

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, January 28, 2014, 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 November 26, 2013 Meeting Minutes |
| 6:45 p.m. | 4. Communication Items |
| 6:55 p.m. | 5. Update of Recycling Program Roll Out |
| 7:10 p.m. | 6. Pavement Management Goals and Funding |
| 8:00 p.m. | 7. Introduction of City Engineer |
| 8:10 p.m. | 8. Possible Items for Next Meeting –February 25, 2014 |
| 8:15 p.m. | 9. Adjourn |

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

Agenda Item

Date: January 28, 2014

Item No: 3

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

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

Recommended Action:

Motion approving the minutes of November 26, 2013, subject to any necessary corrections or revision.

November 26, 2013 Minutes

Move: _____

Second: _____

Ayes: _____

Nays: _____

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

Typographical correction from “must” to “made”

- **Page 21, Line 945 (Felice)**

Typographical correction from “represent” to “representative”

Member DeBenedet moved, Member Stenlund seconded, approval of the October 22, 2013, meeting as amended.

Ayes: 3

Nays: 0

Abstentions: 2 (Gjerdingen & Felice)

Motion carried.

4. Communication Items

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

Discussion included the hiring status of Public Works/Engineering staff, with Mr. Schwartz reporting that the new City Engineer, Marcus “Mark” Culver would be starting with the City of Roseville on December 3, 2013. Mr. Schwartz advised that Mr. Culver had served with the City of Maple Grove for over twelve years, with a focus on traffic and transportation; and opined that he should prove a good complement for current staff. Mr. Schwartz advised that Mr. Schwartz was a resident of Saint Anthony Park west of the U of MN agricultural campus in St. Paul. Mr. Schwartz further reported that the City of Roseville’s newly-created position as Environmental Engineer had been filled with Ryan Johnson, previously having served with the Ramsey Conservation District, focusing on stormwater management. Mr. Schwartz advised that Mr. Johnson would start in Roseville on December 16, 2013, and anticipated that his expertise would also serve the community well, providing it with support in recycling and stormwater programs.

When timely, Member Stenlund suggested that both be invited to meeting in the future to make a presentation to the PWETC with their goals.

Natural Resources and Trails Subcommittee (NRATS) – Report

As a representative of this subcommittee, along with Member DeBenedet, Member Gjerdingen provided an update on findings of the NRATS, and identification of small, overlapping trail projects within the parks system. Member Gjerdingen advised that priorities were provided and overlaid with parks collectors and routes from constellation to constellation; with six (6) segments recommended for further review (e.g. Victoria Street from County Road C to Woodhill Avenue; Dale Street at Roselawn Avenue-Pine View Court area; McKubin Street; Lexington Avenue trail from Larpenteur to Roselawn Avenues; County Road D pathway west of Cleveland, with other funding sources; and

County Road C from the west end to Rice Street). Member Gjerdingen stated that future would determine how things would look, with the PWETC expected to weigh in heavily during that process.

Member DeBenedet, specific to the NRATS, included the sidewalk from the east side of Lexington Avenue south to County Road B as an additional segment, compliment the park building at Lexington Park and providing safe access with a sidewalk to the park. Member DeBenedet noted that staff would take those recommended segments and put costs on them to determine what made the most sense.

In a broader sense than seen with the Parks & Recreation Master Plan with no costs associated with any of the pathway segments, Chair Vanderwall requested that staff share the segment cost spreadsheet with the City Council as part of the PWETC recommendation and guidance to them for the updated Pathway Master Plan Build Out. Chair Vanderwall clarified that the overall recommendation be for merging the Pathway Master Plan and Parks & Recreation Master Plan and where a joint recommendation was evident, they should go before the City Council for their consideration and decision-making based on their criteria as well. Chair Vanderwall defended the PWETC's process in providing a realistic list of priorities based on need and budget from various perspectives, with traffic on each segment one criteria where significant safety issues were evident.

Mr. Schwartz reported on several additional information items not included in the packet based on recent City Council actions.

Mr. Schwartz advised that the City of Roseville was one of 50 cities eligible to apply for \$1 million in competitive funding to cover 1/3 of the cost or up to \$2,000 for sewer line rehabilitation between private residences and the connection at the main. Mr. Schwartz advised that this grant would be administered through the City for private residences, approved by the City Council, and funded through the Met Council's Environmental Services (MCES) Clean Water Fund's I & I Program, and appropriated by the state legislature. Mr. Schwartz noted that the City already participated in the amount of \$500 for those connections if the wye is replaced at the main; and noted that any rehabilitations since July of 2013 would qualify. Mr. Schwartz encouraged residents to contact Assistant City Engineer Kris Giga for applications or additional information; and noted that a news release would be forthcoming to promote the program. Mr. Schwartz advised that it was highly competitive and on a first come/first served basis among all qualified cities.

At the request of Chair Vanderwall, Mr. Schwartz offered to further research if with the MCES whether common-interest communities were also eligible.

Mr. Schwartz also reported that the City Council received the PWETC's resolution on Organized Collection on November 18, 2013, with Member DeBenedet present at that meeting. Mr. Schwartz reported that the outcome of

the meeting was to approve a motion to incorporate a question specific to that issue as part of a citizen survey to be conducted in early 2014. Mr. Schwartz advised that the City Council had also expressed interest in receiving the results of the U of MN-Mankato State Road Impact Software; as well as a desire to gauge community interest through the survey.

Member DeBenedet suggested the need to inform and educate citizens on what organized collection entailed before they were randomly sampled. Member DeBenedet noted that at least one Councilmember was convinced that the consortium model would not result in savings; however, since that information was currently unknown, Member DeBenedet suggested that would also be useful information to know and share with the public.

Mr. Schwartz questioned how best to obtain that information to get a comparison of existing cities currently dividing the city, but part of organized collection. Mr. Schwartz noted, with the new law, the number remained unknown in Roseville until haulers came in with their numbers as part of the 60-day process.

Member DeBenedet suggested that the City go through that process for a consortium and then survey residents whether to proceed or not.

Chair Vanderwall concurred with Member DeBenedet's suggestion, opining that it would at least get things moving; rather than stopping the process yet again, with the law requiring public input. Chair Vanderwall opined that if it couldn't get started, it couldn't get finished; and a decision needed to be made.

5. **Pathway Master Plan Build Out**

Mr. Schwartz noted that the PWETC had run out of time at the October PWETC meeting due to considerable public comment, and offered the same spreadsheet from that meeting to continue those deliberations and rankings.

Recognizing audience members, Chair Vanderwall opened the floor for public comment before member discussion.

Public Comment

Gary Grefenberg, 91 Mid Oaks Lane

Mr. Grefenberg advised that he was present tonight as a representative of the Southwest Area Roseville Neighborhoods (SWARN), a neighborhood association including neighborhoods immediately adjoining County Road B. As indicated in previous PWETC meeting minutes, Mr. Grefenberg note that a representative of SWARN had been requested to attend tonight's meeting. While not all residents are members of SWARN, Mr. Grefenberg advised that it represented 60-70 families who were. Mr. Grefenberg referenced the fairly lengthy discussion held at the November 25, 2013 City Council meeting, which he anticipated Mr. Schwartz would report on tonight. Mr. Grefenberg stated that it was his understanding that the PWETC would be finalizing their rankings tonight;

however, he did not see any revisions from previous rankings; nor did he find that they reflected the October 22, 2013 e-mail from PWETC Commissioner Felice requesting reconsideration of that priority ranking for the southwestern segment of County Road B to Cleveland Avenue segment. Mr. Grefenberg opined that several members of the PWETC had indicated to him personally that they may be suggesting changes based on public testimony and other information received to-date; and noted that he came to this meeting expecting that to happen tonight.

Mr. Grefenberg expressed concern that there was no public record of the NRATS meetings referenced by Members Gjerdingen and DeBenedet; and asked for clarification of Member Gjerdingen's summary given at the beginning of tonight's meeting.

Mr. Gjerdingen clarified that consideration of funding outside of County Road B-2 would not be restricted to the \$2 million parks bonding allocation; with the remainder of the unallocated funds of \$600,000 not able to fully address remaining needs.

Member DeBenedet clarified that several projects had been recommended to staff to put into the "bucket," and out of that bucket, some of the remaining estimated \$600,000 of Parks Pathway money could fund some of those projects, recognizing that there was not enough to do them all.

At the request of Mr. Grefenberg, both Members DeBenedet and Gjerdingen clarified and reiterated that there had been no exclusion of County Road B.

Member DeBenedet noted that, if at least a portion of the pathway on County Road B on the west end, it would be a benefit and a step in the right direction, and prove satisfactory, recognizing other community-wide needs.

Mr. Grefenberg noted that the County Road B segment had mentioned more than a few times during the 18-month process of the landscape planning in the Parks Master Plan process; however, with a history of over 30 years of neglect, any comment from one resident should not reflect broader neighborhood concerns. Mr. Grefenberg expressed confidence that the PWETC process would serve to clarify, to some extent, what the neighborhood would like to see for a non-motorized pathway. If any project was approved, Mr. Grefenberg opined that the County Road B pathway was as eligible as any.

County Road B Pathway Discussion

Chair Vanderwall recognized Public Works Director Schwartz and asked him for a summary of last night's City Council meeting presentation and discussion specifically related to County Road B to address concerns expressed by residents.

Mr. Schwartz began with reviewing the existing conditions and realities of County Road B:

- The road remains under Ramsey County's jurisdiction west of Cleveland Avenue.
- The speed limit is currently posted at 40 mph.
- After the October 2013 PWETC meeting, the City performed a speed study, with the 85th percentile indicating a speed of 46.1 mph and 36.2 mph.
- The existing pavement width is 26'.
- It is estimated that the existing pavement life remaining is 8-10 years.
- Ramsey County has a desire to turn back this road to the City's jurisdiction, since it no longer serves its original function, with its closure as a connection to Highway 280 following the I-35W bridge collapse.
- City and County staff continue to negotiate the turn back agreement terms, with the City concerned with the condition of the roadway and any cost-sharing that can be achieved under their new cost participation policy.

Mr. Schwartz reviewed some preliminary pedestrian facility options and challenges that had been provided to the City Council for their consideration last night. Those included:

- The immediate need and short-term solution would be to provide a shoulder trail or sidewalk along County Road B.
- There are a number of obstacles to create a permanent separate facility that affect feasibility, including but not limited to right-of-way, topography, and drainage issues.
- The most cost-effective, short-term solution would be to widen the shoulder facility with a 6' attached pedestrian facility with a 2.5' buffer between the roadway and path.
- The cost of such a short-term solution was estimated by Mr. Schwartz at under \$120,000, excluding the cost of necessary storm water mitigation.

Mr. Schwartz advised that staff had suggested to the City Council the option of widening the shoulder from Cleveland to Fulham, then widening an additional segment from Fulham to the private apartment driveway at the west end. Mr. Schwartz reviewed some of the initial concerns expressed by the City Council, including whether to further extend the pathway to the apartment building on public right-of-way; whether this would provide the best and most cost-effective interim solution; and difficulties of undertaking this unbudgeted item outside of a reconstruction project that would spread the impact of additional width and address stormwater mitigation, and small wetlands adjacent to the golf course and area topography issues.

Mr. Schwartz advised that the City Council had not taken any action at their meeting last night, other than directing staff to meet with the neighborhood, with staff anticipating such a meeting in early January to hear additional feedback, providing notice by direct mail to the neighbors. Mr. Schwartz noted that the City Council was also concerned with the lack of a physical barrier between the roadway and interim pedestrian facility, while recognizing the difficulty in managing drainage on the south side with any barrier. Mr. Schwartz advised that

staff would look into a barrier options, and would also hopefully have that information available at the neighborhood meeting.

Discussion included the poor condition of the existing shoulder beyond the roadway; total footage of an interim project; review of typical section proposed for a separated pathway and widening of the eastbound portion with a 6' pedestrian area and a striped 2.5' buffer between the roadway and pedestrian facility; snow removal challenges with or without physical barriers to allow continued access during winter months; current parking versus future parking and signage needs with an interim solution; and difficulties in an interim path solution on the north side due to ditches, vegetation, power poles, other utility poles, and multiple single-family driveways.

Member Stenlund noted the extensive new impervious surface as a result of this proposal and suggested other options be considered; with Mr. Schwartz responding that staff would look into drainage mitigation options.

Pathway Master Plan Build-out

Chair Vanderwall focused discussion on the Master Plan priority list, seeking any changes in ranking of individual members impacting the composite rankings, seeking consensus to finalize a recommendation for the City Council.

Member DeBenedet noted the difficulties in prioritizing rankings based on the broader picture, even though every neighborhood or business area would prefer their segment to receive a high ranking. Specific to the County Road B neighborhood, Member DeBenedet noted his concern with results of the speed study and learning that vehicles on the eastern end of the roadway were going up to 46 mph with no shoulder for pedestrians or bicycles, and it being only a two-lane, paved road. Member DeBenedet advised that this had caused him to reconsider his original ranking and due to those safety concerns, include this segment from the subdivision on the south side easterly to Fulham Street, if a consensus could be achieved by this body. Member DeBenedet noted that one of the main concerns of the City Council in their charge to the PWETC was the amount of money needed over a multi-year period to get this pathway build-out completed. Member DeBenedet referenced the significant dollar amount shown collectively with the various segments already listed as priorities and how long many of these segments have been on the drawing board.

As a starting point, Member DeBenedet suggested review of Map #26 (Rosedale to HarMar Connection and its current ranking.

Member Felice noted the importance of the priority rankings for access to parks, which is important; however, she also noted the importance of the County Road B segment to allow children safe access to school since that was their only option.

Chair Vanderwall responded, based on his perspective in managing transportation for School District 623, that County Road B was a bussed route.

From the audience (off microphone) Mr. Grefenberg responded that he heard otherwise from neighbors along County Road B.

Chair Vanderwall responded that, while often the “squeaky wheel got the grease,” there may be other options to address this segment, and everyone was using the road at their choice, whether by vehicle, walking or bicycling; and noted that the charge to the PWETC was to rank the entire community based on safety concerns, along with other considerations. Chair Vanderwall opined that the traffic was basically residents from the neighborhood versus other segments listed that dealt with citywide and/or regional traffic without a current recourse.

Member Felice recognized Chair Vanderwall’s perspective; however, in her driving County Road B earlier today, she noted areas where the lines were right at the edge of the pavement, and noted the challenges in riding or walking safely. Member Felice opined that it was not unreasonable for neighbors along that segment to ask for consideration, especially when they were under the impression from the Parks Renewal Program that they were one of the top priority segments for a new pathway.

If the intent of Member DeBenedet was to compare the County Road B segment to that of Map #26 (Rosedale to HarMar Connection), Member Gjerdingen opined that they were two entirely different situations, based on average daily trip (ADT) data. Member Gjerdingen advised if an on-road option was considered for Map #7 (County Road B), he would consider changing his ranking from a 5 (lowest) to a 3.

Mr. Schwartz qualified cost estimates for the County Road B segment at \$120,000 that included materials and contractual needs, with City staff performing the grading work. Mr. Schwartz clarified that an additional \$40,000 to \$50,000 of in kind work would be provided with city staff and equipment to complete the segment, estimating \$15,000 for additional stormwater mitigation for this interim solution.

If an off-road solution for County Road B was being considered as part of the road’s reconstruction within 8-10 years, Member Gjerdingen opined that an off-road solution made more sense.

Chair Vanderwall suggested that the PWETC not get into that level of detail in this overall ranking exercise, but stick to the principles and comparisons or the rankings.

In comparison with the overall list and if done at reconstruction time, at the prompting of Chair Vanderwall, Member Gjerdingen stated that he would then

rank the County Road B segment comparably with Map #26 (Rosedale to HarMar connection).

With Member Stenlund noting that costs would depend on land acquisition costs, Mr. Schwartz responded that all estimated costs included in the list were assumed excluding reconstruction projects.

Member DeBenedet stated that the PWETC needed to consider all neighborhoods, whether they had brought pressure or not to this discussion, needed to be considered; and without making comparisons with other segments, expressed his willingness to revise his ranking from 4.2 to 3 for the County Road B segment for either option (off- or on-road). Member DeBenedet noted that the City Council still needed to react to any recommendation of the PWETC and may determine that \$10 million for those highest ranking segments may be the magic number to get the build-out accomplished within 7-12 years, or may choose to complete the entire list.

Based on the fact that this segment remained under the jurisdiction of Ramsey County with no right-of-way owned by the City, Member Stenlund stated that his ranking of 5 (lowest) for County Road B would not change, as it was a moot point. Member DeBenedet suggested that, if Ramsey County chose to turnback the roadway to the City, one of the conditions should be that they reconstruct the road, including installing a pathway, opining that the City should not accept the road in its current significantly deteriorated condition. Member Stenlund further opined that any interim solution by the City would require tapping into that deteriorated road base.

In response, Member DeBenedet noted that there were a number of segments where the City didn't own the right-of-way, but had not let that prevent anything. However, Member DeBenedet concurred with Chair Vanderwall that these details were all beyond the PWETC's charge from the City Council.

Member Stenlund noted that these considerations were typical of his review and interpretation of the overall segments listed; and expressed concerns with safety in crossing Cleveland Avenue with an interim trail proposed for the south side when a long-term solution for a trail on the north side made much more sense to mitigate those safety issues and avoid a trail crossing a road that wasn't even yet under the City's jurisdiction.

Chair Vanderwall noted that his current ranking for the County Road B segment had been at 5, but offered to revise that ranking for either an on- or off-road option to a 4.5, opining that the speed factor held some influence for that decision on his part.

Member Felice revised her ranking from a 4 (On-Road) and 5 (Off-Road) to a 1 (highest priority) for either option. When discussing this at earlier meetings,

Member Felice questioned if a road was reconstructed, wouldn't an agreement exist for it to include a pathway.

Mr. Schwartz responded that this County Road B segment had already been part of the original Pathway Master Plan for a number of years.

Member Felice opined that this should provide a stronger case for Ramsey County's consideration.

Mr. Schwartz reviewed the new Ramsey County cost-participation policy for sharing 50% of the hard costs. However, Mr. Schwartz noted that the newly-adopted policy had yet to be included in the County's capital improvement program (CIP) or prioritized based on their road program. Mr. Schwartz opined that, in their lifetime, this roadway would never reach a reconstruction priority in the Ramsey County program given that it no longer met their criteria as a county road anymore with its disconnection from Highway 280 as a result of the I-35W Bridge collapse.

With Members DeBenedet, Gjerdingen and Felice, and himself revising their rankings, Chair Vanderwall noted that the composite ranking moved to a 3.2, and opined that this sufficiently brought it up in the ranking priority with other segments.

Moving on to other segments, Chair Vanderwall sought any other individual Member revisions to their rankings.

Member Gjerdingen sought to revisit the Map #27 (Heinel Drive Connection – Option 2 – Off-Road), opining that the cost seemed to low when a boardwalk would be needed to realistically make it work.

Chair Vanderwall reiterated the need for the PWETC to consider rankings, not details for costing but to leave that up to staff's expertise.

Chair Vanderwall noted that the highest ranked segment was Map #25 (Northeast Diagonal Trail Connection – Option 1 – County Road C to Walnut Street), finding that it hadn't even made the Natural Resources and Trails (NRATC) as part of the Park Renewal Program.

Member DeBenedet concurred, noting that it certainly made the PWETC's list. Member DeBenedet further noted that when Ramsey County reconstructs Long Lake Road, an outside funding source option to leverage funds to complete the project would be available and allow for some flexibility. Member DeBenedet opined that, once the Parks Renewal Program received and considered this final recommendation and list of the PWETC, they may reconsider their initial priorities, and with both lists provided to the City Council, the City Council could then take advantage of both in making their final decisions.

Member Felice questioned if the Park Renewal Program funding was exclusive for pathways leading and connecting to parks.

Chair Vanderwall refocused discussion again on the PWETC charge, not reflections on the Parks pathway priority list. Chair Vanderwall noted that the NRATS would take this PWETC final recommendation to their Pathway Committee ranking and merge them together for the bucket projects for review by the City Council as an option for those funds, with the NRATS determining those areas of consensus.

Member DeBenedet expressed his confidence in the PWETC's priority ranking for the Pathway Master Build-out Plan as revised tonight for Map #7 (County Road B segment).

Member Stenlund expressed his confidence in his consistency in his interpretation and ranking segments under Ramsey County jurisdiction as 5 (lowest); opining that he didn't see any value in ranking them higher until that jurisdiction changed.

Member Gjerdingen expressed his confidence in his rankings, with the only revision in Map #7.

Chair Vanderwall spoke to the benefit of this body in providing a diversity of interpretation and ranking consideration, opining that it would be beneficial in that overall averaging and provide good guidance to the City Council going forward.

Public Comment

Jerry Larson, St. Stephen's Street

In response to Chair Vanderwall's comment regarding the amount of time spent on this issue by the PWETC, Mr. Larson disagreed with that perception, and frankly disagreed with it. Mr. Larson opined that the County Road B neighborhood was still entitled to additional discussion on this topic; and referenced Member Stenlund's argument regarding the road's jurisdiction. As he stated at the October PWETC meeting during public comments, Mr. Larson expressed his respect for Member Stenlund, but also recognized that he disagreed with him. Mr. Larson opined that there were dozens of instances where cooperative projects had been undertaken by MnDOT, counties and local municipalities where ownership of the rights-of-way were irrelevant to a project being constructed. To state that nothing could be done without the road changing jurisdiction, Mr. Larson opined provided a false perception; and further opined that the options should be explored for this segment as well.

Gary Grefenberg

Mr. Grefenberg referenced a comment made in previous written comments provided at the October PWETC meeting from Member Felice recognizing that this was the only access and egress point to this neighborhood. Mr. Grefenberg

opined that some segments with higher rankings on the draft build-out list had other alternatives, including County Road B-2, which would require use of the majority of funds set aside for pathways in the bonding money, when this was the only option available for those along County Road B to address safety and realistic use. Mr. Grefenberg further opined that this segment was a unique situation with a landlocked area, and that should be considered in the PWEC's criteria in ranking. Since this build-out list is so far along, Mr. Grefenberg stated that he wasn't asking that it be redone, and appreciated the time spent on it; however, he asked that the segment not be downgraded or their comments dismissed without validity under the guise of being deemed the "squeaky wheel."

Chair Vanderwall opined that, since Mr. Grefenberg was not from this immediate neighborhood, and could be considered an outside agitator speaking for them, he and the PWETC had to consider their duty, right and responsibility as charged by the City Council to look at all projects in the community without stating that they didn't have a priority based on not having come before the body, or having spoken up about their respective issues.

Mr. Grefenberg, in his role in working for this neighborhood and SWARN, stated his lack of appreciation as being labeled as an outside agitator.

Chair Vanderwall apologized for his comments to that effect, with Mr. Grefenberg asking that the apology be made a part of this record.

Member Gjerdingen questioned if the neighborhood used Fulham to Highway 36 to County Road B and Cleveland as an optional route; with Mr. Grefenberg responding that he didn't believe so as, with no streetlights, it created difficulties by being consistently out-of-the-way and unsafe at night.

No one else appeared to speak to this issue, and Chair Vanderwall closed public comment for PWETC discussion.

Member DeBenedet moved, Member Gjerdingen seconded, a recommendation to the City Council for the Updated Pathway Master Plan Build-Out (Attachment A) dated October 17, 2013; amended as follows:

- *Attachment A, dated October 17, is the recommended ranking of the PWETC as a guide to the City Council with the revised scoring incorporated during tonight's discussion for Map #7 (County Road B segment).*
- *The City Council to consider accomplish of this build-out plan for those projects with a composite ranking of 3.4 or higher within an approximately twelve (12) year period.*
- *The City Council should give priority to projects on Ramsey County rights-of-way when the County performs reconstruction projects (e.g. County Road C).*

- *The City Council should consider that when off-road options have a higher priority ranking, that option be constructed if an on-road facility is also recommended or scheduled for construction at the same time (e.g. Rice Street with an off- and on-road component).*
- *Whenever the City repaves a street with a planned pedestrian facility, the City Council consider an on-road pathway component be striped on that roadway as part of the project.*
- *The City Council should consider these recommendations with the understanding that the County Road B-2 project is already in-process, as a top priority, and therefore not included on this list.*

Amendment to the Motion

Member DeBenedet moved, Member Felice seconded, an amendment to the motion that in certain instances, directional signage may be required to guide people through congested areas or for way finding purposes.

Ayes: 5

Nays: 0

Motion carried.

In a broader sense than seen to-date with the Parks & Recreation Master Plan with no costs associated for any of the pathway segments, Chair Vanderwall requested that staff include the PWETC's estimated cost spreadsheet with the City Council as part of this PWETC recommendation to them for the updated Pathway Master Plan Build-Out.

Motion as amended

Ayes: 5

Nays: 0

Motion carried.

6. Natural Resource Plan

Mr. Schwartz provided the most recent iteration of the Natural Resources and Trails Subcommittee (NRATS) of the Park master Plan Implementation process (Attachment A) as part of the staff report dated November 26, 2013. At this time, Mr. Schwartz advised that there was no additional action intended, with staff and the project team yet to decide on recommendations to distribute bond funds of \$1.5 million toward those projects.

Member Felice questioned if there was a way to work with the Naturalist in rehabilitating the Harriet Alexander Nature Center (HANC) through working with school classes or civic groups, opining that this would provide an exceptional educational opportunity to learn about plants and the overall process. Member Felice opined that having the Naturalist explain plant life and why some species were being removed, and what should normally grow there, would be a great opportunity to achieve multiple goals.

As a member of the NRATS, Member DeDenedet advised that there was such an effort on behalf of the Parks Department on projects already started, and offered to e-mail that information to staff for dissemination to the PWETC.

Chair Vanderwall noted that, using Buckthorn eradication as an example, this funding would only serve to only start the process, as it would take seven years for its total eradication, as well as continuing upkeep. While some of the items were not expensive to accomplish, Chair Vanderwall opined that the effect would only be seen for that particular year unless a good volunteer committee remained motivated to oversee it long-term.

Discussion included the need to properly equip, train and supervise volunteers; residents and volunteers taking the initiative to accomplish some of these things without tying up staff time; status of the proposed Volunteer Coordinator position for the City; the rewards of learning opportunities for volunteers; and rankings of the NRATS based on the visibility of the park in some instances.

Mr. Schwartz opined that Parks staff did the initial ranking, and priority estimates were later provided by the NRATS, project team and staff, including outside consultants.

Member Gjerdingen expressed his interest in seeing more invasive removal at Bennett Lake as part of Central Park-Lexington, with more trees planted along the edge of parks with existing trails for many reasons, opining that this was an important natural resource.

Member Stenlund stated that Bennett Lake had more to do with wave shore stabilization and ongoing phosphorus issues.

Chair Vanderwall expressed his hope that the apparent more interest the PWETC meetings were receiving would serve a positive purpose in exposing them to and making them aware of more of these issues, beyond that of parks & recreation.

Member DeBenedet stated that the intent of the NRATS was to take the pool of funding and spread it around to make as much effect as possible; with his personal hope that after doing so they would also find a way to continue that maintenance.

Member Felice suggested part of the public educational process would be low-cost signage explaining what was being done and why. Member Felice opined that this was not only important for communication but to ensure public support of and involvement in those projects.

Mr. Schwartz advised that, in staff meetings with the Parks & Recreation Department and the improvement plans, there had been considerable discussion about providing educational opportunities and such explanations as Member

Felice referenced. Mr. Schwartz advised that he would carry this discussion back to that group as well as the NRATS as well.

Chair Vanderwall spoke in support of minimal, low-cost educational signage (e.g. Buckthorn eradication) that could be generic enough to move from one area to another and available as part of the equipment distributed to volunteers when going to a specific site to ensure that public awareness.

7. Receive 2014 Public Works Project Presentation

Mr. Schwartz briefly reviewed the preliminary 2014 Public Works Projects, as also presented to the City Council and detailed in the Request for Council Action (RCA) dated November 25, 2013, along with the map dated November 13, 2013 of those project areas. Projects included Pavement Management Program (PMP) mill and overlay, with no reconstruction anticipated during 2014; sanitary sewer lining and replacements, watermain replacements, storm sewer system improvements, seal coating, and pathways. Mr. Schwartz noted that the County Road B pathway segment would continue to be monitored and may become part of this list in 2014, along with the County Road B-2 and Victoria Street segments already defined.

As detailed in the RCA, Mr. Schwartz noted the declining level of interest earnings typically supporting the PMP, leading to its lack of sustainability long-term, and impacts accordingly.

Discussion included scheduled Park Master Plan Implementation projects as part of this 2014 Public Works Plan; specific questions of the PWETC for various map areas and proposed projects; increased deterioration in some recent pavement applications being found metro-wide, reducing the normal life span for those roads to 15-20 years versus 30 or more years depending on the traffic volume; and proposed drainage improvements planned for 2014 to address issues found with flooding during extreme rain events in the immediate past, and requiring additional storm water mitigation efforts.

Mr. Schwartz identified several joint projects with the City of New Brighton and Village of St. Anthony for improvements to the county ditch system north of Roseville and studies currently underway and creating some issues with private properties on County Road C-2 west of Hamline Avenue and direct discharges into Lake Owasso. As part of those discussions, Mr. Schwartz noted that the Ramsey Conservation was also involved to provide technical assistance and participation and funding to assist with mitigation efforts, along with intake for a pump for the aeration system at Bennett Lake, which was old and in disrepair. Mr. Schwartz advised that he anticipated some of those projects to be done in conjunction with road projects and/or separate drainage projects we well; with some longer-term issues requiring additional study with respective watershed district partnerships and probably slated beyond 2014.

Mr. Schwartz referenced a recent discovery of an underground cavern at Chatsworth and Larpenteur, and the value of televising sewer and water lines in finding a failure in a 15" concrete sanitary sewer before it caved in with repairs made and replacement of 30-35' of pipe, and potential lining further east of the area. Mr. Schwartz noted that it was not unusual to find up to 2.5" of a concrete pipe eroded over the years, typically due to hydrogen impacts on those lines. Mr. Schwartz reiterated the value of televising those pipes, and lining where possible to avoid more major problems developing. Mr. Schwartz noted that another 5 miles of sanitary sewer lining was projected in 2014, along with other replacements needed as well.

Mr. Schwartz noted that the proposed work load was heavy and estimated that it was within the \$3 to \$4 million range.

Further discussion included joint projects by the City and Ramsey County for storm sewer flows to old county inlets to Lake Owasso on Victoria Street; and recognition that most Roseville streets had been reconstructed as part of the PMP after the Victoria Street south of County Road B to Larpenteur Avenue slotted for 2014 with the only remaining non curb & gutter street left to be reconstructed and minimal reconstruction projects anticipated in the near future unless or until County Road B comes under the City's jurisdiction as it is currently a rural road section, but would then be placed in the City's long-range CIP for future reconstruction.

8. Possible Items for Next Meeting – January 28, 2014

- **Status of PMP goals and funding due to low interest rates eating into capital**
- **Recycling Program Roll-out**

Member Stenlund suggested that new Engineering staff attend an upcoming PWETC meeting to present their goals.

Member Gjerdingen proposed discussion and clarification of the 7-year cycle for sidewalks and responsibility for maintenance and how determined between the Parks and Public Works Departments (e.g. limbs over pathways and/or vegetation adjacent to pathways).

Member Gjerdingen also sought additional review and discussion on the City's existing ice control ordinances, both published practices and unofficial practices about plowing for the benefit of educating the public (e.g. residential or commercial/retail areas and differences between those areas). Member Gjerdingen opined that the PWETC may want to provide recommendations if they found those existing ordinances/practices were not satisfactory.

Chair Vanderwall cautioned that if the Parks & Recreation Department was responsible for pathways, the PWETC could not tell them what to do; and

suggested it may be more prudent to have a discussion off-line with a representative of the Parks Department.

Member Gjerdingen responded that the respective Commissions should be involved beyond staff, and suggested a representative of the Parks & Recreation Commission or staff person come to a future PWETC meeting.

Member Gjerdingen requested a reconstruction update from MnDOT for interchange plans and bridge width slotted in 2015 for Lexington Avenue at Highway 36.

Member Gjerdingen sought additional information on water metering and whether High Density Residential (HDR) zoned properties were required to meter individual units, opining that it would be beneficial for tenants to understand how much water they were consuming and adding to water conservation efforts of the City.

Member Gjerdingen sought additional discussion on bicycle parking in the Twin Lakes area.

Member Gjerdingen also sought discussion on signage for Pathway Master Plan segments and integration with the existing pathway city-wide and regional system.

Member Gjerdingen sought additional discussion of crosswalks in Roseville and determining a consistent standard for their installation.

With Chair Vanderwall noting that the majority of those crosswalks were under Ramsey County jurisdiction, Member Gjerdingen noted exceptions including those on side streets (e.g. Lydia Avenue and Lincoln Drive). Member Gjerdingen opined that more planning was needed before their installations.

Member Felice asked for an overview of water quality and quantity issues in Roseville and the immediate area, such as condition of lakes and any apparent concerns, recognizing issues found with White Bear Lake and others in the areas, whether water consumption patterns were changing, and based on the input from the newly-hired Environmental Engineer specialist, an overall picture of what was needed.

December 2013 Meeting Cancellation

Member DeBenedet moved, Member Vanderwall seconded, cancellation of the December 24, 2013 meeting; with the next meeting scheduled for Tuesday, January 28, 2014.

Ayes: 5

Nays: 0

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Motion carried.

9. Adjourn

Member DeBenedet moved, Member Stenlund seconded, adjournment of the meeting at approximately 8:35 p.m.

Ayes: 5

Nays: 0

Motion carried.

DRAFT

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 28, 2014

Item No: 4

Item Description: Communication Items

Projects update:

- 2014 Sanitary Sewer Lining Project – The project has been advertised. Bids will be opened Wednesday, February 12, 2014. The project includes over 6 miles of pipe lining.
- County Road B-2 Pathway Construction- Staff continues to work on final design. The project will be advertised late February, 2014.
- 2014 PMP- Staff is working on final design. The project is scheduled to be advertised early March, 2014.
- Capitol Region Watershed District is being recommended for a \$360,000 Clean Water Fund Competitive Grant from the Board of Water and Soil Resources funding for a Volume Reduction and Storm water Reuse Project at Upper Villa Park (B-Dale Club ball field.) Engineering and Parks staff are working together with CRWD on this project, as it ties in with the Parks and Recreation Renewal Program.
- Staff is working with Metropolitan Council Environmental Services on administering the I&I grant for private sewer services. To date, three residents have submitted all the required information to apply, and several others are inquiring about the grant.
- County Road B pathway: Staff held a neighborhood meeting on Thursday, January 16th to present some “short term” concepts to the neighborhood for a pedestrian pathway along County Road B west of Cleveland Ave. About 20 people representing 17 households were in attendance. Overall the feedback was positive about widening the existing shoulder area for a pedestrian facility. There was some discussion about the loss of parking on the south side and what treatment to use between the path and the travel lanes. Further discussion and follow up on these items will occur in the future.
- On Thursday evening, January 23rd, Metro Transit will host an Open House about the new proposed Bus Rapid Transit line that will run along Snelling Ave and Ford Pkwy/46th Street and ultimately connect to the Hiawatha Light Rail line (now called the Blue Line). A more detailed update on this project will be given at a future Commission meeting. For more information in the meantime commission member can visit Metro Transit’s website for this project.
<http://www.metrotransit.org/snelling-brt>
- Staff is also working on the following projects:
 - o Wheeler Avenue Traffic Management Project
 - o Twin Lakes ROW purchase
 - o 2014 drainage improvements

Maintenance Activity:

- Streets Crews have been busy with the frequent snow and ice control events. They are also trimming boulevard trees as time permits.

Attachments:

- A. Community Confluence Event

Hello Duane,

You are invited to the following event:

COMMUNITY CONFLUENCE: WHERE CONVERSATIONS MEET

Event to be held at the following time, date, and location:

Ramsey-Washington Metro



Thursday, January 30, 2014 from 6:30 PM to
8:00 PM (PST)

Maplewood Community Center

Room C & D (doors open at 6:15 pm)
2100 White Bear Avenue
Maplewood, MN 55109

[View Map](#)

Share this event:



[Attend Event](#)

Community Confluence Where Conversations Meet



We would like to invite you to gather with us along with your friends and neighbors as we look forward to the next 10 years in the Watershed. We collected your concerns and solutions through our fall Community Conversations meetings and also through phone calls, emails and social media sites. Click [HERE](#) to find a summary of the input we've

received so far.

Now it's time to prioritize those issues and actions to provide guidance in developing our 10 year watershed management plan!

We welcome all to attend. We would appreciate if you would pass this on to City Council Members, Planning, Parks & Recreation, and Environmental Commission Members and anyone you think may be interested.

Come enjoy refreshments and share your valued input! For more information contact Sage Passi, Watershed Education Specialist at sage.passi@rwmwd.org or 651-792-7958.

Share this event on Facebook and Twitter

We hope you can make it!

Cheers,
Ramsey-Washington Metro Watershed District

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

Agenda Item

Date: January 28, 2014

Item No: 5

Item Description: Update of Recycling Program Roll Out

Background:

Please see the attached recycling program update.

Recommended Action:

None

Attachments:

A. Recycling update

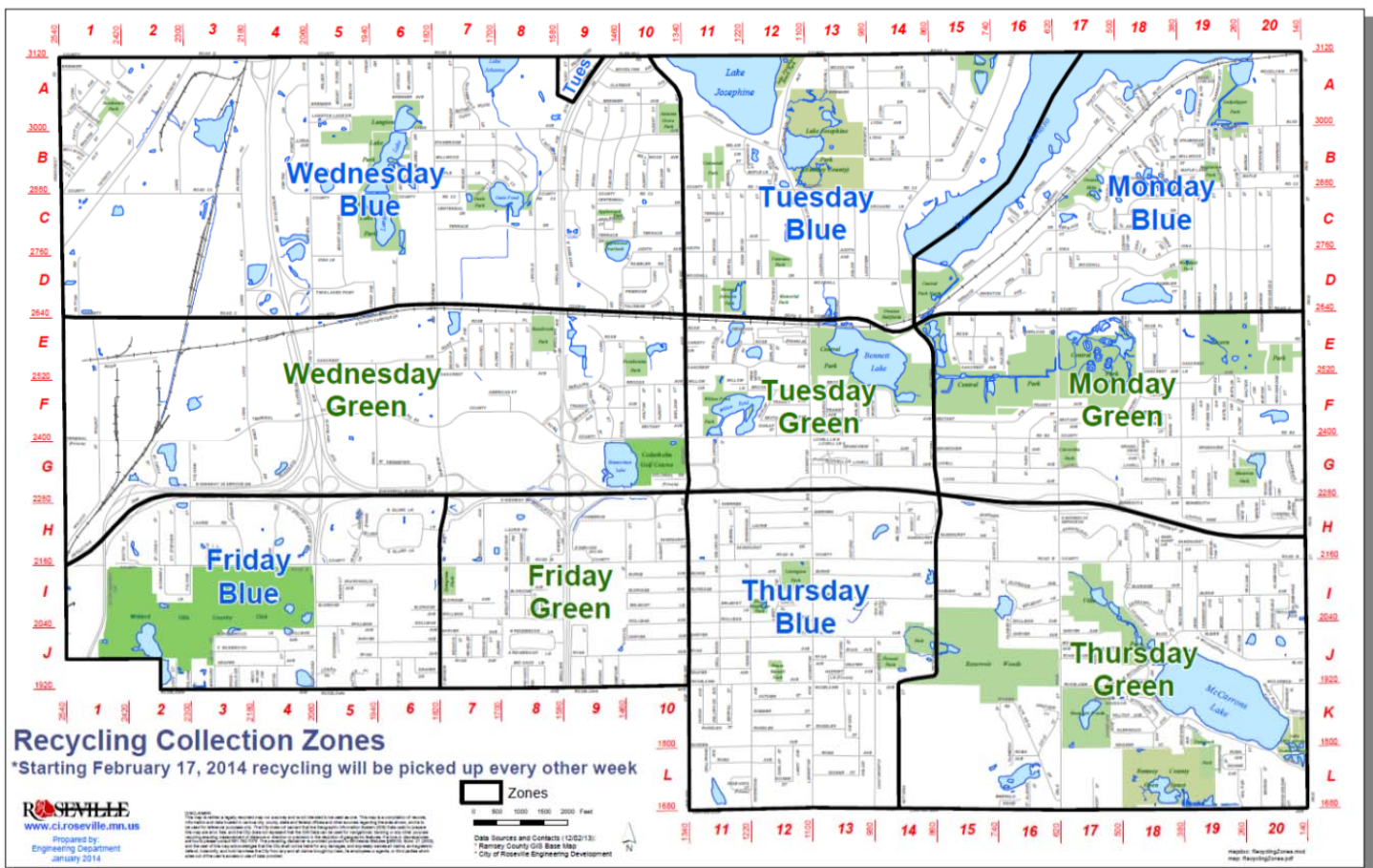
B.

C.

Recycling Update

Roseville Engineering and Communication staff has worked closely with Eureka Recycling over the past 2 months to coordinate the educational materials and cart rollout for the single sort recycling program. There have been printed articles in the Roseville News and Roseville Updates on the upcoming rollout to help inform residents on what to expect in February. The Public Works Recycling webpage has been updated to reflect the upcoming change, and full information turn-over will happen on Friday February 14th where all dual sort information will be removed. Eureka Recycling will also update their webpages on the same timeline as the city webpages. Lastly, Eureka Recycling sent out the 2014 Roseville Guide to Recycling during the week of January 20th that has all the program information for the upcoming year.

The new carts have been ordered by Eureka Recycling and everything is on schedule for delivery. Monday February 3rd will be the first day of cart drop off in the Green Section, and Monday February 10th will be the first drop off day for the Red Section (map below). Residents will receive the carts on their normal garbage/recycling pick-up day, and the first single sort pick-up will be February 17th for the Green Section. Each cart will have educational materials attached that will help guide residents through the new process and timelines.



Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 28, 2014

Item No: 6

Item Description: Pavement Management Goals, Policies, and Funding

Background:

Staff will give a presentation on the city's Pavement Management Program. We will cover the goals, policies, maintenance practices, and some budget scenarios at various funding levels to demonstrate the potential impact on pavement condition with each.

Recommended Action:

Discuss the pavement goals based on the information provided in the presentation.

Attachments:

- A. None
- B.
- C.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 28, 2014

Item No: 7

Item Description: Introduction of City Engineer

Background:

Marcus Culver began his duties as Assistant Public Works Director/ City Engineer on December 3, 2013. He has been getting familiar with the projects and other efforts he will be leading in the coming year. He will be at the meeting to give a brief overview of his background and his approach to the position.

Recommended Action:

None

Attachments:

- A. None
- B.
- C.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: January 28, 2014

Item No: 8

Item Description: Look Ahead Agenda Items/ Next Meeting February 25, 2014

Suggested Items:

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Recommended Action:

Set preliminary agenda items for the February 25, 2014 Public Works, Environment & Transportation Commission meeting.