



Parks & Recreation Commission Agenda

Tuesday, October 7, 2025

6:30 PM

City Council Chambers

Commission Members: Lindsay Matts-Benson (Chair), Karen Beckman (Vice-Chair), Audrey Arneson (Youth), Luci Botzek, Nick Boulton, Bryan Donaldson, Jayne Harris, Chris Her, Mia Huntley (Youth), Chad Kooistra, Jamison Penny.

(Any times listed are approximate – please note that items may be earlier or later than listed on the agenda)

- 1. Roll Call**
- 2. Approve Agenda**
- 3. Receive Public Comment**
- 4. Approval of Meeting Minutes**
 - a. Approval of the September 2, 2025 Meeting Minutes
- 5. Business Items**
 - a. Administration of Oath of Office and Introduction of New Youth Commission Member
 - b. Bike Plan Overview and Update
 - c. Transition to Dash Recreation for Recreation Management Software
 - d. Annual Deer Management Program Update
 - e. Debrief from Joint Meeting with the City Council on September 15
 - f. Maintenance and Operations Center Update (Standing Agenda Item)
- 6. Commission Direction on Member Initiated Agenda Items**
- 7. Other Business**
 - a. Departmental Updates
 - b. Other New or Relevant Communication Items
- 8. Adjourn**

Roseville Parks & Recreation Commission Agenda Item

DATE: October 7, 2025

ITEM: 4.a.

ITEM DESCRIPTION: Approval of the September 2, 2025 Meeting Minutes

Background

Enclosed is a draft of the minutes of September 2, 2025. Please be prepared to approve or amend.

Recommendation

Approve/amend meeting minutes of September 2, 2025.

Attachments

1. 9. Minutes - September 2

40 **5. BUSINESS ITEMS**

41 a) **DISCUSS AND CONSIDER A RECOMMENDATION REGARDING THE ALDINE**
42 **STREET RIGHT OF WAY**

43 Staff provided background information on the Commission’s initial discussion of the Aldine
44 Street right-of-way (ROW), which took place at the August 7, 2025 Parks and Recreation
45 meeting. Since that time, the following actions have been completed:

- 46 • Several commissioners toured the site.
- 47 • Staff prepared site inventories of trees and topography.
- 48 • Staff researched accessibility requirements and tree preservation.

49
50 Staff emphasized that the Commission’s goal is to work toward an eventual recommendation for
51 the City Council.

52
53 The Commission reviewed the list of questions provided by the City Council, noting that not all
54 questions need to (or can) be answered immediately. These questions include:

- 55 • Should the ROW become a park trail?
- 56 • Does it provide recreational value?
- 57 • How many trees impacted/removed?
- 58 • Detailed impacts on vegetation and trees?
- 59 • Neighborhood engagement process?
- 60 • Use Park Dedication funds?
- 61 • Does a 30-foot-wide park make sense in Roseville?

62
63 Staff presented the results of the site analysis, which included the following findings:

- 64 • 57 inventoried trees, including 24 with a trunk diameter greater than 10” DBH (Diameter
65 at Breast Height, the standard measurement).
- 66 • 7 large oaks measuring over 20” DBH.
- 67 • 8 invasive green ash trees (estimated removal cost: \$3,000–\$5,000).
- 68 • Ground cover primarily consists of invasive buckthorn.
- 69 • Encroachments reduce overall accessibility.
- 70 • The right-of-way is located near several homes, with one as close as 18 feet.
- 71 • **Preliminary Analysis:** Informal trail routes appear possible with limited impact.

72
73 Because the right-of-way would serve as a community connective trail, it must comply with
74 PROWAG (Public Rights-of-Way Accessibility Guidelines) standards, which include:

- 75 • A firm and stable surface.
- 76 • Maximum slope of 5% and maximum cross slope of 2%.
- 77 • Minimum width of 48 inches, with designated passing spaces.
- 78 • Required curb cuts and ramps.
- 79 • Use of a non-bituminous path is possible.

80 As part of the tree inventory, staff identified several considerations regarding tree preservation at
81 the site:

- 82 • Key concern: large oak trees, with current conditions mixed and in some cases unknown.
- 83 • Risks: potential damage from soil compaction, grading, and heavy traffic.
- 84 • A traditional trail design would likely result in significant tree loss.
- 85 • A non-traditional approach could reduce overall impacts.
- 86 • **Possible next step:** engage an arborist and engineer to determine the potential best trail
87 route and ways to mitigate tree loss.

88
89 The Commission reviewed the Parks and Recreation System Master Plan guidance for pedestrian
90 community connections, focusing on Goals 4.1, 4.4, 4.5, and 4.6. Staff noted that the Master Plan
91 identified this right-of-way segment as a potential “constellation link,” a conceptual connector
92 intended to support system-wide recreation access. However, this segment was not identified as a
93 priority route in the City’s Pathway Master Plan, which serves as the guide for future pathway
94 projects.

95
96 Staff reviewed metrics related to park access impacts for the right-of-way:

- 97 • The ROW is located within Constellation K.
- 98 • Closest Park: Evergreen Park (Community Park).
 - 99 ○ Distance via ROW: 0.51 miles.
 - 100 ○ Distance via streets: 0.69 miles.
- 101 • The Mid Oaks neighborhood falls outside the Trust for Public Land (TPL) 10-minute
102 walk-to-a-park radius goal. Currently, 94% of Roseville residents fall within the TPL 10-
103 minute walk-to-a-park standard.
 - 104 ○ Evergreen Park (via Fairview): 0.86 miles.
 - 105 ○ Falcon Heights Community Park: 0.86 miles.
 - 106 ○ Evergreen Park (via ROW): 0.68 miles.
- 107 • The Commission reviewed existing pedestrian connections near the ROW

108 Staff reviewed potential cost considerations for the right-of-way:

- 109 • Hardscape path: \$84,000–\$177,000.
- 110 • Non-concrete path: \$20,000–\$60,000 (including design and site work).
- 111 • Volunteers and staff could assist with clearing invasive species and creating informal
112 paths.
- 113 • Engineering work would still be required to address slopes and accessibility.

114
115 The Commission revisited several questions that had been discussed at the previous meeting:

- 116 • Other neighborhood connections were created during the platting process.
- 117 • The Parks and Recreation Commission (PRC) can make a recommendation without the
118 ROW becoming a park.
- 119 • The PRC may provide advice on community engagement and implementation.
- 120 • Flooding risk is considered minimal with appropriate mitigation.

- 121 • If the ROW were vacated, ownership would transfer to adjacent neighbors, and the City
- 122 would no longer have control.
- 123 • A potential crosswalk at Roselawn would require review and approval by both the City
- 124 and Falcon Heights.

125
126 Staff reviewed the next potential steps, possible recommendations, and additional considerations
127 with the Commission:

- 128 • Joint meeting with the City Council scheduled for September 15, 2025.
- 129 • At that meeting, the Commission could:
 - 130 ○ Provide an update on progress.
 - 131 ○ Share recommendations (if ready).
 - 132 ○ Propose next steps.
 - 133 ○ Seek clarification from the Council.
- 134
- 135 • Possible Recommendations: Recommendation One
 - 136 ○ Does ROW provide parks and recreation value?
 - 137 Yes → move to Recommendation Two
 - 138 No → Option 1: Vacate
 - 139 No → Option 2: Retain without change
- 140 • Possible Recommendations: Recommendation Two
 - 141 ○ If the parcel has Parks and Recreation value, what should happen next?
 - 142 1. Study alignment/tree impacts
 - 143 2. Begin non-traditional trail planning
 - 144 3. Begin hardscape path planning
 - 145 4. No trail; vacate ROW
 - 146 5. Take no action now, but preserve ROW for future
- 147
- 148 • Additional Considerations
 - 149 ○ Convert ROW to parkland (pending legal review)?
 - 150 ○ Use Park Dedication funds?
 - 151 ○ Does the Commission have feedback on an implementation method?

152
153 The Commission discussed whether there is a precedent for right-of-way land being used as a
154 park or trail. Staff noted that precedent does exist: some ROW segments have been used to
155 provide access to parks, and natural spaces are also part of the City's Park System. However, this
156 parcel would be unique as it would be the smallest in the system and the only one to potentially
157 combine both uses.

158
159 Vice-Chair Beckmann asked if there was an estimated cost for an arborist to assess the trees.
160 Staff responded that they anticipated the cost would range from \$500 to \$2,000, depending on
161 the level of detail required in the assessment.

162
163 Commissioner Donaldson asked how the trail would be maintained in the winter. Staff
164 acknowledged that it could be difficult to plow an unpaved, winding trail during winter months.

165 Commissioner Penny asked about existing encroachments and how they would be addressed.
166 Staff explained that, under City policy, homeowners are responsible for removing encroachments
167 at their own expense.

168
169 The Commission also discussed potential concerns related to the site's trees, particularly the oak
170 and box elder species.

171
172 **J. Reinart, 1667 Ridgewood**

173 J. Reinart, 1667 Ridgewood, spoke in strong support of saving the path. He noted that he does
174 not have a preference for the type of trail surface but emphasized the importance of maintaining
175 the connection. He shared that his own use of nearby walking paths has decreased and expressed
176 concern that removing this path would be a disservice to the broader Roseville community.
177 Noting that the path connects the neighborhood to key city amenities, including parks, trails, and
178 the local school. He reaffirmed that retaining the pathway is in the best interest of the City and
179 that the trees along the ROW can be protected while preserving access.

180
181 **A. Lottie, 90 Mid Oaks Ln.**

182 A. Lottie, 90 Mid Oaks Lane, shared her support for retaining the path. She explained that she
183 previously lived on the ROW, moved away, and later returned to the neighborhood nearby
184 because her family missed Roseville and the community. She emphasized that this is not about
185 creating a new path but about improving an existing one that already serves as a quiet, shared
186 space connecting neighbors.

187
188 Ms. Lottie noted that the path provided her children with a safe, more direct route to Brimhall
189 School, which they could take independently because they knew the neighbors along the ROW.
190 While other routes exist, they are farther and less safe, as they require crossing Roselawn
191 Avenue or walking along the Snelling Avenue frontage road, which is both busy and in poor
192 condition.

193
194 She expressed appreciation for the City's efforts to study the land carefully and to prioritize tree
195 protection. Her hope is that some form of the longstanding neighborhood path can be retained, as
196 it is important not only to current residents but also to future neighbors. With the school year
197 beginning, she reiterated how much her family misses the path, as her children especially prefer
198 walking to school, rather than riding the bus, even during the winter months.

199
200 **S. Quinn, 89 Mid Oak**

201 S. Quinn, 89 Mid Oaks Lane, spoke in opposition to converting the ROW into a park. She stated
202 that her home abuts the property and that she did not purchase her home with the expectation of
203 living next to a park, noting that she likely would not have purchased it had that been the case.

204
205 Ms. Quinn expressed disappointment that the Commission packet did not address how
206 converting the ROW to a public park would impact surrounding neighbors. She emphasized that
207 21 residents (soon to be 24) live in adjacent homes, and their loss of privacy was not highlighted.

208
209 She further raised concerns about long-term tree damage, noting that the driplines of many
210 mature trees extend beyond the proposed 30-foot path. She stated that no treatment could fully

211 prevent tree loss if roots are disturbed. Ms. Quinn also referenced recent City Communications
212 celebrating an award for natural resources management, which highlighted the importance of
213 preservation.

214
215 She urged the Commission to prioritize saving both the mature trees and the privacy of the
216 abutting neighbors, who did not expect or want to live next to a park.

217
218 **O. Gault, 2021 Herschel St.**

219 O. Gault, 2021 Herschel Street, spoke in favor of retaining the path. She noted that she walks the
220 path year-round and, although it has never been shoveled, neighbors continue to use it in the
221 winter. She emphasized that residents are not asking for anything new but simply want to
222 continue using the existing walking path, which she has relied on for the 30 years she has lived
223 in the neighborhood.

224
225 Ms. Gault explained that she was unaware until the initial vacate notice that some abutting
226 property owners did not want people walking on the ROW. In response to the closing of the path
227 she created an on-line petition, and within one week it received 98 signatures representing 68
228 households, all supporting the continuation of the path.

229
230 She expressed regret that the issue has become divisive between abutting homeowners and the
231 rest of the neighborhood. However, she emphasized her hope that both the path and the
232 greenspace can be preserved.

233
234 **D. Urswell, 1731 Shryer**

235 D. Urswell, 1731 Shryer Avenue, spoke in favor of preserving the path. She expressed concern
236 for children living on Mid Oaks, noting that without the path they cannot move between
237 neighborhoods without running across busy streets. She emphasized that the path has served as a
238 well-established neighborhood connection for more than 30 years and that it is unfair to isolate
239 children by removing it.

240
241 Ms. Urswell stated that children should have the opportunity to take the healthier route of
242 walking along the path, rather than being forced to rely on motor vehicles to travel between
243 neighborhoods or access local community amenities.

244
245 **J. Pribyl, 1738 Skillman Ave.**

246 J. Pribyl, 1738 Skillman Avenue, spoke in support of the path. He stated that he enjoys using the
247 path and appreciates that this unique situation is being given thoughtful and creative
248 consideration. He noted that the path serves as a connector between neighborhoods as well as to
249 the University of Minnesota agricultural fields, which welcome walkers and provides a large
250 open space for recreation that his family takes advantage of often.

251
252 Mr. Pribyl also highlighted the importance of the trees, noting that they have long existed
253 alongside and within the ROW. He expressed appreciation that everyone's input is being
254 considered and that the process has allowed neighbors to hear and understand each other's
255 perspectives.

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A. Quinn, 89 Mid Oak

A. Quinn, 89 Mid Oaks Lane, emphasized that the situation has changed since he purchased his home. He noted that the size of the right-of-way has decreased over time and that there have been concerns with unwanted activity in the area. He also pointed out that portions of the existing path are located on private property, meaning the path cannot remain in its current location and would need to change. He added that any changes would affect the trees and observed that everyone seems to be in agreement about the importance of preserving them.

The Commission acknowledged that there are valid points on both sides of the issue. Commissioners emphasized the importance of protecting the privacy of adjacent neighbors while also recognizing the value of maintaining neighborhood connections to parks and trails.

The Commission discussed and agreed that the ROW provides Parks and Recreation value, noting that this has been acknowledged historically as the Parks and Recreation Master Plan identified the right-of-way segment as a potential “constellation link.” Commissioners also discussed whether the property would be best classified as a park or as a right-of-way, and how that decision could impact the preservation of trees. In addition, the Commission considered how future property ownership changes could affect both the neighborhood and its natural resources.

Commissioner Donaldson moved to recommend to the City Council that the Parks and Recreation Commission acknowledges that the Aldine right-of-way has value for the Parks and Recreation System. Commissioner Kooistra seconded.

Roll Call

Ayes: Beckman, Botzek, Donaldson, Harris, Kooistra, Matts-Benson, Penny.

Nays: None.

Abstain: Her.

The Commission discussed potential options for moving forward with a recommendation to the City Council, emphasizing that tree preservation should remain a top priority. Commissioners agreed that a non-traditional pathway would be the most favorable option, as it would have the least impact on the trees, unless a detailed study determined that the existing trees are not viable.

Chair Matts-Benson moved that the Parks and Recreation Commission recommends that the City Council direct staff to, as expeditiously as possible, engage with a third party to conduct a detailed study of a non-traditional path that includes:

1. Pathway alignment options and,
2. Specific tree impacts

and that a final decision be made immediately following the receipt of the study. Vice-Chair Beckmann seconded.

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Roll Call

Ayes: Beckman, Botzek, Donaldson, Harris, Her, Kooistra, Matts-Benson, Penny.

Nays: None.

Abstain: None.

Vice-Chair Beckmann moved to wait to discuss the “additional considerations” until the feasibility study has been conducted. Chair Matts-Benson seconded.

Roll Call

Ayes: Beckman, Botzek, Donaldson, Harris, Her, Kooistra, Matts-Benson, Penny.

Nays: None.

Abstain: None.

b) PREPARE FOR JOINT MEETING WITH THE CITY COUNCIL ON SEPT. 15, 2025

The Commission reviewed the PowerPoint presentation prepared by staff for the upcoming joint meeting with the City Council.

Commissioners discussed who would lead the discussion for each topic and what information should be included in the presentation. Specifically, they suggested having the Park Tour, Campus Master Plan, Recreation Program Quality, and the Parks and Recreation System Master Plan on the “Other Discussion Topics” slide. They also recommended highlighting the goals of “Supporting and grow the three Friends groups” and “Reviewing and advising on the Volunteer Program” when discussing the Parks and Recreation Commission Goals.

c) MAINTENANCE AND OPERATIONS CENTER UPDATE (STANDING ITEM)

Requests for Proposals (RFP) have been issued for an architect, and a Request for Qualifications (RFQ) has been issued for a construction manager for the project. Proposals will be reviewed within the next week, with an anticipated recommendation to the City Council for an architect by the end of the month, followed by a recommendation for a construction manager shortly thereafter.

6. COMMISSION DIRECTION ON MEMBER INITIATED AGENDA ITEMS

Commissioner Penny requested adding the following items to a future Commission agenda:

- The potential of adding electric vehicle chargers as a future park amenity.
- Opportunities for collaboration between the Parks and Recreation Commission and the community group at Parkview School working on an inclusive playground.

342 7. **OTHER BUSINESS**

343 a) **DEPARTMENTAL UPDATES**

- 344 • The summer concert series *Live at the Rog* and summer recreation programs have concluded.
345 Attendance numbers were very strong, and community feedback was overwhelmingly positive.
346 • Golftoberfest will be held on September 19 at the Cedarholm Community Building and Golf
347 Course.
348 • FOR Parks: Tapped and Uncorked fundraising event will take place on September 19 at the John
349 Rose MN OVAL.
350 • The Natural Resources Volunteer Event (invasive species removal) will be held at Cottontail
351 Park on September 20.
352 • The Wild Rice Festival is scheduled for September 27 at the Harriet Alexander Nature Center.

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354 b) **OTHER NEW OR RELEVANT COMMUNICATION ITEMS**

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357 8. **ADJOURN**

358 Meeting adjourned at approximately 9:07 p.m.

359

360 Respectfully Submitted,

361 Danielle Christensen, Parks and Recreation Department Assistant

Roseville Parks & Recreation Commission Agenda Item

DATE: October 7, 2025

ITEM: 5.a.

ITEM DESCRIPTION: Administration of Oath of Office and Introduction of New Youth Commission Member

Background

Attached is the Oath of Office for new Commission member Mia Huntley, who is joining as a non-voting youth commissioner. The Parks and Recreation Commission Chair will officially swear in the new member.

Recommendation

Swearing-in of new youth commission member.

Attachments

1. Oath of Office - Huntley, Mia



OFFICIAL OATH

for

Mia Huntley

Parks and Recreation Commission

I, Mia Huntley, do solemnly swear that I will support the Constitution of the United States of America and the Constitution of the State of Minnesota, and that I will faithfully, justly, and impartially discharge the duties of the Parks and Recreation Commission for the City of Roseville, Minnesota, to the best of my judgment and ability.

Mia Huntley

Subscribed and sworn to before me this seventh day of October 2025.



Matthew Johnson, Parks and Recreation Director

Roseville Parks & Recreation Commission

Agenda Item

DATE: October 7, 2025

ITEM: 5.b.

ITEM DESCRIPTION: Bike Plan Overview and Update

Background

Roseville was awarded an Active Transportation Planning Assistance grant from MnDOT to develop a community bike plan that complements the City's existing Pathway Master Plan. The draft plan was prepared through a collaborative process with MnDOT consultants, a Bike Plan Committee (consisting of representatives from City departments, Roseville Public Schools, Ramsey County, commissions, and a Roseville resident), and City staff. The Public Works Environment and Transportation Commission also provided input throughout the process.

Attached is the body of the draft Bike Plan for your review and discussion. The original draft was over 100 pages and was shortened based on feedback. The current draft is just under 20 pages, with the remaining 80 pages in appendices. The appendices will be shared for comment shortly; however, staff would like to have the Commission's input on whether the shortened version conveys the necessary information effectively on its own.

The Public Works, Environment, and Transportation Commission reviewed the plan on September 30 and provided its feedback to staff. Staff are now seeking the PRCs feedback.

In addition to information about the plan, staff will also share information about the bike lane that was created as a demonstration project on Hamline Avenue, including how they will receive feedback about the project.

Recommendation

Receive update and provide feedback.

Attachments

1. Roseville Bike Plan (DRAFT)



Bike Plan

Establishing Roseville's Bicycling Network

Acknowledgement

Bike Plan Committee:

Jennifer Lowry, PE

City of Roseville – City Engineer

Noelle Bakken

City of Roseville – Sustainability Specialist

Matthew Johnson, M Ed.

City of Roseville – Parks & Recreation Director

Jesse Freihammer, PE

City of Roseville – Public Works Director

Thomas Paschke

City of Roseville – City Planner

Antonio Montez

City of Roseville – Equity Manager

Jacob Swanson

City of Roseville – Police, Towards Zero Death Coordinator

Nick Boulton

Roseville Parks and Recreation Commission Member

Bryan Ficek, PE

Roseville Public Works, Environment & Transportation Commission Chair

Bob Bierscheid

Roseville Resident

Kou Xiong

Roseville Area Schools Representative

Connie Bernardy

Ramsey County Representative



This Plan was funded through the Minnesota Department of Transportation's (MnDOT) Active Transportation Program and developed with the technical assistance of MnDOT and its consultants.

Learn more:

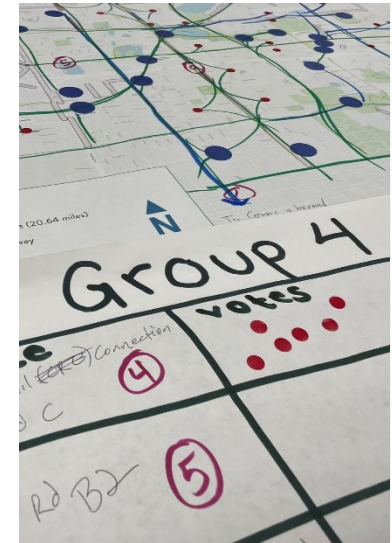
www.dot.state.mn.us/active-transportation-program



Executive Summary

This Bike Plan is the result of a collaboration in 2024 and 2025. A local Bike Plan Committee comprised of city, county, and school district staff and a resident, came together to set direction, co-create strategy and engagement which included bicycle audits, hands-on network planning workshop, and hosted an online interactive mapping tool and survey to collect broader input.

This Plan serves as a living guide. The Plan builds on existing plans, engagement with residents, lessons learned from other cities, and observation and coordination with city staff to establish a Priority Bike Network for Roseville, along with a preliminary prioritization framework, and next steps for moving the plan forward.



What's in the Plan?

This is **Roseville's first Bike Plan** and is meant to establish a solid start for defining and building a more robust bike network in Roseville. This Plan shares the purpose, vision, and goals that drove the planning efforts to date. It includes the benefits of biking and why the City of Roseville values biking and the benefits it brings to the community. The Plan highlights how existing policies and plans, existing biking condition, crash data, and public engagement helped inform the proposed Priority Bike Network.

Additionally, it introduces a framework for how the bike network and its bikeways can be categorized and suggests next steps for how Roseville can implement a robust bike network for all abilities to use.

To make the plan more accessible to the public and usable by staff, the body of the Bike Plan was intentionally made to be a summary of the data, efforts, resources, and input that went into its creation. The appendices include nearly 80 pages of additional information.

Appendix A – Research & Resources

Appendix B – Community Engagement

Appendix C – Existing Network and Draft Prioritization

Appendix D – Policy, Practice, and Program Recommendations

Bicycle Terminology

The Plan uses the terms **bicycling**, **bike**, **biking** and **bicyclist** broadly to refer to people of all abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

The terms **bikeway**, **bike facility** and **bike infrastructure** refers to a bicycle lane, bicycle path, bicycle boulevard, shared use path, or similar bicycle facility, regardless of whether it is designed for the exclusive use of bicycles or for shared use with other transportation modes. **See Appendix A** for more information on different types of bikeways, routes, facilities and infrastructure.



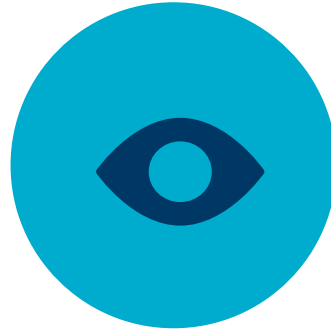
Why a Bike Plan?

PURPOSE

Bicycling is a sustainable transportation option that contributes to a vibrant, equitable and sustainable city. The Plan builds from, and is supported by, the city's Complete Streets Policy, 2040 Roseville Comprehensive Plan, 2021 Pathways Master Plan and community goals.

The primary purpose of this Plan is to develop a network of bikeways that creates opportunities for people of **all abilities** to safely and comfortably ride bicycles for both recreational and functional trips: daily errands, to get to work, a friend's house, school, or to enjoy Roseville's great parks. This is a network-level planning document that identifies specific corridors (bikeways) for future investment in bike infrastructure. The recommended bike network policies and programs in this Plan serve as a roadmap and should be used to guide next steps and other planning efforts that impact biking.

VISION



A bicycle network that is safe, comfortable and accessible for riders of all abilities, especially for people experiencing systemic barriers and inequities, to use confidently.

GOALS



Safe Streets: Create a safer, comfortable and convenient network that prioritizes people of all abilities bicycling, improving community access and safety for all.

Health & Well-Being: Encourage a healthy, active lifestyle for all, improving community health outcomes.

Transportation Choice: Make bicycling an efficient way to get around the community, reach neighboring cities and connect to transit, increasing bicycle trips and reducing automobile trips.

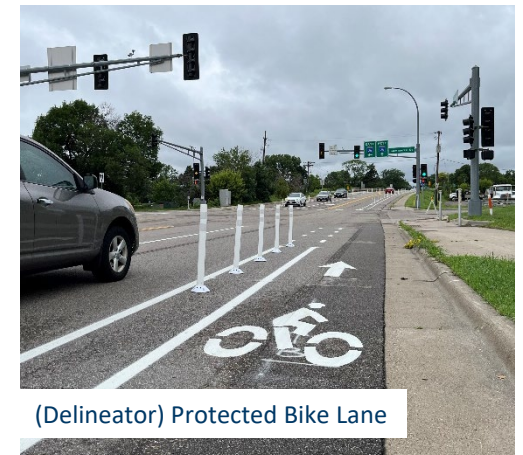
How the Plan was Developed

The Bike Plan is the result of a collaborative process led by Roseville's Bike Plan Committee. The committee came together to host and participate in:

- **Bicycle audits to assess existing conditions**
- **Network mapping workshop to define bikeways and connections**
- **Online engagement using an interactive mapping tool and survey to collect broader community input**
- **Plan review through virtual meetings with city champions who participated in the network mapping workshop**
- **Implementation of a demonstration project on Hamline from B to B2**

The Plan builds on existing plans and policies, community and committee participation and evidence-based state and national best practices to identify a bicycle network and action steps to guide future investments in making bicycling safer and more accessible for all.

The City of Roseville received planning assistance to develop this Plan, funded by the Minnesota Department of Transportation (MnDOT) Active Transportation Program. The Active Transportation Program aims to increase the number of people walking and biking to destinations.



(Delineator) Protected Bike Lane

Why Bicycling Matters



HEALTH & WELLBEING

Bicycling as part of everyday travel is as effective as structured workouts for improving health. Active commuting is associated with a **11% reduction** in cardiovascular risk.

American Public Health Association. (2010). *The hidden health costs of transportation*. https://www.apha.org/-/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.pdf



SOCIAL CONNECTION

"Humans are social creatures—we live in community. Individual health and wellbeing is intricately tied to the health of our communities and our interactions with others."

Bicycling provides us more opportunity to interact with our friends, neighbors and community.

Taking Charge of Your Health & Wellbeing. (n.d.). *How do our social networks affect wellbeing?* University of Minnesota. <https://www.takingcharge.csh.umn.edu/how-do-our-social-networks-affect-wellbeing>



HAPPINESS

Researchers at the University of Minnesota have found **bicycling** to be the **happiest form of transportation**.

University of Minnesota. (2018, August 20). *The happiest mode of transportation? That would be cycling*. University of Minnesota. <https://twin-cities.umn.edu/news-events/happiest-mode-transportation-would-be-cycling>

Why Bicycling Matters



EQUITY

7.4% percent of Roseville households do not have access to a vehicle and 36.7% percent have just one. Owning a new car costs roughly **\$12,-182 per year** (AAA, 2023). This is a sharp increase from 2022 when the average yearly cost was \$10,728. Car ownership should not be a requirement for getting around safely and efficiently.

2022 American Community Survey 5-year estimate, table B08201
AAA Newsroom. (2023, August 30). *Annual new car ownership costs boil over \$12K*. AAA. <https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/>



ENVIRONMENT

The city supports Minnesota’s goal of an **80%** reduction of greenhouse gas (GHG) by 2050. Vehicle travel is the **second** leading source (42%) of GHG emissions in the City of Roseville.

Bike networks reduce dependence on driving to get around. Less driving provides two-fold benefit – cleaner air and reduced impact on our climate.

Minnesota Department of Transportation. (n.d.). *Minnesota Walks: Statewide Pedestrian System Plan*.
<https://www.dot.state.mn.us/minnesotawalks/index.html>



ECONOMY

Bicycling means business: it stimulates local economies through job creation, tourism and business development.

People biking make **more frequent trips** than people driving, spending more money at local businesses.

Cortright, J. (2009). *Walking the walk: How walkability raises home values in U.S. cities*. CEOs for Cities.
https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf
Schmitt, A. (2012, December 5). *Cyclists and pedestrians can end up spending more each month than drivers*. Bloomberg.
<https://www.bloomberg.com/news/articles/2012-12-05/cyclists-and-pedestrians-can-end-up-spending-more-each-month-than-drivers>

Why Bicycling Matters | Safer Streets for All

Traffic-related crashes that kill and severely injure people are a **serious transportation equity** and **public health concern**. Minnesota is seeing a rising share of crashes involving people biking that result in fatal and serious injuries.

[Ramsey County's 2015 County-wide Pedestrian & Bicycle Plan](#) estimated that Ramsey County has the second highest serious injury rate of bicyclists relative to the rest of the state. In Ramsey County, three-percent of all crash fatalities are bicyclists which is one-and-half times the state average. Streets with higher numbers of bike crashes tend to be in St. Paul; in Roseville areas with one to six bicycle crashes were reported on nearly all major roads.

In Roseville, over **130 people walking or biking were involved in a crash in the last 10 years**, 5 of them lost their lives, and 25 sustained life-changing injuries. Of the crashes involving people walking and biking in the past 10 years, nearly **20% occurred on Roseville city streets**.

One of the top reasons people cite for not biking is concern about safety (both traffic safety and personal security). People who bike (and walk) are the most vulnerable transportation system users. National and state data show American Indian/Alaskan Native, Black/African American and Hispanic people and low-income individuals are at greater risk of being severely injured or killed due to a motor vehicle related crash while biking.

Streets that are safer for people biking (and walking) reduce the frequency and severity of crashes and minimize conflicts between all transportation users. Safety, both real and perceived, is essential to increasing the number of people who bike.



Lyndale Ave in Richfield before (above) and after (below) the installation of modern roundabouts at multiple intersections, which allowed lane space to be reallocated for protected bike lanes (cycle tracks).



Policy Framework, Existing Plans & Policies

COMMUNITY SNAPSHOT

Recent plans and policies have made efforts to improve biking in Roseville. Plans have established comprehensive standards for the development and maintenance of bikeways, creating safe and accessible travel for pedestrians, cyclists and other wheeled users. Additionally, they collectively support a vision of growth of a well-connected bike network, enhancing safety and connectivity while promoting physical activity and community interaction.

This bike plan seeks to build from the Pathways Master Plan by:

- Reaffirming proposed pathway segments identified in 2021 that continue to be priorities for bicycling upgrades today
- Identifying new bikeways to add to the bicycle network in Roseville. See page 6 for bikeway definition
- Identifying the types of bike facility upgrades appropriate for these bikeways
- Providing a clearer vision for implementation of bikeways when opportunities arise

“Roseville’s streets enhance neighborhood character, encourage human interaction and physical activity, and facilitate engagement in the community and local commerce.

City policies and transportation projects incorporate principles of sustainability and environmental stewardship, reflecting the value of natural spaces and clean air and water for the community.” – *Roseville’s Complete Streets Policy*

Roseville’s **Bike Plan** supports and is informed by the following existing plans and policies:

Pathway Master Plan (2021 Update) – This plan provides policies and standards for the community’s pathway facilities including planning, design, construction, and maintenance. The goal is to have safe travel for pedestrians, cyclists, and other wheeled users (e.g., in-line skaters) on every street. Pathways are intended to connect residents to schools, retail, residential, parks and other destinations inside and outside the city.

Roseville 2040 Comprehensive Plan (2020) – The Comprehensive Plan provides a vision for growth and development. It analyzes and sets policies and goals regarding land use, housing, economic development, transportation, utilities, parks and trails and more. The plan is guided by several goals including providing access to destinations through a reliable, affordable and efficient multi-modal transportation system and encourages the use of non-motorized transportation by providing and supporting development of a high-quality network of both off-road and on-road pathways.

Complete Streets Policy (2019) – This policy states Roseville will create a safe and sustainable transportation network for motorized and non-motorized [active] transportation users. The policy encourages the use of active transportation through the development of a high-quality network of both off-road and on-road facilities to ensure that bikeways and pedestrian routes are safe, efficient and attractive.

Ramsey County Wide Pedestrian & Bicycle Plan – This plan envisions that walking and bicycling is an integral part of daily life in Ramsey County for people of all abilities, allowing them to move freely across the integrated system. An annual inventory is conducted by individual jurisdictions, typically municipalities, to identify the types and miles of various active transportation facilities. Active Living Ramsey Communities will then evaluate the network based on their goals outlined in this plan (see left) using a range of analyses. Following the analysis, a summit will be held to explore ways to collaborate and build out the network.

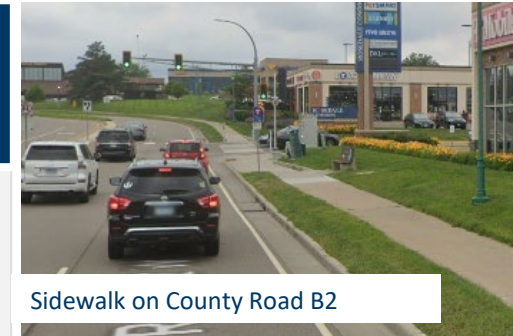
Existing Bike Network

The existing network of bikeways in Roseville is comprised of striped shoulders, sidewalks, and shared-use paths that are mostly located on Ramsey County roads. Shared-use paths in Roseville city parks also contribute to the existing network. There are very few on-road bike lanes that are relatively new (i.e. the delineator protected bike lane on Hamline Avenue from County Road B to B2 installed as a demonstration project associated with this planning effort).

Sidewalks comprise nearly 50% of existing bikeways in Roseville. While city ordinance allows biking on sidewalks, sidewalks are not a long-term solution for cycling in Roseville as sidewalks are not designed for people to bike; they are narrow, which creates conflicts between bicyclists and pedestrians, and drivers do not expect to see cyclists on sidewalks.

The map on the following page shows pathways proposed in Roseville’s 2021 [Pathway Master Plan](#) update overlaid on the existing bike network. The map also shows the progress the City has made on since 2021, with nine recently completed pathway segments and six near term pathways programmed for completion in the upcoming year.

Bikeway Type	Existing Mileage
Sidewalks: 5-6 feet wide along busy roads, bicycling allowed, but not ideal.	47
Shared-use path: 8-10 feet wide along busy roads, shared by people walking and biking.	37
Striped Shoulders: street-level paved shoulders often shared with parking and marked with a white line.	18
Total	102



Sidewalk on County Road B2



Shared-use Path on County Road C


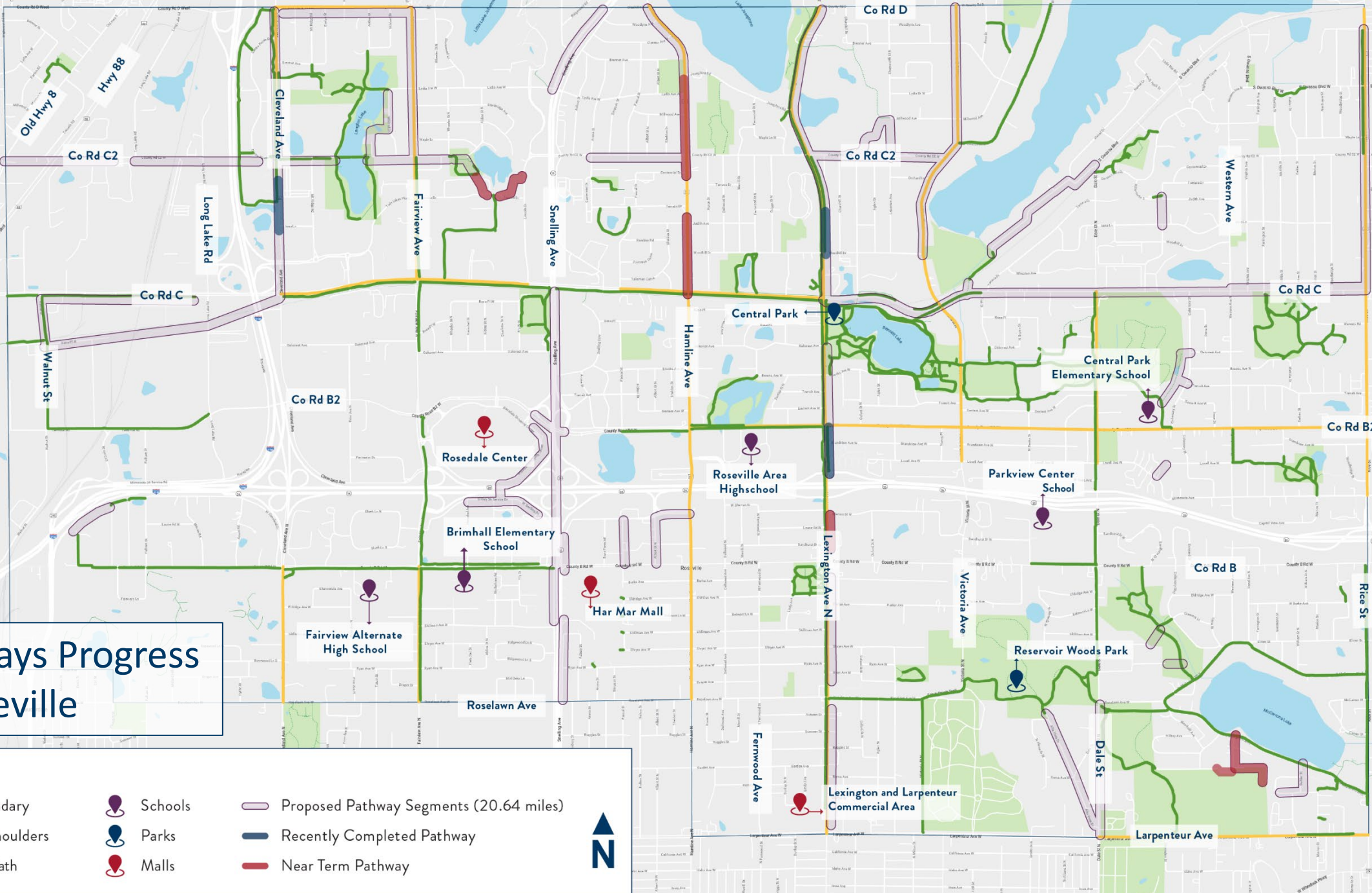


Striped Shoulders on Western Ave

Pathways Progress in Roseville

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path
- 📍 Schools
- 📍 Parks
- 📍 Malls
- Proposed Pathway Segments (20.64 miles)
- Recently Completed Pathway
- Near Term Pathway

How the Community Was Engaged



Networking Mapping Workshop



Audit Team for Rosedale Mall Area Bike-ability

Roseville Bike Plan Survey

Open from April 18th to July 1st, 2024. There were 370 responses to the survey.

Roseville Bike Plan Interactive Comment Map

Open from April 10th to June 30th, 2024. There were 324 visitors who left 378 comments.

Walk and Bike Audits

Three audits that took place on June 10th and June 11th, 2024. City staff, project staff, committee members and residents were present.

Network Mapping Workshop

The in-person mapping workshop took place on June 11th, 2024. City staff, committee members and residents worked together to identifying a priority bicycle network for Roseville.

Overarching Findings from Engagement

Need for Improved Comfort and Safety on Major Roads

There are significant concerns about biking safety and comfort on major roads like Snelling Avenue, County Road B, Rice Street and Fairview Avenue.

Lack of Dedicated Bike Infrastructure

Bikeways separated from vehicle traffic were expressed as a desire to enhance safety and comfort, especially for families and commuters.

Challenging Bikeways in Key Areas

Several areas were noted for having inadequate or uncomfortable bike paths, but issues vary depending on the area. People biking in Central Park experience conflicts with pedestrians while there are not bike facilities for people biking to Rosedale Center on Co Rd B2.

High Traffic Volume

High traffic volumes and are major concerns. Locations like County Road C east of Lexington Ave and the intersection of County Road B and Hamline Ave are areas where traffic conditions make biking intimidating.

Complex Intersections

Bike audit and interactive comment map results frequently showed that large, complex intersections in Roseville are uncomfortable for bicyclists of all abilities.

Improved Amenities and Maintenance

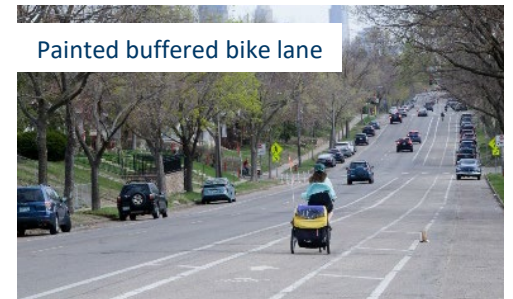
There is a notable concern about the lack of bike racks at key destinations, poor maintenance of existing bike paths and the need for better infrastructure support.

Priority Bike Network

The Priority Bike Network provided on the next page was developed through the planning efforts previously described. This proposed Priority Bike Networks helps Roseville be strategic about investments and implementation, especially in partnership with Ramsey County and MnDOT. It will inform the selection of bikeway facility types by showing where higher quality facilities are needed to best support all abilities bicyclists (“interested but concerned” type of bicyclist). If a project is planned on a roadway that is shown on the bike network, project development should prioritize including the appropriate bike infrastructure.

The Priority Bike Network map identifies **two different types of bikeways**:

- **All Abilities Bikeways** – these bikeways focus on the half-mile major road grid in Roseville where vehicle volumes and speeds are high enough that complete separation of bike facilities from vehicle traffic is required for bicyclists of all abilities to feel comfortable. These routes are located on city, county, and state roads. Along with separation from vehicle traffic, improving the complex intersections and barrier crossings along these bikeways will be essential to making them available to all abilities of cyclists.
- **Traffic-Calmed Local Street Bikeways** – these bikeways focus on city streets where traffic volumes and speeds might be low enough for bike lanes, buffered bike lanes, and shared-use street treatments to provide a comfortable environment for users of all abilities and complete separation of bike facilities from vehicle traffic may not be required. Intersections where these bikeways cross major roads will also need improvement.



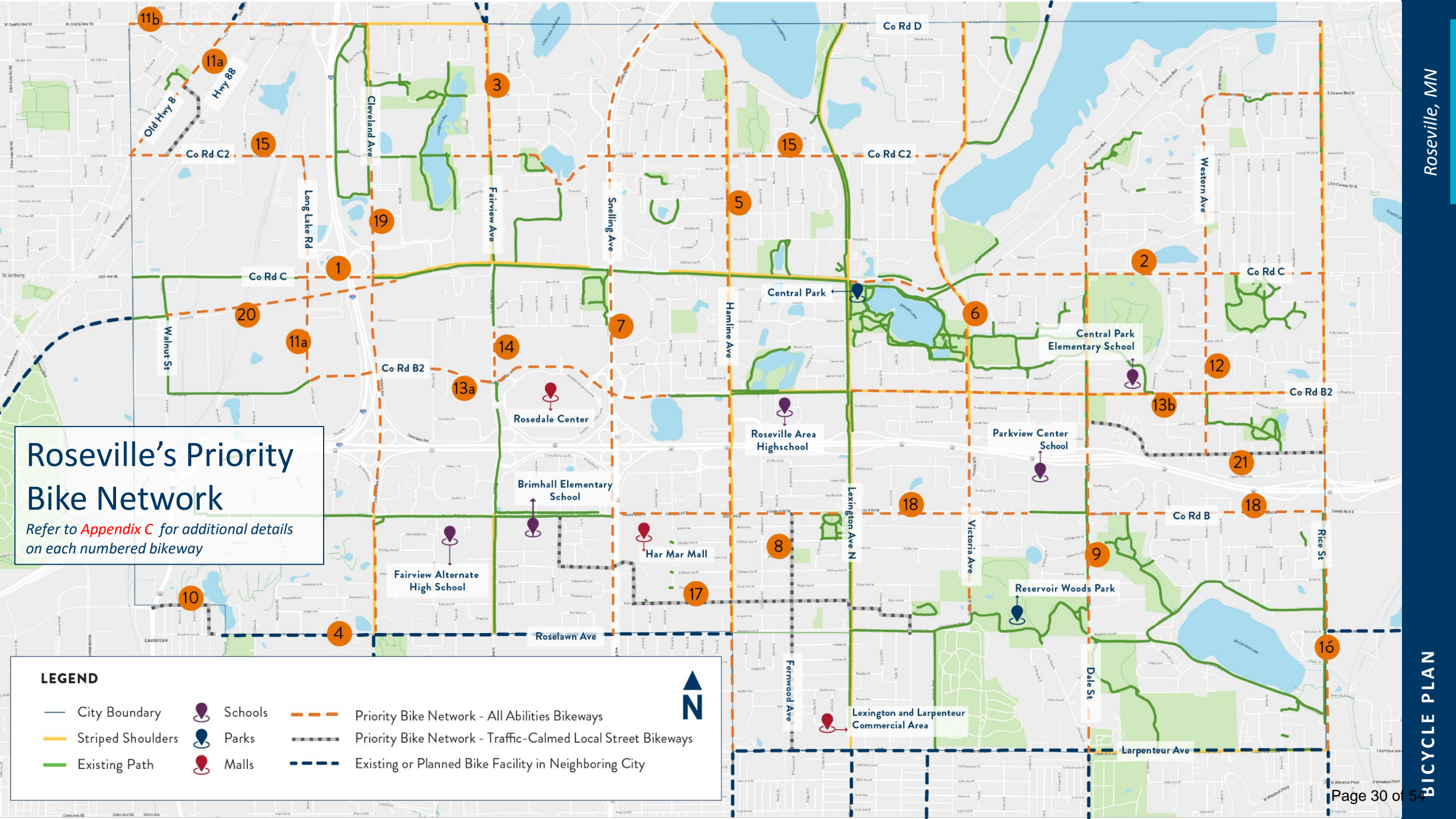
The Priority Bike Network identified through development of this plan is extensive. To help the city identify projects to move forward in the near-term a **draft prioritization** is provided in [Appendix D](#). In addition, the city will not always have the opportunity to implement a street’s preferred or highest quality bikeway in the short term. Facilities like protected bike lanes or shared-use pathways often require full street reconstruction. The city should be prepared to implement interim bikeway facilities as the streets are maintained. For example, restriping projects can narrow vehicle travel lanes to stripe bike lanes or use pavement markings and signage to convert “bikeable shoulders” that exist today to dedicated bike lanes.

Roseville's Priority Bike Network

Refer to *Appendix C* for additional details on each numbered bikeway

LEGEND

- City Boundary
- Striped Shoulders
- Existing Path
- Schools
- Parks
- Malls
- Priority Bike Network - All Abilities Bikeways
- Priority Bike Network - Traffic-Calmed Local Street Bikeways
- Existing or Planned Bike Facility in Neighboring City

Next Steps

Conduct additional engagement.

A public comment period and focused engagement with equity communities are wanted to collect additional input and finalize this plan. The City has identified these as critical steps to successful implementation of this plan.

- Conduct focused engagement with equity communities and update this plan based on feedback.
- Develop a shorter, two-page summary of this plan to make public review more accessible.
- Collect broad public comment on this plan and update this plan based on feedback.

Identify a network of Traffic-Calmed Local Streets

This plan identifies three Traffic-Calmed Local Street bikeways, but the City will work to identify additional of these local routes to add to the Priority Bike Network. These bikeways can include painted bike lanes and/or traffic calming treatments to achieve a low-speed, low-volume environment for bicyclists to share the street with drivers. Traffic-Calmed Local Streets provide an alternative and redundant route to the all-abilities routes on the arterial streets and can be implemented using less costly, temporary materials.

Identify Priority Intersections and Barrier Crossings for Improvement

Given that Roseville's Priority Bike Network is comprised of the half-mile grid of major roads, plus additional Traffic-Calmed Local Streets, there are many intersections and barriers in the network that require improvement. Use engagement data collected for this Plan and crash data to prioritize intersections for improvements.

Finalize Prioritization

This plan provides a preliminary prioritization framework to start planning and implementing projects. The City should add to and finalize this prioritization by considering:

- Bike crash history and trends
- Critical gaps in existing pathway network
- Implementability
- Priorities from the Pathways Master Plan

Next Steps

Coordinate and advocate for this Plan

- Bring the plan to City Council for consideration.
- Share it with partners.
- Continue to coordinate with Ramsey County, MnDOT, and other agencies to further corridor and street design in support of biking.
- Study and report lessons learned from the demonstration project on Hamline Avenue from County Road B to B2

Put the plan into action!

- Actively use this plan as a living guide and start to program studies and update practices to advance Roseville's Priority Bike Network.
- Explore and identify funding opportunities listed in **Appendix A** of this plan and identify appropriate projects
- Build momentum and participation by doing low-cost, quick build projects or events to raise awareness. Taking incremental steps to demonstrate change helps projects get realized faster. Examples include:
 - Consider paint or temporary devices to test curb extensions to slow turning motorists and shorten crossing distances. Or test narrower travel lanes to paint a buffered bike lanes, providing more visual separation between people biking and driving.
 - Sign and use pavement markings to mark on-street bike lanes.

Periodically review Plan

Periodically review this plan to confirm remaining steps needed, add new bikeways, and reprioritize.

Roseville Parks & Recreation Commission

Agenda Item

DATE: October 7, 2025

ITEM: 5.c.

ITEM DESCRIPTION: Transition to Dash Recreation for Recreation Management Software

Background

In late 2024, based in part on commission feedback, staff issued a request for proposal to evaluate the City's options for Recreation Management Software. Recreation Management Software is the database that tracks program reservations, facility permits, online activity registrations, waivers, point of sale, and more. Staff and Commissioners had received numerous complaints about the current program, which the City has used since 2003.

Ultimately, staff selected Dash Recreation as the preferred recreation management software vendor. In addition to streamlined functionality, Dash is significantly less expensive than the City's current vendor.

Since January, staff have been working to build out the Dash database, train staff, and begin using Dash in a couple of small pilot rollouts. Staff plan a full rollout, with all programs and services using Dash beginning on November 17.

Although, in the short term, the transition to Dash will cause some challenges, it is expected that, over time, Dash will improve customer service, reduce costs, and provide a more user-friendly registration experience for residents.

Staff will provide a brief overview of Dash and the transition process.

Recommendation

Receive presentation, ask questions, and provide feedback.

Attachments

1. Presentation

Recreation Management Software Transition

Parks and Recreation Department



Recreation Management Software Transition

Parks and Recreation Department

20 years with ActiveNetwork



- **Customer Complaints**
- **Cumbersome Communication features**
- **Increasing costs**
- **Limited reporting**
- **Limited Facility Reservation Options**
- **Disorganized/Outdated household account (20 years of information)**

Recreation Management Software Transition

Parks and Recreation Department

Recreation Management Software RFP (Issued August 2024)

11 Proposals Received

5 Vendors Selected for Demos/Interviews

Dash by DaySmart Selected as top scoring software

Scoring

Functional and Technical (activities and facilities management, mobile responsiveness, customer communication, ease of use, reporting)

Experience (References, years of experience)

Support and Training (initial and ongoing support)

Cost (competitive pricing)

Recreation Management Software Transition

Parks and Recreation Department



Roseville Parks and Recreation Demo

Rosey Roseville

- DASHBOARD
- MY PROFILE
- MY ACTIVITIES
- REGISTER**
- DROP-IN EVENTS
- RENTALS
- CALENDAR
- MEMBERSHIPS & PASSES
- CONTACT
- BILLING

Family balance
\$0.00
Make a payment

DASH
by DaySmart
Dash © 2025 All rights reserved.
Privacy Policy

REGISTER

WHO ARE YOU REGISTERING? *
Rosey Roseville

LOCATIONS
All locations

ACTIVITIES

Are you a team manager?

Adult Specialty Programs
Looking for ways to stay active, engaged, and connected? Our Adult...
[Full Description](#)

View

Adult Sports Leagues and Open Gyms
Stay in the game with our Adult Sports Leagues and Open Gyms...
[Full Description](#)

View

Adult/Child Classes
Create lasting memories together in our Adult/Child Classes! Designed fo...
[Full Description](#)

View

Gymnastics - Youth
Flip, tumble, and soar with our Gymnastics programs! Designed for...
[Full Description](#)

View

Ice Skating Programs and Open Hockey - All Ages
Hit the ice with confidence and have a blast doing it! Our Ice Skating Classe...
[Full Description](#)

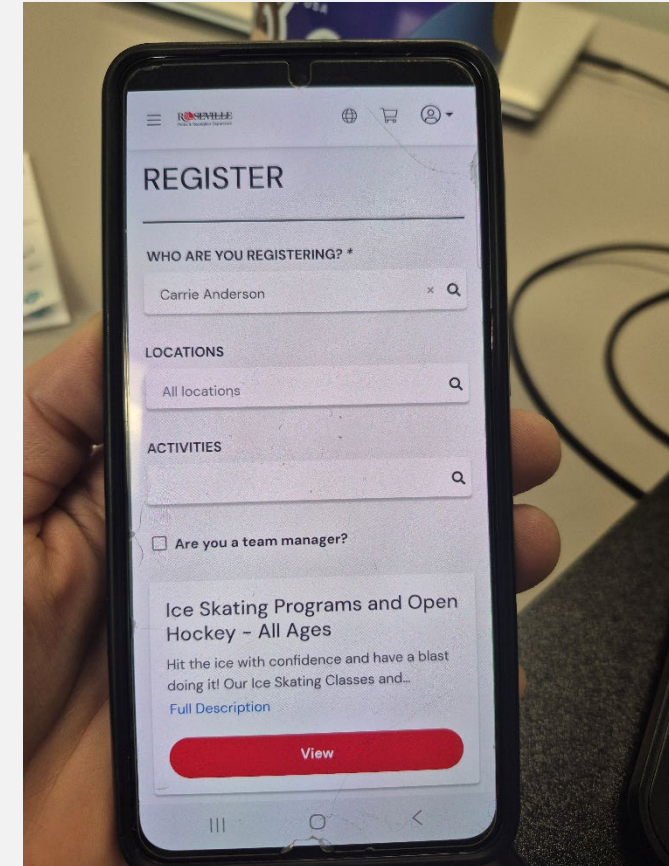
View

Special Events - All Ages
Join in the fun with our special events, where we bring the community...
[Full Description](#)

View

Benefits of Dash

- Simple platform for customers
- Mobile App
- Saves an estimated \$50,000 a year
- Staff Training is more efficient
- Updated technology – credit card transactions available at HANC, gymnasiums



Dash Transition Timeline

August 25	Open Hockey/Point of Sale
October 20	Customer Account Set Up Begins
November 10-16	No Transactions
November 17	Dash is Live!
December 9	Winter Registration Opens

Communication Plan

- Dash announcement in City Newsletters and Activity Brochures
- Emails to current ActiveNetwork customers
- Webpage FAQ, tutorials
- Social Media
- Program participant notifications
- Facility Users and Facility User Groups
 - Affiliated groups, community groups

A large, bold, black letter 'Q' with a thick stroke and a small tail at the bottom right.A large, bold, black ampersand symbol (&) with a thick stroke and a curved tail.A large, bold, black letter 'A' with a thick stroke and a triangular shape.

Questions?

THANK YOU

Parks and Recreation Department

Roseville Parks & Recreation Commission

Agenda Item

DATE: October 7, 2025

ITEM: 5.d.

ITEM DESCRIPTION: Annual Deer Management Program Update

Background

The City of Roseville administers an annual Deer Monitoring and Reduction Program in partnership with the United States Department of Agriculture (USDA) Wildlife Services and the Minnesota Department of Natural Resources (DNR). The program's goal is to maintain a healthy and sustainable deer population while reducing negative impacts such as vehicle collisions, landscape damage, and ecosystem imbalance.

Trained USDA marksmen strategically remove deer at pre-identified sites across the city. These sites are closed to the public during removals to ensure safety. The program has been in operation since 2016 and is reviewed annually by the Parks and Recreation Commission and City Council.

2024–2025 Season Results

- **Dates of activity:** December 17, 2024 – March 30, 2025
- **Sites utilized:** Western Pond, Owasso Hills, Harriet Alexander Nature Center, Reservoir Woods, Villa Park
- **Total deer removed:** 19 (Attachment 1)
- **Additional removal:** 1 coyote
- **Tags issued by DNR:** 49
- **Tags used:** 19
- **Program cost:** \$15,736

All deer removed were field-dressed and donated for human consumption through local food distribution networks.

Observations

- Similar to the past few seasons Roseville's program remains in a maintenance mode, with a lower number of removals and more consistent removals.
- Removal sites have become more familiar to deer over time, which may influence future efficiency.
- For 2024–25, all deer taken were adult males, which USDA staff noted as unusual. This outcome likely reflects habitat shifts from repeated removals, but is not expected to repeat in future years (Attachment 1).
- Sharpshooters and parks staff still report seeing a lot of deer in the various parks, but often times the

deer do not enter a safe removal position.

- The City annually tracks deer-related reports (typically phone calls and website observations). These have consistently declined since the program's inception, but this likely reflects familiarity with the program rather than a population decline.
- Reported deer strikes in the City has declined slightly from last year (seven so far in 2025, ten by October 1, 2024).
- Ramsey County has not conducted a reliable deer survey since 2021, making the population somewhat uncertain.

Program Safety

Public safety is the program's highest priority. The City of Roseville, in partnership with the USDA, designs and conducts the annual deer management effort with strict safety protocols in place. Removal sites are chosen with safety as the primary consideration, and in past years the USDA has declined to use certain sites when conditions did not meet their safety standards. Every approved site includes a secure backdrop, either vertical or angled terrain, to eliminate the risk of stray bullets.

On site, USDA personnel implement multiple safeguards to further ensure safety. Night vision equipment is used to improve visibility and accuracy, and only close-range, high-certainty shots are taken. It is believed that in the life of the program, no shots have been missed. In addition, the ammunition used is specifically designed to avoid passing through the target, further reducing any risk beyond the intended shot.

Together, these measures have allowed the program to maintain an excellent safety record, with no incidents reported over its many years of operation.

Historical Program Data

Season	Deer Removed	Tags Requested	Cost
2016/17	20		\$3,771
2018/19	20		\$7,363
2019/20	46	50	\$15,200
2020/21	31	85	\$15,104
2021/22	43	49	\$15,212
2022/23	23	49	\$15,370
2023/24	19	49	\$14,301
2024/25	19	49	\$15,736

USDA Recommendation

The USDA stated that the pattern shown, with large efficient removal numbers in the first few years, but more modest and consistent removal numbers in subsequent years is very typical and reflective of some population stability. They recommend continuing in maintenance mode and adjusting efforts seasonally based on conditions and observations at the site rather than a rigid number of removals.

Recommendation

Receive information and provide a recommendation to staff for the 2025-26 removal season.

Attachments

None

Roseville Parks & Recreation Commission Agenda Item

DATE: October 7, 2025

ITEM: 5.e.

ITEM DESCRIPTION: Debrief from Joint Meeting with the City Council on September 15

Background

On September 15, 2025, the Commission held its annual joint meeting with the City Council. At that meeting, the Commission shared its work from the last year, outlined its goals, and conveyed information it wanted to communicate. The Commission also shared its recommendation on the Aldine Right-of-Way.

This agenda item is an opportunity for the Commission to debrief on that meeting and discuss any potential action items they would like to see as a result.

Recommendation

Discuss the joint meeting and possible actions.

Attachments

None

Roseville Parks & Recreation Commission Agenda Item

DATE: October 7, 2025

ITEM: 5.f.

ITEM DESCRIPTION: Maintenance and Operations Center Update (Standing Agenda Item)

Background

At each meeting throughout the planning and construction process, staff will provide updates on the progress of the Maintenance and Operations Center.

Recommendation

Receive update, ask questions, and provide feedback.

Attachments

None

Roseville Parks & Recreation Commission Agenda Item

DATE: October 7, 2025

ITEM: 7.a.

ITEM DESCRIPTION: Departmental Updates

Background

At each Commission meeting, city staff provides updates on Parks and Recreation activities and projects.

Recommendation

Receive report and provide feedback.

Attachments

1. 10.7.25 - P&R Flyers

OPEN MIC NIGHT



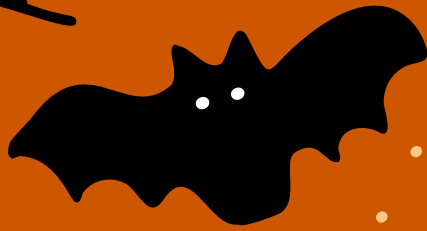
EVERY 3RD THURSDAY OF THE MONTH

7PM October 16 ● November 20 ● December 18 7PM
January 15 ● February 19 ● March 19

Cedarholm
Community
Building
2323 Hamline
Ave N

Free Event
Open to all
ages and
abilites
Beverages for
sale

Call to sign up
the Monday
before the
event
651-792-7154



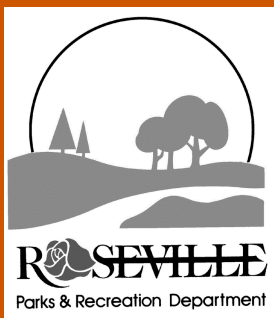
HALLOWEEN SPOOK-TACULAR



OCTOBER 25

1:00-4:00PM

PREREGISTRATION
REQUIRED



THANK YOU TO OUR EVENT SPONSORS!

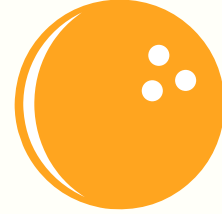


TSUNAMI
EXPRESS
CAR WASH

Older Adult Programs



Older Adult Bowling



Mondays Sept 8-Apr 20, 9:30am

Weekly cost: \$10 for 3 games and coffee

Registration fee: \$7 - registration open all season

Shoe rental: \$2.50



AARP Smart Driver

Tuesday - Sept 23 or Oct 14, 9am-1pm

Thursday - Nov 6 or Dec 18, 9am-1pm

Cost: \$30

Tap for Older Adults

Beginner: Fridays Sept 5-Oct 24, 8:30am or 10:30am

Beginner: Fridays Oct 31-Jan 2, 8:30am or 10:30am

Intermediate: Fridays Sept 5-Oct 24, 9:30am

Intermediate: Fridays Oct 31-Jan 2, 9:30am

Cost: \$65

RV Res: \$55



For More Information

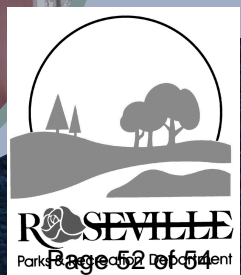
 651-792-7006

 recreation@cityofroseville.com

2026 Adult Day Trips

- TRIPS OFFERED FEBRUARY-MAY & SEPTEMBER -DECEMBER
- EXPERIENCE FUN PLACES, ALL PLANNED FOR YOU
- WORRY-FREE TRANSPORTATION

**Call 651-792-7104
for more info**



Chair Yoga Offerings



Virtual Chair Yoga

Mondays Sept 15-Nov 3

10:30am-11:45am

Cost: \$100

RV Res: \$90

Instructor Elizabeth Fletcher, C-IAYT & E-RYT-200 RYT-500

Mondays Nov 10-Dec 22

10:30am-11:45am

Cost: \$100

RV Res: \$90



Chair Yoga adapts traditional yoga poses for chair-supported practices that improve flexibility, mobility, strength, and balance!

Virtual Adaptive Chair Yoga

Thursdays Sept 4-Oct 30

11am-12pm

Cost: \$114

RV Res: \$104

Instructor Lois Cunningham, RYT-200

Thursdays Nov 6-Dec 18

11am-12pm

Cost: \$88

RV Res: \$78

For More Information

 651-792-7006

 recreation@cityofroseville.com

Roseville Parks & Recreation Commission Agenda Item

DATE: October 7, 2025

ITEM: 7.b.

ITEM DESCRIPTION: Other New or Relevant Communication Items

Background

At each commission meeting, city staff provides updates on city activities and projects ongoing within the city that pertain to Parks and Recreation activities.

Recommendation

Receive report and provide feedback.

Attachments

None