

Roseville Public Works, Environment and Transportation Commission Meeting Minutes

Tuesday, January 27, 2026, at 6:30 p.m.
City Council Chambers, 2660 Civic Center Drive
Roseville, Minnesota 55113

1. Introduction / Roll Call

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

Present: Chair Bryant Ficek (arrived at 7:25 p.m.), Vice Chair Edwin Hodder, and Members Jarrod Cicha, Daniel Fergus, Allison Luongo, Des Mueller, and Katie Brokaw Palalay

Youth Commissioners: Alexis Jendro

Absent: Youth Commissioner Carsten Bauer (Excused)

Staff Present: Public Works Director Jesse Freihammer

2. Approve Agenda

Motion

Member Hodder moved, Member Luongo seconded, approval of the January 27, 2026, Agenda as presented.

Ayes: 7

Nays: 0

Motion carried.

3. Public Comments

Acting Chair Hodder stated that the remarks reflected only the personal views of the Chair and Vice Chair, not the City of Roseville, its employees, or the full commission. They expressed deep concern and opposition to ICE activities that they believe are causing harm, fear, family separation, and erosion of community trust. They voiced support for Roseville's elected officials and the City Council for standing with affected residents, while noting a desire for faster, more impactful action. Hodder praised community members who are observing, documenting, and protesting, describing them as courageous and patriotic defenders of democracy.

Quoting Martin Luther King Jr., Hodder emphasized hope for justice while asking attendees to keep the meeting focused on its agenda and to direct ICE-related comments to more appropriate forums.

4. Business Items

a. Communication Items

Public Works Director Jesse Freihammer provided an overview of numerous projects in design, bidding, or planned construction over the next several years.

Key updates included:

- The Lexington Avenue Pathway project is out for bid, with an anticipated award in February.
- A public meeting on the Hamline Avenue Project will be held on February 10 (5:30–7:00 p.m.) at Autumn Grove Park. The project includes a pathway, water main work, and road resurfacing in coordination with Arden Hills and Ramsey County.
- The 2026 Pavement Management Program (PMP) is in design, with bidding expected in February or March and covering approximately seven miles of pavement rehabilitation.
- Wayfinding signage and the Willow Pond project were discussed; Willow Pond will likely be delayed until winter next year due to environmental review requirements, though professional services have been approved.
- Street and intersection lighting projects for 2026 will begin once frost is out of the ground, with neighborhood discussions ongoing regarding standard versus enhanced lighting.
- Several Ramsey County projects were highlighted, including:
 - County Road C (construction in 2026, bridge in 2027).
 - Fairview Avenue from Larpenteur to County Road B2 (spring/summer 2026, completed before the State Fair).
 - County Road D (design underway, construction in 2027).
 - Victoria Street Pathway (design beginning).
 - Rice Street (early planning, first public meeting February 5; construction in 2028).
- MnDOT projects include resurfacing on Snelling Avenue and Highway 280, with a virtual public meeting scheduled for February 11. Changes include removing the northbound left turn onto Broadway from Highway 280.
- Staffing updates included hiring summer engineering and sustainability interns and attendance at the City Engineers Conference.
- A Met Council grant for private sanitary sewer rehabilitation was fully subscribed within minutes, with hopes to secure additional funding next year.
- Updates were provided on the Climate Equity Action Plan, upcoming meetings, survey extensions, and future neighborhood engagement.
- Green To Go enforcement began January 1, sustainability awards will be presented at a future meeting, and Public Works crews continue to manage

heavy winter maintenance, including snow removal, ice control, and an increase in watermain breaks.

Overall, Mr. Freihammer emphasized a very active construction season ahead, extensive coordination with partner agencies, and continued routine maintenance amid challenging winter conditions.

b. Keya Park Layout Recommendations

Vice Chair Hodder introduced the Keya Park layout recommendations.

Director Freihammer explained that the project area near Kaya Park and Pascal Street has long-standing speeding and safety concerns, particularly at the Brooks and Pascal intersection and on a steep hill with limited visibility. The hill cannot be lowered due to a buried Magellan pipeline, making traffic-calming measures the primary option.

Mr. Freihammer explained that last fall, the City implemented a temporary pilot project using bollards to test the effectiveness of speed reduction and improve pedestrian safety. The pilot ran for about six weeks. Speed data were inconclusive, and public feedback was mixed, with some confusion stemming from similarities to nearby bike lane projects. Based on neighborhood feedback and a recent open house, staff developed three design options:

Option 1: Narrow the roadway from 32 feet to 26 feet, shift the east curb line inward, add a six-foot sidewalk directly behind the curb, stripe a centerline, prohibit parking, and include a bump-out at the southeast corner to slow traffic.

Option 2 (refined option): Similar road narrowing and sidewalk, but with the sidewalk set back behind a small boulevard for snow storage and pedestrian comfort, and removal of the corner bump-out due to pedestrian pinch-point concerns.

Option 3: No roadway narrowing or geometric changes; keep the 32-foot roadway but add a six-foot sidewalk behind the curb to address pedestrian safety over the hill.

Mr. Freihammer emphasized that the project is not a neighborhood-wide sidewalk expansion, but a targeted safety improvement focused on the hill and visibility issues. The proposed timeline includes:

1. Review and recommendation from the Public Works Commission.
2. Review by the Parks and Recreation Commission next week.
3. City Council consideration on February 9.

Mr. Freihammer noted that the neighborhood has been notified of all meetings and that public input is expected to continue.

Acting Chair Hodder opened community comment.

Ms. Tracy Baker, 2496 Pascal Street

Ms. Baker, a resident directly affected by the prior bollard pilot, strongly opposed including a corner bump-out, noting that it would create confusion for pedestrians and disrupt nearby residents. She clarified that concerns about removing lilac bushes should be minimal, as the property involved is now a rental and the original owner has passed away. Baker also emphasized the need to maintain sufficient roadway width for large utility and emergency vehicles, citing the presence of both a pipeline and a transmission line that require frequent truck access. While supportive of a small pathway leading to the park, she cautioned against excessive roadway narrowing and stated clear opposition to Option A, expressing appreciation that staff appear to be moving away from that option.

Mr. John Rodenfelt, 1548 Sextant Avenue

Mr. John Rodenfelt, a longtime resident for more than 60 years, argued that the hill on Pascal has remained unchanged for decades and does not present a new or worsening problem. He stated that there was no increase in homes or traffic in the area during that period, noting limited access points into the neighborhood and very few children living nearby. While acknowledging that speeding occurs, he emphasized that speeding is common everywhere and not unique to this location. Rodenfelt questioned the need to spend significant public funds on roadway or sidewalk changes, calling the proposed costs excessive for what he believes is a nonexistent problem. He suggested simpler, lower-cost solutions such as speed bumps, additional signage, stop signs, or occasional police presence. He concluded that the area has not experienced any notable accidents, that adequate right-of-way already exists for a sidewalk if needed, and that the City should avoid investing in a project he considers unnecessary.

Mr. John Holland, 2417 Arona Street

John Holland, a resident for 18 years, agreed with the concerns raised by John Rodenfelt and emphasized that both are regular drivers and walkers in the neighborhood. Based on his observations, he believes the speeding issues on Pascal are largely caused by traffic traveling between County Road B2 and the apartment complex at 2610 Snelling Curv, rather than by neighborhood residents.

Mr. Holland suggested that a more effective solution would be to improve connectivity by eliminating the cul-de-sac near the apartment complex and providing a direct connection to County Road C, allowing traffic to move more efficiently. As lower-cost alternatives, he supported adding stop signs, “stop ahead” signage, or speed bumps, noting that these measures would better address speeding near the blind hill where pedestrians feel most vulnerable.

Mr. Holland opposed curb bump-outs, stating they do not address the source of speeding and do not improve safety at the blind approach. He added that the neighborhood has few children, many residents are retirees, and he does not perceive a significant safety problem at the intersection as currently designed.

Mr. John Hines, 2496 Pascal

Mr. Hines, a resident of 2496 Pascal, strongly opposed Options 1 and 2, citing safety and practicality concerns. He argued that Option 1 would create a sudden, poorly marked roadway narrowing that could be dangerous, especially at night, and would increase snow berms, obstruct sightlines at the intersection, and require him to relocate his mailbox and assume additional sidewalk maintenance.

Mr. Hines expressed concern that curb narrowing would worsen visibility at the corner and create hazards for drivers entering the intersection. He also opposed narrowing the street under Option 2, emphasizing the need for full roadway width to accommodate emergency vehicles. He referenced a recent large fire near his home that required multiple fire trucks and ambulances, stating that narrowing the street could delay emergency response and put lives at risk.

Mr. Hines advocated for simpler, lower-cost alternatives such as painted centerlines, enhanced signage, lighted or blinking “stop ahead” signs, stop signs, and increased law enforcement of speeding, arguing that speeding should be addressed through enforcement and signage rather than engineering changes. He urged the commission to reconsider the proposed options in favor of more practical and cost-effective solutions.

Ms. Teresa Foreman, 2490 Pascal

Ms. Foreman, a resident of 2490 Pascal, said she was initially concerned when the temporary delineators were installed because she was unaware of the project. However, she later attended the open house to learn more. She expressed strong concerns about narrowing the roadway, stating she does not agree that narrowing the street or adding a bump-out at the Pascal and Brooks intersection is an effective or logical way to slow traffic.

Ms. Foreman noted that people access the park from multiple directions, not just along Pascal Hill, and asked whether adding a sidewalk there would improve safety. She emphasized that the immediate area includes many families with young children and frequent pedestrian activity, including children running between homes, and she is concerned about increasing vehicle speeds despite no accidents to date.

Ms. Foreman observed that much of the speeding traffic appears to come from the nearby apartment building, with vehicles using Pascal as a shortcut and turning back toward the apartment complex. She supported creating a direct connection from that apartment area to County Road C, noting that even a short

connection could reduce cut-through traffic. She concluded that adding a sidewalk or narrowing the roadway would not meaningfully slow traffic or improve safety.

Acting Chair Hodder thanked the residents for their comments.

Member Fergus questioned whether narrowing the street would slow traffic and suggested focusing on stop signs.

Member Mueller supported exploring stop signs and speed bumps as potential solutions.

Acting Chair Hodder and Member Fergus discussed the feasibility of option three, which involved adding a sidewalk without narrowing the road.

The Commissioners agreed to recommend option three and to consider adding stop signs as a separate motion.

Motion

Member Mueller moved, Member Hodder seconded, recommending a four-way stop at the intersection.

Ayes: 8

Nays: 0

Motion carried.

Ms. Baker urged the commission to consider a simple, practical solution and strongly advocated for a four-way stop at the intersection. She expressed frustration with more complex design alternatives, stating that a four-way stop would be clearer, faster, and more effective at slowing traffic than roadway narrowing or other engineering treatments.

Ms. Baker emphasized that drivers respond best to straightforward, visible controls and questioned the effectiveness of signage or more subtle measures. She concluded by encouraging decision-makers to prioritize common-sense solutions that are easy for all drivers to understand.

Mr. Rodenfelt reiterated his support for a simple, practical solution, specifically advocating for a four-way stop at the intersection. He expressed frustration with more complex design or engineering approaches, stating that a four-way stop would be clearer and more effective at slowing traffic than psychological or visual traffic-calming measures. He emphasized that straightforward controls are easier for drivers to understand and comply with, and urged decision-makers to implement a solution that prioritizes simplicity and effectiveness.

Mr. Holland strongly supported a straightforward solution to the traffic concerns, advocating for the installation of stop signs rather than costly roadway or sidewalk modifications. He argued that stop signs are clear, well understood by drivers, and effective at slowing traffic, especially if paired with a lighted or highly visible “stop ahead” warning.

Mr. Holland questioned the logic of allocating significant funds to sidewalk construction or roadway narrowing. He suggested installing a stop sign as a trial, with the option to pursue more costly measures only if it proves ineffective. He also supported redirecting traffic from the apartment area, but acknowledged that such changes would require additional long-term effort. Overall, he urged the commission to apply common-sense, low-cost measures first before committing to major infrastructure changes.

Member Mueller discussed the four-way stop and the process of presenting it to the council.

Mr. Freihammer confirmed that Parks will weigh in on all options and present them to the council.

Acting Chair Hodder and Member Luongo inquired about the next steps and the timeline for presenting recommendations to the council.

Mr. Freihammer outlined the plan to present the same presentation to the Parks and Rec Commission and then to the council on February 9, 2026.

Member Fergus asked if the commission could make a motion on options 1, 2, or 3.

Mr. Freihammer confirmed that the commission can make a motion to take none of them or take some other action.

Member Brokaw Palalay and Member Luongo discussed the lack of a clear recommendation and the possibility of doing nothing.

Mr. Freihammer stated that if no recommendation is made, they can proceed with the four-way stop.

Acting Chair Hodder and the commission agreed to proceed with the audience feedback.

c. Noise Ordinance

Public Works Director Freihammer explained the current noise ordinance, including exemptions for city-led projects and emergencies. The process for requesting noise variances was detailed, including the 30-day timeframe and the need for public hearings. He proposed expanding exemptions to other

agencies for up to three days of potential noise impact. The notification requirement for residents within a 500-foot area was maintained, but public hearings for staff exemptions were eliminated.

Acting Chair Hodder and Member Brokaw Palalay discussed the notification requirements and the efficiency of the proposed changes.

d. Snow & Ice Control Policy Recommendation

Public Works Director Freihammer presented the updated snow and ice control policy, aiming to simplify and clarify the language. The goal of plowing streets and critical parking lots full-width within ten hours after snow has quit falling remained unchanged. The city did not have a bare pavement policy, but it made efforts to maintain adequate traction for motorists. The policy included roadside considerations, such as trash receptacles, mailboxes, and landscaping, and parking regulations remained unchanged.

Mr. Freihammer discussed adding a maximum time frame for plow drivers and for snow plow pilot areas.

Member Brokaw Palalay sought clarification on the winter parking pilot project.

Mr. Freihammer explained the pilot areas and the signage's flexibility to accommodate parking needs.

Member Brokaw Palalay suggested renaming the pilot project to reflect its intent and impact better.

Mr. Freihammer acknowledged the feedback and the need for better communication with residents. The importance of maintaining a clear street for efficient snow removal was emphasized.

e. Maintenance Operations Center Update

Public Works Director Freihammer provided an update on the maintenance operations center design, with a focus on the license passport center and dance studio.

Member Luongo shared insights from the first meeting of the Civic Campus Stakeholders Group, including site concepts and the consultant's progress.

The schedule for the construction of the license passport center and dance studio was discussed, with the maintenance center scheduled to begin in Spring 2027.

Member Luongo suggested prioritizing concerns related to construction impacts, impacts on adjacent homes and businesses, and final design considerations.

Mr. Freihammer and Member Luongo discussed the importance of multimodal access, traffic studies, and the maintenance center floor plan.

Acting Chair Hodder and Member Fergus inquired about environmental considerations, including solar panels, stormwater management, and best water practices.

Mr. Freihammer confirmed that solar panels would be relocated to the new building and that stormwater management was being considered.

Member Luongo suggested conducting a post-construction traffic study on Wood Hill to assess potential changes.

Mr. Freihammer mentioned a current parking study to understand the current use of the license center and VFW parking lots.

The importance of incorporating pedestrian and bike access in the final design was emphasized.

5. Commission Direction on Member-Initiated Agenda Items

6. Approval of November 25, 2025, Meeting Minutes

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

Motion

Member Fergus moved, Member Luongo seconded, approval of the November 25, 2025, meeting minutes as presented.

Ayes: 8

Nays: 0

Motion carried.

7. Adjourn

Motion

Member Fergus moved, Member Luongo seconded, and the meeting adjourned at approximately 8:47 p.m.

Ayes: 8

Nays: 0

Motion carried.