

EAST BETHEL TOWN HALL MEETING

NOVEMBER 17, 2016

The East Bethel City Council met on November 17, 2016, at 7:00 p.m. for the Town Hall Meeting at City Hall.

MEMBERS PRESENT: Steve Voss Ron Koller
Brian Mundle Tom Ronning

MEMBER ABSENT: Tim Harrington

ALSO PRESENT: Jack Davis, City Administrator
Mike Jeziorski, Financial Director
Nate Ayshford, Public Works Manager
Craig Jochum, City Engineer
Nick Schmitz, Building Official
Colleen Winter, Community Development Director
Karen White, Receptionist and Recycle Coordinator
Rollie Sorensen Anoka County Sheriff's Department Deputy
Mark DuCharme, Fire Chief

1.0 The November 17, 2016, City Council Town Hall Meeting was called to order by Mayor
Call to Order Voss.

2.0
Adopt Agenda The agenda was adopted as presented.

3.0
Intro/Program At 6 p.m., the City Council, City staff, Mn/DOT staff, and WSB consultants met with
4.0 residents at the Senior Center to introduce the Town Hall meeting format and hold
Individual informal discussions.
Discussions

5.0 At 7 p.m., Voss welcomed all to the Town Hall Meeting, introduced himself and
Opening Councilmembers, and stated it is wonderful to see so many residents. He stated Town
Remarks Hall Meetings have been held since 2005 to provide an opportunity to present what is
going on in the City and for residents to ask questions and present comments. Voss
explained this will become more important in the coming year with Mn/DOT's proposed
intersection redesign of Highway 65 and Viking Boulevard and the Comprehensive Plan
Update. Voss stated the Comprehensive Plan is looked at as being the City's 'road map'
for the next ten years so resident involvement is important in that process. Voss
recognized and introduced City Administrator Jack Davis and invited him to introduce
staff members.

Davis introduced Finance Director Mike Jeziorski, Community Development Director
Colleen Winter, City Engineer Craig Jochum, Receptionist and Recycle Coordinator
Karen White, Building Official Nick Schmitz, and Public Works Manager Nate Ayshford.
He stated the City has an excellent staff that is a pleasure to work with.

Voss recognized Anoka County Sheriff's Department Deputy Rollie Sorensen and Ms.
East Bethel Sarah Farrier. Ms. Farrier introduced herself stated the Royalty is excited to
represent East Bethel this year. Voss also recognized Fire Chief Mark DuCharme.

5.0 Mundle recognized Park & Recreation Commissioners and Booster Day Committee

Opening
Remarks

members. Voss welcomed Ken Langmade, noting he is very involved with the City as well as Booster Days Coordinator Denise Lachinski. Ms. Lachinski introduced Stephanie Dorn who will be taking over as Booster Days Coordinator. Voss commented that volunteers are always needed for Booster Days, the City's annual July celebration.

6.0
Presentations
Question
Session
6.0.1
Mn/DOT
Reduced
Conflict
Intersection
(RCI)

Voss introduced Sheila Kauppi, Mn/DOT North Metro Manager, who is also an East Bethel resident.

Kauppi thanked the Council for the invitation to speak at the Town Hall Meeting and introduced Mn/DOT staffers: Todd Sherman, Access Management Plan Project Manager for Highway 65; Paul Jung, North Area Engineer; Mike Cruz, Mn/DOT Designer/Project Manager and Falcon Heights Volunteer Fire Fighter; and, Kent Barnard, Communications Professional.

Kauppi stated Mn/DOT has been working on the Access Management Plan for about two years and included many partners including Mayor Voss, East Bethel and Ham Lake staff, the Metropolitan Council, Highway Administration, and residents. She stated Highway 65 was looked at from the Isanti County border to Bunker Lake Boulevard to evaluate each of the access points, signalized and non-signalized intersections, and driveways, as well as potential future development and existing infrastructure along this corridor. Through this effort, they created a plan so as development occurs, the location of frontage roads and access points are known.

Kauppi listed their public outreach efforts and stated they learned there is significant interest in talking about improvements along Highway 65. She stated those attending understand the 'what and why' of the need to find and implement a near-term, mid-term, and long-term solutions versus taking a sit back and wait approach.

Kauppi presented the study objective for an Access Management Plan for the identified corridor, functional classification of Highway 65 as a high-speed principal arterial, and identified major issues relating to safety and mobility. Kauppi stated it was recognized two years ago that safety issues were significant in this identified corridor, noting that 7 of the intersections are in the State's top 200 crash cost list from 2012 to 2014. She displayed a list of those intersections.

Kauppi stated they looked at the crash reports of the Department of Public Safety and Anoka County Sheriff Department to determine the cause of the crashes and recognized that 50% of the crashes at unsignalized intersections were caused by motorists turning left or traveling straight across Highway 65 from a minor leg intersection. The percentage of fatal crashes and injury crashes is disproportionately high at these locations because vehicles are traveling fast. At signalized intersections, the great majority of crashes are rear end crashes and represent 47% of all crashes in the corridor.

Kauppi next addressed mobility concerns and large delay on both Highway 65 and Viking Boulevard, particularly during peak hours when vehicles are delayed multiple cycles due to high volume of cross traffic. She explained the need to balance the length of green light times. Additionally, the wide median width adds 17 seconds of delay time and frustration. She indicated the modeling will take into consideration that traffic volumes at this intersection are forecasted to increase.

6.0.1

Kauppi reviewed how the problems along this corridor would be addressed with a

continuous frontage road on both sides of Highway 65, more access points will be closed, and maybe more signals will be added to the corridor.

Kauppi presented the RCI plans, noting the location of a proposed frontage road, and reviewed the benefits to non-standardized RCIs. She stated the RCI installed at Highway 65 and 169th Avenue (by Flamingo Terrace) has performed well. RCIs have, in general, been successful in reducing the number of bad crashes by 40%, and the number of fatality crashes by 60%. She reviewed the benefits of frontage/backage roads to get cars off Highway 65 and alternative options such as displaced left turn lanes, diverging diamond interchange, interchanges, conventional turn lanes, and signalized RCIs.

Kauppi presented charts depicting an alternative analysis of intersection delays based on existing volumes, increase in volumes, and predicted volumes for 2040 for an improved intersection and for an RCI. She stated an interchange cost is \$20 million, which would be considered a long-term (20 years out) solution since funding is difficult. They would like to look at a solution that can be funded today, has good benefits for the next 20 years, and is a good investment of taxpayer's dollars. A signalized RCI costs \$1.5 million and double left turns cost about \$2.6 million.

Kauppi stated they are talking with each city about the study and Access Management Plan to gain their support that the frontage roads make sense and mobility needs to be improved. Their plan is to construct the RCI at non-signalized intersections along the corridor in 2018. Between now and then, additional details can be worked out such as the number of turn lanes, emergency access, plowing of snow, etc.

At the request of Voss, Kauppi presented a video that depicted how RCIs operate and reduce the potential of crashes, decrease wait times, and move traffic more quickly.

Joe Anderson discussed the long wait of several cycles to get across Highway 65, stating he recently had to wait four cycles to get through. He thinks changing the signal light timing would alleviate the situation, which has worsened over the years. He stated several truckers have told him that signalized RCIs are bad enough but non-signalized RCIs are horrendous to get through even during nonpeak times when having to turn right, cross two lanes of traffic, and then make a U-turn to go left, noting it is even worse during peak times. Anderson stated his concern that people will not go to businesses if they have long delay times to get out on the road or make the J-turn. Another concern is the number of accidents that could occur. Anderson stated it was also mentioned that if constructed, it would have to be torn out and redone in 2040. Kauppi stated she does not recall that statement as this design exceeds 2040 volumes. Anderson stated traffic will increase so he prefers to construct the intersection right in the first place instead of having to tear it out and reconstructing in 30 years.

Kauppi stated they did evaluate the do nothing approach and there is not much that can be done as the medians are wider at this location, creating part of the dilemma. Another concern is to stay within the existing right-of-way to avoid having to purchase developable land. She stated if nothing is done and development comes, it will just get worse and she anticipates the worse part will be for those motorists. There are 6,500 ADT on Viking Boulevard and 30,000 ADT on Highway 65. She explained Highway 65 will get preference on signal timing due to existing volumes. Kauppi stated an RCI is a great solution and will work well and if constructed, will be the first one in Minnesota.

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specific Fridays, he would feel better buying into this program if he could see one of these signalized RCI without having to go to North Carolina. He worries about having three traffic lights there and not having the intersection clear in time. Kauppi clarified there are actually two signals for motorists northbound on Highway 65, not three. They would be at the U-turn location for motorists coming onto the Highway, to stop vehicles on Highway 65, and also a signal at the intersection itself. These signals would be timed so the U-turn would be one continuous movement during peak times and during non-peak, turning vehicles can make a right turn on red or a left turn to complete the J-turn.

Bezanson asked if northbound on Highway 65, will he have to stop at the back J-intersection but never have to stop on Viking Boulevard. Kauppi slowed the video to explain the locations of signals and where traffic would be stopped. Another person explained how signals would be timed.

Tom Eich asked how many intersections would be signalized. Kauppi stated just Viking Boulevard and Highway 65. Eich stated he lives at 185th and works in Coon Rapids but no longer uses Highway 65 in the morning because it is too difficult to judge the traffic due to its high speed. He stated if the signals are removed at Sims Road, it will speed traffic. Another concern is when there are ice or snow conditions on the road and traffic speed is higher. Kauppi stated that is a valid point but the signals will not be removed at Constance, or Sims.

Eich asked whether there are 6,000 eastbound vehicles and 6,000 westbound vehicles, totaling 12,000. Kauppi clarified 6,000 vehicles per day travel on Viking Boulevard in total. Eich reviewed his researched on other double J-intersections, thinking the difference is the volume of traffic. He stated while a fan of change, he does not think this will work based on volumes during heavy use such as fishing opener or holidays and winter weather conditions. Instead, he thinks traffic will divert to back roads.

Eich asked about the opinions of Ham Lake and Blaine. Kauppi stated they have been in support of this plan as well, noting the project runs from Bunker Lake Boulevard (in Ham Lake) up to the Isanti County line. It was noted the City of Ham Lake has signed the agreement of understanding saying they're in support with Mn/DOT and TAC on the Access Management Plan.

Eich asked whether East Bethel will be the 'guinea pig' or will there be a test to see if this RCI works at this higher volume of traffic. Mn/DOT staff stated in Minnesota there is a total of 13 RCIs and those with similar traffic volumes are along Highway 36 in Lake Elmo that carries 40,000 vehicles per day; Highway 52 in Dakota County that has similar main line volumes; and, Highway 169 closer to the Metro that has similar lines. However, all of those are unsignalized so drivers need to find a gap in the traffic. On Viking Boulevard, there will be signals to create that gap for the driver. He stated Minnesota has been progressing quite well, in his opinion, to have 13 RCIs already built and a number of others at various stages of design.

A second Mn/DOT staff member stated another benefit with this proposal is that a vehicle can also turn/U-turn on a red. Mn/DOT staff members agreed, stated it will be a much more efficient intersection. He described phases with the proposed RCI that will decrease the delay to access Highway 65, making it more efficient in addition to the safety benefits that are especially pronounced for drivers on the minor routes (Viking Boulevard).

6.0.1

Eich stated this may be an okay idea for certain areas but he was also concerned about

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access to businesses and unsure that Viking Boulevard and Highway 65 was the best intersection for this design. Eich asked whether Mn/DOT changed signal timing in the last year or two.

Paul Young, North Area Engineer, stated he previously worked on the team that addressed signal time on Highway 65. He explained that in 2012, timing of the entire corridor was updated but manual spot adjustments are on-going in response to citizen concerns and Mn/DOT's observations of signal operations. Young stated he does not think a significant change has been made to the timing on Highway 65 at Viking Boulevard since 2012 but it is possible a minor tweak has been made. He stated changes are logged in a data base so he could look into that. Young asked what change was observed.

Eich stated he does not often drive north but in the last five to ten years, it didn't make a difference and now in the last six months to one year, only three cars can get through the light so when it changes, you have to get through quickly or it will turn yellow or red. He thought Mn/DOT had slowed the timing going east/west and increased the time going north/south. He has experienced this at 6:30-6:45 p.m. and Saturday at 1 p.m. Young stated he will ask Mn/DOT's signal timing engineer to contact Eich with the history of timing changes.

Annette Anderson noted Mn/DOT has cited the intersection at 169th where the RCI was installed. She stated she drives Highway 65 a fair amount and never sees anyone using it, which to her reflects there are not any crashes. She asked whether traffic counts were done before and after that change. Kauppi stated that is correct and explained she lives in East Bethel and has commuted to Roseville since 1999, every weekday, during peak hour, and also drives during non-peak weekends and evenings and does see vehicles there. Kauppi stated she can provide that information if requested, noting traffic does change over time and as development occurs.

Doug Meyenburg stated Colleen Winter is actively seeking to bring business to East Bethel and should a Wal-Mart or large retailer locate on the northwest side of Highway 65, this design leaves no room for stacking lanes. Voss asked if the volume is there, could a double left turn lane be constructed going west onto Viking Boulevard. Kauppi answered in the affirmative. Voss noted there would be room in the median to accommodate it.

Meyenburg asked about the distance. Kauppi answered 750 feet and pointed out the location of a dual left (two left turn lanes) and the single left turn lane. Meyenburg stated if a major business locates there, that single left turn lane will need to be expanded or it will create major backups with traffic stacked past the J-turn. Kauppi agreed, noting it will depend on the type of business and traffic patterns generated.

Mary Wells asked about the funding sources and split between agencies. Kauppi stated the design was paid by State Traffic Safety Funds, there are no anticipated dollars coming from East Bethel or Anoka County for the initial construction of this RCI or the non-signalized RCIs. There are long-term maintenance and power costs with the signal that would typically be in agreement with the County and City. Kauppi stated early on they said they may want some cost participation from the County and City to help fill the gap; however, Federal Highway Administration will help with those dollars so there would be zero costs to the City and County for the initial construction.

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Wells noted it has been stated this is a proven model in other States but none here in Minnesota. Kauppi stated that is correct for a signalized location.

Ronning relayed a comment from a tractor-trailer truck driver that the radius of J-turns is a problem for a 53-foot trailer with a 27-foot tractor. It had been the truck driver's experience that to make the turn, he had to take the outer lane, if two lanes. An audience member concurred and stated it depends on the angle of the turn.

Voss asked in the current analysis, has Mn/DOT looked at that significant issue. Ronning asked about the radius of the two lanes for turning compared to the turning radius of a 53-foot trailer with a tractor.

Mike Cruz, Mn/DOT Designer/Project Manager, stated he does not know the specific radii but has a pictorial representation of a semi-truck with a 62-foot wheel base (standard longest permitted truck) that it shows the outline of the semi-truck as it moves through the intersection. He explained Mn/DOT designs with that tool in mind so the semi-truck would turn to the outside, encroach into the shoulder, and its back wheels would stay within the stripe so it would not encroach on the adjacent vehicle. The paths do not overlap.

Ronning stated that is a reasonable comment considering Shaw Trucking's location that creates a lot of tractor-trailer traffic through that intersection. Kauppi stated they will speak to that as well, noting their earlier designs used a fairly standard vehicle model but in the south metro area, they also addressed farm equipment and large trucks that don't turn as easily. Kauppi stated if there are unique vehicles in the East Bethel area, they certainly will model that.

An audience member described the difference between axel designs and a spread axel truck that requires a wider turning radius. Cruz stated he will check the data base of turning vehicles for which they can design movements. This RCI has been designed for a 62-foot wheel base, which is the largest radius encountered on a commercial truck that has two wheels next to each other. The audience member stated a spread axel truck would have a much wider turning radius.

Koller noted Ham Lake has one mobile home park and East Bethel has two, right on Highway 65. He stated his brother-in-law hauls mobile homes and with the truck it can be up to 130 feet long and 16 feet wide. If heading west on Highway 22 going to Flamingo Terrace, there is no way to make that corner. Cruz stated with vehicles like that, they have pilot cars, permitted routes, and maybe are moved at night. He agreed they would not make the U-turn and probably stop traffic on Highway 65 and drive through the middle in that case with an oversized load. Koller agreed they need to obtain an oversized permit. He explained they used to go across Highway 95 through Princeton to Highway 169 and then a roundabout was installed so now they have to go south to Zimmerman through a 20-mile detour.

Kauppi stated Mn/DOT works with the House Moving Route Association so they do review interchange and signal changes. She stated they will talk with the manufactured home community and trucking groups (i.e., APAC).

6.0.1

Koller stated the mobile home park on the north side of East Bethel just got a couple new

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houses and Village Green on 181st gets in quite a few every year so a safe route is needed. He stated he has escorted for his brother-in-law.

Ronning stated it seems there are a majority of enclosed semi-trailers are 53 feet and if driving with a sleeper cab, that would be a long tractor. Kauppi stated these are great questions and they are happy to show the variety of different vehicles that were modeled. She stated she would meet with Shaw Trucking if that is of interest. Ronning stated Shaw Trucking hasn't brought up anything but it is of interest to the City.

Dan Butler, EDA President and Chamber of Commerce member, stated the south J-turn will move traffic back another 800 feet from Viking Boulevard and there have been times when traffic from Viking Boulevard is backed up to 181st Street, which he has witnessed from his office by the Theater. He asked whether that has been taken into account.

Butler stated as a member of the EDA and Chamber of Commerce, he took it upon himself to survey businesses in Cologne where there is an RCI and those running heavy equipment and large trucks, especially the Cologne Co-Op, said their people do not use that interchange because there is a secondary means of getting across Highway 212 using an underpass. Butler stated he also questions busses trying to get into the Theater. From an economic development standpoint, he thinks this RCI will be an impediment to develop the west side of Highway 65, north of Viking Boulevard.

Butler stated his third question is that the City hired a consultant the first time this was presented to the Chamber of Commerce. This is the second time it was presented; however, the presentation didn't change. He asked if this is moving forward regardless.

Voss stated to the last question, the Ham Lake Council was asked to pass the Memo of Understanding, which it did. Mn/DOT has approached the East Bethel Council to do the same and the Council has deferred it to make sure there was more discussion with the public, more information provided. Voss asked what Mn/DOT's intention is, and is this project moving forward without support.

Kauppi stated the intent of any project Mn/DOT works on is to have support from the local community to do that project. She stated by rights, Mn/DOT can come in and close every median along Highway 65 without consent from any city because it is the middle of Highway 65 and if there is a safety problem, Mn/DOT can close it. Kauppi stated Mn/DOT does not typically like to do that because it recognizes there are mobility concerns associated with that but if the safety problems exist, Mn/DOT has done it. This summer, Mn/DOT closed several on Highway 10 by Scherer Brother and Big 10 Supper Club in Arden Hills due to a safety concern. Also on Highway 52 where there were safety concerns.

Kauppi stated it is Mn/DOT's intent to have support from the local community, noting they have done a lot of work in the last two years and the information gathered along that two-year journey points to the need to address concerns on Highway 65. She thinks Mn/DOT has come up with a reasonable and balanced approach that addresses some of the concerns seen on Highway 65 and it is not prudent to do nothing for the mobility and safety concerns that exist. Kauppi stated if she were asked, 'Should we do something?' the answer is, 'Yes, we need to do something.' She asked should Mn/DOT have support from the local community, yes, that is her desire.

6.0.1

Kauppi stated they have support from the City of Ham Lake, been through a lot of

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meetings with the City of East Bethel, and can point to a number of locations where there is a safety concern and as an East Bethel resident herself, thinks it is not a reasonable thing to leave it to be. Kauppi stated Mn/DOT has the money to construct it in 2018.

Ronning stated East Bethel also has to remember this is not the perfect answer for everything, it is a 'one size fits all.' He noted it is not his job to sell the RCI and people can come up with a million things they don't like about it, but with all the work Mn/DOT has put into it, with Ham Lake's support, and with the other areas, it seems to be successful.

Voss agreed that a lot of work has gone into this design by Mn/DOT. He stated the City appreciates the presentation, noting Kauppi will be available after the meeting for more discussion.

6.0.2
WSB Comp
Plan Schedule

Eric Zweber, WSB, stated they were selected to construct East Bethel's Comprehensive Plan over the next 14 months. He noted that one of the reasons the WSB proposal was selected by the Council is that 24 public meetings are planned, which could be expanded if more meetings are needed. Tonight is the second of the 24 and he hopes to meet and work with many residents.

Zweber explained the Metropolitan Council requirement for cities to update Comprehensive Plans every ten years but his goal is to make sure East Bethel's Comprehensive Plans meets the vision of the City, deals with many issues, in addition to housing and density issues. He plans to work with residents to come up with the right solution, not the one handed to the City by the Metropolitan Council.

Zweber stated the next meeting will be January 12, 2017, a Visioning Session at the Senior Center, starting at 6:30 p.m. It will be an open house format with a number of interactive exercises dealing with many issues such as transportation, infrastructure, places you go, churches, schools, and future living areas. He stated staff contact and website information is available as well as a flyer describing the public meetings and opportunity for public input. He encouraged residents to look at the website to get additional detail and attend public meetings to provide input as it will generate a better document.

A resident asked about the timeline. Zweber stated the legal requirement is to complete the Comprehensive Plan by July 31, 2018, but with the schedule they are planning, City Council review of the document will be at the end of February 2018. This allows an additional four months to address any issues that may arise.

A resident asked if the handout information includes the Council's proposed idea. Zweber stated the 2014 forecast is shown on a presentation board and on the website. He encouraged residents to call if they would like that information mailed to them.

Voss stated the resident's involvement is vital to this process as the visioning needs to come from the community.

Ronning stated all know there is something wrong with the Viking Boulevard and Highway 65 intersection and no one will claim it is a good intersection. Something is needed and Mn/DOT can do this on their own and so far, been very conscientious and considered input.

7.0
Q&A with
City Council

Ray Domogalla asked why Mn/DOT doesn't increase the time on Highway 65 and Viking Boulevard. He noted on Crosstown Boulevard, ten cars can get through but on Viking Boulevard, only three or four at the most can get through. Voss stated his observation that when Crosstown Boulevard was improved four years ago with a double left turn lane, more cars can now get through. He stated this has been discussed for Viking Boulevard too.

Mary Wells stated before the election, at a Council Forum, a big issue was City sewer and water. She stated with the urgency of that issue and to bring in new development to lower costs, she wondered whether the City has thought about hiring full-time staff dedicated to bringing in new development as Ms. Winter is already busy. Mundle stated there are plans, at a certain point, but the City is not yet there. Wells stated it seems the economy is coming back. Mundle noted new staff would also increase taxes so the City needs to justify adding staff that by their own work, brings in businesses that pay taxes to cover that salary. Or, when staffing reaches the tipping point of being unable to handle all the work and another staff person is needed, then it would be considered at that point.

Doug Meyenburg asked if the Council would consider a resolution to the Minnesota Governor to require him to allow law enforcement to do their jobs with protesters that block traffic, which is against the law. He stated the protesters are not in East Bethel; however, residents may need an ambulance ride and the other day a guy died because the ambulance could not get through the protesters. Meyenburg believed East Bethel and other cities should start a movement to adopt a resolution demanding the Governor allow police to do their job when a protest becomes illegal. He stated he has dealt with friends who have missed appointments due to these protests, which are illegal, and the only way it will be resolved is a groundswell from local governments. Meyenburg noted that all pay Metropolitan Council taxes.

Voss stated that is something to consider. Ronning stated with the current system, the Governor will not answer a letter sent but will pass it off to be investigated. He anticipated the Governor would ask how many problems East Bethel has had. Meyenburg stated he is also Chairman of a State-wide organization that deals with issues on Mille Lacs Lake and the Governor has not been responsive to that issue either. Ronning stated the reality is that it is against the law but also the First Amendment with the right to assembly, speech, and religion.

Meyenburg stated the First Amendment is there until the protester steps off the curb and breaks the law. He stated there are legal protests but a license/permit is needed along with escorts, in some cases, with an established route but when traffic is stopped, that is breaking the law and has nothing to do with the First Amendment.

An audience member commented that the Supreme Court, in the 1960s and 1970s, said you have the right to assembly but cannot impede traffic into a building, on sidewalks, or traffic. He clarified that people cannot impede the rights of other to get into a building, use the roads, or sidewalks. He believed protesters blocking traffic should be in jail.

A resident noted the back side of Coopers Lake was closed in May and asked why the City doesn't have a dog park so the dogs can run free. Mundle stated the Parks & Recreation Commission held a discussion on dog parks but learned it falls under County jurisdiction. With the park on Coopers Lake, the back area was not closed down but a gate was installed so you can't drive into it, you have to walk there.

7.0
Q&A with
City Council

Randy Plaisance stated he has been working on a dog park and did go to the Park & Recreation Commission, requested information, and discussed the will of the Commission to build a dog park. Some of the things that go along with a dog park is the liability of the City. He stated the dog park off Hanson Boulevard has a combination of responsibility between Andover and Coon Rapids and Anoka County. Plaisance stated the City could work with Anoka County for a dog park on County land or maybe have it as an add-on to a City park. He is still working on this issue and looking at different locations but it will not happen tomorrow, and require funding for fencing, staffing, and garbage cans. He stated another option is to involve those in the dog community to get donations. Plaisance stated he would like a dog park to happen and welcomed any assistance offered.

Ronning stated a big concern is with liability and asked if Anoka County takes on that umbrella. Plaisance stated it would depend on where it is located but someone will have to pay for the insurance on that piece. That has not yet been worked out so a lot more investigation is needed and there has to be involvement with the City, Anoka County, and dog-oriented organizations to build a groundswell of interest and determine if it is something residents are willing to take on.

Voss noted Randy Plaisance is Councilmember-Elect and will take the seat in January.

8.0
Wrap Session

On behalf of the Council, Voss thanked all for attending tonight's Town Hall and invited them to stay around and talk with the Council, staff and consultants.

9.0
Adjourn

Voss declared the Town Hall Meeting adjourned at 8:37 p.m.

Submitted by:
Carla Wirth
TimeSaver Off Site Secretarial, Inc.