

## EAST BETHEL ROAD COMMISSION MEETING

October 8, 2013

The East Bethel Road Commission met on October 8, 2013 at 6:30 P.M at the East Bethel City Hall for their regular monthly meeting.

MEMBERS PRESENT: Lori Pierson-Kolodzienski Deny Murphy Jeff Jensen  
Roger Virta Al Thunberg Tim Harrington

MEMBERS EXCUSED: Kathy Paavola

ALSO PRESENT: Nate Ayshford, Public Works Manager  
Bob DeRoche, City Council Member  
Jack Davis, City Administrator

**Adopt Agenda** Jensen motioned to adopt the agenda as submitted. Pierson-Kolodzienski seconded; all in favor, motion carries unanimously.

**Approve – August 13, 2013 Meeting Minutes** Virta had one change on second sentence, he said in the sentence that said, was wondering why, cross out was wondering. Thunberg motioned to approve the August 13, 2013 minutes with said change. Pierson-Kolodzienski seconded; all in favor, motion carries unanimously.

**Roads Financial Information** Ayshford stated we are  $\frac{3}{4}$  the way through the year. We have 70% left in the fund. Most of the big stuff is already purchased. A large order of salt will still be completed yet this year. Overtime for snow plowing will be the other big item, and that is dependent on snowfall.

**Lincoln Drive Speed Designation** Consider recommending Lincoln Drive be designated as a 25 mph residential roadway  
In 2010 the City of East Bethel adopted a resolution that designated numerous city streets as being part of a Rural Residential District and therefore provided a speed limit posting of 35 mph. To be considered a Rural Residential District, the road must contain businesses, homes or other access points at intervals of less than 300 feet regardless of which side of the road they are on.

The other type of designation used on city streets in developed residential areas is an Urban District. To qualify as an Urban District, the road must contain businesses, homes or other access points at intervals less than 100 feet and will be posted with a speed limit of 30 mph.

In May of 2013, residents along Lincoln Drive had expressed concerns about the lack of a speed limit designation and requested that the road be posted. Staff and the Road Commission discussed the issue at their May 14 meeting and felt that the Urban District designation was appropriate at that location and had it posted at 30 mph.

Upon placing the 30 mph signs, staff has received calls with concerns that the speed limit is too high. The 30 mph is the lowest statutory limit that the City can post. It is possible to

set up a special 25 mph zone on residential streets if adopted by the road authority having jurisdiction over the residential roadway. The road segment cannot exceed ½ mile in length. The road segment on Lincoln Drive under discussion is .39 miles.

Ayshford said he discussed it with Lt Orlando, to see if there were any other areas in the County having this designation. She didn't know of any. There are trailer courts that have 10 mph, but that is private property and not enforceable.

DeRoche said now that it says 30 mph, the traffic has sped up. Thunberg said we had discussions on that. Murphy said unless there is enforcement there, it is a waste of money on the sign. Ayshford said in order to enforce it, there has to be a sign. DeRoche said they do go through the stop signs a lot. Murphy said he is very critical of the traffic enforcement in this area. At the 30 mph, he wasn't in favor of that without enforcement. He will come over to the dark side, put up 25 mph, and he doesn't see it doing anything. Ayshford said there is a stop sign every three blocks and it is hard to get up to 30 mph comfortably.

Jensen said the original complaint was people were driving too fast, and now they are complaining that people are speeding up. DeRoche said you can sit there at 3:30, 4:00 p.m. every afternoon and they are the same people. Virta said if they aren't obeying the stop signs, the speed limit isn't going to help. If it is difficult to get to 30 mph, you tell us they blow through the stop sign. DeRoche said between Lexington and all the way to the 4 way stop, that is a drag strip, but not for everyone. In the wintertime if you go that fast, you will be in the ditch.

Ayshford said the reconstruction of Longfellow, Laurel and Lincoln would take the curves out and that portion would be posted accordingly. Murphy said as a resident, does DeRoche think that 25 mph would do any good. DeRoche said even though there was a 15 mph speed limit sign, people followed it. He thinks that 25 would work. Thunberg said 25 mph is too fast in there. DeRoche said once you get off Lincoln the roads get smaller. Virta said the original rationale for putting up 30 mph was because the deputies can't enforce without the sign. Have there been any speeding tickets down there? Ayshford said we could find out. We could have the deputies sit out there more often. DeRoche said once word gets out that there are being tickets issued, they will slow down.

Jensen said it is an enforcement issue. 15 mph speed limit signs are down there. Davis said the speed limit signs predate him. Virta asked what the cost would be for two signs. Ayshford said the cost would be \$50, and we will reuse the other signs. Thunberg said it wouldn't hurt to try it. Virta said the issue is enforcement. That will increase speed if they aren't stopping for stop signs. Ayshford said the complaints they received were closer to the lake. Thunberg asked if there are any that say 15 closer to Forrest. DeRoche said once people see 15 mph, maybe they think twice. Thunberg said maybe should change those two to 25 mph. If we aren't enforcing them anyway.

Virta said if the goal is to slow the traffic down, maybe we should think of ways to slow the traffic down. The speed limit signs don't work. DeRoche said if you look at the map you would notice the stretch. Virta said speed bumps would slow things down. Jensen said a winter ban parking sign makes people change once there are tickets issued. DeRoche said what about putting in a speed bump in by Forrest. Ayshford said speed bumps are really hard on snow plowing. Davis said maybe putting up a speed zone ahead

sign. The only way this will hit home is through enforcement. If people know they will only be there a couple hours once a month. People have short memories. Virta said the real problem is lack of enforcement. DeRoche said we could put a CSO car down there for some time. Ayshford said we could ask Anoka County to put the speed trailer down there. DeRoche said about a year ago we did that down on Bryant Lane. DeRoche said it is pretty old, but effective.

Jensen said 30 mph is to fast down there. Davis said the big problem is, on the power shift, we only have two officers on duty. The County will honor our request to have enforcement in the area. Maybe we need to have them sit down there more often. Jensen said word travels pretty fast in a small community. You could put temporary stop signs at every intersection. DeRoche said it took them only two days to knock a stop sign down, down there. Most of the speed down there is during rush hour. Ayshford asked if there have been any accidents down there. DeRoche said no. Virta said the expense would be two signs. Ayshford said the City Council would have to designate it a 25 mph stretch and there would be the cost of the two signs. Davis said by Statute that is the lowest speed limit you can post. DeRoche said in three years that is the only complaint that we have had was once the 30 mph signs went in. Once they saw the new signs, they bumped up their speed. Harrington said if you put in the 25 mph sign and then put in the speed reduced ahead signs, maybe it would get his attention. Ayshford said we could step up enforcement. DeRoche said he drives 5 – 10 mph.

Virta said what started this off, was complaints because of speed and no enforcement. Now people are complaining about speed and speeds actually became faster.

**Thunberg motioned to recommend to the City Council designating the area as a special 25 mph zone residential roadway and request additional enforcement. Harrington seconded; all in favor, motion carries.**

Public Works  
Storage  
Expansion

Consider and discuss need for additional storage space for East Bethel Public Works

The East Bethel Public Works maintenance building was built in 2003. The building has a total area of 12,000 square feet. The Anoka County Sheriff’s Department Substation is also located within the building and use approximately 2,000 square feet of vehicle storage space and an office located in the mezzanine leaving 10,000 square feet for Public Works maintenance and vehicle storage. The Public Works Department also has 2,400 square feet of storage in a separate cold-storage building that was built in 2005.

Currently there are enough parking stales to park twelve vehicles efficiently (four squad cars and eight maintenance vehicles) while leaving the main pass though lane open. The Public Works Department currently has 17 vehicles/equipment that require a parking stale and 8-10 smaller pieces of equipment that require additional storage areas. To accomplish this vehicles are parked doublewide along the length of the pass through lane in the center of the building and outside in the fenced yard behind the building.

This parking arrangement posses numerous difficulties with regard to safely and efficiently moving and storing vehicles as well as protecting the vehicle from the elements and possible damage from being parked too close together. This is especially true during the winter months when it is often necessary to get a snowplow out after hours. This often

requires moving many vehicles just to get the desired vehicle safely out the door. With the added space needed for the plow equipment on the trucks, this can be even more of a challenge.

Staff has begun preliminary calculations as to what would be required to provide enough storage space for our current fleet and possible future needs and looked at different ways the current building could be expanded to accomplish this. An expansion of 12,000 square feet would provide adequate space to house the existing equipment owned by the city. Additional space would be needed for a wash bay and possible mechanics bay and future growth. To get a solid estimate, a needs study would need to be performed by an architectural firm.

Cost estimates from other recently built buildings range between \$80 and \$120 per square foot. The current Public Works building is steel framed building that was designed to be expanded out the rear of the building, which could help keep costs down. Currently there is no money budgeted for building improvements or expansion.

It is a tight space for expansion. There has been some discussion about moving the fire and sheriff's department out. We currently are parking some of our equipment outside. Murphy said there were discussions about using the ice arena in the City Council minutes. Davis said it would be more feasible to expand this building. The ice arena is 20,000 square feet. There is a bay for the Zamboni and there are showers/locker rooms, etc. There would need to be some fairly expensive renovations. The operation of the ice arena has been expensive. We are going to continue to operate. We have had meetings with ISD 15 and SF hockey, to see if they want to purchase it, or to see if they want to form a management company. Hopefully we will have a recommendation in two months.

Jensen said how about land to the west. Ayshford said that is where the septic system is, but that could be relocated. Murphy said he hasn't seen the construction of the salt building. Ayshford said the front of it is solid concrete walls. We might be able to pivot that. We are at a loss on why they built it right there. Jensen said the salt portion is three sided, correct. Ayshford said yes. Virta asked how tall it was. Ayshford said it probably 16 to 17 feet. Virta said could you use it for storage. Ayshford said that is something we did look at; it is not heated or insulated. If we decide we are going to do something with it, we might have to hire an architect to take a look at it for a final plan.

Thunberg asked why there are spots for four squad cars. Davis said we provide them office space as a substation. They have indicated if they don't have that storage space, they would pass that cost off to us. Thunberg said to spend a million dollars on a facility for the City when we are facing a huge tax increase is not something we can do. We can't spend that money. Perhaps once the city sewer and water pays for itself then, but he doesn't think we should spend a dime on giving ideas for anything else. He will not be happy if his tax dollars start going for something like this.

Virta said this is an informational item. He thinks this is a tough time, and everyone is tapped out. Murphy said if we have to look at it from the residents of East Bethel, he would love to see a big building. He doesn't think the citizens of East Bethel could swallow this pill right now. Davis said it is probably something we need to look at. As far as hiring an architect, we wouldn't do that, but sometimes you can meet with one and they will give you ideas. Then when we are ready to move, we can go forward. Murphy said

do we need to go to an architect. Davis said if you were going to bid this out, we would need to have recommendations from an architect. We didn't expect to entertain any fees at this time, just so they could give us some ideas. The points about the timing on this are very well taken.

Thunberg said he doesn't see any point in spending staff time discussing it, since it is so far out. Jensen said how about the fire station section of this, how much is in there now. How much space are they using up. Ayshford said they are using three stalls, and 2,300 square feet. The maintenance garage does not have a wash bay and we wash our vehicles with a fire hose outside all year round. This is not something that is necessary right now but is something we should consider for future planning purposes. At some point we will have ideas on how we can make it work. Virta asked if there are fire trucks at that location. Davis said yes, we need that one for the three fire stations. In the future, we will probably need to add another location somewhere else. That will be several years down the road.

Jensen thinks we should look into it personally. We need to look at keeping things up that we already own. We need to still give people the option. We need to look at it and plan ahead. Thunberg said he doesn't think everything needs to be parked inside. Jensen said he thinks we should look into it. If anytime it comes down to it, we at least have time to look into it. Virta said as long as there is no out right dollars being spent, it doesn't hurt anything to look at options. One of things that either of you guys might have ideas about what it does to equipment to life and maintenance. Jensen said it is mostly cleaning it. Everything is so electrical. They do need to be cleaned due to the salt.

Thunberg once things start getting looked into, it gets the ball rolling and things keep getting bigger and bigger.

**Concept Plan  
for Shaw  
Trucking  
Development**

A concept plan for the 59 acres of property owned by Shaw Trucking adjacent to the East Bethel Water Treatment Facility has been submitted to the City for comment. The property is a Planned Unit Development and includes 62 single-family lots.

City staff and the appropriate commissions have been asked to provide comments on the proposed concept plan.

We met with Shaw trucking today to discuss different options. It is a PUD, so they can get by with different regulations. It will have a sidewalk through the entire development. There would be a trail around the pond. What size lots are these? They are City lots. Jensen said isn't this the pond they dug to allow the fill in. Ayshford said yes, it is a man made pond. Ayshford asked if the pond was built to get the fill for County Road 22 and Hwy 65. Davis said yes and it is not considered wetlands. Tim Landborg owned the property when it was excavated. There would be entrance and exits off of County Road 22 and Jackson St.

The Commission discussed the plans and how the roads would be developed in the PUD. The City has asked for changes in radius, and also for some cul-de-sacs. The other option would be a temporary dead end in the development. Thunberg said wouldn't you want two entrances into this development. Ayshford said yes. Virta said his concern would be getting traffic onto Viking. Ayshford said the County would probably require putting in a turn lane going into the development.

It was asked what kind of requirement we would place on street lighting. Thunberg said since it is suburban type development, it would need lighting more than on the corners, probably in the middle of the streets. Ayshford said a lot of cities charge a street light fee to the residents. Jensen said does Xcel handle the lights. Ayshford said Connexus does ours. Davis said we haven't done a streetlight in at least four years. There are 25 lights in the City. City Council and the Roads Commission look at streetlights on a case-by-case basis. The last street light installed probably was in 2010. He agrees with Thunberg on one at the end of each street and on the cul-de-sac. Thunberg said on the longer streets maybe one on the mid street. Davis said there is a street light utility on the water bill for Whispering Aspen. If we get additional streetlights, we will have to look at other means to fund them. In this case, we need to propose what the streetlights and the electrical use be billed back to these people.

Jensen asked if there would be park allocation. Davis said they have to allocate land or money. The City is asking for cash in lieu of land. To be frank, we don't want a park in here. If there were one in here, it would be a little playground. At some point, the association is not keeping this up, and the City would need to take it over. It is also close to another City Park, which is Norseland Park. Davis said there is a ball field there, new play ground equipment and plans for expansion.

Pierson-Kolodzienski said it is awesome to have this before the Commission. Davis said this is the first one that has come before the City since 2008. Jensen said this is informational right now, correct? Yes, Ayshford said. Jensen said putting in a temporary cul-de-sac, would be a good thing. Murphy asked how far the dirt road part is. Ayshford said it is a quarter of a mile.

Harrington said couldn't you make the developer put in the lights. Ayshford said yes. Virta said in Whispering Aspen where do we put streetlights in there. Davis said they are decorative style and there are probably 15 or 20 lights. Ayshford said this would be comparable. Thunberg said he thinks the lights in here should be decorative. Virta said we had some street light standards that we discussed several years ago. Davis said there are standards, but they don't get into the architectural styles. They talk about the more of the candle wattage.

Pierson-Kolodzienski asked how many SAC charges? Davis said 62 SAC charges. With what could happen on the corner would get us up to 100 ERUS. It would generate about \$560,000 in SAC and WAC fees. Virta said so these existing houses would be gone, correct? Ayshford said yes and most of the traffic would be pushed out onto Viking. Virta said the County would provide those requirements. A commission stated this is fantastic. Thunberg asked when the soonest a house would be built. Ayshford said they are ready to start proceeding on a fast track. Jensen asked if there was a right of way or easement for the sewer. Ayshford said it follows Taylor. On that road it is a 66-foot right of way. The water and sewer would follow the streets. Pierson-Kolodzienski said Shaw is a decent person to work with as well. Virta said it is incumbent on us to help get things done as quickly as possible.

## **Council Report and**

DeRoche said he would be brief. We have had many meetings on the budget. Tentatively it is the 17.5% tax increase. Last week he had the call from the Minneapolis Star, he told

**Other  
Business**

her that is not necessarily the way it is going to be. There are many forks in the fire. You have to put in your budget to the County by September and then you can lower it up until December 31. The sewer and water, which some thought were good and some thought were bad. People became complaisant, that you guys were over blowing this. Now that it is at the front door, we have to pay for it. He would encourage anyone to come to the meeting on Thursday night. He hopes a lot show up. He thinks if people want to come in and scream, they have every right to. The more development, the more ERUs, the cost would be deferred from the residents. He will not gut the City to pay for this. There are funds that could be tapped for one year. One and done, and they are tapped. If you make the one payment, and then you can't maintain anything. There is good equipment. He thinks it is a travesty to not keep the equipment inside. What can we do to preserve what we have? We won't be in a position to go out and spend willy-nilly. Like Jeff said you have to take care of what you have. To have this new stuff City sitting outside. We don't have anything near to what the other cities have. Unfortunately this sewer and water project is here, and if it is not with businesses, the residents will have to pay for it.

They decided they are not going to clear-cut the Sand Hill Crane Natural area. It will be a land swap, and they will take another piece of land somewhere else that is not in the same boat. It will take about a year and a half to go through. What the talk is that the County would go through and clean it up. They also might put in a park and walk, and we might even plow the parking lot. The clear cutting would have been a travesty. East Bethel is 48 square miles and we have a lot of wetlands. We have a lot of things to protect – such as the Sandhill Crane Natural Area, Cedar Creek Ecosystem, Hellen Savannah etc.

The development is a great idea. Davis said it goes before Planning Commission at their next meeting. The preliminary plat will go in November and final plat in December.

DeRoche said he would encourage everyone to come to the meeting Thursday. Unfortunately we are at the point if we cut, it will have long term effects. We are down three staff people from when Heidi, Richard and DeRoche came in. We can't take a City to a point of where they can't get anything done. He said people recommend cutting Public Works overtime, but when it snows, after eight hours they are done regardless if everything is plowed or not until the next day. The adage that we take it out now and put it back in later. Maybe you can spread it out over a few years.

Davis said if anyone has any solutions, suggestions, complaints, questions, just let us know. DeRoche said he would try to dispel the rumors. They don't like the fact that taxes will go up. The sewer water project is the reason taxes will go up.

Harrington asked if 219<sup>th</sup> service road is dead, or can it be pushed back a year or two. Davis said the costs would go up in a year or two. We have purchased the right of way. When it is bid, we will know the price, but we are still waiting for that estimate to come and we believe it will come in under bid.

**Adjourn**

**Jensen motioned for adjournment. Pierson-Kolodzienski seconded; all in favor, motion carries. Meeting adjourned at 7:55 p.m.**

Respectfully submitted,  
Jill Anderson  
Recording Secretary