

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, September 24, 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 August 27, 2013 Meeting Minutes |
| 6:45 p.m. | 4. Communication Items |
| 6:55 p.m. | 5. Pathway Master Plan Build Out Rankings |
| 7:30 p.m. | 6. Natural Resources and Trails Subcommittee (NRATS) Discussion |
| 7:45 p.m. | 7. Wayfinding Signage |
| 8:00 p.m. | 8. Review Organized Collection Resolution |
| 8:15 p.m. | 9. Possible Items for Next Meeting – October 22, 2013 |
| 8:20 p.m. | 10. Adjourn |

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

Agenda Item

Date: September 24, 2013

Item No: 3

Item Description: Approval of the August 27, 2013 Public Works Commission Minutes

Attached are the minutes from the August 27, 2013 meeting.

Recommended Action:

Motion approving the minutes of August 27, 2013, subject to any necessary corrections or revision.

August 27, 2013 Minutes

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, August 27, 2013, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Call Roll**

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

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

6
7 **Members Excused:** Joan Felice

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

11
12 **2. Public Comments**

13
14 **3. Approval of July 23, 2013 Meeting Minutes**

15
16 **Corrections:**

17 • **Page 2, Line 52 (DeBenedet)**

18 Correct to read: "...advised that this involve[d] a "20 *inch*" gas main/line
19 replacement..."

20 • **Page 6, Line 255 (Gjerdingen)**

21 Correct to read: "...their lack of support for either a [*flashing*] crosswalk at
22 Dionne or [*removal of the*] dedicated turn lane..."

23 • **Page 8, Lines 314 - 319 (Gjerdingen)**

24 Correct to read: (Line 315) references should be to "County Roads C or B-2";
25 (Line 317) strike "...even if protecting the shoreline," and change "the" to
26 "that"; (Line 317-319) changed to read: ""...existing pathway [*nearer the*
27 *shoreline*] had a significantly steep grade [*to the nearby residential street*],
28 and the dirt trail was in bad shape, dissipating into nothing."

29 • **Page 8, Line 329 (Gjerdingen)**

30 Change to read: "...County Road C-2 sidewalk [*between Hamline and*
31 *Lexington Avenues*] was seeing..."

32 • **Page 9, Line 369 (Gjerdingen)**

33 Change to reference County Road B rather than County Road B-2

Member DeBenedet moved, Member Stenlund seconded, approval of the July 23, 2013, meeting as amended.

Ayes: 4

Nays: 0

Motion carried.

4. Communication Items

Public Works Director Schwartz and Assistant Public Works Director/City Engineer Bloom noted that updates on various construction projects were included in tonight's meeting packet as detailed in the staff report dated August 27, 2013; and available on-line at the City's website at www.cityofroseville.com/projects.

Discussion included the B-2 and Hamline Stormsewer project and replacement of the trail with an asphalt surface versus the current mix of concrete or bituminous segments; additional work at the crosswalk near the former School District Center and connections to the Hamline Trail; project schedules over the next few weeks to facilitate the State Fair, Labor Day holiday and start of school/bus routes; and status of the County Road D project with paving and sidewalk/driveway installations scheduled for completion this week, coordination with City of Shoreview engineers for final work, with crews scheduled for watermain replacement on both the north and south sides of the street (2 crews), with the entire project anticipated for completion in mid-October of this year.

Further discussion included the status of the watermain lining project on Rice Street anticipated to begin yet this week, but delayed due equipment problems and scheduled over the next few weeks for actual spraying of the liner; status of the Xcel gas main replacement project and concerns about the temporary sidewalk put in place on the Maplewood side not meeting ADA access guidelines for wheelchairs and other disabilities. The new permanent sidewalk will be completed within a few weeks. The contractor will replace or correct segments installed incorrectly.

Member DeBenedet opined that when doing major projects, such as the Rice Street corridor, it seemed that significant attention was paid to vehicular traffic control, but keeping access open for those in wheelchairs was often overlooked or insufficient for them to remain mobile. Member DeBenedet cited several recent examples on the Hamline Avenue project when construction warning signs were actually placed blocking sidewalks/handicapped access; as well as limited access concerns for handicapped people accessing the Ramsey County Library – Roseville branch, from north of Highway 36, since that is their only access point.

Staff assured the PWETC that they would be on the lookout and remedy those situations when encountered.

80 At the request of Member Gjerdingen, Mr. Schwartz advised that the temporary
81 sidewalk and replacement of the handicapped ramps on the segment on the east
82 side of Rice Street was a City of Maplewood and Ramsey County discussion; and
83 offered to follow-up and report back to the PWETC on their decision with
84 Ramsey County and the contractor once a decision had been made if the
85 temporary pathway will become permanent. Member DeBenedet noted that once
86 the west side segment was reinstalled, it should provide good access.

87
88 Regarding the Rice Street gas main project by Xcel, Mr. Schwartz reported that
89 the project should wrap up soon, with all pipe installed and pressure tested from
90 Roseville to Arlington Avenue in St. Paul; with the only remaining item
91 connection of the two pieces of pipe after passing the pressure tests.

92
93 Mr. Schwartz referenced the message sent from City Engineer Bloom regarding
94 an upcoming farewell reception in recognition of her fifteen (15) years with the
95 City of Roseville as she moves onto the City of St. Louis Park.

96
97 Ms. Bloom, for benefit of the PWETC and listening audience, stated that she had
98 really loved working for the City of Roseville; and expressed her appreciation of
99 the residents with whom she'd had the pleasure of working on various projects;
100 and in working with Public Works Director Schwartz and the Public
101 Works/Engineering staff. Ms. Bloom opined that staff was really a hard-working
102 group, and that it had been a difficult decision and she would miss working in
103 Roseville. Ms. Bloom noted, however, that she was also looking forward to
104 working with the City of St. Louis Park as their Engineering Director and noted
105 several exciting projects they had pending, one of which included the SW LRT
106 project that would play a large part in her work plan, as well as projects similar to
107 those she'd worked on in Roseville, with their City Council recently approving a
108 "Connect the Park" pathway master plan build-out for ten (10) years, and
109 upcoming implementation of their recently acquired asset management software
110 program. Ms. Bloom thanked Roseville residents, and members of the PWETC,
111 for their support during her tenure.

112
113 With Ms. Bloom's departure, Mr. Schwartz noted that it left a big hole in the
114 Public Works/Engineering staff, with difficult shoes to fill. Mr. Schwartz
115 recognized Ms. Bloom's expertise and the institutional knowledge and history
116 she'd developed over her fifteen (15) years of employment that would also be
117 leaving with her.

118
119 Chair Vanderwall recognized Ms. Bloom for her work with the PWETC, his
120 professional work with her on transportation issues at School District No. 623,
121 and personal work with her and his neighbors at Westwood Village. Chair
122 Vanderwall stated that "we all will miss you;" however, he noted that since they
123 knew where to find her, they could use that option to contact her. Chair
124 Vanderwall congratulated Ms. Bloom on this next step in her career; and thanked

her for her professional, respectful and considerate demeanor in working with Roseville residents.

Mr. Schwartz advised that the City Council had authorized staff to move forward in developing/negotiating a three (3) year contract with Eureka Recycling for single-sort recycling, effective January 1, 2014. As a Member of the Review Committee, Mr. Schwartz opined that Eureka's proposal set them far above the other two (2) proposals received.

As a member of the Recycling RFP Review Committee, Member DeBenedet concurred with Mr. Schwartz on the three (3) RFP's received, opining that one was not presented in a very professional manner; and the other, while quite good, did not persuade the full complement of reviewers to recommend them, even before cost criteria came into the evaluation. Member DeBenedet noted that moving from weekly dual sort to bi-weekly single sort would save the City and residents a considerable amount of money, with Eureka also making a commitment in their business model in moving to automated trucks and offering various sizes of containers for residents. Member DeBenedet noted that, before the end of the three (3) year contract, the City would need to develop a plan for Ramsey County's recycling mandate county-wide compost recycling by 2016, which will not be an easy prospect with bi-weekly collection of other curbside recyclables. In noting that the mandate by Ramsey County did not require curbside composting, Member DeBenedet suggested that the City Council direct staff to negotiate something in the Eureka contract to allow those discussions to proceed.

Mr. Schwartz clarified that the City Council had authorized more discussion between staff and the recycling contractor, and anticipated that it may also involve the PWETC at some point between now and 2016.

Regarding ongoing organized collection discussions, Mr. Schwartz advised that the League of Women Voters had scheduled a discussion on that topic for September 18, 2013; and advised that he would be speaking at that meeting on behalf of the statutory process and PWETC perspectives. Mr. Schwartz further advised that his discussion with Interim City Manager Patrick Trudgeon earlier today indicated that the organized collection issue would be coming up on a future City Council agenda in the next month or so to determine the majority City Council's direction.

Chair Vanderwall supported that discussion by the City Council, opining that at this point it seemed like there was no movement at all.

At the request of Member Stenlund, Ms. Bloom provided an update on the McCarron's Lake Subwatershed Improvement project. Ms. Bloom advised that this joint project between the City of Roseville and the Capitol Region Watershed District, had received grant funding, through Clean Water Legacy funds, to

determine how best to re-treat waters going into Villa Park to avoid it silting up again after the recent clean-out. One option under consideration is to consider a re-use system at the B-Dale Club that would be done in conjunction with the 2015 Victoria Street Reconstruction Project, and draining east through that area. As workloads are reviewed for the next six (6) months, Ms. Bloom advised that a realistic timeframe would be developed for such a project.

Mr. Schwartz noted that there were a number of options upstream for installation of best management practice (BMP) applications.

With Ms. Bloom leaving, Member Stenlund asked her to provide a “wish list” of items she would recommend for accomplishment from her engineering perspective and if there was an unlimited budget.

Ms. Bloom opined that the current Pathway Master Plan project was a huge accomplishment; serious and active connection for the NE Diagonal into Minneapolis; and pathway construction on County Road B-2. Ms. Bloom stated that she would have liked to be able to do more with education on rain gardens for residents, but with limited staff time available to do that outreach it was difficult, even though a great partnership had been developed with area watershed districts and completion of numerous BMP’s. Ms. Bloom stated that another huge issue would be the City hopefully filling the new Environmental Special Engineer in the near future. Ms. Bloom advised that also on her wish list would be a staff person to serve as a resource for residents; noting that the City’s Engineering Department received more calls than they could accommodate from residents, and wished that the City had unlimited resources to address those various opportunities rather than referring them to Ramsey Conservation District and area watershed districts.

At the request of Member Stenlund regarding any unfinished projects that would be left by Ms. Bloom, she advised that she was trying to make sure there were no outstanding projects or issues on her watch. Ms. Bloom advised that she anticipated three (3) outstanding projects (contracts) would be closed before she left, with two (2) federal jobs done, but final reimbursement pending (NE Suburban Phase I and II); and as she exhumed her office, she was pleasantly surprised in finding no major work left unaddressed.

In congratulating Ms. Bloom on her new position, Member Stenlund noted the development by some cities as “Sister Cities” and suggested that should perhaps be explored by the Cities of Roseville and St. Louis Park under the circumstances. As an example, Member Stenlund recognized the great success of St. Louis Park in stormwater quality (MS4) and expressed his interest in cross-sharing similar ideas between the two cities or from a broader perspective with other cities through the League of Minnesota Cities.

Ms. Bloom advised that she had already shared some of the brochures she's picked up at the City of St. Louis Park with City of Roseville Engineer Kris Giga. Ms. Bloom recognized the various relationships and synergies available when cities shared their ideas; and assured all that she was not going to be that far removed from Roseville.

Member Stenlund reported to the PWETC that, as previously discussed with the body, he had submitted two (2) Roseville projects as potential Capstone Projects for students: LED lighting and Low Impact Development. Member Stenlund advised that one option he'd suggested was development of a portable carwash system that Roseville could purchase and students could design for community group rental and fundraising, allowing the entire community to benefit from carwashes that would address water quality and stormwater runoff issues. Member Stenlund noted that this may initiate with students visiting the Roseville Fire Department to see if such a system was usable.

5. **Pathway Master Plan Build-Out Rankings**

Ms. Bloom briefly summarized discussions to-date as detailed in the staff report dated August 27, 2013. Ms. Bloom advised that she had received individual PWETC member rankings and thanked members for submitting them; however, the ranking criteria and/or methodologies were not consistent, creating too many variables and discrepancies in the rankings. Ms. Bloom illustrated these issues through a revised spreadsheet, provided as a bench handout to members, showing their individual rankings. Identifying this as one of the items on her short list before leaving the City of Roseville, Ms. Bloom sought further discussion and next steps of the PWETC.

Discussion included how the spreadsheet had become skewed with the individual rankings and disparate methodologies used; how individual ranked high and low priority items; if and how individuals had ranked all projects or only their highest priority projects; and concluded with individual members recognizing that they needed to refine and re-evaluate their individual rankings criteria.

Ms. Bloom advised that she had taken the totals from Attachment B and sorted them by number; however, she reiterated that individual methodology had impacted her rankings, but noted that she had used 1 – 5 with 1 being the highest priority and 5 the lowest.

Member DeBenedet advised that his ranking indicated that if it was something he thought shouldn't be built or that was not within the realm of possibility, he didn't rank it. Member DeBenedet clarified that his ranking was that #1 was a project he supported, #2 the next obvious project; and noted that he had also provided a column for comments, addressing projects that could or should only be completed in conjunction with a Ramsey County or MnDOT project. Even though some of those projects may rank high on his individual list, Member DeBenedet stated that he also recognized that they could not be done unless coordinated with other

262 agencies; as well as considering that they needed to show some synthesis with the
263 City of Roseville's long-term Capital Improvement Program (CIP). Member
264 DeBenedet reiterated that he ranked his spreadsheet from highest to lowest.
265

266 Chair Vanderwall noted that, given the disparity of ranking and various
267 methodologies used, it caused some projects that he considered a priority to
268 receive a lower rating. Chair Vanderwall advised that he did not consider some of
269 those results a favorable conclusion.
270

271 Member Stenlund advised that he had looked at what would be his top five
272 projects, based on numbers from the master spreadsheet, and identified those
273 pieces he felt could be realistically accomplished with limited funds. While he
274 admitted that there may be other pieces that needed to be done, Member Stenlund
275 opined that his approach had been to look at the map to determine which projects
276 would accomplish the best city-wide flow as the first steps, again recognizing that
277 all of the projects could not be accomplished. Member Stenlund advised that he
278 had not understood that the goal was to identify each item with a ranking.
279

280 Ms. Bloom clarified her understanding of the directive from the City Council to
281 the PWETC to create a master build-out plan, which she took to mean everything.
282 Ms. Bloom advised that, once that was developed, it was up to staff and the
283 PWETC to then develop real numbers and a realistic timeframe over a period of
284 years to accomplish that plan. Ms. Bloom recognized that some would not make
285 sense without a road project, as some members of the PWETC had identified, but
286 still were to be included in the plan with those caveats identified.
287

288 Chair Vanderwall admitted that this had initially been a soft target, but provided
289 better focus; and suggested that individual members take another shot at it, with
290 each using a consistent methodology.
291

292 Member DeBenedet concurred that the PWETC had not yet reached the point
293 where it could make a recommendation to the City Council; and opined that they
294 needed to roll their sleeves up again. With the PWETC having come up with so
295 many ideas, it had made the entire prospect more complicated.
296

297 Chair Vanderwall advised that he had included a ranking (from 1 – 6) in each
298 category a point to be able to with #6 indicating it was a segment he didn't have
299 any interest in pursuing; and clarified that he didn't look at any segments only on
300 the basis of whether they could be accomplished realistically. Chair Vanderwall
301 suggested that the next look consider every single segment or option considered in
302 relationship with everything listed. Chair Vanderwall opined that tonight's
303 discussion and hearing the perspective of other members had been beneficial for
304 him.
305

306 Member DeBenedet advised that he had considered the list based on how he
307 would address it if he was a decision-maker with a certain length of time to build

308 it out and varying budgets, with some projects exceeding available funds, while
309 others possible if bundled with other projects or as a way to utilize available
310 budget funds in certain years. Member DeBenedet rationalized that this was his
311 perception in using rankings of #1 – 20; and that he went to any project with a
312 score higher than “90” on the original spreadsheet. After that, Member
313 DeBenedet advised that he was hesitant to provide further rationale in addressing
314 those lower ranked segments beyond that done by the original pathway committee
315 to determine their ranking.

316
317 Chair Vanderwall suggested reacting in scale for each segment rather than
318 providing an absolute ranking in each case over too large of a dimension.
319

320 Member Stenlund advised that his ranking provided for one (1) year and the five
321 (5) projects that needed to be done. If the intent was to then move onto year two
322 and the next priorities, Member Stenlund opined that he would be unable to
323 complete that exercise, as all of the segments needed to be done. Member
324 Stenlund justified his first individual approach as being more community-based
325 across the spectrum.
326

327 Chair Vanderwall recognized the logic behind Member Stenlund’s approach.
328

329 Mr. Schwartz expressed interest in Chair Vanderwall’s suggested approach, and
330 recognized the need to reduce the volume of numbers to simplify the exercise.
331 Mr. Schwartz suggested using ranking of 1 – 5 or 1 – 10, or multiples thereof,
332 with the best then rising to the surface. Mr. Schwartz noted that there may be
333 reasons for one ranking lower than another to be done first, based on whether or
334 not a nearby road, CIP, or park project indicated taking it on first.
335

336 Member Stenlund clarified that the exercise was to consider ranking by years of
337 construction.
338

339 Ms. Bloom noted that, as often discussed by the PWETC, the budget will be the
340 driver for any given year; and further noted that the original rationale in breaking
341 the areas into smaller segments was in recognition of the limited amount of
342 funding realistically available in a given year.
343

344 On behalf of Member Stenlund, Chair Vanderwall opined that if individual
345 ranking priorities were considered, it could then be determined collectively which
346 was best and which worst, with none required to be equal and allowing for some
347 subtlety.
348

349 Discussion ensued regarding various examples for specific segments; recognizing
350 those items that will achieve consensus and those requiring additional
351 compromise or discussion; how individual members had formed their criteria (e.g.
352 safety, traffic avoidance, walkability, connectivity, drainage issues in that area,
353 existing detriments, striping considered as an option, less expensive segments for

completion first rather than larger segments, etc.); with Ms. Bloom recognizing the extensive thought process and system used for ranking by Member Gjerdingen, using four categories.

Chair Vanderwall suggested using rankings between #1 – 5, with any fractions between, with staff then adding numbers on a consistent scale for more accuracy.

As a way to allow easier ranking for individual members, Ms. Bloom suggested that her next spreadsheet iteration only provide columns for ranking, removing previous numbers.

Members were of the consensus that this was a good idea, as they were no longer relevant to this discussion.

In response to Member Stenlund's desire to rank projects to remove or avoid bottlenecks or those that would require a large CIP expenditure to work, Member Gjerdingen suggested that such ranking would not be relevant, and since some of the streets were already scheduled on the CIP and some not, it would be simpler to base prioritization from #1 – 5 simply on the merits of each segment.

Members concurred.

Member DeBenedet noted that some of the low-hanging fruit may happen due to other situations unknown at this time.

Ms. Bloom advised that Member Felice had also provided her initial rankings; and advised that she would alert her to tonight's discussion and next step in the exercise. Ms. Bloom advised that she would edit the spreadsheet and provide it electronically to each member to allow them to refine or redo their rankings for each individual segment, including either/or situations. Ms. Bloom advised that she would attempt to make it as uncomplicated as possible to provide ranking for each area from #1 – 5 or fractions in between; and advised that she would share Member Gjerdingen's point system with them. Ms. Bloom noted that the weather still allowed the PWETC to visit sites at their preference, before winter, to continue this project and allow for further discussion at their next meeting; with Ms. Bloom committing to the PWETC to keep it updated through her time at Roseville.

Chair Vanderwall recognized that when combined with other individual rankings, his individual rankings had become topsy-turvy; and admitted that he wanted to refine them using the new spreadsheet, but also wanted to do so sooner rather than later.

Ms. Bloom advised that she would provide the next iteration of the spreadsheet electronically tomorrow morning; including clearer direction.

After a brief discussion, the PWETC was of the consensus that they would return their individual rankings to staff as soon as possible for consideration at the September PWETC meeting.

Mr. Schwartz and Ms. Bloom advised that the Public Works Department Assistant could pull everything together if Ms. Bloom was unavailable.

6. Possible Items for Next Meeting – September 24, 2013

- Pavement Management Program (PMP) goals.
Mr. Schwartz noted that tonight's tour may serve as a precursor for some of those pavement discussions.
- Natural Resources and Trails Subcommittee (NRATS) discussion
- Wayfinding Signage
- Pathway Master Plan continued discussion/ranking

7. Recess/Adjourn for Tour of City Projects, Etc.

Member Gjerdingen moved, Member DeBenedet seconded, adjournment of the meeting at approximately 7:37 for a city-wide tour of various interest areas by the PWETC.

Ayes: 4

Nays: 0

Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: September 24, 2013

Item No: 4

Item Description: Communication Items

Projects update:

- Waterman lining project – The project is nearly complete. We eliminated the Transit Ave. segment due to some limitations of the process which put the return to service same day at risk.
- County Road D Reconstruction – The east segment of this project between Chatsworth and Victoria Street is completed to first layer of asphalt. The segment between Lexington and Chatsworth is under construction. The project should be substantially complete by the end of October.
- Villa Park Sediment Removal Project – Dredging of the wetland cells is completed. Final hauling and restoration will be completed after the dredge material has dewatered to acceptable levels.
- Xcel Gas Main Replacement Project- This project is substantially complete. One ped ramp and miscellaneous restoration is yet to be done. Maplewood and Ramsey County are anticipating revisions to the temporary trail on the east side to bring it into compliance with ADA requirements.
- Utility Extension at 3040 Hamline Avenue- This project will be complete very soon with placement of the driveway gravel.
- County Road B-2 Pathway Construction- Staff continues to work on plans for this project. A public comment opportunity will occur at the City Council meeting on October 14th.
- Staff is also working on the following projects:
- Wheeler Avenue Traffic Management Project
- McCarrons Lake Sub watershed Drainage Improvements
- 2014 preliminary surveys for pavement projects.

Maintenance Activity:

- Streets Crews are continuing pavement maintenance and preparations for the leaf collection program and finishing pathway maintenance projects.
- Utility crews continue performing annual sanitary sewer cleaning and fall hydrant and valve maintenance.

Attachments:

A. None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: September 24, 2013

Item No: 5

Item Description: Pathway Master Plan Build- out Discussion

Background:

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

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

One of the 2013 City Council goals is to develop a Pathway Master Plan Build-out Plan for the list of priority pathway segments included in the 2008 plan. They have asked that the Public Works Commission review the plan and make recommendations.

To achieve this goal, the Commission has discussed the build-out plan at their April, June, July and August meetings.

The Commission decided to re rank the pathway segments for the September meeting due to differences in ranking methodology. In preparation for the September meeting, staff sent out a pathway segment priority table to the commission members on Wednesday, August 28. The Commission was asked to rank the segments with a score from 1-5 with one being the highest priority, and 5 being the lowest.

The Commission's priority table results are attached. Not all rankings were back by packet time so staff will provide an updated table if we receive more rankings prior to the meeting.

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 Commission ranking
- B. Pathway Master Plan Priority table- sorted by ID
- C. Pathway Master Plan Priority Project Map
- D. 2013 Pathway Map

Pathway Master Buildout Plan						
Map #	Street Name/ Segment Description	Between	Grand Total	Build Year	Funding Source	Rank (1-5)
1	County Road D	Cleveland to Fairview	\$ 301,300.00			3.77
2	County Road C2 (W of Snelling)	Lincoln Dr to Wheeler (around the south side of Oasis Pond)				4.53
2	County Road C2 (W of Snelling)	Wheeler to Fairview				4.03
2	County Road C2 (W of Snelling)	Fairview to Langton Lake Park				4.07
2	County Road C2 (W of Snelling)	Langton Lake Park to Cleveland				3.93
2	County Road C2 (W of Snelling)	Centre Pointe Drive to Long Lake Road				4.67
2	County Road C2 (W of Snelling)	Long Lake Road to Long Lake Road				4.60
2	County Road C2 (W of Snelling)	Long Lake Road to Highway 88				4.60
2	County Road C2 (W of Snelling)	Highway 88 to Highcrest				4.60
2	County Road C2 (W of Snelling)	Lincoln Dr to Wheeler (around the south side of Oasis Pond)				4.37
2	County Road C2 (W of Snelling)	Wheeler to Fairview				4.00
2	County Road C2 (W of Snelling)	Fairview to Langton Lake Park				4.00
2	County Road C2 (W of Snelling)	Langton Lake Park to Cleveland				4.00
2	County Road C2 (W of Snelling)	Centre Pointe Drive to Long Lake Road				5.00
2	County Road C2 (W of Snelling)	Long Lake Road to Long Lake Road				3.80
2	County Road C2 (W of Snelling)	Long Lake Road to Highway 88				3.80
2	County Road C2 (W of Snelling)	Highway 88 to Highcrest				3.80
3	County Road C2 (E of Snelling)	Snelling to Hamline				3.00
3	County Road C2 (E of Snelling)	Lexington to Victoria				3.33
4	County Road C- On Road	Lexington Avenue to Rice Street	\$ 14,700.00			1.27
5	County Road C- Sidewalk	Western Avenue to Rice Street				1.97
5	Acorn Park Pedestrian Crossing	north- south crossing at Galtier				1.47
7	County Road B (Option 1- Off Road)	Highway 280 to Cleveland Avenue	\$ 579,500.00	2015-2020		4.73
7	County Road B (Option 2- On Road)	Highway 280 to Cleveland Avenue	\$ 339,600.00	2015-2020		4.73
8	Roselawn Avenue	City Boundary to Cleveland				5.00
8	Roselawn Avenue	Cleveland to Fairview				5.00
8	Roselawn Avenue	Fairview to Snelling				4.67
8	Roselawn Avenue	Snelling to Hamline				4.67
8	Roselawn Avenue	City Boundary to Cleveland				4.17
8	Roselawn Avenue	Cleveland to Fairview				4.17
8	Roselawn Avenue	Fairview to Snelling				4.17

Pathway Master Buildout Plan						
8	Roselawn Avenue	Snelling to Hamline				4.17
9	Larpenteur Avenue	Reservoir Woods to Galtier Street	\$ 326,300.00			2.50
10	Cleveland Avenue	Twin Lakes Parkway to County Road C2				2.73
10	Cleveland Avenue	County Road C2 to County Road D				3.40
11	Fairview Ave (North of County Road C)	County Road C and County Road D				3.27
11	Fairview Ave (North of County Road C)	County Road C2 to County Road D				3.90
13	TH 51 pathway connection to Old Snelling (Arden Hills)	Lydia Avenue to City boundary	\$ 304,750.00			3.53
14	Hamline Avenue	County Road C2 to City Bdry				3.03
14	Hamline Avenue	County Road C to County Road C2				2.83
14	Hamline Avenue	County Road B2 to County Road C				4.13
15	Lexington Avenue	County Road C2 to County Road D				3.80
15	Lexington Avenue	County Road C to County Road C2				4.47
15	Lexington Avenue	County Road B2 to County Road C				3.47
15	Lexington Avenue	County Road B to County Road B2				2.97
15	Lexington Avenue	Roselawn to County Road B2				2.63
15	Lexington Avenue	Larpenteur Ave to Roselawn				2.63
15	Lexington Ave- Park Connection	Shryer to County Road B				1.73
15	Lexington Ave- Dionne Connection	Dionne to Larpenteur				2.97
16	Victoria Street (North of County Road C)	County Road C to County Road D	\$ 5,750.00			1.75
16	Victoria Street (North of Co Rd C) (Option 1: Combination)	Chatsworth (Millwood to County Road D)				2.50
16	Victoria Street (North of Co Rd C) (Option 1: Combination)	Millwood Ave (Chatsworth to Victoria)				2.50
16	Victoria Street (North of Co Rd C) (Option 1: Combination)	County Road C2 to Millwood				2.00
16	Victoria Street (North of Co Rd C) (Option 1: Combination)	County Road C to County Road C2				2.00
16	Victoria Street (North of Co Rd C) (Option 2: Off Road)	County Road C2 to County Road D				2.83
16	Victoria Street (North of Co Rd C) (Option 2: Off Road)	County Road C to County Road C2				2.33
18	Victoria St (South of B)	Larpenteur Ave to County Road B	\$ 747,500.00	2014-2015	MSA	2.23
20	Dale Street (Option 1: Combination)	Roselawn to Pineview Court				2.30

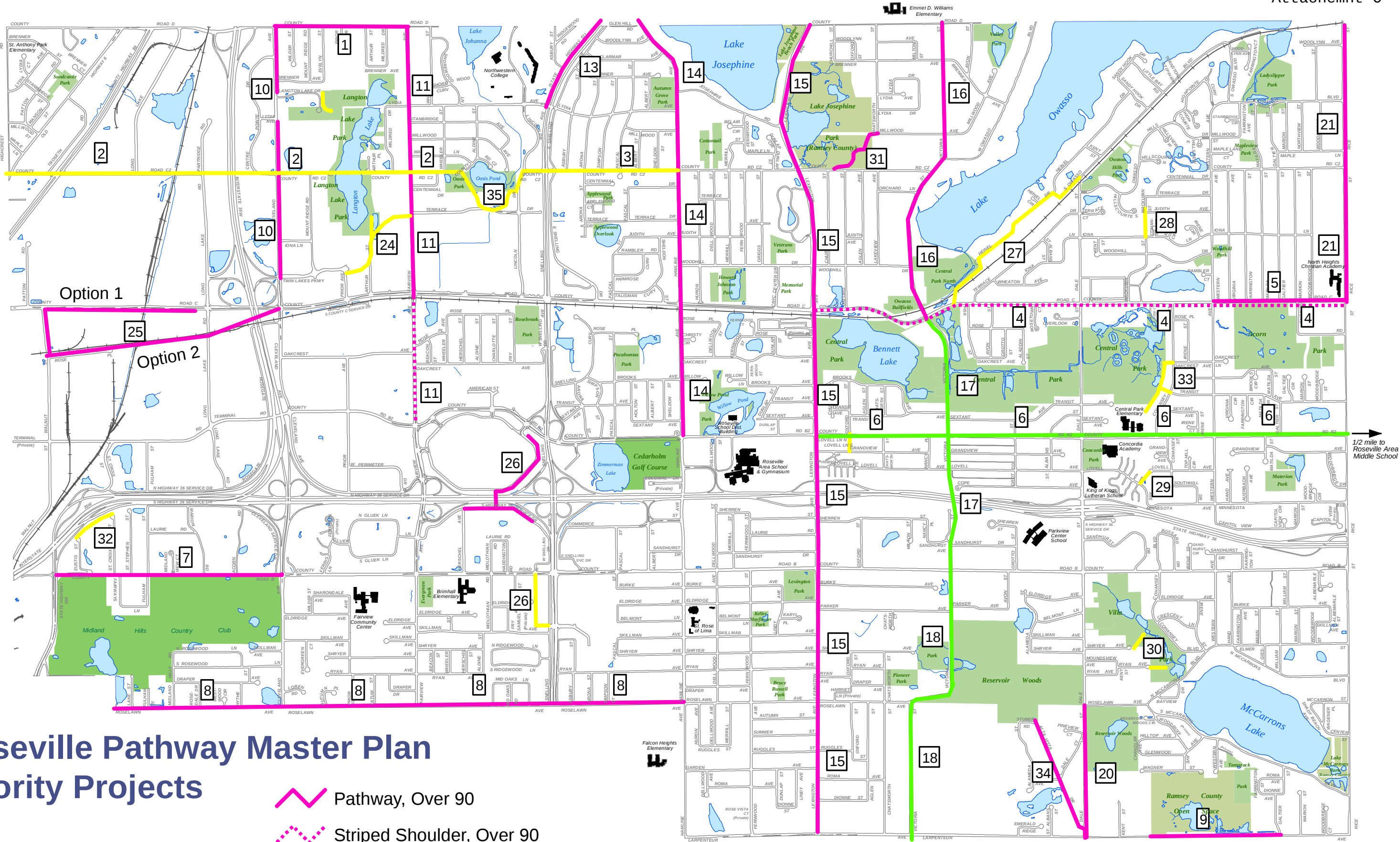
Pathway Master Buildout Plan						
20	Dale Street (Option 1: Combination)	On Road (parallel to Dale Street on Pineview Ct and AltaVista Drive)				2.97
20	Dale Street (Option 2: Off road)	Roselawn Ave to Larpenteur Avenue	\$ 327,750.00			2.63
21	Rice Street	County Road C2 to County Road D	\$ 81,050.00			2.20
21	Rice Street	County Road C to County Road C2	\$ 81,050.00			1.67
21	Rice Street	McCarron Street to County Road B	\$ 81,050.00			1.40
21	Rice Street	Larpenteur Ave to McCarron Street	\$ 81,050.00			1.40
21	Rice Street	County Road C2 to County Road D	\$ 329,750.00			1.87
21	Rice Street	County Road C to County Road C2	\$ 329,750.00			1.67
23	Langton Lake Loop	Mildred Ave (between Lydia and C2) & Co Rd C2 between Mildred and the Park	\$ 1,840.00			4.00
25	Northeast Diagonal Trail Connection (Option 1- County Road C/ Walnut)	Long Lake Road to Walnut Street				1.93
25	Northeast Diagonal Trail Connection (Option 1- County Road C/ Walnut)	County Road C to NE Diagonal Trail				1.93
25	Northeast Diagonal Trail Connection (Option 2- Along the Railroad right- of-way south of County Road C)	Cleveland to Walnut				2.27
26	Rosedale to HarMar Connection	North South connection over TH 36	\$ 2,145,000.00			3.00
27	Heinel Dr Connection (Option 1- On Road)	S. Owasso Blvd to Heinel Drive				4.00
27	Heinel Dr Connection (Option 2- Off Road)	Heinel Drive to Victoria Street				3.17
28	Mackubin Street	Judith Ave to Iona Ln	\$ 63,250.00		Parks Renewal	4.17
29	Concordia Connection	Lovell Ave to Minnesota Ave	\$ 69,400.00			4.17
31	Lake Josephine Park Connection	Millwood to County Road C2	\$ 155,250.00			3.80
32	Eustis to St Croix Connection	Eustis to St Croix Connection	\$ 93,800.00			4.50
34	Alta Vista Drive (Option 1- On Road)	Dale Street to Reservior Woods Parking lot				4.00
34	Alta Vista Drive (Option 2- Off Road)	Dale Street to Reservior Woods Parking lot				5.00

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			

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
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			
8	Snelling to Hamline		6 ft wide concrete sidewalk- one side	0.5			\$225,000			\$87,500	\$17,250	\$329,750			
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			
10	County Road C2 to County Road D		6 ft wide sidewalk- already at Applewood	0.45			\$202,500			\$78,750	\$12,420	\$293,670			
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			

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
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



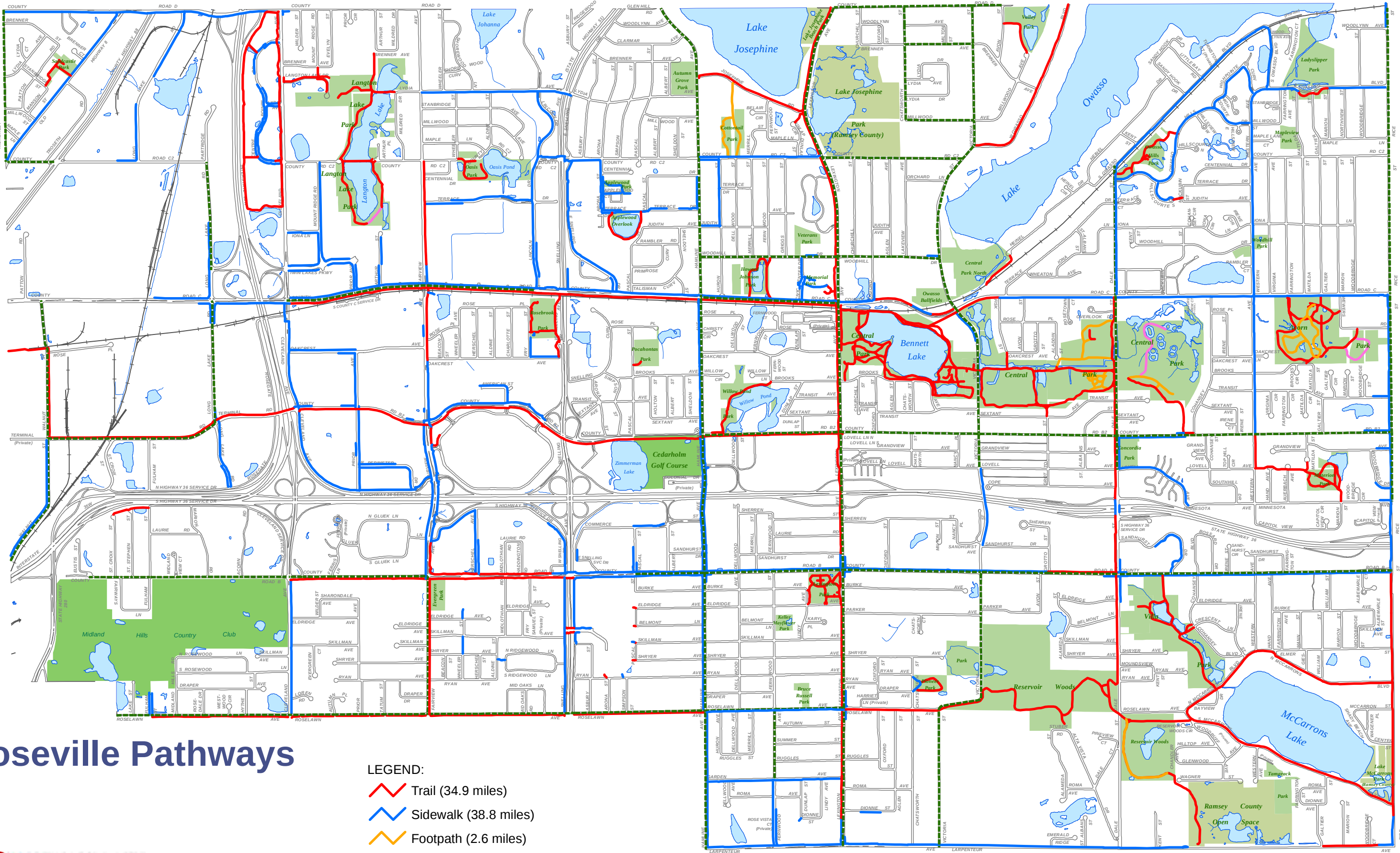
Prepared by:
Engineering Department
July 17, 2013

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

DISCLAIMER:
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7075. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.

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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: September 24, 2013

Item No: 6

Item Description: Natural Resources and Trails Subcommittee (NRATS) Discussion

Background:

The Commission suggested a discussion of the natural resources aspect of the Natural Resources and Trails Subcommittee. (NRATS) This committee was formed as a sub group specific to these issues as related to the Parks Master Plan implementation process. We look forward to discussing this Commissions expectations and possible future discussion items.

Recommended Action:

Discussion

Attachments:

A. None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: September 24, 2013

Item No: 7

Item Description: Pathway Wayfinding Signage

Background:

This is another topic that the Commission suggested on a future agenda. There was some discussion of wayfinding signage during the Parks Master Plan process. No further action has occurred to date with the Parks Master Plan implementation. The Commission should discuss their desire for additional information on this topic to prepare for future agenda item on the subject.

Recommended Action:

Discuss

Attachments:

A. None

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: September 24, 2013

Item No: 8

Item Description: Review Organized Collection Resolution

Background: The Commission previously passed a resolution recommending the City Council consider moving forward with organized trash collection. The legislature changed the process cities need to follow when considering this issue. Staff will update the Commission on the law changes.

Mr. DeBenedet requested the resolution be reviewed for accuracy prior to the City Council meeting on October 14th where this topic will be tentatively discussed.

Recommended Action:

Review the resolution and identify necessary changes and adopt as modified.

Attachments:

- A. Resolution
- B. Summary of law change

**EXTRACT OF MINUTES OF MEETING
OF THE
PUBLIC WORKS, ENVIRONMENT AND TRANSPORTATION
COMMISSION OF THE CITY OF ROSEVILLE**

* * * * *

Pursuant to due call and notice thereof, a regular meeting of the Public Works, Environment and Transportation Commission of the City of Roseville, County of Ramsey, Minnesota, was duly held on the 26th day of June, 2012, at 6:30 p.m.

The following members were present: _____ and the following members were absent: _____.

Commission member _____ introduced the following resolution and moved its adoption:

**RESOLUTION RECOMMENDING CONSIDERATION OF ORGANIZED
TRASH COLLECTION**

WHEREAS, the City of Roseville has an interest in assuring efficient, cost effective, and environmentally friendly solid waste removal and recycling services are available to its residents;

AND WHEREAS, State statutes regulate the organizing of solid waste collection services and set forth a process to consider organization;

AND WHEREAS, The Public Works, Environment, and Transportation Commission has studied many facets of the organized solid waste collection issue for the past 18 months;

AND WHEREAS, organized waste collection is consistent with the 2030 Comprehensive Plan, including Chapter 8, and Policy Statements 6.1, 6.3 and 6.4; and sustainability goals of the Plan;

AND WHEREAS, the present waste collection system does not provide accurate information regarding uniform cost, quantity, and/or disposal sites;

NOW, THEREFORE, BE IT RESOLVED, that the City of Roseville, Public Works, Environment, and Transportation Commission hereby recommends to the Roseville City Council to consider implementation of organized solid waste collection in the City of Roseville with the consideration of the following goals:

1. Economic-ensure the lowest possible uniform rate structure for residents, transparency in rate structures, assurance that city costs will be revenue neutral, less

- wear and tear on residential street investment
2. Environmental-assure waste is directed to resource recovery facilities for highest and best reuse, to meet mandatory waste reduction goals, minimize noise and air pollution
 3. Service-Provide for a uniform range of collection options such as size of container and collection of large items and yard waste, credit for extended vacations or seasonal residency, maximize efficiency in solid waste collection, improved neighborhood aesthetics due to fewer waste collection days
 4. A better process for data collection allowing better management for the City, individuals, and haulers
 5. Safety-Fewer trucks on residential streets with less impact on neighborhood livability and safety
 6. Better Planning- collection of better and more uniform data on waste generation and service delivery
 7. Hauler Impact-consider existing market share to minimize impact to local haulers
 8. Quality of Service: A fair and open process for customer satisfaction

The motion for the adoption of the foregoing resolution was duly seconded by Commission member _____ and upon vote being taken thereon, the following voted in favor thereof: _____ and the following voted against the same: _____.

WHEREUPON said resolution was declared duly passed and adopted.

Organized Collection Resolution

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

I, the undersigned, being the duly qualified Public Works Director of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said Public Works, Environment and Transportation Commission held on the 26th day of June, 2012 with the original thereof on file in my office.

WITNESS MY HAND officially as such this 26th day of June, 2012.

Duane Schwartz, Public Works Director

I, the undersigned, being the duly qualified Commission Chair of the Public Works, Environment and Transportation Commission of the City of Roseville, County of Ramsey, State of Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a regular meeting of said Public Works, Environment and Transportation Commission held on the 26th day of June, 2012 with the original thereof on file in my office.

WITNESS MY HAND officially as such Manager this 26th day of June, 2012.

Jan Vanderwall, Commission Chair

Metro water group sunset extended

Chapter 19 (*HF834/SF515) allows the Metropolitan Council to continue to operate the Metropolitan Area Water Supply Advisory Committee through 2016, as described in MN Stat § 473.1565, subdivision 2. This applies only to the seven-county metro area. *Effective retroactively from Dec. 31, 2012. (CJ)*

180-day process for adopting organized collection replaced with 60-day negotiation period

Chapter 45 (*SF510/HF128) eliminates the cumbersome 180-day process for adopting organized collection, and replaces it with a 60-day negotiation period between a city and its licensed collectors. The new process is designed to give the current collectors the first chance to develop a proposal for organized collection. If the 60-day negotiation period ends without an agreement, a city can continue the process by adopting a resolution to form a committee to study organized collection and make recommendations. Cities that have already organized collection are exempt from the new law. Their current organized collection methods continue to govern.

The steps for adopting organized solid waste collection under the new law are as follows:

- **Notice to public and licensed collectors.** Before forming a committee to study organized collection, a city with more than one licensed collector must notify the public and its licensed collectors that it is considering organizing collection. The new law does not specify how notice should be provided. The League recommends providing both published notice and individual mailed notice to each licensed collector.
- **Sixty-day negotiation period.** After a city provides notice of its intent to consider organizing collection, it must provide a 60-day negotiation period that is exclusive between the city and its licensed collectors. A city is not required to reach an agreement during this period.
 - The purpose of the negotiation period is to allow licensed collectors to develop a proposal in which they, as members of an organization of collectors, collect solid waste from designated sections of the city. The proposal must address specific issues set out in the new law.
 - If an agreement is reached with a city's licensed collectors, it must be effective for three to seven years. The city must provide public notice and hold at least one public hearing before implementing the agreement. Organized collection cannot begin until at least six months after the effective date of the city's decision to implement organized collection.
- **Committee formation.** If a city does not reach an agreement with its licensed collectors during the negotiation period, it can form—by resolution—an “organized collection options committee” to study

various methods of organizing collection and issue a report. The city council appoints the committee members, and the committee is subject to the Open Meeting Law. The committee must examine different methods of organizing collection (two of which are specified in the law); establish a list of criteria for evaluating the different methods of collection; collect information from other cities and towns with organized collection; and seek input at a minimum from the city council, the local official responsible for solid waste issues, licensed solid waste and recycling collectors, and city residents.

- **Public notice, public hearing, and implementation.** A city must provide public notice and hold at least one public hearing before deciding to implement organized collection. Organized collection cannot begin until at least six months after the effective date of the city's decision to implement organized collection.

Effective May 8, 2013. (CJ)

Environment trust fund projects

Chapter 52 (*HF1113/SF987) is the annual package of projects funded from the environment and natural resources trust fund, which is funded through lottery proceeds. The Legislative Citizens Commission on Minnesota Resources (LCCMR) develops the recommendation for a wide range of research and projects related to the environment. Several of this year's approved projects are of interest to cities.

- **County geologic atlases.** Subd. 3(b) provides \$1.2 million to the University of Minnesota to continue to accelerate completion of county geologic atlases.
- **Specified county geologic atlases.** Subd. 3(c) provides \$1.2 million to the University of Minnesota for additional work on the county geologic atlases of Houston and Winona Counties.
- **Wetland inventory.** Subd. 3(d) provides \$1 million to the Department of Natural Resources for continued work on a statewide wetland inventory.
- **Hydrogen generation from wastewater.** Subd. 5(g) provides \$240,000 to the University of Minnesota to research uses of selected bacteria and polymer membranes being used to generate hydrogen from wastewater.
- **Emerald ash borer.** Subd. 6(c) provides \$600,000 to the University of Minnesota and the Department of Agriculture to evaluate and implement detection options for emerald ash borer.

Effective July 1, 2013. (CJ)

Omnibus lands bill

Chapter 73 (*HF740/SF886) is the omnibus lands bill. Legislative approval is needed to authorize the sale of tax-forfeited parcels bordering public waters. The bill also contains some policy changes related to the acquisition and

Minnesota Session Laws

Key: (1) ~~language to be deleted~~ (2) new language

CHAPTER 45--S.F.No. 510

An act

relating to solid waste; amending process for cities to implement organized collection of solid waste; amending Minnesota Statutes 2012, section 115A.94, subdivisions 2, 5, by adding subdivisions; repealing Minnesota Statutes 2012, section 115A.94, subdivision 4.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. Minnesota Statutes 2012, section 115A.94, subdivision 2, is amended to read:

Subd. 2. **Local authority.** A city or town may organize collection, after public notification ~~and hearing as required in subdivision 4~~ subdivisions 4a to 4d. A county may organize collection as provided in subdivision 5. ~~A city or town that has organized collection as of May 1, 2013, is exempt from subdivisions 4a to 4d.~~

Sec. 2. Minnesota Statutes 2012, section 115A.94, is amended by adding a subdivision to read:

Subd. 4a. **Committee establishment.** (a) Before implementing an ordinance, franchise, license, contract, or other means of organizing collection, a city or town, by resolution of the governing body, must establish an organized collection options committee to identify, examine, and evaluate various methods of organized collection. The governing body shall appoint the committee members.
(b) The organized collection options committee is subject to chapter 13D.

Sec. 3. Minnesota Statutes 2012, section 115A.94, is amended by adding a subdivision to read:

Subd. 4b. **Committee duties.** The committee established under subdivision 4a shall:
(1) determine which methods of organized collection to examine, which must include:
(i) a system in which a single collector collects solid waste from all sections of a city or town; and
(ii) a system in which multiple collectors, either singly or as members of an organization of collectors, collect solid waste from different sections of a city or town;
(2) establish a list of criteria on which the organized collection methods selected for examination will be evaluated, which may include: costs to residential subscribers, miles driven by collection vehicles on city streets and alleys, initial and operating costs to the city of implementing the organized collection system, providing incentives for waste reduction, impacts on solid waste collectors, and other physical, economic, fiscal, social, environmental, and aesthetic impacts;
(3) collect information regarding the operation and efficacy of existing methods of organized collection in other cities and towns;
(4) seek input from, at a minimum:
(i) the governing body of the city or town;
(ii) the local official of the city or town responsible for solid waste issues;
(iii) persons currently licensed to operate solid waste collection and recycling services in the city or town; and
(iv) residents of the city or town who currently pay for residential solid waste collection services; and
(5) issue a report on the committee's research, findings, and any recommendations to the governing body of the city or town.

Sec. 4. Minnesota Statutes 2012, section 115A.94, is amended by adding a subdivision to read:

Subd. 4c. **Governing body; implementation.** The governing body of the city or town shall consider the report and recommendations of the organized collection options committee. The governing body must provide public notice and hold at least one public hearing before deciding whether to implement organized collection. Organized collection may begin no sooner than six months after the effective date of the decision of the governing body of the city or town to implement organized collection.

Sec. 5. Minnesota Statutes 2012, section 115A.94, is amended by adding a subdivision to read:

Subd. 4d. **Participating collectors proposal requirement.** Prior to establishing a committee under subdivision 4a to consider organizing residential solid waste collection, a city or town with more than one licensed collector must notify the public and all licensed collectors in the community. The city or town must provide a 60-day period in which meetings and negotiations shall occur exclusively between licensed collectors and the city or town to develop a proposal in which interested licensed collectors, as members of an organization of collectors, collect solid waste from designated sections of the city or town. The proposal shall include identified city or town priorities, including issues related to zone creation, traffic, safety, environmental performance, service provided, and price, and shall reflect existing haulers maintaining their respective market share of business as determined by each hauler's average customer count during the six months prior to the commencement of the 60-day negotiation period. If an existing hauler opts to be excluded from the proposal, the city may allocate their customers proportionally based on market share to the participating collectors who choose to negotiate. The initial organized collection agreement executed under this subdivision must be for a period of three to seven years. Upon execution of an agreement between the participating licensed collectors and city or town, the city or town shall establish organized collection through appropriate local controls and is not required to fulfill the requirements of subdivisions 4a, 4b, and 4c, except that the governing body must provide the public notification and hearing required under subdivision 4c.

Sec. 6. Minnesota Statutes 2012, section 115A.94, subdivision 5, is amended to read:

Subd. 5. **County organized collection.** (a) A county may by ordinance require cities and towns within the county to organize collection. Organized collection ordinances of counties may:

- (1) require cities and towns to require the separation and separate collection of recyclable materials;
- (2) specify the material to be separated; and
- (3) require cities and towns to meet any performance standards for source separation that are contained in the county solid waste plan.

(b) A county may itself organize collection under ~~subdivision 4~~ subdivisions 4a to 4d in any city or town that does not comply with a county organized collection ordinance adopted under this subdivision, and the county may implement, as part of its organized collection, the source separation program and performance standards required by its organized collection ordinance.

Sec. 7. **REPEALER.**

Minnesota Statutes 2012, section 115A.94, subdivision 4, is repealed.

Sec. 8. **EFFECTIVE DATE.**

This act is effective the day following final enactment.

Presented to the governor May 3, 2013

Signed by the governor May 7, 2013, 10:57 a.m.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: September 24, 2013

Item No: 9

Item Description: Look Ahead Agenda Items/ Next Meeting October 22, 2013

Suggested Items:

- Discuss recommended 2014 Utility Rates
- Pavement Policy goals discussion
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-

Recommended Action:

Set preliminary agenda items for the October 22, 2013 Public Works, Environment & Transportation Commission meeting.