

**PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Public Works Committee conducted a regular meeting on Tuesday, November 21, 2017, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
 Councilmember Jill Johns
 Councilmember Melody Shryock (arrived at 6:00 p.m.)

Also Present: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 Parks and Assistant Public Works Superintendent Mark Riverblood
 Assistant to the City Administrator Patrick Brama

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:35 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Chairperson Riley, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: None. Absent: Councilmember Shryock.

4. APPROVE MINUTES

4.01: Approve September 19, 2017, Meeting Minutes

Motion by Councilmember Johns, seconded by Chairperson Riley, to approve the following minutes:

Regular Meeting Minutes dated September 19, 2017

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: None. Absent: Councilmember Shryock.

5. COMMITTEE BUSINESS

5.01: Consider Recommending City Council Approval of Pedestrian Trail Easement Vacation on Lot 6, Block 3, Wildlife Sanctuary Third Addition

City Engineer Westby referenced the staff report and explained the purpose of this case is to consider recommending City Council approval to vacate the pedestrian trail easement on Lot 6, Block 3, Wildlife Sanctuary Third Addition. City Engineer Westby reviewed the background and past actions involving this case, noting it is the intent of the City to maintain this pedestrian trail easement with the hope of extending the trail through the easement to connect to existing and future neighborhoods north and west of the subject property. He displayed a map of the dedicated pedestrian trail easement, noting the original alignment, and stated it was thought it would serve the area to the south and west.

City Engineer Westby explained that since the pedestrian trail easement agreement was executed, a private party purchased the large property to the north, which was owned by the State of Minnesota and is largely undevelopable due to numerous wetlands and low-lying areas. Staff projects that a trail connection is now much less likely to make a regional trail connection at this point.

City Engineer Westby stated the property owners are requesting the City vacate this pedestrian trail easement as they were concerned with one pedestrian wanting to use it for hunting purposes, which made them uncomfortable. He stated staff looked at an alternate trail route and developed a trail map.

Parks and Assistant Public Works Superintendent Riverblood stated this situation is an example of everyone intending to do the right thing but then a series of errors and omissions occurred. He explained when the trail was paved through the side yard, it was coming in phases and another area had just received preliminary plat approval. The Master Park and Trail Plan identified this as potentially being a regional trail connection so the City asked for the easement for trail purposes as well as sanitary sewer trunk line. The developer paved the trail but only put an easement on one lot. If not vacated, the resident without the trail easement may ask the City to remove the trail from his private property. Parks and Assistant Public Works Superintendent Riverblood noted the Park and Recreation Commission unanimously recommended the Public Works Committee recommend vacation of the trail easement to the City Council. He pointed out the location of the lift station and sanitary sewer easement associated with the adjacent lot, which is already encumbered so the property owner could grant an additional layer of use as another alternate. However, staff does not recommend pursuing that option as it would be premature.

City Engineer Westby stated staff supports this vacation request and has identified an alternative pedestrian trail connection route should future conditions align to warrant exploring a trail connection from the Wildlife Sanctuary subdivision to the north and/or west. He pointed out that if the easement is vacated, the underlying platted drainage and utility easement would still exist. The City Council will consider this on November 28, 2017 and if approved for vacation, the cost to do so would be with the City.

Chairperson Riley asked if part of the trail is paved so that is why it appears to be a trail.

City Engineer Westby stated that is correct and displayed a picture of the current condition.

Chairperson Riley asked if the City having a trail easement gives the public the right to use it.

City Engineer Westby stated that is correct and the trail currently extends about 20 feet from the sidewalk. He explained the resident has said they don't want the trail pavement removed as it can be used to access the sanitary sewer.

Councilmember Johns asked about the other access three doors to the east and if that would be used instead if this one is vacated.

City Engineer Westby used a site map to again point out the location of the trail under discussion and the alternate route/second access to the lift station that could be used for access.

Chairperson Riley stated he is always concerned with giving up something the City already has, because in the future there may be a question as to why this would be given up.

City Engineer Westby stated in this case, the trail is partly on private property and the other property owner said they would never allow a paved easement on their property.

Parks and Assistant Public Works Superintendent Riverblood stated he appreciates advocacy for trails but to that point, the City would be giving up half of a trail easement.

Councilmember Johns stated she also hates for the City to give up something, even if it is only 20 feet paved, noting the easement goes to the end of the property line even if only half is paved.

City Engineer Westby stated that is correct and it is open to all pedestrians but not motorized vehicles.

Chairperson Riley noted that is different in being a pedestrian easement instead of a drainage easement.

City Engineer Westby concurred.

Councilmember Johns stated this is park dedication so the City is actually giving something up with noting in return, which makes her reluctant to vacate.

City Engineer Westby stated another route would be to place further restrictions on use of the easement until a connection is made.

Chairperson Riley stated if the path is removed, then it is no longer inviting but the City could maintain the easement for potential use in the future. Then people would not presume they could walk between the two houses. He stated if the City wanted this, they would pay for it. He

suggested if the resident wants it vacated, then maybe the City should ask what they would be willing to pay for it.

Public Works Superintendent Riemer noted the location of a potential future utility connection.

Parks and Assistant Public Works Superintendent Riverblood stated he does not know that the City gave park dedication for this easement but typically when getting this kind of easement, the City knew it would have value for the sanitary sewer so it may be the City called attention to the need for the trail easement. He noted there would be a cost to remove the trail, if that was desired.

Councilmember Johns asked if the resident wants to keep the bituminous.

City Engineer Westby stated the resident is not asking to remove the bituminous but the reason to remove it is to keep pedestrians from accessing the private property behind them. He stated since there were issues and the Police Department was called, it has not again been a problem.

Councilmember Johns asked if the Park and Recreation Commission prefers the other alternative. She noted it would result in getting low ground for high ground, which is not a good exchange.

Parks and Assistant Public Works Superintendent Riverblood stated the Park and Recreation Commission did not have the background and did not get into that level of detail but did understand it was half an easement so they supported vacating it. He asked if removal of the blacktop back to the sidewalk would be just as good to them. Or, the easement could be vacated and when a new person buys the home, they may want the blacktop removed so one alternative may be whether removing the blacktop but not vacating would be acceptable.

Motion by Chairperson Riley, seconded by Councilmember Johns, to recommend that the City Council not vacate the pedestrian trail easement on Lot 6, Block 3, Wildlife Sanctuary Third Addition, but talk with the resident about removing the blacktop with the resident responsible for restoration.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

Councilmember Shryock arrived at 6:00 p.m.

5.02: Consider Request for Additional Stop Signs at the Intersection of 163rd Avenue / Marble Street

Public Works Superintendent Riemer reviewed the staff report and explained staff has received a petition signed by 17 residents requesting additional stop signs at the intersection of 163rd Avenue and Marble Street. Currently, there are stop signs on the Marble Street portions of the intersection. The requested action would change this intersection to an all stop condition. He

explained the reasons given for the additional stop signs are excessive speed and poor visibility at the intersection when traveling westbound on 163rd Avenue.

Public Works Superintendent Riemer reviewed the traffic counts for the area, noting the traffic counts and accident history do not meet warrants to change this to a 4-way stop condition. With regard to the issue of poor visibility, staff would recommend cutting back vegetation in the northwest corner of the intersection. Public Works Superintendent Riemer stated the Police Department collected speed data on 163rd Avenue on two separate days that showed a range from 8-50 mph with the 85-percentile being 40.84 mph.

Public Works Superintendent Riemer stated staff recommends not installing additional stop signs at this intersection based on the low traffic counts and accident history not relating to the intersection.

Katie Savior, 7165 163rd Avenue NW, stated she has two small children and there are other children in the neighborhood. She understands there may not be a vehicle accident at the intersection but there are no sidewalks in this neighborhood so children use the street. Ms. Savior stated she has to be extra careful when backing out of the driveway because people are speeding in this neighborhood at 40 mph. She asked the Public Works Committee to reconsider staff's recommendation, citing the City's neighborhoods are becoming younger and she is more concerned with the people than a vehicle accident. She stated in the past, stop signs were installed on Marble Street instead of the 163rd Avenue, which she believed was an error. She felt it was a blind intersection when coming over the hill so drivers don't see people in the streets or bicycles.

Laura Hedlund, 16159 Marble Street NW, stated her agreement with Ms. Savior's comments.

Chairperson Riley stated the City does periodically get stop sign requests and every single time, criteria show it is not warranted.

Ms. Savior said she understands that and asked what else can be done, noting there is not one single stop sign in this entire neighborhood. She stated by the time people are by her house, they are traveling at 40 mph and there are no speed limit or yield signs along that route. She felt a stop sign was the most logical and asked what can be done to help this neighborhood.

Chairperson Riley asked, since the stop sign criteria is not met, what else can be done beyond the Police Department enforcing the speed limit.

Public Works Superintendent Riemer stated that is usually what is tried first.

Ms. Savior felt that would only help for several days and asked how someone would feel about their kid on a bicycle being hit at 50 mph.

Councilmember Johns confirmed the traffic count is higher on 163rd Avenue.

Ms. Hedlund stated another resident petitioned for the stop signs 30 years ago when her kids were young but the stop signs were put on Marble Street, the wrong street.

Ms. Savior stated 163rd Avenue is the through street so it carries more traffic.

Public Works Superintendent Riemer stated the City has found 'Watch for Children' signs are not effective because it should be assumed that drivers are aware they are in a neighborhood.

Parks and Assistant Public Works Superintendent Riverblood asked how many residential intersections are in the City.

Public Works Superintendent Riemer answered 867 residential intersections.

Councilmember Johns asked whether the stop signs can be moved to 163rd Avenue if they are in the wrong location.

Public Works Superintendent Riemer stated those stop signs should not be relocated as there are very few cars per day. He explained the behavior that develops when stop signs are placed in areas they are not needed.

Ms. Savior asked how many cars a day there are.

Chairperson Riley answered 200 and 173, which is why most stop signs in residential areas do not meet warrants and should not have been installed in the first place.

Public Works Superintendent Riemer stated the warrants require thousands of cars per day, so that is mostly on County roadways.

Ms. Savior asked about a speed limit sign or something to remind drivers since speed is an issue.

Public Works Superintendent Riemer stated there would be no harm to install that type of sign, which cost about \$200 per sign.

Councilmember Johns supported that option.

Chairperson Riley suggested speed limit signs in both directions as well as Police Department patrolling.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council not install additional stop signs at this intersection based on the traffic counts and accident history, that speed limit signs be posted in both directions, and the Police Department continue to enforce the 30-mph speed limit in the area in an effort to reduce speeds on 163rd Avenue.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

Public Works Superintendent Riemer stated staff will also cut back vegetation in the northwest corner of the intersection to increase visibility.

5.03: Consider Public Infrastructure Feasibility Study for The COR

Assistant to the City Administrator Brama reviewed the staff report and Bolton & Menk work order to provide concept level plans and a feasibility report for all remaining needed public infrastructure in The COR. This work order is consistent with the City of Ramsey EDA Work Plan, Tactic/Strategy #2, and approved by the EDA/City Council for the Inland Group/Affinity apartment project.

Assistant to the City Administrator Brama explained that Bolton & Menk has provide the City of Ramsey with similar services in the past for the new Ramsey Business Park and was selected at that time, through a competitive RFP process based on quality of services and competitive pricing. Staff is comfortable recommending Bolton & Menk for this work order based on their track record of helping staff successfully with similar projects, they are familiar with and have completed several recent projects in The COR, and are a Ramsey business.

Assistant to the City Administrator Brama stated the EDA supported moving this forward to the Public Works Committee. He noted this effort works in conjunction with the COR system plans parking ramp analysis, to assure it is ready to go from a redevelopment perspective. This would be one component as well as a concept plan for the Lake Ramsey area so the Park and Recreation Commission will be considering a separate work order from a landscape architect to complete concept level planning for the Lake Ramsey area and moving this work order forward will allow both studies (infrastructure and parks) to be completed at the same time, making them more cohesive and effective. He stated in December, the Council will see that Parks work order come forward along with this work order.

Councilmember Johns agreed it makes sense to do this.

Chairperson Riley stated at EDA, high-level planning was done before and this would fill in that plan with more detail.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council authorize the Bolton & Menk work order, not to exceed \$25,384, to complete concept designs and feasibility reports for all remaining public infrastructure needed in The COR.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.04: Consider Recommending City Council Approval of September 2017 Comprehensive Sanitary Sewer Study Update

City Engineer Westby reviewed the staff report and explained the purpose of this case is to consider recommending City Council approval of the September 2017 Comprehensive Sanitary Sewer Study Update. It was noted the 2012 Comprehensive Sanitary Sewer Study was prepared with the goal of meeting the City's infrastructure needs based on development projected within the City's 2030 Comprehensive plan. The 2017 Comprehensive Sanitary Sewer Study Update incorporates current population and land use projection, addresses impact on the City's sanitary sewer infrastructure due to development that has occurred in the last five years as well as currently proposed and projected development out to the year 2040 to be consistent with the 2040 Comprehensive Plan updates that are underway. City Engineer Westby referenced documents attached to the staff report, noting the cost difference to include the utilities infrastructure estimates and it will also address rate adjustments and a system to serve the entire City. He presented development rates as detailed in the staff report as well as key considerations.

Chairperson Riley noted that is a big change in project developments rates.

City Engineer Westby explained they considered the last four years of development and actual connections during that time, determining the average is 196 since the 2012 Study was completed. Also, high density was increased from 25% to 50%. He stated it is felt to be the most accurate at this time going forward.

Chairperson Riley stated he is not in a position to say it is wrong but it feels low to him considering all of the projects that are under discussion.

City Engineer Westby stated staff has been looking at areas left to be developed and a realistic projection. He agreed a lot of developments are under discussion, but noted that is not sustainable in the long term.

Councilmember Johns asked if the 167th node is the only separate area.

City Engineer Westby stated it is a high interest area and the City Council has discussed their desire to rejuvenate that area for development. In addition, staff fields a lot of calls from perspective developers about that area. City Engineer Westby completed presentation of the staff report, reviewing key considerations to serve the entire City with a sewer system, which brings in the issue of the 167th node. He explained staff is also requesting a recommendation on whether sanitary sewer infrastructure needed to serve the 167th node, and areas to the north and east, should be incorporated into the update, which will ensure that a properly designed and coordinated sanitary sewer system will be available for future development of the 167th node and areas to the north and east.

Chairperson Riley asked if it is a worthy goal to provide the ability for every property to connect.

City Engineer Westby stated that is the most fiscally responsible, noting septic system requirements are becoming more restrictive over time and looking ahead, there will be more pushback from the Department of Health and PCA to get people off well and septic. At this time, however, the Charter does not allow the City to compel connection. He stated it still makes

sense and is the most prudent to have plans in place to be able to serve all of the properties. City Engineer Westby presented cost projection assumptions as detailed in the staff report, CIP trunk improvement cost breakdown, and displayed a City map depicting sewer districts. City Engineer Westby stated it would be an extra charge to have the consultant attend, as that was beyond their scope of work. But, if desired, the consultant could be asked to attend the City Council meeting.

Chairperson Riley noted an area that is not included in this plan for sewer service and asked whether there are areas zoned MUSA even though it does not contain sewer and water.

City Engineer Westby explained that is the general intent, that at some point those areas would be served. He stated the difficulty is the City's Charter does not compel residents to use City sewer and water but a plan should be in place.

City Engineer Westby presented the 167th area node evaluation findings and explained how serving that area would impact service and fees as detailed in the staff report. He stated if not included, the cost would be \$8.3 million so it would increase connection fees by about 5%. City Engineer Westby stated it is included in the update now and staff supports recommending approval of the September 2017 Comprehensive Sanitary Sewer Study Update including the sanitary sewer infrastructure needed to serve the 167th node area.

Councilmember Johns asked why the City would create a plan that excludes one area, noting water is already installed and it impinges development to not have sewer.

Councilmember Shryock agreed noting the 167th node is a key area and including it will help fill out the area.

Chairperson Riley asked if not included, would it exclude that part of the City.

City Engineer Westby stated if excluded, developers would be required to fund and serve their own sites as development occurs.

Chairperson Riley stated the City would bring in a larger sized line but developers would just bring in a small line that serves only their site so there may not be capacity to extend it to the next development.

Assistant to the City Administrator Brama described how that had occurred with the Centex project.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council approval of the September 2017 Comprehensive Sanitary Sewer Study Update including the sanitary sewer infrastructure needed to serve the 167th node area.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

Assistant to the City Administrator Brama reported that Rum River Hills has come back to the table so cases will be presented on their development over the next several months. He explained if this node is not included, that project will not occur.

5.05: Consider Recommending City Council Approval of September 2017 Comprehensive Water System Study Update

City Engineer Westby referenced the staff report and explained the purpose of this case is to consider recommending City Council approval of the September 2017 Comprehensive Water System Study Update. He noted it is the same consideration as the previous case with updating projections. The 2012 Comprehensive Water System Study was prepared with the goal of meeting the City's infrastructure needs based on development projected within the City's 2030 Comprehensive Plan. The 2017 Comprehensive Water System Study Update incorporates current population and land use projects and addresses impacts on the City's water system infrastructure due to development that has occurred since 2012 as well as currently proposed and projected development out to the year 2040 to be consistent with the 2040 Comprehensive Plan Updates that are underway. He reviewed the Study revisions as detailed in the staff report and stated the City will probably receive requests for better water quality so a new treatment facility is included in the update at \$24 million. Also added are two new municipal wells of \$3 million and water tower #3 rehabilitation at \$2 million. City Engineer Westby displayed a table depicting population and water demand projections, CIP and trunk improvements in each of the six watermain loops, cost accounting, and map showing the trunk watermain loop system. City Engineer Westby stated staff recommends City Council approval of the September 2017 Comprehensive Water System Study Update.

Chairperson Riley asked whether the map shows the proposed buildouts in green and the dash lines already exist.

City Engineer Westby stated that is correct.

Councilmember Shryock asked if the extensions will fully service areas beyond them and into the northeast corner.

City Engineer Westby answered in the affirmative.

Councilmember Johns asked if the treatment facility would be a regionally shared system.

City Engineer Westby stated it would not and would only serve the City's ground water supply.

Chairperson Riley asked whether neighboring cities already have treatment facilities.

Public Works Superintendent Riemer stated Anoka has iron filters in their system but not a full treatment plant, Andover has a treatment plant, and a private company takes care of Elk River's water supply.

Chairperson Riley stated he gets the northern and western loops but loop #5 by the Boy Scout camp goes into an existing neighborhood.

City Engineer Westby stated that is a good question, noting it comes off the 12-inch line down Highway 47. He stated the intent is to make loop connections where they do not exist in the MUSA. He stated he will get clarification.

Chairperson Riley stated loop #3 that goes down Sunfish Lake Boulevard is already a loop.

City Engineer Westby stated it has been in the CIP for several decades but he is not sure what is driving it.

Councilmember Johns asked if relates to different watershed districts.

City Engineer Westby stated it may be a service area consideration but he is not sure why it is proposed so he will ask and get a response.

Public Works Superintendent Riemer stated it may be to close the loop and equalize the water pressure.

Councilmember Shryock stated with Brookfield and other areas, the City did not want a long dead-end loop but loops #4 and #5 are not connecting to anything right now. She asked why the City would create more stubs instead of creating loops and asked staff to assure more dead ends stubs are not created.

Chairperson Riley stated he finds this plan to be much better than the 2012 Plan that was already 'stale' when it was considered.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council approve of the September 2017 Comprehensive Water System Study Update and ask staff to address the questions raised relating to dead end stubs.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.06: Consider Recommending City Council Approval of Municipal State Aid Maintenance Allocation Reduction

City Engineer Westby reviewed the staff report and explained the purpose of this case is to consider recommending approval of reducing the City's Municipal State Aid (MSA) Maintenance allocation from 35% to 25%. He noted in 2017, the City's total MSA allocations were \$1.2 million, of which \$717,811 was allocated for construction and \$481,345 was allocated for maintenance activities. City Engineer Westby explained the City can request different maintenance allocations based on one of four options: \$1,500 per improved mile; 25% of the total allocation; 35% of the total allocation; or, a lump sum dollar amount which is greater than \$1,500 per improved mile but not more than 35%.

City Engineer Westby explained a Maintenance Expenditure Report must be completed by a MSA city if the city's maintenance request is greater than 25% of its total allocation, or the city's lump sum request is greater than 25% of its total allocation. If a city requests more than 25% as maintenance allocation, a Maintenance Expenditure Report must be completed and filed each year. He stated this report takes about 30 hours of staff time to create and in the end, it provides no benefit.

City Engineer Westby stated in 2007, Ramsey requested its maintenance allocation be increased to 35% and to avoid the need to complete expenditure reports each year, staff would like to reduce the City's maintenance allocation to 25% again. If approved, it would reduce the City's maintenance allocation for 2018 to roughly \$300,000, which would not have a negative impact on its street maintenance program. It was noted that each year, \$140,000 of the total allocation is transferred from the State Aid account to the General Fund to cover street maintenance activities, which is well below \$300,000. If approved, he would have to submit a request to reduce the allocation to 25% along with a City Council resolution.

Chairperson Riley asked why the percentage had been changed in the past.

City Engineer Westby stated in the past there were some funding issues and the City was not receiving enough funds for street maintenance so it was bumped to 35% to allocate more funds to maintenance.

Chairperson Riley asked staff to assure, when presenting to City Council, it is clearly explained so it does not appear to reduce funding towards maintenance.

Councilmember Johns stated it does not prohibit the City from having 26% or 27% in maintenance costs.

City Engineer Westby stated that is correct, noting the same allocation will be received.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to recommend that the City Council approve reducing the City of Ramsey's MSA maintenance allocation from 35% to 25%.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Shryock and Johns. Voting No: None.

5.07: Consider the Addition of Street Lights in our Industrial Area

Public Works Superintendent Riemer presented the staff report and explained the purpose of this case is to investigate the installation of additional street lights in the City's industrial areas. He explained staff received a complaint from a local business owner about vandalism who felt part of the cause was lack of adequate street lighting near his business. Staff inventoried street lighting in the industrial area and found it could be improved at several key intersections.

Public Works Superintendent Riemer displayed a map of the industrial area and pointed out areas of requested lights at the following intersections in the Spring of 2018: Ramsey Boulevard / 143rd Avenue; Jaspas Street / 143rd Avenue; Ebony Street / 143rd Avenue; Ebony Street / 141st Avenue; and, Azurite Street / 144th Avenue. If approved the \$29,000 will be from the Street Light Fund.

Chairperson Riley asked why the Jaspas Street installation is so much higher.

Public Works Superintendent Riemer stated it requires a longer bore from the transformer to the site and additional length of the service line.

Chairperson Riley asked why these lights have not been installed before.

Public Works Superintendent Riemer stated no one has asked for them and he was surprised the intersection with the County road had no street light. He stated these street lights are needed.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to recommend that the City Council approve installation of priority street lights at the following intersections: Ramsey Boulevard / 143rd Avenue; Jaspas Street / 143rd Avenue; Ebony Street / 143rd Avenue; Ebony Street / 141st Avenue; and, Azurite Street / 144th Avenue.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Shryock and Johns. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby provided updates on the following City projects:

- Riverdale Drive extension/Traprock Street to Ramsey Boulevard
- Puma Street utilities extensions
- Potassium Street temporary cul-de-sac improvement
- The COR regional infiltration basin
- Bunker Lake Boulevard and Puma Street Improvements

Chairperson Riley asked for an update on the yellow flashers.

City Engineer Westby stated Bolton & Menk did the design and are working with the County on timing to bid those improvements. Once determined, the City Council will be asked for authorization to go out for bids.

Informational; no action required.

6.02: Review Future Topics Calendar

Councilmember Shryock stated residents have requested additional lighting in the Rivlyn Avenue area by Kings Island. In addition, parks are closed at 10:00 p.m. but some residents have to walk their pets and would like additional lighting in some park areas so they feel more comfortable.

City Engineer Westby asked if comments were received that people were against lighting.

Councilmember Shryock stated those comments were not made and lighting has been spotted downward but it may be an issue of frequency of lights or using different types of bulbs.

Chairperson Riley stated he has not heard a complaint but it is very bright at the Alpine and CR5 intersection.

Councilmember Johns asked if the non-lit street signs giving directions have to be so large.

Public Works Superintendent Riemer stated that size is required by the State.

City Engineer Westby explained the size of the signs are dictated by the speed of traffic.

Councilmember Shryock asked about the plans for Alpine and Sunfish.

City Engineer Westby stated they are on Anoka County's plan and they budget so much every year.

Chairperson Riley referenced a reconstruction project that was stopped and asked whether an additional project will be added next year. He also asked if it makes sense to start getting the news out earlier so the neighborhood has more time to react and get information. Then if a neighborhood objects to a project, an explanation can be offered.

Councilmember Shryock stated now residents are thinking only their street is being done and asked whether it could be addressed by neighborhood instead of individual street.

Public Works Superintendent Riemer explained that roads within a neighborhood sometimes are not constructed at the same time but, instead, block by block. In addition, not all the streets need to be done at the same time.

Councilmember Johns stated staff did a good job of explaining the situation and residents were told they can't come back for one year.

Public Works Superintendent Riemer stated the Charter says the residents can't bring the project back for one year.

City Engineer Westby stated he will get clarification on that Charter restriction. He stated right now, the City has Hakanson Anderson gathering survey information for the two projects approved so plans and specifications can be completed. Plus, there is a five-year Street and Overlay Program that is down to just a few streets. City Engineer Westby stated staff has looked

at options but need plans for the industrial development to the west to determine how streets can tie in. He noted it is difficult to get topographic information once it snows so it will probably be scheduled for later. He agreed with the benefit of presenting the information earlier so the City can get ahead of resident questions.

Councilmember Johns stated the City usually projects the cost a little higher than what it will be so maybe a history of actual charges could be presented.

City Engineer Westby stated he did present the Andre Street assessment figures to this neighborhood group and also explained how costs are estimated but this year, there has also been discussion about the impact on bituminous and concrete prices because of the demand resulting from the storms to the south.

Councilmember Shryock stated another issue raised was the need to address dirt roads and how to justify not paving those roads.

Public Works Superintendent Riemer stated in three to five years the City will need another road grader, at \$250,000 to \$300,000, to maintain 2.5 miles of gravel roads, so that issue will be raised then.

City Engineer Westby stated at public informational meetings, he wrestles with how much detail to go into relating to resident's rights to object. He stated he responds when asked but it is not part of the presentation.

Chairperson Riley stated that is the right approach. He referenced an article about Andover's reconstruction of large lots with assessments of \$6,900 so he felt Ramsey's costs were not out of line.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:42 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Carla Wirth
TimeSaver Off Site Secretarial, Inc.