

All of the neighborhoods located around both elementary schools are serviced by scheduled school bus service, but some children choose to walk to school. The City has a crosswalk across Polk St that also has flashing crosswalk signs. Anoka County has flashing signs along Sims Road that are active before and after school that display the school zone speed limit and the approaching vehicles speed.

Is there a negative aspect against the City for supporting a crosswalk installation? The IDS 15 School Board has not weighed in on the request. Neither the ISD 15 Transportation Coordinator nor Mr. Ayshford have seen a lot of people crossing at that location but there is some pedestrian traffic at times. Impact would be drivers needing to yield to pedestrians for safety reasons. If a crosswalk is pursued, it will need to be very well lit. The Commission is in support of having the Anoka County Board of Commissioners consider installing a crosswalk and asks that the ISD15 School Board reply to this request. **Mr. DeRoche moved and Mr. Nowack seconded to recommend the City Council support the installation of a crosswalk to be located at Sims Road and Polk Street to the Anoka County Board of Commissioners. Motion carried.**

7.0 2017-2021 Roads Capital Improvement Planning

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 its approval and use for preparing the coming year's budget.

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. East Side Service Road (approx. \$2,170,000 with only \$785,160 eligible for MSA funding)
2. Davenport Street from 209th up to and including 213th Ave. (3/4 mile approx. \$550,000)
3. 181st Ave. from TH 65 to Jackson St. (3/4 mile with the cooperation of Ham Lake approx. \$800,00)
4. University Ave. from Sims Road to 221st Ave. (1 mile with the cooperation of Oak Grove approx. \$900,000)
5. Klondike Dr. (Gravel 1 ¾ mile approx. \$1,500,000-\$2,000,000)

Reviewed and discussed the 2017-2021 Roads CIP. On the proposed 2016 MSA fund spreadsheet, it shows a starting balance of \$321,243 and for 2017 it would be -\$1,496,801 due to the funding advance.

181st Ave. from TH 65 to Jackson St. is in very bad shape and needs to be done. After talking with Ham Lake's engineer, Mr. Ayshford found out that this project is low on Ham Lake's priority list and not on its CIP.

A year and a half ago, Oak Grove was in favor of upgrading University Ave. from Sims Road to 221st Ave. However, at this time it's not clear if East Bethel will have the funding available for the University Ave. project.

On the proposed 2016 MSA fund spreadsheet, it shows a starting balance of \$321,243, however, on the actual 2016 MSA fund spreadsheet it shows a starting balance of \$855,083. The \$500,000 not shown on the 2016 proposed MSA fund sheet was used for increased costs on Lincoln, Laurel, Longfellow, and some engineering costs for frontage roads. The proposed spreadsheet shows the correct current balance, whereas the other spreadsheet shows the fund balance prior to engineering, bids, etc. The balance could change again without having bids for the proposed service road and final engineering costs; the balance could increase or it could decrease. Mr. Ayshford is hoping the balance will increase due to the low cost of asphalt.

Klondike Dr. (Gravel 1 ¾ mile approx. \$1,500,000-\$2,000,000) is a rough cost estimate from a couple years ago. This project has a lot of variability due to the soils and different peat depths.

No interest or fees are paid for advancing funds. MnDOT prefers the funds be used in advance, as it wants the money be put into roads as soon as possible.

When asked for his opinion and thoughts on the proposed CIP, Mr. Ayshford suggested the Commission recommend the proposed MSA fund as presented. In 2017 and 2018 there will be no MSA projects nor funding. The Commission will need to review and discuss doing the Classic Commercial Park Service Road, South Section (Phase 2) in 2019. Doing a service road on the east side of Hwy 65 will probably serve a better purpose than the small section from the theater to 181st. The east side service road will be done in two sections; 181st to 187th and 187th up to Viking, contingent on being developed. Currently, the property is owned by the golf course.

The 2017 projects are the main items to be reviewed and discussed for approval by the City Council later this year. The other years are more of a planning tool that show what might be other possible future projects and what to budget for in the future.

Davenport Street is the section from 209th up to the Post Office and is the only section on that side that hasn't been upgraded. It is not a huge priority for commercial or access, so it can be done in a later year.

The Street Capital fund is monies transferred from the City general fund. Currently, the balance is \$1.2 million starting in 2016. Roughly \$700,000+ is planned for overlays, which should be cheaper than budgeted this year, plus there is no sealcoating scheduled for 2016. The City is currently working on Whispering Oaks development by getting engineering estimates and getting it out for bid. If that development comes in lower than expected, then more streets could be added for overlay. If that is the case, any additional projects will come before the Commission. The general fund transfer was kept at

\$425,000 through 2021. There are no projects scheduled for 2020-2021; this Commission should consider projects for those years to be approved at the next meeting. This fund also shows money coming out to go toward University Ave. reconstruction.

What MnDOT ends up doing with the Superstreet project could affect these proposed projects. Mr. Nowack said it would be nice to have signalized superstreets at both Viking and somewhere between there and 181st, which could affect having service roads. MnDOT has been receptive to the idea of having a signal light at 181st. Having lights between Viking and 181st would be ideal to work-in with service roads.

Mr. DeRoche stated that there needs to be easy in and out access in the sewer and water district to encourage development.

Mr. Thunberg would like to see development of the east side service road as future planning. He'd like to see something in the five-year plan for the east side in order to spark interest for development.

MSA fund - Mr. Ayshford suggested moving the South Section Phase 2 out of the proposed MSA fund and replacing it with Phase 3. Commission consensus was that doing the east side would be more valuable than doing the south end. Mr. DeRoche said the City has to keep the infrastructure in mind and what the costs will be to put in the road, along with laying the sewer and water piping. The City will not want to lose businesses because of extra costs. Let Mr. Ayshford know of any projects to add to the MSA fund or he can leave it blank.

Street Capital fund – Mr. Ayshford was asked to fill in recommendations for the 2020 and 2021.

Mr. Ayshford will make said changes to both funds and bring updated drafts to the next meeting for review.

8.0 Council Report and Other Business

Mr. Thunberg noted the number of audience members and asked if there were questions for the Road Commission.

Dwight Spitzer, 23508 Goodhue Street, asked if the CST business would have a paved road across from Davenport. Mr. Ayshford answered that the portion in question is part of the long-term service road plan. The Road Commission's recommendation was if the property sale goes through that the right-of-way be dedicated to the City for a future road. The road doesn't have to be built right away, but the City's long-term plan is to connect to Cemstone. Mr. Spitzer stated area residents' concerns are having additional traffic and their children walking/biking to Cooper's Corner. Mr. Nowack noted that the Commission did consider the trucks entering and exiting by Cooper's Corner and asked that the entrance/exit be moved further east away from the road leading into those businesses, with discussion on the possible need for additional turn lanes. Mr. DeRoche asked if there is an alternative way out of the property other than

Davenport Street in case of fire. Mr. Ayshford stated that according to the site plan there is an alternative. CST will own property up to Hwy 65 north of Cooper's Corner, however, it is a MnDOT decision as to whether CST can have access on Hwy 65. MnDOT is not allowing any access onto Hwy 65, unless it is landlocked property.

City Council liaison, Ron Koller, reported that the City Council meetings have been addressing CST and that he has received dozens of emails and telephone calls, and that there is a petition with over 127 signatures against the business moving onto this property. Mr. Koller stated he can understand why residents are against this business moving in and cited numerous reasons why area residents do not want this business at this site. Mr. Nowack wondered if it would help with the noise, smell, etc. if the business was located on the far north end of the property.

Mr. Koller did note that this property is zoned light industrial and if this business meets all the City and various agency requirements, the City has no recourse for denying this business locating in East Bethel without opening itself up to lawsuits. Residents need to keep in mind that this is zoned light industrial and not residential, so any business locating on the property could be light industrial.

Richard Hart, 23525 Goodhue Street, asked who pays for additional turn lanes. Mr. Ayshford said Anoka County decides whether or not to install additional turn lanes and that the developer would be responsible for the costs.

Someone in the audience asked if neither of the two Wyatts north of this site want to sell, does the City have options for putting in a service road? Mr. Ayshford stated that this service road is part of a future plan. There is no current action plan to build a road going north.

Audience members were encouraged to attend the April 19 Town Hall Meeting to be heard and to further discuss CST moving into East Bethel.

Colleen Winter, Community Development Director/City Planner, is also a very good contact person for information regarding CST.

9.0 Adjourn **Mr. DeRoche moved and Mr. Nowack seconded to adjourn at 7:30 pm. Motion carried.**

Respectfully submitted,

Gail Gessner, Recording Secretary
Submitted 3/11/16