the City Council to the PWETC, their task included sifting through the options to make recommendations for the build-out over the next ten (10) years based on value engineering and scoring. Member DeBenedet used Lexington Avenue as a good example and what was the appropriate rationale for building a sidewalk/pathway on another side of the street when one already existed on the other side; or whether it was more vital to complete other connections without any existing pathway or sidewalk at this time. Member DeBenedet requested additional time to review the revised information provided by staff beyond tonight's meeting.

Chair Vanderwall suggested that individual members look at each segment and set their personal priorities and available alternatives; and take resulting collective rankings forward as a recommendation to the City Council.

Member DeBenedet concurred that would be the next logical step. However, Member DeBenedet questioned how to set a realistic annual dollar amount for build-out; or whether to consider a program similar to the CIP that looked for that build-out over a period of years. Member DeBenedet suggested that individual rankings be brought to the August PWETC meeting, and cost per year; at which time the PWETC could determine the most realistic annual amount to determine the logical build-out plan. Member DeBenedet opined that the City Council was

looking to the PWETC to determine the priority segments and identify a realistic funding level to make it happen.

Chair Vanderwall opined that the PWETC should prioritize the build-out plan on the most applicable segments that would serve the greatest number of people and realistic annual funding to do so; whether that represented a 10 or 15 year plan, taking inflation into account. Chair Vanderwall suggested that the first step should be individual member priorities based on their personal judgment; whether that was high traffic considerations or serving the greatest number of people; or a mix of both considerations. Chair Vanderwall anticipated disagreement among members; however, he hoped that would facilitate further discussion and refinement of a future recommendation to the City Council.

Member Stenlund addressed various options and funding for those options; and rationale for addressing the low-hanging fruit versus areas having safety and other concerns.

Ms. Bloom suggested members keep in mind that the PWETC could ask the City Council to leverage funds; however, if comparing this to the strength of the PMP, having that information available allowed preparation as projects moved forward.

Discussion ensued on standard criteria for individual members in their analysis and ranking process, including cost-effectiveness; number of people affected in areas with highest traffic; improved safety for the greatest number of people; off-road and on-road options and where and how appropriate in priority ranking; and a realistic balancing of costs with needs.

Further discussion included different needs and safety issues for commuter bikers versus recreational bikers; criteria consideration and individual advocacy for bikers and pedestrians; similarity of costs for concrete and bituminous application; and lack of availability for approval for any pathways crossing railroad lines, suggesting other options should be supported.

Member Stenlund expressed his personal support for a boardwalk to access Victoria (#28) and his support for #27 option that didn't require crossing the railroad tracks.

At the request of the PWETC, Ms. Bloom offered to provide an Xcel spreadsheet to members via e-mail to make their individual sorting easier. Ms. Bloom offered to provide any additional information or resources to members as requested for this exercise.

7. Possible Items for Next Meeting – August 27, 2013

- Pathway Master Plan Recommendations

Ms. Bloom suggested that the PWETC think about when they wanted to receive input for the Pathway Master Plan before recommendations went forward to the City Council.

Chair Vanderwall expressed his preference to receive input at any and all PWETC meetings; however, he anticipated that the Commission's recommendations to the City Council may serve to incite commentary at the City Council level and make people more aware of the process. Chair Vanderwall recognized that differing opinions and priorities may remain, but opined that the important thing was for everyone to be informed and have an opportunity to provide comment.

Member Stenlund opined that there may be more consensus than thought as individual members ranked their five (5) priorities on the spreadsheet.

If not, Chair Vanderwall expressed his confidence that the Commission would arrive with a spirit of compromise and find that consensus.

- Member DeBenedet noted that Recycling RFP Interviews were scheduled August 12, 2013; and staff may want to provide an update in the Communications item for that meeting
 - Natural Resources aspect of the NRATS Committee
 - Interim Pathway Signage/Wayfinding
 - Pavement Manager Plan (PMP) Discussion
 - Tour
- If a tour of city pavement was anticipated, Member DeBenedet suggested it happen soon to allow sufficient daylight; opining if it was delayed until September there would not be a lot of daylight left. Ms. Bloom suggested a tour of approximately one (1) hour.

Chair Vanderwall asked that staff set priorities for agenda items with the goal of concluding the meeting at approximately 8:30 p.m.

8. Adjourn

Member Gjerdingen moved, Member Felice seconded, adjournment of the meeting at approximately 8:41 p.m.

Ayes:

Nays: 0

Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: August 27, 2013

Item No: 4

Item Description: Communication Items

Projects update:

- Storm Sewer Lining – The pipe from the intersection of County Road B-2 and Hamline Avenue to the east is lined. This project is complete.
- 2013 Sanitary Sewer Lining Project – The Contractor has completed the nearly 7 miles scheduled for lining this year.
- Waterman lining project – The project is underway again. The access pits have been excavated in preparation for lining next week at the north end of the project on Rice Street.
- County Road D Reconstruction – The east segment of this project between Chatsworth and Victoria Street will be completed to first layer of asphalt by the end of August. The segment between Lexington and Chatsworth will be under construction after Labor Day, completed by the end of October.
- Villa Park Sediment Removal Project – Work has started on sediment removal in the most southerly cell of the treatment system. This project will be completed by early October.
- Xcel Gas Main Replacement Project- This project is nearly complete with all restoration anticipated by mid-September.
- Utility Extension at 3040 Hamline Avenue- Work began on this project on August 22nd. The work will be complete by early September.
- County Road B-2 Pathway Construction- Staff continues to work on plans for this project.
- Staff is also working on the following projects:
- Wheeler Avenue Traffic Management Project
- McCarrons Lake Sub watershed Drainage Improvements

Maintenance Activity:

- Streets Crews are back to pavement maintenance after completing the storm damage clean up from the June 21st wind storm.
- Utility crews continue performing annual sanitary sewer cleaning.

Attachments:

A. None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: August 27, 2013

Item No: 5

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.

At the July 23 meeting the Commission finalized the list of pathway priority segments.

Our goal for the August meeting is to refine the pathway priority list according to the shorter segments that are broken out on the spreadsheets. This list will be shared with the City Council at a meeting later this fall.

In preparation for the August meeting, staff sent out the priority table to the commission members on Monday, July 29. This was in order to allow additional time for each Commission member to go through the list and develop a priority list.

At the meeting staff will work with the Commission on developing a Pathway Master Plan Build-out 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:

Provide a recommendation to the City Council for the Pathway Master Plan Build-out

Attachments:

- A. Pathway Master Plan Priority table- sorted by score
- B. Pathway Master Plan Priority table- sorted by ID
- 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
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

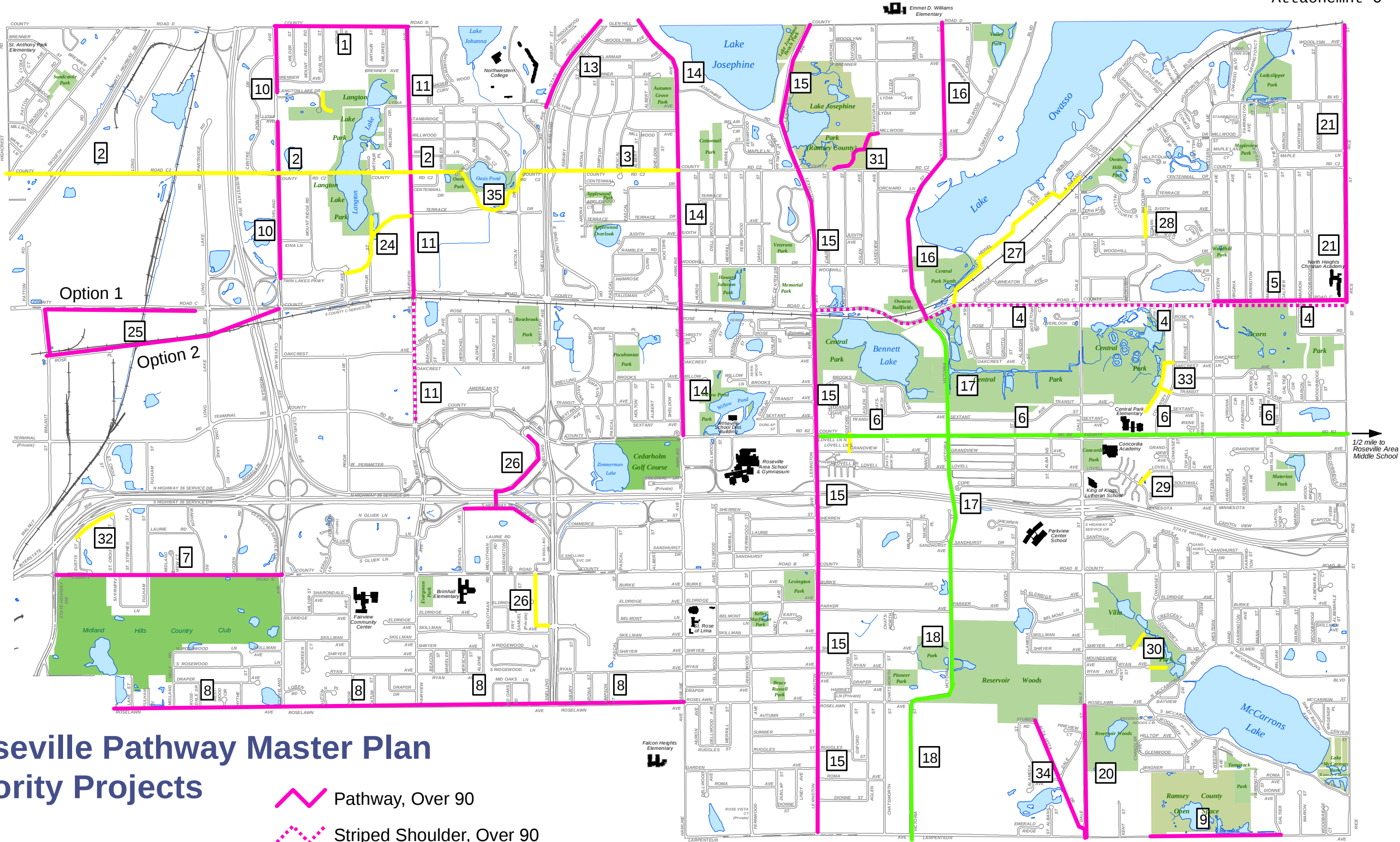
Pathway Master Buildout Plan		Score	Description	Length (Miles)	Estimated Cost							Build Year	Funding Source	Traffic Counts
(Scoring per 2008 Pathway Master Plan)					On Road	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall			
SEGMENTS WITH SCORES LESS THAN 90														
33	Cohansey St to 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

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
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
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
2	Off Road					\$825	\$742,500	\$1,675,000	\$693	\$288,750	\$113,850	\$2,821,618			
2	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			
2	Wheeler to Fairview		signage and striping along the route	0.13		\$325			\$273			\$598			
2	Fairview to Langton Lake Park		signage and striping along the route	0.2		\$500			\$420			\$920			
2	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			
2	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			
2	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			
2	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			
2	Highway 88 to Highcrest		6 ft wide sidewalk along one side of the road	0.2			\$90,000			\$35,000	\$13,800	\$138,800			
2	On Road					\$8,650	\$202,500	\$1,675,000	\$3,990	\$78,750	\$31,050	\$947,130			
2	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			
2	Wheeler to Fairview		share the road	0.13		\$650						\$650			
2	Fairview to Langton Lake Park		share the road	0.2		\$1,000						\$1,000			
2	Langton Lake Park to Cleveland		share the road	0.45		\$2,250						\$2,250			
2	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			
2	Long Lake Road to Long Lake Road		stripe shoulders on road	0.25		\$1,250			\$1,050			\$2,300			
2	Long Lake Road to Highway 88		stripe shoulders on road	0.5		\$2,500			\$2,100			\$4,600			
2	Highway 88 to Highcrest		stripe shoulders on road	0.2		\$1,000			\$840			\$1,840			
2															
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
3	Off Road														
3	Snelling to Hamline		6 ft wide sidewalk on one side of the road	0.5			\$225,000			\$87,500	\$34,500	\$347,000			
3	Lexington to Victoria		6 ft wide sidewalk on one side of the road	0.5			\$225,000			\$87,500	\$34,500	\$347,000			
4	County Road C- On Road	128	On-road bicycle facility from Lexington Avenue to Rice Street	2									Future		8,250
4	Restripe		work with Ramsey County on restriping the road to a 3 lane configueation	2		\$5,000			\$9,700			\$14,700			
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
5	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		
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
7			Widen street for an on-road facility	1	\$160,000	\$2,500			\$2,100	\$175,000		\$339,600			
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
8	Off Road		There is already a off road facility in Falcon Heights in this corridor												13,700
8	Cty Boundary to Cleveland		6 ft wide concrete sidewalk- one side	0.75			\$337,500			\$131,250	\$25,875	\$494,625			

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8	Cleveland to Fairview		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
8	Fairview to Snelling		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
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8	On Road		Difficult to construct without a full road project and Falcon Heights cooperation												
8	Cty Boundary to Cleveland			0.75	\$120,000				\$1,575			\$121,575			
8	Cleveland to Fairview			0.5	\$80,000				\$1,050			\$81,050			
8	Fairview to Snelling			0.5	\$80,000				\$1,050			\$81,050			
8	Snelling to Hamline			0.5	\$80,000				\$1,050			\$81,050			
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
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
10	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												
10	Twin Lakes Parkway to County Road C2		6 ft wide sidewalk	0.4			\$180,000			\$70,000	\$11,040	\$261,040			
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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
11	On Road		On road exists with shoulders today- cost is for paint and signs	1		\$2,500			\$2,100			\$4,600			
11	Off Road						\$200,000			\$87,500	\$28,750	\$316,250			13,700
11	County Road C2 to County Road D		8 ft wide Bituminous Pathway- one side	0.5			\$200,000			\$87,500	\$28,750	\$316,250			
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
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
14	Off Road														
14	County Road C2 to City Bdry		8 ft wide Bituminous Trail- one side	0.75			\$300,000			\$131,250	\$25,875	\$457,125			
14	County Road C to County Road C2		8 ft wide Bituminous Trail- one side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
14	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			
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
15	County Road C2 to County Road D		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
15	County Road C to County Road C2		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
15	County Road B2 to County Road C		8 ft wide Bituminous Pathway- east side	0.35			\$140,000			\$61,250	\$12,075	\$213,325			
15	County Road B to County Road B2		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			

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					On Road	Signage	Off Road	Bridge	Striping	Drainage	Retaining wall				Total
15	Roselawn to County Road B2		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
15	Larpenteur Ave to Roselawn		8 ft wide Bituminous Pathway- east side	0.5			\$200,000			\$87,500	\$17,250	\$304,750			
15	Lexington Park Connection		Construct a Off road trail on the east side of Lexington Ave To provide access to Lexington Park												
15	Shryer to County Road B		8 ft wide Bituminous Pathway- east side	0.4			\$160,000			\$70,000	\$13,800	\$243,800			
15	Dionne Connection		Construct a Off road trail on the east side of Lexington Ave To provide access to the businesses at Lexington and Larpenteur												
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
16	On Road		On road exists with shoulders today- cost is for paint and signs	1.25		\$3,125			\$2,625			\$5,750			
16	Combination of On Road and Off Road											\$491,050			
16	Chatsworth (Millwood to County Road D)		"share the road" striping and signage	0.5		\$1,250			\$1,050			\$2,300			
16	Millwood Ave (Chatsworth to Victoria)		"share the road" striping and signage	0.25		\$625			\$525			\$1,150			
16	County Road C2 to Millwood		8 ft wide Bituminous Pathway- one side	0.2			\$80,000			\$35,000	\$6,900	\$121,900			
16	County Road C to County Road C2		8 ft wide Bituminous Pathway- one side	0.6			\$240,000			\$105,000	\$20,700	\$365,700			
16	Off Road											\$731,400			13,700
16	County Road C2 to County Road D		8 ft wide Bituminous Pathway- one side	0.6			\$240,000			\$105,000	\$20,700	\$365,700			
16	County Road C to County Road C2		8 ft wide Bituminous Pathway- one side	0.6			\$240,000			\$105,000	\$20,700	\$365,700			
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
20	Dale Street trail connection	109.7	Roselawn Avenue to Larpenteur Avenue (requires easement purchase)										Future		9,500
20	Combination of On Road and Off Road					\$1,000	\$52,000		\$840	\$22,750	\$14,950	\$91,540			
20	Off Road		Extend Reservior Woods pathway through private property at 1893 Dale St to connect to Pineview Ct	0.13			\$52,000			\$22,750	\$14,950	\$89,700			
20	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			
20	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		
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
21	On Road														
21	County Road C2 to County Road D			0.5	\$80,000				\$1,050			\$81,050			
21	County Road C to County Road C2			0.5	\$80,000				\$1,050			\$81,050			
21	McCarron Street to County Road B			0.5	\$80,000				\$1,050			\$81,050			
21	Larpenteur Ave to McCarron Street			0.5	\$80,000				\$1,050			\$81,050			
21	Off Road														13,700
21	County Road C2 to County Road D		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
21	County Road C to County Road C2		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			

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
23	Langton Lake Loop	72.5	Pathway that goes around all of Langton Lake										Future		NA
23	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
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
25	Option 1- along County Road C/ Walnut						\$343,636			\$125,284	\$12,633	\$481,553			
25	10 ft wide bituminous attached pathway south side County Road C			0.55			\$263,636			\$96,117	\$12,633				
25	East side Walnut 8 ft bituminous			0.17			\$80,000			\$29,167					
25	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			
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	1			\$370,000	\$1,600,000		\$175,000		\$2,145,000	Future		41,000
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
27	On Road- Heinel Drive		signage and striping along the route	0.55		\$1,375			\$1,155			\$2,530			
27	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
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
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	
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
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
33	Cohansey St to HANC Connection	89.5	Pathway connection between Cohansey Street and HANC	Additional Discussion									Future		NA
34	Alta Vista Drive	94.25	Pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir										Future		Unknown
34	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			
34	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			



Roseville Pathway Master Plan

Priority Projects

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



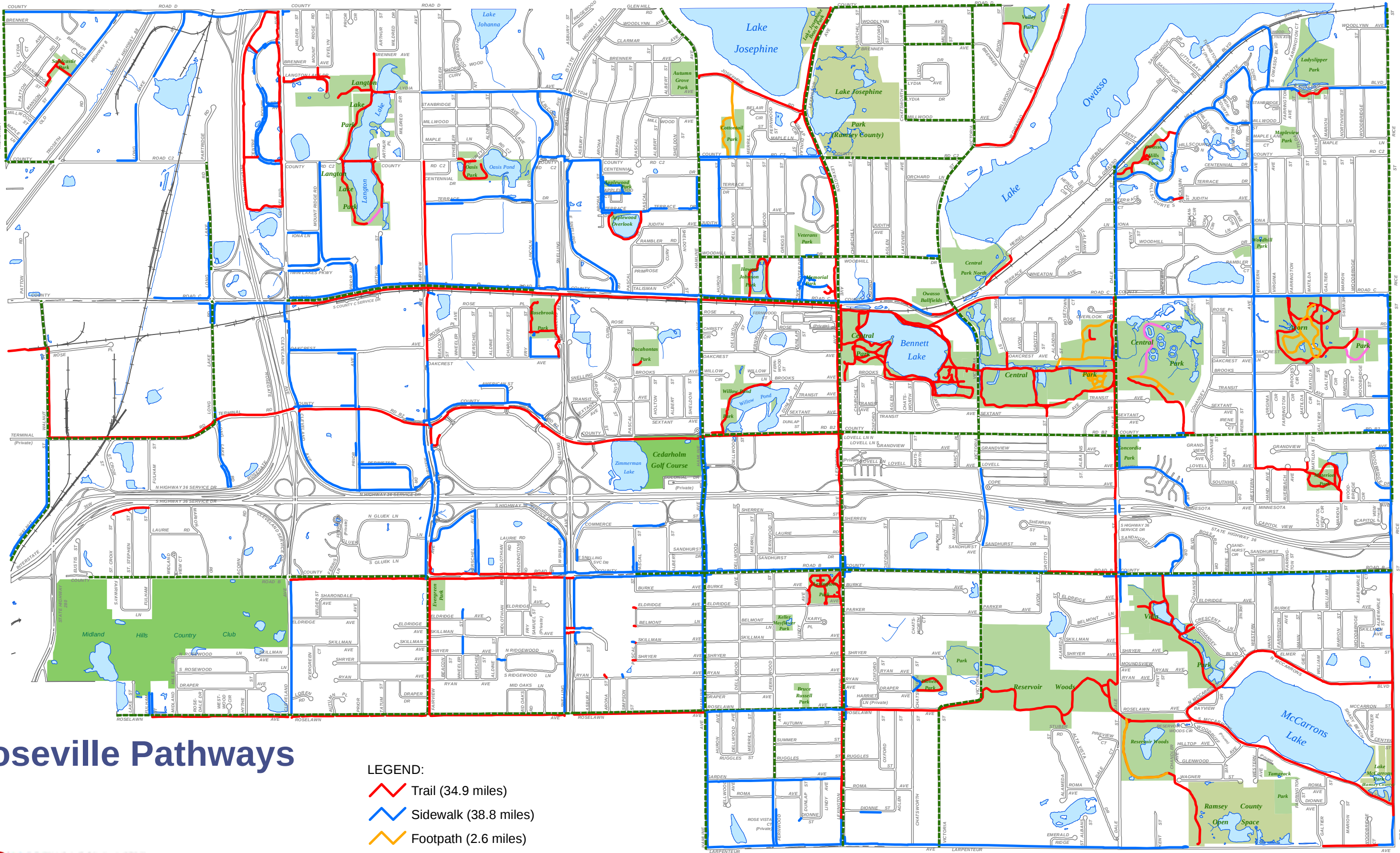
Prepared by:
Engineering Department
July 17, 2013

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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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:
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mapdoc: 2013RosevillePathway.mxd.mxd
map: 2013RosevillePathway.mxd.pdf



Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: August 27, 2013

Item No: 6

Item Description: Look Ahead Agenda Items/ Next Meeting September 24, 2013

Suggested Items:

- Pavement Management goals discussion
- NRATS Committee Natural Resource discussion
- Pathway Wayfinding Signage
-

Recommended Action:

Set preliminary agenda items for the September 24, 2013 Public Works, Environment & Transportation Commission meeting.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: August 27, 2013

Item No: 7

Item Description: Tour of City Projects, Etc.

Background:

This is an opportunity to tour a few projects that are underway and any intersections or pathway segments that you may want to view firsthand. We will also drive some street segments where we are seeing surface deterioration for our upcoming Pavement Management goals discussion in September. Come prepared to add any additional sites the Commission might want to visit.

Recommended Action:

None

Attachments:

A. None