

Roseville Public Works, Environment and Transportation Commission Meeting Agenda

Tuesday, July 25, 2017, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

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- | | |
|-----------|---|
| 6:30 p.m. | 1. Introductions/Roll Call |
| 6:35 p.m. | 2. Public Comments |
| 6:40 p.m. | 3. Approval of June 27, 2017 meeting minutes |
| 6:45 p.m. | 4. Communication Items |
| 6:50 p.m. | 5. Pathway Master Plan Update |
| 8:10 p.m. | 6. PWETC/City Council Joint Meeting Review |
| 8:20 p.m. | 7. Items for Next Meeting – August 22, 2017 |
| 8:30 p.m. | 8. Adjourn |

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

Agenda Item

Date: July 25, 2017

Item No: 3

Item Description: Approval of the June 27, 2017 Public Works Commission Minutes

Attached are the minutes from the June 27, 2017 meeting.

Recommended Action:

Motion approving the minutes of June 27, 2017 subject to any necessary corrections or revision.

Move: _____

Second: _____

Ayes: _____

Nays: _____

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, June 27, 2017, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Roll Call**

2 Chair Cihacek called the meeting to order at approximately 6:30 p.m. and at his
3 request, Public Works Director Marc Culver called the roll.

4
5 **Present:** Chair Brian Cihacek; Vice Chair Joe Wozniak; and Members
6 Thomas Trainor, John Heimerl, Duane Seigler, and Kody Thurnau;
7 with Member Misra arriving at approximately 6:32 p.m.

8
9 **Staff Present:** Public Works Director Marc Culver and Assistant Public
10 Works Director Jesse Freihammer

11
12 Chair Cihacek noted the tour had been cancelled and will be addressed in the next
13 couple of months. There will also be a joint meeting between this Commission and
14 the City Council on July 10 and he encouraged the Commissioners to attend.

15
16 Member Misra arrived at this time, approximately 6:32 p.m.

17
18 **2. Public Comments**

19 Sara Barsell, 1276 Eldridge Avenue W

20 Ms. Barsell stated she is the cofounder of the Community Health Awareness Team,
21 and is interested in transportation availability on demand and out-State service.
22 They will be conducting forums on transportation and invited Commissioners to
23 attend. She stated the Director of Mn/DOT is a member of her team, and they have
24 invited people from the Metropolitan Council.

25
26 Chair Cihacek thanked her for the information and requested she provide feedback
27 from the forums at a future PWETC meeting. Member Wozniak advised they are
28 scheduled to discuss transportation at the next three Commission meetings.

29
30 Public Works Director Culver invited Ms. Barsell and members of her team to
31 attend the Transportation Focus Group meeting scheduled for Thursday, July 20.

32
33 **3. Approval of May 23, 2017 Meeting Minutes**

34 *Comments and corrections to draft minutes had been submitted by PWETC*
35 *commissioners prior to tonight's meeting and those revisions incorporated into the*
36 *draft presented in meeting materials.*
37

38 Chair Cihacek noted they do not have a recording secretary present at the meeting.
39 They will make note of any changes to the minutes and email a final copy out to
40 Commission members.
41

42 **Motion**

43 **Wozniak moved, Member Trainor seconded, approval of the May 23, 2017**
44 **meeting minutes as presented.**
45

46 **Ayes: 7**

47 **Nays: 0**

48 **Motion carried.**
49

50 **4. Communication Items**

51 Public Works Director Culver and City Engineer Freihammer provided additional
52 comments and a brief review and update on projects, maintenance activities, and
53 City Council actions listed in the staff reports dated June 27, 2017.
54

55 At the request of Member Wozniak, Mr. Culver provided an update on the search
56 for an organics collection site. He stated discussion has been on hold since the
57 Parks Department has been focused on Rosefest. They hope to continue discussion
58 in the next few weeks, have a proposal for a site in the next two months, and an
59 operational site before the end of October.
60

61 Member Heimerl requested if pictures of the PaveDrain permeable paver system
62 could be available to show the public when the project is completed. Mr.
63 Freihammer agreed and noted videos on the installation of the system were taken
64 and posted to Facebook and Twitter by the Communications Department.
65

66 At the request of Chair Cihacek, Mr. Culver provided an update on the campus
67 master plan. He stated the scope of what the Council approved in December did not
68 include an overall campus master plan. It was focused on building a license center
69 and conducting a detailed analysis of the maintenance facility. The maintenance
70 facility study is still underway, and they hope to give a brief update to the Council
71 mid-July. The overall facility study will not be completed until the end of July.
72

73 Member Wozniak requested an update on the parks recycling program. Mr. Culver
74 reported the pilot recycling program is focused on Central Park/Lexington, and
75 around Bennett Lake. They do have recycling containers at other parks, but they
76 will not expand it fully until they have results from the pilot program. There should
77 be recycling bins at the softball fields east of Victoria Street. The pilot program will
78 end in October, and they will assess how it went. Member Wozniak commented

Central Park East ball fields has one recycling container north of the parking lot. Mr. Culver stated there should be a least one recycling cart near the pavilion.

Member Seigler stated there is a lot going on near Walmart. Mr. Culver commented there is going to be one more multiple tenant retail building and it is nice to see that area being developed. In response to a question from the Commission, he confirmed that Calyxt is planning to go public and still plans to build their headquarters in Roseville.

5. Overview of Tax Increment Financing (TIF)

Director of Public Works Culver introduced Jeanne Kelsey, Housing and Economic Development Program Manager for the City and the Economic Development Authority (EDA).

Ms. Kelsey showed a video from the State Auditor's office that explained how TIF works. She stated they have to submit documentation annually about their receipts to the State Auditor's Office until they are decertified. The average TIF district can go up to 25 years and are regulated by how much TIF funding a project needs. Any project must prove financial assistance is needed in order to receive it. She explained four types of districts the City has utilized: Housing, Economic Development, Redevelopment, and Environmental (Soils Condition).

PWETC Questions

Member Seigler inquired how a company gets paid back from TIF financing for a project. Ms. Kelsey explained the City requires a pay as you go TIF and it can happen in two different ways: 1) The Developer can get a loan based upon the valuation based on the increment over that period of time, and then the increment is given back to them; or, 2) The City establishes it, puts the financing in place, and pays itself back out of the increment. If the increment is higher than the loan, it will be used to pay off the debt sooner and it can be decertified sooner.

Member Seigler inquired about the \$772,000 balance of Garden Station. Ms. Kelsey explained prior to 1990, TIF districts were able to be modified. However, because this ended up meeting TIF District 12, they were able to make an amendment to include the Garden Station in that TIF plan and then allocate funds for the demolition and acquisition of the site. Some of the fund balances represent real cash sitting in an account.

Regarding TIF #17 for Twin Lakes, Ms. Kelsey explained the City had to make sure they covered the obligations over a 25-year period of time. The City had a bond for \$4,306,630, there will not be any increment excess until it is paid off, and they are not available funds.

Ms. Kelsey commented if a TIF district's tax value is frozen and after five years the values go up or down, the tax value remains at what it originally was before it was redeveloped. When a district is taken off the tax roll, the County, school district

125 and City get what the freeze was. When they take the next increment above the
126 freeze, it all goes to the project. With the But-For test, they need to prove they need
127 the 25 year TIF established and that they need all that increment. If they cannot
128 prove it, it will be issued for less time.

129
130 Mr. Culver commented from an infrastructure component and soil clean up, it has
131 been helpful to have. These funds have helped to clean up an area to make the land
132 developable and without it, it would have been too expensive to clean up. The land
133 would have sat empty and the City would not have gained from that tax base. The
134 Twin Lakes TIF has been used for infrastructure projects and soil cleanup costs.
135 Ms. Kelsey commented the redevelopment construction that has happened in Twin
136 Lakes has not received TIF. With Calyxt, they were able to get a Job Creation Fund
137 from the State, and Environmental TIF to help clean up some of the site. They try
138 to tap into all the funds that are available. Mr. Culver advised when the parcels
139 between Mount Ridge and Arthur develop, they will most likely use Environmental
140 TIF as well. Some of the properties are not owned by the original property owners,
141 and by establishing this TIF district, it helps avoid legal issues with determining
142 who caused the contaminated soils.

143
144 Ms. Kelsey stated when a project is underwritten, the goal is to not unfairly
145 subsidize a project for the current or potential new owner. With Twin Lakes, they
146 wanted to identify the costs for environmental cleanup and make sure there was
147 enough to cover it. In response to a question from the Commission, Ms. Kelsey
148 stated there are other possibilities within the City that may qualify for this TIF.
149 There are certain tests and criteria it has to meet, but as TIF laws modify, different
150 opportunities come forward to utilize it.

151
152 Mr. Culver commented while most cities have to go to the Legislature to establish
153 a TIF district project area, Roseville already has this established. They already have
154 the authority to establish different TIF districts for specific projects, if it meets
155 certain criteria.

156
157 In response to a question from Chair Cihacek, Ms. Kelsey confirmed TIF is the last
158 funding resource that they make available to projects. TIF funding must be used in
159 the context of a larger project and for things that are part of the project. The scope
160 of a project must be defined to determine what public improvements need to be
161 done, because there are things it cannot be used for.

162 163 **6. Transportation Plan Update**

164 Mr. Culver introduced the City's transportation plan consultant, Scott Mareck from
165 WSB and Associates.

166
167 Mr. Mareck began his presentation by describing what a transportation plan is. He
168 referred to page 30 of the meeting packet, and went over the process for developing
169 a transportation plan. They are looking to come up with strategies the City can use
170 to plug into the Capital Improvement Plan (CIP) for future projects, potential future

171 studies at intersections to alleviate traffic issues, and possible policy changes that
172 could help improve the system in the future. After a plan is in place, more detailed
173 scoping studies are done, it is included in the City/County CIP or State
174 Improvement Program (STIP), right of way is acquired, and projects are completed.
175 This completed transportation plan is forecasted through the year 2040.
176

177 Mr. Mareck highlighted the goals and policies from the City's existing
178 transportation plan. He encouraged Commission members to look them over and
179 provide staff with feedback on things that may be out of date or additions that could
180 be made. He referred to Goal 5 and noted, that not all the multi-modal infrastructure
181 is owned by the City, and it was suggested to change the statement to read,
182 "Encourage the use of non-motorized transportation to provide or support a high-
183 quality network..."
184

185 **Member Seigler (54.07)** referred to Goal 2 and inquired why the City is so anti-
186 growth. Highway 36 is killing Roseville and making every street going east and
187 west a highway. The plan says they are not going to do expansion and expects
188 people to ride a bike. Chair Cihacek pointed out there is not a lot of space left in
189 Roseville for expansion, unless they change density. Mr. Mareck commented a
190 transportation plan is about putting together a balanced network of improvements.
191 In discussions, there has been a strong desire to focus on the bike and pedestrian
192 trails.
193

194 **Member Seigler (56.22)** suggested they build the transportation plan to include
195 future growth. Mr. Mareck stated at this stage they are only collecting input from
196 people regarding modes of transportation and there are not any solutions that are
197 being proposed. These types of projects will need to have multiple owners that
198 would include Mn/DOT, Ramsey County, and the City, and that is why they have
199 been included in the initial discussions.
200

201 The Commission discussed the future use of self-driving cars and if the future use
202 of them should be included as a mode of transit. They will make more efficient use
203 of roads, but will still use the roadways.
204

205 Mr. Culver stated there is conflict and synergy between Goals 2 and 3. Goal 3 does
206 address accommodating existing and projected demand of cars to reduce
207 congestion. The plan itself does not say they are against any roadway capacity and
208 they are open to expand roadways in an effort to improve congestion. The plan
209 represents they are in a constrained place both fiscally and with land, and it is
210 difficult to expand the roadways within an urban environment. Chair Cihacek
211 suggested they look more closely at Goals 2 and 3 and remove some of the
212 conflicting language.
213

214 Mr. Mareck referred to the maps in the meeting packet, beginning on page 34, and
215 continued his report on the existing roadways in Roseville regarding roadway
216 jurisdiction, lanes, classification, average daily traffic (ADT), existing and

217 forecasted level of service, crash rates from 2011 to 2015, freight system, transit
218 service, and pathways.

219
220 Chair Cihacek inquired what a MSA street is. Mr. Culver responded it is a
221 Municipal State Aid street and the City is allowed to spend the dollars it receives
222 from the gas tax on those streets. The roads with higher volumes of traffic are
223 designated a MSA streets, 20 percent of the roads in the City can have this
224 designation, and they can be changed annually, if they City chooses to.

225
226 Mr. Mareck explained the classifications of the roads and their uses. With each
227 use, there is funding and speed and design considerations that are applied to the
228 improvements. The categories of roads are updated with the transportation plan as
229 necessary. Mr. Culver stated that only roads classified as A Minor Arterial and
230 above can receive Federal funding. Mr. Mareck stated Twin Lakes Parkway could
231 be officially designated as a collector road as part of this Transportation Plan
232 update.

233
234 Member Misra inquired about the process for changing the classification of a
235 roadway. Mr. Culver stated any request they make to the Metropolitan Council on
236 a County road would need to have the support of the County.

237
238 Mr. Mareck referred to the map on page 37 of the meeting packet, and reported on
239 the existing average daily traffic. He referred to the legend on the map and
240 explained dark green represents a two-lane road way, light green represents a three-
241 lane roadway, yellow represents a four-lane roadway without a median, orange
242 represents a four-lane roadway with a center median, and red represents a major
243 expressway. This map includes data from 2012 through 2015. Regarding the two
244 colors on Snelling/Highway 51, people go in different directions, there is more
245 traffic being dispersed onto other roads south of Highway 36, and this is reflected
246 in the numbers. They can go through a modeling analysis to pick out roadway
247 lengths to show where the traffic is coming from and going to.

248
249 Mr. Mareck referred to the map on page 38 of the meeting packet. He explained
250 how the level of service classification relates to the volume to capacity (v/c) ratio.
251 They typically construct most projects to level of service D. Regarding Interstate
252 35W and the differing congestion during different times of the day, they look at an
253 average overall level of service for all lanes together. They are all generalizations,
254 and if they did a detailed study on Snelling Avenue, they would look at the type of
255 traffic on the roadway, the speed of the traffic, volume of the cross streets, and
256 amount of access.

257
258 Mr. Mareck referred to the maps on page 39 and 40 of the meeting packet and
259 highlighted the forecasted 2040 average daily traffic and 2040 level of service
260 classification as it relates to the v/c ratio. The roadways congested today remain
261 that way in the future and the Rice Street corridor is projected to be worse than it is
262 today. These numbers are based on the demographic forecasts from the

263 Metropolitan Council and the regional growth plan for the Twin Cities area. If a
264 number looks unreasonable, they can communicate that with the Metropolitan
265 Council.

266
267 Mr. Culver commented the Metropolitan Council model is not going to put 5,000
268 cars on a roadway that cannot handle it. There may be 5,000 additional cars that
269 want to go somewhere, but they cannot because the roadway cannot handle it, and
270 then they end up on a larger road. They also have to look at the larger picture to
271 see how growth in other cities affects Roseville's traffic patterns. Mr. Culver stated
272 there is a plan to add a lane to Highway 36.

273
274 Member Seigler stated that is why he is concerned when the focus on transit and
275 bicycles. As other Cities grow and Highway 36 continues to get worse, everything
276 will continue to flood onto Roseville's streets.

277
278 Chair Cihacek commented the methodology does not have a predictive value for
279 them. They can agree the numbers are conservative and congestion will continue to
280 increase, and they need to use that information to find a solution. They also need to
281 understand what the assumptions are regarding volume of traffic. Mr. Culver
282 suggested they discuss these issues further outside of this meeting.

283
284 Mr. Mareck stated this is a capacity constraint model that restricts the traffic flow
285 to what the capacity is to the existing roadway lanes or to what is known to be added
286 in the future. It is done this way so that they understand how a road will function if
287 no additional funding is available. The City can then find solutions with the County
288 and Mn/DOT with any available funding.

289
290 Member Seigler inquired why they do not just have the road show it will not
291 function instead of changing the number to reflect what the road can handle. That
way they can focus on Highway 36.

292
293 Member Misra suggested they broaden their explorations of assumptions. Not all
294 young people are buying cars and baby boomers will not be driving in 2040. Mr.
295 Culver pointed out understanding the assumptions will be part of their response to
the Transportation Plan.

296
297 In response to Mr. Culver, Mr. Mareck stated the model does not directly consider
298 self-driving cars or any other technology that is not fully integrated at this time. It
299 is hard to know what impact it will have, but it is important to acknowledge through
a narrative in the plan.

300
301 Member Wozniak stated some reports show that self-driving cars are only 10 years
302 away and insurance rates will be too high for regular drivers that it will push them
into self-driving cars.

303
304 The Commission directed Mr. Mareck to include a narrative regarding self-driving
cars in to the Transportation Plan.

305 Mr. Mareck provided an overview on the crash data provided in the meeting packet
306 on pages 41 and 42. On page 42, the colors that are yellow and above are considered
307 the high crash problematic locations. The three intersections with the most injuries
308 are County Road B and Snelling Avenue, County Road C and Snelling Avenue,
309 and County Road C and Cleveland Avenue. He noted in a recent report issued by
310 Metropolitan Council that highlighted the freight system and crashes, County Road
311 C is ranked number 3 in the Twin Cities for truck delay and County Road B2,
312 County Road C, and New Brighton Boulevard are all in the top 20 for truck crash
313 locations in the Twin Cities region. Some factors that may contribute to this are
314 amount of trucks, their speeds, high traffic volumes, and unexpected stop times.

315 Member Misra inquired if the roads leaving Roseville that are coded blue are
316 accurate. Mr. Mareck responded it is coincidental. The colors represent the crashes
317 at locations which are typically higher at high volume intersections.

318 Mr. Mareck continued his report on the freight infrastructure and transit services
319 pages 43 through 45 of the meeting packed. Lack of service has been identified in
320 the Larpenteur Avenue corridor east of Victoria Street, along with the need for
321 additional bus shelters and east/west transit service. Mr. Culver advised they will
322 also add the concerns about senior transit and on-demand service.

323 Mr. Mareck reported it is required by the Metropolitan Council that a
324 bicycle/pedestrian component be submitted with the Transportation Plan. They
325 have been directed to review and update the previous plan, and these are highlighted
326 on pages 47 and 48 of the meeting packet. He requested feedback on what is
327 represented on the maps, to be discussed at a later date. As they consider the broader
328 regional system and their own community system, they are required to have
329 conversations regarding connections with neighboring communities.

330 Member Heimerl inquired if they are tracking an increase in bike travelers that are
331 going on the paths being constructed and the demographic of bikers that are
332 choosing to bike commute. They need to determine if the amount of money they
333 are putting into the bike lanes makes sense. He expressed concern that Roseville
334 has different values than the Metropolitan Council, and because of that, they may
335 not represent Roseville's success.

336 Member Wozniak agreed that the demographic of bikers seems to begin around the
337 age of 30 at the youngest and goes up from there.

338 Mr. Culver stated they are able to collect data, but it is much more labor intensive
339 since a road tube cannot differentiate between a biker or a car. He agreed they do
340 need to make an effort to collect this type of data in Roseville, and St. Paul and
341 Minneapolis may already be doing in it certain parts of their Cities.

342 Member Heimerl expressed concern that Roseville has different values that the
343 Metropolitan Council and there is no governing body to keep it in line with
344 Roseville's plans for how the City needs to grow. Member Seigler agreed and stated

345 it seems they are doing what the Metropolitan Council tells them to do, instead of
346 doing what is best for Roseville.

347 Mr. Culver pointed out that while they are required to have a bike/pedestrian plan,
348 it simply needs to address that element. The City's response could be they are still
349 determining what will work best for them. Chair Cihacek stated it also will include
350 pedestrian connections, not just bike lanes.

351 Mr. Mareck continued his report by highlighting the existing and proposed
352 pathways as part of the Pathway Master Plan. There are two types of bikers that use
353 the bike trails: hardcore and recreational users. Typically, the vast majority of
354 bicyclists are recreational users and they prefer safe environments. While a plan
355 may address both types of users, it can be created based on the user the City wants
356 to focus on. It is more about quality of life versus a transportation benefit.

357 Mr. Mareck reported upcoming program projects in the City includes
358 improvements on Interstate 35W, Snelling Avenue, and the MN Pass on Highway
359 36. These will be incorporated into the Transportation Plan. In the State, most of
360 the investment will be into maintaining the system. They can document their unmet
361 needs, and include them in the Transportation Plan as a way to communicate with
362 State Legislators and Congress.

363 Mr. Mareck highlighted the Summary of Focus Group Comments and pointed out
364 there has been a significant amount of comments from the citizens wanting multi-
365 modal improvements for the City long-term.

366 Given the lateness of the meeting, Chair Cihacek recommended Commissioners
367 send their questions to staff, who will direct them to the consultant and address
368 them at the next meeting.

369 At the request of Mr. Culver, Mr. Mareck provided an update on events related to
370 the Transportation Plan. He stated there is a Walkabout taking place tonight in the
371 Rice Street/Larpenteur area, which will be documented and part of the final report.
372 On July 20 at 6:00 p.m., there will be a Transportation Plan Focus Group meeting
373 in the Council Chambers. He encouraged Commission members to let staff know
374 if they recommend any people in the community that would be a good addition to
375 this group. On July 25, at the PWETC meeting, they will talk more about the
376 Pathways Master Plan and the prioritization methodology for projects in the
377 existing plan. They will consult with the Commission over the fall, and sometime
378 before Thanksgiving, there will an Open House highlighting the entire
379 Transportation Plan. Final Council approval is targeted for December.

380 The Commission thanked Mr. Mareck for his report. Ms. Misra requested the
381 upcoming dates highlighted by Mr. Mareck be sent out to Commission members.
382 Mr. Culver confirmed it will be sent out to everyone.
383

384 7. PWETC/City Council Joint Meeting

Public Works Director Culver stated he received feedback from one Commission member regarding joint meeting discussion items.

Chair Cihacek commented the ordinance changes and recycling RFP was not included in the list of discussion items that took place this past year with the Commission. City Engineer Freihammer responded the ordinance changes were related to sump pumps, parking lots, private hydrants, and stormwater management standards, ADA Transition Plan, and fines for companies and homeowners.

Mr. Culver advised the Mayor will be conducting the meeting, Chair Cihacek will respond to questions and direct Commission Members to respond as needed. He recommended they highlight the recycling RFP and Ordinance changes.

Chair Cihacek stated he plans to request clarification about solar. Mr. Culver responded he thinks it is on hold because they are waiting to see what the facility study shows for the maintenance facility.

The Commission agreed the Water Plan and smart technology, Transportation Plan, and Pathway Master Plan be discussed as Work Plan items for the upcoming year.

Mr. Culver suggested under Questions and Concerns for the City Council, they discuss solar to see if they are looking for something that is heavily subsidized and if the City is willing to put money towards it. Chair Cihacek suggested they also request additional guidance regarding sanitary sewers and what the City is willing to invest. Mr. Culver stated they need further direction what they would feel comfortable recommending as a cost from the City.

Mr. Culver advised the PWETC/City Council joint meeting will take place on July 10 at 6:00 p.m., and he will let them know where they are on the agenda.

8. Items for Next Meeting – July 25, 2017

Discussion ensued regarding the July PWETC agenda and time required for each item:

- Prioritization and Pathway Master Plan discussion with an estimated time requirement of 90 minutes
- Review the City Council joint meeting and establish a preliminary calendar with an estimated time of 15-20 minutes

Mr. Culver commented tours may be rescheduled to August, but it may depend on the Transportation Plan discussion. He strongly recommended having a tour on a non-meeting night because it allows them to be more informal. Chair Cihacek stated the tour should be open to any Roseville resident, and Commission Members should attend as part of their role with the City.

9. Adjourn

431
432
433
434
435
436
437

Motion

Member Thurnau moved, Member Trainor seconded, adjournment of the meeting at approximately 8:49 p.m.

Ayes: 7

Nays: 0

Motion carried.

DRAFT

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 25, 2017

Item No: 4

Item Description: Communication Items

Public Works Project updates:

- Cleveland Lift Station: Lift station replacement project at Cleveland & Brenner.
 - The contractor has installed most of the underground components for the lift station. The lift station is schedule for startup on August 1. Traffic on Cleveland will be reduce to one lane in each direction until the new lift station is completed.
- 2017 Lining Project
 - Estimated to line 5.5 miles of sanitary sewer main and 0.1 miles of storm sewer
 - Contractor is scheduled to be complete with all the work by August 4.
- 2017 Railroad Crossing Improvements
 - Work involves replacement of railroad crossings on Terminal Road and Walnut Street.
 - Two of the three railroad crossing locations have been completed. The third railroad crossing on Terminal Road just west of St Croix St will be completed and open to Traffic on July 25. A detour will be in place until the project is completed.
- South Lake Owasso Drainage Improvement
 - Work on the installation of the PaveDrain permeable paver system is almost completed.
- Dale Street Parking Lot
 - Work involves the complete replacement of the parking lot for the soccer fields located off Dale St just south of County Road C.
 - This project is completed and open for use. Trees and other plantings will be planted in the median island later this fall.
- 2017 Pavement Management Project
 - This year's project involves 7 miles of street resurfacing, 1 mile of watermain replacement and various storm sewer upgrades.
 - The contractor has begun work and already completed work on Roselawn Avenue and McCarrons Boulevard. Numerous private sanitary sewer services have been replaced.
- Water Booster Station Update and Water Model
 - Staff has been working with our consultant to update the booster station.
 - Some of the phase 1 improvements include, new emergency generator and new electrical equipment.
 - Changes to the site are shown in the proposed site plan (Attachment C)
- Lift Station Project
 - Staff began the design process with its consultants on upgrading the Walsh storm water lift station and upgrading the Lounge sanitary lift station.

Future Projects

- Twin Lakes Parkway East Collector
 - Staff is working with MnDot and Ramsey County to coordinate projects on Snelling Avenue with the Twin Lakes Parkway East Collector improvements to save on costs and construction impacts.
- Snelling Ave Third Lane Project
 - Staff is working with MnDOT to define the scope of this project which recently received federal funding. The project is currently programmed for 2021 funding, but coordination with the proposed 35W Managed Lane project is a concern for that timeframe. We hope to know more specifics by the end of the summer.

Ramsey County updates:

- Ramsey County will be resurfacing Cleveland Ave between Iona St and County Road D. Work is anticipated to be completed sometime between August and September but no work will take place during the State Fair.

Private Utility Work:

- Xcel Energy will be replacing a large amount of gas mains ahead of this year's PMP project.
- Comcast will be upgrading its network in the majority of the City. Work involves the installation of additional utility cabinets in City right of way.

Minnesota Department of Transportation updates:

- Snelling Avenue Project – Resurfacing project between Como Ave and TH 36.
 - Creation of additional turn lanes at Larpenteur and County Road B.
 - Project has begun. Scheduled to be completed by the State Fair.

City Council Update:

- The City Council adopted a new Subdivision ordinance in order to provide more consistency in the submittals for subdivisions as well as cleaning up the ordinance overall. Public Works has been involved in creating a Design Standards document and updating our storm water management standards to fit with the goals of the Council.

Major Maintenance Activities:

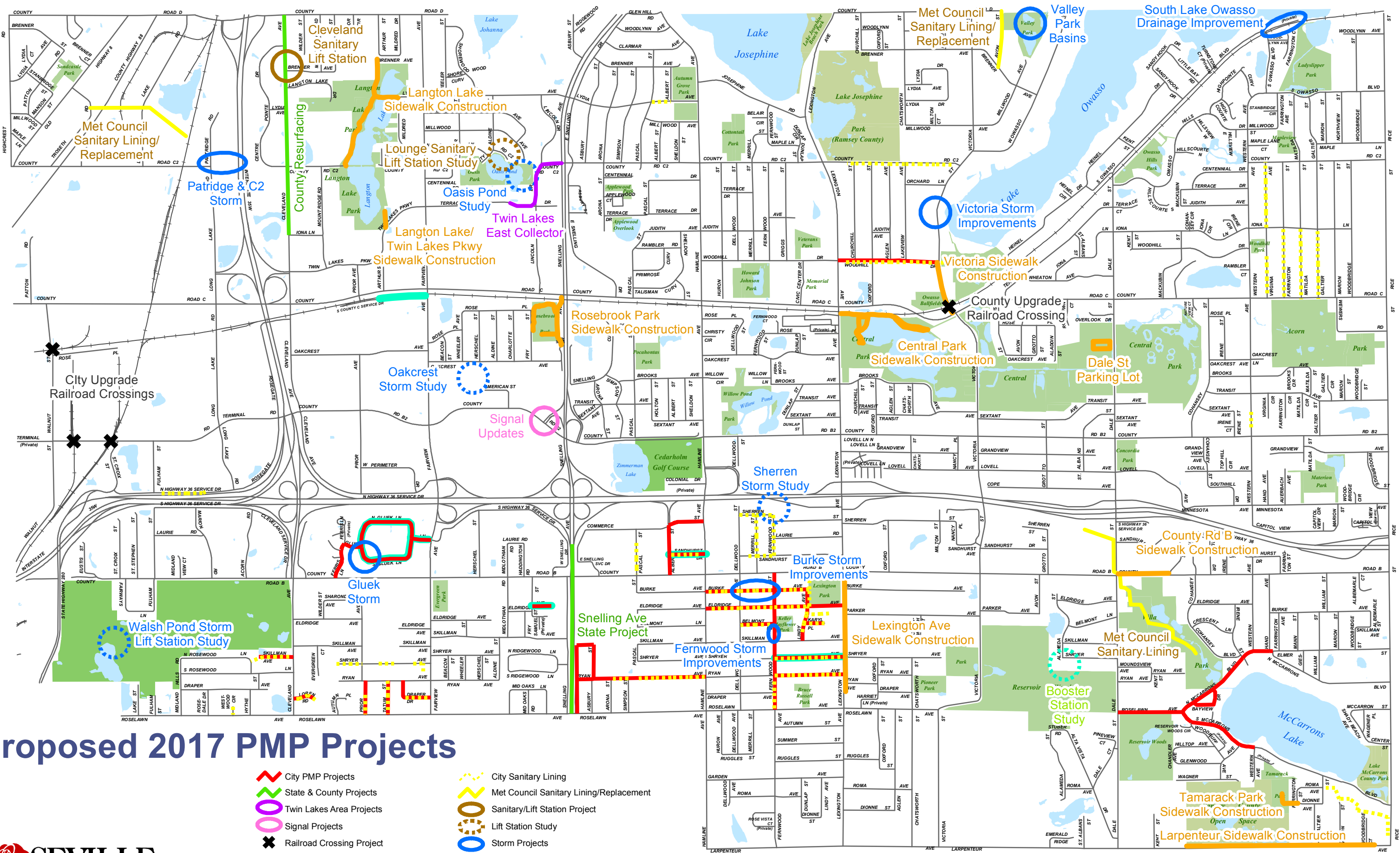
- Completed third mowing of rights-of-way and maintained various streetscapes.
- Completed annual painting of pavement markings.
- Ongoing street patching, monthly compost turning, tree trimming, and storm sewer cleaning/repairs.
- Continue working on meter repairs and replacements.
- Collected bacteriological samples for testing.
- Continued working with consulting engineers on the Booster, Walsh Pond and Cleveland lift stations for future work.
- Repaired one broken water main.
- Continued with the annual sanitary sewer cleaning program
- Repaired hydrants the seasonal staff are found issues with while they were flushing.
- Seasonal employees continued flushing fire hydrants and cutting grass around lift stations and water towers. Staff will be following up flushing and hydrant repairs with painting many of the hydrants in the public right-of-way.
- Flushed and inspected private hydrants at the request of the property owner, which will be charged a fee for the service.

Attachments:

A: 2017 Project Map

B: Development Activity Report

C: Water Booster Station Site Plan



Proposed 2017 PMP Projects



Prepared by:
Engineering Department
March 27, 2017

- City PMP Projects
- State & County Projects
- Twin Lakes Area Projects
- Signal Projects
- X Railroad Crossing Project
- Pathway and Parking Lot Projects
- City Sanitary Lining
- Met Council Sanitary Lining/Replacement
- Sanitary/Lift Station Project
- Lift Station Study
- Storm Projects
- Future Project Study
- Watermain Projects
- Booster Station Study

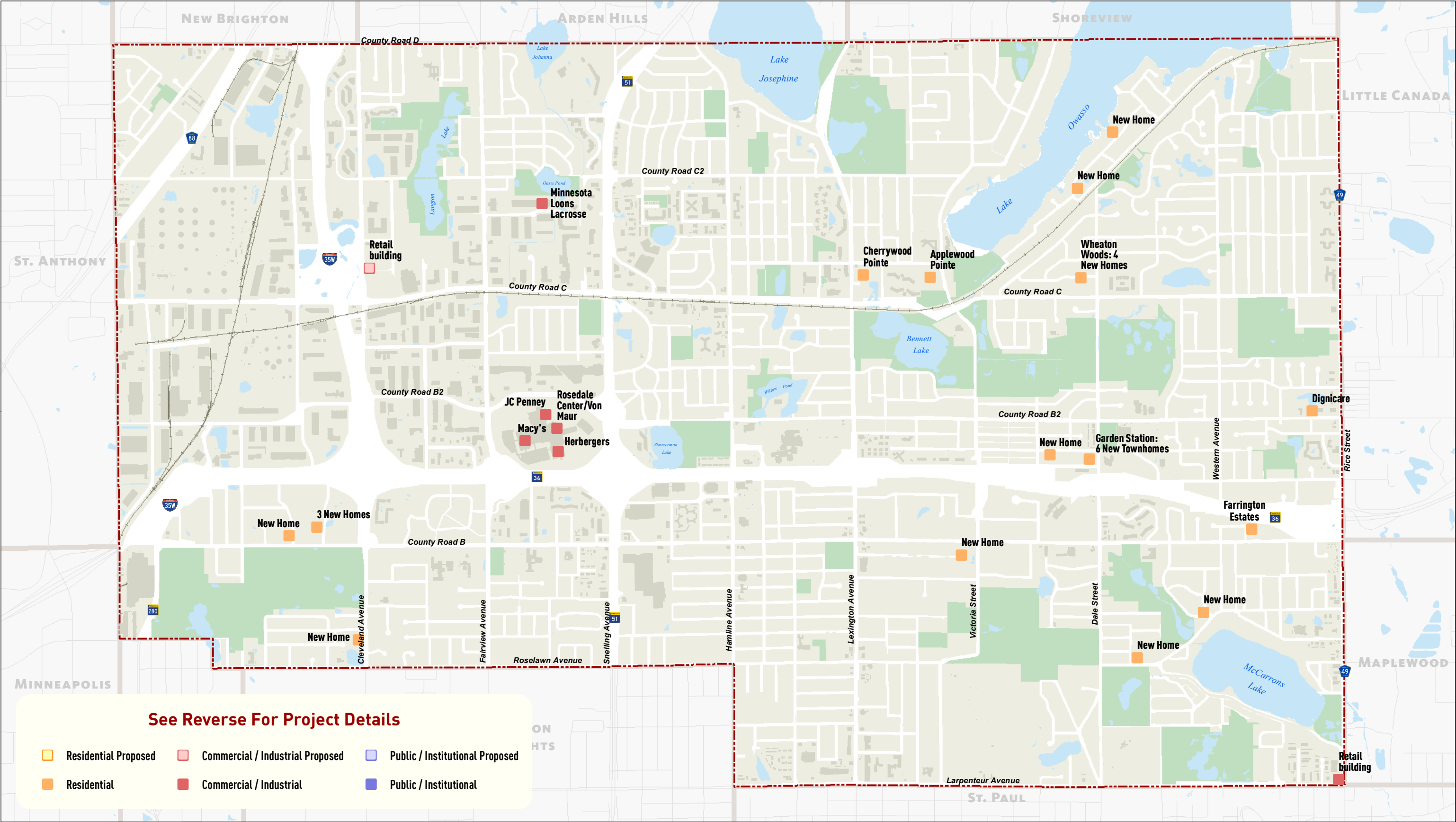
Data Sources and Contacts:
* Ramsey County GIS Base Map (3/10/17)
* City of Roseville Engineering Department
For further information regarding the contents of this map contact:
City of Roseville, Engineering Department,
2660 Civic Center Drive, Roseville MN

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

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mapdoc: Proposed2017_AllProjectsLabels.mxd
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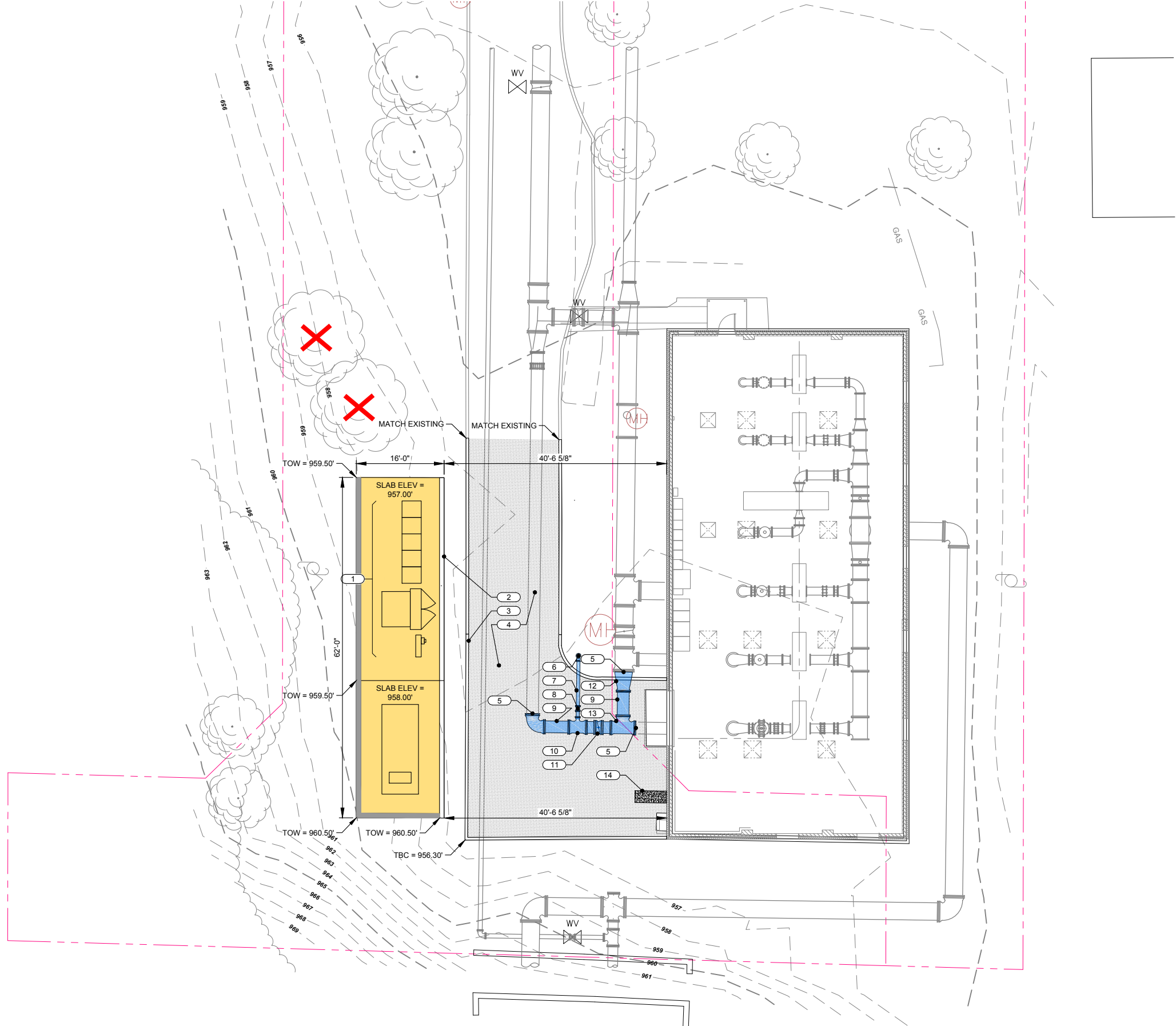


Development Projects: July 2017

ROSEVILLE COMMUNITY DEVELOPMENT DEPARTMENT • JULY 2017 • DEVELOPMENT ACTIVITY REPORT (*NEW IN JULY)					
	Project Name	Address	Project Description	Applicant/Owner Information	Starting/Occupancy
Residential Proposed Projects	Wheaton Woods	Wheaton Ave & Dale St	17 single-family homes (4 issued as of 4/28/17)	Golden Valley Land Co/TJB Homes/Accent Homes	Summer 2016/TBD
	Garden Station	Cope Ave/Lovell Ave	18 attached townhomes	GMHC	Winter 2015/TBD
	Farrington Estates	311 County Rd B	6-lot single-family subdivision	Premium Real Estate Solutions/Michael B. Oudin	Winter 2016/Fall 2017
Residential Under Construction	Applewood Pointe	2665 Victoria St	105-Unit senior co-op	United Properties	Summer 2016/Fall 2017
	Cherrywood Pointe	2680 Lexington Ave	Assisted living/memory care	United Properties	Summer 2016/Fall 2017
	New Home*	543 Heinel Dr	Single-family home	Strole & Company	Summer 2017/TBD
	New Home	901 Burke Ave	Single-family home	Equinox Construction, LLC	Summer 2016/Spring 2017
	New Home	1975 Cleveland Ave	Single-family home	David Raab	Winter 2016/Summer2017
	New Home	2179 Marion Rd	Single-family home	Homeowner	Summer 2016/Spring 2017
	New Home	555 Roselawn Ave	Single-family home	Bald Eagle Builders	Spring 2017/Summer 2017
	New Home	2199 Acorn Rd	Single-family home	Lee Homes	Winter 2017/Summer 2017
	New Home	2201 Acorn Rd	Single-family home	Lee Homes	Winter 2017/Summer 2017
	New Home	2215 Acorn Rd	Single-family home	Lee Homes	Winter 2017/Summer 2017
	New Home	664 Heinel Dr	Single-family home	Moser Homes	Summer 2017/TBD
	New Home	631 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	635 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	639 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	643 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	647 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	651 Cope Ave	Townhome	GMHC	Spring 2017/Fall 2017
	New Home	654 Wheaton Ave	Single-family home	TJB Homes	Spring 2017/TBD
	New Home	662 Wheaton Ave	Single-family home	TJB Homes	Spring 2017/TBD
	New Home	663 Wheaton Ave	Single-family home	TJB Homes	Spring 2017/TBD
	New Home	678 Wheaton Ave	Single-family home	TJB Homes	Spring 2017/TBD
	Dignicare*	197 County Road B2	25 Unit Assisted Living	Greiner Construction	Summer 2017/TBD
Commercial/ Industrial Proposed	Retail Building	2035 Twin Lakes Pkwy	New single-story, multi-tenant shell building	Tech Builders/Tech Builders	Fall 2016/Spring 2017
Commercial/ Under Construction	Macy's	1815 Highway 36	Interior Remodel - Rosedale	Jones Lang LaSalle/PPF RTL Rosedale Shopping Ctr, LLC	Summer 2017/TBD
	Von Maur*	1650 County Road B2	New Anchor Store – Rosedale	Jones Lang LaSalle/PPF RTL Rosedale Shopping Ctr, LLC	Summer 2017/TBD
	Herbergers	1675 Highway 36	Interior remodel	Thomas Grace Construction/Bon Store Realty Two	Winter 2017/TBD
	JC Penney	1700 County Rd B2	New entrance	JC Penny Properties, Inc./Maxwell Builders	Fall 2016/Spring 2017
	Minnesota Loons LaCrosse	1633 Terrace Dr	Tenant remodel	Guptil Construction/St. Paul Fire & Marine Ins.	Winter 2017/Spring 2017
	Rosedale Shopping Center	1700 County Rd B2	Utility work, parking deck, interior updates, new anchor	Jones Lang LaSalle/PPF RTL Rosedale Shopping Ctr, LLC	Fall 2016/TBD
	Retail Building	1681 Rice St	New 9500 sq ft, single-story, multi-tenant shell building	Abufeddah, Inc.	Winter 2017/TBD

File: W:\R\Roseville\05457-2016-001\CAD Drawings\Plan Sheets\Site Plans.dwg Layout: Site Improvements

Plotted By: Randy Leppala Date: Tuesday, July 18, 2017
Last Saved By: Randy Leppala Date: Friday, July 14, 2017 1:47:55 PM



1 SITE IMPROVEMENTS LAYOUT
C4

SITE IMPROVEMENTS

- | MARK | DESCRIPTION |
|------|--|
| 1 | NEW ELECTRICAL EQUIPMENT - SEE ELECTRICAL DRAWINGS |
| 2 | GENERATOR / ELECTRICAL PAD - SEE DETAIL XXX |
| 3 | NEW B618 CONCRETE CURB AND GUTTER AS REQUIRED |
| 4 | NEW BITUMINOUS SURFACE AS REQUIRED |
| 5 | CONNECT FITTING TO EXISTING PIPING (VERIFY SIZE) |
| 6 | FIRE HYDRANT |
| 7 | 6" DIP HYDRANT LEAD |
| 8 | 6" MJ GATE VALVE |
| 9 | 24" DUCTILE IRON PIPE |
| 10 | 24" x 6" MJ TEE |
| 11 | 24" MJ BUTTERFLY VALVE |
| 12 | 36" x 24" MJ REDUCER |
| 13 | 24" MJ TEE |
| 14 | FILL ABANDONED 24" DIP WITH CONCRETE |

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

SIGNATURE: _____
TYPED NAME: XXXXXXXXXXXXXXXX
JANUARY 22, 2016 REG. NO. XXXXX

ROSEVILLE BOOSTER STATION REHAB
CITY OF ROSEVILLE, MINNESOTA
ROSEVILLE, MINNESOTA
SITE IMPROVEMENT PLAN

DRAWING TYPE
PRELIMINARY
PREPARED BY
RCL
CHECKED / APPROVED
ASV / ASV
DATE
JULY 2017
PROJECT NUMBER
P05457-2016-001
SHEET
4 of 7
DRAWING
C4

PRELIMINARY
NOT FOR CONSTRUCTION
MILESTONE - 95%



Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 25, 2017

Item No: 5

Item Description: Pathway Master Plan Update

Background:

The City of Roseville is currently in the process of updating the City's Pathway Master Plan in conjunction with updating the Transportation Plan. The City last updated the Pathway Master Plan in 2008.

The City hired WSB & Associates to assist in updating the Transportation Plan and the City's Pathway Master Plan. WSB staff will be at the meeting to discuss the Pathway Master Plan, providing an overview of the plan, reviewing existing policies and standards, and reviewing the ranking criteria and scoring system.

Recommended Action:

Receive presentation and provide feedback on the Pathway Master Plan.

Attachments:

- A. Pathway Master Plan Review Packet



**City of Roseville Transportation Plan
Public Works, Environment & Transportation Commission
Pathways Master Plan Update**

**Roseville City Hall
Tuesday, July 25, 2017
6:30 p.m.**

Agenda

1. Overview of Pathways Master Plan

Discussion/Questions for PWETC to consider:

- a. Should any pathway segments be added or modified?
- b. Should any pathway segments be removed?
- c. Should the side or number of sides of the street a pathway is proposed be identified in the plan?

2. Review Existing Policies and Standards

3. Review Ranking Criteria and Scoring System

Discussion/Questions for PWETC to consider:

- a. Should the scoring criteria be defined in the plan for more systematic scoring of each segment?
- b. Should any ranking criteria be added, modified, or removed?
- c. Should any ranking criteria weighted values be modified?

Policies and Standards

The policies (bold) and standards were developed to guide the City in the development of Roseville's pathway network. They are detailed statements that aid in the resolution of the previously defined pathway issues. The intent of this section is to define the minimum standards for pathway facilities in Roseville. In certain instances it may be necessary to increase the standards in order to provide a safe and efficient facility for the community. *Standards that were left undefined in this document are defined by MNDOT pathway guidelines.*

LOCATION

1. Inventory and acquire rights-of-way that have become available.

- 1.1. Where possible use available rights-of-way first. Use shared rights-of-way second.
- 1.2. Purchase private rights-of-way last.
- 1.3. Sharing pathway rights-of-way with underground utilities will be allowed as long as there is no interference with the function of the pathway.

2. Provide pathway facilities along all roads.

- 2.1. Develop a pathway along all arterial roads where equal alternate parallel routes are not available.
- 2.2. All officially adopted recreational corridors shall have a trail on both sides of the roadway.
- 2.3. Consider sidewalks in primarily residential areas to minimize impacts to property owners.
- 2.4. Develop pathways using the following recommended standards as guidelines. Since there are both Rural and Urban roads in the City, there are two sets of guidelines on the next page

BL = Bicycle Lane; *A portion of a roadway designed for exclusive use by people using bicycles. Bike lanes are distinguished from the portion of the roadway used for motor vehicle traffic by physical barrier or striping and pavement markings. The widths of these lanes vary between 5-10 feet, depending on speed and Average Daily Traffic on the road.*

SL = Shared Lane; *Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. The standard driving lane is to be shared between vehicles and light traffic.*

WOL = Wide Outside Lane; *Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles whether or not such facility is specifically designated as a bikeway. A widened outside driving lane, 14 feet or greater, is to be shared between vehicles and light traffic.*

T = Trail; *An off-road pathway that is 8- 12 feet wide that is generally shared use, designed for the use of bicycles, in-line skaters and pedestrians.*

SS = Striped Shoulder; *A portion at the edge of a paved road surface that is contiguous with the road surface and separated by striping at least 4 feet wide.*

Urban (curb and gutter) Cross Section Roads Pathway Design Guidelines							
Motor Vehicle ADT (2 lane)		<500	500-1000	1,000- 2,000	2,000- 5,000	5,000- 10,000	>10,000
Motor Vehicle ADT (4 lane)		N/A	N/A	2,000- 4,000	4,000- 10,000	10,000- 20,000	>20,000
Motor Vehicle Speed	25 mph	SL	WOL	WOL	WOL	BL = 5 ft or T = 8 ft	N/A
	30 mph	SL w/ sign	WOL	BL = 5 ft or T = 8 ft	BL = 5 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft
	35-40 mph	WOL	BL = 5 ft	BL = 5 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or SS = 8 ft
	45 mph and greater	BL = 5 ft	BL = 5 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or T = 8 ft	BL = 6 ft or SS = 8 ft	T or SS = 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, T = Trail, SS = Striped Shoulder							

Rural (shoulder and ditch) Cross Section Roads Pathway Design Guidelines							
Motor Vehicle ADT (2 lane)		<500	500-1000	1,000- 2,000	2,000- 5,000	5,000- 10,000	>10,000
Motor Vehicle ADT (4 lane)		N/A	N/A	2,000- 4,000	4,000- 10,000	10,000- 20,000	>20,000
Motor Vehicle Speed	25 mph	SS = 4 ft or SL	SS = 4 ft or SL	SS = 4 ft or WOL or T = 8 ft	SS = 4 ft or T = 8 ft	SS = 4 ft or T = 8 ft	N/A
	30 mph	SS = 4 ft or SL	SS = 4 ft or WOL	SS = 4 ft or T = 8 ft	SS = 4 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft
	35-40 mph	SS = 4 ft or SL	SS = 4 ft or WOL	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 6 ft or T = 8 ft	SS = 8 ft or T = 8 ft
	45 mph and greater	SS = 4 ft	SS = 4 ft	SS = 6 ft or T = 8 ft	SS = 8 ft or T = 8 ft	SS = 8 ft or T = 8 ft	T or SS = 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, T = Trail, SS = Striped Shoulder							

- 3. Develop pathways around every lake, to and in every park and open space.**
 - 3.1. Pathway development around lakes will be designed to provide, at minimum, views to the lake.
 - 3.2. Bodies of water not defined as lakes shall have pathways when they fit into the overall pathways system.
 - 3.3. Pathways in parks and open spaces will be developed consistent with their individual park master plans.
- 4. Provide and designate pathways for winter activities where appropriate.**
 - 4.1. Cross-country and snowshoe locations will be designated on a separate brochure.
 - 4.2. Snowmobiles and other unauthorized motorized vehicles will not be allowed on off-road pathways
- 5. Develop destination trail loops for exercisers.**
 - 5.1. Loop pathways will be designated, measured and signed.
 - 5.2. Where possible, develop pathway loops that are unbroken by street crossings and other obstructions.
- 6. Develop a pathways system that is accessible from all areas of the city.**
 - 6.1. The pathways system will be designed to provide an unobstructed connection no further than 1/4 mile to a pathway from any given property.

CONNECTION

- 7. Provide a safe network of pathway linkages for pedestrians and cyclists to and between educational facilities, churches, business centers, transit stops, parks and open space.**
 - 7.1. Business centers shall have pathways connecting to the public pathway network.
 - 7.2. Schools shall have off- road connections to the pathways network.
 - 7.3. Parks, open space and transit stops shall have a pathway connecting them to the pathways network.
 - 7.4. Include school property for possible pathway loops and linkages to the greater pathways network.
 - 7.5. Provide public access to school facilities/grounds (i.e. running track)
- 8. Provide access around/through major obstacles.**
 - 8.1. Major obstacles include Highway 36, Snelling Avenue and Highway 35W.
 - 8.2. When bridge reconstruction takes place, light traffic accommodations shall be integrated into the design.
 - 8.3. Connections across major obstacles shall be at controlled intersections or be grade separated.
- 9. Provide pathway linkages for light traffic to the regional pathway system.**
 - 9.1. To complete major linkages to the regional pathway system; utilize bridges and tunnels to

overcome major obstacles.

9.2. Signage shall be utilized to inform and direct users of regional trail linkages.

10. Provide a pathway system that promotes a sense of community through the connection of neighborhoods.

10.1. Utilize existing or purchase new easements to construct pathways between neighborhoods.

10.2. Develop a lower hierarchy trail as neighborhood connectors.

11. Provide a pathway system that connects to local and regional commercial sites.

11.1. Provide pathway access from neighborhoods to commercial uses for consumers.

11.2. Provide connections from neighborhoods to the regional system for commuting cyclists.

IMPLEMENTATION

12. Coordinate planning and design of pathway connections with neighborhood groups, civic organizations, school districts, business districts and other governing agencies.

12.1. Share the Pathway Master Plan with representatives of these various groups.

12.2. When projects are implemented; representatives for the impacted groups will be consulted before plans are finalized.

12.3. Allow for phasing of some pathways to see them through stages of implementation and funding.

12.4. Develop landscape standards for enhancing existing pathways and developing new pathways. Low maintenance landscaping should be considered.

13. Consider alternative pathway types, suitable to intended use.

13.1. Pathways intended for wheeled uses shall be paved.

13.2. Pathways in ecologically sensitive areas shall be designed to minimize their impact.

13.3. Pathways intended for winter activities will not have their snow removed.

13.4. Non-paved pathways will be utilized to restrict some uses.

14. Pathways shall be designed to avoid user conflicts.

14.1. High use areas need separate pathways for separate uses.

14.2. In areas of potential or known conflict trails shall be signed for their intended use.

14.3. Direction of traffic flow, on high use pathways, will be defined and signed or marked.

14.4. Significant space or barriers shall be provided between pathways and conflicting adjacent uses.

14.5. Pathways where conflicts with speed occur shall have defined speed advisories that are properly signed.

14.6. Pathways shall be designed to provide for adequate visibility based on MNDOT standards for pathway facilities.

15. Develop a consistent palette of design elements.

15.1. Design elements shall consist of signage, trail markings, curb cuts, driveway crossings,

medians/dividers, intersections/crosswalks, furniture, lighting, walls, and typical pathway and roadway sections.

- 15.2. Develop a design goal to provide a boulevard between pathways and roadways that provides civic beauty and traffic calming.

16. Establish a formal review process for new and renovated public and private development projects that addresses pedestrian and bicycle issues.

- 16.1. City staff will utilize the City Plan Review Process to ensure consistency with the Pathway Master Plan.
- 16.2. Staff will develop and use a checklist to aid in the plan review process that shall be required to complete prior to plan approval.

17. Pathways shall be part of roadway design and construction.

- 17.1. The City shall consider pathways as part of the transportation system.
- 17.2. The City recognizes that residents adjacent to the pathways may not be the only beneficiaries.

18. Seek ways to encourage businesses to address light traffic issues through the redevelopment of their property.

- 18.1. Provide incentives (low interest loans) for Roseville businesses to redevelop their property with improvements for light traffic.

MAINTENANCE

19. Pathways will be kept in good repair and useable.

- 19.1. During winter, the highest use pathways shall be cleared of snow as close to bare pavement as possible.
- 19.2. During winter, all pathways shall be cleared of enough snow to allow passage.
- 19.3. Pathways will be cleared within 24 hours after a snowfall ends.
- 19.4. All paved pathways shall be swept once during the spring and once during late summer.
- 19.5. Vegetation encroaching in pathway corridor shall be trimmed to allow safe passage according to Mn/DOT standards.
- 19.6. All pathways and their related facilities shall be inspected annually. Inspection data shall be entered into a management system to help guide the maintenance and replacement decisions.

20. Maintenance responsibilities will be assigned based on function and use of the facilities.

- 20.1. The City is responsible for all off-road pathway maintenance.
- 20.2. Residential property owners are encouraged to clear snow from pathways.
- 20.3. Commercial and institutional property owners are responsible to clear snow from adjacent pathways when event is 2 inches or greater.

21. The City will develop and implement maintenance practices that will minimize the burden

on adjoining properties.

- 21.1. City will minimize property damage during pathway maintenance practices.
- 21.2. City will reestablish turf damaged as a result of pathway maintenance.
- 21.3. City will replace or repair mailboxes damaged by snow removal machinery.
- 21.4. No more snow will be deposited on private driveways and sidewalks than would be typically deposited by street snow removal.
- 21.5. City will make efforts to schedule snow removal to minimize double shoveling.

EDUCATION / INFORMATION / REGULATION

22. The City shall regularly update this Plan.

- 22.1. The Pathway Master Plan will be adopted by reference into the City's Comprehensive Plan.
- 22.2. The Plan will be evaluated on a regular basis.

23. Utilize pathway projects to educate the community about the benefits of a well-planned pathways system.

- 23.1. Staff will pursue grants when available to assist in funding the implementation of pathway networks in innovative neighborhoods.
- 23.2. Staff will report successes in pathway projects to the local papers as an educational and promotional practice.
- 23.3. When projects receive public funding, they will be required to develop pathway systems that meet best-value standards in design and construction.
- 23.4. Public pathway systems shall meet the highest of standards in design and construction.

24. Provide proper signage for a safe, user-friendly pathway network.

- 24.1. Signage standards will be taken from the Minnesota Manual for Uniform Traffic Control Devices.
- 24.2. Sign location and placement guidelines will be taken from the MNDOT manual.
- 24.3. Provide pathway network maps at primary locations to better orient users to the Roseville system. Accompanying the map shall be a list of rules for pathway etiquette.

25. Develop regulations for pathway use and enforcement.

- 25.1. Staff will develop pathway regulations to be published and posted to further improve pathway usability.

26. Develop and provide events that promote non-motorized modes of travel.

- 26.1. Add a pathway safety program to the Safety Camp.
- 26.2. Continue to promote Roseville's pathway facilities with events like the Rosefest "Tour de Roses."

27. The City will develop a promotion and education plan.

- 27.1. Provide a "safe biking" class in the Community Education program.
- 27.2. Encourage area cycling shops to support and promote the City's pathway network.

- 27.3. Utilize the OVAL for cycling events both competitive and educational.
- 27.4. Gather and/or develop educational and promotional videos for use at schools, promotional events or local cablecasts.
- 27.5. Collaborate with school officials on ways to educate students on pathway safety and use.
- 27.6. The City will widely circulate pathways plan and maps.
- 27.7. The City will encourage citizen volunteers to aid in pathway maintenance and improvements.
- 27.8. Utilize the City's webpage to educate, inform and promote alternative modes of travel and the Roseville pathway network.

Recommendations

The following recommendations are intended to direct the City to take action in the development of an appropriate and well-guided pathway network for the community's transportation and recreational needs.

- A) Formally adopt by reference the Roseville Pathway Master Plan as part of the City of Roseville's Comprehensive Plan to guide the City in all pathway-related issues.
- B) Support the effort to maintain the City's growing system of pathways through proper funding of equipment, personnel or contracted services. By committing to pathway operations and maintenance, the City is assuring Roseville will have a well-maintained transportation and recreation pathway network for now and into the future.
- C) Support and promote the development of pathway facilities in Roseville through the construction of new facilities through out the City. Recommend a funding program to implement the development of pathway facilities described in this document. Pathway facilities provide not only provide a health benefit for users, they also can reduce congestion, and reduce green house gas emissions.
- D) Development and redevelopment projects shall conform to the Pathway Master Plan goals and policies. Plans shall be reviewed as a part of the design review process to ensure that development and transportation (all modes) work well together.
- E) Review and update the Pathway Master Plan at least every five years to ensure that the plan remains consistent with the community's goals and needs.

Pathway Master Plan Update 2008 Master Project List - Status Update July 2017

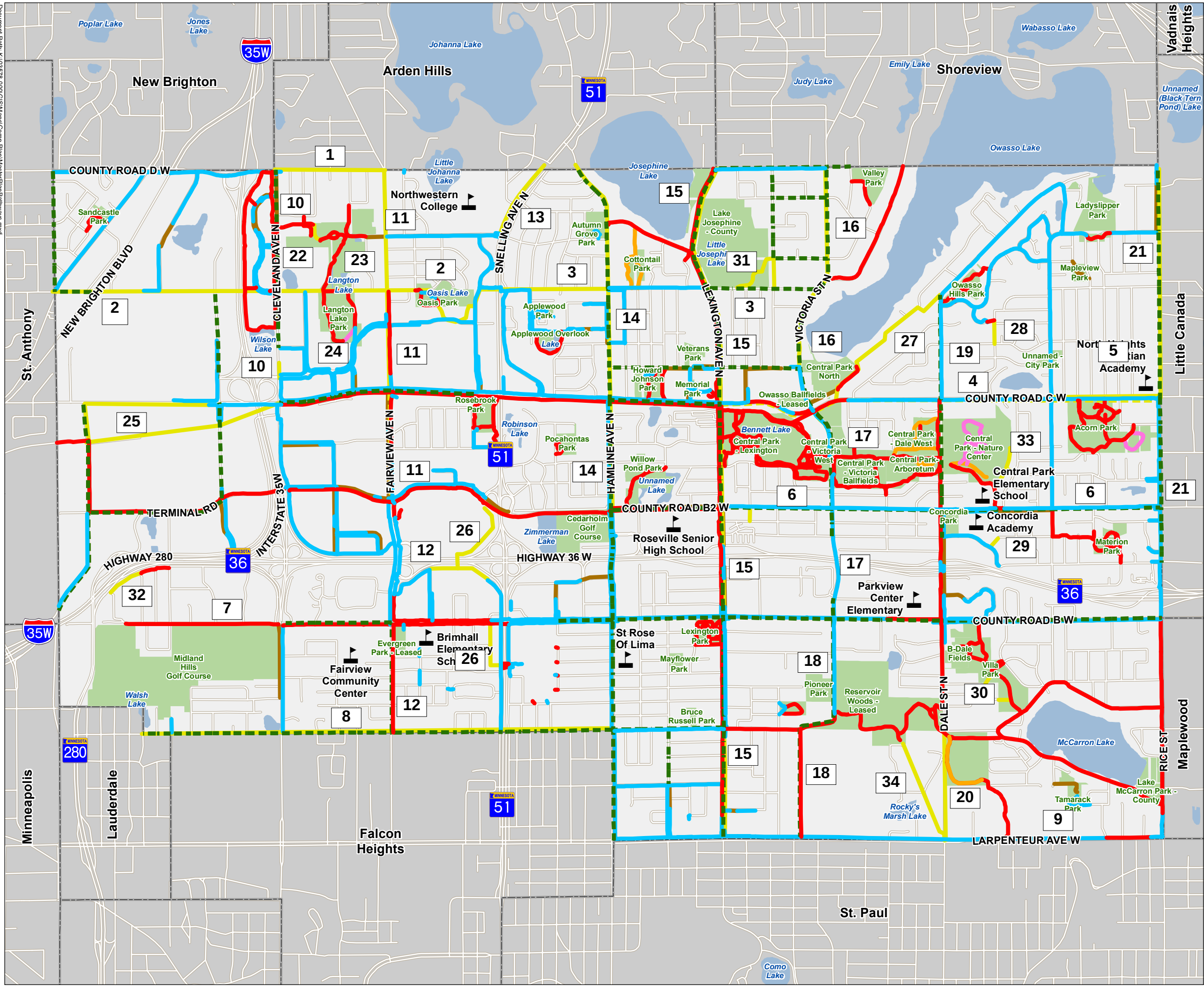
	Project Name	Description
1	County Road D	Develop pathway facilities, both on and off road between Cleveland and Fairview Avenue.
2	County Road C-2 West of Snelling	Develop both on and off road pathways within the County Road C-2 alignment from the west City Boundary to Snelling Avenue. This corridor would include a grade separated crossing of 35W.
3	County Road C-2 East of Snelling - Sidewalk added Hamline Ave to Lexington Ave 2012	Develop both on and off road pathways within the County Road C-2 alignment from the Snelling Avenue to Victoria Street.
4	County Road C	Construct an on-road bicycle facility from Lexington Avenue to Rice Street.
5	County Road C Sidewalk	Construct a sidewalk on the north side of County Road C from Western to Rice Street.
6	County Road B-2 - Complete 2014	Develop sidewalk from Lexington Avenue to Rice Street.
7	County Road B - Partially Complete 2014	An off-road trail will provide connection from Highway 280 to Rice Street.
8	Roselawn Avenue	Develop both on road and off-road pathways from TH 280 to Lexington Avenue.
9	Larpenteur Avenue - Sidewalk installed 2017	An off-road trail from Reservoir Woods to Galtier Street.
10	Cleveland Avenue - Striped Shoulder 2017, Sidewalk added at Cherrywood Pointe Senior Living 2011	Develop pathway, both on and off road, between County Road C and County Road D.
11	Fairview Avenue (north of B-2)	Development of both on-road and off-road pathways between County Road B-2 and County Road D.
12	Fairview Avenue (south of B-2) - Complete 2011, 2012	Development of both on-road and off-road pathways between Roselawn Avenue and County Road B-2.
13	TH 51 connection to Old Snelling (Arden Hills)	Work with Arden Hills to develop a regional pathway connection along Snelling Avenue to Old Snelling Avenue in Arden Hills connecting Roseville to Mounds View High School, Valentine Hills Elementary School, Bethel College, Lake Johanna Park and County Road E2 commercial businesses.
14	Hamline Avenue	An off-road trail from County Road B-2 to TH 51 (Snelling).
15	Lexington Avenue - Pathways added under TH 36 Overpass 2016, Sidewalk East Side between Roselawn and County Road B 2017/2018	Develop an off-road trail on the east side of Lexington Avenue from Larpenteur Avenue north through the City connecting to Shoreview's pathway system.
16	Victoria Street (north of C) - Sidewalk added from CR C to Woodhill Dr 2017	Develop an on- road and off-road pathway from County Road C to County Road D.
17	Victoria Street (B to C) - Complete 2014, 2015	Develop an on- road and off-road pathway from County Road B to County Road C.

Pathway Master Plan Update

2008 Master Project List - Status Update July 2017

	Project Name	Description
18	Victoria Street (south of B) - Complete 2015	Develop an on- road and off-road pathway from Larpenteur Ave to County Road B
19	Dale Street North - Complete 2011	The construction of an off-street trail from S. Owasso Blvd to County Road C.
20	Dale Street South	The construction of an off-street trail from Reservoir Woods Park to Larpenteur Avenue.
21	Rice Street	Develop an on- road and off-road pathway from Larpenteur to the north City boundary.
22	Brenner to Langton Connection - Complete 2011	Develop a pathway connection between Brenner Ave and Langton Lake Park.
23	Langton Lake Loop	Develop a pathway that goes around all of Langton Lake.
24	Twin Lakes Redevelopment Area Connections - Complete 2009, 2010, 2016, 2017	Develop pathway facilities, both on and off road, as a part of public street infrastructure project within Twin Lakes Redevelopment area (between Fairview and Cleveland). Provide connection from the redevelopment area into Langton Lake Park.
25	NE Diagonal RR Connection (Walnut to Co Rd C)	Develop a trail connection between Cleveland Avenue and Walnut Street along County Road C or along the Railroad right- of- way south of County Road C.
26	Rosedale to HarMar Connection	A light traffic overhead bridge structure across Highway 36 and pathway connection between Rosedale and Har Mar Mall.
27	Heinel Drive Connection	Develop a pathway connection between S. Owasso Blvd and County Road C along Heinel Drive
28	Judith to Iona Connection	Develop a pathway connection between Judith Ave and Iona Lane.
29	Lovell to Minnesota Connection	Develop a pathway connection between Lovell Ave and Minnesota Street.
30	Villa Park Connections	Develop a pathway connection from Shryer Ave and from Ryan Ave into Villa Park
31	Millwood to County Road C2 Link	Develop a pathway connection that creates a link between the corner of Millwood and Chatsworth through the Ramsey County open space to County Road C2.
32	Eustis to St. Croix Connection	Develop a pathway connection between Eustis Street and St. Croix Street.
33	Cohansey St to HANC Connection	Develop a pathway connection between Cohansey Street and HANC.
34	Alta Vista Drive	Develop a pathway connection along Alta Vista Drive between Larpenteur Avenue and Reservoir Woods Park.

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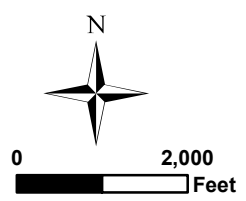
ROSEVILLE 2040

our future together

Roseville Comprehensive Plan Pathway Master Plan Roseville, MN

- Existing Trail (36.43 miles)
- Existing Sidewalk (45.28 miles)
- Footpath (1.93 miles)
- Existing Striped Shoulder (29.14 miles)
- Other (Boardwalk- 0.94 miles)
- Proposed Segments (18.88 miles)
- Proposed Striped Shoulder (2.48 miles)
- Other Gaps (5.63 miles)
- Roseville Boundary

Note: 2017 Pathway Projects are included as existing segments

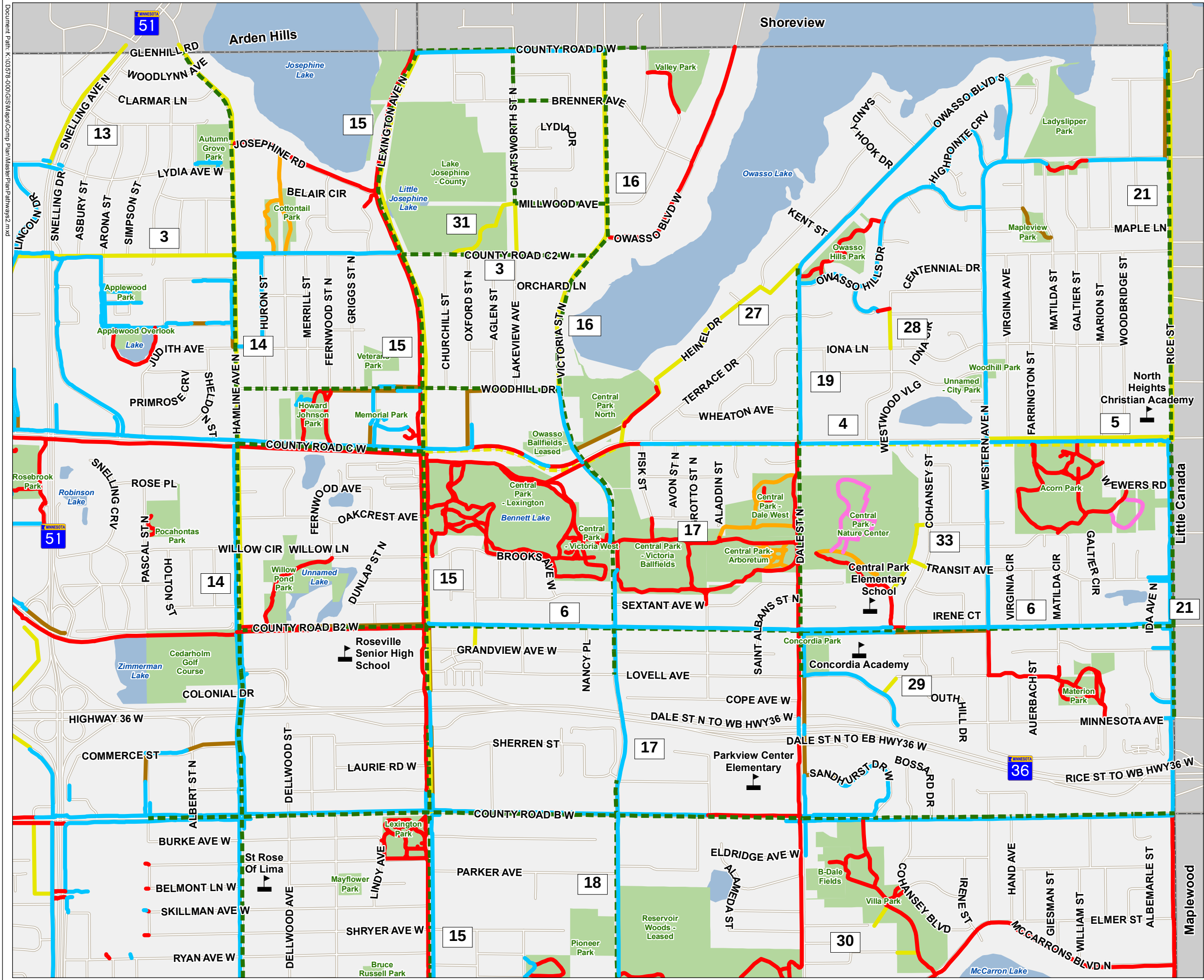


This map illustrates the proposed street layout for Roseville, Minnesota. The map features a grid of streets, with major roads highlighted in red and yellow. Key roads include Highway 36, County Road B, and County Road C. The map also shows various parks, lakes, and schools. A legend in the bottom right corner identifies the proposed streets: Belmont Ln W, Skillman Ave W, Shryer Ave W, and Ryan Ave W. The map is color-coded with red, blue, and yellow lines to indicate different types of roads or proposed changes. The map is titled 'Roseville, Minnesota' and includes a scale bar and a north arrow.

- Note: 2017 Pathway Projects are included as existing segments



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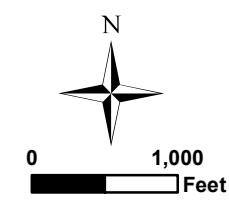
ROSEVILLE 2040

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Roseville Comprehensive Plan Pathway Master Plan Map B - Northeast Roseville, MN

- Existing Trail (36.43 miles)
- Existing Sidewalk (45.28 miles)
- Footpath (1.93 miles)
- Existing Striped Shoulder (29.14 miles)
- Other (Boardwalk- 0.94 miles)
- Proposed Segments (18.88 miles)
- Proposed Striped Shoulder (2.48 miles)
- Other Gaps (5.63 miles)
- Roseville Boundary

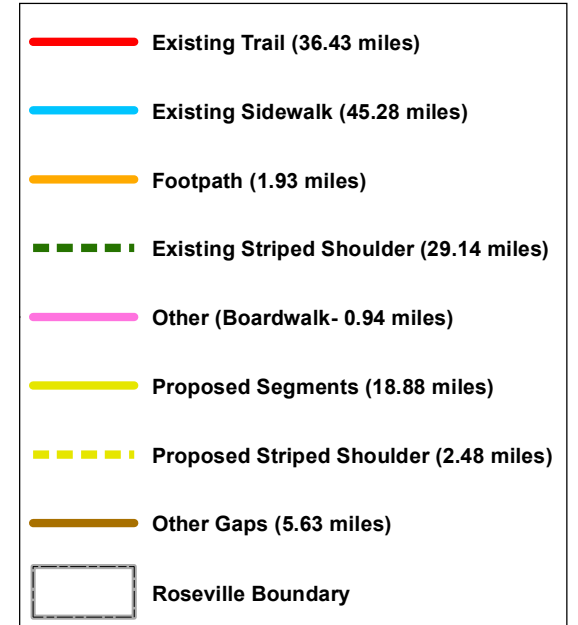
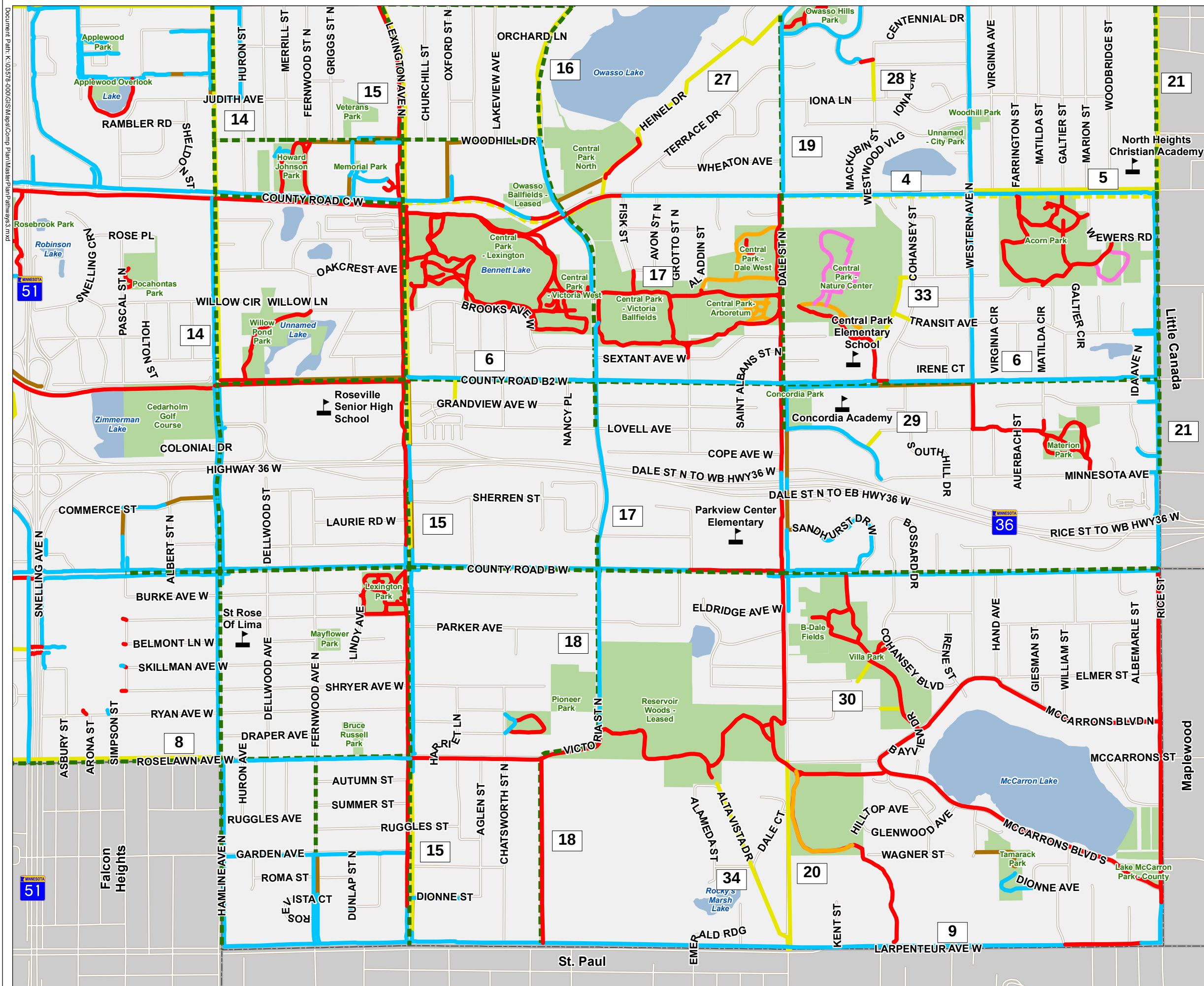
Note: 2017 Pathway Projects are included as existing segments



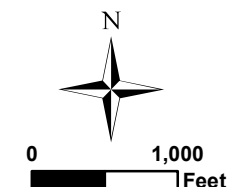
ROSEVILLE 2040

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Roseville Comprehensive Plan Pathway Master Plan Map C - Southeast Roseville, MN



Note: 2017 Pathway Projects are included as existing segments



2008 City of Roseville Pathway Master Plan Update

Project Prioritization Ranking Criteria

- A. Connects multiple destinations.** Weighted Value: 4
Provides convenient access to businesses, schools, churches, work, parks and a variety of other community amenities and destinations.
- B. Connects to regional system.** Weighted Value: 4
Provides linkage to the larger network of pathways that extend beyond Roseville.
- C. Connects to Transit** Weighted Value: 3
Connects bus stops, transit hubs, or provides a connection to other transit.
- D. Provides a Safe Route to School** Weighted Value: 5
Provides a safe connection from neighborhoods to schools throughout Roseville and adjacent communities.
- E. Creates a convenient and safe commuter connection** Weighted Value: 3
The pathway provides a continuous and safe on-road connection from neighborhoods towards places of business, including St. Paul and Minneapolis.
- F. Creates a positive recreational experience.** Weighted Value: 3
The pathway corridor has few stops and is scenic, attractive or appealing.
- G. Eliminates a safety concern.** Weighted Value: 5
Provides an alternative or improvement for children, seniors, wheel chair bound, bicyclist, walkers, joggers, in-line skaters, cross-country skiers, parents with strollers that mitigates the unsafe conditions that currently exist. The corridor has shown that current users are putting themselves in unsafe or undesirable situations by traveling under current conditions.
- H. Volume of usage.** Weighted Value: 2
The pathway corridor has shown a consistent need for facility development based on proximity to significant land uses such as an educational facility, park or business center.
- I. Adjoining property compatibility.** Weighted Value: 1
Pathway can be constructed without major costs associated with its location or without detriment to the abutting landowners. Things such as; topography, right-of-way width, driveways, land use, anticipated use can all influence the impact a pathway project may have on adjoining properties.
- J. Fills a void in pathway network.** Weighted Value: 4
Eliminates a barrier or shortcoming in the pathway network that may inhibit bicycle or pedestrian travel. A “void” is a missing segment in a continuous pathway.

Examples of other criteria for discussion:

- Overcomes major barrier (river, highway, railroad, etc)
- Public demand (feedback) or Population demand (proximity)
- External funding/partnership opportunities

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 25, 2017

Item No: 6

Item Description: City Council Joint Meeting Review

Background:

At the June 20th, 2016 City Council meeting, the Public Works, Environment and Transportation Commission had a discussion with the Council highlighting the past year of work by the Commission, asking questions of the Council and receiving input from the Council on what items to focus on for the next year.

Staff suggests that the Commission spend a few minutes reviewing that meeting and establishing some larger agenda items for the next several months based on the Council's feedback.

Recommended Action:

Review the discussion with the City Council from June 20th and establish several key topics for discussion and action over the next year.

Attachments:

- A. July 10, 2017 City Council Action Form for PWETC Joint Meeting.
- B. Highlighted topics from City Council Joint Meeting.
- C. July 10, 2017 City Council Meeting Draft Minutes Excerpt.

ROSEVILLE
REQUEST FOR COUNCIL ACTION

Date: July 10, 2017
Item No.:

Department Approval



City Manager Approval

Item Description: Public Works, Environment, and Transportation Commission Joint Meeting with the City Council

BACKGROUND

Each year, the Public Works, Environment, and Transportation Commission meets with the City Council to review activities and accomplishments and to discuss the upcoming year's work plan and issues that may be considered. The following are activities of the past year and issues the Commission would like to take up in the next year:

Activities and accomplishments:

- Ordinance changes/clarifications
 - Sump pumps
 - Private hydrants
 - Parking lot stormwater mitigation standards
- Recycling RFP final recommendation
- Recommendation for City Campus solar installation
- Comprehensive Surface Water Management Plan

Work Plan items for the upcoming year:

- Transportation Plan and Pathway Master Plan updates
- Organics Recycling
- Smart irrigation controllers and other water conservation efforts

Questions or Concerns for the City Council:

- What is the Council's desire for conditions for the installation of solar on the City Campus?
- Do you have any additional guidance on how the City should help residents manage sanitary sewer services? Or water services?
- Are there any other topics the Council would like the PWET Commission to address over the next year?

Prepared by: Marc Culver, Public Works Director
Attachments: A: Meeting topic summary

HIGHLIGHTED TOPICS FROM CITY COUNCIL JOINT MEETING

- Update on Seal Coat Program
- Solar – Once Facility Study complete revisit
- Water Conservation – better managed irrigation, low maintenance landscaping
- Tree Canopy – Tree Diversity. Tree Management standards and policies
- Potential Impacts and Exposure of Lead Pipes/Solder
- Transit – Propose Routes – East/West and North/South
- Pathway Master Plan – Be mindful of how criteria are being applied/scored when revisiting prioritization of segments. Consider connections of multi-family land uses to transit
- Traffic Congestion – identify “pressure points”
- Incentivize/Require Backflow prevention devices on sanitary sewer service connections to homes/buildings
- Sump pump direct connections to sanitary sewer
- Private Sewer Services – Identify/Certify processes and contractors and provide more education to residents

EXCERPT FROM JULY 10, 2017 DRAFT CITY COUNCIL MEETING
MINUTES

a. **Joint Meeting of Public Works, Environment and Transportation Commission (PWETC) with the City Council**

Mayor Roe welcomed PWETC Chair Brian Cihacek, Vice Chair Joe Wozniak and Commissioner John Heimerl. As outlined in the Request for Council Action (RCA) of today's date, Chair Cihacek reviewed activities and accomplishments since last meeting with the City Council; their proposed work plan for the upcoming year and transportation updates they will be undertaking as part of the comprehensive plan update process. Chair Cihacek concluded by asking for City Council feedback on three areas of interest (lines 18 – 23).

Councilmember Etten thanked the PWETC for their ongoing work. Specific to pausing consideration of solar installation on the city campus, Councilmember Etten stated that he was disappointed that it was not pursued, opining that it was a great plan that provided financial safety to the city in buy-backs and cost benefits, as well as providing an opportunity for the City of Roseville to be a leader. Councilmember Etten expressed his hope that consideration will be given to pursuing solar energy options as part of the current facility use study, subsequently moving forward with solar to do the right thing for the long-term financial and environmental benefits to the city and its taxpayers.

As to additional areas of interest he'd like the PWETC to pursue, Councilmember Etten asked that they work with staff to report on how new road treatments or construction is working and any potential policy changes needed for the road system and condition indexes as a result of past delamination issues and elimination of the sealcoating process.

Councilmember McGehee agreed with Councilmember Etten on the mill and overlay issues and questions she continually heard from residents about road conditions; and asked for a report on results to-date of the Minnesota Department of Transportation (MnDOT) study on the regional delamination issue.

Specific to solar installation, Councilmember McGehee agreed that it was a good idea and noted that the price continued to decrease; however, she stated that she didn't support the previous solar installation proposal as she found it not a good program or financial deal for the city based on her discussions with other council members in other communities on the need for hard negotiation to obtain a reasonable price and return for the city versus only for those private parties initially funding a project. While not opposed to solar installation, Councilmember McGehee expressed hope that staff and the City Attorney could bring it back for future consideration.

Councilmember McGehee stated that she liked the idea of ways for residents to better manage water consumption; but noted the need for the city to set an example

46 rather than the situation she'd observed when arriving at City Hall tonight with
47 sprinklers set to water pavement rather than plantings.
48

49 Regarding the sanitary sewer, Councilmember McGehee referenced sump pump
50 disconnections as part of the phased process of meter installation; and asked that
51 the PWETC evaluate that process and how to address this apparent problem issue
52 in Roseville, more common than she was originally aware.
53

54 Specific to stormwater issues, Councilmember McGehee advised that Public Works
55 Director Culver had agreed to view the webinar she and Parks & Recreation
56 Director Brokke had attended as it related to public works areas of interest (e.g. tree
57 canopies to shade pavement; benefits of trees for stormwater clarity locally and
58 from a broader perspective). Councilmember McGehee stated that she had
59 recommended to City Manager Trudgeon that tree management be a budget line
60 item in subsequent city budgets in the Public Works Department.
61

62 For clarification, Chair Cihacek noted that last year the PWETC had discussed
63 particular species for plantings and advised that they would continue to do so
64 beyond water quality issues.
65

66 Specific to solar energy, Chair Cihacek asked what Councilmember McGehee
67 considered would constitute a good deal to the City Council above and beyond the
68 one presented and that they felt would better fit the city's needs.
69

70 Councilmember McGehee responded that she preferred more flexibility in the
71 contract based on her reading of what had originally been proposed, since the
72 element of risk (e.g. downtimes, storm damage, roof leaks, etc.) all seemed to fall
73 upon the city. Also, Councilmember McGehee expressed concern with the
74 projected annual rate increases and whether they were realistic for a public utility.
75 Councilmember McGehee expressed further concerns that if and when the city
76 inherited the system, it would eventually be responsible for its disposal, since the
77 solar panels contained hazardous waste requiring further risk and expense.
78

79 Councilmember Willmus addressed water conservation efforts as part of the
80 upcoming PWETC work plan, and asked that they pursue more proactive ways that
81 the city could incent natural landscapes rather than large expanses of sod,
82 particularly at shopping and large commercial areas, as well as for homeowners to
83 explore options for more natural settings and how the city's permitting system
84 supported it (e.g. water conservation credits).
85

86 Councilmember Willmus spoke in support of the PWETC's recommendations on
87 how to incent installation of sewer backflow prevention devices through new or
88 replacement of existing lines to diminish the city's liability over time.
89

90 Also, with ongoing reports of lead pipes in homes, Councilmember Willmus asked
91 the PWETC to provide more information on whether this is a problem in Roseville
92 homes, including potentially with lead used in copper joint sweatings.
93

94 Chair Cihacek advised that the PWETC had previously discussed that with staff,
95 and had understood that lead pipes were not a major issue in Roseville due to the
96 age of its housing stock; but stated they would ask staff to provide that study
97 information to the City Council as well.
98

99 Mayor Roe noted that at the time of the Flint, MI issues and news reports, city staff
100 had reported that the city's own system didn't have lead in it, but agreed that homes
101 were an entirely different aspect that needed further clarification.
102

103 Councilmember Willmus reiterated his concern in finding out if there were any
104 erosion or exposure issues from lead used in those copper joint sweatings.
105

106 Councilmember Laliberte thanked the PWETC for their work. Going forward,
107 Councilmember Laliberte agreed with the need for a report on the delamination
108 issue and what had been learned to-date as it affected the city's existing policy and
109 future revisions to it if needed.
110

111 Specific to solar energy, Councilmember Laliberte stated that she was in agreement
112 with the pause until the facility use study was completed for all city buildings.
113

114 Councilmember Laliberte clarified that she had been a proponent of the sewer
115 warranty program; and continued to field questions from residents on the
116 homeowner's responsibility past the curb related to street repair, recognizing that
117 there remained considerable angst about the unknowns.
118

119 While perhaps not being under the city's purview, Councilmember Laliberte
120 suggested that Roseville and other cities and MnDOT consider going beyond
121 discussions or complaints about problematic bus routes in Roseville, and make
122 formal recommendations to Metro Transit for improved routes and/or stops to
123 improve service.
124

125 Specific to traffic, Councilmember Laliberte noted the number of complaints she'd
126 fielded over the last two years about traffic pressure points in Roseville, as well as
127 being cognizant of the Metropolitan Council's suggestions to add more housing
128 density to the community. Along with robust development of various commercial
129 areas in Roseville that was all good, Councilmember Laliberte noted the problems
130 encountered by many residents on those major roadways who now can't get out of
131 their driveways (e.g. Hamline Avenue). Councilmember Laliberte asked that the
132 PWETC consider those pressure points, whether city, county or state roads, and
133 include them on the priority radar to determine what if any relief could be provided.
134

Chair Cihacek reported on recent presentations to the PWETC by Metro Transit and MnDOT and their review of problematic areas, and asked that staff share that information with the City Council as well. Of particular note, Chair Cihacek advised that the PWETC had highlighted the east/west deprivations, and response that they were addressed in future plans as money became available, but probably not in the immediate future.

Mayor Roe echoed many of the comments of his colleagues. Specific to transit ties in the overall transportation plan, while the east/west routes made sense, Mayor Roe also noted the need to remain cognizant of those passing through Roseville on the north-south routes to work in Downtown St. Paul and/or Minneapolis, and the need to enhance those routes as well.

Specific to the PWETC's upcoming work on the Transportation and Pathway Master Plans, Mayor Roe spoke in support of them doing so. However, Mayor Roe asked that the PWETC pay careful attention to using consistent and clear criteria, expressing his support for that used in the 2008 Pathway Master Plan or asked for similar criteria to be used that provided a well-thought-out process in reviewing and prioritizing segments as and when funding became available. Mayor Roe asked that the PWETC use such a consistent method, and provide their rationale in using those criteria, as they review the pathway plan. Mayor Roe opined that of particular interest to him, and what he considered a missing component in the previous plan, was addressing missing connections from multi-family housing to public transit, even though it had been somewhat addressed with recent connections at Dale Street and County Road B. However, Mayor Roe opined that there were other relatively small segments between multi-family housing and transit within ½ block, but only currently accessible for pedestrians by using the street.

Councilmember Willmus echoed Mayor Roe's comments regarding establishing criteria for the pathway master plan process that provided consistent scoring and review of each segment. Councilmember Willmus agreed that was a flaw with the most recent review by former PWETC members as individual commissioners applied criteria in an arbitrary manner to prioritize segments. Councilmember Willmus opined that it was important for the PWETC as a group to have community-based standards for that criteria ranking.

Councilmember McGehee agreed with the comments of her colleagues related to transportation plan updates.

Councilmember McGehee stated that a remaining issue for her was private sewer lining in addition to backflow device installations. To clarify previous comments related to lead pipes in Roseville homes, Councilmember McGehee advised that there were lead pipes – since replaced – in her home; and advised that in 1975 the practice was instituted from use of lead solder to lead-free solder to sweat joints.

180 Specific to lining private laterals, Chair Cihacek reported that the PWETC had
181 reviewed this, noting it involved two different processes and contractors from that
182 of the city's mains, and required 100% agreement by affected residents to bear the
183 cost. Chair Cihacek advised that discussions had included whether to include such
184 an option as part of the city's design/engineering bid process when redoing city
185 mains, listing pre-qualified vendors as general information and education for
186 residents.

187
188 Councilmember McGehee clarified that she wasn't seeking any arbitrary decisions,
189 but simply asked that the city identify a process that worked and would be
190 compatible with city work when mains were done and responsible
191 companies/vendors that the city felt were competent to perform that work at which
192 point residents and individual neighborhoods could make that decision without
193 having a negative impact on the city's main line and its construction and future
194 operation, but providing an opportunity at that time for them to address their lateral
195 lines.

196
197 Mayor Roe clarified, with confirmation by staff and Chair Cihacek, that when the
198 city lines its mains, they make project information available to residents even
199 though it was not the same technology or contractor.

200
201 Specific to stormwater management, Chair Cihacek reported that PWETC member
202 Heimerl had anticipated commercial property planting options suggested by
203 Councilmember Willmus and advised that the PWETC would continue those
204 discussions. Chair Cihacek advised that the PWETC had discussed possible
205 demonstration gardens or plantings on city-owned property and would pursue those
206 ideas with the Parks & Recreation Commission for a possible joint project for
207 recommendation to the City Council.

208
209 Councilmember Willmus asked that the PWETC also collaborate with the Planning
210 Commission and Community Development Department staff as part of that
211 discussion. Mayor Roe concurred, noting the need to consider development
212 standards as those ideas moved forward.

213
214 Chair Cihacek thanked the City Council for their input, advising that the PWETC
215 would report back as requested.
216

Roseville Public Works, Environment and Transportation Commission

Agenda Item

Date: July 25, 2017

Item No: 7

Item Description: Look Ahead Agenda Items/ Next Meeting August 22, 2017

Suggested Items:

- Joint Meeting with Planning Commission
- Transportation Plan/Pathway Master Plan Continued Discussion and Review

Proposed September:

- Facilities Study Presentation

Recommended Action:

Set preliminary agenda items for the August 22, 2017 Public Works, Environment & Transportation Commission meeting.