



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

Tuesday, January 27, 2026

6:30 PM

City Council Chambers

In accordance with [Minnesota Statutes §13D.02](#) and City policy, Council and Commission members may attend meetings remotely up to three times per calendar year.

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

- 6:32 p.m. **1. Roll Call**
- 6:34 p.m. **2. Approve Agenda**
- 6:36 p.m. **3. Receive Public Comment**
- 6:40 p.m. **4. Business Items**
 - 6:40 p.m. a. Communication Items
 - 6:45 p.m. b. Keya Park Layout Recommendations
 - 7:15 p.m. c. Noise Ordinance
 - 7:45 p.m. d. Snow & Ice Control Policy Recommendations
 - 8:10 p.m. e. Maintenance Operations Center Update
- 8:20 p.m. **5. Commission Direction on Member Initiated Agenda Items**
 - a. Commission Direction on Member Initiated Agenda Items
- 8:28 p.m. **6. Approval of Meeting Minutes**
 - a. Approve November Minutes
- 8:30 p.m. **7. Adjourn**

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: January 27, 2026

ITEM: 4.a.

ITEM DESCRIPTION: Communication Items

Background

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

Recommendation

Receive report and provide feedback.

Attachments

1. Communications Memo
2. 2026 Roseville Project Map
3. November Development Activity Report
4. Nov/Dec Sustainability Newsletter



Public Works Department

Memo

To: Public Works Environmental and Transportation Commission Members

From: Jennifer Lowry, City Engineer

Date: January 22, 2026

Re: Communications Items

The following are updates to projects and other activities happening in Roseville since the last commission meeting:

Roseville Public Works project updates:

- Maintenance Operation Center (MOC) / License & Passport Centers / Dance Studio (LPCDS)
 - See agenda item.
- Lexington Avenue Pathway - County Road B to TH 36
 - Pathway out for bid for 2026 construction.
- Hamline Avenue – County Road C to Snelling Avenue
 - Construction in 2026 of pathway.
 - Full depth reclamation in 2026 led by Roseville and paid for by Ramsey County.
 - Upsizing of the watermain from Josephine Road to Glenhill Road/Arden Hills. Paid primarily by Arden Hills.
- 2026 PMP Project
 - Nearly 7 miles of roads are planned for rehabilitation in 2026
- Twin Lakes Trail Phase 2
 - Easement being negotiated with property owner.
- Wagner/Western Pathway
 - Easement being negotiated with Ramsey County, construction anticipated 2026.
- 2026 Sewer Cleaning & Lining
 - Anticipated to be bid early 2026 with construction completed fall 2026.
- Booster Station Phase 4 Improvements
 - Building improvements to occur in coordination with the solar install in 2026.
- Lift Stations
 - Cohansey Lift Station upgrade with construction anticipated spring 2026.
 - Lift station assessment to establish 10-year work plan is underway and anticipated to be completed early 2026. The last major study was completed in 2014.
- Wayfinding Signage
 - Sign installations to begin again in spring.
- Willow Pond
 - Dredging of Willow Pond is planned for 2026 after environmental review (EAW).
- Keya Park Pathway along Pascal Street
 - See agenda item.
- Wayfinding Signage
 - Sign installations to begin again in spring.
- Lighting
 - Intersection lighting in eastern Roseville planned for 2026.

- Meetings with Owasso Hills have been occurring to discuss standard vs enhanced lighting.

Other agency project updates:

- Ramsey County
 - County Road C 4:3 Conversion from Lexington Avenue to Little Canada Road and bridge over railroad
 - Roadway scheduled for 2026 and bridge in 2027.
 - Fairview from Larpenteur to CR B2
 - Resurfacing and signal work, at CR B and Gluek, in 2026.
 - County Road D from Fairview Avenue to Cleveland Avenue
 - Design in process for 2027 project to include resurfacing and construction of a path on the south side.
 - Victoria Path from County Road C to Harriet Avenue
 - Design in process for 2027 project.
 - Rice from Wheelock to CR B
 - Design in process for 2028 project. A public meeting is tentatively scheduled for February 5.
- MnDOT
 - Snelling Avenue from TH 36 to Grey Fox Road
 - 2026 resurfacing to include off-road pathway west of Snelling Avenue from Lydia Avenue to Old Snelling.
 - TH 280 from Wabash Avenue in St. Paul to I35 W
 - 2026 resurfacing. Virtual public meeting to be held February 11 from 6-7pm.
- Other
 - G Line (Metro Transit)
 - Construction 2026-2028.

Engineering Updates:

- Four summer Public Works Engineering interns have been hired, in addition to the Sustainability and Environmental interns noted below.
- Staff will attend the City Engineers conference next week.
- Roseville received \$63k for 2026 Private Sewer Service I&I Grants from Met Council. Applications went live on January 16 and all funds were encumbered 6 minutes after opening.

Environmental & Sustainability Updates:

- Climate Equity Action Plan
 - Climate Justice Advisory Group meetings continue, with one held December 6 and the third taking place January 24.
 - The next staff Climate Equity Action Plan work group meeting takes place February 2.
 - The deadline for the first resident survey has been extended to February 1. Another survey will go out to the community when the draft plan is ready to review
 - A second community meeting will take place in late February – date TBA

- Green To Go enforcement began January 1. Businesses received notification of changes for this year, which include:
 - Exemption of sauce cups and lids.
 - Acceptance of plastic-lined paper cups, to align with Waste Management’s announcement of accepting these at their recycling facilities.
- Staff will present to Shoreview’s Environmental Quality Commission about Green To Go on February 23.
- Three residents were selected for the Sustainable Steward award program for 2025. Awards were to be distributed at the January 12 City Council meeting.
- Staff extended internship offers to two candidates for sustainability and environmental internships, which were accepted by the candidates.
- Staff was invited to present at Nature at Nine on February 11. Noelle Bakken will discuss techniques for maintaining resilience during the climate emergency and other difficult times.

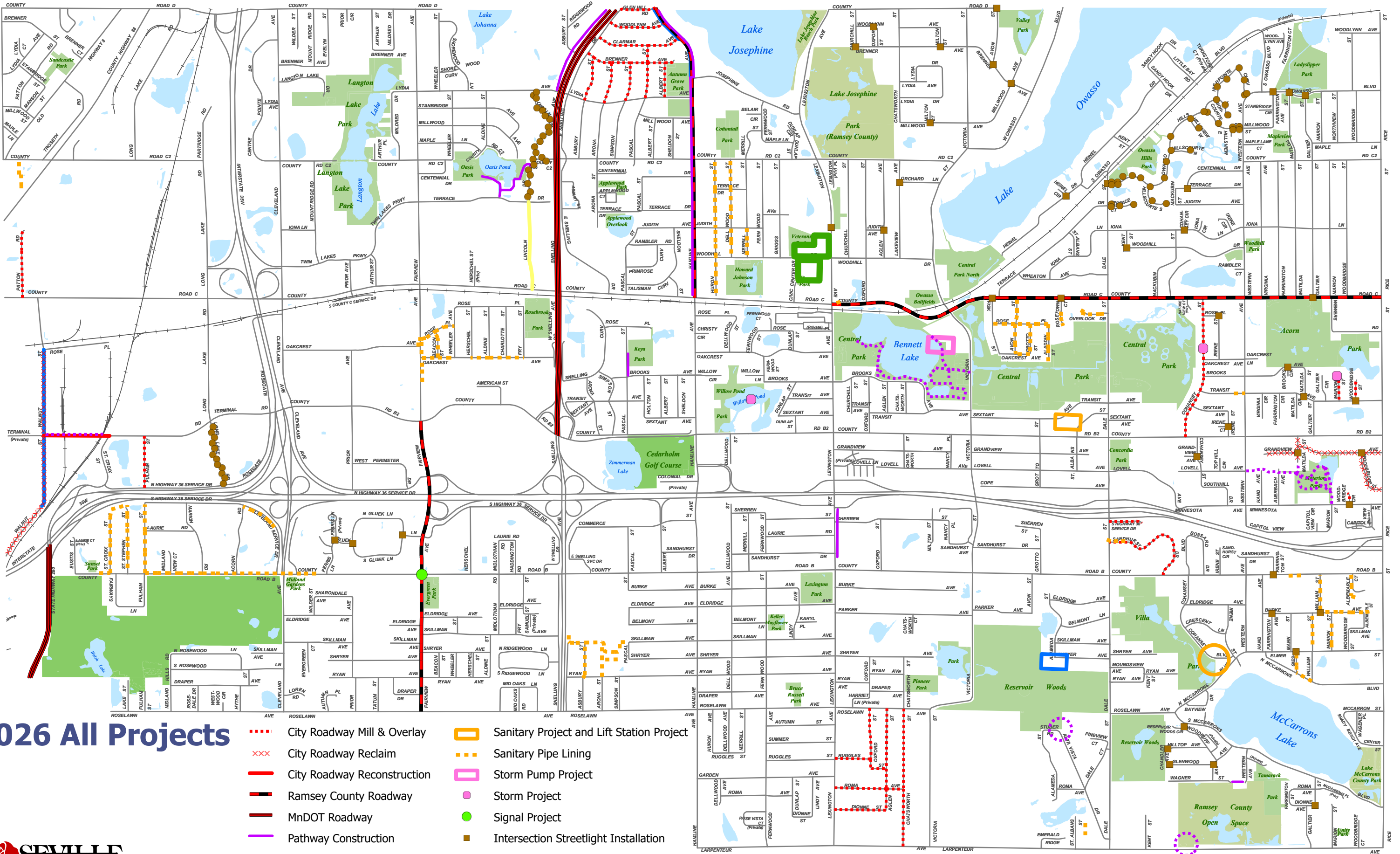
Maintenance Updates:

- Street and Storm
 - Ongoing street and parking lot winter maintenance.
 - Assist with water main breaks.
 - Annual tree trimming.
 - Ongoing storm sewer and sign maintenance.
 - Responding to callouts for maintenance.
- Water and Sanitary Sewer
 - Continued inspections for water service line inventory.
 - Assisting with lift station evaluations with consultant.
 - Continued locates, weekly lift station inspections, collection of water samples.
 - Respond to and repair water main breaks, water gate valves and sewer backups.

Council Updates:

- Below is a highlight of items recently presented to and/or acted on by the City Council. More information can be found in the agenda packets and minutes for the referenced Council meetings:
 - November 24
 - Approved: Sanitary Sewer Interconnect Agreement with Falcon Heights
 - Approved: Met Council Private I&I Grant Application
 - Approved: Private Hydrant Abatements at 5 locations
 - Approved: Professional Services Agreement for 2026 Geotech Services
 - December 1
 - Held: 2026 EDA and City Budget and Levy Public Hearing
 - Appointed: Councilmember Julie Strahan as City Council representative to the Civic Campus Final Design Stakeholder Group
 - Approved: Final payment for Tamarack Park pathway project 24-03
 - Approved: Final payment for 2025 sanitary sewer main lining 25-06
 - December 8
 - Approved: The 2026 EDA and City Budget and Tax Levy and ordinances to create Electric and Gas Utility Franchise Fees
 - Approved: 2026 Utility Rates
 - Approved: 2026 Fee and Administrative Penalty Schedules

- Approved: New and reclassified positions in the 2026 Budget
 - Held: Adjourn to closed session pursuant to Minnesota Statutes Section 13D.05, subd. 3(c) to consider a potential offer for the purchase of a portion of real property located at 1145 Woodhill Dr., Roseville identified as PID: 0329234400332026
- January 5
 - Approved: Public Works 2026 Work Plan
 - Discussed: Roseville's 2026 Legislative Priorities
 - Approved: Commission Reappointments and Declared Vacancies for 2026
 - Discussed: City Council and Advisory Commission Rules of Procedure and made no changes
 - Approved: Professional Services Agreement with Ehlers for Utility Rate Study Update
 - Approved: Annual City Sign Permits for 2026
- January 12
 - Discussed: Public comment received followed by City Council discussion of expectations and restrictions of Department of Homeland Security, U. S. Immigration and Customs Enforcement, and associated federal agencies regarding the use of City resources, including property, staff, and data.
- January 22 (special meeting)
 - Discuss & Consider: Policies and ordinances related to immigration enforcement
- January 26 (planned)
 - Consider: Willow Pond Environmental Assessment Worksheet (EAW) Project Agreement



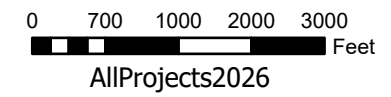
2026 All Projects

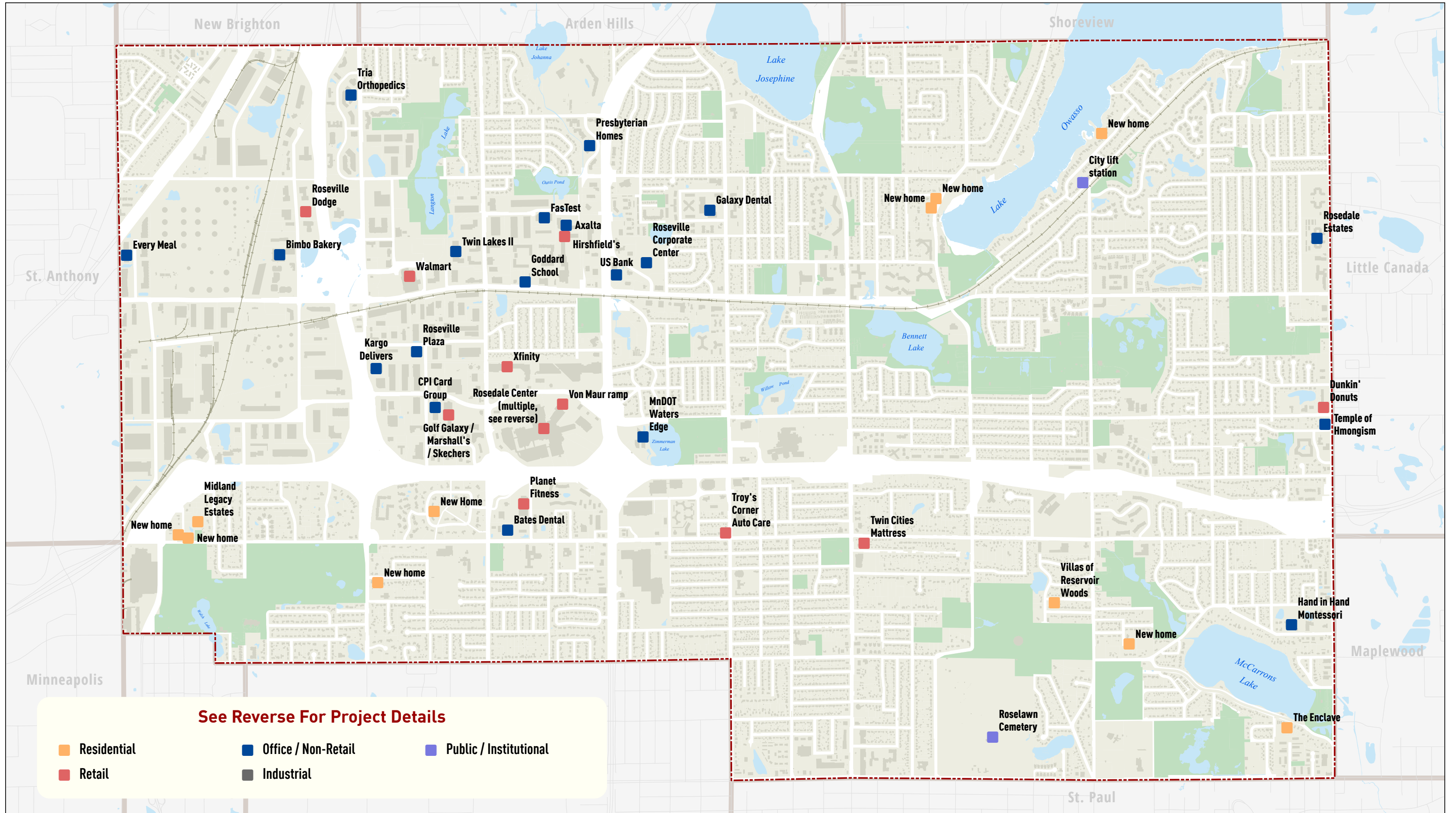
- - - - City Roadway Mill & Overlay
- xxx City Roadway Reclaim
- City Roadway Reconstruction
- Ramsey County Roadway
- MnDOT Roadway
- Pathway Construction
- - - - Pathway Maintenance
- Watermain Project
- Booster Station Project
- Sanitary Project and Lift Station Project
- - - - Sanitary Pipe Lining
- Storm Pump Project
- Storm Project
- Signal Project
- Intersection Streetlight Installation
- Non-Metered Streetlight Replacement
- - - - New Streetlight Installation
- City Campus Project

ROSEVILLE
 Prepared by: Engineering Department
 1/22/2026

Data Sources
 * Ramsey County GIS (1/09/2026)
 * City of Roseville Community Development
 * City of Roseville Finance Department

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 651-792-7070. 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.





Development Projects: November 2025

ROSEVILLE COMMUNITY DEVELOPMENT ACTIVITY REPORT

UPDATED: 11/17/2025

	Project Name	Address	Project Description	Applicant/Owner Information	Starting
RESIDENTIAL	The Enclave	201-261 McCarrons Pl	20 detached townhomes (9 completed-3 issued)	Ovation Homes	Summer 2021
	Residential New Construction	2164 Eustis St	New single family home	Mike Torkelson Development	Winter 2024
	Residential New Construction	2173 Eustis St	New single family home	Creative Custom Homebuilders	Summer2025
	Residential New Construction	649 Heinel Dr	New single family home	Croix Custom Homes	Summer 2025
	Residential New Construction	1928 South Gluek Ln	New two family dwelling	Cara Builders	Spring 2025
	Residential New Construction	560 Ryan Ave	New single family home	Structural Buildings of MN	Summer 2025
	Villas of Reservoir Woods new homes	699/707 Shryer Ave, 692/700/708 Skillman Ave	New single family home	Cara Builders LLC	Summer 2025
	Residential New Construction	2817 Victoria St	New single family home	Fieldstone Family Homes	Spring 2025
	Midland Legacy Estates new homes	2391, 2399, 2404 Laurie Ct	New single family home	Creative Custom Homebuilders	Summer 2025
RETAIL	Rosedale Center	1595 Highway 36	EV Charging Stations	Casco Contractors	Spring 2024
	Golf Galaxy	2401 Fairview Ave #100	Interior Remodel of South half	Innovative Construction Solutions	Spring 2025
	Vacant Tenant	1595 Highway 36 #940	Interior Remodel	P.R.M. Contracting	Summer 2025
	US Bank	2690 Snelling Ave	Interior Remodel	Greiner Construction	Summer 2025
	Burger Dive	1595 Highway 36	Interior Remodel	J. Hultman Construction LLC	Summer 2025
	Xfinity	2480 Fairview Ave	Interior Remodel	Elder-Jones	Summer 2025
	Roseville Dodge	2800 Long Lake Rd	Interior Upgrades	Swan Companies	Summer 2025
	Paris Baguette Sweet Layers	1595 Highway 36 #940	Interior Remodel	Ecogreen Construction LLC	Summer 2025
	Troy's Corner Auto Care	2171 Hamline Ave	Addition	L & D Maintenance	Summer 2025
	BRKThrough	1595 Highway 36 #150	Tenant Finish	Arco Murray	Summer 2025
	Walmart	1960 Twin Lakes Pkwy	Addition & Interior Remodel	Engineered Structures Inc	Spring 2025
	Twin Cities Mattress	1076 County Road B	Interior Remodel	Cutting Edge Construction	Summer 2025
	Planet Fitness	1750 Highway 36	Minor Interior Remodel	Steiner Construction Services	Summer 2025
	Vacant Tenant	2726 Arthur St	Interior Remodel	Anderson CC	Fall 2025
	Skechers	2401 Fairview Ave	New Tenant Build-Out	Johnson Retail LLC	Summer 2025
	Golf Galaxy	2401 Fairview Ave	Tenant Remodel	Elder-Jones Inc	Fall 2025
	Vacant Tenant	1595 Highway 36 #170	Tenant Remodel	P.R.M. Construction	Fall 2025
	Vacant Tenant	1801 County Road B #101	Interior Build-Out	Phoenix Companies	Fall 2025
	Dunkin Donuts	2425 Rice St	Interior Remodel	Kindred Construction Solutions	Fall 2025
	Von Maur Ramp	1595 Highway 36	Ramp Repair	Cy-Con Inc	Fall 2025
NON-RETAIL/OFFICE	MnDOT Waters Edge	1500 County Road B2	Mechanical upgrades	Versacon Inc	Fall 2023
	Rosedale Estates	2735-2755 Rice St	Demo old parking structure, add parking and garages	Sterling Management	Fall 2023
	Bimbo Bakery	2745 Long Lake Rd	Interior Remodel	Montgomery Brinkman	Summer 2023
	Kargo Delivers	2500 Cleveland Ave	Interior Remodel	Tile MSP DBA Dandy	Spring 2024
	Rosedale Estates	2735-2755 Rice St	Exterior Remodel	Allan Dorney Construction	Summer 2024
	Roseville Lift Station	635 South Owasso Blvd	Interior Remodel	Pember Companies Inc	Spring 2025
	Roseville Corporate Center	2700 Snelling Ave	Demo Parking Ramp	Frattalone Companies Inc	Summer 2025
	Roselawn Cemetery	803 Larpenteur Ave	Interior Remodel	Construction Results Corporation	Summer 2025
	Every Meal	2723 Patton Rd	Interior Remodel	Every Meal	Summer 2025
	Tria Orthopedics	3050 Centre Pointe Dr	Interior Remodel	RJM Construction LLC	Summer 2025
	Bates Dental	1781 County Road B	Interior Remodel	Karkela Construction	Fall 2025
	Galaxy Dental	2233 Hamline Ave	Interior demo	Restoration Professionals Inc	Fall 2025
	Roseville Plaza	1970 Oakcrest Ave	Fitness center remodel	Fixed Assets Inc	Summer 2025
	Temple of Hmongism	2381 Rice St	Interior Remodel	E11even Construction MN	Summer 2025
	CPI Card Group	2430 Prior Ave	Interior Remodel	Klodt Inc	Summer 2025
	Goddard School	1751 County Road C	Interior Remodel	JT Egner Construction	Summer 2025

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	Twin Lakes II	2726 Arthur St	Interior Remodel	Anderson CC	Summer 2025
	Hand in Hand Montessori	211 North McCarrons Blvd	Greenhouse/Shed Install	Vanguard Builders Inc	Summer 2025
	Presbyterian Homes & Services	2925 Lincoln Dr	Interior Remodel	Maintenance Repairs & Installations	Fall 2025
	FasTest Inc	1646 Terrace Dr	Tenant Build-Out	Sever Construction Company	Fall 2025
	Axalta	2717 Lincoln Dr	Interior Remodel	Cave Associates	Fall 2025



Sustainability Newsletter

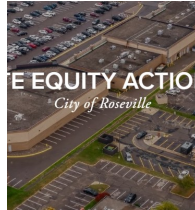
Public Works & Engineering Division

ROSEVILLE
SUSTAINABILITY

Nov/Dec 2025



Sustainability Tip — Salting responsibly



Climate Equity Action Plan



Sustainable Steward Award—Apply!



Good Climate News

Contact Us:

Noelle Bakken
2660 Civic Center Dr.
Roseville, MN 55113
651-792-7057
[Email Us](#)
[Find us Online!](#)

Inside this issue:

- Sustainability Tip
- Climate Equity Action Plan
- Sustainable Steward Award
- Upcoming Events, Opportunities, and Resources
- Good Climate News

Sustainability Tip – Smart salting tips

Like it or not, winter is here, and wintry weather brings icy driveways and sidewalks. Most of us might reach for our salt bucket to try to clear off the ice, but salt/chloride is very damaging to our waters: *it takes a single teaspoon of salt to contaminate 5 gallons of water forever.*



This is WAY too much salt!

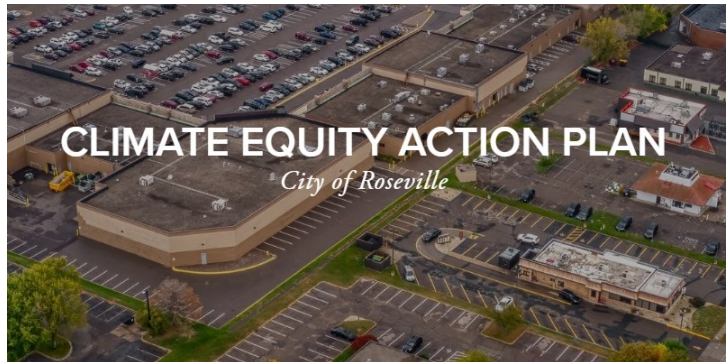
Here are some tips to use salt responsibly for winter maintenance:

- After a snow event, try to **remove as much snow from the area as you can first before it compacts and becomes icy.** Tip: use a broom for fluffy snow!
- **Salt does not work below 15 degrees F.** Check the temperature before using salt.
- When it's too cold to use salt, or if you have thick icy areas, **use sand or grit for traction instead.**
 - Be sure to sweep it up later once ice has melted and dried, so you can reuse it another time!
- **When you use salt, use less than you think you need!** A 12 oz cup is enough for a 20-foot driveway or 10 sidewalk squares. **One grain of salt can melt 3 inches of ice around it.**
- **Do you or your neighbors have pets? Use pet-safe salt to keep them healthy.** All ice melts can be risky, but common rock salt is especially irritating to dog paws and digestive systems. Always wipe paws off after time outside in winter.

If you live in the Rice Creek or Ramsey Washington Metro Watershed Districts, you can pick up a free bag of grit at participating locations from November 25—January 16! Check out rwmwd.org/get-gritty for more information.

Roseville Wants Your Input for our first Climate Equity Action Plan!

The City of Roseville will be developing our first Climate Equity Action Plan over the next year. We have launched an online survey to collect input from Roseville residents and businesses. This survey is to help us identify perceptions, needs, opportunities, priorities, and issues for the City of Roseville to address in the Climate Equity Action Plan.



To help us better understand the comments we receive we ask for you to identify if you live or work in Roseville, however, all are welcome to take this survey whether you live or work in the city.

We want to hear from you!

City of Roseville's Climate Action Survey and help shape our sustainability priorities. Please share the survey with your neighbors, friends, and family. **Find the survey here:** <https://palebluedot.llc/roseville-climate-equity-action-plan>

Do you have a story or artwork about your connection to or experience with climate change? Please consider sharing it with us!

You can also fill out the "Roseville 2040" Diary, to help us envision the future we want to see in Roseville.

Stories and diary entries can be made here:

<https://palebluedot.llc/roseville-climate-stories-project>

Please share these opportunities with your friends and neighbors!

Are You a Roseville Sustainable Steward?



Do you try to take day-to-day actions to reduce your environmental impact? Do you own a Roseville business that's making efforts to reduce energy usage or waste within your operations? Are you working on a significant home or commercial building project that incorporates energy efficiency and/or renewable energy?

We want to hear from you! Last year we introduced our **Roseville Sustainable Steward program** to recognize residents and businesses doing good work to make our community more sustainable.

Please complete an application form if any of the above questions describe you! Qualified applicants will receive a window cling, sticker, and/or a yard sign, and all applications will be entered into our annual award contest to receive a cash award, certificate, and City Council recognition. Please contact us if you have any questions—we encourage everyone to apply!

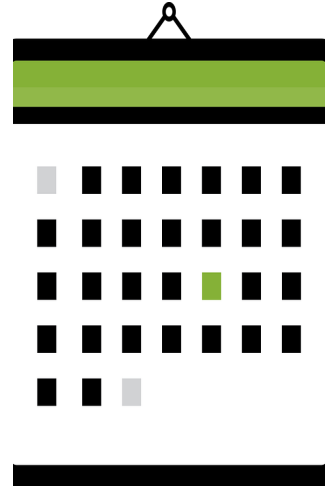
City of Roseville Public Works & Engineering

Events, Resources, and Opportunities

Rice & Larpenteur Alliance Winter Warmup—Saturday 12/13, 1pm-3pm at Nepali Kitchen, 1700 Rice Street. Celebrate community and the winter season while warming up with friends and neighbors. The event will include free treats, music, and a winter wear clothing exchange. Free!

2025 Minnesota Renewable Energy Roundtable—Wednesday, 12/17, 9am-3:30pm. This year's Minnesota Renewable Energy Roundtable will explore ways to secure Minnesota's biogas future and preview a biogas roadmap that AURI will publish in 2026. \$40 in person, \$20 virtual.

Winter Sowing Workshop—Saturday, 1/17/26, 1pm-3pm, Kenny Park Rec Center, 1328 W 58th St, Minneapolis. Join Master Naturalists Ellen Mueller and Laura Baxley to learn about the basics of winter seed sowing and how it supports native garden planting. Free!



Positive Climate News



Renewable Energy and EVs have grown so much faster than experts predicted 10 years ago. A [new report](#) from the Energy & Climate Intelligence Unit looks back at forecasts made following the ratification of the Paris Agreement compared with what has been achieved since.

Study finds EVs quickly overcome their energy-intensive build to be cleaner than gas cars—While it takes a lot of emissions to manufacture electric vehicles, a new study finds that after two years of use, those emissions are effectively cancelled out, and gas vehicles continue to produce more emissions comparatively while on the road.

12,000 acres of forest and wetlands in northeast Minnesota now public after land purchase—The Nature Conservancy purchased more than 12,000 acres of forest, rivers and wetlands between Two Harbors and Ely in northeast Minnesota that the conservation organization plans to restore and make accessible to the public. The parcels include lowland conifer forests and peatlands that are critically important to carbon storage.

New national law in South Korea will turn large parking lots into solar power farms—Parking lots in South Korea with more than 80 spaces will be required to install solar canopies and carports, including both new construction and existing parking lots.

Wisconsin coal terminal to close after 50 years as clean energy saps demand—Due to the clean energy transition, coal shipments have dropped dramatically at a coal terminal in Superior, WI that's been open since 1976, and it will close in June 2026. The previous owner hopes another entity will lease the terminal for another purpose.

Do you like this section of the newsletter? I am creating a repository of past news articles I've shared, along with many other I haven't, in my resource document—"**Resources to Maintain Resilience and Optimism in the Face of Climate Change.**" This document includes books and other media that help me keep moving forward in this work, and I add to it as I find new resources. Feel free to peruse the list whenever you need a boost!

City of Roseville Public Works & Engineering



**Great news:
Kitchen food scraps
countertop bins are back!**

Each Roseville household can pick up one bin at the City Hall front desk during business hours.

Thank you from your Roseville Sustainability Team!

Ryan Johnson

Environmental Manager

651-792-7049

Ryan.Johnson@cityofroseville.com

Noelle Bakken

Sustainability Specialist

651-792-7057

Noelle.Bakken@cityofroseville.com



Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: January 27, 2026

ITEM: 4.b.

ITEM DESCRIPTION: Keya Park Layout Recommendations

Background

The City of Roseville is considering modifications to Pascal Street near Keya Park to improve safety for people walking, biking, and driving. Residents and City staff have identified safety concerns related to limited visibility and speeding near Keya Park.

In the fall of 2025, City staff did a pilot/demonstration project for six weeks to look at potential changes. The goal of the pilot project was to test how a narrower roadway might influence vehicle speeds, improve stopping sight distances, and enhance comfort for pedestrians walking to and from the park, before any permanent changes were made. The pilot project consisted of using short plastic posts (delineators) to show where new curbs could be placed if the roadway was narrowed in the future. Narrowing the street can help drivers travel at safer speeds and make it easier for everyone to see one another near the park as the pedestrians have their own dedicated space. If the road was permanently narrowed with curb in the future, a sidewalk would be added behind the curb from Brooks Street into Keya Park to provide dedicated pedestrian access.

The City received both positive and negative feedback related to the pilot project (Attachment 3). Based on the feedback received and the concerns about safety that are still unresolved, staff is recommending the roadway be modified and a pathway be constructed between Brooks Street, into Keya Park (Attachment 2).

A public open house was held on Tuesday, January 13, 2026, to receive feedback from the public on the updated layout. Based on the comments received during the pilot project and at the open house (Attachments 3 and 4), the City of Roseville will review three possible Pascal Street designs (Attachment 2) with the Public Works Environment and Transportation Commission (PWETC) and Parks and Recreation Commission (PRC) on February 5. Commissions will make recommendations to the City Council, which will make the final decision.

The public was invited to both commission meetings as well as the City Council meeting on February 9, at which time it is anticipated council would approve a layout. If the project is approved, it would be included with the 2026 Pavement Management Project and be constructed in the summer of 2026.

Recommendation

Receive presentation and provide feedback to staff.

Provide recommended layout to the Roseville City Council.

Attachments

1. Location Map
2. Presentation Including Three Proposed Layouts
3. Pilot Project Comments
4. Open House Comments on Map



Pascal St & Keya Park Proposed Pathway



Prepared by: Engineering Department
1/21/2026

Proposed Pathway

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 GIS data and is not a substitute for a survey. The City does not warrant that the Geographic Information System (GIS) data used to prepare this map are accurate. The City does not represent that the GIS data can be used for legal purposes, including any other purpose requiring accurate measurement of distance or direction or precision in the location of geographic features. Errors or omissions are those stated on the GIS data. The planning department is not responsible for any damage, and equipment or services, and agrees to indemnify, defend, and hold harmless the City from any and all claims brought by third parties which arise out of the user's reliance on or use of data provided.

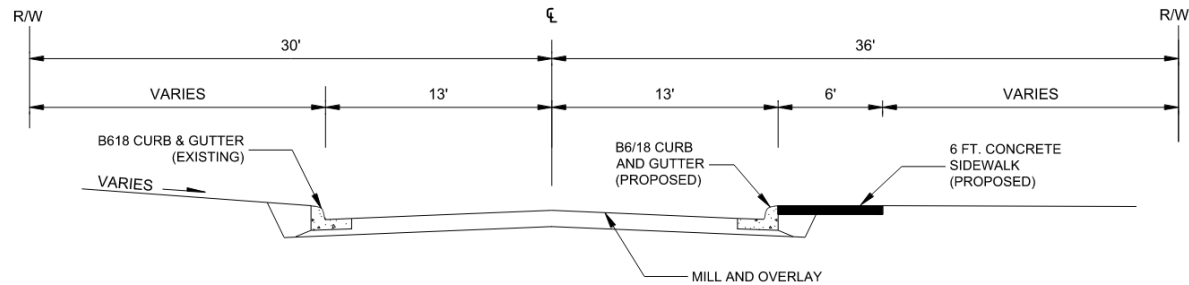
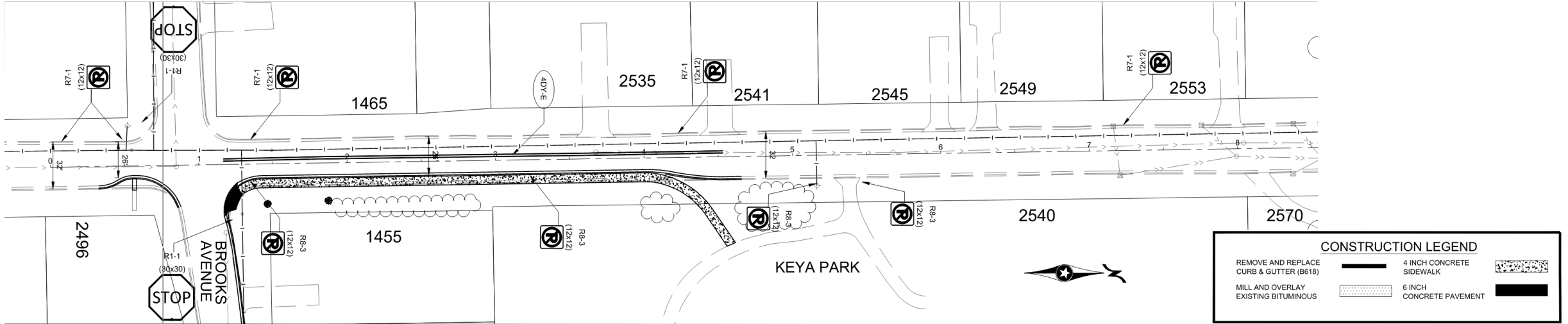
Data Sources
 * Ramsey County GIS (1/09/2026)
 * City of Roseville Community Development
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KeyaParkPathway

Pascal Street Pilot Project



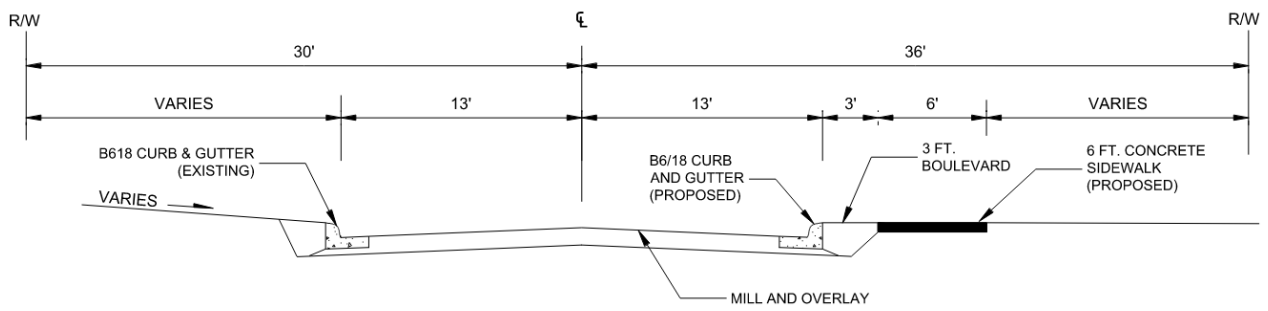
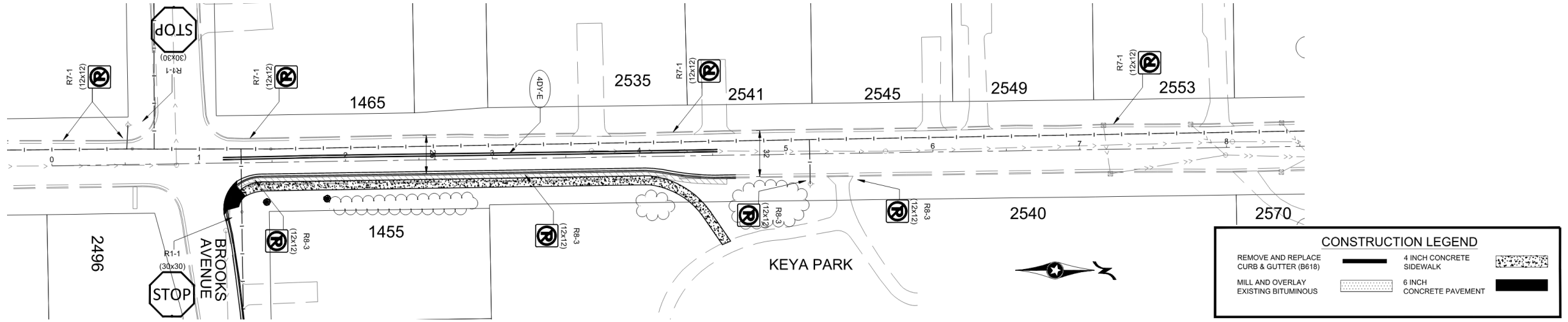
Pascal Street Construction – Option 1



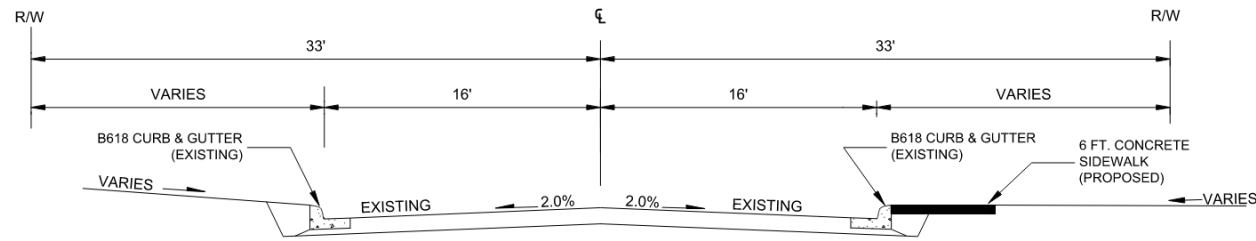
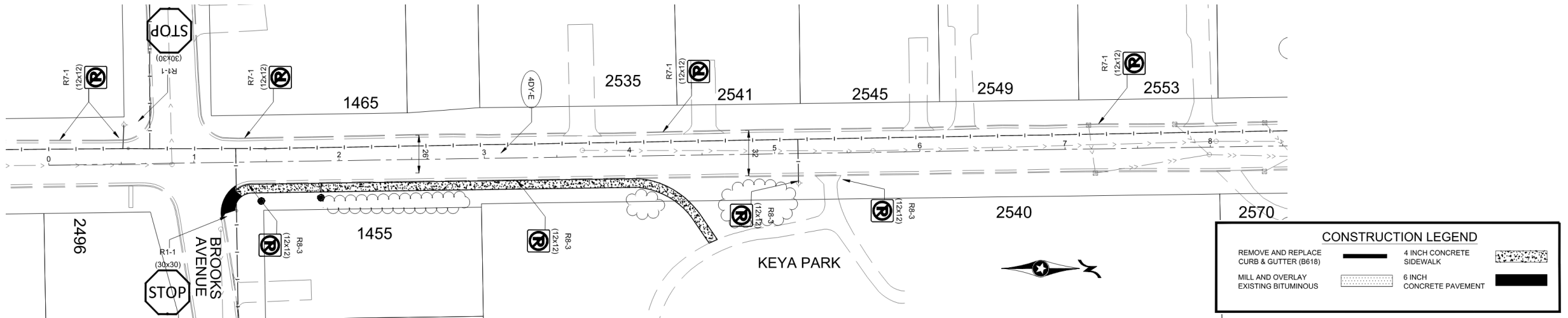
TYPICAL SECTION - SIDEWALK CONSTRUCTION

PASCAL STREET-KEYA PARK SIDEWALK
STA 1+36 - STA 4+05

Pascal Street Construction – Option 2

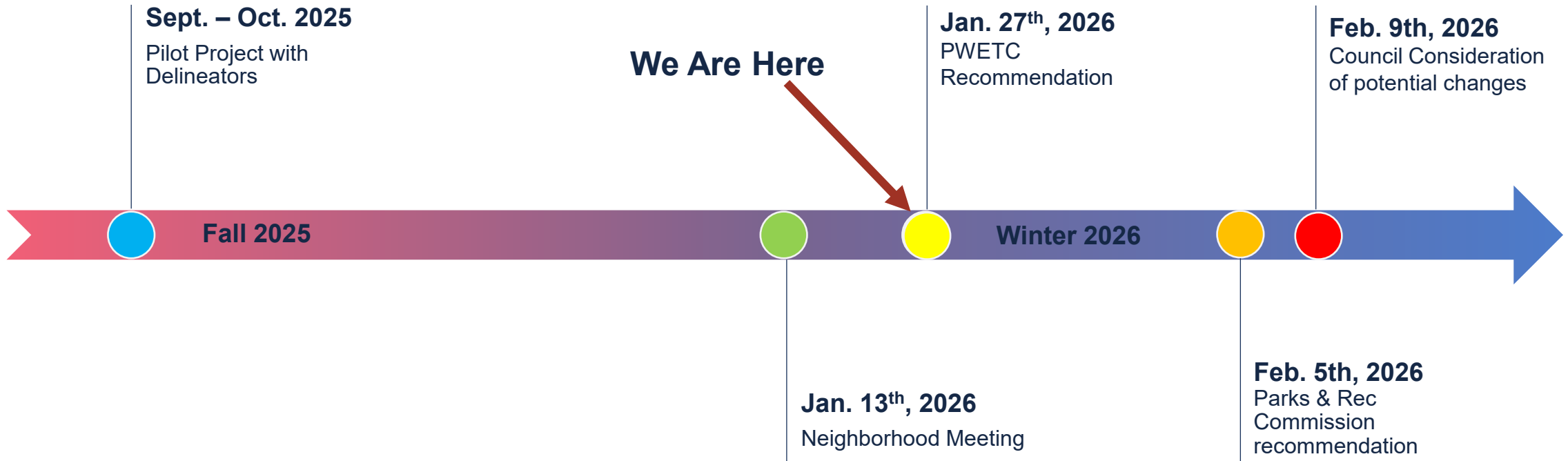


Pascal Street Construction – Option 3



TYPICAL SECTION - SIDEWALK CONSTRUCTION
 PASCAL STREET-KEYA PARK SIDEWALK
 STA 0+00 - STA 5+47

Pascal Street Project Schedule



PILOT PROJECT COMMENTS

1. I wondered what the delineators were for when installed at the corner of Pascal St/Brooks, then received a postcard stating a pilot project to understand walking access to the park, formerly known as Pocahontas Park. This makes no sense. How does this create a safer path to the park when these are on two of the four corners of the intersection. People walk outside of these delineators, not within them. Not everyone walks to the park from the same direction. How do these slow traffic? I live one house from the corner of Pascal/Brooks, and have for 26 years. I see no issue with walking to the park, and do NOT want any type of sidewalk installed. One of the beauties of the neighborhood is that there are no sidewalks. Residents of the area enjoy walking in the streets, with their dogs and neighbors, without sidewalks. The study that should be implemented is in regards to the speeding traffic on Pascal Street. The residents of the apartment complex at the deadend of Snelling Curve continue to speed up and down the street, flying over the hill by the park, racing through this intersection without regard for safety. And yes the majority of these vehicles come from that apartment complex, as confirmed by them parked in the apartment parking lot and adjacent street. This is more of a safety concern. For as long as I have been in my home here, there has been controversy about the speed on Pascal. Neighbors have said they tried to get speed bumps installed, the City declined. They tried to get four-way stop signs installed, the City declined. The speed has increased, the volume of cars has increased up and down Pascal and nothing has been done to curb that. There are a number of families with young children right at this corner, at least 15 to count. They as well as anyone walking in this area are at risk of a confrontation with a speeding vehicle. Will it take an incident, accident or worse for something to be done about the speed traffic on Pascal? I think you are wasting time on an unnecessary study of a corner and should concentrate on a longer standing more problematic issue.
2. My name is [REDACTED] and I am a resident of Pascal Street. My spouse and I have lived across from the park for 6 years, and the hill approaching the park has always felt nerve wracking, as a driver and as a pedestrian. There are a lot of children in the neighborhood who like to bike and play in the park, so the new barrier feels like a natural and beneficial addition! Our family appreciates the new safety measures!
3. I am against these white markers that you put on the street on Pascal. You've made it an obstacle course, and difficult to turn onto Brooks. I think the people in this area and their children have enough common sense and that these white markers are causing nothing but trouble. I feel the same way about the markers that you put up on Hamline by the Cedarholm Golf course. It seems like you're removing valuable roadway.
4. Hi - I just wanted to offer some feedback on the Pascal St project. I don't understand and don't like the proposed curbs on the southside. Two, really 4 of the temporary markers are insanely far out in the road, forcing traffic out into the center of Pascal. A permanent curb there on the south side of the intersection would constantly be getting hit and clipped no matter how well it is marked, it's just way to far out. I also don't know how school buses are expected to make that right turn from northbound Pascal onto Brooks. It would be impossible to do if there was a vehicle westbound on

Brooks, stopped at the stop sign, it's almost impossible in a normal vehicle. There's just no good reason for a curb like that on the south side of the intersection that sticks out like that, I think normal signage would be more appropriate. I don't know if there have been complaints about speeding in the neighborhood, I'm not aware of any pedestrian accidents near Keya. I live at Brooks and Hamline, a couple houses in, I work from home quite a bit, I walk and skate and ride bikes with my young daughter on the streets of this neighborhood, and I've never had anything near a close call or other traffic incident which makes me think that anything outlined on the south side of the intersection of Pascal and Brooks is necessary or would keep us safer. A sidewalk or some safe zone on the north side of the intersection to Keya is fine, but please do not modify the southeast corner of Pascal and Brooks. Even if the curb on the south side of Pascal bumped out half as far as the markers are now, it would be too far.

5. Good morning- I am writing to provide feedback on the Pascal Street pilot project. I walk, run, and bicycle through this neighborhood (where I also live) quite frequently and I do not feel that narrowing the roadway here is necessary. There is not much traffic on Pascal Street and it usually is concentrated during the rush hour with people driving to and from their homes to work. I have never felt unsafe walking along this stretch of road.
6. I do walk along that street, and I've never seen a need for more protection from cars. When I walk I'm often with my wife, and always with one or two dogs, so it's not like I'm a single person that can easily stay tight against the curb. But even so I've never felt like there was a close call with traffic. Cars always seem to give enough room that it's easy to avoid each other. About half the time that I've seen pedestrians along that stretch of road since the temporary sidewalk went in they have not been using it. Sometimes they are on the opposite side of the road, sometimes two or more people are walking side-by-side with one in the sidewalk and the other in the driving lanes, and other times people are just walking in what used to be the middle of the street. So cars losing the use of part of the road frequently forces them closer to pedestrians than they would have been before. And while the sections of the temporary sidewalk on Brooks and on the southeast corner of Brooks and Pascal aren't really large enough to be helpful to pedestrians, they do significantly impede traffic. Even though the posts on the northeast corner are quite close to the curb, cars coming west on Brooks tend to move closer to the center of the road as they come to the stop sign at Pascal. Then when a vehicle is coming north on Pascal and turning east on Brooks the posts there force them well toward the center of the road. I've had a few times since the temporary sidewalk went in that I had to drive uncomfortably close to another car in this location. So I see the temporary sidewalk as unnecessary, unattractive and probably less safe than the wider road. I would like it to be removed soon.
7. Thanks for your effort to make this part of street safer. I often bike with my grand children passing through this part of the street. I often think this is potentially an area of accidents: the over-path hump is simply too high to bike over and bikers mostly do it by zig-zagging. That is dangerous since the incoming cars will not notice the bikers unless getting too close. Seeing the signs you placed, I would offer two inputs as feedback: 1)the south east corner signs may not be necessary. It makes the street look weird ...I understand you are preparing the north bound drivers, but is really not

necessary since nearly all the drivers are local and they will be accustomed whatever sign you set permanent. 2) extend the north end to cover the entrance of the Keya park. That would provide a full dedicated safe pass to park goers - either walkers and bikers transitioning through this over-path area. Thanks for listening let me know if you wish more detailed thoughts!

8. Hello! Thank you for trying out a sidewalk in our neighborhood: increased safety measures are definitely appreciated, especially with the limited visibility when cars come over the hill. I do have a couple of questions: -Is there a reason why the sidewalk doesn't extend all the way down to the park's entrance path? I'm guessing there may be restrictions with the fire hydrant, but it would be nice if the sidewalk connected all the way there. -I can't quite tell what the proposed change is at Brooks & Pascal: would there be a pedestrian crosswalk?
9. This is the most ridiculous waste of taxpayer money that I have seen in a loooong time! Absolutely ridiculous! Have you actually attempted to walk in this fake sidewalk on Pascal Street? I highly doubt it! As is the bike lane on Hamline. I say this as an avid biker with 1200 miles pedaled since May. I will not bike in your silly two block bike lane. You've made the car lanes narrower and now cars are far more likely to hit a bike. You've removed the turn lanes which causes a back up as well. Spend our tax money on something that really matters like reducing crime in Roseville. Get the beggars off the corners at Snelling and Cty B, which is far more dangerous.
10. Stopped by the counter with concerns about the pilot project. -blocking their mailbox and feel they won't get mail -liming parking access to their property, lost parking spaces – questioning how it will get plowed -did not get prior notice.
11. She is not happy with it. Areas are blocked off. It is narrow. Doesn't seem safe.You can't see coming up hill.
12. Hi there, I love the focus on safety in our neighborhood, thank you. One concern I have: Much of the pedestrian traffic in this area is dog walking and groups of residents walking year round. It's rare to go for an evening walk at any time in the year without passing other pedestrians. So-how would these bollards or this new traffic pattern be cleared when there is snow? I'm concerned that it won't get cleared or won't be adequately cleared for the groups and dogs who walk all winter, pushing them into walking in a now narrower driving lane whenever there is snow cover, which is also when it is dark longer and so already more dangerous. I might also recommend Pascal and Brooks becoming a 4 way stop with the little flashers around the outside of the stop sign, as another idea for how to calm traffic in the area.
13. Hi, And while the intent for the addition of a pedestrian corridor along the hill in question is admirable, I believe--as a daily walker in that area--that the current experiment is appallingly poor! The pedestrian corridor proposed on the east side of the street is MUCH too wide. I'm sure it's an attempt to make that short slope in the road safer for pedestrians. And-Yes--many of the south-bound cars coming over that hill are going much too fast. Unsurprisingly, south-bound drivers are often NOT at the very far western edge of their lane. That is, they are already a bit closer to the center of the road. And, of course, given the steep slope, those drivers can not see the north-coming cars coming up the hill. Forcing the north-bound cars into a narrower space seems a

recipe for disaster, given an already tight situation. While a pedestrian corridor might be a good idea, its width should be MUCH narrower than the current demarcations.

14. Thanks for the mailer about the pilot project. I live adjacent on Brooks to Keya Park. Very happy with the renovations to the playground last couple years! My only complaint would be put a basketball hoop back up at the tennis courts!! Seriously, about the sidewalk markers, I get they're temporary, but a sidewalk on Pascal would be excellent near the park. Are the markers on Hamline, south of B2, temporary as well? If not, how does the city plan to plow the Hamline? I'm about to retire, I love Roseville and I think RPW rocks.
15. As a resident of the Hamline/B2 neighborhood, putting a sidewalk in this kind of neighborhood would be actually diabolical and drive people out of this neighborhood. The theory of it actually be useful, safe, practical and helpful, is politically a left leaning ideology that is not realistic in this environment. Most of the neighborhood residents that do walk, walk on the edge of the grass or the curb during daylight hours. You are correct that there are cars that will drive by quick in this neighborhood, and that usually people that are not a resident of this neighborhood, and are looking to instigate some kind of problem and cause commotion. I firmly believe that changing this particular neighborhood to make it look more of a St. Paul neighborhood. Putting in sidewalks would be a more of a detriment to the city of Roseville than any positive impact. Thank you for trying to do better and making a difference, but start with neighborhoods that are actually in need of a sidewalk.
16. I would like to provide my feedback on the proposed Pascal Street sidewalk project. I have lived in the Pocahontas/Keya Park neighborhood much of my life beginning in 1972. I was raised here, as were my children, which is to say I have walked and driven through the neighborhood for many years. I agree that the hill on Pascal is short, steep and not visually clear for drivers, however I do not feel the sidewalk is necessary nor a good safety strategy. For years I have walked through that intersection, including with a stroller and with kids on bikes, and have felt safe by walking near the curb. The width of the proposed sidewalk causes cars to drive into the oncoming traffic lane, both on Brooks and Pascal. There isn't enough space for the sidewalk and two lanes of traffic. I appreciate your allowing the opportunity for feedback on this project.
17. I am thrilled by the new reflective pylons making a walking lane over the blind hill. Now that people are used to it, I see lots of people walking in that lane. Even better- nobody is parking in the No Parking Zone because it is very clear with the pylons!! I have lived on Rose Place since 2013, and it has been very frustrating to see how many cars park in the No Parking zone because they either ignore the signs or just do not understand them. Cars even park right in front of the fire hydrant! I am amazed that there are not constant accidents on the blind hill! I worry that narrowing the street with curbs and a sidewalk may be beneficial to walkers, but make the blind hill very prone to car or bike accidents, especially when cars start parking in the No Parking zone again. May I suggest leaving the pylons in place, and adding a stop sign on Pascal at the Intersection with Brooks - only on the side that is going on and up over the hill. That would force cars to slow down before the hill. As a former Safety Committee member at my work, I was trained to look for the accident waiting to happen. The blind hill on Pascal at Keya Park has definitely been a worry for me!

18. This project severely negatively impacts my property. Cars cannot park on the street in front of our home. Delivery trucks, service trucks (window cleaners, lawn service, leaf service, etc.) cannot park conveniently. I understand that cars speed in the neighborhood. The cars are pretty much us -- the residents -- as there is no through route to another major street. My biggest speeding concern is cars whizzing south on Pascal from Rose Place, going right past Keya Park and entering the intersection of Brooks and Pascal. From my corner I cannot see the cars until they are in the intersection as the hill near the park blocks the view of the upper street. I frequently see kids playing in the street around the intersection and riding their bikes in the middle of the street. This project doesn't seem to be slowing traffic. Stop signs on Pascal at Brooks, making it a 4-way stop, would more effectively slow traffic. Please, please, please remove these horrible white sticks which are an eyesore and hazard. Find another solution rather than what has been done -- creating a new problem.
19. Hello, As a long time resident of Roseville (growing up on Rose Place where my parents still live) I noticed today the white markers on the curve from Brooks on to Pascal! I almost ran over them and I am a careful driver. My elderly parents drive this every day and people drive over the hill in the center of the road, they DONT drive the speed limit, little kids are riding their bikes to and from the park etc, people are walking their dogs etc It is dangerous even the idea of narrowing that road as it does not allow the driver going up the hill (at any speed) to move around obstructions walking or biking down the hill. Please, please consider that this is not a good idea to change based on the distance etc for any driver of any age or skill level. Thank you and I will follow up in a couple of weeks
20. Hi Eric, thank you for the time you spent visiting with me regarding that Pasco Street project with the delineators that are temporarily there right now I wanted to point out one more arguments in narrowing that road and how ridiculous that is for so many reasons At the top of the hill, there is a home where they have some In wheelchairs and different needs and a lot of times people will park on the street right outside their home, so when we are leaving from my parents on Rose place we've already got to kind of go around those cars which automatically puts us into the center of the hill heading down, and if someone is coming up the hill, there is no time to react or to move I don't think even this is much about speed limit because you know as well as I do, people don't follow speed limits I can be driving 10 miles an hour up the hill and having to go around the delineators and someone coming the opposite direction at 35 miles an hour is still going to hit me and do damage to my vehicle or my person This project makes zero sense and it's like we're trying to make something out of nothing Perhaps putting a pathway on the grass from the park, heading down the hill rather than narrowing the street to put a pathway? Unless you live there and drive it at different times of the day, it is hard to understand, but I spent 25 years there full-time and I'm still driving back-and-forth many times a week and have family that live there, so we know what we are talking about It is just an absolutely impractical project or study and one that honestly should just be left alone Perhaps bigger no parking signs on either side of the street would be helpful because not many people adhere to those signs either Thank you again for your time!

21. Hello, I reached out to you about two weeks ago regarding the Pacal Street project and a possibility of narrowing the road on the hill going up and down Pascal. I literally just about hit a school bus head-on two minutes ago going over the hill as a school bus had to make a wide turn coming up the hill. There was barely any room for either of us to pass each other with the temporary markers that are positioned on that hill for your study we are pleading with you to not mess with that street and to not change the width of it. It is already something that people navigating and being careful of and making it any smaller than it already is is not smart for the residence who live there. Thank you again for your time.
22. Hello — I received the postcard of the Pilot Project by Keya Park on Pascal Street. I have lived in Roseville next to Keya Park (where Rose Pl and Pascal Street intersect) since October, 1998. I've raised two daughters during this time. I'm very aware of how potentially dangerous this area can be. Heading north on Pascal Street (just beyond Brooks Avenue where the hill begins) is where it becomes the most dangerous. As I've approached the top of the hill in my car (going north), I've encountered kids and adults who are in the middle of the road in and around the area of the park. Likewise, as you head south on Pascal Street, there are kids biking or playing around the Brooks/Pascal area and you can't see anyone until you reach the top of the hill. I think the idea of a sidewalk where you have it currently delineated along Pascal Street is fabulous and long overdue. You have my endorsement and support of this project. If you want to contact me either by email or phone (call or text), here is my information: [REDACTED] Thank you for helping to make our neighborhood safer.
23. Hi! We don't like the sidewalk by Keya park or the little bit on the corner before it. What we've noticed is kids on bikes and scooters using the posts as an obstacle course weaving through them. We've also notice cars still going fast in that area and swerving wider due to the posts – therefore swerving into the on coming traffic. And that traffic barely fits 2 cars now so when another car swerves into the middle, or if there is a parked car by someone's yard... it's all just too congested and possibly dangerous. If the traffic speed by the park is a problem, why not just turn that corner into a 4 way stop sign? This would slow traffic down and make it safer for people walking. Lots of parks in neighborhoods have 4 way stops by them. Then cars wouldn't be swerving all over and kids wouldn't be using the posts in a dangerous way. I've talked to a few neighbors and no one that I've talked with has seemed thrilled with the sidewalk. I'm hoping a 4 way stop might be a better solution. Thanks for listening.
24. Hello Erik and Jesse, I wanted to share my appreciation for the Pascal Street pilot project near Keya Park. As a resident of the neighborhood, I've long had concerns about visibility on that hill and the potential for accidents. It's great to see the City taking proactive steps to address this issue. I think the current approach is excellent—it provides a much safer and more comfortable space for pedestrians, and it's clear that a lot of thought went into testing the concept before committing to any permanent changes. I also want to applaud the City's willingness to try out this kind of pilot project; it's a great model for how to approach neighborhood safety improvements. The only minor concern I'd like to note is related to winter maintenance. With the narrowed roadway, I'm curious how snow removal will be handled and whether piled snow might force

pedestrians back into the street, potentially reintroducing some of the safety risks the project is helping to solve. Overall, though, I think this is a very positive change. I've already used the area several times since the project began, and the improvement feels noticeable and beneficial.

Thank you for all the work that went into making it happen! Best regards,

25. Couple of comments on the test, which I'm assuming are the white pylons. Love the idea of having a designated space for walking and kids biking away from traffic. Just not sure this is the solve. I imagine the pylons will be driven over like the ones on Fairview are. And what about wintertime? The placement also seems off. Why don't the pylons go all the way to the access point for the park? It's a small area that's protected. Could the road be repainted to allow for a designated walking/biking lane on one side? The bigger issue is the speed at which people drive and come flying up and over that blind hill by the park.
26. Hello, My name is [REDACTED]. I live on Sextant Ave W in the same development as Keya Park. I walk the neighborhood often. I walked and drove by the park to see the temporary delineators. Compared to the Hamline Bike Lane delineators (which I don't like), the Keya Park delineators make more sense and may accomplish the city's goal of improving safety for park users. The disregard for the parking restrictions along the park up to the new path/fire hydrant has been a concern since the park was renovated and reopened. I did notice there seem to be more No Parking signs than there had been so that could help, I also think shorter poles would be more visible to drivers. I think the temporary barriers are sufficient to create space between drivers and the curbing. I don't think adding a permanent curb and a sidewalk (we don't have sidewalks in Roseville only 'paths'). will be a good fit. Will the city actually bring the snow removal machine into the neighborhood to clean that small strip or will it go unplowed under snow? Would a permanent curb be painted with reflective paint to prevent drivers from hitting it in the dark? There's not much street lighting in that area. I think the height of the delineators is more attention getting than a curb/sidewalk would be. What is prompting this project now? Why wasn't it thought of or addressed when the park was renovated? The path was moved due to safety concerns then. Has there actually been a safety incident or just thoughtless people NOT reading no parking signs or abiding posted speed limits and park/playground signs? I pointed out the no parking signs to park staff when the new playground equipment was installed after they parked there unthinkingly. I also don't understand why the END NO PARKING sign is right in front of a fire hydrant. Why not just post the No Parking zone all the way to the path entrance?
27. Greetings, I have comments and questions regarding the delineation of bike lanes on Hamline from County Road B-2 south to Commerce Street and the "temporary sidewalk" on Pascal near Brooks Ave. and Keya Park. Both areas are marked using white marking poles.
28. Bike Lane on Hamline: Relatively speaking, the bike lane on Hamline is proportionately wider than the traffic lane and forces vehicles traveling in opposite directions closer to each other. The pavement in the traffic lane for the south bound traffic also is uneven/has grooves which make it somewhat difficult to navigate, pulling tires toward the lane of oncoming traffic. I frequently drive on this section of Hamline and have seen very few bikes in the bike lanes. At the very least, those lanes should be narrowed to allow more room in the traffic lanes. Vehicles now stack up behind

those trying to make right turns because those vehicles now block the traffic lanes instead of having an extended turn lane (especially at Commerce Street, the entrance ramp to 36 West and County Road B-2).

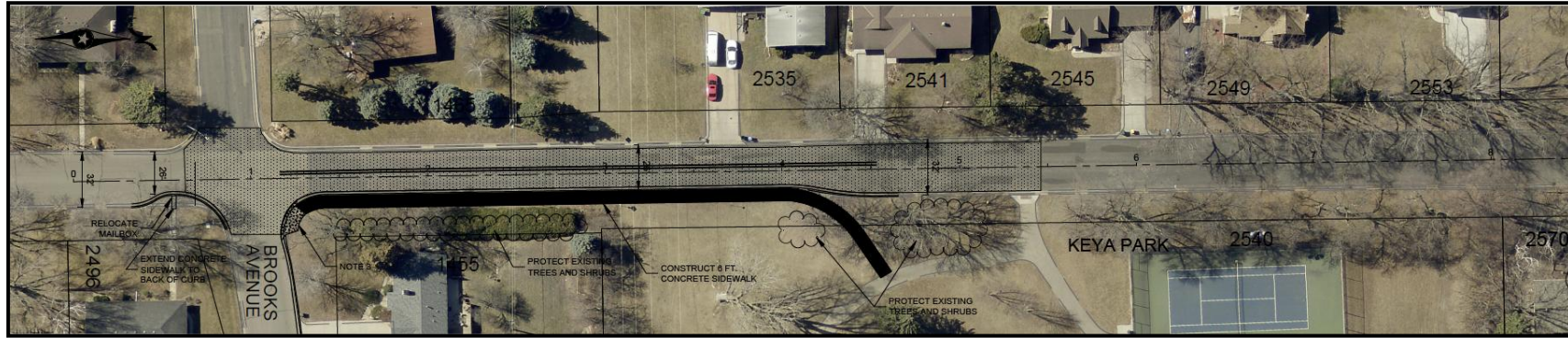
29. "Temporary Sidewalk" on Pascal near Brooks: The poles marking this area jut into the traffic lane and force vehicles traveling north into the opposing traffic lane. Anyone making a right turn onto Brooks from Pascal is forced to make a wide turn there—also forcing them into the lane for oncoming traffic. I have lived at the corner of Hamline and Brooks for over 45 years and have never heard of a pedestrian/vehicle accident at that intersection. In my opinion, these poles will cause more vehicle accidents because traffic is forced into the oncoming traffic lane to avoid the poles. There is a fair amount of traffic on these streets, since the only way in or out of this neighborhood is on Pascal (to County Road B-2) or Brooks (to Hamline). There is not enough foot traffic across this intersection to warrant this demarcation.
30. Questions/Comments Relative to Both Areas: What is the plan for these area for the winter? If the poles are left in place, how will snow plows operate and where will the snow be stacked? On the bridge over Highway 36 there is no snow storage. What did it cost to install these poles and how many have been damaged? Will those be replaced? If they are to be removed for the winter, will they be replaced in the spring? At what cost? Did the high school administration request this on Hamline and feel it was a safety issue for bike riding students? Did residents in the neighborhood of Pascal and Brooks request the "temporary sidewalk"? Do you keep any statistics on who uses the respective marked lanes? I welcome your answers to my questions and any feedback you have. If you have any questions or want further information from me, please feel free to contact me by email or phone.
31. Voicemail: He is very thankful for the City doing the pilot project. He has been very concerned for pedestrian safety for a long time and supports this project.

OPEN HOUSE COMMENTS

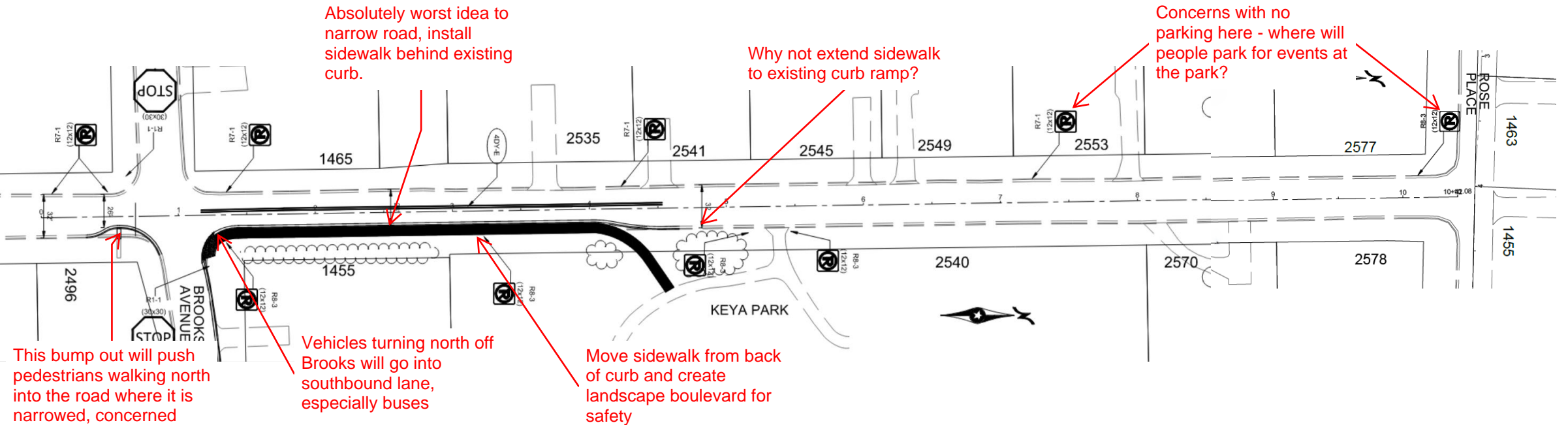
1. Concerned that the bump out on the SEC will push pedestrians walking north into the road where it is narrowed
2. Vehicles turning north off Brooks Ave will go into southbound lane, especially buses
3. Absolutely worst idea to narrow road, install sidewalk behind existing curb
4. Move sidewalk from back of curb where narrowing and create a landscape boulevard instead separating sidewalk further from road
5. Why not extend the sidewalk to the existing curb ramp?
6. Concerns with no parking past the existing curb ramp since no parking is proposed on the entire west side of road from Brooks Ave to Rose Place, where will people park for events at the park?
7. Looks good to me. I still would like a stop sign on the County B2 side of Pascal - right below the hill. Most speeders are from the apartment.
8. I don't believe the proposed changes are needed. Thank you for the opportunity to provide feedback.
9. I don't think its needed.

10. I am sorry I could not make it to the neighborhood meeting. Although the postcard was postmarked December 30, it just showed up in our mailbox today -- one day late to make the meeting. Clearly that was a USPS failure, not yours. This issue is particularly important to us. We live at [REDACTED] Pascal Street and lost use of all parking spots in front of our house due to the placement of ballards. I don't think that was a successful solution, and it was a major impediment to visitors and contractors working on our property. I would suggest big striped pedestrian crossing marks at Pascal and Brooks. If speeding and kids playing in the street are a safety issue speed bumps or stop signs on Pascal at Brooks (making it a 4-way stop intersection) would be more effective. Don't penalize us for speeding drivers and parents who let their kids play in the street. Please feel free to contact us if you have questions or would like to discuss this. The solution should not be a homeowner losing access to parking in front of their property.

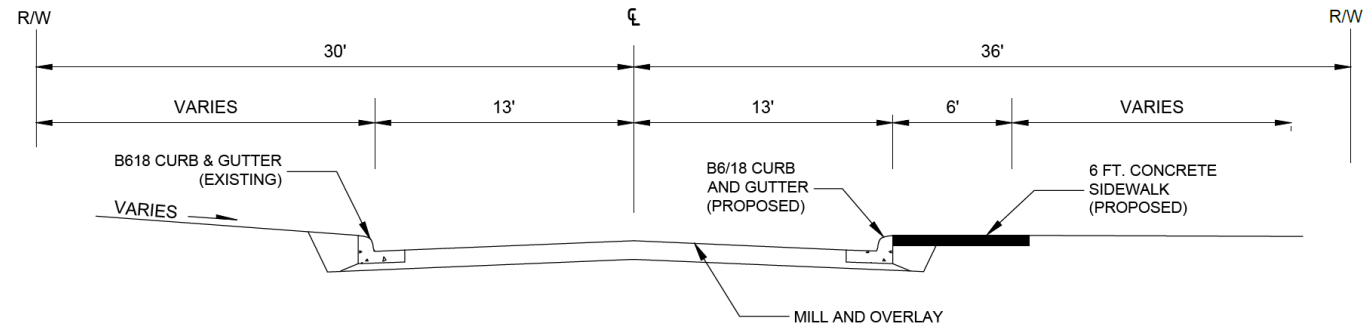
Pascal Street – Proposed Sidewalk to Keya Park



CONSTRUCTION LEGEND		
REMOVE AND REPLACE CURB & GUTTER (B618)		4 INCH CONCRETE SIDEWALK
MILL AND OVERLAY EXISTING BITUMINOUS		

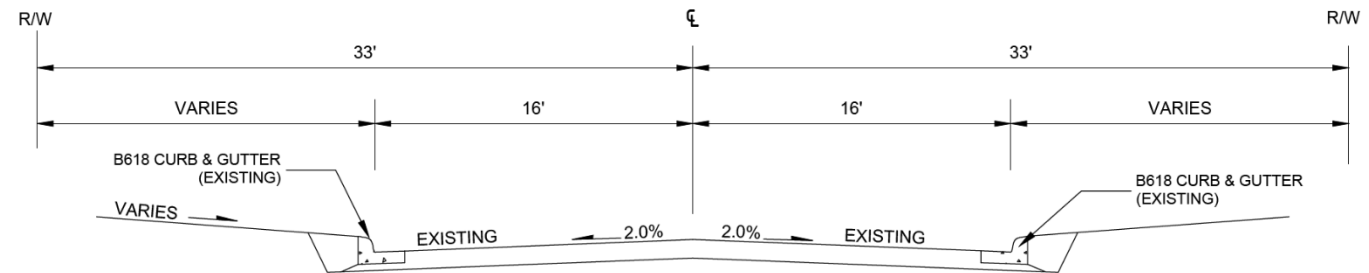


Sidewalk Cross Sections



PROPOSED TYPICAL SECTION

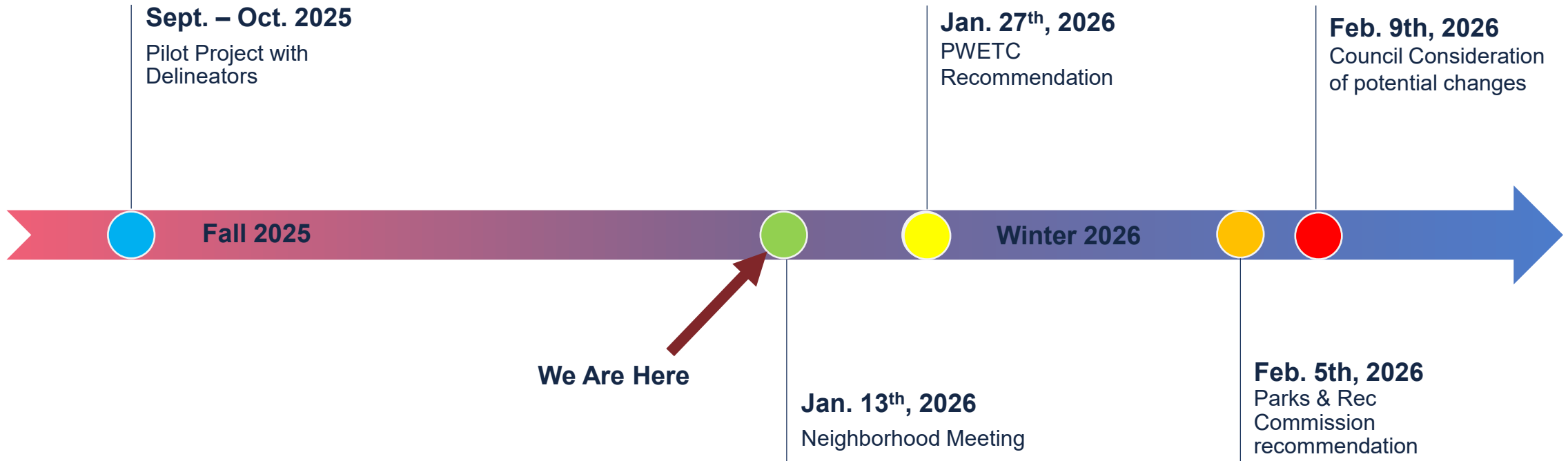
PASCAL STREET - KEYA PARK SIDEWALK
 STA 1+36 - STA 4+05



EXISTING TYPICAL SECTION

PASCAL STREET - KEYA PARK SIDEWALK
 STA 0+00 - STA 1+36
 STA 4+05 - STA 5+47

Pascal Sidewalk Project Schedule



Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: January 27, 2026

ITEM: 4.c.

ITEM DESCRIPTION: Noise Ordinance

Background

The City currently has a noise ordinance in place to address noise during specific hours. The ordinance was updated in 2018 to add some exceptions to the variance process to provide staff with some flexibility to address public impacts that may be more impactful than construction noise. Currently, exceptions only include emergency work and City projects that meet the following requirements:

- Sewer lining projects which take more than 12 hours per segment.
- Water main or valve replacement work which would impact a significant number of residents or businesses during normal working hours.
- High traffic areas where a lane closure or full road closure is required, but doing so during normal working hours would create a significant impact on the general public, residents and businesses surrounding the work area.

All other noise issues require a variance from City Council. This typically requires 30 days to get the variance, as public notice to residents needs to take place and the items need to be put on the next available agenda that meets notice guidelines. There are many other public agencies, such as Ramsey County, that would benefit from having some exemptions to the variance process.

The noise ordinance memo attached details many reasons why changes to the ordinance would be beneficial and how other cities near Roseville address similar issues.

The draft proposed noise ordinance tries to address some of the concerns mentioned in the memo. The major proposed changes are to allow the City Manager or Public Works Director to provide exceptions to other public agencies. The exemption would be limited to less than three days of impact outside of allowable working hours. Further, the request would need to show an overall public benefit such as unreasonable project delays or increased costs. Notification requirements would still apply.

Recommendation

Receive presentation and provide feedback to staff.
Provide recommendation to the Roseville City Council.

Attachments

1. Proposed Noise Ordinance
2. Noise Ordinance Memo
3. Local Noise Ordinance Summary

- **Sec. 404.01. - General prohibition.**

No person shall make or cause to be made any distinctly and loudly audible noise that unreasonably annoys, disturbs, injures or endangers the comfort, repose, health, peace, safety or welfare of any person, or precludes their enjoyment of property or affects their property's value. This general prohibition is not limited by the specific restrictions contained in [section 404.02](#).

(Code 1995, § 405.01; Ord. No. 927, 6-30-1983)

- **Sec. 404.02. - Specific restrictions.**

(a)

Horns, audible signaling devices, etc. No person shall sound any audible signaling device on any vehicle except as a warning of danger.

(b)

Exhaust. No person shall discharge the exhaust or permit the discharge of exhaust of any steam engine, stationary internal combustion engine, motorboat, motor vehicle or snowmobile except through a muffler or other device that effectively prevents loud or explosive noises, and complies with all applicable state laws and regulations.

(c)

Defective vehicles or loads. No person shall use any vehicle so out of repair or so loaded as to create loud and unnecessary grating, grinding, rattling or other noise.

(d)

Loading, unloading, unpacking. No person shall create loud and excessive noise in loading, unloading or unpacking any vehicle.

(e)

Radios, phonographs, paging systems, etc. No person shall use, operate or permit the use or operation of any radio receiving set, musical instrument, phonograph, paging system, machine or other device for the production or reproduction of sound in a distinct and loudly audible manner as to disturb the peace, quiet and comfort of any person nearby. Operation of any such set, instrument, phonograph, machine or other device between the hours of 10:00 p.m. and 7:00 a.m., in such a manner as to be plainly audible at the property line of the structure or building in which it is located, in the hallway or apartment adjacent or at a distance of 50 feet if the source is located in a structure or building, shall be prima facie evidence of a violation of this chapter.

(f)

Participation in noisy parties or gatherings. No person shall participate in any party or other gathering of people giving rise to noise disturbing the peace, quiet or repose of another person. When a police officer determines that a gathering is creating such a noise disturbance, the officer may order all persons present, other than the owner or tenant of the premises where the disturbance is occurring, to disperse immediately. No person shall refuse to leave after being ordered by a police officer to do so. Every owner or tenant of such premises who has knowledge of the disturbance shall make every reasonable effort to see that the disturbance is stopped.

(g)

Loudspeakers, amplifiers for advertising, etc. No person shall operate or permit the use or operation of any loudspeaker, sound amplifier or other device for the production or reproduction of sound on a street or other public place for the purpose of commercial advertising or attracting the attention of the public to any commercial establishment.

(h)

Amplified sound from motor vehicles. It shall be a violation of this chapter to play, operate or permit the playing, use of operation of any radio, tape player, disc player, loud speaker or other electronic device used for the amplification of music or other entertainment, which is located within a motor vehicle on a public street or alley, which is audible by any person from a distance of 50 feet or more from the motor vehicle. When sound violating this section is produced or reproduced by any such device that is located in a motor vehicle, the motor vehicle's owner, if present when the violation occurs, is guilty of the violation. If the motor vehicle's owner is not present at the time of the violation, the person who has dominion, care or control of the motor vehicle at the time of the violation is guilty of the violation. In addition to an owner or a driver, any person who controls or assists with the production, reproduction, or amplification of sound in violation of this section is guilty of the violation.

(i)

Animals. The provisions of [chapter 501](#) shall govern unreasonable noises created by animals.

(j)

Schools, places of assembly, etc. No person shall create any excessive noise on a street, alley or public grounds adjacent to any school, institution of learning or place of assembly

when the noise unreasonably interferes with the working of the institution or disturbs or unduly annoys its occupants or residents.

(k)

Air conditioning units. No person shall place, maintain or operate an air conditioning unit in such a manner so as to unreasonably disturb the peace, quiet and comfort of persons using adjacent properties.

(Code 1995, § 405.02; Ord. No. 927, 6-30-1983; Ord. No. 1315, 2-14-2005)

- **Sec. 404.03. - Hourly restrictions of certain operations.**

(a)

Recreational vehicles. No persons shall, between the hours of 9:00 p.m. and 7:00 a.m., drive or operate any minibike or other recreational vehicle not licensed for travel on public highways.

(b)

Domestic power equipment. No person shall operate a power lawn mower, power hedge clipper, chain saw, mulcher, garden tiller, edger, drill or other similar domestic power maintenance equipment, except between the hours of 7:00 a.m. and 9:00 p.m. on any weekday, or between the hours of 9:00 a.m. and 9:00 p.m. on any weekend or legal holiday. Snow removal equipment is exempt from this provision.

(c)

Refuse handling. No person shall collect or remove garbage or refuse in any residential district except between the hours of 7:00 a.m. and 9:00 p.m. on any weekday or between the hours of 9:00 a.m. and 9:00 p.m. on any weekend or legal holiday.

(d)

Construction activities. No person shall engage in or permit construction activities involving the use of any kind of electric, diesel or gas powered machine or other power equipment except between the hours of 7:00 a.m. and 9:00 p.m. on any weekday, or between the hours of 9:00 a.m. and 9:00 p.m. on any weekend or legal holiday.

(e)

Snowmobiles. Snowmobiles shall be operated only at times allowed by [section 604.03](#).

(Code 1995, § 405.03; Ord. No. 927, 6-30-1983; Ord. No. 1553, 6-4-2018)

- **Sec. 404.04. - Exemptions.**

(a)

Any construction or maintenance activity in which the city, or other public agency is considered, the owner or the project engineer on the project is exempt from this chapter, subject to the following:

(1)

All work shall be done during normal working hours as described in [section 404.03](#) unless circumstances or conditions require work be done outside of these hours or if it is determined that there is significant benefit to surrounding properties or the general public by performing work outside of these hours. Only the following projects are exempt:

a.

Sewer lining projects which take more than 12 hours per segment.

b.

Water main or valve replacement work which would impact significant amount of residents or business during normal working hours.

c.

The City Manager or Public Works Director may authorize exemptions limited to less than three (3) days to the allowable working hours outlined under Sec. 404.03(d) for public improvement projects when necessary to avoid unreasonable project delays, increased costs, or greater public impacts surrounding the work area.

Any exemptions granted under this subsection shall be subject to reasonable conditions to minimize noise impacts and shall require advanced notice to surrounding residents and businesses in accordance with Sec. 404.05 This subsection shall not apply to private construction activities.

(2)

Work outside of normal working hours as described in [section 404.03](#) is limited to a maximum of three days per project segment as notified in subsection (b) of this section.

(b)

If work will be performed outside of normal working hours as described in [section 404.03](#), the city shall notify the residents/businesses within 500 feet of the project as far in advance as practical. At minimum residents shall be notified seven days in advance of the work via a

mailed letter. The city manager, mayor and council shall also be notified. The letter, at minimum, shall indicate the necessity of the work, schedule of the work, the scope of the work, the impacts and the mitigation techniques that will be used to minimize impacts.

(Code 1995, § 405.035; Ord. No. 1548, 4-9-2018)

- **Sec. 404.05. - Noise variances.**

Any person may apply to the city council for a variance from the requirements of this chapter prior to doing those acts. The applicant shall provide a certified list of property owners within 500 feet of the sites where the activity is to occur. The council procedure for public hearings shall be as set forth in [chapter 107](#). For good cause shown, the city council may, in its sole discretion, either grant or deny the variance. If the variance is granted, the council may impose reasonable conditions to it.

(Code 1995, § 405.04; Ord. No. 1175A, 11-25-1996)

- **Sec. 404.06. - Enforcement and impact statements.**

(a)

Civil remedies. In addition to criminal penalties, this chapter may be enforced by injunction, action for abatement or other appropriate civil remedies.

(b)

Noise impact statements. The city council may require any person applying for a change in zoning classification, permit or license for any structure, operation, process, installation, alteration or project that may be considered a potential noise source to submit a noise impact statement. The city council shall evaluate each such statement and take its evaluation into account in approving or disapproving the license or permit applied for or the zoning change requested.

(Code 1995, § 405.05; Ord. No. 927, 6-30-1983)



Public Works Department

Memo

To: Public Works, Environment & Transportation Commission
From: Jesse Freihammer, Public Works Director
Date: January 26, 2026
Re: Evaluation of Noise Ordinance Regarding Capital Improvement Projects

PURPOSE

The purpose of this memorandum is to evaluate Roseville City Code Chapter 404 - Noise Control (Chapter 404) as it applies to public capital improvement projects and to present a recommended direction to Chapter 404 updates to allow limited administrative flexibility for public construction activities occurring outside of current allowable working hours.

BACKGROUND

Chapter 404 of the Roseville City Code establishes prohibitions on noise and limits construction activities to defined working hours: weekdays 7:00 a.m. – 9:00 p.m., weekends and legal holidays 9:00 a.m. – 9:00 p.m. Construction outside of these hours is currently allowed only through narrowly defined exemptions for certain project types (sewer lining projects, water main or valve replacements, high traffic areas) or by obtaining a noise variance approved by the City Council following a public hearing.

While the existing framework provides predictability and public transparency, staff have observed that the variance process, often requiring approximately 30 days, does not always align with the practical realities of managing public capital improvement projects. Contractors performing public projects, both for the City of Roseville and other public agencies, may encounter circumstances where extended or adjusted working hours are prudent, necessary, or in the public interest, but where the timing or duration does not seem to justify a formal Council level variance.

A few examples of such circumstances where a more immediate administrative response may be required include:

1. Unplanned sequencing constraints where work must be completed continuously to maintain system integrity such as during a sanitary sewer lift station upgrade where certain phases must be completed in a continuous sequence to ensure the system remains operational to minimize impacts and/or costs associated with bypassing.
2. Certain concrete pours or placement of bituminous that must occur within tight temperature or material-specific windows. If a scheduled pour is delayed due to equipment or crew availability, allowing a short extension outside normal hours ensures quality and prevents costly rework.
3. When a utility cannot complete relocation or shutoff at the originally planned time, the City may need to allow adjustment to construction hours to fit the new schedule, avoiding project delays.
4. In a road reconstruction or intersection improvement project, one phase may require evening work (past current allowable hours) to prevent holding up the next phase, especially when equipment or staging areas are limited.

CONSTRUCTION NEEDS AND JUSTIFICATION

Capital improvement projects often require flexibility in scheduling to meet engineering and operational requirements. Restricting capital projects to strict working hours with long variance timelines can:

- Extend project duration, increasing costs and public disruption.
- Limit the City's ability to respond to time-sensitive construction activities (e.g., road reconstruction, utility repairs, unforeseen site conditions, etc.).
- Result in lane or road closures that affect traffic patterns for longer periods than necessary.

Allowing the Public Works Director and/or City Manager to authorize limited exceptions:

- Provides timely decision-making to accommodate unplanned project needs.
- Reduces the potential for project delays and associated cost overruns.
- Enables better impact management to the public.
- Maintains control and accountability through reasonable conditions and notification requirements to affected residents.

This approach ensures that project delivery is efficient, safe, and minimally disruptive, while retaining transparency and public notification.

COMPARISON TO PEER CITIES

Staff reviewed noise and allowable construction hour ordinances from several surrounding cities, including Arden Hills, Lauderdale, Shoreview, Maplewood, Richfield and New Brighton. Common themes from these communities include:

- All cities establish baseline allowable construction hour restrictions to protect residential and neighborhood livability.
- Several cities provide administrative authorization to grant short-term or limited exceptions for public projects (Maplewood City Ordinance Sec. 18-111(d), Richfield City Ordinance Sec. 930.35 Subd. 3)), often with notification requirements, the ability to impose conditions to minimize impacts, and a process to appeal to the City Council such decisions.
- Peer cities typically reserve City Council involvement for longer-duration, higher-impact, or privately initiated requests.

The review demonstrates that providing defined administrative authorization for reasonable variances to allowable working hours for capital improvement projects is consistent with some surrounding cities' practices and supports efficient public project delivery while maintaining accountability and transparency.

STAFF RECOMMENDATION

Staff recommends amending Chapter 404 to authorize the Public Works Director and/or City Manager to approve limited exceptions to allowable construction hours for capital improvement projects while setting reasonable conditions.

Key elements of the recommended approach include:

1. Applicability limited to publicly managed capital improvement projects, including the City of Roseville, Ramsey County, etc.
2. Administrative authorization for exceptions that are short in duration or limited in scope, with a maximum duration of 3 days.
3. Administrative authorization to set reasonable conditions to limit or minimize noise impacts.
4. Maintain the requirement of advanced notification to affected residents and businesses within 500 feet of the work, either conducted by the contractor or the public agency (City, Ramsey County, etc.).
5. Retention of City Council approval for longer-duration or higher-impact exceptions, as determined by Roseville City Code.

This approach aligns directly with operational needs of public capital projects, providing the City with flexibility to respond to real world construction requirements while preserving neighborhood livability and transparency.

NEXT STEPS

If the Commission concurs with the recommended policy direction, PWET can:

- Review drafted ordinance language and discuss proposed changes.

Staff can further:

- Draft updated ordinance amendment language for further review.
- Develop clear administrative criteria and notification procedures.
- Return to the Commission with a more detailed ordinance proposal, as requested.

City	Code Section	Construction Working Hours	
		Weekdays	Weekends/Holidays
Roseville	404.03	7am - 9pm	9am - 9pm
Arden Hills	630	7am - 9pm	8am - 9pm
Lauderdale	4-6-14	7am - 10pm	9am - 10pm
Maplewood	18-112	7am - 7 pm	7am - 7pm Saturday
Richfield	930.09	7am - 8pm	8am - 8pm Saturday
New Brighton	14-236	7am - 10pm	9am - 9pm
	14-48	7am - 9pm	8am - 9pm
Shoreview			8am - 7pm Saturday ; No work Sunday without approval
	7.02	7am - 7pm	

Variance/Process

See 404.4 - Exemptions and 404.5 - Noise variances

Upon application for a waiver and notification to all properties within 500 feet from the property line at least ten days prior to the City Council meeting, the City Council may grant a permit waiving the requirements of this Section for maintenance activities and may impose reasonable conditions to it; Emergency construction activities which are necessary to protect the public health, safety, and welfare, are exempt from the requirements of Section 630.10, provided that parties shall notify the City Public Works Director as soon as reasonably possible regarding the existence of the emergency condition and the projected time necessary to abate the emergency.

Noise impact statements. The Council may require any person applying for a change in zoning classification or a permit or license for any structure, operation, process, installation or alteration or project that may be considered a potential noise source to submit a noise impact statement on a form prescribed by the Council. It shall evaluate each such statement and take its evaluation into account in approving or disapproving the license or permit applied for or the zoning change requested.

A copy of this division shall be attached to each construction permit issued by the city. The applicant for the permit shall be required to sign the copy, acknowledging that he has read and understood it, before a permit can be released.

From ROW Permit, development agreements, and Shoreview's Special Conditions

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: January 27, 2026

ITEM: 4.d.

ITEM DESCRIPTION: Snow & Ice Control Policy Recommendations

Background

The City currently has a Snow & Ice Control Policy to inform City staff and residents on how to manage snow events within the City of Roseville. The current policy was last updated in 2014 and has not been reviewed thoroughly since then. To make sure the policy meets current needs of the city and to how City operations have changed, staff has drafted a revised Snow & Ice Control Policy.

Overall, staff has updated the format of the policy to make it easier to read and understand for the public and staff. The majority of the policy remains unchanged.

Some key points of the current policy remain unchanged:

- To have streets and critical parking lots plowed full width within 10 hours after the snow has quit falling for snow events greater than two inches.
- City begins plowing when 6” of snow has fallen.
- Ice Control - the City does not have a bare pavement policy.
 - Bare, dry pavement should not be expected and may not be continuous on City streets throughout the winter months. The City attempts to maintain adequate traction for the motoring public.
- Roadside considerations policy within the right-of-way such as trash receptacles, mailboxes, landscaping and irrigation remain unchanged.
- Parking regulations remain unchanged for most areas other than the Snowplow Pilot Area.

Some changes that are proposed to the revised policy:

- Change the term “collector routes” to “priority main routes” since it is better understood by residents.
- Add a limit on the maximum time plow drivers can work in a 24-hour day.
 - For safety reasons, no operator shall work more than a 14-hour shift in any 24-hour period.
- Add Snowplow Pilot Area.
- Update exhibit list.

Recommendation

Receive presentation and provide recommendations to the City Council on the revised Snow & Ice Control Policy.

Attachments

1. Current Snow & Ice Control Policy
2. Tracked Changes - Snow & Ice Control Policy
3. Clean Revised - Snow & Ice Control Policy
4. Revised Snow & Ice Control Policy Exhibits

CITY OF ROSEVILLE STREETS AND PARKING LOT SNOW AND ICE CONTROL POLICY

BACKGROUND

The Twin Cities metropolitan area averages 49” of snow per season. We have approximately a trace or more of snow on the average of 74 times each season and 1” or more an average of 9 times. Snowfalls of 3” and up occur about 4 times and 6” or more of snowfall an average of 1 time per season.

The City of Roseville annually budgets funds for the removal of snow and ice from the city maintained street system and city parking lots. Reasonable snow and ice control is necessary for routine travel and emergency services. The City will provide such control in a safe and cost effective manner, keeping in mind safety, budget, personnel, and environmental concerns.

Responsibility for directing and coordinating snow and ice control operations is assigned to the Street Maintenance Division of the Public Works Department. Snow and ice control will have top priority in the Public Works Department and is considered emergency in nature. The City will use in-house staff, equipment, and/or private contractors when necessary to provide this service. Snow and ice control may be suspended at any time the Public Works Superintendent, Street Maintenance Supervisor, or their designee determines that rising or falling temperature, visibility, and/or the rate of accumulation makes the control unsafe, ineffective, or unnecessary.

The City of Roseville has 123 centerline miles of roadway under its jurisdiction. The City also maintains 41 parking lots at various city facilities. Providing snow and ice control is a monumental task. Operators use 30,000-pound trucks with 14’ snowplows to move tons of snow. The obstacles and hazards as seen by snowplow operators are parked cars, garbage cans, vehicles traveling too fast and close to the plow, and especially important, children sliding and building snow forts too close to streets. At any given time during the winter months, there can be equipment plowing or applying ice control material on streets or parking lots. The following is a guide explaining our purpose and operations for winter snow removal and ice control.

Goals

- ◆ Monitor in conjunction with the Police Department and Parks & Recreation Department, weather and road conditions 24 hours per day.
- ◆ Maintain streets and parking lots in a safe driving condition.
- ◆ Allow for emergency vehicle access during snow and ice events.
- ◆ To have streets and critical parking lots plowed full width within 10 hours after the snow has quit falling.
- ◆ Perform snow removal and ice control tasks in a timely manner.
- ◆ Perform all maintenance tasks equally and in the best interest of Roseville taxpayers.
- ◆ To communicate with residents on how they can work together with Public Works in keeping streets safe and clear of snow.
- ◆ To inform the Police department, City Administration, and residents of the progress of snow removal operations as conditions permit.

SNOW AND ICE CONTROL POLICY

Streets

The start of snow and/or ice control operations for any storm is dependent upon immediate and anticipated conditions. Because of the many weather variables encountered, maintenance requirements differ for each snow and ice event. General winter maintenance requirements have been established for different snow and ice events as follows:

- ◆ Freezing rain, sleet, black ice, and freeze/thaw. These types of events are based on changing weather conditions. The Street Maintenance Supervisor will determine the required ice control response based on current and forecasted conditions. The response may vary from 1 unit to full fleet applying ice control material.
- ◆ Snowfall of less than 2". General snow plowing may not be necessary and normal ice control procedures may be adequate to produce safe winter driving conditions. The Street Maintenance Supervisor may deem plowing necessary if a series of less than 2" snowfalls has caused a buildup of snow on City streets.
- ◆ Snowfall of 2" to 6". Typically, snow removal begins as soon as practical after snowfall has ended. Once continuous accumulation reaches 2", the City's parking ban on City streets takes effect (see City Ordinance 602.09). Depending on the timing of the snowfall event, every effort is made to provide motorists with safe winter driving conditions prior to critical time periods. The most critical time periods are weekday morning and evening rush hours. The City will attempt to remove ice and snow from the City maintained collector and priority streets prior to rush hour periods. Normally, collector and priority streets are plowed first. Once the collector and priority areas are plowed and opened, the remaining streets in the residential, commercial, and industrial areas will be plowed and ice control applied.
- ◆ Snowfall greater than 6". Each plow route has a system of collector, priority, and secondary streets that link neighborhoods, major arterials, and facilities such as schools, health care facilities, etc. Depending upon the duration of any snowfall event, it may be necessary to continually clear priority streets in order to assure public safety. Once snowfall has ceased, priority streets within each route will be cleared before snow removal begins on secondary streets. Ice control measures will follow once streets are plowed full width.

Each year the Public Works Department Street Maintenance Division reviews and makes changes as deemed necessary to a map (Exhibit A) showing the city maintained street system and snow plow routes. Equipment is assigned to each route based on availability and the effort required for the control of snow and ice. The routes will be periodically revised to correspond with the budgetary, equipment, and personnel resources available. Within each route, the collector and priority streets are defined along with streets and highways within the city limits that are maintained by other government agencies. Streets and highways within the community that are maintained by Ramsey County and the Minnesota Department of Transportation will be maintained under the county and state maintenance policies.

Snow and ice removal operations will be conducted only when weather conditions do not endanger the safety of employees or equipment and operations are effective. Under

severe conditions, limited visibility, or where weather patterns suggest additional ice and snow, streets may not be plowed “full width” and plowing in some areas may be delayed. Factors that may delay snow and ice control operations may include severe cold, significant winds, limited visibility, and rapid accumulation of snow.

Parking Lots

General winter maintenance requirements for parking lots have been established for different snow and ice events as follows:

- ◆ Freezing rain, sleet, black ice, and freeze thaw. These types of events are based on changing weather conditions. Critical parking lots will have ice control material applied as soon as practical as determined by the Street Maintenance Supervisor or Park Maintenance Supervisor. The remainder of winter use parking lots will be monitored for safe conditions and ice control application after all streets and critical lots have been completed.
- ◆ Snowfall of less than 2”. Plowing may not be necessary and ice control procedures may be adequate to produce safe winter conditions. The Street Maintenance Supervisor and Park Supervisor will determine if snow depth or drifting will require plowing of parking lots.
- ◆ Snowfall greater than 2”. Snow removal on critical parking lots will begin as soon as practical after snowfall has ended. These lots will be plowed simultaneously or immediately after street plowing is completed. All other winter use parking lots will be plowed as equipment and personnel become available after emergency plowing is completed. During extremely heavy snow events, critical parking lots maybe plowed before snowfall has ended to allow for emergency vehicle access and city business to be conducted.
- ◆ Each year the Public Works Department Street Maintenance Division and the Parks & Recreation Department Maintenance Division will review and make changes to a map showing city parking lots (Exhibit F), their priority level (critical or winter use) and department of responsibility.

EQUIPMENT

The City will acquire, maintain, repair, and replace equipment on a timely basis, as the City’s established budget will allow. To provide for utilization of equipment in a cost-effective manner, the City may use city trucks, motor graders, front-end loaders, and other regular equipment as may be useful for control of snow and ice.

DISPATCHING EQUIPMENT

The start of snow and ice control operations for any storm is dependent upon immediate and anticipated conditions. The Street Maintenance Supervisor or his designee will determine the dispatching of equipment. Plowing and/or sanding operations may occur during a regular work shift 7:00 a.m. to 3:30 p.m. or on an emergency call-out basis.

HOW SNOW WILL BE PLOWED FROM COLLECTOR, PRIORITY, AND RESIDENTIAL STREETS

The City is divided into 11 plow routes and 2 cul-de-sac routes (Exhibit A). Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the street will be plowed first. The snow will then be pushed from left to right with discharge going onto the boulevard area of the right-of-way. The street is cleared curb to curb. The Street Maintenance Division will not be responsible for plowing snow from any sidewalk

and/or driveway except under unusual circumstances. Putting snow on City streets from private property is in violation of Minn. Stat. 160.2715, Right-Of-Way Use Misdemeanors.

In cul-de-sacs, 1-ton trucks will try to minimize snow windrows in driveways and push the majority of the snow onto the boulevard.

SNOW STORAGE

Ongoing snow and ice control efforts require the use of City owned right-of-ways and easements for storage of plowed snow. The right-of-way generally extends 10' to 16' behind the curb. Depending upon volume of snow, storage within the right-of-way could create sight obstructions at intersections. Intersection conditions will be reviewed case by case and resolved by appropriate methods.

Where space does not allow for snow to be piled outside the driving lanes, the City will remove the snow by hauling. Timing of such hauling will be at the discretion of the Public Works Superintendent, Street Maintenance Supervisor, or their designee.

ICE CONTROL

The City of Roseville does not guarantee that streets or parking lots will be free of snow and ice after plowing. Bare, dry pavement should not be expected and may not be continuous on City streets throughout the winter months. The City attempts to maintain adequate traction for the motoring public.

Planning for a winter storm is difficult. The differences in rate of rain, sleet, snowfall, moisture content, temperature, time of day, and wind make each storm unique. Melting conditions may also require some level of ice control.

Ice control operations may consist of as few as a single truck applying material on isolated areas to the full fleet applying material citywide during a major ice control event. See Exhibit E for typical ice control routes.

In order to remain cost effective, the Street Division will provide ice control measures at intersections of collector streets, priority streets, residential streets, hills, and curves. Ice control material will also be applied as deemed necessary on residential streets and at the beginning of cul-de-sacs. A variety of ice control products are available and City staff is continually monitoring the effectiveness, environmental impact, and cost of each. The Public Works Superintendent and Street Maintenance Supervisor will determine the appropriate combination of chemicals and sand to effectively control ice in the given weather conditions. Effect on the environment is of the highest priority in selection of ice control products.

The City cannot be responsible for damage to grass or driveways caused by the ice control products and will not make repairs or compensate residents for ice control products damage to turf or driveways.

PARKING ON CITY STREETS

Providing quality snow removal on City streets requires the street to be free of vehicles or other obstacles. Parking on City streets is not allowed after a continuous 2" accumulation of snow for up to 48 hours or until the street is plowed full width, see City Ordinance

602.09.

PLOWING AND/OR SANDING OF PRIVATE PROPERTY

Unless there is direct benefit to the City operations or unless emergency vehicles need access, there will be no plowing or ice control of private property with City equipment.

MAILBOXES

In those instances in which the U. S. Postal Service does not provide door-to-door delivery, it is necessary for property owners to install mailboxes on the city right-of-way immediately adjacent to the street curb. While the installation of mailboxes on City owned right-of-way is permitted, the mailbox owner assumes all risk of damage except where a mailbox is damaged through **direct contact** by snow removal vehicles. If the mailbox is damaged due to **direct contact** by a snow removal vehicle, the City at its option will repair or replace the mailbox. The City will replace with a standard metal mailbox and a 4' x 4' treated post. The City will reimburse up to \$40 provided the owner has contacted the Public Works Superintendent or Street Maintenance Supervisor within 72 hours for verification and authorization. The property owner will be required to submit an itemized statement of materials. Newspaper boxes installed under mailboxes do not allow for snow equipment to pass under and can cause an **indirect** hit to the mailbox. See Exhibit B for City and postal mailbox standards.

A property owner assumes all risks and responsibilities for replacement of mailboxes and supports that are constructed of materials such as, but not limited to, brick and mortar, stone aggregate, ornamental railings, or antique type support.

If a mailbox is damaged due to **indirect contact**, including the force of snow generated by the snow removal vehicle, the City assumes no responsibility. It is necessary for homeowners in this climate to use materials and construct mailboxes that will withstand the force of a snow windrow off the end of a snowplow.

MAIL DELIVERY

The snowplow operators make every effort to remove snow as close to the curb line as practical to provide access to mailboxes for the postal department. It is not possible to provide perfect conditions and minimize damage to mailboxes with the size of equipment the City operates. The final cleaning adjacent to mailboxes is the responsibility of each resident.

LANDSCAPING

Landscaping, including nursery and inanimate materials that are installed by a property owner or encroach on City right-of-way and are allowed by City ordinance will be the responsibility of the owner and the owner will assume all risk. Damage to trees, shrubbery, and other landscaping will not be considered for compensation. The City cannot control drift or discharge of snow from a snowplow or snow blower.

The City will assume no responsibility for damages incurred as the result of snow removal and ice control activities. The City at its option will repair by reseeding or replacing sod that is removed as the result of plowing activities. The City at its option may replace, trim, or remove landscaping including shrubbery, trees, and inanimate objects, which are hazardous to snow removal.

LAWN SPRINKLING, LIGHTING SYSTEMS, AND PERSONAL PROPERTY

The City will assume no responsibility for damage to above the ground or underground lawn sprinkling systems, exterior lighting systems, and similar landscaping installed in City owned right-of-way. The City will assume no responsibility for personal property that is being stored on the City right-of-way.

DRIVEWAYS

One of the most frequent and irritable problems in removal of snow from public streets is the snow deposited in driveways during plowing operations. Snow being accumulated on the plow blade has no place to go but in the driveway. The amount of snow deposited in the driveways may be significant but is unavoidable due to the nature of snow removal. The depth of snow in any given driveway is proportional to the depth of the given snowfall. The City will not clean driveways based on financial restraints and available personnel.

RESPONSIBILITY

Streets:

The Public Works Superintendent and Street Maintenance Supervisor with assistance from the police department will monitor the street conditions to determine the timing and the number of crews necessary to clear the City maintained public street system.

The Public Works Superintendent, Street Maintenance Supervisor, or in their absence the designated representative, has the responsibility of determining plow routes and sequencing of operations in accordance with the priorities as established in Exhibit A. The Street Maintenance Supervisor or his designee will retain the latitude to adjust sequencing or route assignments based on storm conditions, equipment availability, and/or other conditions warranting changes.

Parking Lots:

The Street Maintenance Division along with the Parks Maintenance Division will monitor conditions in parking lots to determine timing and equipment and staff necessary to provide snow and ice control in city parking lots.

The Street Maintenance Division is responsible for snow and ice control in all parking lots within the City Center Campus, including the City Hall lots, Fire Station #1 lots, maintenance garage lots, and Ice Skating Center lots.

The Parks Maintenance Division is responsible for snow and ice control on all other city parking lots. As in other areas of maintenance, divisions assist each other as available and necessary to carry out snow and ice control operations.

STAFFING

As snow and ice control on city streets and critical parking lots is considered emergency in nature, all maintenance divisions, including streets, utilities, and park maintenance staff will be called upon to ensure all necessary equipment is utilized for each snow and ice event as determined by the Public Works Superintendent or Street Maintenance Supervisor.

COMPLAINTS AND REQUESTS FOR FURTHER SERVICE

Complaints and requests for further services regarding snow and ice control or damage will be taken during normal working hours and handled in accordance with City procedures. Complaint and requests for further services should be directed to Public Works Street Department. Complaints and request for further services will be handled on a priority basis. Response time should not exceed 24 hours after snow has ceased unless conditions or operations prevent the Superintendent or Supervisor to respond. Emergency requests for service should be directed to the Public Works Department at 651-792-7004 during regular business hours or after hours to the Roseville Police Department at 651-767-0640 where on-call staff will be notified to respond. It should be understood that responses are to ensure that the provisions of the policy have been fulfilled and that all residents have been treated uniformly.

REVIEW OF POLICY

The City will keep on file comments and complaints received regarding this policy. This policy will be reviewed annually. The review will consider comments received since the last review.

EXHIBITS

- Exhibit A: Large citywide map with plow routes
- Exhibit B: City and postal installation requirements for mailboxes
- Exhibit C: Snowplow visibility diagram
- Exhibit D: Roadway clearing diagram
- Exhibit E: Map of Ice Control routes, 2-6 routes
- Exhibit F: Map of City Parking lots

CITY OF ROSEVILLE
STREETS AND PARKING LOT
SNOW AND ICE CONTROL POLICY FOR STREETS AND PARKING
LOTS

Adopted by Roseville City Council on xxx
Revised on xxxx

I. PURPOSE

The purpose of this policy is to establish and maintain uniform definitions and procedures concerning snow and ice control operations at the City of Roseville.

II. GOAL

It is the goal of the City of Roseville Public Works Department to maintain safe City roadways during the snow and ice season in order to ensure delivery of emergency services and to provide access to the motoring public.

- a. Perform snow removal and ice control tasks in a timely manner and perform all maintenance tasks equally and in the best interest of Roseville taxpayers.
- b. To have streets and critical parking lots plowed full width within 10 hours after the snow has quit falling for snow events greater than two inches.
- c. The City will provide such control in a safe and cost-effective manner, keeping in mind safety, budget, personnel, and environmental concerns.

III. PROCEDURE

Responsibility for directing and coordinating snow and ice control operations is assigned to the Street Maintenance Division of the Public Works Department. Snow and ice control ~~will have~~ is a top priority in the Public Works Department and is considered an emergency in nature. The City will use in-house public works staff including streets, utility and central garage divisions, and/or private contractors when necessary, to provide this service.

- a. Dispatching Operations
 - i. The start of snow and ice control operations for any storm is dependent upon immediate and anticipated conditions. The Street Superintendent or his/her designee will determine the dispatching of staff/equipment. Plowing and/or ice control operations may occur during a regular work shift (7:00 a.m. to 3:30 p.m.) or on an emergency call-out basis.
- b. Streets Maintenance Operations
 - i. Route Prioritization
 1. The City is divided into various plow routes (Exhibit A). Each route has priority main routes that are cleared first.
 2. Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the street will be plowed first. The snow will then be pushed from left to right with discharge going onto the boulevard area of the right-of-way until the street is cleared curb--to--curb.
 3. In cul-de-sacs, snow is plowed to try and minimize snow windrows in driveways by pushing the majority of the snow onto open areas in the boulevard.
 - ii. Snow Event Type
 1. Freezing rain, sleet, black ice, and freeze/thaw. These types of events are based on changing weather conditions. The Street Superintendent will determine the required ice control response based on current and forecasted conditions.
 2. Snowfall of less than 2". General snow plowing may not be necessary and normal ice control procedures may be adequate to produce safe winter driving conditions. The Street Superintendent may deem plowing necessary if a series of less than 2" snowfalls has caused a buildup of snow on cCity streets.

3. Snowfall of 2” to 6”. Typically, snow removal begins as soon as practical after snowfall has ended. The City will attempt to remove ice and snow from the City--maintained priority main routes prior to rush hour periods. Normally, priority main routes are plowed first. Once the priority main routes are plowed and opened, the remaining streets will be plowed and ice control applied.
4. Snowfall greater than 6”. Depending upon the duration of any snowfall event, it may be necessary to continually clear priority main routes in order to assure public safety. Once snowfall has ceased, priority main routes within each route will be cleared before snow removal begins on remaining streets. Ice control measures will follow once streets are plowed full width.

iii. Snow storage

1. Ongoing snow and ice control efforts require the use of City--owned rights-of-way and easements for storage of plowed snow. The right-of-way generally extends 10’ to 16’ behind the curb. Depending upon volume of snow, storage within the right-of-way could create sight obstructions at intersections. Intersection conditions will be reviewed case by case and resolved by appropriate methods.
2. Where space does not allow for snow to be piled outside the driving lanes, the City will remove the snow by hauling, as time permits.

iv. Ice Control

1. The City of Roseville does not guarantee that streets or parking lots will be free of snow and ice after plowing. Bare, dry pavement should not be expected and may not be continuous on cCity streets throughout the winter months. The City attempts to maintain adequate traction for the motoring public.
2. In order to remain cost effective, the City will provide ice control measures at intersections of streets, hills, and curves. Ice control material will also be applied as deemed necessary on residential streets and at the beginning of cul-de-sacs. The Street Superintendent will determine the appropriate combination of chemicals and/or sand to effectively control ice in the given weather conditions. Effect on the environment is of the highest priority in selection of ice control products.

c. Parking Lots

i. Department

1. Public Works and Parks Maintenance Divisions are responsible for snow and ice control on Ceity parking lots. Exhibit D shows the current responsibility for each Ceity parking lot by Department.
2. As in other areas of maintenance, Departments assist each other as available and necessary to carry out snow and ice control operations.

ii. Snow Event Type

1. Freezing rain, sleet, black ice, and freeze thaw. These types of events are based on changing weather conditions. Critical parking lots will have ice control material applied as soon as practical as determined by the Streets Superintendent or Parks Maintenance Superintendent. The remainder of winter use parking lots will be monitored for safe conditions and ice control application after all streets and critical lots have been completed.
2. Snowfall of less than 2”. Plowing may not be necessary and ice control procedures may be adequate to produce safe winter conditions. The Street Maintenance Superintendent and Park Superintendent will determine if snow depth or drifting will require plowing of parking lots.
3. Snowfall greater than 2”. Snow removal on critical parking lots will begin as soon as practical after snowfall has ended. These lots will be plowed simultaneously or immediately after street plowing is completed. All other winter use parking lots will be plowed as equipment and personnel become available after emergency plowing is completed. During extremely heavy snow events, critical parking lots may be plowed before snowfall has ended to allow for emergency vehicle access and Ceity business to be conducted.

4. Each year, the Public Works Department Street Maintenance Division and the Parks & Recreation Department Maintenance Division will review and make changes to a map showing Ceity parking lots (Exhibit F), their priority level (critical or winter use), and department of responsibility.

d. Annual Review

- i. Each year the Public Works Street Maintenance Division reviews and makes changes as deemed necessary to snow and ice control maps -(Exhibit B) showing the Ceity--maintained street system and snow plow routes. Equipment is assigned to each route based on availability and the effort required for the control of snow and ice. The routes will be periodically revised to correspond with the budgetary, equipment, and personnel resources available. Within each route, priority main routes are defined along with streets and highways within the city limits that are maintained by other government agencies. Streets and highways within the community that are maintained by Ramsey County and the Minnesota Department of Transportation will be maintained under the county and state maintenance policies.

e. Safety

- i. Snow and ice removal operations will be conducted only when weather conditions do not endanger the safety of employees and/or equipment and operations are effective. Under severe conditions, limited visibility, or where weather patterns suggest additional ice and snow, streets may not be plowed “full width” and plowing in some areas may be delayed. Factors that may delay snow and ice control operations may include severe cold, significant winds, limited visibility, and rapid accumulation of snow.

1. The City has classified cCeity streets based on the street function, traffic volume, and importance to the welfare of the community. Accordingly, snow and ice control routing is designed to provide the maximum possible coverage to higher volume safety--sensitive areas first, defined as priority main routes. During periods of extended continuous snowfall or freezing rain, operations may be performed on a limited scale and focused on priority main routes.

- ii. For safety reasons, no operator shall work more than a ~~fourteen~~14-hour shift in any ~~twenty-four~~24-hour period.

- iii. The Superintendent or designee may deviate from this work schedule when, in his or her judgment, it is in the best interest of the Ceity or is necessary because of budget needs, weather conditions or other circumstances.

f. Communication

- i. Public works staff will ~~to~~-communicate planned snow operations to all departments in the Ceity and to the public.

- ii. Public works staff will work with Communications staff to notify the public through various methods when snow operations are ongoing, specifically when snowfalls amounts are great than ~~2~~two inches and parking regulations are in effect.

IV. ROADSIDE CONSIDERATIONS

Snowplowing operations inherently deposit snow off the traveled portion of the public right--of--way onto the adjacent boulevard and drainage easement areas. The City will not be responsible for damage to any objects/amenities (fences, landscaping, irrigation, etc.) located in these publicly dedicated areas.

- a. Receptacle containers. Garbage, Recycling or other containers awaiting pick-up should be set back three to five feet behind the curb line.

- b. Mailboxes. Snowplow operators make every effort to remove snow as close to the curb line as practical and to provide access to mailboxes for the pPostal carrier. However, it is not possible to provide perfect conditions and minimize damage to mailboxes with the size and type of equipment the City operates. Therefore, the final cleaning adjacent to mailboxes is the responsibility of each resident.

- i. While the installation of mailboxes on City--owned right-of-way is permitted, the mailbox owner assumes all risk of damage except where a mailbox is damaged through direct contact by snow removal vehicles. If the mailbox is damaged due to **direct** contact by a snow removal vehicle, the

City, at its ~~option~~ discretion, will repair or replace the mailbox. The City will replace with a standard metal mailbox and a 4' x 4' treated post. ~~Alternatively, t~~The City ~~will~~ ~~may~~ reimburse up to \$40, provided the property owner has contacted the Public Works Superintendent or Street Maintenance Superintendent within 72 hours of the damage for verification and authorization. The property owner will be required to submit an itemized statement of materials. Newspaper boxes installed under mailboxes do not allow for snow equipment to pass under and can cause an indirect hit to the mailbox. See Exhibit E for City and postal mailbox standards.

ii. If a mailbox is damaged due to indirect contact, including the force of snow generated by the snow removal vehicle, the City assumes no responsibility. It is necessary for homeowners in this climate to use materials and construct mailboxes that will withstand the force of a snow windrow off the end of a snowplow.

iii. A property owner assumes all risks and responsibilities for replacement of mailboxes and supports that are constructed of materials such as, but not limited to, brick and mortar, stone aggregate, ornamental railings, or antique type support.

c. Private Accesses

i. Most of the mainline plowing vehicles are equipped with a front plow and side wing for two-pass plowing of most residential streets. Plows are angled to the right for plowing from the centerline of the street toward the outside edge of the street. A certain amount of snow will be deposited into driveways and private roadways abutting curb lines. The City will not remove snow from driveway entrances regardless of whether it has been cleared of snow before the City vehicle arrives. The City does not plow or perform ice control on any private streets, accesses or driveways for any reason.

d. Some sidewalks and trails are plowed by the City. Refer to the most current "Snow Plowing Pathway Policy" which can be found on the ~~Ce~~ity website.

e. Landscaping

i. The City will repair turf damage only on boulevards which was the direct result of plowing beyond the back of the curb. Turf repair will consist of placing black dirt and seed. No repairs to damaged turf will be made by the City after June 1. All other damage within the public rights-of-way or drainage easements or to items installed in these areas without a City permit is the property owner's responsibility (i.e., shrubs, bushes, rocks, trees, irrigation systems, lighting systems, driveways, fences, other personal property, etc.).

ii. The City cannot be responsible for damage to grass or driveways caused by ~~the~~ ice control products and will not make repairs or compensate residents for ~~ice control products~~ damage to turf or driveways from ice control products.

V. PARKING REGULATIONS, CITY CODES AND STATE LAWS

To help provide a safer and more efficient snow removal operation, the City Council has established parking regulations:-

a. Parking on ~~c~~City streets is not allowed after a continuous 2" accumulation of snow for up to 48 hours or until the street is plowed full width, see City Ordinance 602.07.

i. Exceptions to these rules are Pilot Parking areas as shown in Exhibit F. In these areas the signage shall take precedent on parking restrictions.

b. ~~Placing of~~Placing snow in the street or plowing across the street is prohibited by State law and City code. Snow placed in the street or on sidewalks and trails compounds maintenance problems and creates hazards for others.

BACKGROUND

The Twin Cities metropolitan area averages 49" of snow per season. We have approximately a trace or more of snow on the average of 74 times each season and 1" or more an average of 9 times. Snowfalls of 3" and up occur about 4 times and 6" or more of snowfall an average of 1 time per season.

The City of Roseville annually budgets funds for the removal of snow and ice from the city maintained street system and city parking lots. Reasonable snow and ice control is necessary for routine travel and emergency

services. The City will provide such control in a safe and cost effective manner, keeping in mind safety, budget, personnel, and environmental concerns.

Responsibility for directing and coordinating snow and ice control operations is assigned to the Street Maintenance Division of the Public Works Department. Snow and ice control will have top priority in the Public Works Department and is considered emergency in nature. The City will use in-house staff, equipment, and/or private contractors when necessary to provide this service. Snow and ice control may be suspended at any time the Public Works Superintendent, Street Maintenance Supervisor, or their designee determines that rising or falling temperature, visibility, and/or the rate of accumulation makes the control unsafe, ineffective, or unnecessary.

The City of Roseville has 123 centerline miles of roadway under its jurisdiction. The City also maintains 41 parking lots at various city facilities. Providing snow and ice control is a monumental task. Operators use 30,000 pound trucks with 14' snowplows to move tons of snow. The obstacles and hazards as seen by snowplow operators are parked cars, garbage cans, vehicles traveling too fast and close to the plow, and especially important, children sliding and building snow forts too close to streets. At any given time during the winter months, there can be equipment plowing or applying ice control material on streets or parking lots. The following is a guide explaining our purpose and operations for winter snow removal and ice control.

Goals

- ◆ Monitor in conjunction with the Police Department and Parks & Recreation Department, weather and road conditions 24 hours per day.
- ◆ Maintain streets and parking lots in a safe driving condition.
- ◆ Allow for emergency vehicle access during snow and ice events.
- ◆ To have streets and critical parking lots plowed full width within 10 hours after the snow has quit falling.
- ◆ Perform snow removal and ice control tasks in a timely manner.
- ◆ Perform all maintenance tasks equally and in the best interest of Roseville taxpayers.
- ◆ To communicate with residents on how they can work together with Public Works in keeping streets safe and clear of snow.
- ◆ To inform the Police department, City Administration, and residents of the progress of snow removal operations as conditions permit.

VI. COMPLAINTS AND REQUEST FOR SERVICE

SNOW AND ICE CONTROL POLICY

Streets

The start of snow and/or ice control operations for any storm is dependent upon immediate and anticipated conditions. Because of the many weather variables encountered, maintenance requirements differ for each snow and ice event. General winter maintenance requirements have been established for different snow and ice events as follows:

- ◆ Freezing rain, sleet, black ice, and freeze/thaw. These types of events are based on changing weather conditions. The Street Maintenance Supervisor will determine the required ice control response based on current and forecasted conditions. The response may vary from 1 unit to full fleet applying ice control material.
- ◆ Snowfall of less than 2". General snow plowing may not be necessary and normal ice control procedures may be adequate to produce safe winter driving conditions. The Street Maintenance Supervisor may deem plowing necessary if a series of less than 2" snowfalls has caused a buildup of snow on City streets.
- ◆ Snowfall of 2" to 6". Typically, snow removal begins as soon as practical after snowfall has ended. Once continuous accumulation reaches 2", the City's parking ban on City streets takes effect (see City Ordinance 602.09). Depending on the timing of the snowfall event, every effort is made to provide motorists

with safe winter driving conditions prior to critical time periods. The most critical time periods are weekday morning and evening rush hours. The City will attempt to remove ice and snow from the City maintained collector and priority streets prior to rush hour periods. Normally, collector and priority streets are plowed first. Once the collector and priority areas are plowed and opened, the remaining streets in the residential, commercial, and industrial areas will be plowed and ice control applied.

◆ Snowfall greater than 6". Each plow route has a system of collector, priority, and secondary streets that link neighborhoods, major arterials, and facilities such as schools, health care facilities, etc. Depending upon the duration of any snowfall event, it may be necessary to continually clear priority streets in order to assure public safety. Once snowfall has ceased, priority streets within each route will be cleared before snow removal begins on secondary streets. Ice control measures will follow once streets are plowed full width.

Each year the Public Works Department Street Maintenance Division reviews and makes changes as deemed necessary to a map (Exhibit A) showing the city maintained street system and snow plow routes. Equipment is assigned to each route based on availability and the effort required for the control of snow and ice. The routes will be periodically revised to correspond with the budgetary, equipment, and personnel resources available. Within each route, the collector and priority streets are defined along with streets and highways within the city limits that are maintained by other government agencies. Streets and highways within the community that are maintained by Ramsey County and the Minnesota Department of Transportation will be maintained under the county and state maintenance policies.

Snow and ice removal operations will be conducted only when weather conditions do not endanger the safety of employees or equipment and operations are effective. Under severe conditions, limited visibility, or where weather patterns suggest additional ice and snow, streets may not be plowed "full width" and plowing in some areas may be delayed. Factors that may delay snow and ice control operations may include severe cold, significant winds, limited visibility, and rapid accumulation of snow.

Parking Lots

General winter maintenance requirements for parking lots have been established for different snow and ice events as follows:

◆ Freezing rain, sleet, black ice, and freeze thaw. These types of events are based on changing weather conditions. Critical parking lots will have ice control material applied as soon as practical as determined by the Street Maintenance Supervisor or Park Maintenance Supervisor. The remainder of winter use parking lots will be monitored for safe conditions and ice control application after all streets and critical lots have been completed.

◆ Snowfall of less than 2". Plowing may not be necessary and ice control procedures may be adequate to produce safe winter conditions. The Street Maintenance Supervisor and Park Supervisor will determine if snow depth or drifting will require plowing of parking lots.

◆ Snowfall greater than 2". Snow removal on critical parking lots will begin as soon as practical after snowfall has ended. These lots will be plowed simultaneously or immediately after street plowing is completed. All other winter use parking lots will be plowed as equipment and personnel become available after emergency plowing is completed. During extremely heavy snow events, critical parking lots may be plowed before snowfall has ended to allow for emergency vehicle access and city business to be conducted.

◆ Each year the Public Works Department Street Maintenance Division and the Parks & Recreation Department Maintenance Division will review and make changes to a map showing city parking lots (Exhibit F), their priority level (critical or winter use) and department of responsibility.

EQUIPMENT

The City will acquire, maintain, repair, and replace equipment on a timely basis, as the City's established budget will allow. To provide for utilization of equipment in a cost effective manner, the City may use city

trucks, motor graders, front-end loaders, and other regular equipment as may be useful for control of snow and ice.

~~DISPATCHING EQUIPMENT~~

~~The start of snow and ice control operations for any storm is dependent upon immediate and anticipated conditions. The Street Maintenance Supervisor or his designee will determine the dispatching of equipment. Plowing and/or sanding operations may occur during a regular work shift 7:00 a.m. to 3:30 p.m. or on an emergency call-out basis.~~

~~HOW SNOW WILL BE PLOWED FROM COLLECTOR, PRIORITY, AND RESIDENTIAL STREETS~~

~~The City is divided into 11 plow routes and 2 cul-de-sac routes (Exhibit A). Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the street will be plowed first. The snow will then be pushed from left to right with discharge going onto the boulevard area of the right-of-way. The street is cleared curb to curb. The Street Maintenance Division will not be responsible for plowing snow from any sidewalk and/or driveway except under unusual circumstances. Putting snow on City streets from private property is in violation of Minn. Stat. 160.2715, Right Of Way Use Misdemeanors.~~

~~In cul-de-sacs, 1-ton trucks will try to minimize snow windrows in driveways and push the majority of the snow onto the boulevard.~~

~~SNOW STORAGE~~

~~Ongoing snow and ice control efforts require the use of City owned right-of-ways and easements for storage of plowed snow. The right-of-way generally extends 10' to 16' behind the curb. Depending upon volume of snow, storage within the right-of-way could create sight obstructions at intersections. Intersection conditions will be reviewed case by case and resolved by appropriate methods.~~

~~Where space does not allow for snow to be piled outside the driving lanes, the City will remove the snow by hauling. Timing of such hauling will be at the discretion of the Public Works Superintendent, Street Maintenance Supervisor, or their designee.~~

~~ICE CONTROL~~

~~The City of Roseville does not guarantee that streets or parking lots will be free of snow and ice after plowing. Bare, dry pavement should not be expected and may not be continuous on City streets throughout the winter months. The City attempts to maintain adequate traction for the motoring public.~~

~~Planning for a winter storm is difficult. The differences in rate of rain, sleet, snowfall, moisture content, temperature, time of day, and wind make each storm unique. Melting conditions may also require some level of ice control.~~

~~Ice control operations may consist of as few as a single truck applying material on isolated areas to the full fleet applying material citywide during a major ice control event. See Exhibit E for typical ice control routes.~~

~~In order to remain cost effective, the Street Division will provide ice control measures at intersections of collector streets, priority streets, residential streets, hills, and curves. Ice control material will also be applied as deemed necessary on residential streets and at the beginning of cul-de-sacs. A variety of ice control products are available and City staff is continually monitoring the effectiveness, environmental impact, and cost of each. The Public Works Superintendent and Street Maintenance Supervisor will determine the appropriate combination of chemicals and sand to effectively control ice in the given weather conditions. Effect on the environment is of the highest priority in selection of ice control products.~~

~~The City cannot be responsible for damage to grass or driveways caused by the ice control products and will not make repairs or compensate residents for ice control products damage to turf or driveways.~~

~~PARKING ON CITY STREETS~~

~~Providing quality snow removal on City streets requires the street to be free of vehicles or other obstacles. Parking on City streets is not allowed after a continuous 2" accumulation of snow for up to 48 hours or until the street is plowed full width, see City Ordinance 602.09.~~

~~PLOWING AND/OR SANDING OF PRIVATE PROPERTY~~

~~Unless there is direct benefit to the City operations or unless emergency vehicles need access, there will be no plowing or ice control of private property with City equipment.~~

~~MAILBOXES~~

~~In those instances in which the U. S. Postal Service does not provide door to door delivery, it is necessary for property owners to install mailboxes on the city right of way immediately adjacent to the street curb. While the installation of mailboxes on City owned right of way is permitted, the mailbox owner assumes all risk of damage except where a mailbox is damaged through direct contact by snow removal vehicles. If the mailbox is damaged due to direct contact by a snow removal vehicle, the City at its option will repair or replace the mailbox. The City will replace with a standard metal mailbox and a 4' x 4' treated post. The City will reimburse up to \$40 provided the owner has contacted the Public Works Superintendent or Street Maintenance Supervisor within 72 hours for verification and authorization. The property owner will be required to submit an itemized statement of materials. Newspaper boxes installed under mailboxes do not allow for snow equipment to pass under and can cause an indirect hit to the mailbox. See Exhibit B for City and postal mailbox standards.~~

~~A property owner assumes all risks and responsibilities for replacement of mailboxes and supports that are constructed of materials such as, but not limited to, brick and mortar, stone aggregate, ornamental railings, or antique type support.~~

~~If a mailbox is damaged due to indirect contact, including the force of snow generated by the snow removal vehicle, the City assumes no responsibility. It is necessary for homeowners in this climate to use materials and construct mailboxes that will withstand the force of a snow windrow off the end of a snowplow.~~

~~MAIL DELIVERY~~

~~The snowplow operators make every effort to remove snow as close to the curb line as practical to provide access to mailboxes for the postal department. It is not possible to provide perfect conditions and minimize damage to mailboxes with the size of equipment the City operates. The final cleaning adjacent to mailboxes is the responsibility of each resident.~~

~~LANDSCAPING~~

~~Landscaping, including nursery and inanimate materials that are installed by a property owner or encroach on City right of way and are allowed by City ordinance will be the responsibility of the owner and the owner will assume all risk. Damage to trees, shrubbery, and other landscaping will not be considered for compensation. The City cannot control drift or discharge of snow from a snowplow or snow blower.~~

~~The City will assume no responsibility for damages incurred as the result of snow removal and ice control activities. The City at its option will repair by reseeding or replacing sod that is removed as the result of plowing activities. The City at its option may replace, trim, or remove landscaping including shrubbery, trees, and inanimate objects, which are hazardous to snow removal.~~

~~LAWN SPRINKLING, LIGHTING SYSTEMS, AND PERSONAL PROPERTY~~

~~The City will assume no responsibility for damage to above the ground or underground lawn sprinkling systems, exterior lighting systems, and similar landscaping installed in City owned right-of-way. The City will assume no responsibility for personal property that is being stored on the City right-of-way.~~

~~DRIVEWAYS~~

~~One of the most frequent and irritable problems in removal of snow from public streets is the snow deposited in driveways during plowing operations. Snow being accumulated on the plow blade has no place to go but in the driveway. The amount of snow deposited in the driveways may be significant but is unavoidable due to the nature of snow removal. The depth of snow in any given driveway is proportional to the depth of the given snowfall. The City will not clean driveways based on financial restraints and available personnel.~~

~~RESPONSIBILITY~~

~~Streets:~~

~~The Public Works Superintendent and Street Maintenance Supervisor with assistance from the police department will monitor the street conditions to determine the timing and the number of crews necessary to clear the City maintained public street system.~~

~~The Public Works Superintendent, Street Maintenance Supervisor, or in their absence the designated representative, has the responsibility of determining plow routes and sequencing of operations in accordance with the priorities as established in Exhibit A. The Street Maintenance Supervisor or his designee will retain the latitude to adjust sequencing or route assignments based on storm conditions, equipment availability, and/or other conditions warranting changes.~~

~~Parking Lots:~~

~~The Street Maintenance Division along with the Parks Maintenance Division will monitor conditions in parking lots to determine timing and equipment and staff necessary to provide snow and ice control in city parking lots.~~

~~The Street Maintenance Division is responsible for snow and ice control in all parking lots within the City Center Campus, including the City Hall lots, Fire Station #1 lots, maintenance garage lots, and Ice Skating Center lots.~~

~~The Parks Maintenance Division is responsible for snow and ice control on all other city parking lots. As in other areas of maintenance, divisions assist each other as available and necessary to carry out snow and ice control operations.~~

~~STAFFING~~

~~As snow and ice control on city streets and critical parking lots is considered emergency in nature, all maintenance divisions, including streets, utilities, and park maintenance staff will be called upon to ensure all necessary equipment is utilized for each snow and ice event as determined by the Public Works Superintendent or Street Maintenance Supervisor.~~

~~COMPLAINTS AND REQUESTS FOR FURTHER SERVICE~~

~~Complaints and requests for further services regarding snow and ice control or damage will be taken during normal working hours and handled in accordance with City procedures. Complaints and requests for further services should be directed to the Public Works Street Department and. Complaints and request for further services will be handled on a priority basis. Response time should not exceed 24 hours after snow has ceased unless conditions or operations prevent staff the Superintendent or Supervisor from responding to respond. Emergency requests for service should be directed to the Public Works Department at 651-792-7004 during regular business hours or after hours to the Roseville Police Department Ramsey County Dispatch at 651-767-0640 where on-call staff will be notified to respond. It should be understood that responses are to ensure that the provisions of the policy have been fulfilled and that all residents have been treated uniformly.~~

VII. REVIEW OF POLICY

REVIEW OF POLICY

The City will keep on file comments and complaints received regarding this policy. This policy will be reviewed annually. The review will consider comments received since the last review.

VIII. EXHIBITS

EXHIBITS

Exhibit A: ~~Large e~~Citywide map with plow routes

Exhibit B: ~~Ice Control Map~~

Exhibit C: ~~Anti-Icing Map~~

Exhibit D: ~~City Parking Lot Plow Map~~

Exhibit ~~BE~~: ~~City and postal installation requirements for mailboxes~~Mailbox Installation Standard Plate

Exhibit C: ~~Snowplow visibility diagram~~

Exhibit D: ~~Roadway clearing diagram~~

Exhibit E: ~~Map of Ice Control routes, 2-6 routes~~

Exhibit F: ~~Map of City Parking lots~~

Exhibit F: ~~Pilot Parking Areas~~

CITY OF ROSEVILLE

SNOW AND ICE CONTROL POLICY FOR STREETS AND PARKING LOTS

Adopted by Roseville City Council on xxx
Revised on xxxx

I. PURPOSE

The purpose of this policy is to establish and maintain uniform definitions and procedures concerning snow and ice control operations at the City of Roseville.

II. GOAL

It is the goal of the City of Roseville Public Works Department to maintain safe City roadways during the snow and ice season in order to ensure delivery of emergency services and to provide access to the motoring public.

- a. Perform snow removal and ice control tasks in a timely manner and perform all maintenance tasks equally and in the best interest of Roseville taxpayers.
- b. To have streets and critical parking lots plowed full width within 10 hours after the snow has quit falling for snow events greater than two inches.
- c. The City will provide such control in a safe and cost-effective manner, keeping in mind safety, budget, personnel, and environmental concerns.

III. PROCEDURE

Responsibility for directing and coordinating snow and ice control operations is assigned to the Street Maintenance Division of the Public Works Department. Snow and ice control is a top priority in the Public Works Department and is considered an emergency in nature. The City will use in-house public works staff including streets, utility and central garage divisions, and/or private contractors when necessary, to provide this service.

- a. Dispatching Operations
 - i. The start of snow and ice control operations for any storm is dependent upon immediate and anticipated conditions. The Street Superintendent or his/her designee will determine the dispatching of staff/equipment. Plowing and/or ice control operations may occur during a regular work shift (7:00 a.m. to 3:30 p.m.) or on an emergency call-out basis.
- b. Streets Maintenance Operations
 - i. Route Prioritization
 1. The City is divided into various plow routes (Exhibit A). Each route has priority main routes that are cleared first.
 2. Snow will be plowed in a manner so as to minimize traffic obstructions. The center of the street will be plowed first. The snow will then be pushed from left to right with discharge going onto the boulevard area of the right-of-way until the street is cleared curb-to-curb.
 3. In cul-de-sacs, snow is plowed to try and minimize snow windrows in driveways by pushing the majority of the snow onto open areas in the boulevard.
 - ii. Snow Event Type
 1. Freezing rain, sleet, black ice, and freeze/thaw. These types of events are based on changing weather conditions. The Street Superintendent will determine the required ice control response based on current and forecasted conditions.
 2. Snowfall of less than 2". General snow plowing may not be necessary and normal ice control procedures may be adequate to produce safe winter driving conditions. The Street Superintendent may deem plowing necessary if a series of less than 2" snowfalls has caused a buildup of snow on city streets.
 3. Snowfall of 2" to 6". Typically, snow removal begins as soon as practical after snowfall has ended. The City will attempt to remove ice and snow from the City-maintained priority main

routes prior to rush hour periods. Normally, priority main routes are plowed first. Once the priority main routes are plowed and opened, the remaining streets will be plowed and ice control applied.

4. Snowfall greater than 6". Depending upon the duration of any snowfall event, it may be necessary to continually clear priority main routes in order to assure public safety. Once snowfall has ceased, priority main routes within each route will be cleared before snow removal begins on remaining streets. Ice control measures will follow once streets are plowed full width.

iii. Snow storage

1. Ongoing snow and ice control efforts require the use of City-owned rights-of-way and easements for storage of plowed snow. The right-of-way generally extends 10' to 16' behind the curb. Depending upon volume of snow, storage within the right-of-way could create sight obstructions at intersections. Intersection conditions will be reviewed case by case and resolved by appropriate methods.
2. Where space does not allow for snow to be piled outside the driving lanes, the City will remove the snow by hauling, as time permits.

iv. Ice Control

1. The City of Roseville does not guarantee that streets or parking lots will be free of snow and ice after plowing. Bare, dry pavement should not be expected and may not be continuous on city streets throughout the winter months. The City attempts to maintain adequate traction for the motoring public.
2. In order to remain cost effective, the City will provide ice control measures at intersections of streets, hills, and curves. Ice control material will also be applied as deemed necessary on residential streets and at the beginning of cul-de-sacs. The Street Superintendent will determine the appropriate combination of chemicals and/or sand to effectively control ice in the given weather conditions. Effect on the environment is of the highest priority in selection of ice control products.

c. Parking Lots

i. Department

1. Public Works and Parks Maintenance Divisions are responsible for snow and ice control on City parking lots. Exhibit D shows the current responsibility for each City parking lot by Department.
2. As in other areas of maintenance, Departments assist each other as available and necessary to carry out snow and ice control operations.

ii. Snow Event Type

1. Freezing rain, sleet, black ice, and freeze thaw. These types of events are based on changing weather conditions. Critical parking lots will have ice control material applied as soon as practical as determined by the Streets Superintendent or Parks Maintenance Superintendent. The remainder of winter use parking lots will be monitored for safe conditions and ice control application after all streets and critical lots have been completed.
2. Snowfall of less than 2". Plowing may not be necessary and ice control procedures may be adequate to produce safe winter conditions. The Street Maintenance Superintendent and Park Superintendent will determine if snow depth or drifting will require plowing of parking lots.
3. Snowfall greater than 2". Snow removal on critical parking lots will begin as soon as practical after snowfall has ended. These lots will be plowed simultaneously or immediately after street plowing is completed. All other winter use parking lots will be plowed as equipment and personnel become available after emergency plowing is completed. During extremely heavy snow events, critical parking lots may be plowed before snowfall has ended to allow for emergency vehicle access and City business to be conducted.
4. Each year, the Public Works Department Street Maintenance Division and the Parks & Recreation Department Maintenance Division will review and make changes to a map showing

City parking lots (Exhibit F), their priority level (critical or winter use), and department of responsibility.

d. Annual Review

- i. Each year the Public Works Street Maintenance Division reviews and makes changes as deemed necessary to snow and ice control maps (Exhibit B) showing the City-maintained street system and snow plow routes. Equipment is assigned to each route based on availability and the effort required for the control of snow and ice. The routes will be periodically revised to correspond with the budgetary, equipment, and personnel resources available. Within each route, priority main routes are defined along with streets and highways within the city limits that are maintained by other government agencies. Streets and highways within the community that are maintained by Ramsey County and the Minnesota Department of Transportation will be maintained under the county and state maintenance policies.

e. Safety

- i. Snow and ice removal operations will be conducted only when weather conditions do not endanger the safety of employees and/or equipment and operations are effective. Under severe conditions, limited visibility, or where weather patterns suggest additional ice and snow, streets may not be plowed “full width” and plowing in some areas may be delayed. Factors that may delay snow and ice control operations may include severe cold, significant winds, limited visibility, and rapid accumulation of snow.
 1. The City has classified city streets based on the street function, traffic volume, and importance to the welfare of the community. Accordingly, snow and ice control routing is designed to provide the maximum possible coverage to higher volume safety-sensitive areas first, defined as priority main routes. During periods of extended continuous snowfall or freezing rain, operations may be performed on a limited scale and focused on priority main routes.
- ii. For safety reasons, no operator shall work more than a 14-hour shift in any 24-hour period.
- iii. The Superintendent or designee may deviate from this work schedule when, in his or her judgment, it is in the best interest of the City or is necessary because of budget needs, weather conditions or other circumstances.

f. Communication

- i. Public works staff will communicate planned snow operations to all departments in the City and to the public.
- ii. Public works staff will work with Communications staff to notify the public through various methods when snow operations are ongoing, specifically when snowfalls amounts are great than two inches and parking regulations are in effect.

IV. ROADSIDE CONSIDERATIONS

Snowplowing operations inherently deposit snow off the traveled portion of the public right-of-way onto the adjacent boulevard and drainage easement areas. The City will not be responsible for damage to any objects/amenities (fences, landscaping, irrigation, etc.) located in these publicly dedicated areas.

- a. Receptacle containers. Garbage, Recycling or other containers awaiting pick-up should be set back three to five feet behind the curb line.
- b. Mailboxes. Snowplow operators make every effort to remove snow as close to the curb line as practical and to provide access to mailboxes for the postal carrier. However, it is not possible to provide perfect conditions and minimize damage to mailboxes with the size and type of equipment the City operates. Therefore, the final cleaning adjacent to mailboxes is the responsibility of each resident.
 - i. While the installation of mailboxes on City-owned right-of-way is permitted, the mailbox owner assumes all risk of damage except where a mailbox is damaged through direct contact by snow removal vehicles. If the mailbox is damaged due to **direct** contact by a snow removal vehicle, the City, at its discretion, will repair or replace the mailbox. The City will replace with a standard metal mailbox and a 4' x 4' treated post. Alternatively, the City may reimburse up to \$40, provided the property owner has contacted the Public Works Superintendent or Street Maintenance

Superintendent within 72 hours of the damage for verification and authorization. The property owner will be required to submit an itemized statement of materials. Newspaper boxes installed under mailboxes do not allow for snow equipment to pass under and can cause an indirect hit to the mailbox. See Exhibit E for City and postal mailbox standards.

- ii. If a mailbox is damaged due to indirect contact, including the force of snow generated by the snow removal vehicle, the City assumes no responsibility. It is necessary for homeowners in this climate to use materials and construct mailboxes that will withstand the force of a snow windrow off the end of a snowplow.
 - iii. A property owner assumes all risks and responsibilities for replacement of mailboxes and supports that are constructed of materials such as, but not limited to, brick and mortar, stone aggregate, ornamental railings, or antique type support.
- c. Private Accesses
- i. Most of the mainline plowing vehicles are equipped with a front plow and side wing for two-pass plowing of most residential streets. Plows are angled to the right for plowing from the centerline of the street toward the outside edge of the street. A certain amount of snow will be deposited into driveways and private roadways abutting curb lines. The City will not remove snow from driveway entrances regardless of whether it has been cleared of snow before the City vehicle arrives. The City does not plow or perform ice control on any private streets, accesses or driveways for any reason.
- d. Some sidewalks and trails are plowed by the City. Refer to the most current “Snow Plowing Pathway Policy” which can be found on the City website.
- e. Landscaping
- i. The City will repair turf damage only on boulevards which was the direct result of plowing beyond the back of the curb. Turf repair will consist of placing black dirt and seed. No repairs to damaged turf will be made by the City after June 1. All other damage within the public rights-of-way or drainage easements or to items installed in these areas without a City permit is the property owner's responsibility (i.e., shrubs, bushes, rocks, trees, irrigation systems, lighting systems, driveways, fences, other personal property, etc.).
 - ii. The City cannot be responsible for damage to grass or driveways caused by ice control products and will not make repairs or compensate residents for damage to turf or driveways from ice control products.

V. PARKING REGULATIONS, CITY CODES AND STATE LAWS

To help provide a safer and more efficient snow removal operation, the City Council has established parking regulations:

- a. Parking on city streets is not allowed after a continuous 2” accumulation of snow for up to 48 hours or until the street is plowed full width, see City Ordinance 602.07.
 - i. Exceptions to these rules are Pilot Parking areas as shown in Exhibit F. In these areas the signage shall take precedent on parking restrictions.
- b. Placing snow in the street or plowing across the street is prohibited by State law and City code. Snow placed in the street or on sidewalks and trails compounds maintenance problems and creates hazards for others.

VI. COMPLAINTS AND REQUEST FOR SERVICE

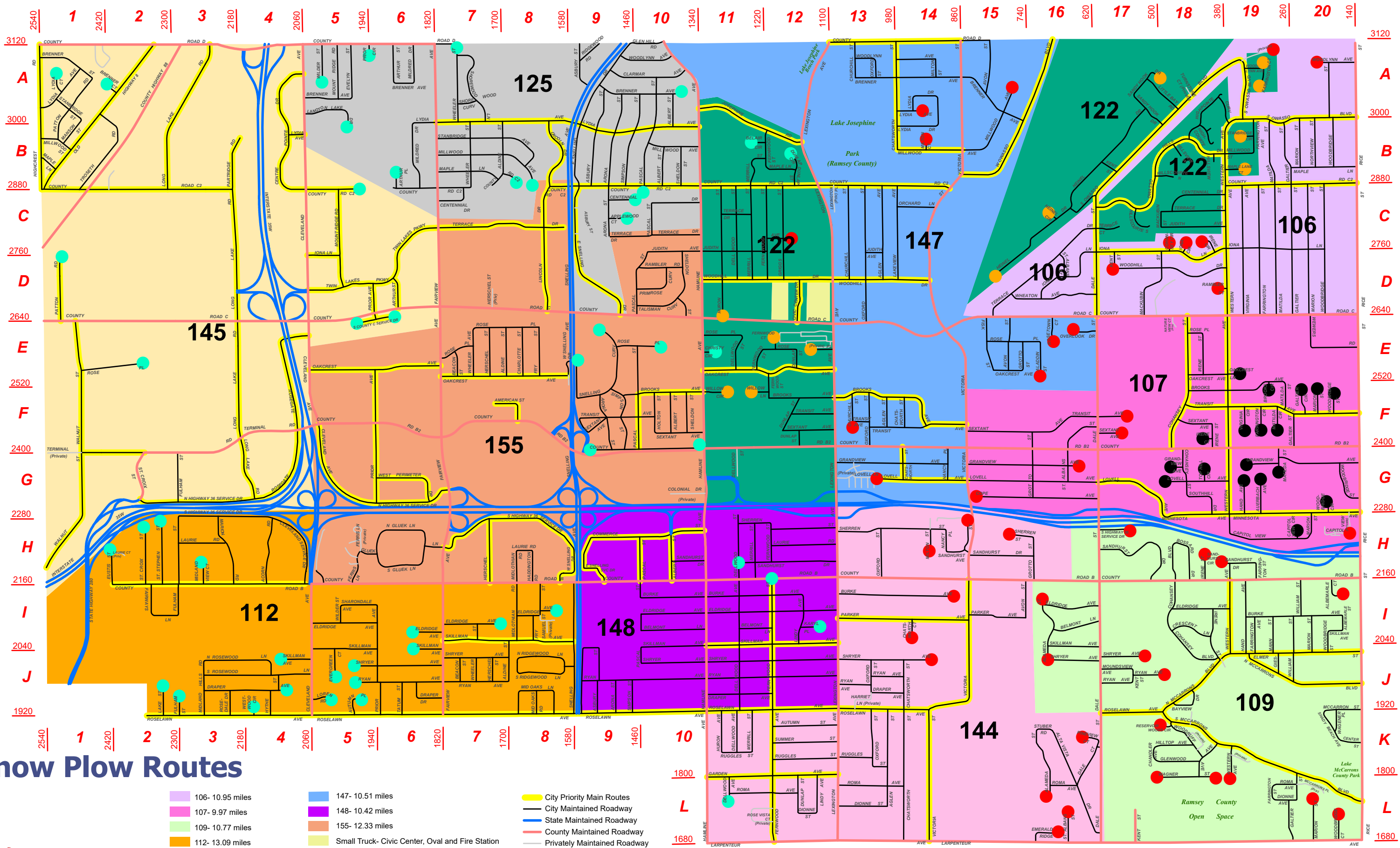
Complaints and requests for further services regarding snow and ice control or damage will be taken during normal working hours and handled in accordance with City procedures. Complaints and requests should be directed to the Public Works Department and will be handled on a priority basis. Response time should not exceed 24 hours after snow has ceased unless conditions or operations prevent staff from responding. Emergency requests for service should be directed to the Public Works Department at 651-792-7004 during regular business hours or after hours to the Ramsey County Dispatch at 651-767-0640 where on-call staff will be notified to respond.

VII. REVIEW OF POLICY

The City will keep on file comments and complaints received regarding this policy. This policy will be reviewed annually. The review will consider comments received since the last review.

VIII. EXHIBITS

- Exhibit A: Citywide map with plow routes
- Exhibit B: Ice Control Map
- Exhibit C: Anti-Icing Map
- Exhibit D: City Parking Lot Plow Map
- Exhibit E: Mailbox Installation Standard Plate
- Exhibit F: Pilot Parking Areas



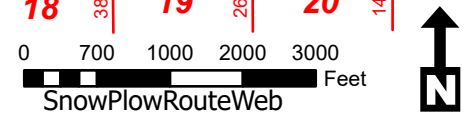
Snow Plow Routes

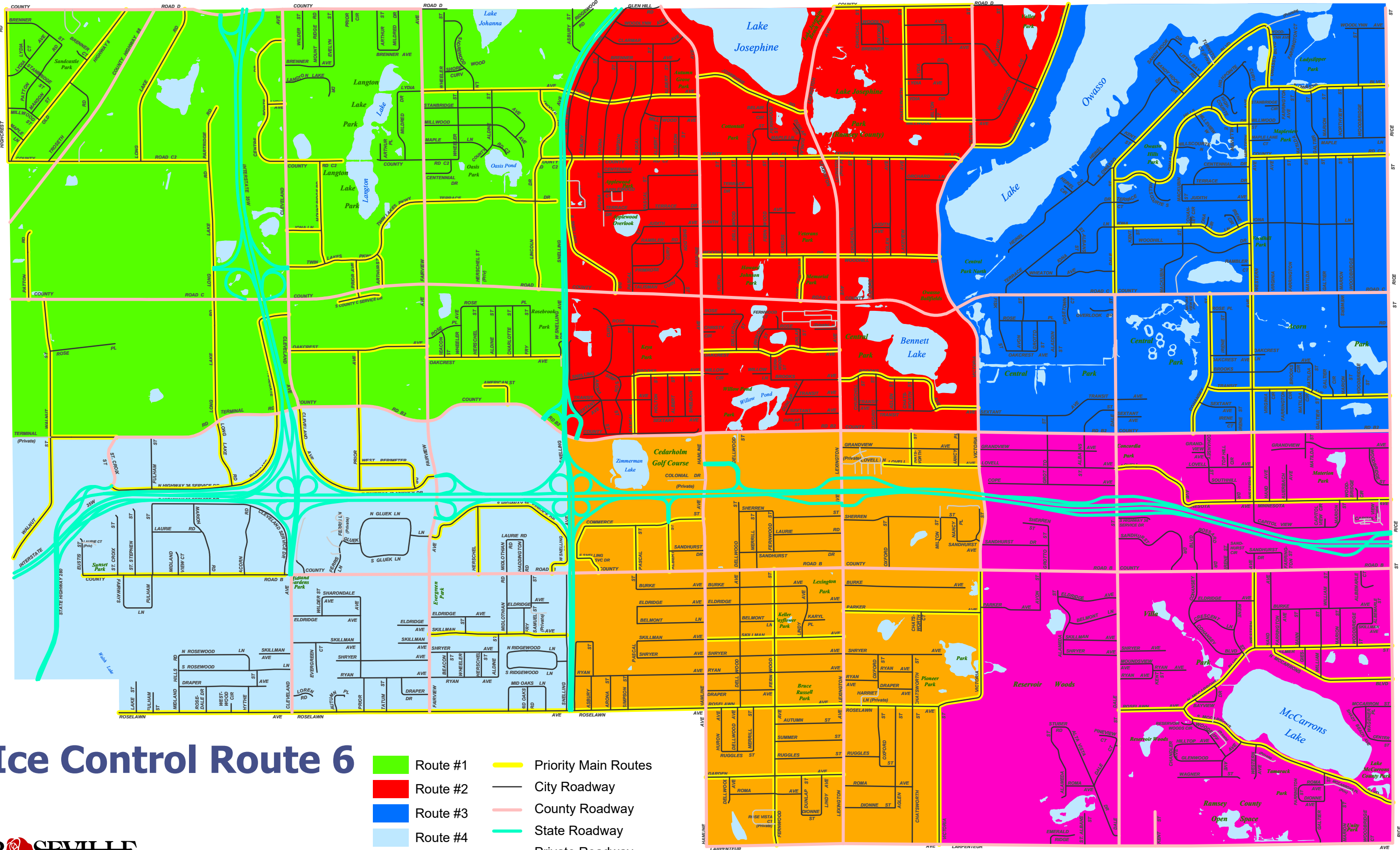
- 106- 10.95 miles
- 107- 9.97 miles
- 109- 10.77 miles
- 112- 13.09 miles
- 122- 11.23 miles
- 125- 11.71 miles
- 144- 11.47 miles
- 145- 11.09 miles
- 147- 10.51 miles
- 148- 10.42 miles
- 155- 12.33 miles
- Small Truck- Civic Center, Oval and Fire Station
- City Priority Main Routes
- City Maintained Roadway
- State Maintained Roadway
- County Maintained Roadway
- Privately Maintained Roadway
- Cul-de-sac West Route
- Cul-de-sac East Route
- Cul-de-sac Route 122
- Cul-de-sac Route 107



Data Sources
 * Ramsey County GIS (10/3/2025)
 * City of Roseville Community Development
 * City of Roseville Finance Department

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Ice Control Route 6

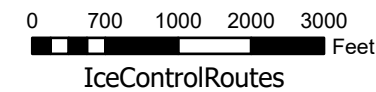


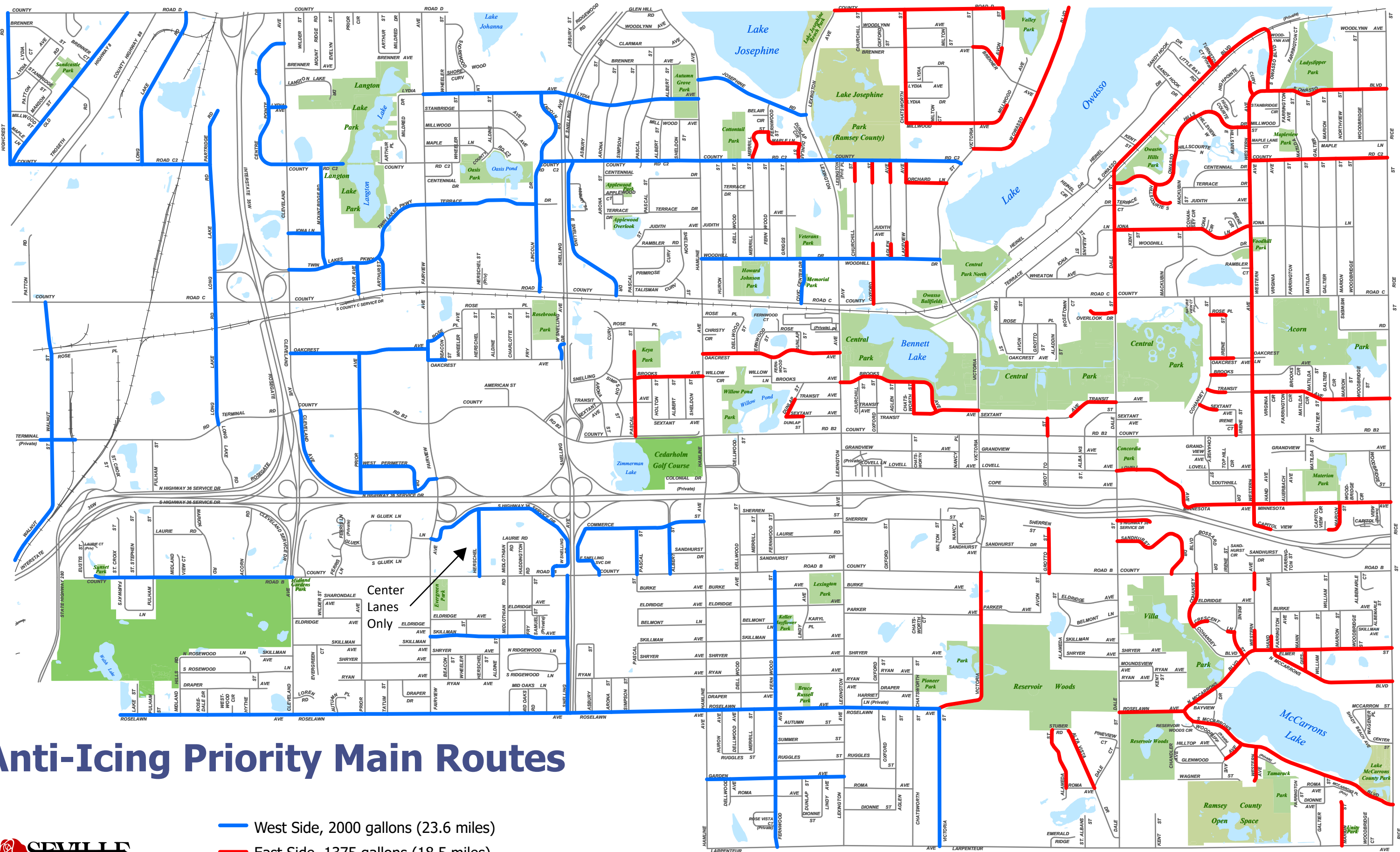
Prepared by: Engineering Department
1/6/2026

- Route #1
- Route #2
- Route #3
- Route #4
- Route #5
- Route #6
- Priority Main Routes
- City Roadway
- County Roadway
- State Roadway
- Private Roadway

Data Sources
 * Ramsey County GIS (12/4/2025)
 * City of Roseville Community Development
 * City of Roseville Finance Department

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Center Lanes Only

Anti-Icing Priority Main Routes

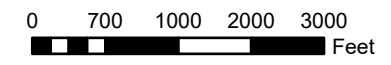
- West Side, 2000 gallons (23.6 miles)
- East Side, 1375 gallons (18.5 miles)



Prepared by: Engineering Department
1/5/2026

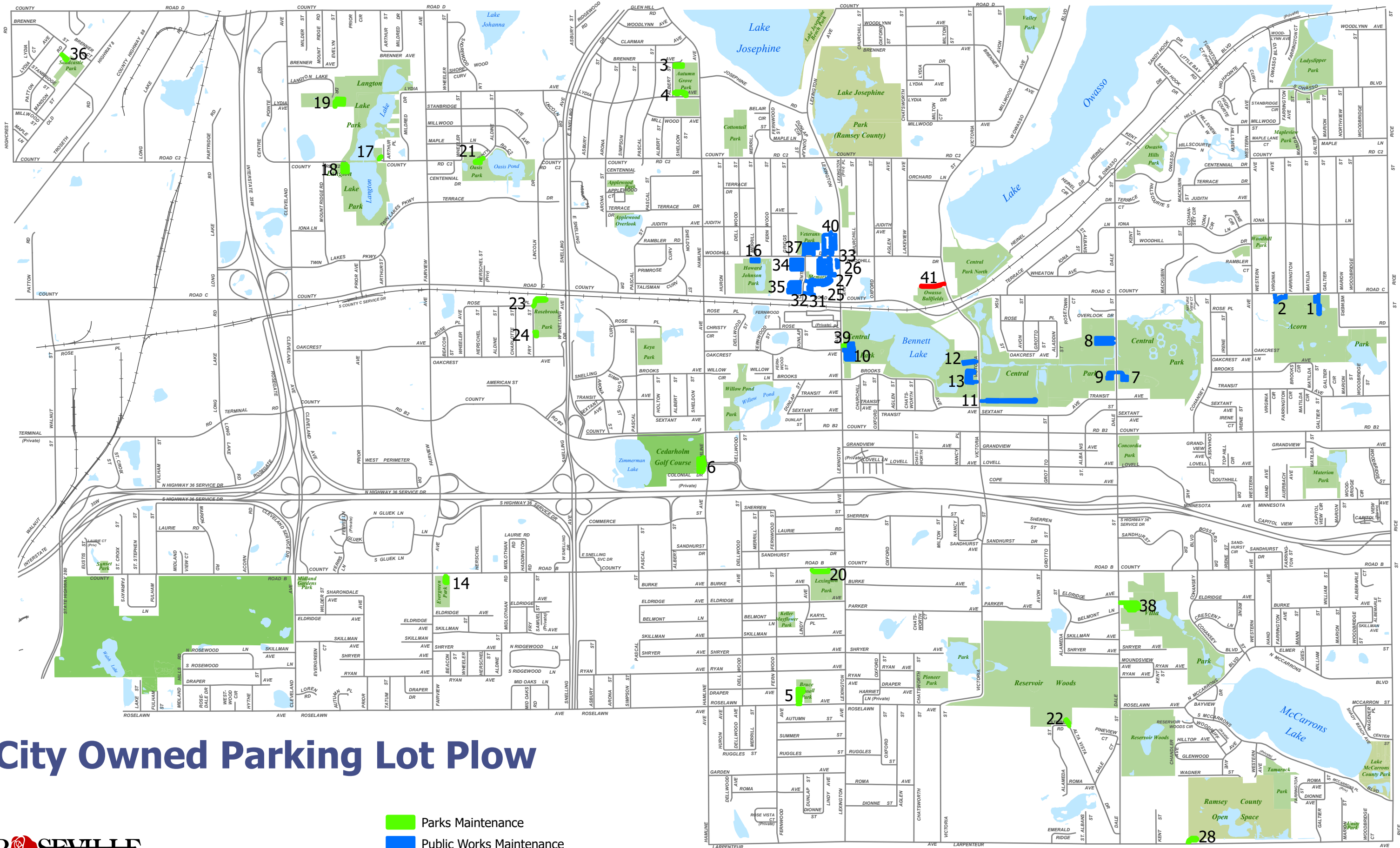
Data Sources
 * Ramsey County GIS (12/4/2025)
 * City of Roseville Community Development
 * City of Roseville Finance Department

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AntiIcingPriorityRoutesTwoTrucks





City Owned Parking Lot Plow



Prepared by: Engineering Department
1/22/2026

- Parks Maintenance
- Public Works Maintenance
- Not Plowed

Data Sources
 * Ramsey County GIS (1/09/2026)
 * City of Roseville Community Development
 * City of Roseville Finance Department

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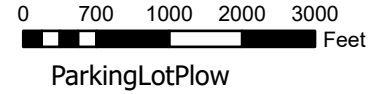
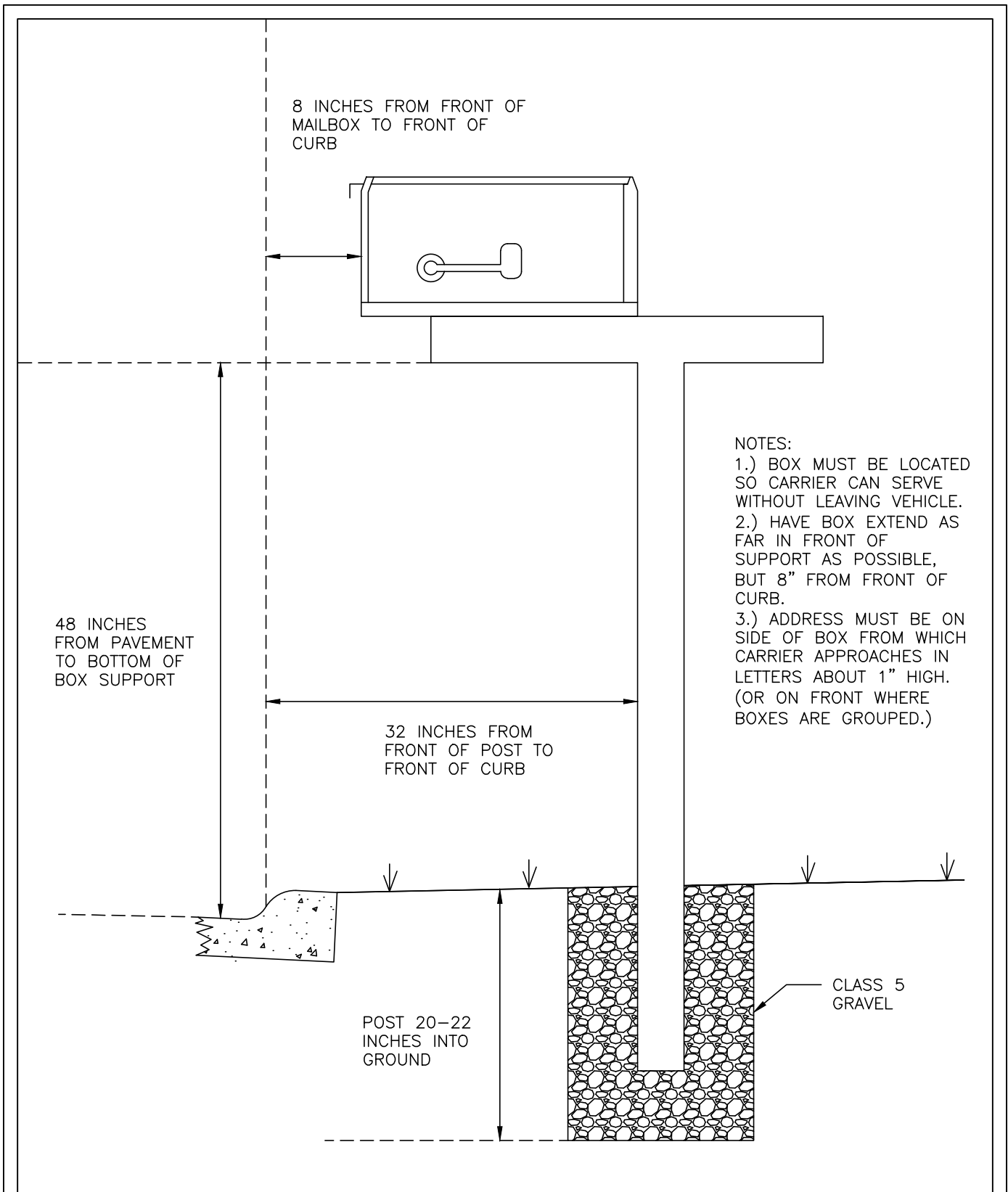
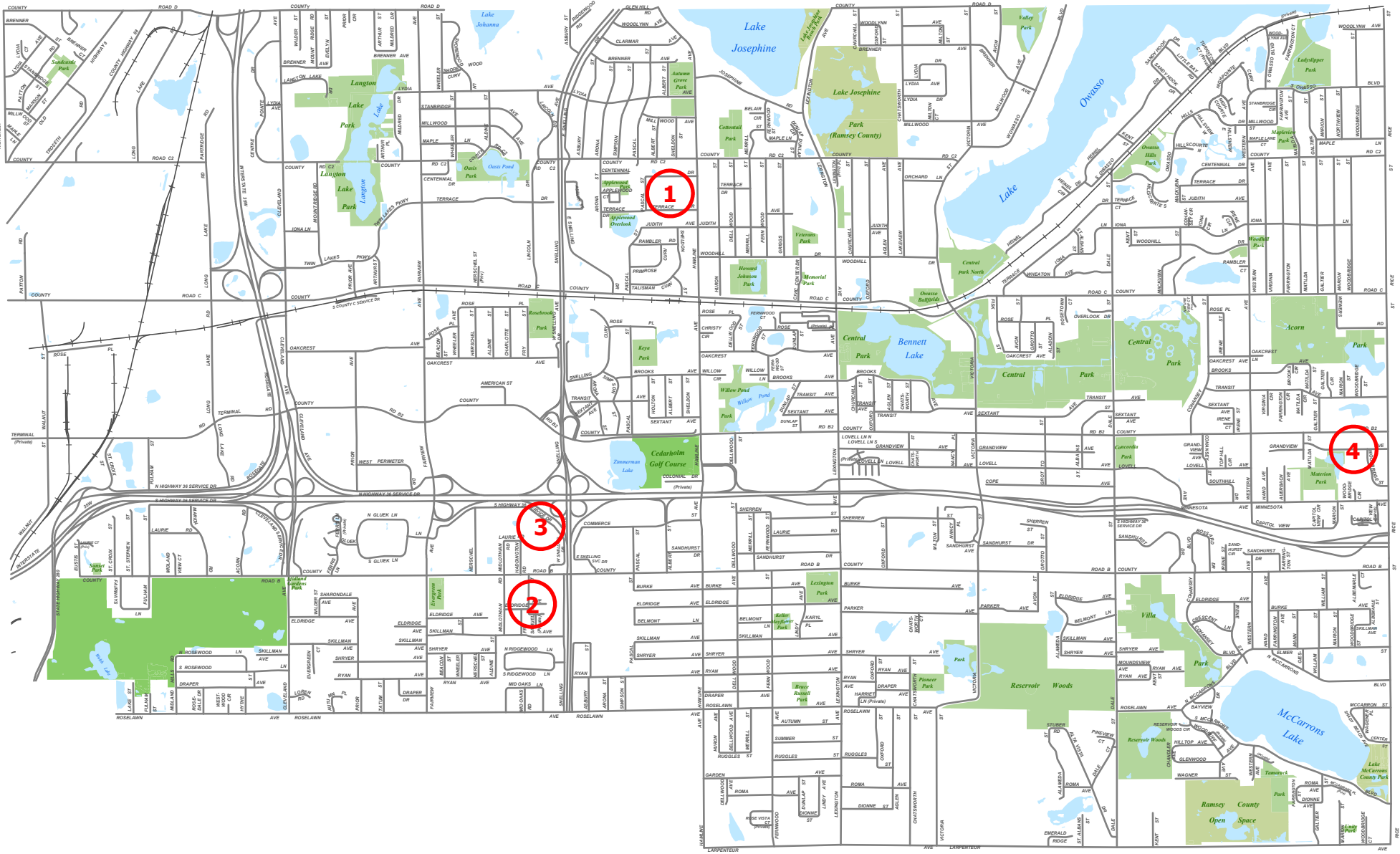


Exhibit E



DESIGN:	DATE: 8-21-13	 ENGINEERING DEPARTMENT	PLATE NUMBER
DRAWN:			<h2 style="margin: 0;">MAILBOX INSTALLATION</h2>
REVISIONS			

Exhibit F



Winter Parking Pilot Project Locations

1 Area Location



Prepared by: Engineering Department
4/23/2025

Data Sources
 * Ramsey County GIS (4/1/2025)
 * City of Roseville Community Development
 * City of Roseville Finance Department

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WinterParkingPilotProjectLocations

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: January 27, 2026

ITEM: 4.e.

ITEM DESCRIPTION: Maintenance Operations Center Update

Background

Staff will give a quick update on the Civic Campus project.

Additionally, Commissioner Luongo, who is the PWETC member of the group, will give an update on the Roseville Civic Campus Stakeholder Group.

Recommendation

Receive presentation and comment on the 2026 work plan.

Attachments

None

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: January 27, 2026

ITEM: 5.a.

ITEM DESCRIPTION: Commission Direction on Member Initiated Agenda Items

Background

Suggested Items:

- February 24 - Sustainability Super Meeting
 - Climate Plan Update
 - Green Team Update
- March 24
 - Bike Plan/Pathway Master Plan
 - Pavement Funding
 - Speed Limits

Looking Ahead:

- Future
 - MnDOT Safe Systems Approach

Recommendation

Attachments

None

Roseville Public Works, Environment and Transportation Commission Agenda Item

DATE: January 27, 2026

ITEM: 6.a.

ITEM DESCRIPTION: Approve November Minutes

Background

Attached are the minutes from the November 25, 2025 meeting.

Recommendation

Motion approving the minutes of November 25, 2025, subject to any necessary corrections or revision.

Attachments

1. Draft November Minutes

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

Tuesday, November 25, 2025, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1 **1. Introduction / Roll Call**

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

4
5 **Present:** Chair Bryant Ficek, Vice Chair Edwin Hodder, and Members
6 Allison Luongo, Des Mueller, and Katie Brokaw Palalay

7
8 **Youth Commissioners:** Carsten Bauer

9
10 **Absent:** Member Jarrod Cicha, Daniel Fergus, and Youth Commissioner
11 Alexis Jendro (Excused)

12
13 **Staff Present:** Public Works Director Jesse Freihammer; and Assistant
14 Public Works Director/City Engineer Jennifer Lowry

15
16 **2. Approve Agenda**

17
18 **Motion**

19 **Member Mueller moved, Member Hodder seconded, approval of the**
20 **November 25, 2025, Agenda as presented.**

21
22 **Ayes: 6**

23 **Nays: 0**

24 **Motion carried.**

25
26 **3. Public Comments**

27
28 **4. Business Items**

29 **a. Communication Items**

30 Assistant Public Works Director/City Engineer Lowry provided a brief review
31 and update on projects and maintenance activities listed in the staff report
32 dated November 20, 2025.

34 Ms. Lowry provided updates on construction, noting that most projects were
35 wrapping up, and wayfinding signage was ongoing. She indicated that the job
36 posting for five Public Works intern positions has received 58 applications.
37 Ms. Bakken has been busy with the climate equity action plan, including
38 community engagement and staff advisory group meetings, and Eureka
39 completed a final sweep of the city to remove old carts.
40

41 **b. 2026 Public Works Work Plan**

42 Assistant Public Works Director/City Engineer Lowry presented the 2026 work
43 plan, highlighting the City’s 123 miles of roadway and a \$2.7 million budget
44 for pavement management. Key projects included mill and overlay on Walnut
45 Street, reclamation on local streets, and pathway work in various
46 neighborhoods. The City plans to install 45 new streetlights and replace 15
47 existing ones with enhanced lighting on Long Lake Road and Lincoln Drive.
48 The City will also address sanitary sewer lining, lift-station improvements, and
49 water-main repairs.
50

51 Chair Ficek and Public Works Director Freihammer discussed removing bike
52 lanes on Hamline Avenue due to operational concerns. The plan was to reinstall
53 the bike lanes next year with better planning.
54

55 Chair Ficek praised the new wayfinding signs, noting their accuracy and
56 visibility.
57

58 Ms. Lowry mentioned the ongoing installation of wayfinding signs and the
59 challenges with railroad right-of-way agreements.
60

61 Mr. Freihammer provided updates on the leaf site closure, noting it was full and
62 closed to vehicles on November 24. The City completed its second street sweep
63 before the snowfall and planned to start plowing at 4 a.m. the next morning,
64 anticipating 5 to 8 inches of snow.
65

66 **c. Pathway Master Plan Discussion**

67 Public Works Director Freihammer began reviewing the Pathway Master Plan,
68 starting with segments A and B on Long Lake.
69

70 The commission discussed the importance of connecting existing trails and
71 providing access to employment areas.
72

73 **Motion**

74 **Member Ficek moved; Member Brokaw-Palalay seconded, approving the**
75 **addition of segments A & B to the Pathway Master Plan.**
76

77 **Ayes: 6**

78 **Nays: 0**

79 **Motion carried.**

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Mr. Freihammer continued his review of segment C on Cleveland Avenue, explaining that it was added to address a topographic hazard and to complete a gap in the existing pathway.

Motion
Member Ficek moved, Member Brokaw-Palalay seconded, approving the addition of segment C to the Pathway Master Plan.

Ayes: 6
Nays: 0
Motion carried.

Mr. Freihammer also reviewed segment D on Snelling Avenue.
The commission debated this segment, noting concerns about pedestrian safety and the need for a direct route for commuters.

Motion
Member Brokaw-Palalay moved, Member Bauer seconded, approving the addition of segment D to the Pathway Master Plan.

Ayes: 6
Nays: 0
Motion carried.

Mr. Freihammer reviewed additional pathway segments, including segment E on Woodhill Drive. He noted this was added to connect to the Civic Campus upgrade and provide better access to Howard Johnson Park.

Motion
Member Mueller moved, Member Luongo seconded, approving the addition of segment E, Hamlin to Lexington, to the Pathway Master Plan.

Ayes: 6
Nays: 0
Motion carried.

Mr. Freihammer discussed segments F, G, and H, focusing on connecting to Materion Park and improving pedestrian safety.
The commission considered the feasibility of adding sidewalks or pathways, taking neighborhood engagement and future road reconstruction into account. The importance of connecting pathways to transit and employment areas was emphasized throughout the discussion.

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Mr. Freihammer reviewed street connections and pathways with the commission.

Member Luongo discussed the neighborhood being cut off by Hwy 36, limiting walking options.

Mr. Freihammer discussed the status of Western Avenue and other collector streets.

Chair Ficek questioned the importance of segment G and other pathways, with Member Luongo emphasizing segment H as the key segment.

Mr. Freihammer and Ms. Lowry discussed the bike plan and the potential bridge over Hwy 36.

Vice Chair Hodder inquired about the elimination of exits on Hwy 36.

Mr. Freihammer explained the concept options.

Chair Ficek and Vice Chair Hodder discussed the continuity of sidewalks and pathways.

Motion
Member Luongo moved, Member Hodder seconded, approving the addition of segments F, G, and H to the Pathway Master Plan.

Ayes: 6
Nays: 0
Motion carried.

Member Mueller raised concerns about the accessibility of pathways, particularly those without proper entry points.

Mr. Freihammer and Ms. Lowry discussed specific issues at Sandhurst and Villa Park.

Member Brokaw Palalay offered to provide feedback on ADA compliance and suggested a form for reporting issues.

Mr. Freihammer explained the process of prioritizing ADA improvements and the possibility of specialized projects.

Chair Ficek and Mr. Freihammer discussed the need for continuous pathways and the potential for extending trails.

172 Mr. Freihammer suggested prioritizing trails over sidewalks and offered to add
173 suggested segments for future review.

174
175 Ms. Lowry and Member Mueller discussed existing bike lanes and potential
176 improvements.

177
178 Chair Ficek and Mr. Freihammer agreed to continue the exercise and gather
179 additional suggestions for the next meeting.

180
181 Mr. Freihammer presented Snelling Avenue as a segment for road and off-road
182 pathways, with support from MnDOT.

183
184 Mr. Lowry and Member Brokaw Palalay discussed the Snelling Avenue study
185 and its recommendations.

186
187 Mr. Freihammer and Member Mueller discussed the removal of the County
188 Road C segment due to planned bike lanes.

189
190 Chair Ficek and Mr. Freihammer agreed to extend the pathway on the east side
191 of Snelling Avenue as a trail.

192
193 Mr. Freihammer outlined the next steps for the Pathway Master Plan, including
194 gathering additional suggestions.

195
196 Chair Ficek suggested adding a topic on upcoming traffic control and
197 construction impacts for the next meeting.

198
199 Mr. Freihammer mentioned the need for a sustainability goal review and
200 updates on various projects.

201
202 **d. 2026 PWET Commission Meeting Dates**

203 Public Works Director Freihammer presented the meeting calendar for next
204 year, proposing a change to the May meeting date.

205
206 The commission discussed the calendar and agreed to move the May meeting
207 to the third Tuesday.

208
209 **Motion**

210 **Member Hodder moved, Member Mueller seconded, approval of the 2026**
211 **PWET Commission Calendar with the May date change.**

212
213 **Ayes: 6**

214 **Nays: 0**

215 **Motion carried.**
216
217

Mr. Freihammer noted there would not be a meeting in December.

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5. Commission Direction on Member-Initiated Agenda Items

6. Approval of October 28, 2025, Meeting Minutes

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

Motion

Member Hodder moved, Member Luongo seconded, approval of the October 28, 2025, meeting minutes as presented.

Ayes: 6

Nays: 0

Motion carried.

7. Adjourn

Motion

Member Mueller moved, Member Hodder seconded, adjournment of the meeting at approximately 8:25 p.m.

Ayes: 6

Nays: 0

Motion carried.