

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, February 25, 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 January 28 Meeting Minutes |
| 6:45 p.m. | 4. Communication Items |
| 6:55 p.m. | 5. Review of County Road B Pathway Project |
| 7:10 p.m. | 6. 2014 Construction Project Review |
| 8:00 p.m. | 7. Introduction of Environmental Specialist |
| 8:10 p.m. | 8. Possible Items for Next Meeting –March 25, 2014 |
| 8:15 p.m. | 9. Adjourn |

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

Agenda Item

Date: February 25, 2014

Item No: 3

Item Description: Approval of the January 28, 2014 Public Works Commission Minutes

Attached are the minutes from the January 28, 2014 meeting.

Recommended Action:

Motion approving the minutes of January 28, 2014 subject to any necessary corrections or revision.

January 28, 2014 Minutes

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, January 28, 2014, 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 Vanderwall; and Members Dwayne Stenlund; Steve
5 Gjerdingen; Jim DeBenedet; and Joan Felice

6
7 **Staff Present:** Public Works Director Duane Schwartz; and introduction
8 of Assistant Public Works Director / City Engineer Marcus
9 Culver

10
11 **2. Public Comments**

12 None.

13
14 **3. Approval of November 26, 2013 Meeting Minutes**

15 Member DeBenedet moved, Member Felice seconded, approval of the November
16 28, 2014, meeting as amended.

17
18 **Corrections:**

- 19 • **Page 2, Line 57 (Felice)**
20 Correct second name reference to “Culver” rather than “Schwartz”
- 21 • **Page 2, Lines 77, 79 (Gjerdingen, DeBenedet)**
22 Line 77: Revised sentence to read: “... Woodhill, or potentially C-2; Dale
23 Street...”
24 Line 79: Correct to read County Road “D” rather than “B”
- 25 • **Page 3, Lines 80-82 (DeBenedet, Gjerdingen)**
26 Correct to read: “...County Road C from the west end to Rice Street).
27 Member Gjerdingen stated that *[in the] future, [planning]* would determine
28 how things would look with the PETC expected to *weigh in heavily [consult]*
29 during that process.”
- 30 • **Page 4, Lines 139-140 (Vanderwall)**
31 Correct to read: “Mr. Schwartz questioned how best to obtain that information
32 to get a comparison of existing cities *[with organized collection and multiple*
33 *haulers] currently dividing the city*, but part of organized collection.

- **Page 6, Line 222 (Vanderwall)**
Correct to read: "...with the 85th percentile *[speed of all data collected]* indicating a speed of 46.1 mph *[on the east end]* and 36.2 mph *[near the west end.]*"
- **Page 8, Line 347 (Gjerdingen)**
Correct to read: "...road solution ~~made more sense~~ *[would make more sense at that time]*."
- **Page 12, Line 517 (Gjerdingen)**
Correct to read: "...Highway 36 *[Service Road.]* ..."
- **Page 12, Lines 532-534 (Felice)**
Correct to read: "The City Council to consider accomplish[ment] of this build-out plan for those projects with a composite ranking of 3.4 ~~or~~ *[and]* higher *[(on a scale of 1 to 5, with 1 being the highest)]* within an approximately twelve (12) year period."
- **Page 16, Lines 708, 721 (Gjerdingen, Stenlund)**
Line 708: Typographical correction "year"
Line 721: Typographical correction "responsible"

Ayes: 5

Nays: 0

Abstentions:

Motion carried.

4. Communication Items

Public Works Director Schwartz briefly reviewed and provided project updates since the last meeting; and 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 January 28, 2014.

Discussion included new technologies being researched by staff for sewer lines with frequent failures close to the "Y," costs for that technology; current City policy for cost-share between the City and property owner for line failures depending on the location of those failures; availability of an updated Pavement Management Map (PMP) available in the near future; investigation by staff of eligibility of common interest properties for I & I grant funds from the Metropolitan Council Environmental Services for private sewer services; staff acknowledgement of attendance by several PWETC members at the recent Metro Transit Open House for the proposed Bus Rapid Transit Line and additional study required; and Twin Lakes rights-of-way purchase negotiations to-date.

Chair Vanderwall requested a future comprehensive report on sewer lining technologies as referenced by staff.

Further discussion included the short supply of ice control materials due to the winter weather conditions throughout the region to-date; and a number of weather-related water main breaks and meter freeze-ups.

Mr. Schwartz informed the PWETC of the City Council's recent expansion of with two additional members, effective April 1, 2014; in addition to filling to expiring terms during that same cycle.

Member Stenlund questioned the City Council's rationale in expanding the PWETC membership.

Mr. Schwartz noted that this was not a staff-generated suggestion; and suggested the intent may have been to ensure sufficient attendance for a quorum, not just for this commission, but consistently among all advisory commissions.

Member DeBenedet referenced the recent public informational meeting held for the proposed County Road B pathway, and positive feedback from residents on for the interim solution as directed by the City Council; as well as current negotiations for turn back of the roadway from Ramsey County to the City of Roseville, with anticipated turn back for presentation to the City Council in 2014. Member DeBenedet also noted the administrative agreement by Ramsey County and the City of Roseville to lower the speed limit along this segment to 30 mph; with staff proposing to address that within the next few weeks as work schedules and weather permitted. Member DeBenedet noted concerns expressed by neighbors was to install some type of barrier or rumble strip to separate vehicular and pedestrian/bicycle traffic, or some method to alert drivers from wandering from their lanes. Member DeBenedet noted that the anticipated life cycle left on the existing pavement was ten years; and that widening the shoulder would be an expensive project.

Mr. Schwartz advised that staff was scheduled to return to the City Council with neighborhood feedback on the County Road B pathway at their regular February 10, 2014 meeting.

Further discussion included variable speed limits along County Road B; the deleted work on Rice Street water main lining project in 2013 and what may be reprogrammed for those mains.

Chair Vanderwall noted that there was a portion of Dale Street adjacent to the former fire station that had a reduced speed limit of 30 mph; and suggested that with redevelopment in the area and demolition of the fire station, staff give consideration to and discuss with Ramsey County whether to increase the speed to be consistent with other portions of the street currently at 35 mph.

5. Update of Recycling Program Roll Out

Mr. Schwartz provided a brief update on the upcoming roll-out of the Recycling Program by Eureka Recycling for single sort recycling, new wheeled containers versus bins, and every-other week pick-up. Mr. Schwartz noted that Eureka was prepared to deliver carts for two weeks; and residents were informed of the schedule by a flyer in the mail, as well as other media sources, including the City's website.

Discussion included the need to publish the calendar, including holiday pick-up changes, on the Public Works section of the City's website; and the request for proposals process having evolved prior to current discussions at the Legislature for a proposed recycling charge for bottles and cans.

6. Pavement Management Program (PMP) Goals and Funding

Mr. Schwartz provided a detailed presentation of the current PMP and methodology, as requested by the PWETC. Mr. Schwartz asked commissioners to let staff know, following this presentation, if additional information or research by staff was needed. Mr. Schwartz' presentation covered: goals, policies, maintenance practices; and budget scenarios at various funding levels to demonstrate potential impact on pavement conditions with each scenario.

Pavement Management – ICON software program

- Systematic approach – 20% per year analysis
- Annual condition surveys
- PCI Rating (Pavement Condition index)
- Defined maintenance program based on condition rating – typical condition versus cost analysis
- Monitor system condition to recommend spending plan – Capital Improvement Program (CIP)

Discussion included variables to move areas up as pavement conditions change or to correlate project areas, and under the overall CIP, including other inputs and factors.

Maintenance Policy

- Rating 66 – 100 = preventative crack sealing, sealcoating
- Rating 36 – 65 = preventative crack sealing, sealcoating, mill and overlay
- Rating 35 and under = reconstruction
- Goal to maintain an average rating of 75 network condition index

Discussion included typical life cycles of pavement, and deterioration based on many factors, including weather, short-term (annual) and long-term maintenance; and visual examples of various conditions and ratings.

Mr. Schwartz referenced the recent field tour taken by PWEC members, and existing delamination roads (20.55 miles) city wide, with quite a few still under analysis depending on the year they were paved, water conditions, and whether

there are indications of whether a more than normal number of pavements at a certain age have deteriorating pavements, observed by surface distresses. Mr. Schwartz noted that this is not an exclusive City of Roseville issue, but under discussion by the industry metro-wide. Mr. Schwartz clarified that surface raveling had little effect on overall pavement ratings under the current methodology, but with further examination and study being performed by transportation and engineering staff at the state, county and local levels to determine if this is a materials or construction issue.

Member DeBenedet asked staff, for the next discussion of the PMP, they provide a plot map showing marginal streets (in the 50-35 range), then adding poor (below 50) and other streets with surface distress to provide a more accurate picture of what the City was facing over the next 5 years to 10 years.

Mr. Schwartz noted that the program indicated an overall rating of just over 80, but staff considered it to be lower, with the City's overall goal currently to maintain the street network at a level of 75 or higher.

Current Funding

- Infrastructure Fund = \$13 million plus
- Minnesota State Aid (MSA) Streets = \$900,000 for 2014 construction allotment
- Street maintenance annual budget

Mr. Schwartz reported that, according to Finance Director Chris Miller, the current investment on the PMP is around a 3% annual return; with original assumptions for a return of 5-6% annual return; creating some funding challenges for the PMP.

Budget Scenarios Used by the City Council's CIP Subcommittee in Developing the 20-year CIP

Mr. Schwartz reviewed various funding scenarios for the pavement program showing the backlog of CIP needs. Mr. Schwartz noted, displaying a graph showing current funding, that the Subcommittee found that the City would need to increase the PMP funding and spending to keep the PMP ratings at an acceptable number by increasing the PMP funding by approximately \$1 million annually. Mr. Schwartz noted that there would be \$300,000 and \$400,000 of tax levy available as existing street bonds were paid off in 2014 and 2015.

Mr. Schwartz displayed several different budget scenarios for the years between 2014 and 2033, using current average PCI; and the subsequent total backlog created for the PMP for those specific years based on the current maintenance program, totaling \$90 million.

At the request of Member Felice, Mr. Schwartz responded that the deterioration and condition index was not directly related to traffic only. Mr. Schwartz advised

that the methodology developed for this pavement condition index software used nation-wide data, with adjustments to the Roseville deterioration curves made over time based on our data sets. Mr. Schwartz advised that this program had been used by the City since the 1980's, and the local data suggest that the city's pavement life averages better than nationwide data.

Specific to the surface deterioration dilemma, Chair Vanderwall questioned how confident staff was that the current projects were not experiencing the same issues and problems with materials and premature deterioration of pavement conditions.

Mr. Schwartz advised that the information was not available, but staff was considering designating some control areas to determine how they perform, up to the time they would typically be scheduled for mill and overlay.

Member DeBenedet spoke in support of those control areas, opining that he had often wondered if the time and expense of sealcoating had a significant enough payback to continue. Member DeBenedet noted that many cities had ceased that practice; and questioned if there was a broader issue, whether only materials or mix design issues with MnDOT.

Mr. Schwartz advised that some studies are currently underway to determine if there were actually construction issues, problems with mix materials, or their application.

Chair Vanderwall spoke in support of investigating the process applied and area covered by independent parties that weren't trying to defend their particular positions.

At the request of Member DeBenedet, Mr. Schwartz reviewed how and when staff was available to provide on-site inspections for mill and overlay projects; typically with the inspector on-site when the mixture is applied, especially as required for all MSA streets, with additional core and temperature testing performed as indicated.

Chair Vanderwall alerted Mr. Schwartz to an apparent core whole at County Road C and Western that needed filling.

Member Stenlund observed that for those roadways at a PCI rating of 77 or higher, and that the trend of the displayed graph indicated that the City was close to the intercept slope, with the backlog larger than desired.

Mr. Schwartz noted that staff was observing more common distresses in pavement, some due to age, for the majority of those streets constructed in the late 1980's and 1990's; creating the concerns in materials applied and/or construction processes used.

Returning to the current spending level presentation, Mr. Schwartz reviewed scenarios that would eliminate sealcoating and crack sealing efforts; and estimated that, without basic preventative maintenance developed from index data, condition ratings for those streets would fall to 44. Under that scenario, Mr. Schwartz noted that it showed if the City were to put all maintenance dollars toward reconstruction with no maintenance, the average ratings were reduced to 36 after 20 years.

Discussion included small town versus some streets in Roseville currently bituminous and resident expectations that even under a worst case scenario, they would not support those roadways not revert to gravel, in addition to the expense of removing and resurfacing to that material and ongoing maintenance as well; providing support for elected officials needing to make sometimes unpopular spending decisions to maintain an effective and cost-effective PMP, as well as helping residents understand the seriousness of this funding situation.

Members observed that these types of infrastructure issues, including underground utilities, were invisible and unknown to taxpayers until they failed.

Next Steps – Additional Information Needed

Member DeBenedet opined that the information provided by Mr. Schwartz was sufficient. Member DeBenedet noted that over past years and occasional street reconstruction projects in Roseville, residents were not supportive of paying assessments for curb & gutter installation. However, he opined that such an attitude wasn't fair to the broader community if a neighborhood was able to dictate projects specific to their neighborhoods, without giving fair consideration to the benefit for the entire City. Member DeBenedet spoke in support of the City Council's policy decision to not assess for street maintenance programs that might create additional difficulty in getting projects done; with all taxpayers paying versus individual assessments, as supported by the PMP.

At the request of Member Gjerdingen, Mr. Schwartz responded to potential cost savings if street widths were reduced when reconstructed, at a minimum for residential streets that were low volume; advising that obviously while less pavement equaled fewer dollars, the Roseville street width policy came at a time before current water volume concerns and green space concerns, and cost ramifications. Mr. Schwartz opined that, if Roseville had developed at a different time, it may have had narrower streets. However, Mr. Schwartz noted that the City of Roseville is not scheduled to be reconstructing a lot of streets in the next twenty years, and while there may be occasional opportunities to follow this trend being used by some other cities (called "road diets"); when possible the City could consider this option to narrow the vehicular portion of the roadway to make room for pedestrian and/or rainwater facilities. Mr. Schwartz noted that some of those options had already been used (e.g. County Road B and Victoria Street) where roadways appear to be overbuilt for current and projected traffic volumes. Mr. Schwartz opined that this may be a valid consideration going forward.

Further discussion included potential water issues if on-street parking was not provided on an engineered or paved surface; potential roads that could be redefined if currently overbuilt to provide pedestrian/bicycle facilities; areas of deterioration in pavement typically seen in wheel paths and/or shady areas; costs of removing existing asphalt to reduce a roadway width and removal/replacement of curb & gutter; and reconstruction practices for pavement depths leaving existing curb lines as more cost-effective compared to mill and overlay.

Recess

Chair Vanderwall recessed the meeting at approximately 7:49 p.m., and reconvened at approximately 7:54 p.m.

7. Introduction of City Engineer

Mr. Schwartz introduced the City's new Assistant Public Works Director/City Engineer Marcus Culver, who started employment with the City on December 3, 2013.

Mr. Culver provided a brief summary of his background; personal and professional biographies; expertise in transportation engineering areas; and work to-date with 2014 PMP and pathway projects as well as the Parks & Recreation Revitalization program, in addition to daily workloads.

At the request of Chair Vanderwall, Mr. Culver reviewed his educational and training background in more detail; and work in the transportation arena on the technology side with video detection equipment worldwide installing that software before moving on to the City of Maple Grove and development and management of larger projects as he was introduced to multiple municipal engineering disciplines. Mr. Culver reviewed some of the larger projects he'd been involved in, including extension of Highway 610; federal aid projects on larger county roads; and developing a network with federal, state and county industry representatives.

At the request of Member Gjerdingen, Mr. Culver reviewed some of the potential projects coming before the City of Roseville over the next few years, including an I-35W interchange project; development of the Twin Lakes Redevelopment Area; the overall regional and local traffic situation; and lessons learned to-date in speed controls, signal timing and monitoring in cooperation with state and county guidance for their equipment.

At the request of Member Gjerdingen, Mr. Culver briefly reviewed some of the goals he saw for the department, expressing his appreciation of the groundwork already laid by Public Works Director Schwartz and former City Engineer Debra Bloom, opining that due to their accomplishments. Mr. Culver advised that he saw a need to continue the good relationships with area watershed districts; coordination with other engineering staff and their areas of expertise; addressing the City's historical issues and challenges in resolving stormwater drainage; PMP

353 issues as discussed earlier this evening with Mr. Schwartz; all while meeting the
354 expectations of residents while balancing that with the realities of today.
355

356 At the request of Chair Vanderwall, Mr. Culver recognized the need for ongoing
357 cooperation with Parks & Recreation Department staff and Public Works staff and
358 commissions to provide sufficient engineering expertise. Mr. Culver noted that,
359 to-date, the Public Works/Engineering Department had been very involved with
360 the Parks Master Plan process, and would continue to do so, in conjunction with
361 their planners and engineers, and as they sought input. Mr. Culver noted that,
362 while the two departments were separate with separate and sometimes competing
363 funding sources, they are key to each other's success.
364

365 At the request of Member Stenlund, Mr. Culver briefly reviewed his perception of
366 emerging engineering issues for Roseville, including new technologies of which
367 he was aware from his traffic background, and opportunities for Roseville to
368 benefit from them, particular on the signal side as they were able to perhaps
369 provide adaptive timing of those signals around the Rosedale Mall area,
370 benefitting the City as a whole and regional traffic issues. Mr. Culver noted that
371 there are many new technologies and computer software programs available to
372 provide management tools, as well as making that information available to
373 residents to improve their quality of life. Mr. Culver suggested that some of those
374 technologies may be available for use as the Twin Lakes area redeveloped.
375

376 Mr. Culver noted that another trend was for "Complete Streets," and recognized
377 the great work the PWETC had done in updating the master trail system with a
378 priority to connect the City, opining that was always a challenge if a newly paved
379 surface was indicated but removal of trees and/or vegetation was required.
380

381 Mr. Culver further referenced the recent open house for the Bus Rapid Transit,
382 using it as an example of new transit opportunities for Roseville, both short- and
383 long-term; as well as anticipating how bus and light rail may evolve in the
384 regional area.
385

386 Mr. Culver advised that he had only been able to initially skim through the
387 Comprehensive Plan related to traffic.
388

389 Member DeBenedet noted the significant issues with increased traffic from Twin
390 Lakes and impacts to County Road C traffic at Snelling Avenue and wait times,
391 particularly during the peak p.m. period. Member DeBenedet opined that as
392 expressways around and through the City have developed enough, he could not
393 support further upgrades for Snelling Avenue (e.g. grade-separated throughways)
394 that would basically serve to provide routes for other communities through
395 Roseville. Member DeBenedet asked that Mr. Culver take that into consideration
396 as neighborhoods and areas developed around the Twin Lakes area.
397

Mr. Culver recognized that there had been and would continue to be a constant battle in dealing with Snelling Avenue, with crossings having been problematic for some years already.

Chair Vanderwall suggested that, if Mr. Culver could solve crossing for County Road B and Snelling without risking their lives that could serve as a career goal for him.

Mr. Culver advised that he was looking forward to working with MnDOT on potential solutions through signal coordination that may reduce some of those longer cues on side streets crossing those major intersections. Mr. Culver recognized that some of those intersections in the metropolitan area were notorious for very long green times on roads under other jurisdictions while they were not so accommodating for left turns or crossing traffic; noting that was a valid point as well as a challenge. Mr. Culver noted that, while the City of Roseville could decide to spend a lot of money on Snelling Avenue resolutions, it would only serve to result in higher speeds on Snelling; and was essentially a much larger regional problem to get traffic off Snelling Avenue and back onto I-35W or other transit options. Mr. Culver noted the need for the City to be involved in those regional discussions, recognizing the value of Mr. Schwartz' services on the TAB Met Council Transportation Committee to provide input as those policies were developed or updated. Mr. Culver noted that it was a complicated issue with an unfortunate trickle-down effect for Roseville.

While he was cognizant of some of these issues, Mr. Culver admitted that it had been hard to get a clear picture during typical rush hours, when there were currently so many other factors at play, including ice and snow on the roads. Mr. Culver noted that he had observed huge cues in December and January on County Road C, but had yet to determine the norm even though he recognized that it wasn't good, and would require discussions with Ramsey County and MnDOT.

Beyond transportation, Mr. Culver advised that he needed to study the City's storm water comprehensive plan, as well as more in-depth study of the land use and transportation comprehensive plan. Mr. Culver noted the number of things on the horizon mandated for the City by the MPCA for potential TMDL's for stormwater, including chloride for all jurisdictions/agencies in MN. Mr. Culver noted that this winter was a prime example of the importance of those new mandates and balancing safety versus water quality, a very difficult and political battle that would impact Roseville in the near future.

Chair Vanderwall thanked Mr. Culver for attending tonight and providing his perspectives.

Mr. Schwartz advised that he would not be available for the February 2014 meeting, and Mr. Culver would be the staff representative for the PWETC.

444 **8. Possible Items for Next Meeting – February 25, 2014**

- 445 • Mr. Schwartz advised that staff was nearing final plans on several projects,
446 and would provide a preview of that work
447
448 • Member Felice expressed an interest in the water quality issues, their location
449 and specific problems.
450

451 Mr. Culver advised that some projects were slated for 2014, but obviously
452 some larger water quality issues would remain and could be addressed as part
453 of that discussion.
454

- 455 • Member Stenlund advised that his capstone project for Roseville with U of
456 MN students had looked at LED lighting, and their report was worth bringing
457 to the PWETC's attention, as he found it quite valuable.
458

459 Member Stenlund advised that he would be unavailable for the February and
460 March meetings due to work travel commitments.
461

462 Chair Vanderwall suggested waiting until Member Stenlund returned to
463 receive the report.
464

- 465 • Member Stenlund requested a discussion and staff report on the role of trains
466 in Roseville, since this issue had become a hot topic in other communities;
467 and the need for Roseville to be prepared to understand where the rail lines
468 were, how and when engines were idling, their frequency, and quantity.
469

470 Chair Vanderwall suggested there was probably an increase in rail activity
471 with the increase in economic activities; and recognized that there were
472 federal laws in place that addressed their operation.
473

474 Member Stenlund suggested the City needed to be aware of those regulations
475 to be prepared to address any noise and/or quality of life issues, particularly
476 for north/south routes.
477

- 478 • As mentioned at a previous meeting, Member Gjerdingen requested a
479 discussion on ice control citywide, specifically on pathways and trails; and
480 standards for plowing in residential and commercial areas and how they were
481 similar or different. Member Gjerdingen opined that a review of internal and
482 external publications should be performed by the PWETC, including a review
483 and feedback for the Parks & Recreation Department and City Council
484 eventually; but to begin with a review of current practices and policies.
485 Specific to streets, Member Gjerdingen requested consideration of
486 intersections, crosswalks, signals and bus stops. Member Gjerdingen
487 expressed concern that the public may not be aware of current regulations and
488 expectations about sidewalks, and suggested additional communication was

needed to inform residents of those standards; along with a review of current ordinances on commercial property owner responsibilities for sidewalks.

Chair Vanderwall suggested that the Parks & Recreation Department be part of those discussions as well.

9. Adjourn

Member Felice moved, Member DeBenedet seconded adjournment of the meeting at approximately 8:24 p.m.

Ayes: 5

Nays: 0

Motion carried.

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: February 25, 2014

Item No: 4

Item Description: Communication Items

Projects update:

- 2014 Sanitary Sewer Lining Project – The project has been advertised. Bids will be opened Friday, February 21, 2014. The project includes over 6 miles of pipe lining.
- County Road B-2 Sidewalk Construction – Plans and specs were posted on line for the Best Value bidding process as part of the overall Parks and Recreation Department Parks Master Plan Renewal Program. Proposals and bids are due on March 18th.
- 2014 PMP- Staff is working on final design. The project is scheduled to be advertised early March, 2014.
- Capitol Region Watershed District has been awarded a \$360,000 Clean Water Fund Competitive Grant from the Board of Water and Soil Resources funding for a Volume Reduction and Stormwater 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: At their February 10th, 2014 meeting, the City Council approved this shoulder widening pedestrian project with the inclusion of a concrete walk between Fairways Lane and Fulham Street. Staff will provide a detailed update of this project later in the meeting.
- On Thursday evening, January 23rd, Metro Transit hosted 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). Attached are samples of the boards that were presented to the public as well as a summary of the public comments received during the meeting. Construction is expected to begin in late 2014 with the service beginning in late 2015.
- 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 continue to be busy with the frequent snow and ice control events. They continue to stretch the ice control material on hand due to statewide shortage of salt.

Unfortunately, due to the extra efforts on snow and ice maintenance, staff has been able to perform only limited amounts of tree trimming.

- Utility crews have been busy thawing and working with contractors thawing water services in Roseville. We have experienced nearly 50 frozen services to date. Frozen water services has become epidemic in Minnesota due to the depth of the frost mainly under the roadways. Staff has been communicating property owners should leave a small stream of water running 24 hours a day for the next few weeks if their cold water temperature drops to 35 degrees or below.

Attachments:

A. Snelling Ave BRT Public Comment and Display Boards from the January 23rd Open House



Where will BRT run?

BRT will serve 20 stations along the line, connecting to bus routes and serving major destinations.

How often will service run?

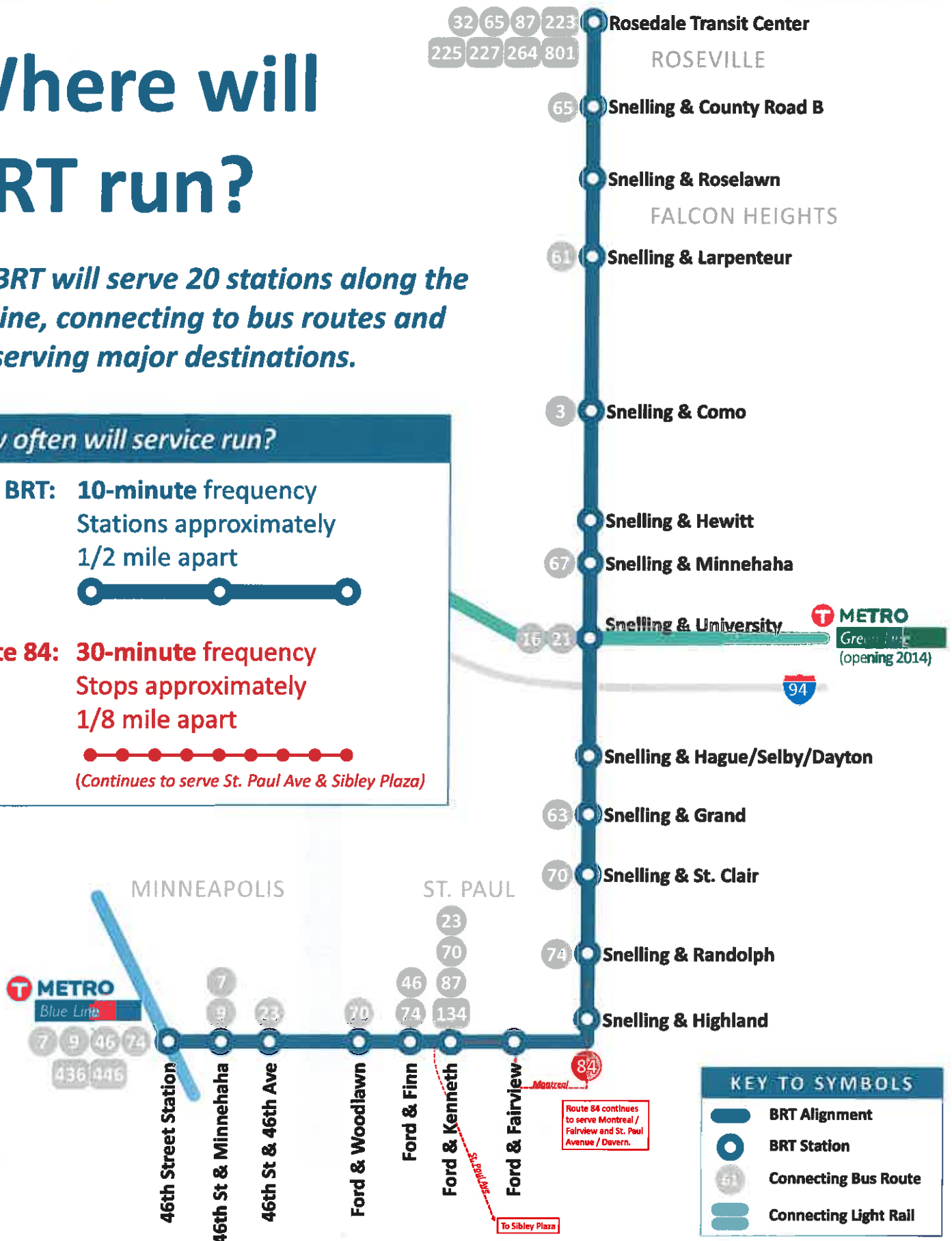
BRT: 10-minute frequency
Stations approximately 1/2 mile apart



Route 84: 30-minute frequency
Stops approximately 1/8 mile apart



(Continues to serve St. Paul Ave & Sibley Plaza)



How will BRT be different?

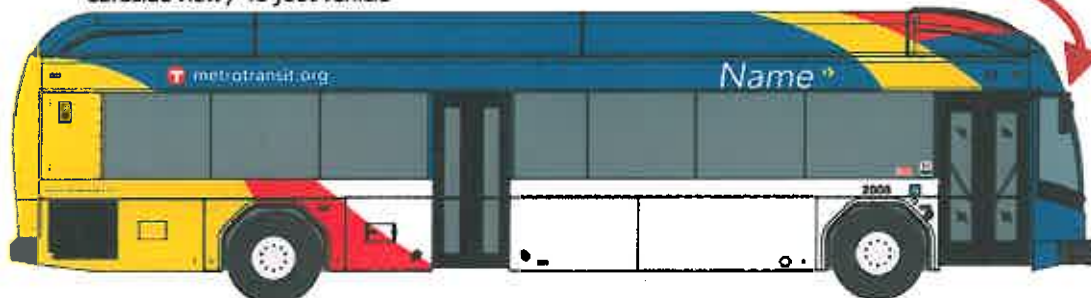
Unique, Branded Vehicles

➤ BRT vehicles will have a **bold, distinctive look** so customers can easily distinguish BRT from regular route buses.

These specialized vehicles will **ONLY** be used on BRT

BRT will use both 40-foot (standard) and

Curbside view / 40-foot vehicle



Curbside view / 60-foot vehicle

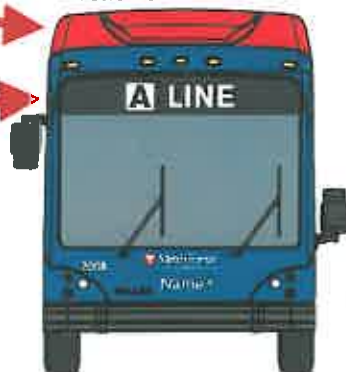


Designed for boarding at all doors, just like light rail

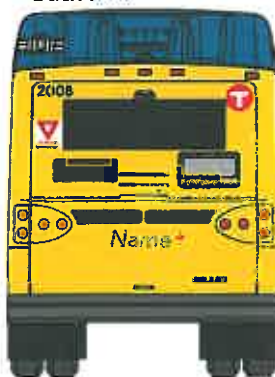
Bold color to identify BRT approaching the station

Highly visible overhead sign

Front view



Back view



More open interior layout for easier circulation

How will BRT be different?

Pre-Boarding Fare Payment

>> To speed up boarding, customers will **pay before boarding** and show proof of payment (a ticket or a validated Go-To card) to on-board fare inspectors upon request, just like on light rail.

For speedier boarding through all doors of the station or tap your Go-To card to pay fares.

With a Go-To Card:
Tap Card on Reader

Without a Go-To Card:
Purchase a Ticket

Each station will be equipped with a ticket vending machine. Purchase a ticket before boarding and carry it with you.



Pay with cash or credit card

Each door will be equipped with a Go-To card reader. When the bus arrives, board through any door and tap the card reader to pay your fare.



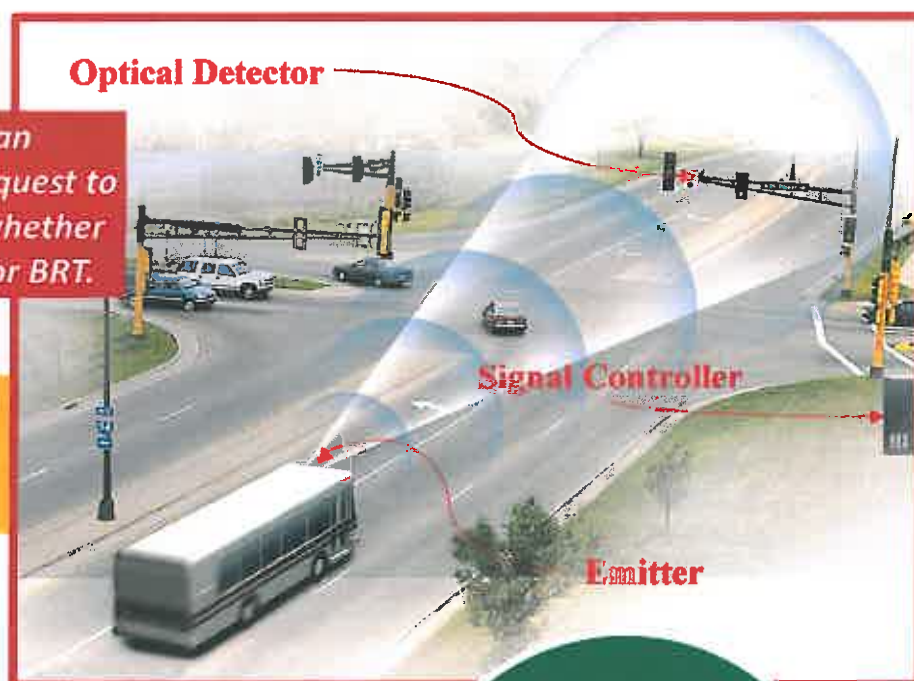
customers have paid.

How will BRT be different?

Transit Signal Priority

>> *During rush hours today, local buses spend about 25% of their scheduled time stopped at red lights. With transit signal priority **early or extended green lights** to help buses keep moving through the corridor.*

As a BRT vehicle approaches an intersection, it will emit a green request to the traffic signal, which chooses whether or not to lengthen a green light for BRT.



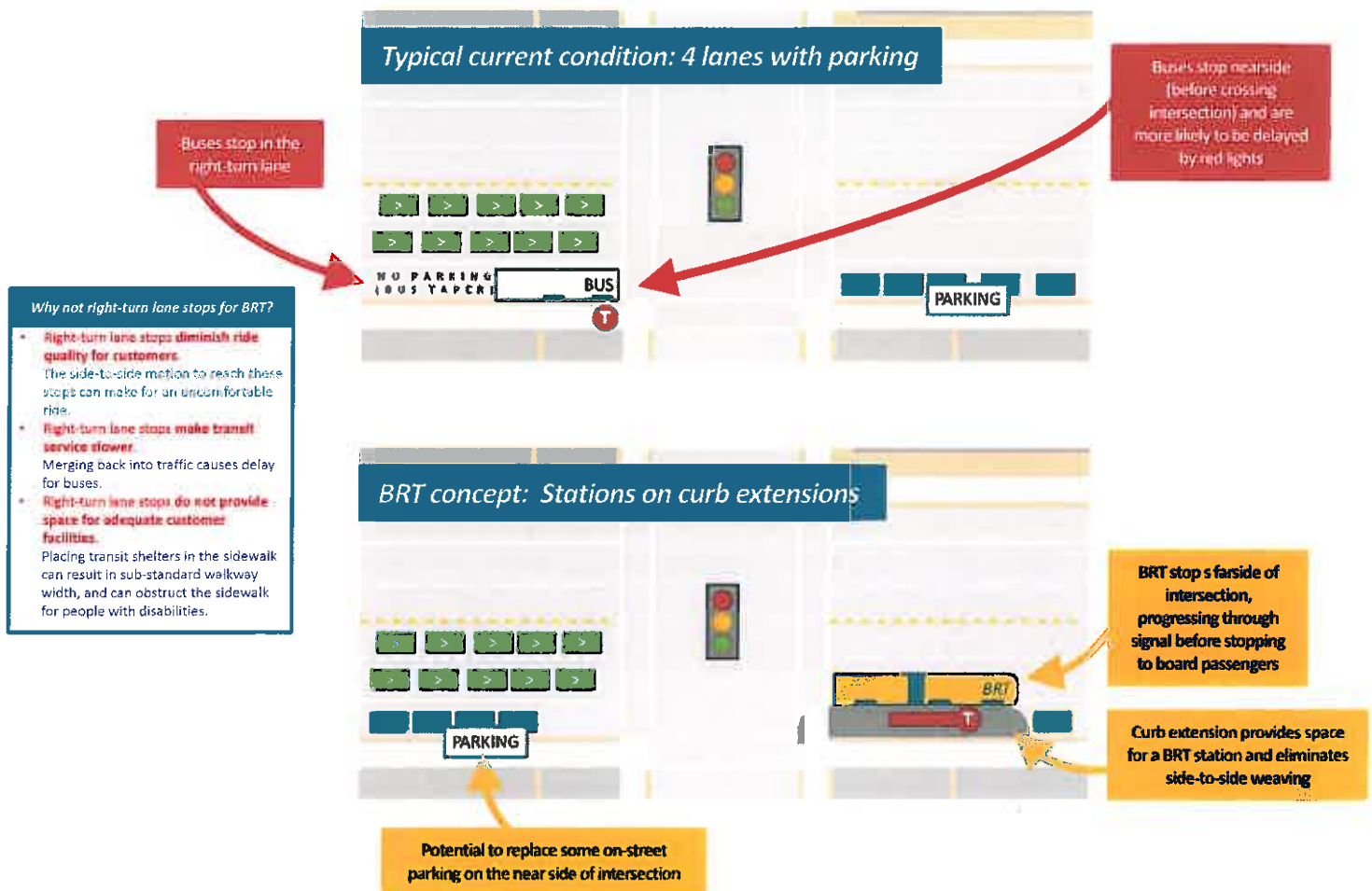
Balancing the needs of all road users will be an important part of transit signal priority design for Snelling BRT.

Using this technology at key intersections will reduce delays caused by red lights and keep buses better in sync with traffic flow.

How will BRT be different?

Curb Extension Stations

widen the roadway. Instead, the project will add **curb extensions at stations to improve ride quality, keep transit moving faster, and provide space for stations.**



Curb extension design from Seattle



Chicago curb extension bus stop

What about traffic impacts from stopping in the lane?

Customers will pay before they board and enter the bus through all doors, so buses will spend only a few seconds stopped in the travel lane.

Preliminary traffic studies show that the traffic impact from this operation is very minimal at all but a few locations on the line.

How will BRT be different?

High-Amenity Stations

» Snelling BRT stations will be equipped with more amenities for a more **safe and comfortable customer experience**, similar to light rail.



» Substantial stations to provide shelter from the elements



» Trash receptacles



» Ticket machines for Go-To card or ticket purchase with cash or credit



» Bike parking facilities



» NexTrip real-time departure information



» Well-lit station areas



» Prompt and thorough snow clearance



» Maps and information on transit connections and nearby places



» Security cameras



» Radiant heat



» Emergency phones

BRT in Other Regions

➤ *Similar BRT systems have been built in other regions across North America to communicate a high quality level of service.*

MAX (Kansas City)



Züm (Brampton, Ontario)



RapidRide (Seattle)



MetroRapid (Tampa)



Frequently Asked Questions

>> Previous studies, costs & schedule

Why BRT for Snelling?

In the 2011-2012 Arterial Transitway Corridors Study, Metro Transit studied 12 high-ridership corridors for BRT (shown in yellow on the map at right).

Through extensive analysis and stakeholder engagement, the study found that BRT would perform well on Snelling, and it became the top priority for implementation with city and county support.

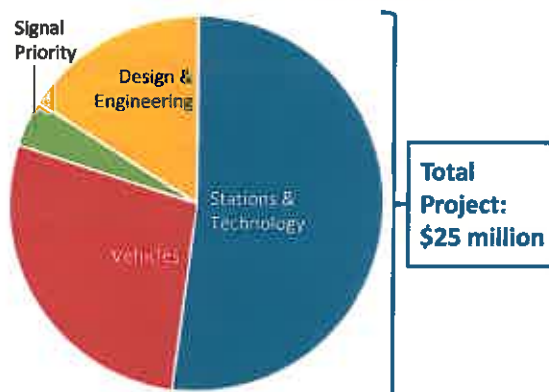
The Snelling line will be the **first in a system** of additional lines to be built over the coming years. The study also found that all of these corridors would be good candidates for BRT before *Transportation Policy Plan*.



How much will Snelling BRT cost to build?

The total cost of the Snelling BRT line is approximately \$25 million. This includes:

- \$13 million to construct stations and related technology and fare collection elements
- \$7 million to purchase new BRT vehicles for the service
- \$1 million to add transit signal priority
- \$4 million to design the stations, roadway improvements and technology



The current project schedule is shown at right.

- Concept design on the Snelling BRT project will begin in summer 2013.
- Final design decisions will be made in mid-2014.
- Construction is slated to begin in late 2014 and continue into 2015.
- Snelling BRT is currently on track to open for service in late 2015.

	2013	2014	2015
Planning & Pre-design			
Concept Design			
Final Design			
Construction, Installation & Testing			
Open for Service			

What will this new service be called?

Metro Transit is currently working to select a brand name for this new BRT service. letters

bus routes use. Snelling BRT will be known as the **A Line**.

A Line (Snelling Bus Rapid Transit) January 2014 Open House Summary

Compiled 1/27/2014

Open House Overview

Metro Transit hosted an open house in January 2014 regarding the upcoming design phase for the A Line (Snelling Avenue BRT). The purpose of this meeting was to provide information about the A Line concept and receive feedback to inform the upcoming corridor design. The open house was held at Roseville Library on Thursday, January 23 from 6:00 to 8:00 PM.

Project staffs were available at the meetings to share information on the project, answer questions, and gather feedback on initial plans for BRT in the Snelling Avenue/Ford Parkway/46th Street corridor.

Materials shared at this open house were the same concept plan exhibits developed for open houses held in summer 2013. Project exhibits on display at the meetings included [boards](#) describing aspects of the BRT concept and a [large-scale tabletop map](#) of the Snelling/Ford/46th line with station locations.

Getting the Word Out

Meetings were publicized through a number of means, including:

- Neighborhood newspapers (e.g. Midway Monitor)
- Major newspapers (Pioneer Press, Star Tribune)
- metrotransit.org and social media (Twitter [@metrotransitmtn](https://twitter.com/metrotransitmtn), [Facebook.com/MetroTransitMN](https://www.facebook.com/MetroTransitMN))
- District Councils / neighborhood groups
- [Community Advisory Committee](#) members' networks

What We Heard

Approximately 40 people were in attendance at the open house. This document summarizes the written feedback received from these attendees during the open houses. Attendees were also encouraged to take comment sheets home to friends and neighbors and return to Metro Transit via U.S. mail or email. The following document does not include these comments received outside the open houses.

Comments are organized by the three mechanisms through which written comments were received:

- Feedback sheets (with three questions and an open-ended response section)
 - What are your overall thoughts / impressions of Snelling BRT?
 - What parts of the project appeal most to you?
 - What concerns you as the project proceeds?
- Geographically-specific notes attached to the corridor map exhibit
- Notes attached to the board exhibits

Comments from Feedback Sheets

What are your overall thoughts / impressions of Snelling BRT?

- Looking forward to implantation.
- Love it. Looks like a great service to the community at a bargain price.
- I like the more frequent service but am concerned that I will not be able to use my usual Hoyt stop.
- Great idea overall. Green Line makes it worthwhile. Satisfying everyone along the current 84 route with introduction of the BRT will be a challenge.
- This is a much needed improvement!
- 100% positive. I am excited that this area was chosen for this type of line. I think it will be great.
- This heavy traffic avenue needs the service.
- Great idea!
- Excellent improvement.
- Very positive. A good route to debut this kind of service.

What parts of the project appeal most to you?

- Convenience. Efficiency. ADA across.
- I'm moving out of walking distance to work and would love to use transit for commuting.
- Speed and efficiency.
- Access to Green Line with fewer stops/faster times! Major destinations.
- Will actually entice people to use this as a method to get to airport/Mall of America (via Blue Line).
- Later service hours and frequency!
- Off-board fare collection and fewer stops.
- Estimated cost of implementation. I think it is excellent that such a well designed (as far as location of stops, destinations, etc.) can be put in for the \$25 million.
- Frequency and station amenities.
- Fast and frequent service.
- More frequent connections.
- Better travel time for longer trips.

What concerns you as the project proceeds?

- Should go to County Road C and Cleveland Park-and-Ride via Snelling and County Road C.
- Nothing.
- Snelling intersection crossings for pedestrians. How do you make Snelling more pedestrian friendly (Roseville/Falcon Heights)?
- No major concerns.
- Only minor concerns about traffic light implementation. Even if BRT has a bit of "priority" I want to be sure that the lights will resume to an expected pattern.

- Traffic disruption.
- No stop in the Como-Larpenteur gap.
- Stop in the Como-Larpenteur gap or maintain more frequent 84 service to that area.
- Station placement. A bit worried about some of these will fit in limited space (e.g. Snelling and University).

Additional comments

- There is an opportunity to use the local 84 to restore service to the Hamline/Hoyt area while the Rapid Ride stays straight on Snelling.
- One thing I would like to see is the stop “shelters” error on the side of being a bit more substantial. Since we are in the elements, the line should feel as protected as light rail.
- Highland Village has four stops in a row that are ¼ mile apart. Our walk is more than a ½ mile. I see this as unfair.
- Highland Park has several stops, but Como has a large gap!
- I like this improved service. Route 84 can be so slow. I take this route a lot to connect to the Blue Line, and it takes a lot of time. Unfortunately, I live halfway between two stations. A bit more walking for me, but hey, I’m young.

Comments from Corridor Map

Location	Comment
Rosedale Transit Center	• Would like the Park-and-Ride back at Rosedale.
Snelling & County Road B	• Target needs to make a sidewalk to the Har Mar bus stop.
Snelling & Roselawn	• Almost nobody uses this stop.
Hamline & Larpenteur	• An 84 route option to serve as much of Hamline as possible would be a good idea (a la future Route 83).
Hamline & Hoyt	• Consider restoring the 84 Local to the Hamline/Hoyt area!
Snelling & Nebraska	• Can you add a stop between Larpenteur and Como, even with the limitation of the west side boundary of the State Fair? • Job Corps span of service later at night. • Need stop in the Como-Larpenteur gap!
Snelling & Como	• A dedicated bike lane is needed along Snelling between Como and Hewitt (similar to bike bridge along Lexington).
Snelling & University	• The bus stop by the book store is too small for such a high usage.

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

Agenda Item

Date: February 25, 2014

Item No: 5

Item Description: Review of County Road B Pathway Project

Background:

At the November 25th City Council meeting a number of residents from the County Road B neighborhood, in the area between Hwy 280 and Cleveland Ave, spoke to the Council about the lack of a safe pedestrian facility along County Road B and concerns regarding the existing speed limit. Staff updated the Council on the status of the discussions with Ramsey County regarding the transfer of jurisdiction of the roadway to the City of Roseville. Staff discussed the expected life of the existing pavement with the Council as well. Staff also proposed an interim pedestrian facility on a widened shoulder on the south side of the roadway as a shorter term solution to the neighborhood concerns.

Historically, County Road B once connected to Trunk Highway 280 prior to the fall of the 35W bridge. As a part of the changes to TH 280 to increase capacity and improve safety along the highway, a cul-de-sac was installed on County Road B which disconnected it from Highway 280. When that occurred, traffic volumes greatly reduced on County Road B, but no other changes were made to the roadway to reflect the new character and functional classification of this roadway. Staff met with Ramsey County staff several times since the change occurred to discuss the future jurisdiction of this segment since it no longer functions as a typical county road. Staff has not agreed on the terms of a jurisdictional transfer at this time. Ramsey County staff has agreed to work with the city and MnDOT to lower the speed limit to 30 MPH. We believe this can be accomplished in the next few weeks.

Staff, at the direction of Council, recently held a Public Meeting to meet with the neighborhood in order to discuss their concerns regarding traffic safety in this area and also to present a potential short term alternative for an enhanced pedestrian pathway along County Road B. Prior to this meeting, the neighborhood assembled on December 10th to discuss this issue as well as other concerns along County Road B. After that meeting, a list of Requested Features and Considerations was presented to staff. At the January 16th meeting, staff addressed each item and agreed to follow up on items that could be addressed at that time. Attached is the list of Requested Features and the response from staff.

Proposed Interim Pedestrian Pathway

At the January 16th meeting, staff presented a proposal to create a pedestrian pathway along the south side of County Road B by extending the shoulder. Staff also discussed possibly using RUMBLE STRIPS along the white shoulder line to physically delineate the travel lane from the pathway. The residents seemed open to this concept, but there would need to be more communication with the neighborhood before agreeing to this due to the concerns of additional noise related to the rumble strips. Additional treatments for delineation will be discussed with the neighborhood prior to opening the pathway. The pathway will extend from Cleveland Ave west to the existing curb and gutter just east of the in place cul-de-sac on the west end of County Road B.

In order to provide a clear area for pedestrians, parking would need to be prohibited along the south side of County Road B. This could be an inconvenience for residents that have direct access to County Road

B between Fairways Lane and Fulham Street. One resident from this area was present at the meeting and expressed concern over this possibility. There are three options to address this concern:

1. Maintain parking restriction along entire length of County Road B including area between Fairways Lane and Fulham St.
2. Allow parking in this area. This would force pedestrians to move around any parked vehicles in this area. Given the lower volume on the west end of this road segment, this may not be a significant issue.
3. Allow parking but also install a 5-6 foot sidewalk between Fairways and Fulham. This sidewalk construction would add \$23,000 to the project total. Also, this sidewalk may need to be removed and rebuilt when County Road B is reconstructed in the future depending on what the final section looks like at that time.

Near the intersection of County Road B and Cleveland the interim section will transition to a permanent section that will include a raised trail section behind a new curb and gutter. This new section will narrow the roadway up several feet to provide space for the trail. A traditional pedestrian ramp will be installed to line up with the exiting pedestrian crossing across Cleveland Ave on the south side of the intersection providing safe, convenient access to the pedestrian pushbutton on the existing signal pole.

PUBLIC INPUT

Three comments were received during/after the January 16th Neighborhood meeting. One comment mentioned working with residents on the issue of parking restrictions which staff will certainly do in the coming weeks as well as addressing the possibility of using a rumble strip to delineate the pathway from the travel lanes.

Another comment, received via email, asked about also extending the shoulder on the north side. Due to more driveways on the north side and also the issue of parking, it is unlikely we would be able to provide and protect a pathway on both sides of the roadway.

The final comment, received via email, expressed some concern with the proposed use of the rumble strips and the potential issues of bicycles interacting with the rumble strips.

Finally, the neighborhood group SWARN provided public comment and indicated some items that will need further review and resolution. This document is also attached.

Staff will keep the PWET Committee aware of any additional input provided as we survey the neighborhood further regarding this project.

POLICY OBJECTIVE

Roseville, with its current pathway system and the proposed additions to that system, strives to address the transportation needs of the pedestrian and cyclist. Through the development of these proposed sidewalks, we are expanding the pathway network into the larger community, allowing users safer linkages to the regional system.

This proposed pathway will connect this neighborhood to the exiting path along Cleveland Ave (going south) as well as the existing path along County Rd. B going east.

FINANCIAL IMPACTS

The contractual and material costs for this project are proposed to be funded by the Parks and Recreation Renewal Program. \$2 million of the renewal funding is identified for pathways and sidewalks. Preliminary cost estimates have been developed, and are listed below. Additional costs may be incurred in order to address existing storm water issues and also to accommodate the additional runoff from the

new impervious surfaces proposed under this project. Any storm water costs would be paid for from the Storm Water utility fund.

The majority of work proposed under this project would be conducted by City staff. A paving contractor would be hired to pave the shoulder. Any required soil or landscaping materials for the storm water features would constitute the greatest cost of those items outside of the City staff time.

<u>Item</u>	<u>Estimated Construction Cost</u>
Expanded Shoulder*	\$130,000
Optional Sidewalk between Fairways and Fulham	\$25,000
Storm water costs	\$5,000
Engineering for storm water treatment	\$3,000
Total Construction Cost without sidewalk:	\$138,000
Total Construction Cost with sidewalk:	\$168,000
Estimated Outside material/contractor costs shoulder only (portion of above costs)**	\$100,000

*Includes city staff and equipment costs

**Estimated outside material/contractor costs are total costs that would be incurred outside of City of Roseville staff time and equipment costs.

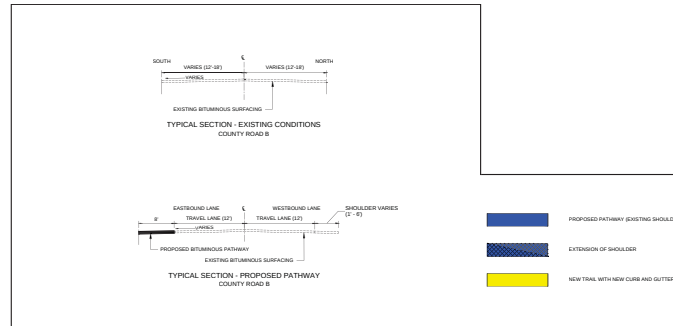
On February 10th, 2014, the City Council approved this project with the addition of the sidewalk between Fairways Lane and Fulham Street. Staff will work on final plans for this project this spring including new storm water BMP's for the area. Construction is anticipated to occur in mid summer of 2014.

Recommended Action:

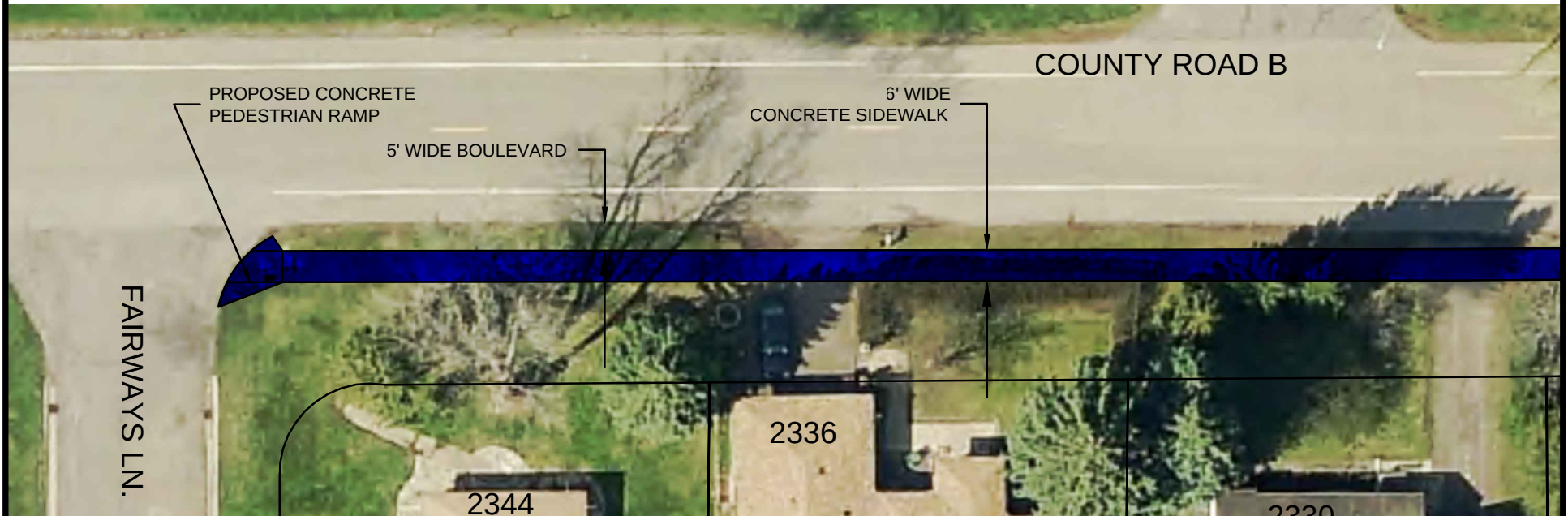
None

Attachments:

- A. Project Preliminary Layout
- B. Alternate Sidewalk Between Fairways Lane and Fulham St
- C. Cleveland Ave Intersection Detail
- D. Neighborhood Group Suggested Features
- E. Staff Response to Suggested Features
- F. SWARN Neighborhood Position on Co Rd B Pathway

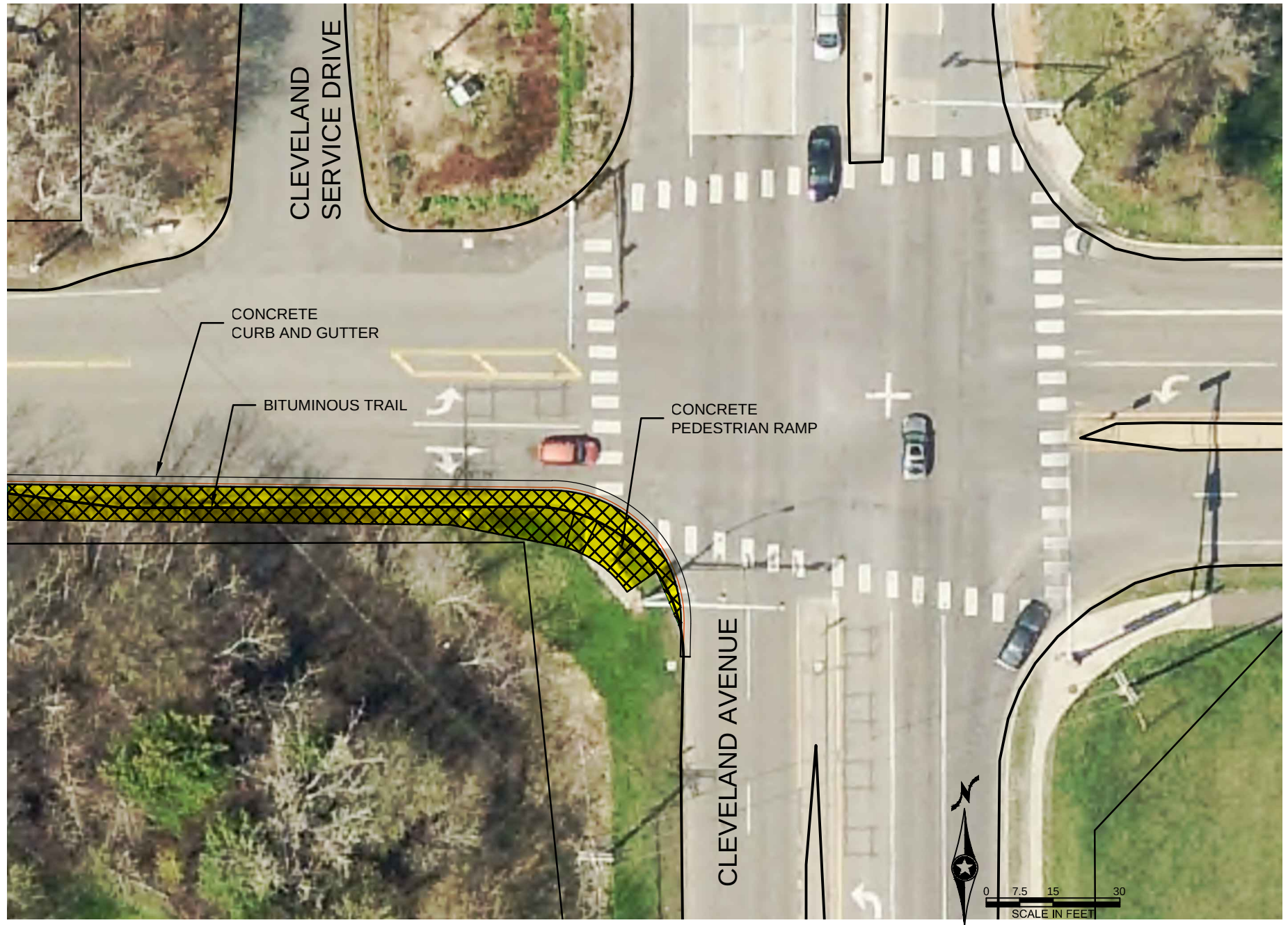


COUNTY ROAD B PATHWAY PROJECT



OPTIONAL SIDEWALK - FAIRWAYS LANE TO FULHAM ST.

PERMANENT IMPROVEMENTS AT CLEVELAND AVE.



County Road B Pathway: Neighborhood Meeting Desirable/Prioritized Features for Pathway



**Tuesday, December 10, 2013, 6:30-8:00pm
Fairview Community Center, Room 102**

Neighbors in the southwest area of Roseville west of Cleveland, north of the Midland Hills Golf Course, and south of Highway 36 convened on December 10th to discuss safety concerns around County Rd B west of Cleveland Avenue. This meeting was convened and facilitated by SWARN members Gary Grefenberg and Megan Dushin. Nineteen individuals attended and provided their ideas for features to be considered when the city plans and builds a pathway. Below is a listing of the features and considerations neighbors are requesting. Consider this preliminary feedback from the community, to be further explored in our January 16, 2014 community meeting held by the City of Roseville.

Requested Features and Considerations

1. A safe pathway that is free of standing water, snow, ice, and mud and provides safe passage during daytime, nighttime, and all four seasons (including winter).
2. Consideration for all walkers/bikers, including parents taking infants/toddlers for a stroll, school-aged children going to/from their bus stop, teens and adults going to/from their city bus stop (Fairview Ave), adults and the elderly seeking outdoor exercise, those with disabilities who may walk with an instable gait or who are wheelchair bound, etc.
3. Consideration for retaining the pastoral nature of the neighborhood, such as native plantings, park bench(es), low impact lighting (if lighting is included), etc.
4. Consideration of a pervious or permeable surface to allow water to soak through the ground (to help mitigate drainage issues).
5. Sound or rumble strips between the roadway and pathway to alert inattentive drivers if veering off road.
6. Reliable pathway plowing during winter months.
7. Clear signage going both directions indicating the purpose of the pathway (shared bike/walk trail).
8. Prohibited parking on pathway side of road, marked with signage going both directions.
9. Consideration of pathway lighting that is not intrusive to Cty B residents' homes.
10. Trim brush regularly and responsibly (not fostering invasive species such as buckthorn)

Additional Suggestions re: Current Speed Limits, Signals, and Signage

Neighbors also suggested the following strategies related to speed limits, signals, and signage, whether they're in the jurisdiction of the city, county, or MnDOT:

1. Appropriate speed limit that's enforced (30 MPH).
2. 40 MPH speed limit on Cleveland Ave exit ramp (currently the new 40MPH sign on the exit ramp just south of the clover leaf has an arrow pointing forward, implying that the speed limit for this portion of the road is consistent with the highway speed limit – 55MPH – until the posted sign (just south of Cty B).
3. Painted pedestrian strips crossing Cleveland Ave on south side of Cty B so that pedestrians can safely cross Cleveland to connect with sidewalks on the east side of the street.
4. Additional safety signage such as, “Pedestrian Crossing” at intersection of Cty B and Cleveland, going both directions.
5. Consistent green arrow favoring left turn from Cleveland Ave facing north onto Cty B westbound, especially during rush hour (sometimes we get the green arrow during rush hour, and sometimes we do not). There were several complaints of difficulty seeing speeding cars coming off highways southbound on Cleveland with rounded hill and blocked view with turn lane in opposite direction.
6. A more prominent “No Outlet” sign that is visible *before* entering this section of Cty B (at the intersection of Cleveland Ave and Cty B) so that car and truck drivers can be forewarned in time (often these vehicles drive all the way to the end, not realizing it's a dead end, and then speed out of our neighborhood).

Below is a summary of the responses to the County Road B Area requested features and considerations, as presented at the January 16th Neighborhood Meeting. The original request/comment is in italics followed by the staff response.

Requested Features and Considerations

1. *A safe pathway that is free of standing water, snow, ice, and mud and provides safe passage during daytime, nighttime, and all four seasons (including winter).*
The interim proposal of extending the current paved shoulder several feet will provide a paved surface that will meet the same surface standards as the other trails and walks in Roseville.
2. *Consideration for all walkers/bikers, including parents taking infants/toddlers for a stroll, school-aged children going to/from their bus stop, teens and adults going to/from their city bus stop (Fairview Ave), adults and the elderly seeking outdoor exercise, those with disabilities who may walk with an instable gait or who are wheelchair bound, etc.*
The paved surface will be wide enough to accommodate wheelchairs, bikes, strollers, etc., and will extend to Cleveland Ave where it will tie into the existing trail on the south side of Fairview Ave.
3. *Consideration for retaining the pastoral nature of the neighborhood, such as native plantings, park bench(es), low impact lighting (if lighting is included), etc.*
Additional lighting beyond the standard intersection lighting found across the City of Roseville would not be recommended for this area. Staff has begun discussions with Ramsey County about trying to find an existing program that may install one or more benches along County Road B even beyond Cleveland Ave. City staff will work with area residents and the watershed district to identify any existing storm drainage issues and possible use rain gardens or other storm water best management practices, which may include native plantings, to address those as part of this project.
4. *Consideration of a pervious or permeable surface to allow water to soak through the ground (to help mitigate drainage issues).*
While the interim pathway project would not likely include any permeable pavements/surface, staff will work to address the additional runoff with some potential storm water best management practices (such as rain gardens) along the project area.
5. *Sound or rumble strips between the roadway and pathway to alert inattentive drivers if veering off road.*
This creative suggestion is being vetted by staff by talking to experts at the Minnesota Department of Transportation. An additional survey of the neighborhood is likely to be conducted before installation, if the project is approved, to address the potential sound issues related to the use of rumble strips.
6. *Reliable pathway plowing during winter months.*
If constructed, this pathway would be cleared by traditional roadway plows providing a surface that is as clear as the roadway. In general, this will be as good, if not better, than the snow removal along the other trails and walks in Roseville.
7. *Clear signage going both directions indicating the purpose of the pathway (shared bike/walk trail).*
While signage marking the actual linear trail is difficult and would not be standard

according the Manual on Uniform Traffic Control Devices (MUTCD), staff is considering using pedestrian stencils painted onto the pathway surface to clearly indicate the purpose of the paved area.

8. *Prohibited parking on pathway side of road, marked with signage going both directions.*
With the possible exception of the area between Fairways Lane and Fulham St, the south side of County Road B would be posted for No Parking. Signs would be installed on the south side of the road only.
9. *Consideration of pathway lighting that is not intrusive to Cty B residents' homes.*
Lighting in this area is not recommended due to installation cost, maintenance, and the standard of lighting for trails and walks across the rest of the City of Roseville.
10. *Trim brush regularly and responsibly (not fostering invasive species such as buckthorn)*
City staff will work with Ramsey County staff to ensure that regular maintenance is performed along County Road B. Once the jurisdictional transfer is complete, Public Works and the Parks and Recreation departments will review the area and assign appropriate responsibilities to maintain the brush along the area as well as determine if there are opportunities for targeted removal of invasive species such as buckthorn.

Additional Suggestions re: Current Speed Limits, Signals, and Signage

Neighbors also suggested the following strategies related to speed limits, signals, and signage, whether they're in the jurisdiction of the city, county, or MnDOT:

1. *Appropriate speed limit that's enforced (30 MPH).*
Staff is working with Ramsey County and feels very confident that we will be able to establish a 30 mph speed limit along County Road B west of Cleveland Ave. If successful, this should be posted within the next two months.
2. *40 MPH speed limit on Cleveland Ave exit ramp (currently the new 40MPH sign on the exit ramp just south of the clover leaf has an arrow pointing forward, implying that the speed limit for this portion of the road is consistent with the highway speed limit – 55MPH – until the posted sign (just south of Cty B).*
This area, north of County Road B, is technically a freeway ramp, and as such, can not have a specific speed limit set on it. While the speed ahead sign is useful warning sign, it is not an enforceable speed limit sign. We will attempt to work with Mn/DOT to see if there is anything else that can be done in this area, but given the complexities of the multiple ramps converging in this area, it will be difficult.
3. *Painted pedestrian strips crossing Cleveland Ave on south side of Cty B so that pedestrians can safely cross Cleveland to connect with sidewalks on the east side of the street.*
All four approaches to the intersection of County Road B and Cleveland Ave do have marked crosswalks painted on them. Staff will make sure these crosswalks are repainted early in this spring/summer when the paint trucks are back out.
4. *Additional safety signage such as, "Pedestrian Crossing" at intersection of Cty B and Cleveland, going both directions.*
Due to the fact the intersection is signalized, no additional signing is allowed to mark the

crosswalks. However, there may an opportunity to have pedestrian countdown signals installed to assist the pedestrians in crossing the street. Also, if approved, the new trail and ped ramp in the southwest corner of County Road B and Cleveland will provide a paved surface up to the existing pedestrian button that will make it easier to access that button to bring up the WALK symbol.

5. *Consistent green arrow favoring left turn from Cleveland Ave facing north onto Cty B westbound, especially during rush hour (sometimes we get the green arrow during rush hour, and sometimes we do not). There were several complaints of difficulty seeing speeding cars coming off highways southbound on Cleveland with rounded hill and blocked view with turn lane in opposite direction.*

Staff will work with Mn/DOT to ensure that the left turn arrow is available to left turners during every cycle. One alternative would be to convert the left turn signal to being able to turn left only on a green arrow (referred to as PROTECTED ONLY, whereby currently the signal is operating as a PROTECTED/PERMISSIVE option). There may some other ways to operate this to provide a more consistent operation and expectation for the left turn arrow. Again, staff will work with Mn/DOT and try to get something implemented this summer.

6. *A more prominent "No Outlet" sign that is visible before entering this section of Cty B (at the intersection of Cleveland Ave and Cty B) so that car and truck drivers can be forewarned in time (often these vehicles drive all the way to the end, not realizing it's a dead end, and then speed out of our neighborhood).*

Currently there are two DEAD END signs posted on County Road B just west of Cleveland. It MAY be possible to move these a little closer to Cleveland Ave, but by a significant amount. The real struggle is trying to communicate the DEAD END/NO OUTLET condition to vehicles BEFORE they turn. There may be some options, but we need to work with Mn/DOT and Ramsey County to determine what they would allow on their facilities. Again, staff will try to get something implemented, if allowed, this summer.

SouthWest Area of Roseville Neighborhoods
SWARN
February 1, 2014

Duane Schwartz, Director
Roseville Public Works Department

Dear Mr. Schwartz:

We want to thank you for the January 16th neighborhood meeting on developing a pedestrian pathway along County Road B west of Cleveland in SW Roseville. We especially appreciated your direct response to many of the questions and concerns SWARN had provided you earlier. You clearly and with candor responded to those concerns and other questions addressed to you and the City Engineer that evening.

A SWARN neighborhood committee from areas adjoining this proposed pathway agrees that the project as presented on January 16th should proceed and that it fully supports it, as the summary discussion of participants articulated at the close of the January 16th meeting also clearly indicated.

As became apparent at that meeting there are three issues remaining which will need further review and resolution. These are as follows:

- 1. Whether the trail should be pedestrian only or multi-purpose:** The trail (estimated to be 6-7 feet in width) will not be as wide as standard multipurpose trails (8 feet). For this reason, some neighbors expressed concern about fast cyclists on the trail and advocated for a pedestrian-only trail. On the other hand, others expressed concern about having a place for children to ride their bikes off the main road.
- 2. Whether the space between the trail and road should have rumble strips:** An approximately 2-foot divide between road and trail was presented and discussed. Neighbors raised rumble strips as one idea for warning drivers (and trail users) of an automobile crossing over into the trail. The strips would provide more than visual warning but a negative is that it may produce noise for neighbors. An alternative is to have the divide painted to mark the separation. This will not produce any noise but may not be as effective of warning drivers and trail users.
- 3. The impact of the trail on parking on the south side of County Road B:** Residential houses do not exist on most of the southern side of County Road B. However, there are a few who would lose parking on their side of the street due to the placement of the trail. Parking on the north side of County Road B and parking on a cross street were discussed as options for these homeowners. However, for at least one south-side homeowner, these options will be not be feasible. We discussed the option of allowing parking on the trail in front of these southern houses, but this may not be ideal as it will force trail users to go into the road for this section of the trail.

We look forward to continue working with you on the resolution of these issues as the project moves into the construction document phase. Specifically we would appreciate an opportunity to review with you the resolution of these three issues prior to finalizing the plans for this project. We also look forward to your consideration of a limited number of neighborly amenities such as a park bench or two along the pedestrian pathway.

As you stated at the January 16th neighborhood meeting, we understand that in approximately ten years when this stretch of County Road B needs replacement, there will be a more extensive pathway system developed which meets the bikeway and pedestrian pathway standards you followed in the current construction of County Road B2 and the just completed construction of the Fairview Avenue pathway.

As you know, we are also working with the Ramsey County Board at implementing soon a reduced speed limit to 30 mph on this stretch of County Road B. As Commissioner Mary Jo McGuire's assistant told us on January 16th, we are optimistic that will be completed this spring.

Please feel free to contact me or Megan Dushin (mdushin@gmail.com) if you have any questions as to the intent of this e-mail.

Again, we really appreciate your efforts at responding to this neighborhood concern and your collaborative approach during these past few months.

We look forward to continuing our collaborative efforts with you and your Department.

Gary Grefenberg
SWARN Coordinator

SWARN is a non-profit volunteer effort to empower Roseville neighborhoods. It does not share its mailing lists with any other group or business except for the purposes of its newsletter and other community-building efforts.

telephone: 651.645.6161 or 651.636.0248 / web site: <http://swarn.info>

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: February 25, 2014

Item No: 6

Item Description: 2014 Construction Project Review

Background:

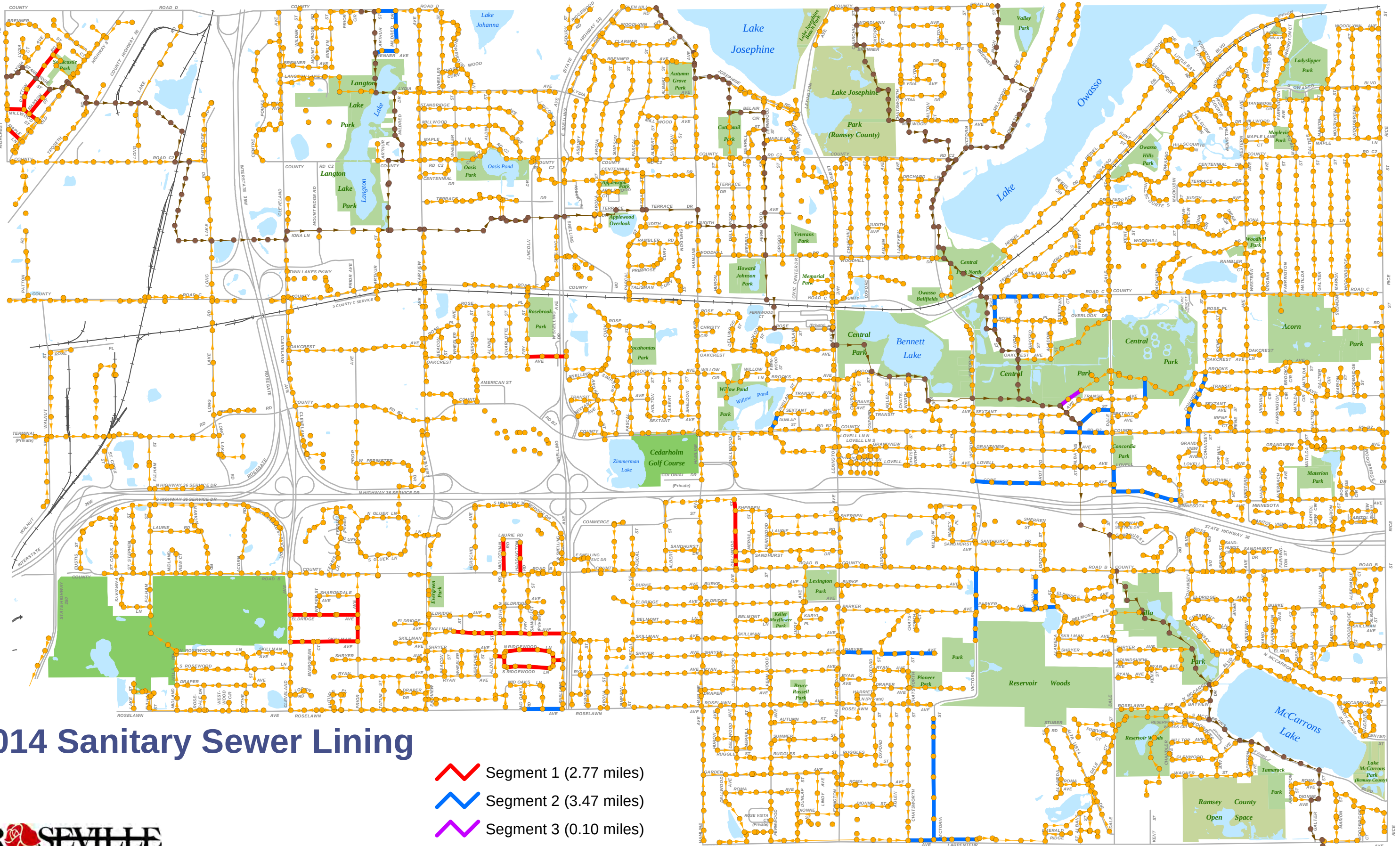
Staff will give a short presentation on the 2014 construction projects including the sewer lining project, the 2014 PMP project and the B2 Sidewalk project.

Recommended Action:

None.

Attachments:

- A. Sewer Lining Map
- B. Pavement Management Program Map including trail rehabilitation and construction



2014 Sanitary Sewer Lining

- Segment 1 (2.77 miles)
- Segment 2 (3.47 miles)
- Segment 3 (0.10 miles)
- City Sanitary Pipe
- Metro Sanitary Pipe



Prepared by:
Engineering Department
January 23, 2014

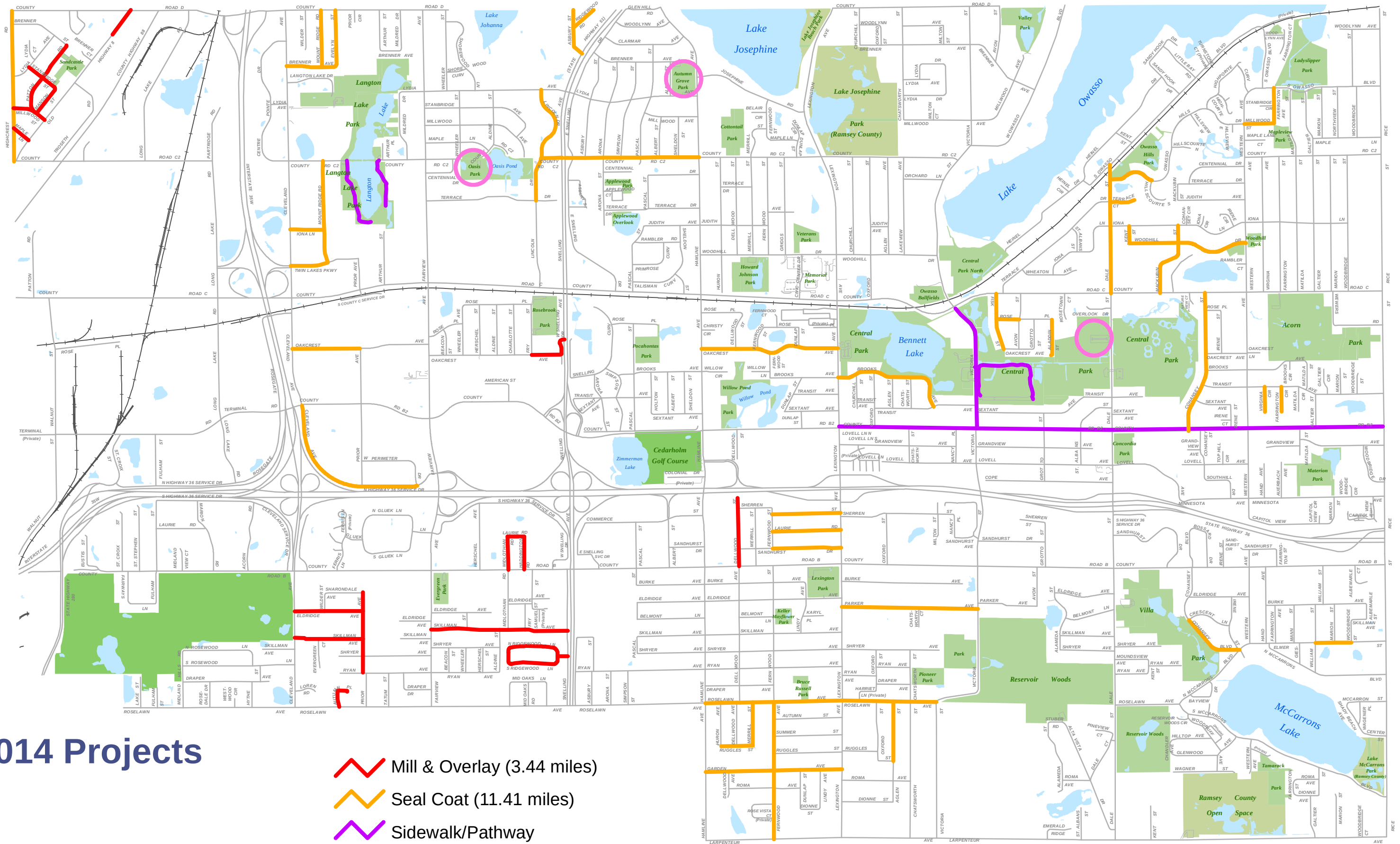
Data Sources and Contacts:
* Ramsey County GIS Base Map (12/21/13)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

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0 500 1000 1500 2000 Feet

mapdoc: 2014Lined.mxd
map: 2014Lined.pdf





2014 Projects



Prepared by:
Engineering Department
February 05, 2014

-  Mill & Overlay (3.44 miles)
-  Seal Coat (11.41 miles)
-  Sidewalk/Pathway
-  Parking Lot

Data Sources and Contacts:

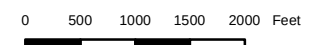
* Ramsey County GIS Base Map (10/03/13)

* City of Roseville Engineering Department
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mapdoc: 2014Projects.mxd
map: 2014Projects.pdf



Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: February 25, 2014

Item No: 7

Item Description: Introduction of Environmental Specialist

Background:

Ryan Johnson began his duties as Environmental Specialist on December 16, 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 as well as highlight a few of the storm water projects under design at this time and an update on the single sort recycling cart roll out.

Recommended Action:

None

Attachments:

- A. Presentation
- B.
- C.



Roseville Public Works Environment & Transportation Commission

Ryan Johnson
Environmental Specialist

25.Feb.14

Recycling

Recycle All of These Items **TOGETHER** in Your Cart



Cardboard & Pizza Boxes

must be flattened and fit loosely in cart



Magazines, Mail, Phonebooks, Office Paper

please put shredded paper in a closed (paper) bag



Newspaper

with inserts



NEW!

Most Plastic Food & Beverage Containers

empty, rinse, flatten, put caps or lids back on if you can
no or plastics



Boxboard

pop and beer boxes, too!



Glass Bottles & Jars

rinse clean, remove caps and lids



Milk Cartons & Juice Boxes

remove caps and lids, rinse clean, flatten



Steel & Aluminum Cans, Foil & Trays

rinse clean, labels are OK



NO

- NO dishes or cookware
- NO ceramics or pottery
- NO window glass or mirrors
- NO aerosol cans
- NO scrap metal
- NO paper towel or toilet paper tubes
- NO egg cartons or egg carton-type material
- NO paper cups or plates
- NO napkins
- NO refrigerated or frozen food boxes
- NO tissue or wrapping paper
- None of the plastics on this list

EXTRA CARDBOARD

If you have extra cardboard because your cart is already full of other recycling, set it next to your cart (please don't bundle with twine or tape).

Our drivers will refill your emptied cart to get the cardboard into the truck. So extra cardboard must be flattened and small enough to fit loosely in your cart.

CLOTHES & LINENS

Reusable, worn & torn items, or rags. Items must be clean and dry.

Please make sure items are in a VERY sturdy plastic bag and fastened tightly!

Clearly label it CLOTHES & LINENS and place next to your cart



HOW TO RECYCLE IN ROSEVILLE

NEW!

Starting February 17th recycle every-other week!

Wheel your recycling cart to the curb by 7 a.m. on your recycling day (or the night before) so the lid opens facing the street. The City of Roseville requires that recycling carts are stored out of view from the street on non-recycling days.

If a holiday falls during your recycling week, collections on and following the holiday will be delayed one day.

Call Eureka Recycling for reminder stickers for your calendar at home.

FEBRUARY

S	M	T	W	Th	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

MARCH

S	M	T	W	Th	F	S
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30	31					

APRIL

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MAY

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30	31					

JUNE

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JULY

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AUGUST

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SEPTEMBER

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OCTOBER

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NOVEMBER

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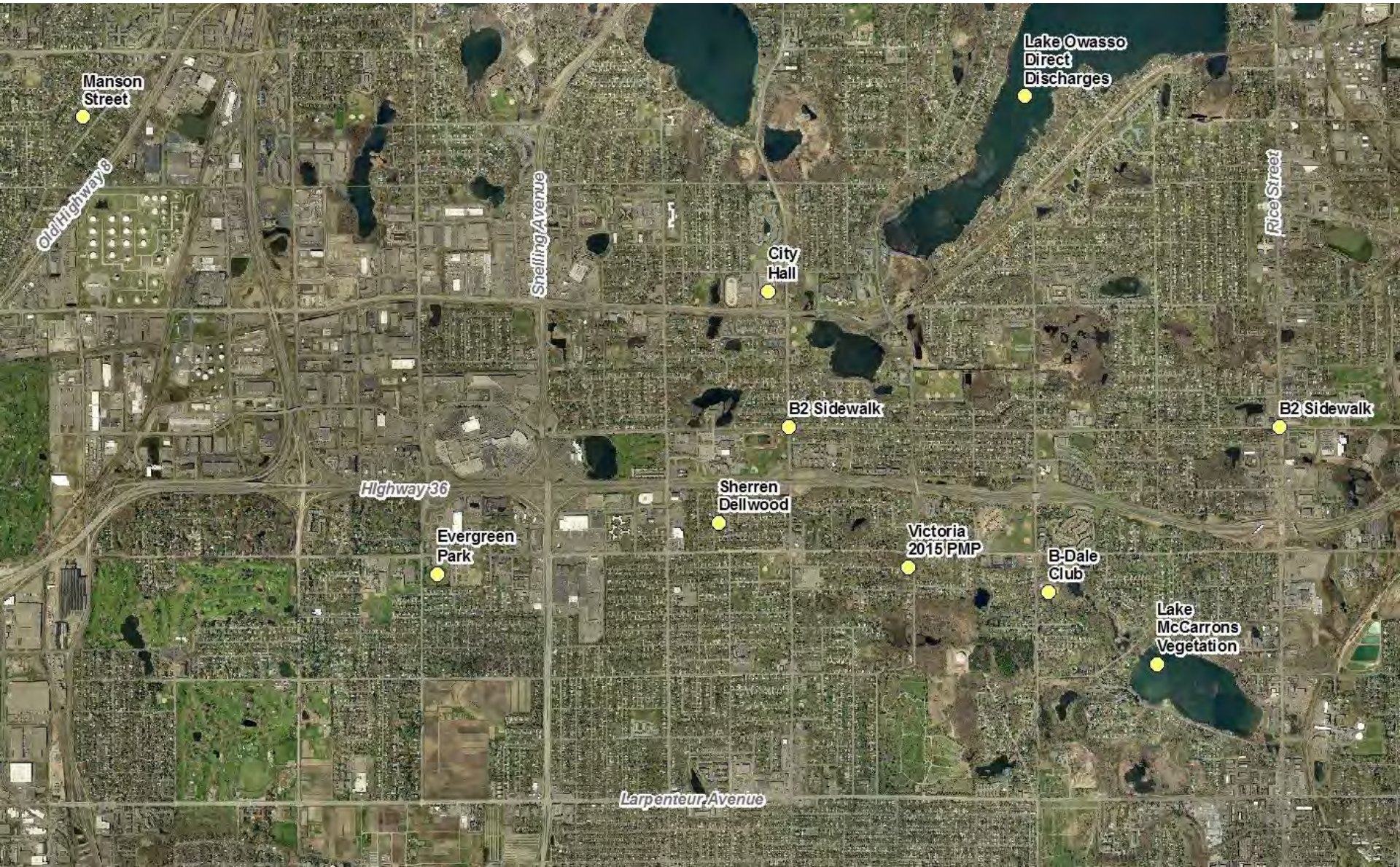
DECEMBER

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30	31					

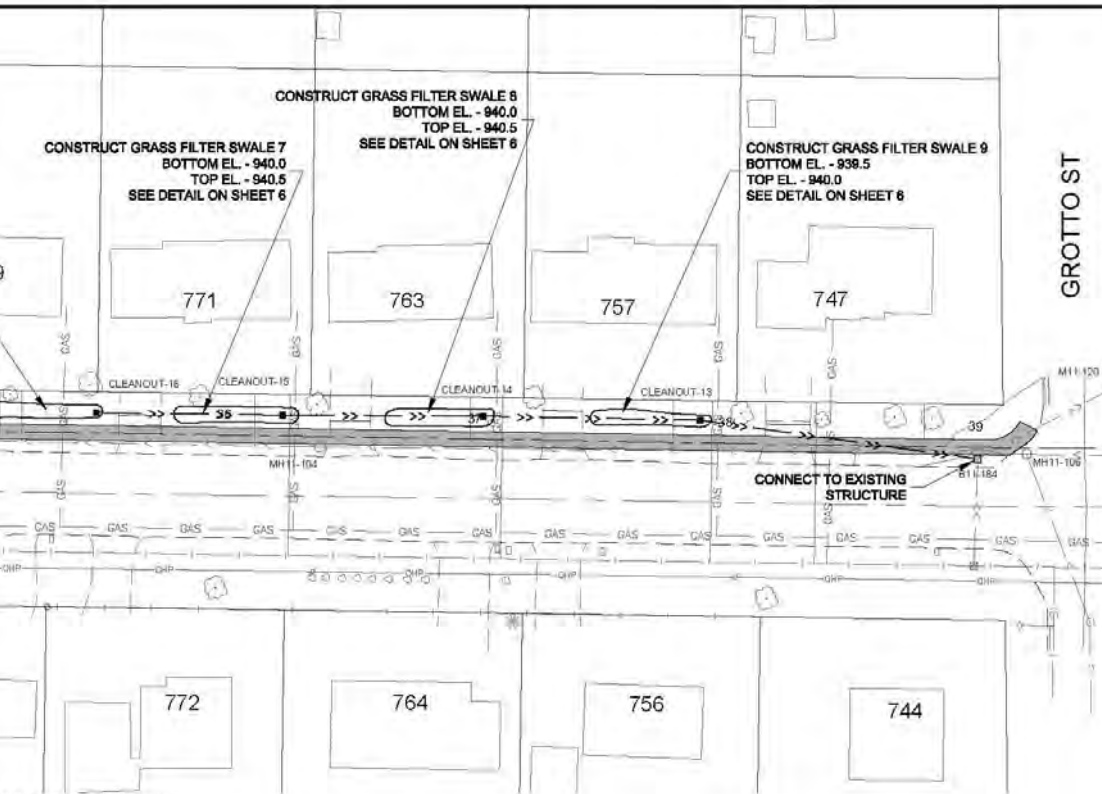
JANUARY

S	M	T	W	Th	F	S
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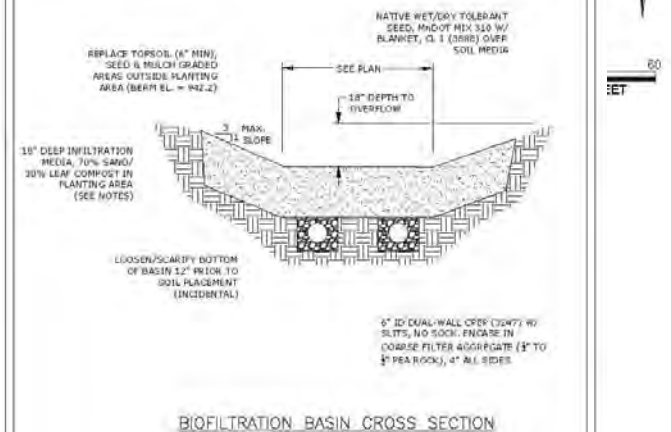
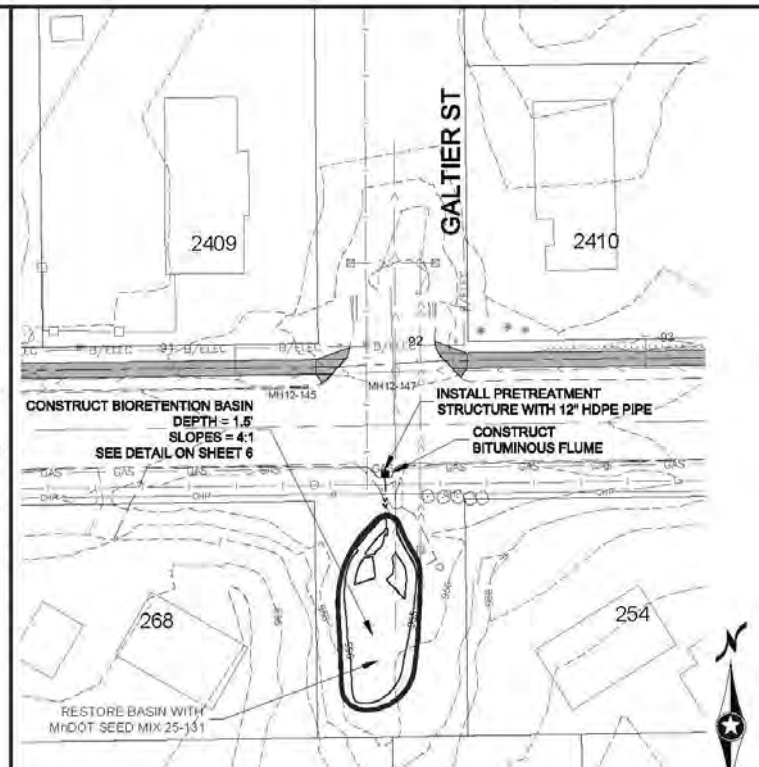
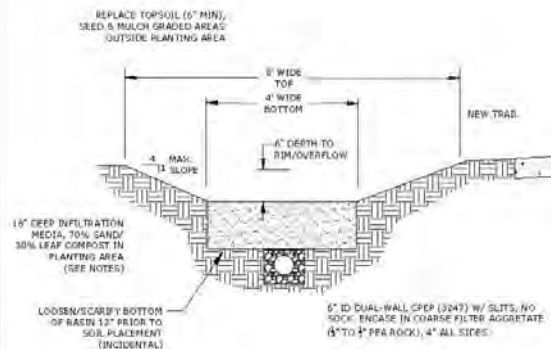
2014 Project Locations



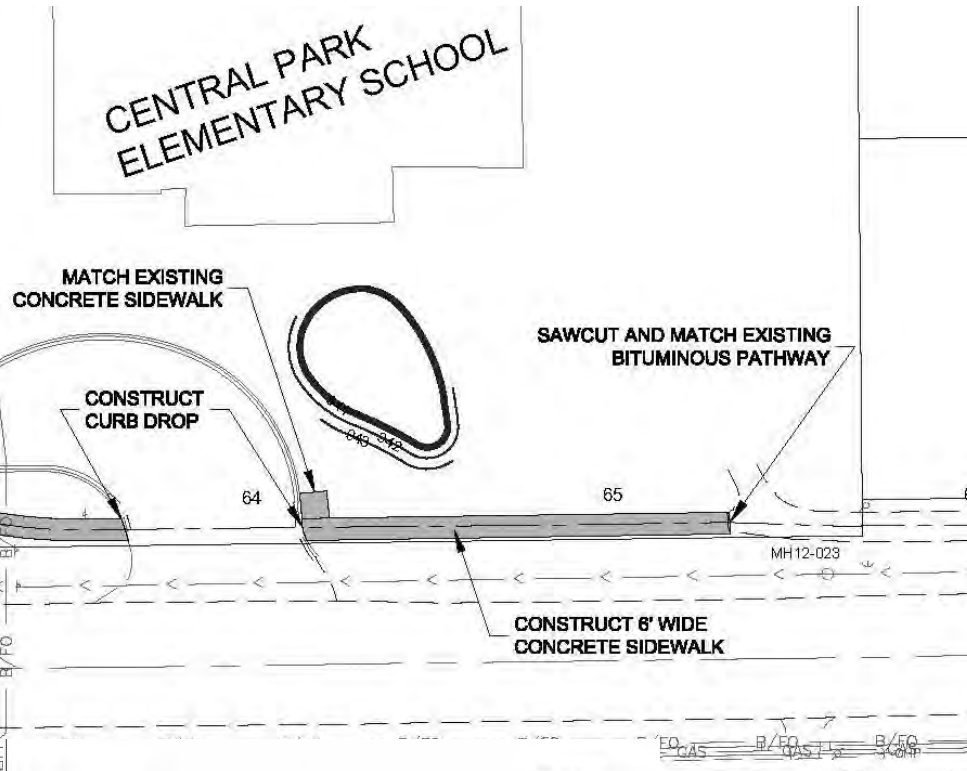
B2 Sidewalk



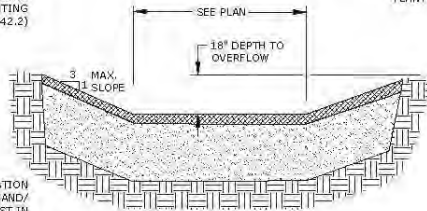
IES LOCATED IN THE FIELD.
REINSTALLATION) IS INCIDENTAL UNLESS OTHERWISE NOTE
UTILITY STRUCTURES WITHIN CONSTRUCTION LIMITS
CONSTRUCTION TO BE 6" DUAL-WALL HDPE PERFORATED PIPE (3"
STORM SEWER CROSSINGS. SEE INSULATION DETAIL.



B2 Sidewalk



REPLACE TOPSOIL (6\"/>

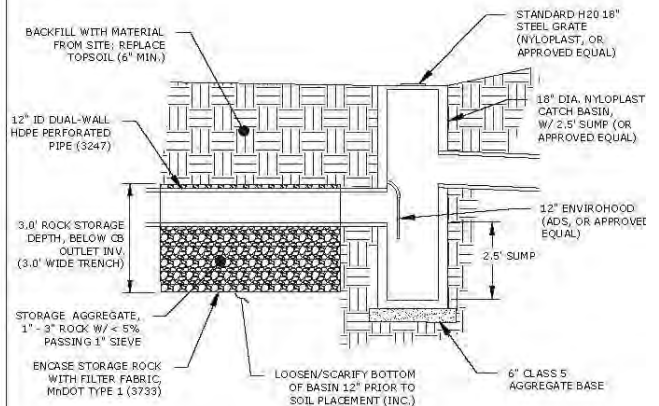
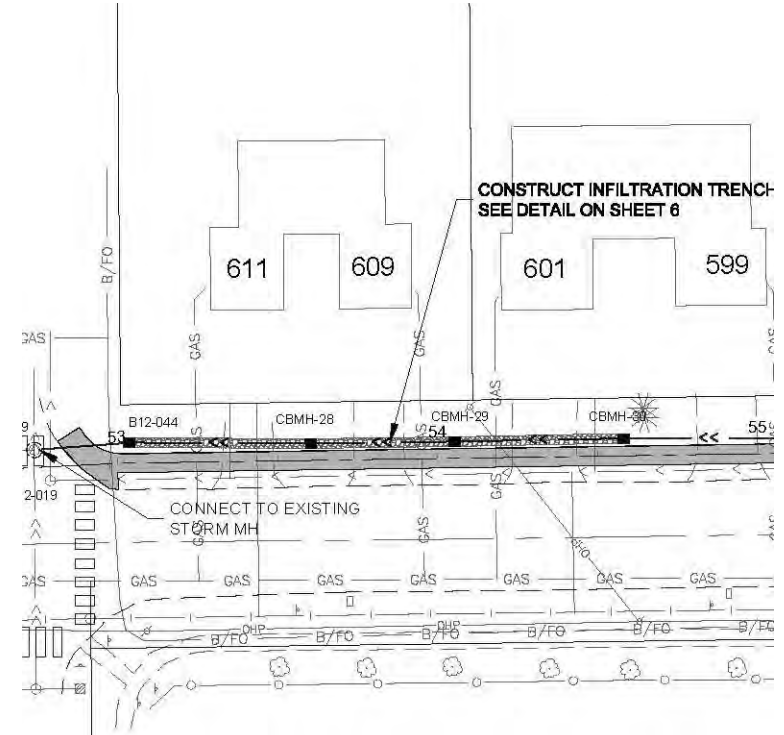


24\"/>

LOOSEN/SCARIFY BOTTOM OF BASIN 12\"/>

INFILTRATION & FILTRATION AREA NOTES:

1. EXCAVATE TO PLACE MEDIA, HAUL & DISPOSE EXCESS MATERIAL AS NEEDED.
2. AS NEEDED OUTSIDE OF PLANTING AREAS, STRIP TOPSOIL, GRADE, AND REPLACE TOPSOIL (6\"/>



NOTE:
INSTALL ENVIROHOOD ON INLET AND OUTLET OF NYLOPLAST MH WHEN INFILTRATION TRENCH IS IN BOTH DIRECTIONS

2014 PMP: Sherren Dellwood



LEGEND

-  CRITICAL FLOODING AREA
-  CRITICAL OFFSITE LOCATION
-  EXISTING STORM SEWER



0 250
Scale Feet

Manson Street



Evergreen Park



Evergreen Park Drainage and Water Quality Improvements



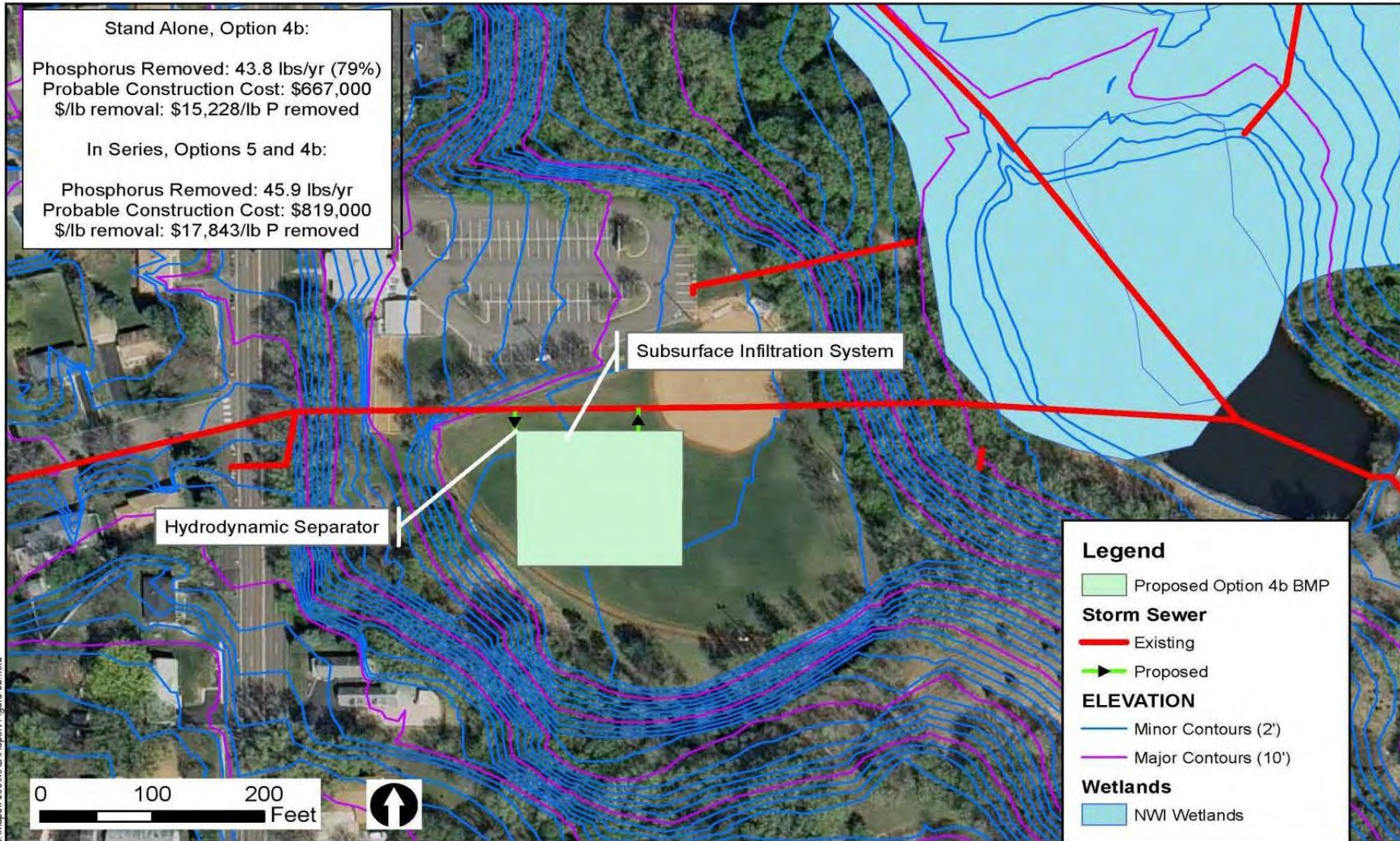
Subwatershed boundary
 Project Area

Data Sources and Contacts:
 * Ramsey County GIS Base Map (04/12)
 * City of Roseville Engineering Department
 For further information regarding the contents of this map contact:
 City of Roseville, Engineering Department,
 3600 Civic Center Drive, Roseville, MN

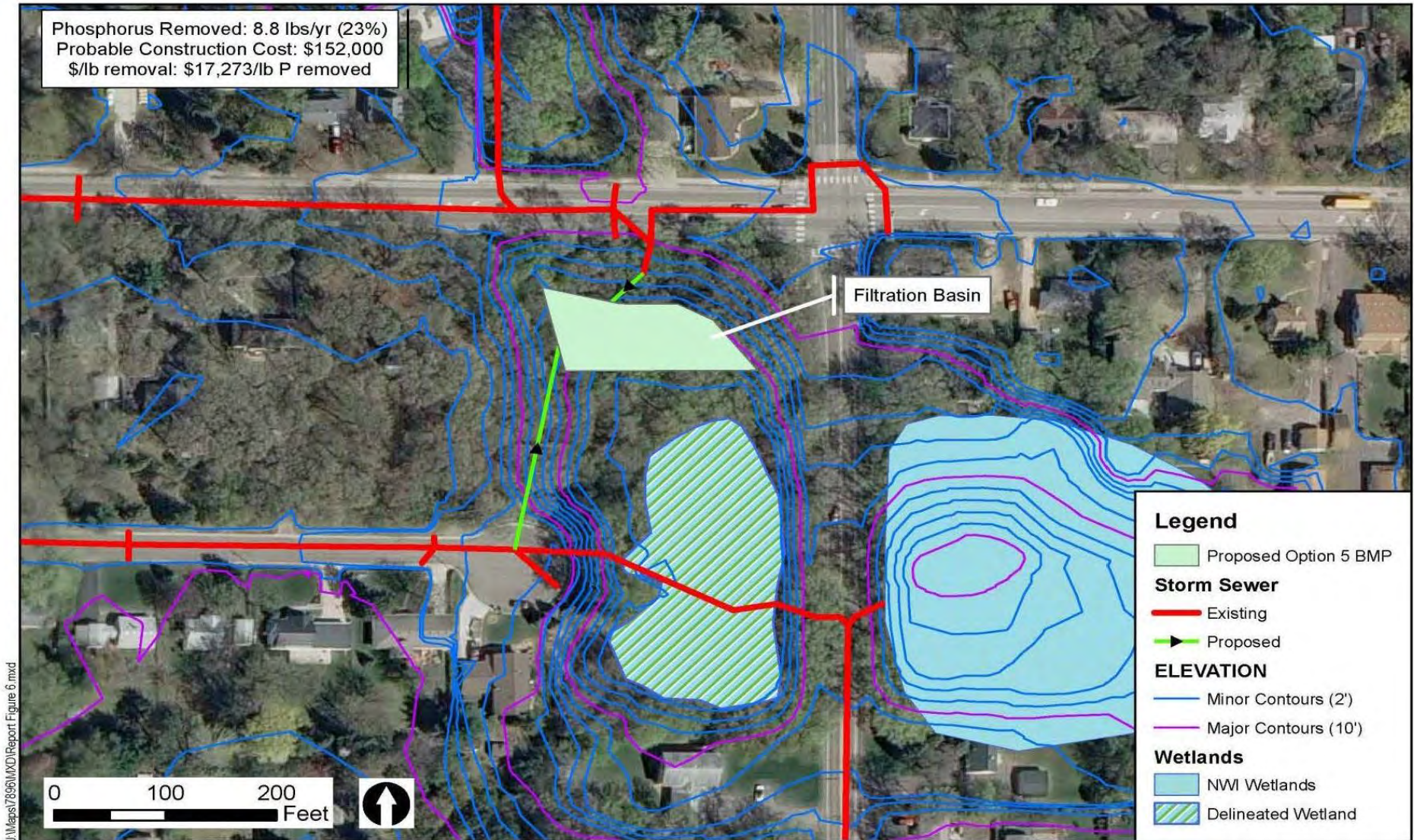
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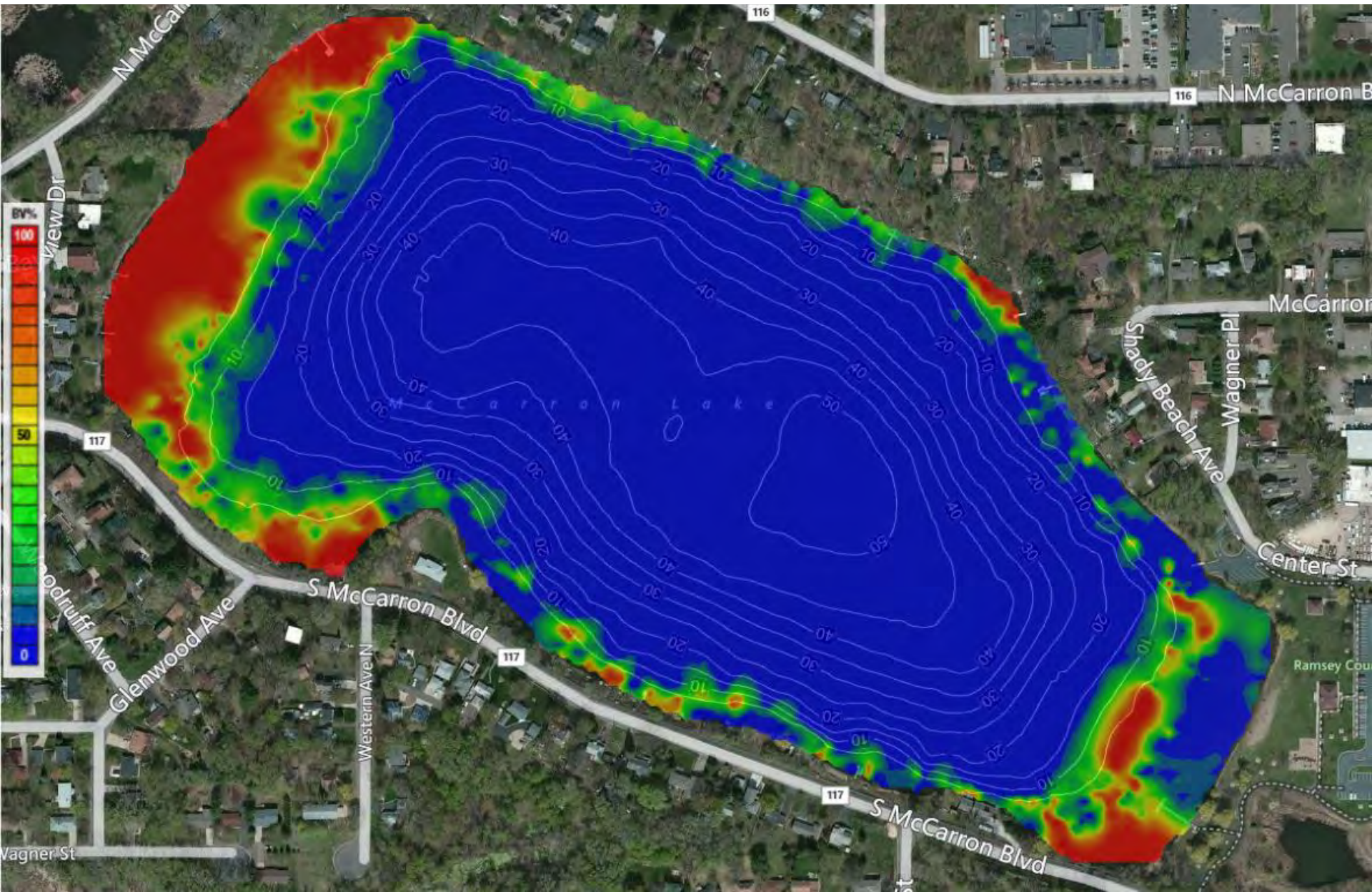
B-Dale Club



Victoria & B (2015 PMP)



Lake McCarrons Vegetation



Legend:

	GPSed Inlets		City Storm Pipe
	GPS Other Structure (Private)		City Force
	Catch Basin		County/State Storm Pipe
	Storm Manhole		Private Storm Pipe
	Outlets & Inlets		
	Control Structure		
	Pump Station		
	Pond		

Lake Owasso Direct Discharge

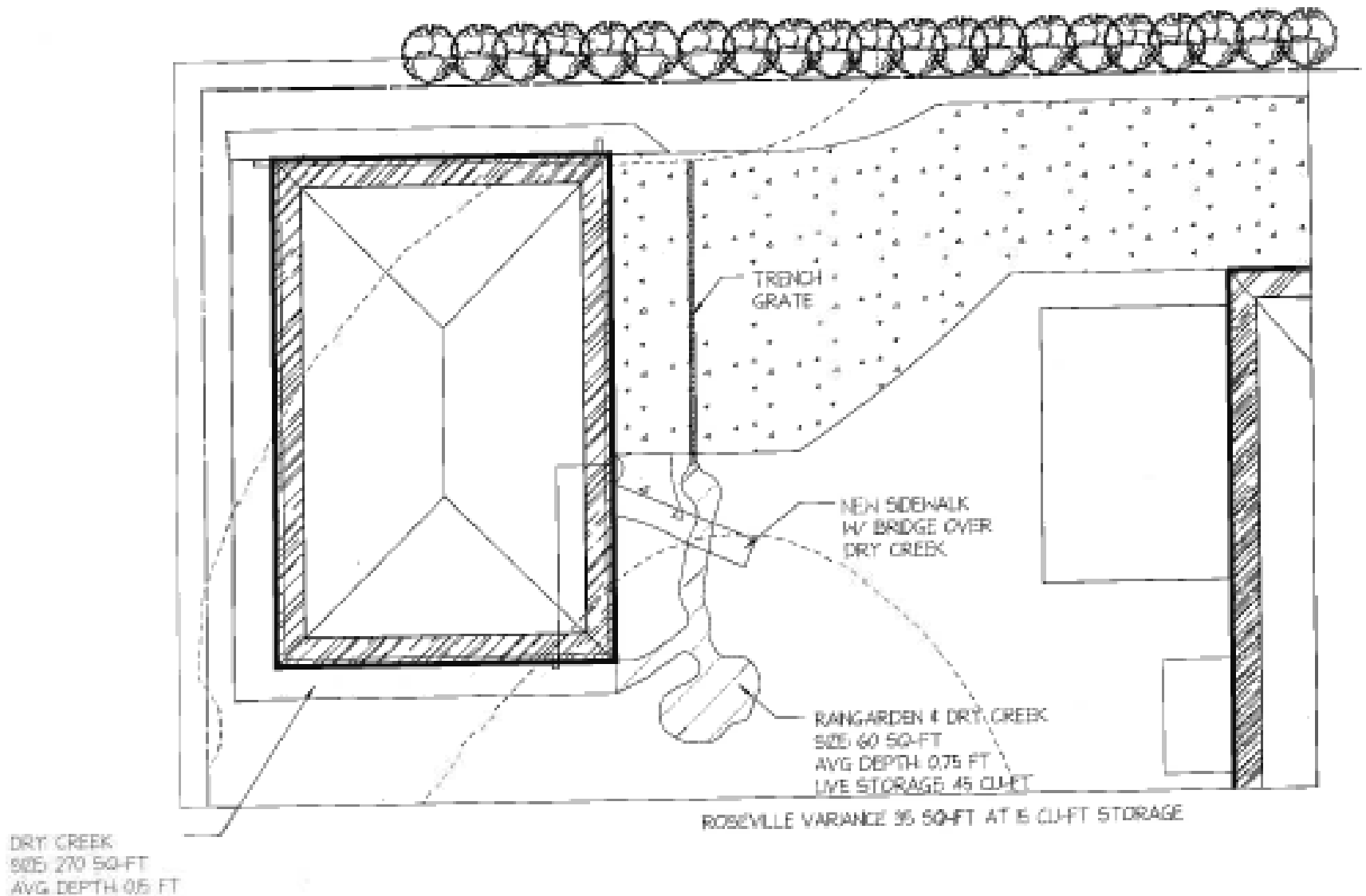


Location 27



Location 8

Private BMP's & MS4



Private BMP's & MS4



A photograph of a wooden bench in a snowy landscape. The bench is covered in a thick layer of snow and is positioned in the foreground. In the background, there is a frozen pond or lake, surrounded by snow-covered trees and bushes. The scene is peaceful and wintry.

Questions

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: February 25, 2014

Item No: 8

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

Suggested Items:

-
-
-
-

Recommended Action:

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