

EAST BETHEL ROAD COMMISSION MEETING

April 8, 2014

The East Bethel Road Commission met on April 8, 2014 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 Kathy Paavola
Roger Virta

MEMBERS EXCUSED: Al Thunberg

ALSO PRESENT: Nate Ayshford, Public Works Director
Tim Harrington, City Council Member

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

Approve – **Jensen motioned to approve the minutes. Pierson-Kolodzienski seconded; all in favor, motion carries unanimously.**
February 11
and March 10,
2014 Meeting
Minutes

Roads
Financial
Information
As you can guess there has been a lot of overtime, fuel and salt use. We stayed under our budget for the salt. We still have about 100 ton left over which is what we started with so we basically used our entire 650 tons that we had ordered for this year. We had a transmission go out in a truck on the last storm. We also had an insurance claim for \$20,000. It will show a deficit on the budget for the rest of the year, since the funds when they are replaced go into the general fund. A plow wing hit a valve cover and required a whole new wing assembly.

Jensen asked what is for the equipment fund for purchase this year. Ayshford said it is an F450 truck with a dump box and plow. It is the everyday use truck. The current vehicle has 126,000 in 12 years. We put in 10,000 hard miles a year. A lot of forward and back and pulling trailers. That is it for equipment this year. We are going to talk to the Council for a hot patch unit grant from OSHA. That will be on Wednesday's Council meeting. It is a long shot to get the grant, but we will try. It is a matching grant and it would cost us about \$5,000.

Capital budget shows we have \$720,000 in there. About \$250,000 is left for Whispering Aspen budget. We will start out about a little less than a half million for 2015.

2015-2019
Capital
Improvement
The Roads Commission prepares a Capital Improvement Plan annually which updates projected projects, evaluates priorities and establishes funding for these works for the coming year and for each of the subsequent years for a five year period. This plan is presented to City Council for their approval and use for preparing the coming year's budget.

Attached is the 2014-2018 Roads CIP and draft 2015-2019 Roads CIP. We will discuss those projects that are listed for 2015 and determine if they need to stay in their current funding year or be rearranged to reflect any changes in our roads priorities. Other projects can be added and existing ones can be deleted if there is a need for restructuring the schedule.

Staff is seeking input from the Road Commission on which projects to prioritize and add to the MSA Capital Improvement Plan and the Roads Capital Improvement Plan for the next 5 years.

Possible items up for addition to the MSA CIP include;

1. 189th Ave (or other access to Classic/Sauter Commercial Park)
2. East Side Service Road (approx \$2,170,000 with only \$785,160 eligible for MSA funding)
3. Davenport Street from 209th up to and including 213th Ave (3/4 mile approx \$550,000)
4. 181st Ave from TH 65 to Jackson St (3/4 mile with the cooperation of Ham Lake approx \$600,00)
5. University Ave from Sims road to 221st Ave (1 mile with the cooperation of Oak Grove approx \$825,000)
6. Klondike Dr (Gravel 1 3/4 mile approx \$1,500,000-\$2,000,000)

Ayshford said we have a list of six projects here. If you look at attachment number two, it has the funding analysis. If you want to compare it to 2014, we pulled back the service road project. During last year's CIP planning process, we talked about Davenport, 181st, and University Avenue. We had suggested Davenport for 2015. We pulled that project out because of the other projects. It is a lot better looking now because the service road project was cancelled. What do we want to use the money for? You talked a lot about doing the 189th project.

Jensen wanted to know how many lots were left open in the commercial park. Ayshford said six lots and one large parcel. There are also residential, but could be changed to commercial/light industrial. Jensen said last month we talked about different options of exiting out the back area. It was talked about how we have the two stubs on the east side, is it still questionable with the smaller properties in the front. He doesn't think we should spend any money on the east side. That keeps getting brought up. There is no right of way. Half of them are make shift parking lots. Virta asked what area you are talking about, so he can follow along. Ayshford said all these properties across from the theater. Jensen said it was brought up to look at areas to improve. He disagrees with improvement on this side until there is other development on this side. On the west side there is better development possibilities. Davis was talking about a right in and right out access. You can jump in and say we want to go for something like the light here on 221st. Pierson said there should be another access in there.

Jensen said an acceleration lane is also needed there. Virta said the west side is where the priority should be. Paavola agreed. Virta said the east side could be in the future, and we don't have any solid development on that side. We need to help out the people on the west side where they are already have development. Harrington said which one would you like better on the west side. Ayshford said the three accesses going out to County Road 22 add an extra quarter mile. Some of the area is wet. The other route is shorter and requires less

ROW purchase.

Virta asked where the low areas are. Ayshford provided description. Virta asked when you look at where the power lines are, it is high ground? Ayshford said to get across the two properties you would have come around the backside and cross the church property. Or you would have to buy right of way from the residential homes, which is another added expense. The most bang from the buck would be coming straight out 189th.

Jensen said there are not a lot of options. Would the State would be willing to put in a right in and right out only, then they do the loop around. They did that and kicked in big money to close the crossing there. The J turn. If someone could negotiate that, that would be a lot of money to do that project. It would make it a lot safer. Virta said that makes sense. You keep the truck traffic out of the residential area. What would it take to get that done? Ayshford said that would require MnDOT involvement. Jensen said you see how eager they were to close the center median. Jensen said they have been really involved in shutting down the crossovers. They have been involved with everything up to here from 694. Virta asked who would talk to MnDOT? Ayshford said that would be Jack, himself and Craig and the Engineers at MnDOT. That is how we got the money for the road by the arena and also the frontage road, by closing the cross over. Virta said it is dangerous there at the crossover. You have people pulling out from the developed area. Pierson said it is a nightmare everyday. Virta said it makes sense to close that.

Ayshford asked if we close the crossover, would it hurt business? The theater is a destination, and would it hurt the gas station? Pierson said it would. Jensen said it would be a J turn, and you could just go a little further down and turn back. Virta said the J turn is basically a loop that takes you back. You get on the J and it is like a little and you're pointing south bound. You could take the J. Jensen said you would be inconvenienced, but it is a lot safer. Ayshford said you would be able to take a left turn in and then go south to go to a J turn to go north. Virta said it gives you the same ability, but it is not all the same place. So cars aren't trying to make it in all directions. Do they have feedback on it? Ayshford said he thought at the Ham Lake location the accidents have been reduced. Virta said if it reduced accidents, that is a positive. Pierson said she is surprised there aren't more accidents at 189th and Hwy 65. Ayshford said it wouldn't require too much investment from the City; it would be a State project. Virta said if we could get MnDOT to consider that. Ayshford said we could see if would qualify for a cooperative agreement. We need to look at making the access on the east side further away from the highway. That was part of the original stop light design from a few years ago. Virta said getting a light is hard. Ayshford said yes and they are trying to limit the amount of lights on Hwy 65. They have plans for Bunker and 109th being bridged at some point. Virta said as part of that deal, would MnDOT possibly extend a right in and right out into the property? What is reasonable to expect? We can say go ahead and fix the intersection. What is reasonable to expect? Ayshford said there would only be one access point. Jensen said we could use our funds to connect the other too. Ayshford said you could get them both done. Jensen said that would limit the traffic onto Jackson. If we make a right in and right out, and add an acceleration lane it would help. If we did our extension that would kill two birds with one stone. It wouldn't force everyone to go one way. Virta said they would be inclined to take the shortest route out. It would be Hwy 65 right in and right out, acceleration lane. They would be more inclined to get out on the highway. Jensen said it would help to sell those lots. If there were an acceleration lane, for this industrial area it would make it more attractive to sell the lots.

Pierson said there are trucks coming in and out for Aggressive Hydraulics. Ayshford said do you think a lot of trucks going out to Jackson out to Viking. The lights at Viking take forever to get through in the morning. They are lined up for a long time. Going south to 181st won't save any time. We looked at trying to access down through the trailer park, but it doesn't gain anything. The trailer park backs up to the houses. We would have to purchase right away. The other thing we looked at is if this area got developed we could do a right in and right out. Pierson said if there were another way out, I would use it just to get out. You can't get out on Hwy 65 at rush hour without taking your own life into your hands. Ayshford said we would have to do more research on the MnDOT portion and the cooperative agreement. The reason we were looking at the east side is because of all the hookups. Jensen said it is a big investment for the City. If you take away the businesses parking, they will want help from the City. We would need right a way. Some of those businesses only have room for a car. Virta said those businesses got plotted right by Hwy 65. Jensen said he would wait until there was development on the backside. Virta said then do it in conjunction with future development. Jensen said then the road could be developer driven. Ayshford said the road behind the area was one of the roads we were going to use for MSA, but due to the new funding requirements we needed traffic counts so we changed the designation.

Jensen said the east side is an eye sore. It doesn't pay to spruce up an area where buildings are going to fall down. Virta said the solution to that area is a longer one. Maybe we could get roads in from the backside. Let the stuff bordering on Hwy 65 be the way they are. Jensen said the chunks would have access from the backside. What are you asking from us? What are your plans and what do you want to do? Ayshford said we have to lay out what we want from 2015 to 2019. This shows what our balance would be with the annual allotments. Jensen said for 2015, 181st and Davenport are we going to leave it the same. Ayshford said that is what we have to decide. Harrington said would Ham Lake go with it. Ayshford said they have to line up their project with ours. The other project is Davenport. Ayshford said that would make everything from the post office down to the other area wider and curbed.

Jensen asked if the routes down by the theater, is any of that MSA? Ayshford said 187th through to 189th is. Ayshford said the one additional item for this area, we would want to do the water and sewer at the same time. We figured a million for the road and about \$864,000 for the utilities. You can advance up to three years and we would have \$2.1 million. The monies can be used for the storm and street. Sanitary and water would have to come from different funding. Jensen asked if the City had any idea for the rest of the funding. Ayshford said we could use the street capital fund; he isn't sure what is left in the bond fund. Virta said the street capital fund could be used for sewer and water. Ayshford said yes. Virta said he is not in favor of that. Paavola said she agreed. Jensen said he agreed. Is there anyway we can get a breakdown, on how we use the Street Capital funds to pay for it? We need to save money for other streets and maintenance. Sometimes you have to look at things, my taxes and everyone else went up, on an infrastructure item we will never use. We all have to sacrifice to pay for the sewer and water. If we get smaller funds, he thinks sacrificing a little bit of maintenance for a year or two. If we could do some of it and maintain some of it, he thinks we need to look at all options. We tried to come up with money and ways to get businesses in. He doesn't want to pay for sewer and water and get nothing out of it. If there is a possibility we can do it, we should do it. It opens up options. If we sit back, like on Klondike, we sit back, and the price keeps going

up. There will be some year when we have to bite the bullet. He would like to see more investigation, have Craig check into it so we can know what we have left. It would be easier to make a hard decision.

Virta said we have four things we have discussed in this context. One is the Hwy 65 right in and right out, J turn. We talked about the road to Jackson. There aren't a lot of good alternatives. He is not ready to throw the people on Jackson under the bus. In conjunction with the road to Jackson we would look at putting in the sewer and water. Going along with that would be raiding the Roads Capitol to fund this. What are the consequences of not putting in the sewer and water in? Ayshford said the driving potential is the senior housing and that would be a lot of ERUS and would allow us to loop our water system. We have sewer and water at this corner. When they approach us, we talked about looping it to there. Virta asked if there were firm requests. Ayshford said we have met with them. How firm they are, I don't know. Until we get a plan, you don't know.

Paavola said it is absolutely crazy, if we did Jackson, we would have to put in the sewer and water. If you don't, what is the point of putting it in? We aren't getting going to get the rest of the development in there. Virta said it is a safety issue that is a totally different decision than the process to put money on the table to entice development down there. For her, she is not convinced we haven't certainly enticed anyone so far with the sewer and water that is there. We will put another \$600,000 in to sweeten the pot. If we had a more formal deal with the church, then we could think about it. There is the safety issue. Paavola said the safety issue is first and foremost and we need more information, such as numbers. Virta said we need numbers. Jensen concurred. Virta asked if anyone talked to the people on Jackson Street? Is there a lot of traffic on Jackson Street? Murphy said he is all in favor of running out to Jackson. We have no firm interest. Maybe we are talking too quickly. Maybe we should table this whole talk.

Virta said we have to sit down and write down that check out in a month. We have to be careful that we don't keep pushing money at something in hopes that we fix it. Jensen said if we are going to look at options we need to see what it is going to cost. It might be hard to bring in commercial by the movie theater. If we add the road, we are opening up possibility. We would be ready for multi residential. They could make developments for homes. It opens up options other than light industrial. It is a limited group there right now. If you heard Harley Hanson, it was humorous. He had a few good points, they spent money and now we have to figure out how to fix it. We can't stop it right now. Costs are occurring and we can't stop them. My opinion is, things are happening slowly. It is going to be a long time until things get settled down. He doesn't see a lot of options now. No big boxes or hotels on the horizon. We need to find out ways to pay for the debt we have. Or else the City of East Bethel could be gone. He is all for the options if we get dollar amounts on the table. Ayshford said are we thinking the straight shot out 189th is the best option. Harrington said going through the pond area is also an option. Ayshford said it would save about 500 feet. Jensen said he thinks going the outside way would be the nice way. They would have ponds on their property. Harrington said he agrees we need estimates. Ayshford said it is a million dollars. Virta asked what are your thoughts on this? Harrington said he brought up the J turns on Hwy 65 and Davis wasn't crazy about those ideas. He wanted to do 189th and Jackson. He brought up the J turns at the Council meeting. Jensen said he has lived here twelve years, boy there use to be a lot of accidents down there. He hasn't talked to the people who have to use it. From a safety standpoint, you never see an accident there. Their use to be accidents there three or four times a week.

Virta said he tries to make fact-based decisions. That is a safe alternative, he doesn't care if people like it or not. He looks at the evidence. He thinks we need more information on it. If it lowers the accident rate it is a win win situation. That is just my opinion.

Ayshford said we could put in feelers on that and see if the Council is in favor of it. Virta said as we explore these we have two separate issues. Building the road on the Jackson, unless you are going to close the Hwy 65 access it isn't going to improve the Hwy 65 cross over. We need to focus on the two things that need to be decided on. How do you improve the Hwy 65 and get the second access that drives development? He has talked enough and those are my thoughts. Jensen said there are different options. There is an option of running the road through and doing sewer and water and maybe putting in an access. We need a little better numbers before we cross other projects out. We need to know if projects are feasible. We have the other three projects the City owns. Maybe we keep money in the account, so if someone does come forward we have funds. We aren't developers. We are speculating. Until we know something. If the church came in and said how can you help us, that is different. Pierson said the church is meeting every two weeks to get a decision. Ayshford said he would get a solid number for this project, with or without the sewer. We need it down by the May meeting. The MSA fund from the state has fluctuated over the past few years. Virta asked if you would be able to get discussion with MnDOT about what we talked about on Hwy 65. It would be nice to know where we sit with them. Harrington said if you ask for something they will want something in return. Murphy said we would close off the median access. Jensen said you would have to give up something.

For the Street Capital Fund we have the 2014 JPA agreement. The only other project is the overlay of 7th street. We looked at the 2015 draft. We added a couple overlay streets. What he is thinking is we should take 7th Street off 2014, and do it next year. It will save us money. We have the seal coat roads. Most of the roads are up near the north side of the city this year. Pierson said Sandy Drive has some big craters on it. Ayshford said Whispering Oaks is planned from 2016. The only one that will be approved on this plan will be 2015. When it goes to the Council that is the only one that has to be set in stone. If you want anything for 2019, let me know. That is assuming we get the same general funds transfer. We keep talking and hoping we can get that bumped up. Our seal costs went down this year because of the drop in cost for oil. We will be carrying over \$128,000 from this year to next year. Jensen said you are carrying that over and also 7th street. You will probably get it a little cheaper too. He is all in favor for moving that. Ayshford said we would have this at our next meeting. Ayshford said he will provide the draft for that and also with the MSA fund.

Council Report

Harrington said we have been doing a lot of ordinance work. We have the spring recycling day on the 26th. This Thursday we have the Sunrise business breakfast. Arbor day is on April 26. Coon Lake recycling day is May 3. When will they start street sweeping? Ayshford said we already have. They are finishing up the poles for GRE. They hope to have it done by August.

There is a new business coming in for Fat Boys. The forcemain project will be tearing up that street and open it back-up mid May. We will be able to decommission our sewer plant this summer. They are having problem with the pipe going under Cedar Creek. There was a misalignment. You guys talked about the Viking project last time. We are going to work on the Lincoln, Laurel, and Longfellow this summer. Virta asked about the detour.

Ayshford said there are ways to get around without going on County roads. We haven't heard with what the project will entail for closure. There are only a few houses it will affect. And they may close it completely so they can get the project done quicker. Oak Grove was hoping to shave some of this hill down as you approach on University as you approach Viking. Virta said they have MSA maintenance on that road. Ayshford said it would be a cooperative agreement with Anoka County. It might cost the City of East Bethel some money. Originally they were looking at realigning the road but they decided to just leave it where it was. They are going to close this road down here in Oak Grove. The one question we had with this project, if you are coming down 13, you can cut through a neighborhood – Norsland Manner. So we might see some increased traffic there. Traveling in that area will be a pain for the summer. Harrington said 221st could use some work. Ayshford said there are a lot of potholes that the Anoka County Highway Dept is working on.

Murphy said 221st is that an operating business up there. Why are there so many semis? Harrington said there aren't supposed to be any semis. There will be four and five semi trucks lined up. There aren't supposed to be any semis. Ayshford asked when the semis are there. Murphy said in the afternoons. Ayshford said he would talk with building and zoning.

Harrington said the Booster Day fundraiser was a good turn out. Hopefully they raised some money.

Paavola asked a question about Coon Lake Beach. In 2009, the Coon Lake Beach Community asked the City to put in a stop sign. In 2010, the people said he was trespassing. The sign says no trespassing. When the cop comes out the fence said there is no trespassing. If they would extend the road. We asked if there was a sign in 2009, so we knew where the property line is. He had to make ten trips to the County for the trespassing. When the cops come, there is no trespassing and there is a fence. Paavola said it is a nice swimming beach there. Jensen said is the guy putting the fence up on City property. Paavola said yes. He put a beach in down in here. With many truck loads illegally. There use to be a big slew hole that he filled in. He wanted money to fix it up. Jensen said are their lot lines there. Whose dock is that? Paavola said it is his. It is community center property. Jensen said that might be the issue. Coon Lake Beach is a separate entity. They might not have the same rule and regulations as City. Paavola said I got nailed for trespassing. Paavola said they admitted they don't own the property and people don't go to use it. Jensen said if you went to the courthouse it would be cut and dry. Paavola said the fence is on City property. Jensen said there is encroachment. Paavola said Coon Lake Beach and Community Center owns the property to Lakeshore. Jensen said it should be communal property. Paavola said since 2009 he has asked for a street sign. Jensen said you could put in a wood chipped trail to the dock. This is all on City ROW. It is just been that way for a long time. Paavola said those two buildings encroach on City property. Jensen said he is sure a lot of that was in place before roadways. That one is encroachment. Ayshford said do they pay rent for the other docks. Paavola said if you are a member, you are entitled to have a dock. Jensen said so he can have a dock. Paavola said by the second building it gets close to the 20 feet. Ayshford said he would bring it up with Davis. Paavola said Davis said if we went in and did that we will have to address all the issues. Jensen said we are talking about the fence and access. This is just access to communal property. Ayshford said if we look at Cedar there are roads that go through. Paavola said the roadways are dedicated roadways, with no

easements. When they paved it way back when, they went with where the roads were. Some of them are close to the property line. People put things up. Some of them put things on City property. Jensen said City owns the road coming in and then it turns to Coon Lake Beach right of way under different rules. Paavola said if the Coon lake Beach goes defunct, it would go back to the City of East Bethel.

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

Respectfully submitted,
Jill Anderson
Recording Secretary