

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, January 22, 2019, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1. Introduction / Roll Call

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

Present: Chair Brian Cihacek; Vice Chair Joe Wozniak; and Members Michael Joyce, Martin Kors, Nancy Misra, and Michael Kruse

Absent: Member Thomas Trainer (Excused)

Staff Present: Public Works Director Marc Culver; and City Engineer/Assistant Public Works Director Jesse Freihammer

2. Public Comments

3. Approval of November 27, 2019 Meeting Minutes

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

Member Misra arrived at 6:31 p.m.

Motion

Member Wozniak moved, Member Kruse seconded, approval of the November 27, 2019 meeting minutes as presented.

Ayes: 6

Nays: 0

Motion carried.

4. Communication Items

City Engineer Jesse Freihammer provided a brief review and update on projects and maintenance activities listed in the staff report dated January 22, 2019.

Chair Cihacek inquired when looking at the summer versus winter water rates, is it possible to determine drivers of the increases and decreases between the quarters.

Mr. Freihammer stated staff could take a quick look at that to see if anything sticks out.

Chair Cihacek thought the Commission wanted to determine is are the differences because of irrigation or because of industrial use. He asked staff to find out why there are differences seasonally in water rates for businesses because he thought that would be helpful.

Member Wozniak stated as part of the data dive, was staff interested in looking at conservation rates that other municipalities have put in place or is staff focused on Roseville.

Mr. Culver thought a little research was done on that, but staff could do more as far as what other communities are doing for conservation rates.

Member Wozniak stated when he was looking through information on this topic, he found that Richfield adopted some water conservation rating structure a number of years ago and thought staff could look at that.

Member Kruse stated on the map for the 2019 projects did the County change the project on Lexington Avenue.

Mr. Freihammer indicated the County did change the project. The County reduced the limits of the project for County Road C north on Lexington because the County is trying to do some coordination with the future project at B2 which most likely happen in 2020. He stated Lexington will still get mill and overlay north of County Road C but there will not be any construction south.

Member Misra inquired when the County will be starting the Lexington project.

Mr. Freihammer stated he has not seen the plans on it yet. He thought it would be later in the summer 2019.

Member Wozniak stated he has received a notice to start a water siphon two weeks ago, so his water is really cold right now because it is running all of the time.

Mr. Culver stated there are many services in the City of Roseville that are shallow and the residents that are on the freeze list have generally experienced an issue at some point so the City sends out a letter to the residents once the frost depth hits a certain level recommending the residents to start running water to prevent freezing and the City gives the resident credit on their bill for constantly running the water. He indicated a few years ago in 2014 when frost was five-six feet deep and there were many services that froze up, so a second list was created but the City has not

had to send a letter to people on the second list. He noted as pavement projects in areas with houses on the freeze list the City will add insulation to those services, so the residents do not need to run their water. He stated the only issue with that is the City is only insulating the line under the road portion, the line is not being insulated through the residents' yard. As the services are insulated the residents do get removed from the freeze list so someday there will not be a freeze list.

Member Kors stated there is a sidewalk on the north side of County Road B between Lexington and Victoria that is really treacherous with a couple inches of ice and snow build up and he wondered who was responsible for cleaning the sidewalks.

Mr. Culver indicated the City Parks Department does provide snow removal on the trails and sidewalks in residential areas through the winter season. This season has been a very challenging season for ice. He noted the City does not do ice control on sidewalks. With the thaw and refreeze it has been really challenging in some areas as far as ice control. He stated the City does not have a bare pavement standard and when the parks employees plow it is not always scraping down to the actual pavement, it may be approximately an inch above that to prevent damaging the concrete or equipment.

Member Kors thought a part of the problem with that section of sidewalk is there is not a natural way for it to drain so the ice builds up as the snow melts.

Mr. Culver did not think that was a unique issue, especially on the County roads because the County is plowing the snow off the street and goes onto the boulevard or sidewalk and then the City comes in and clears the snow and pushes more snow onto the boulevard and to the area on the other side of the sidewalk. He noted it is a constant battle.

5. Snelling Avenue Corridor Study

Public Works Director Marc Culver provided a brief review and update on the Snelling Avenue Corridor Study listed in the staff report dated January 22, 2019

Member Joyce stated there was a reference of grade separation at Lydia and he asked to have it explained. That scenario would be discussed later in the presentation.

Mr. Culver reviewed scenario one at Lydia with the Commission.

Member Wozniak stated there are sidewalks on both sides of Lydia but there is not any crosswalk.

Mr. Culver stated that has been the case for a while. He indicated that because of the heavy left turn volumes at that intersection the City does not want pedestrian crossing on the north side.

Mr. Culver reviewed the proposed modifications at County Road C2 and Scenario 2 with the Commission.

Member Wozniak asked what is triggering the need for noise walls.

Mr. Culver stated because Federal dollars are being used the City has to follow Federal noise standards and anytime capacity is added to a road the existing noise needs to be analyzed and then what the noise will be with the improvements and if the noise goes over a certain threshold then the noise needs to be mitigated which is where noise walls are discussed.

Mr. Culver reviewed the Federal Aid requirements with the Commission and indicated a lot of Federal Aid projects do not happen because the costs can be prohibitive to do. Unless a project was being planned to do anyways, it normally does not make sense to use Federal Aid dollars because of the added costs.

Member Misra assumed residents in that area are going to want to see the sound walls go in because of the added noise potential.

Mr. Culver stated some will want it and some may not. He indicated the single-family residents north of Lydia do want the noise walls.

Member Misra inquired how tall the noise wall will be.

Mr. Culver indicated it depended on the design of the noise wall, but most are fourteen feet or higher. It depends on the terrain surrounding the area.

Mr. Culver reviewed scenario three with the Commission indicating Snelling Avenue would go over Lydia. He noted the greatest advantage to this scenario is there would be a grade separated pedestrian and bike crossing. The bottleneck would be eliminated at Lydia with a signal still existing at C2 and County Road C.

Mr. Culver stated the biggest concern with this scenario is the cost which will be approximately nine million dollars and the City would not know how much traffic would be used on Lydia between Snelling and Hamline instead of using County Road C or C2 and Lydia east of Snelling is very residential.

Mr. Culver stated with scenario one and doing only the small improvements the City is looking at pretty significant reductions in delay under those minor encroachments without any additional delay on Snelling Avenue. He stated the consultant recommended an additional improvement to County Road C, which would be an additional \$300,000, to build the dual lefts to get onto Snelling Avenue from County Road C which would provide some additional benefits to the side street and the overall intersection delay. He noted that is something the City is going to work with the County and the State on to go after some additional funds.

Mr. Culver stated the consultant is recommending the City implement the geometric improvements and minor pedestrian improvements at Lydia in addition to the City's currently planned C2 improvements. He indicated the City will work with MnDOT on some additional signal timing adjustments. It is imperative for the City to go through a larger community discussion relative to the long-term vision of Snelling Avenue.

Mr. Culver stated staff is planning to go to the City Council with a similar presentation in February and see what the Council is willing to do or wants to do but staff recommendation, at this point, is to probably let go of the Federal Aid project and do the smaller improvements to see what benefits the City gets after the manage lane project.

Member Joyce asked the City could make a more concentrated effort on County Road C interchange to build that up because it seems like Lydia and C2 are to get out of that congestion and using that as a movement to go north. He stated if the City is going to look at an expansion of the City Campus then he thought the effort should be made to improve County Road C.

Mr. Culver stated ideally County Road C and Snelling would be grade separated to create a real interchange like what is at County Road B2. If money were not a factor that is what the City would be looking at doing. The problem with that is beyond the cost, there is local access on various roads so raising County Road C would disturb the local access points close to Snelling. If Snelling were to be raised or lowered the issue would be with the railroad and there is also a very large and expensive high voltage power line running through there.

Member Kruse wondered if the congestion on eastbound County Road C would be lower if there was more capacity on Highway 36 and if the modeling would show that being reduced at all. With the proposed improvements on County Road C, is there any thought about putting in right turn lanes as well.

Mr. Culver stated in order to get the double left turn lane going east the dedicated right turn lane needed to be eliminated. He thought that was one thing that would be problematic because of the amount of traffic turning there. He noted that is one of the things the City would have to work through.

Member Misra asked if the Planning Commission or any other body started to examine the vision of Snelling or as development has been proposed west of Snelling Avenue part of a bigger vision.

Mr. Culver stated the Planning Commission is focused on zoning and land uses and permissible land uses in that area. There has not been any specific conversations about trying to reshape Snelling to something else.

Member Misra stated if there is a proposal for something like a big box store with high traffic in that area that will impact the intersection quite a bit.

Mr. Culver stated that was correct and the reason there is talk about what options are out there. If, and when a development goes in there, the City is likely to see another traffic signal on County Road C at Hershel. Short of that, it is, what else can the City physically do and logistically be done to County Road C to help improve some of the capacity to support that development.

6. Maintenance Facility Study

Mr. Culver provided a brief review and update on the Maintenance Facility Study listed in the staff report dated January 22, 2019. He indicated the consultants recommend a building size of 100,000 square feet for current operations is recommended. To meet the 50-year space requirements then 120,000 square feet is recommended.

Member Joyce asked if the City is maintaining any emergency vehicles.

Mr. Culver stated the City does. The police vehicles, in particular, are maintained to extend the life of the vehicles. He stated there are over 200 vehicles in the fleet and the City has two mechanics with three bays and it is constantly busy. He noted the City does farm some work out.

Member Wozniak asked if there has been any consideration of asking Parks and Recreation to find storage for their equipment elsewhere.

Mr. Culver stated the City Maintenance Facility will always house both and there are some advantages to that. Equipment is shared and all of the employees are in one location so break rooms and locker rooms, restrooms are only needed in one facility. There are advantages to that.

Mr. Roger Hess, Jr., 1906 Wagner Place stated Fairview Fire Station is being torn down so the Parks and Recreation Department will be needing more space for equipment that was at the Fairview site. When the City Council bought the strip mall it was purchased for expansion of the City facilities, not just for the license center. He hoped this will not be like the Fire Station and Parks and Recreation, he hoped all of the departments will be involved in the discussions because many of the departments need more space.

Mr. Culver stated the City Staff and City Council recognizes that there needs to be a more comprehensive master plan exercise to figure out what options the City can have with the areas that are owned by the City.

Member Wozniak stated the other unknown is the Oval with all of the repairs that it will need.

Mr. Culver stated the City is working hard to lobby the Legislature this year for the Oval and will be part of the long-term discussions.

7. Items for Next Meeting – February 26, 2019

Discussion ensued regarding the February PWETC agenda:

- Complete Streets and Purchasing Policy Review
- Commercial Water Usage Review

Mr. Culver stated in regard to the Organics Collection, the City is currently working with Ramsey County on a draft agreement with them to provide organics pick up service. It is pretty set to do it at the Leaf Recycling Center on Dale Street. The City is trying to figure out the best design and where, specifically, to put it on the site. He hoped that the agreement will be brought to the City Council in April.

8. Adjourn to Maintenance Facility Tour

Motion

Member Kruse moved, Member Misra seconded, adjournment of the meeting at approximately 8:10 p.m.

Ayes: 6

Nays: 0

Motion carried.