

BAXTER CITY COUNCIL MINUTES
Work Session
November 7, 2018

Mayor Darrel Olson called the Work Session to order at 6:00 p.m.

Council Members Present: Mayor Darrel Olson and Council Members Steve Barrows, Todd Holman, and Mark Cross

Council Members Absent: Council Member Quinn Nystrom

Staff Present: City Administrator Brad Chapulis, Public Works Director Trevor Walter, and Assistant City Administrator Kelly Steele

2019 Memorywood Drive Improvement Project

Aric Welch, consulting engineer with WSN, explained the feasibility report was completed and accepted by the council on July 17, 2018. The feasibility report provided for two design options. Option A would be a full depth reclamation and reconstructing of the existing 34' wide roadway with two 11' wide drive lands and two 6' wide bike lanes. The roadway would be striped and signed for bike lanes and no parking would be allowed. An example of this design is Excelsior Road between Inglewood Drive and Forest Drive. Option B would be the construction of a new urban roadway with a 5' bike lane and separated 10' wide bituminous trail. This option creates a wider roadway/trail section and would likely require additional property acquisition to accommodate private utility relocations. This option also includes extensive stormwater collection and treatment options.

There was public support at the public informational meeting for a third option. Option C would be a full depth reclamation and reconstructing of the existing 34' wide roadway in its current configuration consisting of two 11' wide drive lands, 8' shoulder along the west side of the roadway and 4' shoulder along the east side of the roadway.

At the conclusion of the public informational meeting, information was added to the city website and public comments were requested. Of the public comments received, most comments supported Option A or Option C. There was little support for Option B. Several comments expressed the support of stormwater improvements to protect the water quality of White Sand Lake. Based on the comments received three additional options have been prepared for consideration.

Option D would be a full depth reclamation and reconstruction of the existing 38' wide roadway with two 11' wide drive lanes and two 8' wide shoulders. This option can be accomplished by widening the roadway by 2' on each side.

Option E would be the construction of a new 26' wide urban roadway with a 10' wide bituminous trail separated from the roadway by a 5' wide boulevard. This option is 5' narrower than Option B which would help lessen the impact to adjacent properties. As with Option B, extensive stormwater collection and treatment improvements would be required, and additional property acquisition would be necessary to accommodate private utility relocations.

Option F would be the construction of a new urban roadway with an 8' parking lane and separated 10' wide bituminous trail. This option is 1' wider than Option B and would likely require additional property acquisition for private utility relocations. This option also includes extensive stormwater collection and treatment improvements.

Council direction is needed by November 20 to keep the project on schedule. The council consensus was not to support the urban section designs.

The council inquired if the use of sales tax funds could be used as a funding method. City Administrator Chapulis explained staff and the consulting engineer would provide a recommendation for financing the project. Mr. Welch will update the feasibility report to contain Option A and Option G. Option G would be a full depth reclamation and construction of a 38' wide roadway with an 8' wide parking lane, 15' wide drive lane, 11' wide drive lane and 4' wide designated bike lane. This option can be accomplished by widening the roadway by 2' on each side. The 15' wide drive lane would allow shared use with bikes, and the roadway would be signed as such.

Several property owners expressed concerns with safety of the TH 210 and Memorywood Drive intersection and requested the installation of a traffic signal. It is unlikely MnDOT would agree to a traffic signal in this location based on warrants/need and signal spacing in the TH 210 corridor. A safety upgrade for the council to consider is street lighting for the intersection. MnDOT may participate in a street lighting project of the intersection. Mr. Welch will consult with MnDOT prior to the next meeting and will ask them to provide a written response regarding the traffic signal.

2019 South Interceptor, North Forestview and Forestview Stormwater Outlet Improvements

Bryan Drown, consulting engineer with Bolton and Menk, explained a public informational meeting was held on September 20, 2018. Approximately 40% of the property owners were present at the informational meeting.

Council direction is needed regarding street and pedestrian improvements, particularly on Forestview Drive, Scenic River Drive from Forestview Drive to Camwood Trail and Camwood Trail from Scenic River Drive to Highland Scenic Road. As proposed in the feasibility study prepared by WSN, street sections consist of a 26' wide bituminous street with 12' wide separated trail at Forestview Drive from River Vista Drive to Highland Scenic Road; a 32' wide bituminous street consisting of 11' drive lanes and 5' bike lanes at Scenic River Drive from Forestview Drive to Camwood Trail and Camwood Trail from Scenic River Drive to Highland Scenic Road; and 26' wide bituminous street at Chestnut Drive, Mississippi Road, Scenic River Drive, Camwood Trail to Highland Scenic Road, Fuschia Drive, Laredo Drive, and Land O' Lakes Drive.

Public comments received noted vehicle speed and pedestrian safety on Forestview Drive as an existing issue. Additional traffic calming measures, such as dynamic speed signs, may want to be considered.

The council expressed support of bike lanes on Forestview Drive and to consider the future realignment of the Paul Bunyan Trail between TH 371 and the adjacent undeveloped property.

Mr. Drown will present an amendment to the feasibility report at the next meeting and then move forward to set an improvement hearing to be held in early December.

City Administrator Chapulis explained a petition of 58 signatures, 4 were dual households, one non-owner, signed the petition indicating road repair is needed but object to the water and sewer improvements.

Craig Franke, 7309 Mississippi Road, consulted with his neighbors and found there would have been more signatures on the petition but people were concerned that they may be pushing the project into the future and that it will cost more.

Michael Hopps, 12470 Camwood Trail, explained property owners were against water and sewer but recognize the need to improve the roadway. The cost is much less for a new well, septic improvements, and roadway improvements than the proposed project. This area was not designed for municipal water and sewer improvements. A bike trail is not needed due to limited traffic.

Shannon Mehr, Camwood Trail, expressed interest in a off road bike trail. Ms. Mehr owns the large parcel of land and would be willing to donate part of her land to make the bike trail happen.

MOTION by Council Member Cross, seconded by Council Member Holman to adjourn the council work session at 6:52p.m. Motion carried unanimously.

Approved by:

Respectfully submitted,

Todd Holman
Vice Mayor

Kelly Steele
Assistant City Administrator